Summary of November 9, 2011 Equity Working Group meeting

Discussion: Plan Bay Area Project Performance Assessment Equity Component Results

Comment	Response and Possible Follow Up
Weighting of travel times makes highway projects look better, which is at odds with the adopted targets	There is less of this impact within the equity assessment. Ranking of projects overall doesn't change after sensitivity testing.
Maps by county would be helpful	
Explain target criteria and assumptions more	Will include in performance assessment documentation
Explore FPI methodology more – it is unclear what is included in this project	
Increasing walking and biking in CARE communities is beneficial to costs but at odds with the risk from additional exposure.	
Mapping efforts look promising but should have clear identifiers for projects by type and mode.	

Discussion: SCS Indicators

Staff introduced draft results for the SCS Indicators and went over maps for review by the working group. Working Group members were asked to prioritize one or two indicators they felt were most salient to the SCS process. Most group members agreed on priority surrounding the following: schools, transit, injuries, and deed-restricted units.

Other specific comments included:

Comment	Response and Possible Follow Up
May provide a different result incorporating household density	
For walkability, is there a way to know whether businesses are neighborhood-serving?	Establishments are weighted by type based on how frequently people tend to patronize them – daily, a couple of times a week, weekly, etc. Detailed methodology can be found here: http://www.mtc.ca.gov/planning/snapshot/Appx%20C-Detailed%20Methodology.pdf
Consider looking at only bike/ped collisions, which can be assigned more readily to a specific community, unlike freeway collisions	Staff has made this change.
Explore how factors interrelate using overlays to home in on key issues related to SCS, which is unintentional displacement. Example: combine race and income, rent burdened households, % renters, deed-restricted housing, transit access and affordability.	Great suggestions. Have produced these maps for housing and health indicators; current and future transit access map may be outside scope of indicator analysis.

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Deed restricted housing focuses in better on displacement than other measures	Agreed. Displacement is hard to quantify outside of deed restrictions and affordable housing production.
How are end dates represented in deed restrictions?	Using dates is potentially misleading because it does not reflect that many jurisdictions have ways to address end dates already; hard to reflect which jurisdictions are addressing and which aren't.
Deed restricted units per low-income household would be more sensitive to displacement vulnerability	

Discussion: One Bay Area Grants

Comment	**Response and Possible Follow Up**
Make a clear way to improve pedestrian safety in light of the 50% reduction target	Comments and comment letters will be presented to MTC/ABAG committees in January, and a revised framework will be presented in March.
Land use doesn't go far enough against gentrification	