

# OneBayArea

## Equity Working Group

February 9, 2011, 11:00 a.m. – 12:45 p.m.  
MetroCenter, Claremont Conference Room  
101 8<sup>th</sup> Street, Oakland, 2nd Floor

### AGENDA

- |   | Estimated Time<br>for Agenda Item |
|---|-----------------------------------|
| 1. Welcome and self-introductions   | <b>11:00 a.m.</b>                 |
| 2. Overview of Sustainable Communities Strategy and process ( <i>Miriam Chion</i> )   |                                   |
| 3. Equity Working Group Work Plan and Schedule* ( <i>Jennifer Yeamans</i> )   |                                   |
| <b><u>DISCUSSION ITEMS</u></b>  | <b>11:30 a.m.</b>                 |
| 4. Overview of Previous MTC/ABAG Equity-Related Studies and Current Trends* ( <i>Jennifer Yeamans and Marisa Raya</i> )<br>( <i>MTC and ABAG staff will lead a discussion of some of MTC's and ABAG's past work related to regional equity</i> )                |                                   |
| 5. Initial Vision Scenario Equity Performance Measures* ( <i>Jennifer Yeamans</i> )<br>( <i>Staff will present recommended equity performance measures to be analyzed alongside the Initial Vision Scenario for review and approval by the working group.</i> ) |                                   |
| <b><u>INFORMATION ITEMS / OTHER BUSINESS</u></b>  | <b>12:40 p.m.</b>                 |
| 6. Tentative 2011 Equity Working Group Meeting Calendar*  |                                   |
| 7. Public Comment   |                                   |
| 8. Adjournment  |                                   |

#### **Next meeting:**

Wednesday, March 9, 2011  
11:00 a.m. – 12:45 p.m.  
MetroCenter, 2nd Floor Claremont Conference Room  
101-8th Street, Oakland 94607

\* Agenda Items attached

\*\* Attachments to be distributed at the meeting.



RTP/SCS Equity Working Group Work Plan and Schedule

DRAFT as of 2/2/11

Tasks	2011												2012												2013			
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A
<b>1. Vision Scenario Analysis</b>																												
1.1 Review populations and measures to be analyzed		*																										
1.2 Review results			*																									
<b>2. Detailed Scenario Analysis</b>																												
2.1 Review populations and measures to be analyzed							*																					
2.2 Review results											*																	
<b>3. Draft Plan Analysis</b>																												
2.1 Review populations and measures to be analyzed															*													
2.2 Review results																						*						
<b>4. Complementary Tasks</b>																												
4.1 Update Snapshot Analysis																												
4.2 Identify other essential equity tasks that can be effectively analyzed						*																						
4.3 Review/comment on Scenarios relative to equity analysis results												*																
4.4 Support engagement in low-income and minority communities																												
4.5 Recommend possible policies for consideration in the SCS/RTP														*														
<b>Key Committee/Board Meetings</b>			1					2						3								4					5	
<b>RTP/SCS + EIR</b>		Vision						Detailed Scenarios														D					F	
<b>RHNA</b>								Methodology						D									F					

\* Action/approval requested

Meetings:

- (1) Review Vision Scenario Results
- (2) Adopt RHNA methodology
- (3) Approve Draft SCS (Preferred Scenario)
- (4) Release Draft Plan
- (5) Final RTP/SCS

All dates/workplan elements subject to change

To: Equity Working Group

From: Jennifer Yeamans, MTC, and Marisa Raya, ABAG

Date: February 2, 2011

Re: Overview of Previous MTC/ABAG Equity-Related Studies and Current Trends

This memorandum provides background on MTC’s and ABAG’s past planning work related to low-income and minority communities of concern, and highlights some of the current regional trends related to livability and mobility in these communities. It is intended to help identify some of the key issues and challenges framing the question of how the region can grow equitably to help meet the region’s sustainability goals as the Regional Transportation Plan and Sustainable Communities Strategy are developed and analyzed over the next two years.

**Background: Previous Equity-Related Studies and Findings**

*Transportation 2035 Equity Analysis Report*

The Transportation 2035 Equity Analysis Report, completed in 2009 (available at [http://www.mtc.ca.gov/planning/2035\\_plan/equity.htm](http://www.mtc.ca.gov/planning/2035_plan/equity.htm)), is the most recent equity analysis of MTC’s long-range regional transportation plan (RTP). The Equity Analysis is a technical, quantitative analysis of the distribution of benefits and burdens of the Draft Plan’s investment strategy between the region’s 44 low-income/minority communities of concern and the remainder of the region. The equity analysis proceeds by first defining the relevant communities of concern to analyze (in the case of the last three reports, communities with concentrations of low-income or minority populations were defined on a geographic basis), then defining a set of equity performance measures relevant to the Plan’s investments (such as access to jobs and services, density of vehicle emissions, and affordability). The indicators are modeled and forecast to the horizon year of the plan, with a focus on the analyzing difference between implementing the Plan (the Project) and a business-as-usual scenario (a No Project alternative), and the results are compared for communities of concern and non-communities of concern. MTC staff previously developed both the definitions of communities of concern and the relevant equity performance measures in conjunction with members of MTC’s former Minority Citizens Advisory Committee (MCAC).

A summary of the analysis results for the Transportation 2035 Equity Analysis is below:

Key questions	Low-Income Jobs Accessible by Auto	Low-Income Jobs Accessible by Transit	Access to Non-Work Activities by Auto	Access to Non-Work Activities by Transit	Emissions Density	Affordability
<i>Are conditions in communities of concern better overall than the remainder of the region?</i>	Yes	Yes	Yes	Yes	No	No
<i>Do conditions in communities of concern improve under the Project relative to the No Project?</i>	Yes	Yes	Yes	Yes	Yes	No Change
<i>Do communities of concern receive similar or greater benefit compared to the remainder of the region under the Project, relative to the No Project?</i>	Yes	No	Yes	Yes	Yes	Yes

Past analyses have not produced findings of overall inequitable distributions of RTP investment benefits or burdens at the regional, programmatic level, but they have resulted in ongoing refinement in the methodological approaches based on feedback from advisors and stakeholders. One of the primary recommendations from the Transportation 2035 Equity Analysis report was to develop a Snapshot Analysis approach in order to “drill down” more on present-day conditions in communities of concern, to complement the long-range equity analysis’s aggregate, future-year focus.

*Snapshot Analysis for Communities of Concern*

Based on a recommendation in the Transportation 2035 Equity Analysis Report, MTC developed a Snapshot Analysis for communities of concern in conjunction with MCAC members in 2009 and 2010. This process identified a number of indicators that could be mapped regionally from a readily accessible data set, in order to discern differences between how various communities of concern fare today in terms of transportation availability, accessibility, affordability, safety, and vehicle emissions, and track changes over time. Thirteen indicators were ultimately mapped and presented to MTC’s Planning Committee (maps can be viewed at <http://www.mtc.ca.gov/planning/snapshot/>):

Theme	Related Key Questions	#	Measure
<b>Transportation Availability and Choices</b>	How frequent is the transit available?  How many households have access to autos?  How walkable are neighborhoods?	1	Transit service frequency (weekday average)  Additional Breakout maps: A. Bus only                      C. Weekend service only B. Rail/ferry only              D. Evening service only
		2	Change in transit service frequency (weekday average)  Additional Breakout maps: A. Bus only B. Rail/ferry only
		3	Walkability (destinations reachable by walking)
		4	Auto availability (households with at least one vehicle)
		5	Transportation availability index
<b>Accessibility</b>	How accessible are essential destinations?	6	Access to essential destinations by 30-minute transit trip
		7	Access to essential destinations by 30-minute auto trip
<b>Affordability</b>	How affordable is transportation to residents?	8	Transportation costs as percent of household income
		9	Housing + transportation costs as percent of household income
<b>Safety</b>	How safe is it for residents to get to their destination?	10	Total bicycle collisions
		11	Total pedestrian collisions
<b>Environment</b>	What is the emissions density of fine diesel particulates and how does the transportation system impact it?	12	Total fine diesel particulate emissions from on-road mobile sources
		13	Fine diesel particulate emissions from on-road mobile sources as a % of total from all sources

The process also identified several key areas of concern for MCAC members for which data does not currently exist to track, or is not available regionally; for example, data about crime, transit reliability, and some aspects of pedestrian and bike safety.

A key recommendation from this effort was to expand this and future analyses to include low-income populations outside designated communities of concern, and also other transportation-disadvantaged populations including seniors and people with disabilities.

### *Development without Displacement*

In conjunction with the release of ABAG's Equitable Development in Transit-Oriented Development Toolkit, ABAG also released the Development Without Displacement Report (available at <http://www.bayareavision.org/initiatives/equitableddevelopment.html>). This study tracked regional shifts in demographics and affordability (including low-income populations that have lost access to transit due to recent moves away from transit-rich locations) and promotes inclusive planning and equitable development.

The report identified several actions for ABAG and MTC to consider over the next several years to counteract displacement pressures and build and maintain inclusive, transit-oriented communities. In particular, the report offered the following guidelines for consideration in the regional agencies' development of the Sustainable Communities Strategy:

1. Identify communities that are particularly vulnerable, including those that are or have been:
  - Disproportionately impacted by greenhouse gas emissions
  - At risk of residential or employment displacement and loss of community diversity through higher-density development near transit
  - Historically left out of the planning process
2. Incorporate broad and meaningful community participation in developing the Sustainable Communities Strategy and related local plans.
3. Identify and prioritize mechanisms and policies to minimize negative impacts, such as displacement or loss of affordable housing units, and maximize co-benefits, such transit access and walkability.
4. Promote a Regional Affordable Housing Strategy that emphasizes the retention and expansion of affordable housing and the prevention of displacement near transit.

The SCS Targets and other regional agency work have addressed some of these recommendations by adding "without displacement" to the statutory housing target, articulating public health outcomes as SCS co-benefits, and aiming for greater reductions in air quality risk in impacted areas.

### **Overview of Current Regional Trends**

This section summarizes some of the key findings and regional trends that have emerged from the studies discussed in the previous section and how they relate to the challenge of how the region can grow sustainably and equitably going forward:

- The Bay Area is a "majority minority" region, where Hispanic/Latino and Asian populations are growing fastest relative to the overall population.
- The low-income population is also growing rapidly. Between 2000 and 2009, the region's low-income population (below 200% of the federal poverty level, which having an income below about \$44,000 per year for a family of four) grew at a rate 14 times that of the non-low-income population.

- Many neighborhoods in the region changed markedly in both cultural and economic terms during the “boom years” between 1990 and 2000. A large number of moderately priced homes were built in formerly low-density suburbs in Solano and Contra Costa Counties, attracting households willing to absorb higher transportation costs for homeownership in the suburbs. Many neighborhoods also saw household income increase during the 1990s. Factors tied to displacement of existing residents in neighborhoods experiencing change during these years were found to be tied to an influx of wealthy residents choosing to locate in walkable, transit-rich neighborhoods with attractive housing options that previously were home to a relatively large share of low-income households. Concentration of rental units near transit stations and households paying more than 30% of their income toward rent were also identified as potential displacement factors, in addition to whether local policies are in place to combat displacement pressures.
- Whether they are choosing to take advantage of relatively new, affordable housing opportunities in the suburbs with better public safety and schools, or moving out of necessity, low-income residents are increasingly living outside the urban core, notably the region’s relatively transit-rich central cities of San Jose, San Francisco, and Oakland. Accordingly, vehicle ownership and use among low-income households is on the rise. In 2006, 75% of low-income households had at least one automobile, up from 73% in 2000, and the greatest share of weekday trips made by people in low-income households, 57%, are by made car (walking and biking are the next most prevalent low-income travel mode, at 24% of weekday trips, followed by public transit at 14%).
- Increased auto-mobility comes with increased financial costs to low-income households, whose budgets are already strained by the high cost of housing in the region. Only 94,000 housing units, 4% of the region’s total, are located in neighborhoods defined as affordable for low-income households, where average combined housing and transportation costs are below the recommended guideline of 48% of median income. Low-income, auto-dependent households without good access to transit are particularly sensitive to increases in auto operating costs, whether from higher fuel prices or external pricing measures, as affordability of travel has direct bearing on these households’ overall levels of accessibility and opportunity.

### **Looking to the Future**

The next Regional Transportation Plan and Sustainable Communities Strategy will require regional agencies to develop a plan to house all the region’s households while reducing per-capita greenhouse-gas emissions. MTC and ABAG have established the goal of supporting the three E’s of sustainability in developing the Sustainable Communities Strategy, including equity. Based on what we know of current and future trends in the Bay Area, the challenge of growing the region equitably will be a multi-faceted one. An equitable approach will need to address historically high and rising housing and transportation costs, accessibility to jobs and other opportunities for suburban low-income households, and preserving and promoting low-income households’ access to affordable housing located near transit.

### **Next Steps**

As a preliminary assessment of equity in the development of the RTP/SCS, staff will analyze Initial Vision Scenario in terms of the RTP/SCS performance targets adopted in January, broken down by income group and/or mode. Staff will present these results to you in the coming months and use

these as a starting point for discussing with the group how to update the analysis framework for analyzing the Detailed SCS Scenarios to be developed over the course of 2011 and into early 2012.

### **Questions for Discussion**

At your February 9 meeting, staff will lead a discussion of findings and recommendations from past studies related to regional equity, focusing on the following questions:

1. Do these findings resonate with your knowledge and observations?
2. What priority equity-related issues and concerns do not appear to have been captured to date, which you believe relate prominently to the development of the Sustainable Communities Strategy and Regional Transportation Plan?

To: Equity Working Group

From: Jennifer Yeamans, MTC

Date: February 2, 2011

Re: Initial Vision Scenario Equity Performance Measures

## **Background**

In December, MTC and ABAG staff presented a proposed three-step Equity Analysis approach for the Regional Transportation Plan and Sustainable Communities Strategy to both the Regional Advisory Working Group and the Policy Advisory Council's Equity and Access Subcommittee. The first step identified in this process is to assess the outcome of the Initial Vision Scenario by disaggregating the adopted RTP/SCS performance targets by income and/or mode to offer a preliminary assessment that can be effectively modeled for various horizon years.

## **Staff Recommendation**

In keeping with the general approach outlined in December, Attachment A shows the set of targets adopted in January by MTC and the ABAG Executive Board, alongside staff's recommendation for an associated equity measure to present with the Initial Vision Scenario results in March.

A key component of the three-step approach is the need to present equity analysis results at the same time as other assessment reports on each of the scenarios analyzed in the course of developing the RTP/SCS. Therefore, at your February 9 meeting, staff will be requesting your review and feedback on a set of equity measures with which to proceed with the Initial Vision Analysis so that all Initial Vision Scenario results, including those from this preliminary equity assessment, can be reviewed in March. This short timeline necessitates a short list of measures in order for the regional agencies to be able to conduct the analysis in time for the March release.

## **Next Steps**

Following the review of the Initial Vision Scenario preliminary equity assessment, staff will engage a broader discussion of how to refine the regional agencies' methodologies and analytical approaches beyond the regional targets. This later discussion will provide an opportunity to update the approach and framework to identify other equity-related measures and relevant target populations to be analyzed with the Detailed Scenarios, which will be developed throughout 2011 and early 2012.

**Attachment A:**  
**Proposed Initial Vision Analysis Equity Performance Measures**  
**Draft as of 2/2/11**

GOAL/OUTCOME	#	ADOPTED TARGET	STAFF RECOMMENDED INITIAL VISION EQUITY PERFORMANCE MEASURE
CLIMATE PROTECTION	1	Reduce per-capita CO <sub>2</sub> emissions from cars and light-duty trucks by 15%	<ul style="list-style-type: none"> <li>Per capita CO<sub>2</sub> reduction by low-income/not low-income</li> </ul>
ADEQUATE HOUSING	2	House 100% of the region's projected 25-year growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents	<ul style="list-style-type: none"> <li>Housing by income level</li> </ul>
HEALTHY & SAFE COMMUNITIES	3	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> <li>Reduce premature deaths from exposure to fine particulates (PM<sub>2.5</sub>) by 10%</li> <li>Reduce coarse particulate emissions (PM<sub>10</sub>) by 30%</li> <li>Achieve greater reductions in highly impacted areas</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in premature deaths from fine particulate matter exposure by low-income/not low-income</li> <li>Coarse particulate matter reduction by low-income/not low-income</li> </ul>
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)	<ul style="list-style-type: none"> <li>Injuries/fatalities from all collisions by low-income/not low-income</li> </ul>
	5	Increase the average time walking or biking per person per day for transportation by 60% (to an average of 15 minutes per day)	<ul style="list-style-type: none"> <li>Average time walking or biking per person per day by low-income/not low-income</li> </ul>
OPEN SPACE AND AGRICULTURAL PRESERVATION	6	Direct all non-agricultural development within urbanized areas as of 2010	<ul style="list-style-type: none"> <li><i>N/A – no distributive benefits/burdens noted</i></li> </ul>
EQUITABLE ACCESS	7	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing	<ul style="list-style-type: none"> <li>H+T affordability by income level</li> </ul>
ECONOMIC VITALITY	8	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars)	<ul style="list-style-type: none"> <li>Access to jobs within 30 minutes by mode (auto/transit) and income level (low-income/not low-income)*</li> </ul>
TRANSPORTATION SYSTEM EFFECTIVENESS	9	Decrease average per-trip travel time for auto and transit modes by 10%	<ul style="list-style-type: none"> <li>Per-trip travel time reduction by low-income/not low-income</li> <li>Per-trip travel time reduction by mode</li> </ul>
	10	Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> <li>Increase local road pavement condition index (PCI) to 75 or better</li> <li>Decrease distressed lane-miles of state highways to less than 10% of total lane-miles</li> <li>Reduce average transit asset age to 50% of useful life</li> </ul>	<ul style="list-style-type: none"> <li>TBD</li> </ul>

\* Because this target is not available by income category, the proposed initial equity performance measure is derived from past equity analysis work.

**RTP/SCS Equity Working Group  
List of Tentative Meeting Dates for 2011**

FEBRUARY 9

MARCH 9

APRIL 13

MAY 11

JUNE 8

JULY 13

AUGUST 10

SEPTEMBER 14

OCTOBER 12

NOVEMBER 9

DECEMBER 14

*Meetings are scheduled to occur monthly on the second Wednesday of the month at 11 a.m. All meetings will be held at the MetroCenter in Oakland. Meeting dates and times are subject to change.*