

OneBayArea

Equity Working Group
October 10, 2012, 11:15 a.m. – 1:00 p.m.
MetroCenter, Claremont Conference Room
101 8th Street, Oakland, 2nd Floor

AGENDA

Estimated Time
for Agenda Item
11:15 a.m.

1. Welcome and Self-introductions
2. Equity Working Group Work Plan and Schedule* (*Jennifer Yeamans, MTC*)
3. Notes from September 12 Meeting* (*Jennifer Yeamans, MTC*)
4. Reports from Other Regional Advisory Groups:
 - Regional Advisory Working Group
The October 2 Regional Advisory Working Group meeting was canceled.
 - Partnership Technical Advisory Committee
The Partnership Technical Advisory Committee is scheduled to meet October 15. Agenda/materials will be posted to <http://www.mtc.ca.gov/meetings/schedule/> approximately 1 week in advance.

DISCUSSION ITEMS

11:20 a.m.

5. Plan Bay Area Investment Analysis Methodology* (*Jennifer Yeamans, MTC*)
Staff will present an overview of the methodologies to analyze the equity implications of the draft Plan Bay Area Investment Strategy.
6. Potential Recommendations for Future Equity Work: Initial Discussion* (*Marisa Raya, ABAG/Jennifer Yeamans, MTC*)
Staff will lead an initial discussion for working group members to identify and prioritize areas of future methodology development and research for MTC/ABAG Equity Analysis work.

INFORMATION ITEMS / OTHER BUSINESS

12:50 p.m.

7. Future Agenda Items (*All*)
8. Public Comment
9. Adjournment

Next meeting:

Wednesday, November 14, 2012 11:15 a.m. – 1:00 p.m.
MetroCenter
2nd Floor Claremont Conference Room
101-8th Street, Oakland 94607

* Agenda items attached

** Attachments to be distributed at the meeting.

The Equity Working Group assists staff in the development of the Equity Analysis for the Sustainable Communities Strategy/Regional Transportation Plan.





Equity Working Group Work Plan and Schedule

Revised 9/4/2012

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	M	
1. Vision Scenario Analysis																														
1.1 Review populations and measures to be analyzed		*																												
1.2 Review results			*																											
2. Alternative Scenarios Analysis																														
2.1 Review populations and measures to be analyzed									*																					
2.2 Review results											*																			
3. Draft Plan (Preferred Scenario) Analysis																														
3.1 Review populations and measures to be analyzed															*															
3.2 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												
RTP/SCS + EIR		Vision		Alternative Scenarios									Plan Preparation					D								F				
RHNA			Methodology											D																F

* Milestone D = Draft F = Final

Key Meetings:

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

All dates/workplan elements subject to change

Notes from Sept. 12, 2012, Equity Working Group

Agenda Item #3

- Correct language that currently says ensure funds do NOT get spent in an efficient manner.
- Add language about VMT tax to memo language
- Is this process of discussing implementation strategies complete? Are additional comments and ideas welcome for those who were not present at the July REWG meeting?
 - The discussion of the EEJ Scenario's VMT tax in the memo could use some elaboration. Doug Johnson mentioned that we could suggest that language. Can we send that to staff?
- What is staff going to do with this memo? Will it be discussed with Commissioners? What will the action item be? Will it be used in preparing the FHEA for the SCI grant?
- Recommend JARC funds continue to support Lifeline Transportation Program
- Strengthen language regarding prevention of displacement of low-income residents:
 - Add transit affordability
 - Restoration of bus service
 - Importance of connected network for transit-dependent people

Agenda Item #5

- It appears that some CMAs are rushing OBAG money out the door before completing work on the PDA Growth strategies (while it's not clear that others plan to follow all the requirements, such as the 70/30 PDA requirement). Is MTC or ABAG monitoring this?
- Issues with definition of "proximate access." Some CMAs might be more liberal in their interpretation
- Affordability factor not prominent; language should be strong to support affordable housing near transit
- How will ABAG see that these strategies are put in place for the different "buckets" discussed?
- Get business and political leaders together for jurisdictions where job growth is expected, to grow workforce locally through community colleges
- Does the Healthy Planning Toolbox include outreach strategies? San Jose's outreach strategy is a good example of "pushing" useful information out to communities rather than trying to "pull" them in.
- Some state-level programs are in early stages, including educating people on business and teaching English as a second language to workers to train them for supervisory duties.
- How do these strategies relate to rural and suburban areas of poverty?
- There is a tension between streamlining the process and engaging the community. ABAG's strategy of streamlining the process if the engagement process is good, should be evaluated.
- Identify and share best practices from CMAs' Community Based Transportation Planning outreach efforts.



To: Equity Working Group
 From: Jennifer Yeamans, MTC
 Date: October 4, 2012
 Subject: Plan Bay Area Investment Analysis Methodology

As part of the overall Plan Bay Area Equity Analysis, MTC staff intends to analyze the draft investment strategy approved by MTC/ABAG in May to determine the relative distribution of financial benefits to low-income and minority populations and to communities of concern. MTC has conducted similar analyses in the past for the *Transportation 2035* Plan as well as the 2011 Transportation Improvement Program (TIP) and the Draft 2013 TIP, making continual improvements and refinements to the methodology along the way in consultation with advisors and interested stakeholders.

For Plan Bay Area, staff is proposing to follow closely the methodology recently used for the Draft 2013 TIP Investment Analysis, which focuses on two distinct but complementary analyses:

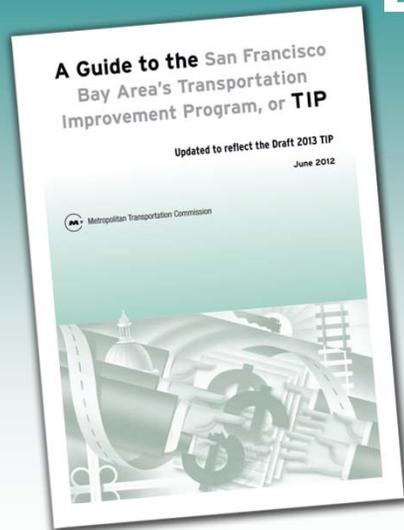
- **Population/Use-Based Analysis:** Distribution of investments to low-income/minority populations based on share of overall transportation system usage.
- **Geographic/Access-Based Analysis:** Distribution of investments to communities of concern and non-CoCs based on geographic locations of projects and programmatic investments.

The attached slides include an overview of the methodology used for the recently completed Draft 2013 TIP Investment Analysis, which was presented to the MTC Policy Advisory Council in July and which illustrate the methodologies used to distribute benefits within the overall investment strategy.

Staff will go over this information with you at your October 10 meeting to receive your feedback on these approaches and answer any questions you may have.



Draft 2013 TIP Investment Analysis



**Presentation to
Policy Advisory Council**

July 2012

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Purpose of the 2013 TIP Investment Analysis

- Assists in the public assessment of the 2013 TIP
- Illustrates the equity implications of the proposed TIP investments. Evaluate key question — “Are low-income and minority populations sharing equitably in the TIP’s financial investments?”
- Follows in steps of the 2011 TIP investment Analysis
- Responsive to Title VI and Environmental Justice MPO Planning Requirements.

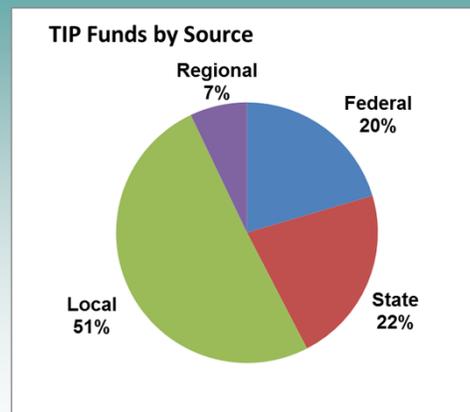
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Context of the Analysis

- **One of several different assessments that MTC conducts**
 - Plan Bay Area Equity Analysis (On-going)
 - 2011 TIP Investment Analysis (September 2010)
 - Snapshot Analysis for MTC Communities of Concern (June 2010)
 - Transportation 2035 Equity Analysis (February 2009)

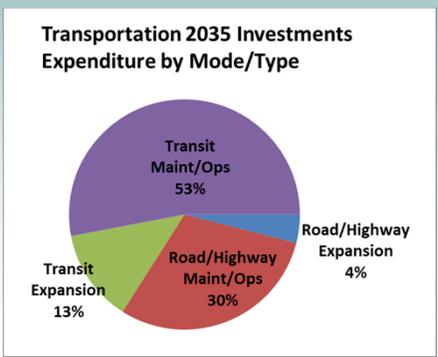
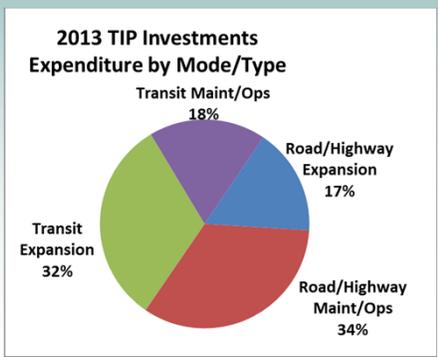
About the 2013 TIP (Draft Only)

- Includes nearly 900 surface transportation projects
- Total investment level of approximately \$11.2 billion
- Covers four-year period through Fiscal Year 2016
- Local funds are largest share, even though TIP is focused on projects with a federal interest



Key Differences: 2013 TIP and Transportation 2035

- Period covered – 4 years versus 25 years
- Mode and type of projects – the share of expansion and road/highway projects is greater in the 2013 TIP than Transportation 2035



Reason for Differences 2013 TIP and Transportation 2035

- 2011 TIP is roughly 50% of the investment captured in Transportation 2035, for same 4-year period
- 2013 TIP generally includes only projects that are regionally significant, have federal funds, or require a federal action
- Transportation 2035 is all planned transportation projects
- Transit and roadway O&M is under-represented in the 2013 TIP because these investments are predominantly 100% locally-funded

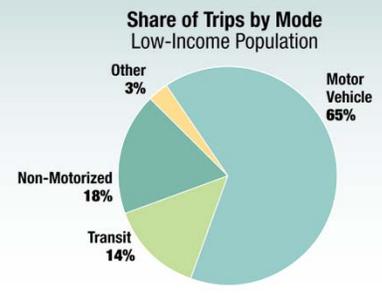
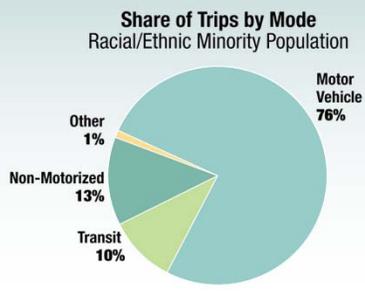
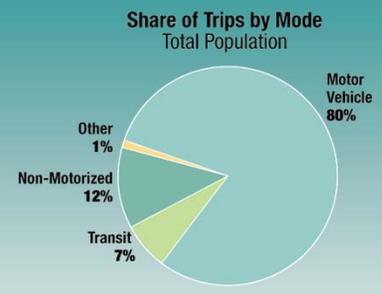
Context – Bay Area Demographics

Population Distribution by Household Income	
	% of Total
Low-Income (≤ \$50,000)	25%
Not Low-Income (> \$50,000)	75%
Population by Race/Ethnicity	
	% of Total
Racial/Ethnic Minorities	54%
White Non-Hispanic	46%
Total	100%

Sources: 2005-09 American Community Survey (ACS) tract-level data, ACS: Public Use Microdata Sample 2008 and 2005-2007 ACS.

Context – Bay Area Demographics

- Majority of trips are made by motor vehicle (80%)
- Travel pattern holds for low-income and minority populations, but transit and non-motorized shares increase



Data Source: Bay Area Travel Survey (2000)

Methodology Overview

- **Two Analytical Methodologies that only account for the costs in the four-year TIP period**

- Population Use-Based Analysis – Same as 2011 TIP Investment Analysis
- Access - Based Analysis – Updated Communities of Concern Definition
- Mapping all the mappable projects to show relative geography of projects
 - For Communities of Concern
 - For ethnic minorities (tracts with greater than regional average).
 - Detail by ethnicity available at <http://www.mtc.ca.gov/funding/tip/2013/maps>

Methodology Overview

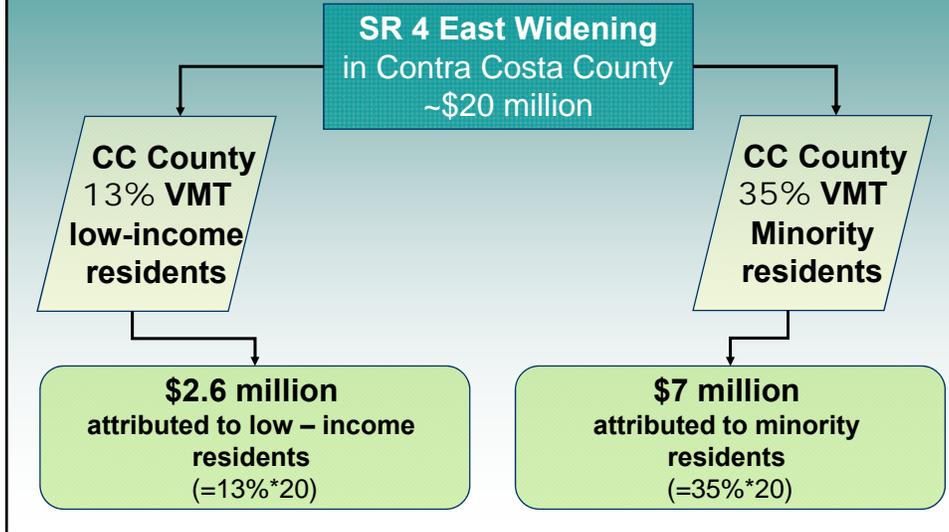
- **Population or Use-Based Analysis:**

- Use-based
- 2013 TIP investments will be separated into two modes:
 - transit and road/highway
- Compares % of investment for low-income and minority populations to % of use of the transportation system by the same populations.
- Data used — Bay Area Travel Survey (2000), Transit Passenger Demographic Survey (2006), and 2013 TIP Investments
- No change in methodology from 2011 TIP Investment Analysis

Example Project Assignment

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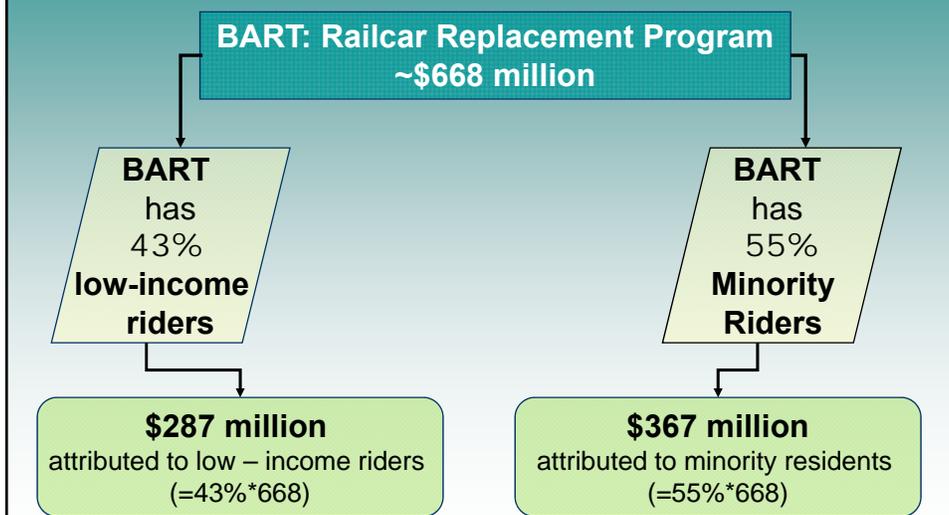
Population Use-Based: State Highway



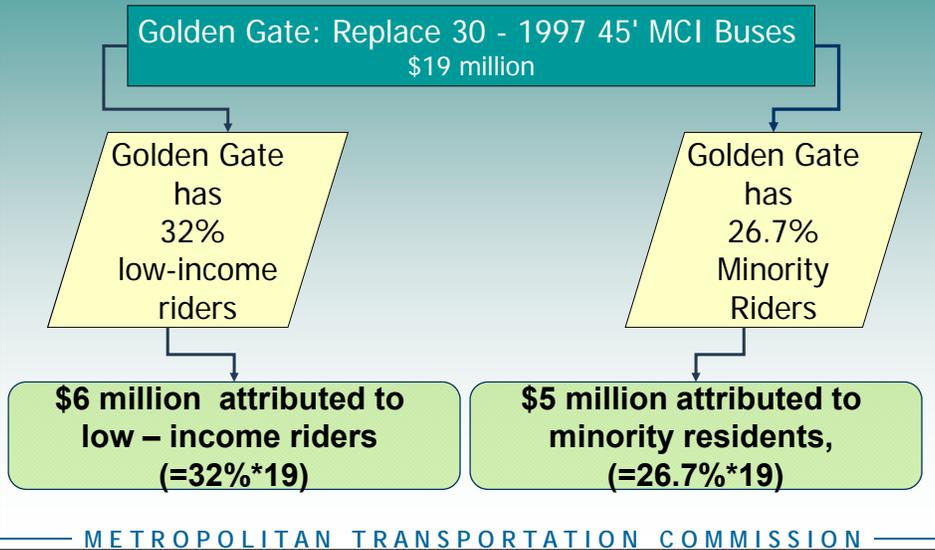
Example Project Assignment

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Population Use-Based: Transit



Population Use – Based Transit



Methodology Overview

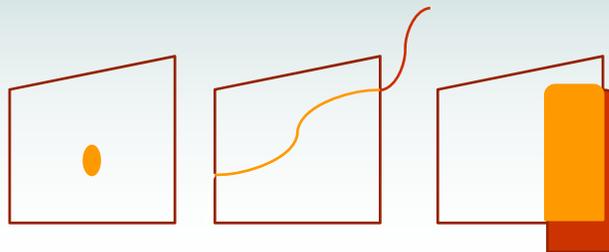
- **Access-Based Analysis:**
 - Location and access-based; it does not take into account system use.
 - Compares the % of investment in Communities of Concern (CoCs) to % population or infrastructure located in these communities.
 - Data used — 2013 TIP Investments and Accumulation of the American Community Survey (ACS) data for 2005-2009
 - CoC Definition was updated since the 2011 TIP Investment Analysis, consistent with Plan Bay Area

Access-Based Analysis

- **2013 TIP investments classified into two groups:**
 - 1) Local mapped projects; and
 - 2) Network/system projects.

Access-Based Analysis (Cont.)

- 1) **Local mapped projects: compared against the physical locations of the CoCs. Funding for projects that are located in a CoC boundary or partially in a CoC have their funding amounts assigned to CoCs in the same ratio as the length or area of overlap; those that do not intersect a community of concern are assigned to outside of Communities of Concern.**



Access -Based Analysis (Cont.)

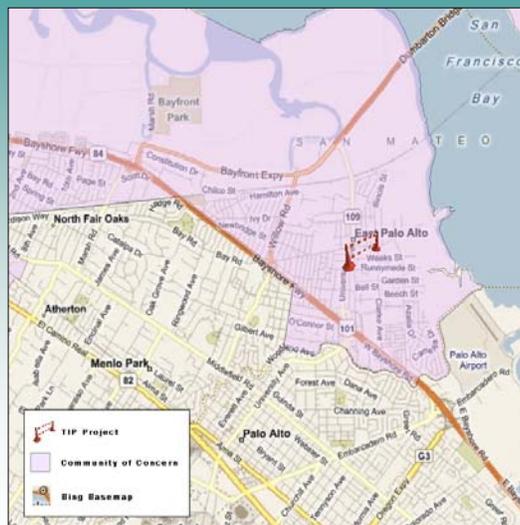
2) Projects that are network or system-based:

subdivided by mode (state highways, local roads, and transit) and have a share of funding assigned either in or outside of CoCs using percentages derived from MTC's geographic information system (GIS) as follows:

- **State highway projects:** % of each county's total state highway lane-miles in or outside of CoCs.
- **Local streets and roads projects:** % of each county's total local streets and roads lane-miles in or outside of CoCs.
- **Transit projects:** For rail and ferry: % of each operator's total number of stations and terminals in or outside of CoCs. For bus and multi-modal systems, % of each operator's total route-miles in or outside of CoCs.

Example Project Assignment

Access - Based: Local Project



Bay Road
Improvement Project
in San Mateo County
~\$11 million

Mapped and in a
Community of
Concern

\$11 million
attributed to
residents in CoCs
(=100%*11)

Example Project Assignment Access – Based: Transit

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BART: Railcar Replacement Program
~\$668 million

BART's Share
of Number of Stations in a
Community of Concern
is **37%**

\$247 million
attributed to residents in CoCs
(=37%*105)

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Key Findings: Overall

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- Key question posed — “Are low-income and minority populations sharing equitably in the TIP’s financial investments?”
- Several results suggest the 2013 TIP invests greater share of funding to the benefit of low-income and minority communities than their proportionate share of the region’s population or travel as a whole

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Key Findings: Total Investments

- Both methodologies show a higher proportional investment in the 2011 TIP than either the proportionate share of trips taken by minority and low-income populations, or communities of concern populations

	2011 TIP Investment Share	Share of Total Trips/Population
Population Use-Based		
<i>Low-Income</i>	24%	16% (total trips)
<i>Minority</i>	49%	42% (total trips)
Access-Based CoC	22%	20% (population — community of concern)

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Draft Key Findings: Population Use-Based

- Both methodologies — for total investments — show a higher proportional investment in the 2013 TIP than either the proportionate share of trips taken by minority and low-income populations, or communities of concern populations in several cases

Population Use-Based	2013 TIP Investment Share	Share of Total Trips
Comparison of % Total Investments to % Trips		
<i>Low-Income</i>	24%	16% (total trips)
<i>White – Non Hispanic</i>	51%	58% (total trips)
<i>Racial/Ethnic Minorities</i>	49%	42% (total trips)
<i>Black/African-American</i>	10%	6% (total trips)
<i>Asian or Pacific Islander</i>	18%	16% (total trips)
<i>Hispanic/Latino</i>	15%	14% (total trips)
<i>Other/Multiple Races</i>	6%	6% (total trips)

Data Source: Bay Area Travel Survey (2000); 2013 TIP

Draft Key Findings: Population Use-Based

Population Use-Based	2013 TIP Road, Highway, and Bridge Investment Share	% Vehicle Miles Traveled
Comparison of % Investments to % VMT		
<i>Low-Income</i>	13%	13%
White – Non Hispanic	60%	60%
Racial/Ethnic Minorities	40%	40%
<i>Black/African-American</i>	5%	5%
<i>Asian or Pacific Islander</i>	17%	16%
<i>Hispanic/Latino</i>	13%	14%
<i>Other/Multiple Races</i>	5%	5%

Data Source: Bay Area Travel Survey (2000); 2013 TIP

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Draft Key Findings: Population Use-Based

Population Use-Based	2013 TIP Transit Investment Share	Share of Transit Trips
Comparison of % Investments to % Transit Trips		
<i>Low-Income</i>	59%	56%
White – Non Hispanic	39%	40%
Racial/Ethnic Minorities	61%	60%
<i>Black/African-American</i>	13%	18%
<i>Asian</i>	18%	14%
<i>Hispanic/Latino</i>	26%	23%
<i>Other/Multiple Races</i>	4%	5%

Data Source: Transit Passenger Demographic Study (2006); 2013 TIP

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Draft Key Findings: Access-Based CoC

Comparison of % Investments in CoC to % Population Share in CoC

Geographic Access-Based: Communities of Concern	2013 TIP Investment Share	Population Share
In CoC	22%	20%

Comparison of % Streets & Roads Investments in CoC to % Lane Miles in CoC

Geographic Access-Based: Communities of Concern	2013 TIP Investment Share	Share of Lane Miles
In CoC	23%	8%

Comparison of % Transit Investments in CoC to % Route Miles / No. of Stations in CoC

Geographic Access-Based: Communities of Concern	2013 TIP Investment Share	Share of Route Miles / No. of Stations
In CoC	20%	18%

Data Source: American Community Survey (2005-2009); GIS Data; and 2013 TIP



To: Equity Working Group
 From: Regional Agency Staff
 Date: October 4, 2012
 Subject: Potential Recommendations for Future Equity Work: Initial Discussion

At your September 12 meeting, staff described two key tasks remaining in the Plan Bay Area process where staff would like input from this group:

1. Review and comment on the Equity Analysis results for the draft Environmental Impact Report (EIR) alternatives (to be analyzed later this fall).
2. **Identify and prioritize areas of future methodology development and research for MTC/ABAG Equity Analysis work.**

At your October 10 meeting, agency staff will lead a discussion with working group members to being to synthesize key input received from the group over the past year and a half and present a draft set of recommendations for the group's consideration and input. A collection of notes from past working group meetings is attached to provide background on issues raised during past discussions.

Below is an initial list staff has compiled of major and recurring themes provided as input from this group. This list may serve as a starting point for further refinement and input from the group on issues to prioritize in looking toward development of the next SCS/RTP:

- Continue refining and improving the usefulness and relevance of equity performance measures to key equity concerns, including housing and transportation affordability and jobs-housing fit.
- Refine future analysis work to emphasize economic opportunity for disadvantaged communities, especially rural and suburban areas of poverty and/or communities with limited fiscal capacity.
- Incorporate findings and lessons learned from Plan Bay Area Equity Analysis to the Fair Housing Equity Assessment and other tasks to be conducted in conjunction with the HUD Sustainable Communities grant.
- Performance and accountability: Track progress toward SCS goals with regular regional monitoring reports, including equity-related indicators dealing with schools, transit service availability, collisions, and deed-restricted units.

Attachment: Summary notes from past meetings



Summary of Feb. 9, 2011 Equity Working Group meeting

Several members mentioned items they wanted to add to a “wish list”:

Comment	Possible Follow-up
Map of current RHNA added to Snapshot, reflecting current affordable housing conditions and also current policies and restrictions (and perhaps indicating what restrictions are set to expire)	This could take a lot of time and resources to do meaningfully
Identification of factors that are pushing low-income people away from transit (such as greater personal safety and better schools), better identification of choice movers vs. displaced	Data is limited but can explore further in Detailed Scenario development, SCS Indicators discussion
Look more closely at current senior population and changing income status trends (trend may be for seniors to be becoming more low-income)	Explore in Detailed Scenario development, Indicator on Access for Elderly and Disabled

Discussion: Background and Trends

Comment	Possible Follow-up
Incorporate information from Initial Vision Equity Analysis in to Call for Projects	Review Call for Projects guidance
Survey movers to figure out why some trends appear to be conflicting (such as rise in low-income population vs. greater spending on H+T)	New surveys beyond scope of current process but could pursue for future research. Past surveys and research can add further complication or nuance; for example, an increase in middle-class households of color to a former area of concentrated poverty also shows up as “gentrification.”
Need to identify mechanisms for accountability and enforcement	Review indicators for how they tie to specific regional policies and programs
Is the outward migration of low-income households continuing now that homeownership is not as attainable or desirable? Is this finding still valid	Could review 2009 1-year ACS data for % of regional low-income population in central cities – may not capture worst of recession/foreclosure crisis
Is it assumed that a project located in a low-income community benefits that community?	Not how the existing program-level analysis has worked; depends on if project impacts can be modeled and how project relates to equity performance measures.
How does the increasing demographic and socioeconomic diversity of neighborhoods factor in?	Explore in Detailed Scenario development
How have cuts to transit and social services impacted low-income communities?	Transit service changes available in Snapshot. Unsure how to track provision of social services

Track unemployment rates	Most recent data for 2009 only available for geos greater than 65,000. Tract level data for 2005-9 is probably a mixed picture for that period. Could explore more in Detailed Scenarios but unclear how to tie to forecasting. Potential employment indicators include labor force participation, job growth by industry and wage level, and existing wages
Track housing crowding	Similar to above, could produce data for 2009 for areas with greater than 65,000 population, or tract level for 2005-9. However, cannot be forecast since don't forecast number of rooms in units.
What data is available about jobs (wages and schedules) and connection to provision of transit service	Bring more info about how service hours/times of day are forecast. Review variables available in jobs forecasts in Detailed Scenarios. Review of job growth by industry and wage level could be tied to future housing projections and income levels.
Look at daytime vs. nighttime populations of places like San Francisco	Can explore how new travel model tracks people "all day long" wherever they go.
Low-income households disproportionately affected by foreclosures	Available data only reveals which tracts are affected, not individuals. Not sure how to connect to RTP/SCS scenario development.
Disconnect between actual and perceived availability of transportation options	Currently unclear how forecasting could address perceptual barriers.

Discussion: Initial Vision Scenario Draft Equity Performance Measures

Comment	Possible Follow Up
Measure #1: Low-lying areas are disproportionately affected by sea level rise	BCDC tracking adoption of Adaptation plans for jurisdictions affected by sea level rise
Measure #3: Something more immediate term than asthma rates is needed	Trying to keep to the targets for the Initial Vision; could explore more in Detailed Scenarios
Measure #2: Disaggregate this measure spatially or else it could be misleading	Could explore possibilities for spatial analysis further in Detailed Scenarios
Measure #8: add an affordability dimension such as within a \$2 fare or by mode as a proxy for affordability.	Out-of-pocket travel costs can be analyzed.
Measure #10: Present % of operating shortfalls by operator	Could explore further in Detailed Scenarios. May be appropriate to link to Transit Sustainability Project.
For all measures: Demonstrate a reduction in inequities	Explore this question with Initial Vision results and then carry forward to Detailed Scenarios
Ensure achievement of targets does not create any perverse inequities	Can further elucidate "how" targets are achieved, but can only account for those factors that are present in the model
Provide trip rates by income level as a measure of overall mobility	Should be able to produce this to show at a minimum how trip rates change between base year, current plans, and Initial Vision. Could expand in Detailed Scenarios.

Delve further into literature on inequities to identify the specific inequities we wish to reduce.	Explore further in Detailed Scenarios
Measure #3: Get everybody below the state level for PM2.5	Explore further in Detailed Scenarios
Measure #3: Health outcomes impacted far more by other things than transportation and land use policies	Targets selected based on relation to regional agencies' respective jurisdictions
Measure #7: Need some kind of basic level of access before talking about cost or affordability	Explore further in Detailed Scenarios
Measure #8: Incorporate educational attainment	Can't be forecast, but could potentially provide more information as background.

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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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Summary of April 13, 2011 Equity Working Group meeting

Discussion of Priority Equity Issues

Comment	Possible Follow-up
Would be beneficial to see a cross-section of all issues at a county level	Information can be provided summarized at the county level as available.
Equity needs to look at both urban and suburban low-income populations; weight incentives for TOD for affordable housing, since TOD always seems to require market-rate housing for buildout	More discussion to come on how to characterize the region's low-income population in terms of place.
There needs to be meaningful outreach on issues so people can understand that change is coming	Staff will bring more information on outreach efforts with community-based organizations to a future meeting
There is conflict in the agendas between urban and suburban areas that should be minimized. The goal should be zero displacement, and a holistic vs. fragmented approach to analysis of communities	Displacement analysis will be carried out as part of the housing target analysis.
Need to assess what we can accomplish in this current RTP/SCS process versus what we will get done the next time around.	Ideas for future research can be tracked by staff as they arise and reviewed at the end of the process.
Analyze relationship of population growth vs. growth/availability of open space	Access to parks is considered part of the FOCUS concept of "Complete Communities." ABAG has calculated for Planned PDAs.
Overlays should reflect a "crescendo of effects," i.e. cumulative impacts.	Could explore in Alternative Scenario work and also review work being carried out by other organizations.
When considering data, it is important to recognize that people's choices are shaped by what the market provides.	Models take into account a complex decision-making framework based on a variety of factors, but it cannot be all-inclusive of every factor that may be related to decision-making. This question can be explored further if there is sufficient interest among the group.
Some communities lack infrastructure to accommodate growth	This issue affects a cross-section of jurisdictions, including major cities that have put forward large infrastructure needs and some unincorporated areas which have been proposed for growth. The PDA Assessment can be used to compare infrastructure needs of some jurisdictions.
Be clear about what you can't analyze, flag those issues for consideration within this context, and advocate to fill research gaps at the DOT/HUD level	Similar to the approach used in developing the Snapshot Analysis, staff can keep track of data that would be most desirable that is currently unavailable.
Be clear with definitions used, i.e. what is urban, what is suburban?	This should be done consistent with other analysis undertaken of the Alternative Scenarios.

Discussion: Project Performance Assessment – Equity Considerations

Comment	Possible Follow Up
Consider identifying “model projects” and highlight their results	The project performance assessment report will note which projects were assessed quantitatively through the travel model and which were assessed qualitatively.
Should 9a be flagged as an equity-related target?	The adopted target doesn’t specify any focus on low-income households.
Why can’t the model identify transportation facility users that are low-income?	The transportation model is only capable of considering project-level equity issues on an aggregate or regional level. Determining the number of users of a particular transportation facility by income is not possible using these aggregate results.
Is there a reality check on the affordability of building transportation projects?	Plan Bay Area must be financially constrained – the projects included in the plan must be affordable given projected funding sources.
Further refinements should be made to the targets assessment criteria.	Staff welcomes your comments on the proposed criteria – please send suggestions to Sean Co (sco@mtc.ca.gov).

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Summary of May 11, 2011 Equity Working Group meeting

Discussion of Alternative Scenarios

Comment	Possible Follow-up
Parameters on Alternative Scenarios are so general it will be difficult for good analysis to proceed	Will bring whatever details are available to group discussions.
Hard to give input on the scenarios when they lack specificity	Staff will relay that need for greater certainty to those developing the scenarios
What level of transportation/land use integration will be in the scenarios?	It will have to go back and forth between the two

Discussion: RHNA Update

Comment	Possible Follow Up
Will opportunity for siting new schools be evaluated?	Focus is on regional-scale tasks, rather than those decisions that are primarily local.
What is the role of analyzing senior housing?	Analyzing the scale and distribution of the growth of the older-adult population has been identified as a task
Consider a joint meeting with the Housing Methodology Committee to connect some of the dots	Staff can bring this idea to the HMC to gauge interest
Look at fair-share obligations first	Unmet needs from last RHNA cycle are incorporated into next cycle.
Consider flipping the 70/30 component	Variation between the two was not that great
Needs to be a nexus between low-income housing and specific locations of transit, not just whether available at the jurisdictional level, and start tracking production near transit	Affordable housing production is one factor to be included
Can the 30% be put in opportunity-rich areas?	A variation on this was introduced to the Housing Methodology Committee with “opportunity” defined as jobs, transit access, and school API score.
Look at best practices on how to site schools so they are driving “good” growth rather than sprawl/congestion.	ABAG has a forthcoming report on Schools; siting is a state and local issue but one that we intend to frame as a challenge to implementing the SCS.
Carryover of existing needs should be addressed	Will bring updates on the methodology process as it unfolds with the committee
Support income readjustment concept	HMC supported this
Need to understand where infrastructure gaps are for each PDA in the region	The PDA Assessment includes self-reported infrastructure needs from each jurisdiction.
Different growth dynamics and trends exist for different racial and ethnic groups, be explicit in describing those differences	Could add an overview of demographic changes from 2000-2010.
Will there be guidelines or best practices to release to locals?	Guidelines and best practices for planning are currently embodied in the Station Area Planning program.

Discussion: Populations and Communities of Concern

Comment	Possible Follow Up
Geographic-based approach is preferable because it accounts for place	Final framework will likely incorporate both geographic-based and population-based measures
Be transparent about technical limitations, do spatial disaggregation of performance targets to the extent possible	Targets-based approach revealed some limitations in the Initial Vision analysis, both technically and with respect to interpreting the results around priority equity issues
Can we access the data behind the low-income/minority maps?	It is drawn from the 2005–09 American Community Survey at the census tract level
Bring a map showing the relationship of communities of concern to PDAs	Map is available at http://www.bayareavision.org/initiatives/PDFs/Region_PDAs_CoC_11x17_4.pdf
Show population density	This is on the list of SCS Indicators.
Would be helpful to get some summary information related to the maps	Will bring this to a future meeting
Split senior populations into 65+, 85+ because mobility issues are distinct between the two	Proposed framework will to the extent possible match indicators to identified needs/challenges
Use data that is as up-to-date as possible, even if it means mixing data sets	Will bring back to group for further discussion in June or July
If region doesn't accommodate everyone, analyze who is impacted	Could incorporate into displacement analysis

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Summary of August 10, 2011 Equity Working Group meeting

Discussion: Target Populations

Comment	Response and Possible Follow-up
Favor narrow target populations to focus on areas where we can really make a difference	Staff will present a revised definition of target communities that focus on overlaps of target populations in response to this input.
Groups can be counted twice if they fit in more than one category	
Look at the intersection of low income communities with people of color	
Seniors and disabled should be overlaid with low income and transit ridership	
The approach is too simple; we should use Gini coefficients or other approaches that allow us to look at all the data, not a share based on proportions	Staff believes that the analysis methodology should balance analytical robustness with the ability to communicate understandable results clearly to stakeholders, including members of the public.
Don't use a 2x2 cell methodology to display the results; provide a correlation matrix for all the region's census tracts	Staff can provide correlations for concentrations of different target groups
Consider transit riders and rural residents as a population	Staff can incorporate zero-vehicle households (who are more likely to be transit users) into the target population definition. Rural residents are taken into account regardless of location; analysis can reveal target populations outside PDAs.
Seniors, transit riders, and rural residents are not protected classes nor all disadvantaged. Focus on the Title VI requirements.	Staff would appreciate further discussion/input on the question of whether the analysis should be more targeted or capture more residents who are members of potential target populations (e.g., 54% of the region's residents are members of a minority group).
TOD in an area doesn't necessarily help the community that is there	This is not an issue for a regional model to represent, but should be addressed in implementation
African Americans are moving to sprawl areas and risk being cut off if investments is focused on TOD	Staff can analyze locations of target populations outside of PDAs.

Discussion: Equity Analysis Measures

Comment	Response and Possible Follow Up
Jobs-Housing imbalance is not necessarily a bad thing in major cities	Agreed that the geographic level of analysis for this measure is important – not too large, not too small.
Commute travel times is a more effective measure than jobs-housing fit; jobs-housing fit may be impossible to track or explain	Jobs-Housing fit is a test measure predicated on ABAG's housing cost forecasts; it will focus on low-income residents
Commute time is not perfect either; I don't mind a long transit trip for a good job	Analysis will focus on whether people's travel times are getting longer or shorter under different scenarios.

Add a measure of segregation to the Displacement Analysis	Staff can add a measure for income concentration but not by race/ethnicity.
Change Vehicle Emissions to Area Density of VMT in order to capture other impacts such as noise, vibration, traffic accidents	Staff will make this change to the list of performance measures.
Downside of replacing emissions with VMT is that people are more mobilized around air quality than other factors	Measure may need to be framed to clarify connection between VMT and impacts
There is no measure for safety	VMT Density would have to serve as a proxy for collision risk
September agenda should include discussion of baseline data.	Staff will work to provide this information as soon as possible after the framework is finalized.

Summary of September 14, 2011 Equity Working Group meeting

Past Meeting Information

Comment	Response and Possible Follow-up
Circulate Policy Advisory Council memo on Express Lanes	Forwarded by email to EWG mailing list.
Put past meeting notes into a single file and circulate	Forwarded by email to EWG mailing list.

Reports from Other Regional Advisory Groups

Comment	Response and Possible Follow Up
How will Housing Methodology Committee deal with farmworker housing?	ABAG is analyzing extent to which it is being captured by current formula.

Update on Transportation Networks

Comment	Response and Possible Follow Up
When will final information be available about the transportation networks?	Still more analysis to be done, but possibly late September/early October.
Who is ultimately deciding what the networks are?	Commission directed staff to make determinations based on their guidance.

Discussion: Revised Framework for Equity Analysis of Alternative Scenarios

Comment	Response and Possible Follow Up
Can data behind the analysis be made available?	Yes; draft data summary was forwarded by email to EWG mailing list.
What areas drop out relative to Title VI areas?	Staff will prepare a map showing the difference between the existing approach used in T-2035 and the proposed revised approach.
Can the four-factor communities be combined with the intersection of 70% minority/30% low-income communities?	Overall the fit is very strong between the two definitions, with the difference being only a couple dozen tracts. Will consider adding these communities to the definition.
What is the overlap in rural areas with aged populations and rural farm workers?	This level of regional analysis makes it difficult to pick up characteristics of more dispersed rural populations of a very specific nature. More research would help inform how to capture such specific populations of concern in relation to regional, scenario-level analysis
Support starting with low-income plus minority areas and then identifying communities with any two additional factors to total four.	Will consider this in making recommendation on final definition.
Seniors are economically vulnerable, retiring with less.	Income forecasts don't specifically highlight accumulated wealth intended to generate income in retirement. Generally, income forecasts extrapolate broader economic conditions and trends related to population and employment.

Suggest doing two levels of analysis, one that covers Title VI/EJ populations and one that uses the four factors	Will consider this suggestion in developing final recommendation.
Four factors seem harder to interpret and explain than existing methodology.	Will consider how to make the characterization as broadly accessible as possible.
Consider adding the intersection of the low-income and minority communities to the four-factor communities	Will consider this suggestion in making the final recommendation.
Send links to maps shown.	Forwarded by email to EWG mailing list.

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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.

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	

Summary of December 7, 2011 Equity Working Group meeting

Discussion: Draft Results from Alternative Scenarios Equity Analysis

Draft Results: H+T Affordability	Response and Possible Follow Up
Can the measure account for doubling up?	Current data can capture crowding but not forecasts.
How would an analysis of affordable housing policy affect the analysis?	Staff will investigate this question more during development of the Preferred Scenario.
Households may under-consume transportation to offset high housing costs.	The model is not explicitly sensitive to this; there is no real or perceived “upper limit” to total H+T as a % of income; however, there are generally more options on the transportation side and a greater range of possible costs to attain basic mobility.
Draft Results: Displacement Risk	Response and Possible Follow Up
Inclusion of upper-income rent-burdened households is problematic.	Not sure that issue is impacting the overall results, but staff could bring higher-level regional data to help understand the potential extent of the issue.
What would move the needle on displacement pressure in terms of policy?	This is something that may need to be considered during development of the Preferred Scenario.
Draft Results: VMT Density	Response and Possible Follow Up
Ensure emissions data are available in addition to VMT.	Staff still needs to do some tweaks to this methodology but will bring these results to the working group for review and also include them in the final report.
Draft Results: Travel Time	Response and Possible Follow Up
Show vehicle-hours of delay or other reliability measure since low-income people often don’t have as much flexibility in when they can arrive to work.	Effects of congestion are probably already being seen in analysis of travel times.
Overall the measures don’t reflect a disadvantaged user’s inability to make a trip at all.	This is an ongoing identified issue with this type of analysis. H+T analysis may be best way to get at the issue of implied trip-making feasibility.
Don’t use “mandatory/non-mandatory” in definition of trip purpose.	Will make this change.
Add school trips to commute/mandatory trips.	Will bring some proposed definition revisions to a future working group meeting.
Match up CoCs to subregional areas.	Will bring results by county by CoC to future meeting.
Look at travel distance instead of time.	This is an option that can be considered for revision for the Preferred Scenario.
Look in terms of overall regional efficiency and complete communities	Travel time attempts to capture this, although it is not an explicit representation.
Draft Results: General Discussion	Response and Possible Follow Up
Label measures by key issues of concern.	Can add this information for Preferred Scenario as context.

Capture role of shift to transit	Can bring mode share data for commute trips to future meeting.
Do an accessibility measure to show opportunities.	Can explore this idea vs. travel time at a future meeting where we consider possible revisions to measures for Preferred Scenario.
How will transportation system performance change once constrained for Preferred Scenario?	Difficult to say at this point; there was some difference between scenarios with T-2035 network and Core Capacity, but the constrained and unconstrained were far more similar than different in terms of performance.

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Summary of January 11, 2012 Equity Working Group meeting

Discussion: Equity Analysis and Targets Assessment Results: Recap and Discussion

Comment	Response and Possible Follow Up
How will displacement be addressed in Target #2?	Needs to be addressed in Preferred Scenario
Post Equity Analysis results with other Targets results on OneBayArea web site	Done
What is the status of analysis of PM in CARE communities?	Still working on technical issues with analysis, should be incorporated into Preferred Scenario analysis
Look at distance/speed in addition to travel time	Will bring these results to a future meeting
Will committed projects be reopened to try to meet GHG targets?	Probably not, as transportation investments are not seen as “moving the needle” to the same extent as policies and land use strategies.
What is the funding shortfall in the unconstrained transportation network?	Only \$15 billion of the needed \$53 billion is available (\$10 billion in operating efficiencies per TSP and \$5 billion in new revenue)
What versions of the HOT network were in which transportation network?	T-2035 network had 540 miles of HOT lanes, 340 of which are created by converting existing high-occupancy vehicle (HOV) lanes. Core Capacity Network had 700 miles of HOT lanes, 390 of which are created by converting existing high-occupancy vehicle (HOV) lanes and 90 miles of which are created by converting an existing general purpose and/or auxiliary lane. Further details can be found in technical report on Alternative Scenarios: see http://goo.gl/hvpsj
Would like to see a deeper methodology for Target #3a	Follow up with staff directly on this.
Need more information on the targets/assumptions in order to be able to give policy input	Staff has tried to capture the most salient details in the back page of the targets scorecard handout; can address more specific questions directly. Additional details available in technical report on Alternative Scenarios: see http://goo.gl/hvpsj

Discussion: One Bay Area Grant Update *(Note, per request of numerous group members, the agendized discussion of Preferred Scenario policy development was tabled for a future meeting to provide time to discuss the One Bay Area Grant proposal presented to the Joint MTC Planning Committee/ABAG Administrative Committee January 13, 2012)*

Comment	Response and Possible Follow Up
Required resolution has no legal standing	Regional agencies have n authority over this, only seeking to align priorities; housing element requirement is still the bare minimum

continued

Comment	Response and Possible Follow Up
Overall the push should be for stronger requirements; makes communities accountable to each other	Not a view held by all stakeholders but feedback will be considered with others'
Even though it's not as strong as we'd like to see and with better tools available, it's a good first step	No response
Review document to see that bicycles don't appear to have preference over pedestrians due to wording	That was not the intended impression to be given
Complete streets can also help control increasing ADA paratransit costs if more users can access a fixed-route stop	Probably hard to capture in terms of direct benefit but is a good point about co-benefits.
PCAs should also preserve smaller urban open space; also, clarify open space, farmland, recreational space	Response TBD
Are counties that are getting more getting a bump from actual housing production?	Yes, low and very low are essentially double-weighted
Is Pleasanton penalizing the rest of Alameda County?	Caution against thinking in such terms as performance by jurisdiction can vary greatly from one cycle to the next. CMAs still can influence within-county
How many past RHNA cycles will be included for performance?	Just the last/most recent cycle
Reward cities that have done well even more – go even further (several comments to this effect)	Response TBD
Are entitlements being counted or just units?	Assumption is that final permit issued is an actual project being built
Could funding be given directly to cities?	Could end up being very small amounts for some cities, proposal intends to provide some flexibility over a three-year period
Put a flexible menu back into the proposal to support affordable housing. Include anti-displacement as a requirement, but if not that at least put the option back in	Response TBD
Such a requirement for anti-displacement would probably break down the consensus among CMAs	No response
Link back to requirement in #1, to give it more teeth, for example with some kind of threshold	Response TBD
Recommendation put forth to better link funding to target results (supported by many but not all members, with CMA representative opposing)	Response TBD
Support better-defined requirements than the menu; tie back to improvements in performance in addition to simply following the law with the housing element requirement	Response TBD

Comment	Response and Possible Follow Up
Support measurable goals, since policies can be waived or ignored	Response TBD
Suggest staff come back with proposed language to address these principles than try to figure out details now	Response TBD
Reporting needs more teeth	Response TBD
Emphasize mixed-income rather than low-income communities	Response TBD

Summary of February 8, 2012 Equity Working Group meeting

Discussion: Overview of Feb. 6 RAWG Presentations

Comment	Response and Possible Follow Up
Tie education sector to the types of jobs being forecast, if forecasts point to growth in jobs that require higher education	Concur that this should be addressed in some way in the SCS.
This issue emphasizes how important good affordable transit is for getting young people to school.	See above
Identify policies that can encourage school quality in every neighborhood, minimizing the need for young people to commute long distances to better schools.	See above

Discussion: Plan Bay Area Project Performance Assessment — Revised Results, Next Steps, and Equity Considerations

Comment	Response and Possible Follow Up
Show project cost in addition to B/C performance	Project capital costs are shown in summary tables for Planning Committee. It's important to remember that there is not enough budget to fund all the high and medium performers.
Performance assessment overall seems stilted toward transit projects in already transit rich areas	The targets assessment generally favors transit over roads regardless of geographical location; the B/C assessment favors denser areas where transit investments are more cost-effective in terms of ridership generated.
This is a typical tension in public transit, productivity and serving existing ridership vs. coverage and attracting new riders	No response
Is BART Bay Fair project part of BART Metro or standalone?	It can be implemented independently of Metro, but it is a central component to the current BART Metro concept.
Why was the threshold for Low Income transit ridership set where it was?	The threshold was based on the % of low-income riders on a given system, as well as each system's % of the region's low-income riders.
Can the analysis take into account affordability of fares?	Not directly but ability-to-pay is intrinsic to observed utilization rates by low-income people on different systems. Nevertheless, staff recognizes the issue and will flag that it continues to be an issue in the analysis.
On the maps, the gray and blue are hard to distinguish (similar comments about pink/purple and what the "urbanized area" represents)	Staff will see if that can be improved without making the map less readable.

Red-green legend style may be hard for some color blind people to distinguish	Complexity of map information and sheer number of colors needed to represent data may make it impossible to represent all the information with fewer colors.
Maps are very useful overall (comment widely echoed by many members)	No response
Explain on legend what is mapped, i.e. all projects evaluated? A certain selection?	All projects with geographical locations are shown on the map. Regional programs cannot be shown in this geographical format.
Visual representation is useful but not addressing whether the project is a direct community need; may be helpful to overlay with SCS Indicators or Snapshot maps showing existing transit service	It may not be possible to represent that much information on a single map, but side-by-side comparisons are still possible.
Consider adding a regional summary map that just shows the red and green projects in CoCs	A regional summary map isn't very legible – instead we will continue to focus on the county level.
Are some projects getting buried under other projects? Add a downtown Oakland inset	Final maps will include a downtown Oakland inset. Buried projects will be shown in the final maps as well.
HOT lanes deserve more rationale/explanation for their investment based on what the maps are showing	Note that the red indicates adverse effect on <i>any one</i> target, not necessarily a net adverse effect across all equity related targets. Nevertheless, the question is likely to garner more attention going forward
Give maps more detailed explanation on them so they can function more “stand-alone” so that one does not have to cross-reference project performance results table with the maps	Maps were designed to function alongside the equity considerations table. Additional detail can be added in the final maps.
Show elderly as a community of concern next time; concern that investments will not reach those who will be needing them	Will flag as an issue for next time
Consider impact of where low-income workers are working in addition to where they live	Since communities of concern are defined by zone-of-residence, they at least represent one end of the work trip. More sophisticated modeling techniques could be applied at the regional/scenario level, if not the project/mapping level.
The mapping effort is positive overall but have concern that decisions will be made in spite of negative impacts	Scenario level analysis should address all impacts together.

Summary of March 14, 2012 Equity Working Group meeting

Discussion: Draft Land Use Scenario for Plan Bay Area

Comment	Response and Possible Follow Up
Is growth in various industries a given or would the Plan impact how and where different industries are attracted?	The scenario is trying to provide and meet what economists are forecasting and address where we are falling short. We are developing policies and strategies however, that address industry growth.
How will MTC ensure people have access to affordable home-ownership programs?	Although outside the immediate purview of the regional agencies, we are developing housing strategies that acknowledge regional inequities what must be done to address them.
What is the product mix in the forecast?	Work will proceed over the next few weeks to differentiate by product type; current assumption is 74% total multi-family in PDAs. New housing produced will be almost entirely multifamily.
What are the levers we can influence, and how can our analysis inform how to use those levers?	Equity Analysis measures as chosen do attempt to respond to policy and investment decisions under consideration Plan Bay Area
Equity Working Group focus should be on how to provide affordable housing that is above 5 stories and available for rentals; that's the "cut-off" where it's very hard to produce affordable units	The vast amount of new housing produced will be wood-frame construction, 5 stories or less. This accommodates the growth projected, but we will be looking into this further.
Can PDAs accommodate jobs, low-income housing, and market rate housing all together?	Depending on the size and location, yes.
Is there any additional background on the 660,000 units? Concern that shortfall will exacerbate displacement in areas with high job growth as happened in the past in San Francisco – this downside risk needs to be addressed explicitly.	We are developing housing strategies to address displacement as well as the suburbanization of poverty, specifically to highlight the issue at the state and federal levels as items that need to be addressed if we are to achieve SB 375 goals and build complete communities.
Can there be an income-based breakdown based on connections/trips between housing by income level and different industries/job centers?	We are looking into it.
How were jurisdictional numbers arrived at? How did the results from the Alternative Scenarios inform the Preferred Land Use Strategy?	Two issues to address in RHNA are that medium-sized cities got low numbers and unincorporated areas. The process is to start with local input, add the RHNA factors, which is what revealed the issues.
Did numbers get reduced for "squeaky wheels"? What is the assurance that the regional methodology is applied fairly?	If there are factors that you think are not working, that would be helpful to look more closely at. Only the comprehensive methodology changed. Individual cities were not.

Are there specific ideas to address H+T and displacement directly?	We will begin to address this in the policies and strategies.
How are seniors being accounted for in the housing need?	They are included in the detailed forecast data but not in the summary information presented. Also by building more multifamily housing and senior housing (group housing factor).
Encourage the group to advance the findings of the Equity Analysis of the Alternative Scenarios to support the Equity Working Group's goals of leveraging the SCS process to deliver co-benefits to communities of concern, address unfairness in today's metropolitan context, and connect future jobs to today's minority youth.	Staff appreciates any further specific directions/input from group members on this.
Incorporate mobility management for disadvantaged populations into discussion of potential strategies	We are working to incorporate this into the final SCS due April 2013.
Is there data to support the efficacy of streamlining and other policies as helping produce affordable housing?	Yes, there has been a lot of research on the topic documenting the affects of permit and regulatory streamlining for all types of housing including affordable housing.
Concerned that in-commuters are disproportionately lower-income than not	Agree with this concern.
When will the group have the opportunity to weigh in on policies and strategies?	Discussions will be in May - June
Where is the information on the RHNA weights if you want input on these?	Further info can be found here: http://www.onebayarea.org/pdf/HMC_agenda-packet_3-12.pdf

Discussion: Equity Analysis Methodology for Preferred Scenario

Comment	Response and Possible Follow Up
Break out Alternative Scenarios results by mode	This information was provided in December; see http://apps.mtc.ca.gov/events/agendaView.akt?p=1780
Look at the lowest 10% of the distribution – are they doing better or worse?	This may be beyond the scope of what staff can accomplish within the time window given how much effort has already gone into defining and approving communities of concern to analyze
Bring back strategies that respond to the Analysis Results	Staff will try to draw these connections more clearly.

Summary of May 9, 2012 Equity Working Group meeting

Discussion: Draft Preferred Scenario Equity Analysis Results

Comment	Response and Possible Follow Up
Results should be driving policy discussions; spend more time presenting its meaning	Opportunity in July for REWG to discuss Plan Bay Area policies and strategies using information from results as well as other knowledge.
Results need a “burden” factor regarding human health to better represent existing disparities	Staff welcomes suggestions on how to represent this within the framework
For VMT density, multiply result by % of total population in that area	Staff will take a look at this and see if the results are easier to interpret this way
How does the housing target achieving 100% match with the displacement risk results	Will require further explanation as these measures go forward
<ul style="list-style-type: none"> • What are assumptions about which jurisdictions can actually achieve with regard to producing adequate affordable housing? • Distinguish between plan and likely actual results, especially with regard to targets • Consider adding language regarding monitoring for performing vs. non-performing communities • Put some funds aside into an escrow fund for low-performers 	Past RHNA performance (1999-2006) is a factor in OBAG fund distribution.
What are the assumptions with redevelopment funds?	Assumption is that they will be there in some form of redevelopment-like funding
Marin is not getting its share of low-income housing	The Draft Preferred Scenario reflects a regional methodology
Plan is not changing the biggest disparities; these existing disparities are the results of past actions	Ultimately the analytical context will compare results with a business-as-usual “No Project” scenario, which will inform whether existing disparities would have gotten even worse without the Plan.
The message to decision-makers should be on narrowing existing disparities; recent results of UC Davis work try to shed light on this	Across the five equity performance measures selected, there are differing degrees of existing disparities. Staff has informally “ranked” the ordering of these in presentation materials so the biggest-disparity issues are highlighted first. Past Joint MTC/ABAG Committee-level discussions have focused mainly on the measures with the biggest existing disparities.