

OneBayArea

Equity Working Group

April 13, 2011, 11:00 a.m. – 12:45 p.m.

MetroCenter, Claremont Conference Room

101 8th Street, Oakland, 2nd Floor

AGENDA

- | | Estimated Time
for Agenda Item |
|---|-----------------------------------|
| 1. Welcome and self-introductions | 11:00 a.m. |
| 2. Equity Working Group Work Plan and Schedule Update* (<i>Jennifer Yeamans</i>) | |
| 3. Notes from March 9 Meeting* (<i>Jennifer Yeamans</i>) | |
| <u>DISCUSSION ITEMS</u> | 11:10 a.m. |
| 4. Discussion of Priority Equity Issues* (<i>Miriam Chion/Doug Johnson</i>)
<i>Staff will lead a preliminary discussion of priority equity issues related to the regional agencies to help guide the committee's discussions during the Alternative Scenario development and analysis.</i> | |
| 5. Project Performance Assessment: Update on Equity Considerations** (<i>Dave Vautin</i>)
<i>Staff will update the group on changes to the Project-Level Equity Analysis.</i> | |
| 6. Additional Results from Initial Vision Scenario Analysis* (<i>Jennifer Yeamans</i>)
<i>Staff will present additional data gleaned from the Initial Vision Scenario equity analysis for review and comment from group members.</i> | |
| <u>INFORMATION ITEMS / OTHER BUSINESS</u> | 12:30 p.m. |
| 7. Updates on Regional Housing Methodology Committee (HMC) and research efforts on employment, indicators, and neighborhoods of opportunity (<i>Marisa Raya and Miriam Chion</i>)

<i>Staff will provide brief updates on the work of the HMC, SCS approaches to employment, and internal and external regional equity indicator efforts.</i> | |
| 8. Public Comment | |
| 9. Adjournment | |

Next meeting:

Wednesday, May 11, 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 3/2/11

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
1. Vision Scenario Analysis																												
1.1 Review populations and measures to be analyzed		*																										
1.2 Review results			*																									
2. Detailed Scenario Analysis																												
2.1 Review populations and measures to be analyzed							*																					
2.2 Review results											*																	
3. Draft Plan Analysis																												
2.1 Review populations and measures to be analyzed																*												
2.2 Review results																							*					
4. Complementary Tasks																												
4.1 Update Snapshot Analysis/SCS Indicators																												
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															*													
Key Committee/Board Meetings			1					2							3								4					5
RTP/SCS + EIR		Vision						Detailed Scenarios															D					F
RHNA							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

Summary of March 9, 2011 Equity Working Group meeting

Discussion: Initial Vision Equity Analysis Results

Comment	Possible Follow-up
Use travel distance in addition to travel time	Can also generate travel distance from model
Does travel time include wait time for transit?	Yes
Is documentation available on the model and how it is validated?	Documentation is in the process of being produced and can be shared when complete
To what degree does #7 reflects reality vs. model inputs?	Model is reasonable, but more robust on trends than quantities. Can provide a Draft Validation Report that compares results to census/survey data.
Modeling results don't reflect issues of greatest concern, such as housing location, segregation, and access to jobs	Should bring this issue forward when we reexamine what set indicators should be used in Detailed Scenarios; tie scenario back to PDA Assessment and indicators to capture existing conditions
Provide the comparison between lower and upper income gains for equitable access (H+T affordability)	Calculations will be done for other income groups going forward
The base year of 2005 is problematic – things have gotten much worse since then	2005 because it is the most recent year with robust data. Value of travel time and mode preference are probably not affected by the recession, but other measures may have changed. Will be using 2010 for work going forward
Need to be able to better represent some of the key measures like PM and collisions	Work on updating the spatial disaggregation for PM is under way and should come back in the Detailed Scenarios; staff will follow up with SFDPH on methodology for assessing air quality hotspots; collisions requires more time and effort to refine in terms of forecasting ability
There are current disparities in the location of open space not addressed here	Could potentially be analyzed in Detailed Scenarios
Use more recent socioeconomic data than 2005	Different data years are available from the American Community Survey for different geographic levels; for the neighborhood level, the ACS represents a moving sample of the years 2005-9 and staff will be updating in the next few months.
What are the assumptions about transit levels of service?	Transit network assumptions are described on p. 12 of Initial Vision Scenario Report: http://www.onebayarea.org/pdf/Initial_Vision_Scenario_Report.pdf ; generally, areas of greater growth have greater transit frequencies.
Use medians rather than averages in results	This is a possibility but recommend choosing one or the other
How can we use this information to understand how recent land use/population changes have taken place in areas with less infrastructure and services?	2010 estimates could be compared to 2005

Break out work/school trips by work or school	Yes, these can be broken out; can revisit in Detailed Scenarios, especially with respect to relevance to different populations of concern
How will the RHNA methodology address the funding gaps for the housing assumption?	Funding gap analysis is currently being explored.
The dots in the chart for the Healthy Communities goal are potentially misleading	This will be noted in the presentation as a limitation of the target-based approach. The efficacy of this metric can be reevaluated in the Detailed Scenarios.

Discussion: Project Performance Assessment – Equity Considerations

Comment	Possible Follow Up
Clarify window of feedback	Probably about a week; will follow-up with an email
Members need more time to review information being presented for input	Agree the timelines have been short given other deadlines related to broader SCS development. Will work to improve on this going forward.
Build on your model or ask each project sponsor to demonstrate quantitatively how projects can reduce PM	BAAQMD air quality model – the basis for this analysis – cannot consider neighborhood-level PM-related health impacts due to transportation projects.
Not all equity related priorities, such as closing gaps in the system, will fit into a regionwide assessment	In terms of equity analysis, can discuss off-model approaches as well as modeled within Detailed Scenario framework. For example, if a project closes a gap identified in a CBTP.
Will there be a list of committed projects to review?	Committed policy presentation for March 11 Planning Committee meeting is on MTC website
Review what other large regions in the state are doing for equity analysis	Can bring this information to a future meeting

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To: Equity Working Group

From: Equity Working Group Staff

Date: April 6, 2011

Re: Discussion of Priority Equity Issues at April 13 Meeting

Looking Back: Work to Date

At its first two meetings, the Equity Working Group has reviewed past regional agency equity work and discussed both the Equity Analysis of the Initial Vision Scenario and the Project Performance Assessment for Plan Bay Area (the Sustainable Communities Strategy and Regional Transportation Plan currently under development by the regional agencies). As regional agency staff and the Working Group prepare for the development and analysis of the financially constrained Alternative Scenarios, we would like to use the bulk of our April meeting to take a step back and discuss priorities for framing equity considerations going forward.

For the Initial Vision Scenario, we characterized the Equity Analysis based on the ten adopted performance targets broken out by income level. In addition to the scenario-level Equity Analysis, the Transportation Project Performance Assessment will look at impacts of a selected group of proposed projects, also by income level (working group members will receive an update on this proposal at your April 13 meeting).

Going Forward: Looking Beyond Regional Models

Equity Working Group members have noted that using modeled results to analyze different scenarios and individual projects does not reflect some of the issues of greatest concern regarding regional equity. Conversely, some alternative approaches to analyzing equity may not fit into regional scenario-level and project-level technical analyses. Staff would like input from the group on how to prioritize efforts for the next phases of Plan Bay Area's development, particularly the Alternative Scenario discussions that will be taking place throughout the remainder of 2011. Consider in particular those issues and concerns that can be most readily impacted by regional agencies' decision-making within the Plan Bay Area context.

Help Prepare for the Discussion by Answering the Survey

To prepare for this discussion, staff is asking Working Group members to answer a quick, one-question survey identifying equity-framing priorities for Plan Bay Area. A link to this survey was included in the group email to which the April packet was attached. The goal of your April 13 discussion is to work toward a more unified approach to an equity evaluation methodology for Plan Bay Area, including the identification and prioritization of supplementary policy and research work needed to complement the technical analysis.

Please complete the survey by noon on April 12 to have your input included in staff's presentation of the survey results.

To: Equity Working Group

From: Jennifer Yeamans, MTC

Date: April 6, 2011

Re: Additional Results from Initial Vision Scenario Analysis

At your last meeting, working group members reviewed results of the target-based equity analysis of the Plan Bay Area Initial Vision Scenario. While the adopted performance targets for Plan Bay Area provided the basic framework for the equity indicators presented with the Initial Vision Scenario, the model results also produced additional information about household and travel characteristics by household income level that group members may find informative as we move forward into developing an equity analysis framework for the Alternative Scenarios.

These additional data are attached as charts for your information and reference. At your April 13 meeting I would like to receive your comments and feedback on the information and input on how staff might consider incorporating it into forthcoming work on the Alternative Scenario analysis.

For your reference, the Initial Vision Scenario Equity Analysis results can be found beginning on page 42 of the Initial Vision Scenario Report, located at:

http://www.onebayarea.org/pdf/Initial_Vision_Scenario_Report.pdf

Attachment A: Additional Initial Vision Scenario Data Results

Attachment A: Additional Initial Vision Scenario Data Results

Source for all data points is MTC's travel model

Household Income Definitions (2009 dollars):

Low-income: Below \$37,358
 Not low-income: Above \$37,358

Moderately low-income: \$37,358 to \$74,715
 Moderately high-income: \$74,715 to \$124,526
 High-income: Above \$124,526

Figure 1. Average Household Size by Household Income Group

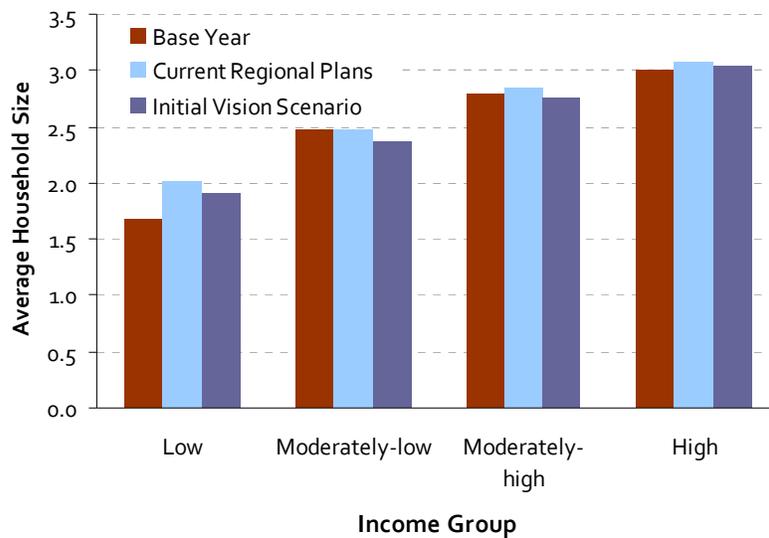


Figure 2. Average Daily Trips by Household Income Group

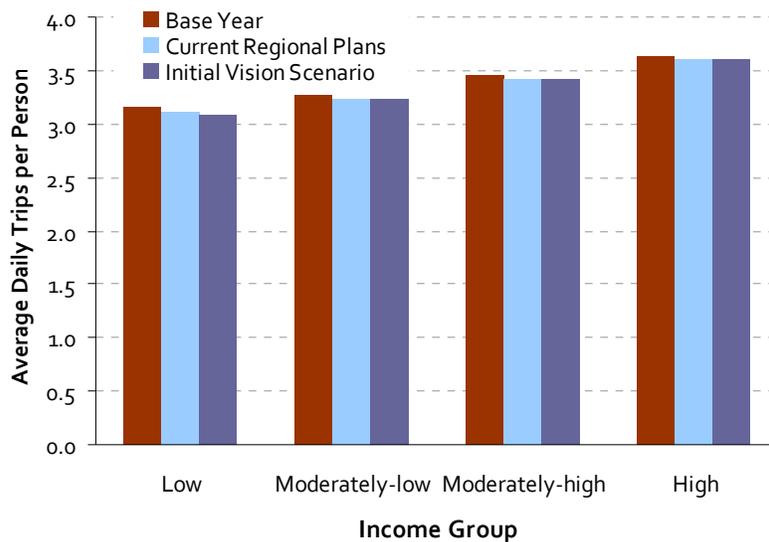


Figure 3. Average Per-Trip Travel Time by Mode and Household Income Level

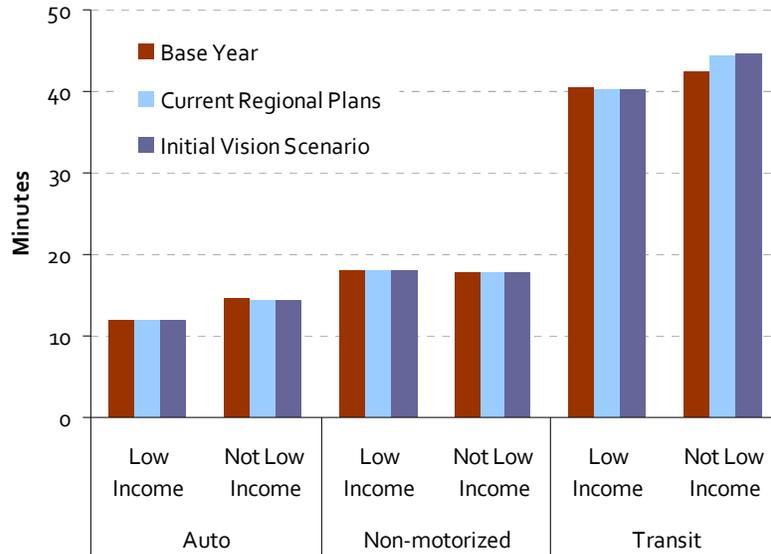


Figure 4. Average Per-Trip Travel Time by Trip Purpose and Household Income Level

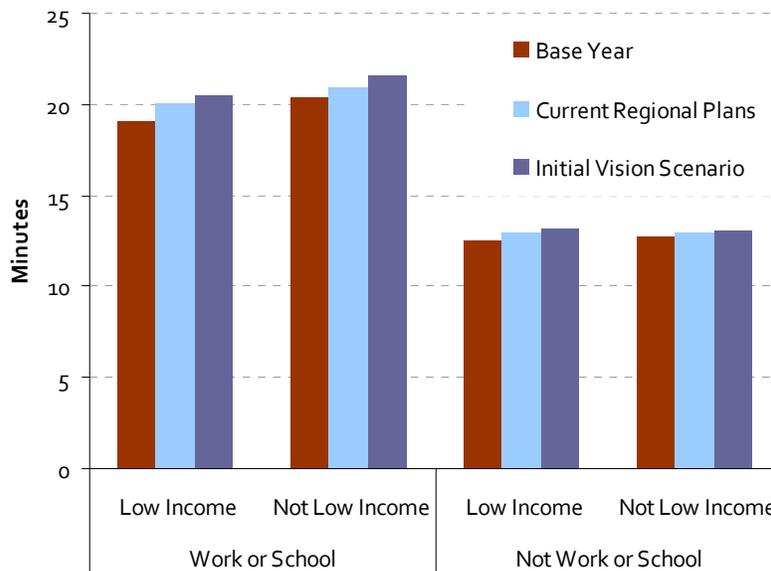


Figure 5. Mode Share by Household Income Level: All Daily Trips

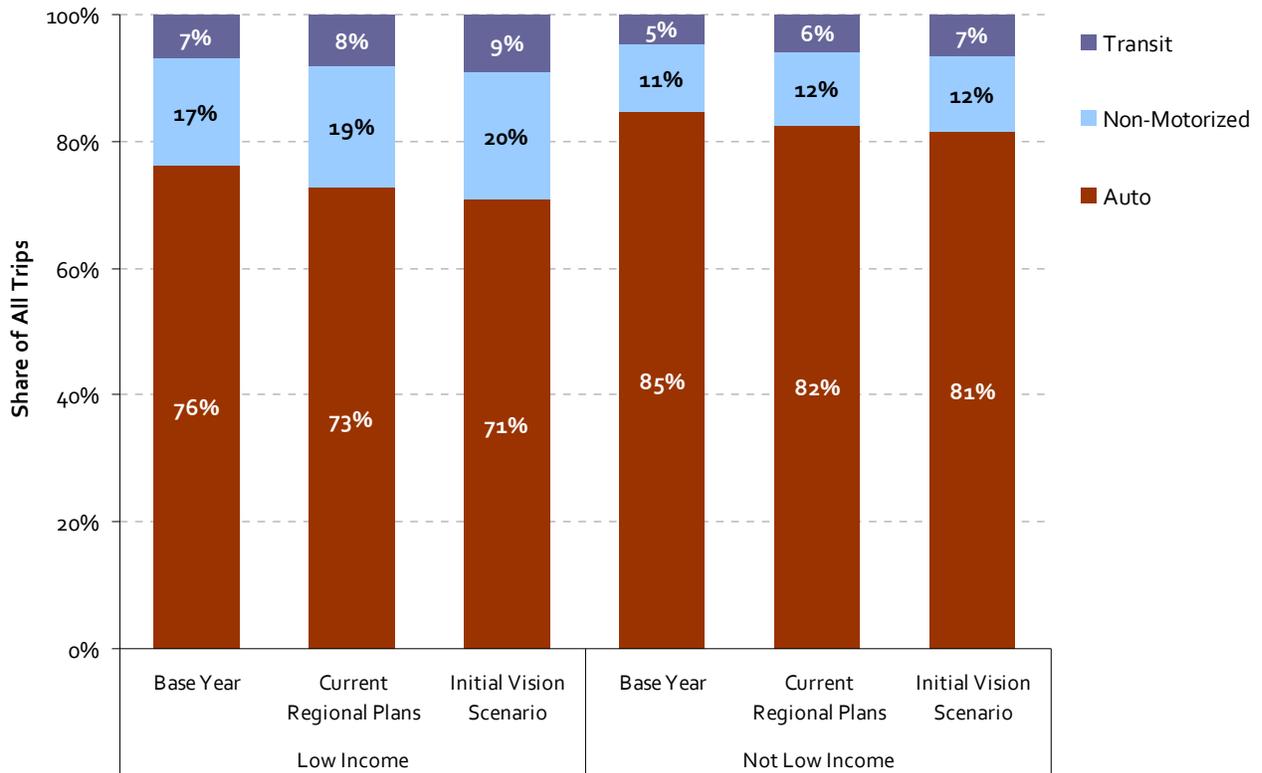


Figure 6. Mode Share by Household Income Level: All Daily Work and School Trips

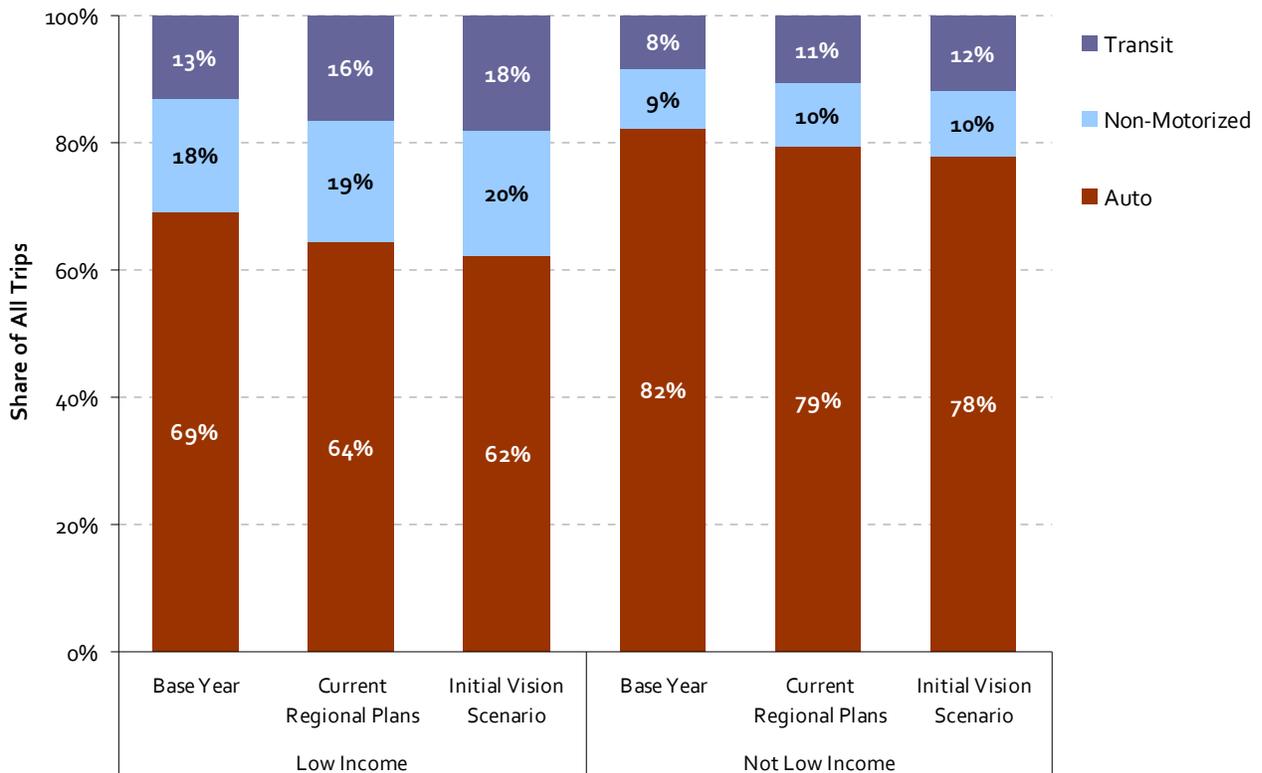


Figure 6. Average Daily Trips by Trip Purpose and Household Income Level

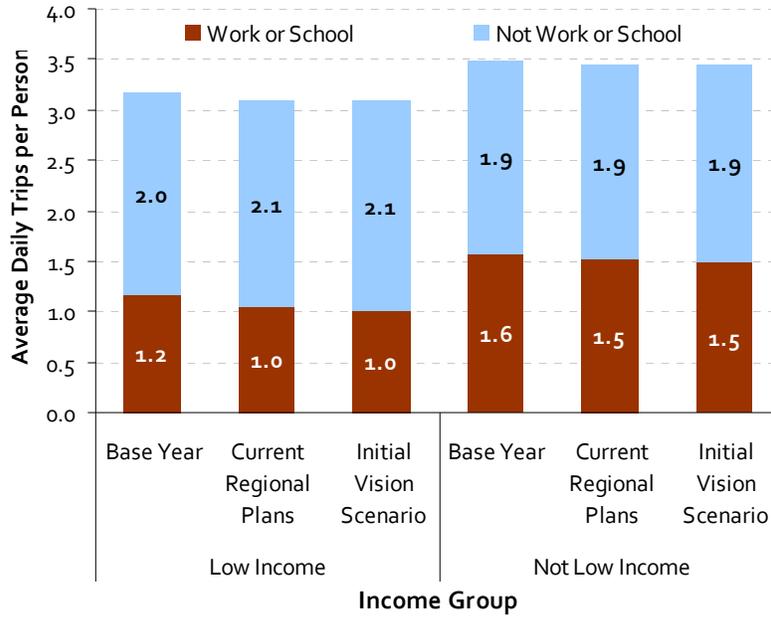


Figure 7. Average Daily Out-of-Pocket Travel Costs by Household Income Level (2000 \$)

