



TO: MTC Planning Committee
ABAG Administrative Committee

DATE: July 1, 2011

FR: Deputy Executive Director, Policy, MTC
Executive Director, ABAG

RE: Plan Bay Area: Alternative Scenarios

Background

Last month, the Commission and ABAG's Administrative Committee approved moving forward to evaluate five alternative scenarios to demonstrate how the region might achieve the Plan Bay Area performance targets adopted by MTC and ABAG earlier this year. In response to public comment, the Committees requested staff to consider a proposal for a sixth alternative scenario focused on "Equity, Environment and Jobs" (see attachment A) and to return to the July Committee meeting with details on how the approved five alternatives address the components included in this sixth alternative scenario. Staff is scheduled to meet with the proponents of this alternative scenario on July 1 and will report back at your meeting on July 8.

To provide context for your discussion, staff offers the following background information related to the alternative scenarios assessment process.

Relationship between Alternative Scenarios and the Preferred Alternative

The primary purpose of the scenario assessments is to compare and contrast the interaction between land use policy and transportation investment strategies as measured by specific performance targets related to the economy, the environment and equity. These targets are described in Attachment B. This information will be used to ultimately select a preferred land use forecast and transportation investment strategy that will be the basis of a preferred Sustainable Communities Strategy (SCS) alternative that MTC and ABAG will consider for adoption in Spring 2013.

With this in mind, the alternative scenario assessments are intended to demonstrate how well various land uses, transportation infrastructure and policy initiatives perform against the targets. While discrete scenarios will be evaluated, the preferred SCS alternative will be developed based on a mix of alternative scenario components that best achieve the targets and can demonstrate financial feasibility.

Project Performance Assessment

Each "non-committed" project submitted as a result of the call for projects will be evaluated to determine how well it performs relative to achieving the performance targets. A separate benefit/cost ratio analysis also will be conducted on larger capacity increasing projects (greater than \$50 million). This project-level assessment will inform the selection of transportation projects included in the alternative scenarios.

Social Equity Analysis

In past Regional Transportation Plans, MTC has prepared a federally-required equity analysis on a preferred (or CEQA Project) alternative included in the RTP environmental impact report. Concerns have been expressed by social equity advocates that the equity analysis has been conducted too late in the planning process to meaningfully inform selection of a preferred alternative. In response to these concerns, staff will conduct a separate equity analysis for each alternative scenario as part of the alternative scenarios assessment for Plan Bay Area. We note that coming up with a single definition of equity has been difficult. Nonetheless, staff consultation with social equity advocates (e.g., members of the SCS Equity Working Group) is well underway to define the measures that will be used for the equity analysis (see Attachment C.)

The information developed in the equity analysis for each alternative scenario will be used to inform development of a preferred SCS alternative. In addition to the equity analysis on the alternative scenarios, staff will conduct an equity analysis on the preferred SCS consistent with federal Title VI and current federal Executive Orders.

Next Steps

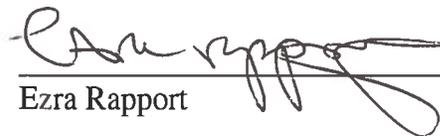
Staff is proceeding to define the five approved land use/transportation scenarios in more detail and in consultation with our advisory groups. We expect that some of the alternative scenario concepts may evolve over time as performance information is developed.

Staff will conduct the technical analysis between July and September 2011, and will present the results to the joint MTC Planning and ABAG Administrative Committees in October 2011. This will mark the beginning of a public process to review and comment on the alternative scenarios. Input received will help us identify a draft preferred scenario that is slated for approval by MTC and ABAG in early 2012. The draft preferred scenario will be subject to environmental review and other analyses throughout the remainder of 2012. Plan Bay Area is slated for final adoption in April 2013.

We look forward to providing more details on scenarios descriptions and the results of our discussions with the social equity advocates in a staff report to be distributed before your meeting on July 8.



Ann Flemer



Ezra Rapport

June 9, 2011

Mark Green, Chair, and Members
ABAG Administrative Committee

James P. Spering, Chair, and Members
MTC Planning Committee

Dear Chairs and Members:

We join two of your advisory bodies – MTC’s Policy Advisory Council and the RTP/SCS Equity Working Group – in urging you to add a scenario that maximizes social equity to the set of alternatives that MTC and ABAG will develop and analyze this summer. The list of scenarios before you today, which was only released to the public in the past week, will be incomplete without such a scenario. Including one in the analysis is critical to your informed decision making and the public’s meaningful participation.

Instead of voting to accept the set of five alternatives before you today, we ask that you **direct staff to include for analysis an additional scenario that maximizes social equity — the Equity, Environment, and Jobs Scenario (see attached) — and to ensure that *all* of the scenarios advance social equity outcomes.** Staff should then present you with an updated slate of alternatives at your July meeting.

The best Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) will be the one that most strongly promotes all of the “three Es”: equity for low-income communities and communities of color, economic vitality, and environmental health. None of the five proposed Alternative Scenarios before you today offers that choice.

Key components of an Equity, Environment, and Jobs Scenario are summarized on the **attached sheet** and include maximizing the funds needed to operate local transit service while providing affordable housing in job-rich suburban communities as well as in the urban core. We believe that this scenario will outperform the five currently before you, not only in terms of social equity performance measures, but in terms of GHG reduction, local job creation, and other important regional goals. Hard facts support our view: research shows that transit operating expenditures create 40% more jobs than spending on capital projects, and that affordable housing near entry-level jobs improves access to economic opportunity. Similarly, investing in robust local transit operations is the most cost-effective way to maximize GHG reductions, and affordable housing near jobs directly reduces driving.

The failure to include and analyze an equity scenario will not only deprive the public and decision makers of important information about the range of choices available, but will also shut out the meaningful input of advisory groups whose work is not yet completed. The work of your Housing Methodology Committee and Equity Working Group, bodies you created to advise you on the Sustainable Communities Strategy, is ongoing and not reflected in the five scenarios now before you. These bodies should have a meaningful opportunity to inform the scenarios. Rather than voting on an incomplete set of alternatives today, we request that staff be directed to present an updated set of scenarios, including an equity-focused scenario, at your meeting next month.

We look forward to working with staff to develop the specific details of the Equity, Environment and Jobs Scenario, and of the other staff-outlined scenarios.

Sincerely,

ACCE Riders for Transit Justice

Albany Rollers & Strollers

Bay Area Regional Health Inequities Initiative (BARHII)

Bay Localize

Breakthrough Communities

Center for Progressive Action

Ella Baker Center

Genesis

Grassroots Leadership Network of Marin

Green Youth Alliance

PolicyLink

Public Advocates

Public Interest Law Firm, a project of the Law Foundation of Silicon Valley

Regional Asthma Management and Prevention (RAMP), A Project of the Public Health Institute

SF Bay Walks

SF Council of Community Housing Organizations (CCHO)

SF Walks & Rolls

United Seniors of Oakland & Alameda County

Urban Habitat

Walk&Roll Berkeley

Enclosure: Equity, Environment and Jobs Scenario features

cc: MTC Commissioners and ABAG Board Members
MTC and ABAG staff

Equity, Environment and Jobs Scenario

MTC and ABAG should put an “Equity, Environment, and Jobs” scenario on the table for consideration. We recommend the scenario include the following key features.

Land Use Components of the Scenario:

- Distribute a substantial proportion of the region’s overall housing growth to high-opportunity communities based on the presence of jobs, high-performing schools, transit service levels, and other indicators of opportunity.
- Allocate to cities with disproportionately low numbers of lower-income residents a proportionately higher percentage of extremely-low, very-low, and low income housing units.

Transportation Components of the Scenario:

- Maximize existing and new funding for local transit operations, and prioritize operating assistance for those communities in which lower-income populations are concentrated or for job centers which commit to more lower-income housing growth, with a goal of increasing transit operating funding sustainability.
- Prioritize capital funds that cannot be shifted or swapped to transit operations for maintenance of the existing transit system rather than capital expansion.
- Include only the most cost-effective transit expansion projects, including those prioritized in CBTPs (Community Based Transportation Plans), in communities that protect existing low-income residents from displacement.
- Prioritize capital projects that will improve health and safety, especially in Communities of Concern, that equalize mortality rates by race and income.
- Set aside a portion of Local Streets & Roads (LSR) and other funds to reward local jurisdictions that accommodate, and provide local funding to build, a significant portion of the region’s lower-income housing need and/or enact strong policies to protect existing extremely-low, very-low, and low income residents from displacement.

We look forward to working with staff to develop the specific details of the Equity, Environment and Jobs Scendario, and the other staff-outlined scenarios.

Attachment B: Adopted Performance Targets

GOAL: CLIMATE PROTECTION	
Target #1:	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
GOAL: ADEQUATE HOUSING	
Target #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
GOAL: HEALTHY AND SAFE COMMUNITIES	
Target #3:	<p>Reduce premature deaths from exposure to particulate emissions:</p> <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% • Reduce coarse particulate emissions (PM₁₀) by 30% • Achieve greater reductions in highly impacted areas <p>Associated Indicators *</p> <ul style="list-style-type: none"> • Incidence of asthma attributable to particulate emissions • Diesel particulate emissions <p>*MTC, ABAG and the BAAQMD will monitor the indicators by collecting data on actual conditions over time. These are distinguished from the targets, which will be forecast for the scenarios in 2011 using regional land use, travel and air quality models.</p>
Target #4:	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)
Target #5:	Increase the average daily time walking or biking per person for transportation by 60% (for an average of 15 minutes per person per day)
GOAL: OPEN SPACE AND AGRICULTURAL PRESERVATION	
Target #6:	Direct all non-agricultural development within the current urban footprint (existing urban development and urban growth boundaries)
GOAL: EQUITABLE ACCESS	
Target #7:	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing
GOAL: ECONOMIC VITALITY	
Target #8:	Increase gross regional product (GRP) by 90% – an average annual growth rate of approximately 2% (in current dollars)
GOAL: TRANSPORTATION SYSTEM EFFECTIVENESS	
Target #9:	<ul style="list-style-type: none"> • Decrease average per-trip travel time by 10% for non-auto modes • Decrease automobile vehicle miles traveled per capita by 10%
Target #10:	<p>Maintain the transportation system in a state of good repair:</p> <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce average transit asset age to 50% of useful life

Attachment C: Proposed Equity Analysis Measures

Theme/Measure	Key Questions Addressed	Proposed Target Population Breakout
Theme: Affordable Housing and Transportation Choices		
1. Housing + Transportation Affordability	<ul style="list-style-type: none"> • Which scenario(s) reduce the share of income spent on housing and transportation by the greatest amount for the target population? • Which scenario(s) provide similar or better results for the target population compared to the rest of the population? 	<ul style="list-style-type: none"> • Low-income households (all) vs. non-low-income households • Low-income/minority communities of concern vs. remainder of region • Limited English proficiency/limited educational attainment communities vs. remainder of region • Low-mobility communities vs. remainder of region
Theme: Growing Equitably		
2. Displacement Analysis	<ul style="list-style-type: none"> • Which scenario(s) result in zero displacement of low-income households? • Which scenario(s) accommodate the greatest number of low-income households? 	<ul style="list-style-type: none"> • Low-income households (all)
Theme: Making the Jobs/Housing Connection		
3. Jobs-Housing Fit Analysis	<ul style="list-style-type: none"> • Which scenario(s) provide the best fit for low-income households and entry-level jobs? 	<ul style="list-style-type: none"> • Low-income households (all)
Theme: Healthy Communities		
4. Vehicle Emissions (PM_{2.5} and PM₁₀)	<ul style="list-style-type: none"> • Which scenario(s) reduce emissions by the greatest amount for the target populations? • Which scenario(s) provide similar or better results for the target populations compared to the rest of the population? 	<ul style="list-style-type: none"> • Low-income/minority communities of concern vs. remainder of region • Limited English proficiency/limited educational attainment communities vs. remainder of region • Low-mobility communities vs. remainder of region
Theme: Equitable Mobility		
5. Non-commute Travel Time	<ul style="list-style-type: none"> • Which scenario(s) reduce average trip time to non-work destinations by the greatest amount for the target populations? • Which scenario(s) provide similar or better results for the target populations compared to the rest of the population? 	<ul style="list-style-type: none"> • Low-income households (all) vs. non-low-income households • Low-income/minority communities of concern vs. remainder of region • Limited English proficiency/limited educational attainment communities vs. remainder of region • Low-mobility communities vs. remainder of region