REGIONAL EQUITY WORKING GROUP (REWG)
Wednesday, October 14, 2015 – 11:15 AM to 1:15 PM
Claremont Conference Room, Metropolitan Transportation Commission
101 8th Street Oakland CA 94607

AGENDA

11:15 a.m.	**1. Introductions and Agenda Overview**
11:25	**2. September 2015 REWG Meeting Notes**
11:30	**3. Confirm Communities of Concern Framework** - Doug Johnson, MTC
1:00 p.m.	**4. Introduction to Scenario Concepts** - Adam Noelting, MTC
1:10	**5. Summary and Next Steps**

- Next REWG meeting is scheduled for Wednesday, November 4, 2015

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Schedule of Upcoming Meetings

Note: meetings and agenda items are subject to change

All meetings are scheduled from 11:15am to 1:15pm in the Claremont Conference Room at MTC, 101 8th Street Oakland CA 94607, unless otherwise stated

2015

October 14	Communities of Concern Framework Introduction to Scenario Concepts
November 4*	Scenario Concepts (land use and transportation) Communities of Concern Framework (if needed) Update on Displacement Performance Target
December 8*	Preliminary Project Performance Report-Out Draft Scenarios (land use and transportation)

2016

January	No Meeting
February 10	Draft Project Performance Results Preliminary Scenarios Analysis Report-Out
March 9	Draft Scenarios Analysis Results Preliminary Results from Additional Research
April	No Meeting
May	Introduction to Proposed Preferred Alternative
June	Preferred Alternative
July-December	Title VI and Environmental Justice Analysis

2017

January-June	TBD

* Note that these meetings are not scheduled on the regular recurring day

REWG Meeting Notes
9/9/15

Agenda Topics

- Update on Project Performance Measures
- Confirmation of Equity Measures for Plan Bay Area 2040
- Introduction to Communities of Concern Framework

Feedback on Project Performance Criteria

Staff clarified that options for a potential target for risk of displacement will be reviewed with the Joint MTC Planning and ABAG Administrative Committees in September, for a potential approval in November 2015. Staff will return to the REWG with a proposed criteria for risk of displacement in November 2015, after receiving input the target will be approved by MTC's Commission and ABAG's Board.

- Consider the needs of low-income workers who travel at off-peak times, and who must drive to work, before recommending lower parking requirements at affordable housing developments and places of work.
- Support transit improvements over highway expansion.
- Consider increasing the target for the share of affordable housing in Priority Development Areas, Transit-Priority Areas and High Opportunity Areas. Include moderate-income housing in this measure if the target is higher than 15%.
- Tie targets back to planning for PDAs and equity outcomes.
- Consider providing incentives to jurisdictions to build affordable housing in addition to rewarding them for permitting affordable housing in the past.

Feedback on Equity Measures

- Disaggregate all targets by income category.
- Address the need for more moderate-income housing in the region.
- Clarify whether sub-urbanization of poverty is necessarily a bad outcome for low-income households.
- Consider updating the "walkscore" analysis.
- Consider forecasting gentrification into the future.

Introduction to Communities of Concern

- Consider using the cumulative disadvantaged community maps and data, developed by health departments, for defining CoCs.

Next Steps

- Staff will distribute a survey by mid-September asking for feedback on the CoC framework. Results from this survey will be presented at the next REWG meeting on Wednesday, October 14, 2015.

MEMO
To: Regional Equity Working Group
From: Pedro Galvao (ABAG) and Vikrant Sood (MTC)
Re: Communities of Concern Framework for Plan Bay Area 2040
Date: Friday, October 9, 2015

Background

MTC defined "communities of concern" (CoCs) for the Regional Transportation Plans (RTPs) adopted in 1999, 2003 and 2007 as areas with a concentration of *either* 70% minority *or* 30% low-income[1] residents. For Plan Bay Area, the combined Sustainable Communities Strategy and RTP, which was adopted in 2013, CoCs were defined as areas with multiple overlapping factors listed in the table below.

Table 1: Factors and Thresholds for Communities of Concern[2] (Plan Bay Area 2013)

Disadvantage Factor	*% Regional Population*	*Concentration Threshold*
1. Minority	54%	70%
2. Low Income (<200% Federal Poverty Line - FPL)	23%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Household	9%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	18%	25%
7. Single-Parent Family	14%	20%
8. Cost-Burdened Renters[3]	10%	15%
Census tracts with a concentration of 4 or more factors listed above, or with a concentration of both 70% minority and 30% low-income households were classified as CoCs for Plan Bay Area 2013.		

Demographic Changes 2000-2010

The Bay Area has become progressively more racially diverse over the last decade; between 2000 and 2010, both the Asian and Latino populations have increased by more than 25% while the White population decreased by 11% and the Black population by 7%. See details in Table 2 below.

Table 2: Racial Composition of Bay Area Population 2000-2010[4]

Race	*2000*		*2010*		*Change*	
	#	*%*	*#*	*%*	*#*	*%*
White	3,392,204	50%	3,032,903	42%	(359,301)	(11%)
Black or African American	497,205	7%	460,178	6%	(37,027)	(7%)
Asian	1,278,515	19%	1,645,872	23%	367,357	29%
Hispanic (any race)	1,315,175	19%	1,681,800	24%	366,625	28%
Total Population	6,783,760		7,150,739		366,979	5%

While the region became more diverse, it also became poorer. Between 2000 and 2010, the share of individuals living in poverty increased from 8.6% to 9.7%[5]. When measured as the number of census

[1] Below 200% federal poverty line for 48 states in continental United States for the respective years
[2] 2005-2009 American Community Survey and 2000 Census
[3] Households that spend more than 50% of their income on rent
[4] Bay Area Census: http://www.bayareacensus.ca.gov/
[5] Ibid.

tracts, between 2000 and 2013, the share of tracts with a concentration of minority households (defined by Plan Bay Area 2013 as 70% or more minority households per tract) increased from 23% to 32%. During the same period, the share of tracts with a concentration of low-income households[6] (defined as 30% or more low-income household per tract) increased from 23% to 35%[7].

Table 3: Census Tracts with Concentration of Low-Income and Minority Households 2000 to 2013

Criteria	*2000 Census*		*2009-13 ACS*	
	#	*%*	*#*	*%*
70% or more Minority Households	324	23%	498	32%
30% or more Low-Income Households	323	23%	547	35%
Both Minority and Low-Income	186	13%	311	20%
Total Census Tracts	1,405		1,581	

Proposed Communities of Concern Framework for Plan Bay Area 2040

The long-term negative effects of racially concentrated areas of poverty on the region as well as individual households and children in families are well documented[8]. Since the Bay Area is experiencing a rise in the share of both minority populations and individuals living in poverty, both race and income are important measures of disadvantage. Staff therefore recommends the inclusion of all census tracts that have a concentrations of both low-income and minority households as the starting point for defining CoCs for the Plan Bay Area 2040 Equity Analysis.

Specifically, staff is seeking REWG's feedback on the following key questions:

1. Given the significance of race AND income as a strong measure of disadvantage, should the CoC framework continue to include tracts that meet both criteria (same as in Plan Bay Area 2013)?
2. If so, should the income threshold be increased from 30% to 34% to maintain consistency across factors (on how the thresholds are estimated – regional mean plus half standard deviation)?
3. Should any of the remaining six disadvantage factors (#3 to #8 in Table 1) be removed from the CoC framework? Are there any factors that are missing?
4. If the remaining six factors (#3 to #8 in Table 1) are to be included, a census tract that meets 3 of the 6 criteria could be included in the CoC framework. Should these tracts (with three of more of the six factors) be included ONLY if the tract also meets the race OR income criteria?

Staff has developed ***3 options*** to facilitate a discussion on the 4 questions listed above (see Table 4 below). Proposed changes are in **bold**.

Table 4: Options for CoC Definition

	Concentration Thresholds	*Overlapping Factors*
Option 1	Keep current methodology developed in Plan Bay Area 2013 and update the data using 2009-2013 ACS	(A) low-income AND minority OR (B) four or more of remaining 8 factors (#1 to #8 in Table 1) Same as Plan Bay Area 2013
Option 2	Increase threshold for income from 30% to 34% (using the formula: mean + ½ std. div.)	
Option 3	Either Options 1 or 2	(A) low-income AND minority OR (B) three or more factors (#3 to #8 in Table 1) AND either low-income OR minority

[6] For 2013, federal poverty line for a family of 4 was $47,100
[7] 2000 Census and 2009-2013 American Community Survey
[8] The Geography of Exclusion: Race, Segregation, and Concentrated Poverty, 2012, Lichter, Parisi, Taquino

Table 5 shows regional averages and concentration thresholds for each of the 8 disadvantage factor using both the 2005-2009 and the updated 2009-2013 American Communities Survey data. Only the concentration threshold for low-income households is recommended for change across all 3 options.

Table 5: Regional Averages and Potential Thresholds for Disadvantage Criteria

Disadvantage Factor	*2005-2009 ACS*		*2009-2013 ACS*			
	Regional Average	*2013 Thresholds*	*Regional Average*	*Option 1*	*Option 2*	*Option 3*
Minority	54%	70%	58%	No change	No change	No change
Low Income (<200% FPL)	23%	30%	25%	No change	34%	30% or 34%
Limited English Proficiency	9%	20%	9%	No change	No change	No change
Zero-Vehicle Households	9%	10%	10%	No change	No change	No change
Seniors Aged 75 and Over	6%	10%	6%	No change	No change	No change
People with Disability	18%	25%	9%	No change	No change	No change
Single-Parent Family	14%	20%	14%	No change	No change	No change
Rent-Burdened Households	10%	15%	11%	No change	No change	No change

Table 6 shows the number of census tracts that qualify as CoCs for the 3 options based on their respective definitions. The most number of census tracts qualify as CoCs under Option 1 (using the same thresholds as Plan Bay Area 2013). Fewer census tracts qualify under Option 2 due to the higher concentration threshold for the low-income criteria. The number of census tracts for Option 3 will vary based on which threshold is selected; 30% or 34%.

Table 6: Share of Census Tracts Included in Communities of Concern

	Plan Bay Area 2013		*Plan Bay Area 2040*					
			Option 1		*Option 2*		*Option 3*	
	#	*%*	*#*	*%*	*#*	*%*	*#*	*%*
Minority (M)	416	30%	547	35%	547	35%	547	35%
Low-Income (LI)	378	27%	496	32%	408	26%	496/408	32/26%
Both M and LI	231	16%	311	20%	280	18%	255	20/18%
Total CoC Tracts	305	22%	353	23%	342	22%	TBD	TBD
Total Tracts	1,405		1,571		1,571		1,571	

Next Steps

Based on feedback from the REWG, staff will develop a proposal for review by the Regional Advisory Working Group and Policy Advisory Council in November 2015, and for approval by the Joint MTC Planning and ABAG Administrative Committees in December 2015, along with a proposal for equity measures, which was discussed with REWG in previous 2 meetings.

Attachments

Attachment A – October 2011 MTC Planning Committee Memo on Communities of Concern Framework

Attachment B – Plan Bay Area 2013 Communities of Concern Map

Attachment C – September 2015 Survey Results on Communities of Concern Framework

ATTACHMENT A

METROPOLITAN
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COMMISSION

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Memorandum

TO: Planning Committee DATE: October 7, 2011

FR: Executive Director

RE: Plan Bay Area Equity Analysis

Background
MTC has conducted an Equity Analysis of the last three Regional Transportation Plans in accordance with federal guidance on civil rights and environmental justice. The basic approach is to identify communities of concern for analysis, and then use a set of equity performance measures to compare how different scenarios benefit or adversely affect communities of concern relative to the remainder of the region. Past analyses have relied on a framework based mainly on consideration of minority and low-income status to satisfy federal civil rights and environmental justice requirements.

For Plan Bay Area, staff recommends a similar overall Equity Analysis approach of identifying communities of concern and comparing a set of equity performance measures to the remainder of the region. However, we also recommend key refinements and modifications as described in this memorandum. In addition to the proposed approach for the Equity Analysis, staff proposes to analyze minority status alone, using the same set of performance measures, in order to comply with federal civil rights requirements.

Engagement with Equity Working Group and Development of Performance Measures
Last December, staff presented a three-step approach to conducting the equity analysis of Plan Bay Area to the Regional Advisory Working Group (RAWG) and MTC Policy Advisory Council Equity & Access Subcommittee. We solicited participation by members of these groups in the formation of a regional Equity Working Group, which has met monthly since February 2011 to advise staff on the development of the equity analysis (Attachment A lists Working Group participants). The three-step Equity Analysis approach is as follows:

- **Step 1:** Assess the outcome of the Initial Vision Scenario *(completed March 2011)*
- **Step 2:** Review the analysis framework used for the Initial Vision Scenario and update for use on the Alternative Scenarios assessment *(recommended approach is the subject of this memorandum)*
- **Step 3:** Complete the equity assessment of the Preferred Scenario based on the evaluatio methodology developed in 2011 and consistent with federal guidelines *(beginning early 2012)*

In February, MTC's Policy Advisory Council recommended that the Equity Analysis also consider seniors and people with disabilities. Since then, staff has been working closely with

Equity Working Group members and other interested stakeholders to revise the Equity Analysis framework for the Alternative Scenarios. The proposed framework consists of a set of equity performance measures that address a range of themes identified in discussions with the Equity Working Group, summarized in Attachment B.

Revised Definition of Communities of Concern
MTC has defined "communities of concern" for the past three RTP Equity Analyses as areas with concentrations of either 70% minority or 30% low-income residents. Given overall regional trends of increasing minority and low-income populations since the 2000 Census, this definition would now include roughly 40% of the region's population based on updated data from the Census Bureau, up from 34% of the region analyzed in *Transportation 2035*.

In response to Equity Working Group feedback that the analysis would be more informative with a more focused definition of communities o concern, staff proposed a revised definition which identifies communities with multiple overlapping factors instead of any one factor. The list of factors, reviewed by the Equity Working Group, are as follows:

Disadvantage Factor	% of Regional Population[1]	Proposed Concentration Threshold
1. Minority	54%	70%
2. Low Income (<200% of Poverty)	23%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Households	9%	10%
5. Seniors 75 and Over	6%	10%
6. Population with a Disability	18%	25%
7. Female-Headed Families with Children	10%	15%
8. Cost-burdened Renters[2]	10%	15%

[1]*Source: 2005-09 American Community Survey tract-level data; data for population with a disability is from 2000 Census, the most recent available.*
[2]*Defined as the share of housing units occupied by renters paying more than 50% of income for rent.*

Attachment C illustrates the varying degrees to which these 8 factors overlap throughout the region, ranging from communities having 0 to up to 7 out of 8 possible factors.

Input Received
Both the Equity Analysis performance measures and the revised "community of concern" framework reflect feedback received over the past several months from numerous stakeholders. Equity Working Group members generally support the proposed framework, but many recommended adding communities that are both low-income and minority to the four-factor definition described above. This recommendation adds 2% more of the region to the definition and has been incorporated into the final staff proposal. Numerous stakeholders also recommended a measure of particulate-matter emissions instead of the "VMT Density" measure recommended by Equity Working Group members. The Policy Advisory Council will review staff's proposal at its meeting on October 12 and their input will be reported at your meeting.

Staff Recommendation
Staff recommends approval of the proposed Equity Analysis performance measures for the Alternative Scenarios and the revised definition of communities of concern to include communities that are characterized as having 4 or more factors listed above, or that have concentrations of both low-income and minority populations. This approach produces a community-of-concern definition that is much more targeted than the existing definition (encompassing 22% of the region's land area and 20% of the population compared to 40% using the existing approach). Staff is also recommending the revised definition be incorporated into MTC's other work areas that currently use the existing definition, such as the Lifeline program and Community Based Transportation Planning Program.

Attachment D illustrates the difference between communities included under the previous approach versus the revised approach.

Next Steps
Following Committee approval of the Equity Analysis framework, analysis of the Alternative Scenarios will proceed with results anticipated to be available alongside other analysis results in December.

Steve Heminger

Attachments
PowerPoint Presentation
Attachment A: Equity Working Group Membership Roster
Attachment B: Proposed Equity Measures for Alternative Scenarios
Attachment C: Sum of 8 Possible Overlapping Disadvantage Factors by Census Tract
Attachment D: Proposed Equity Analysis Communities of Concern: Difference Between Existing and Revised Definitions

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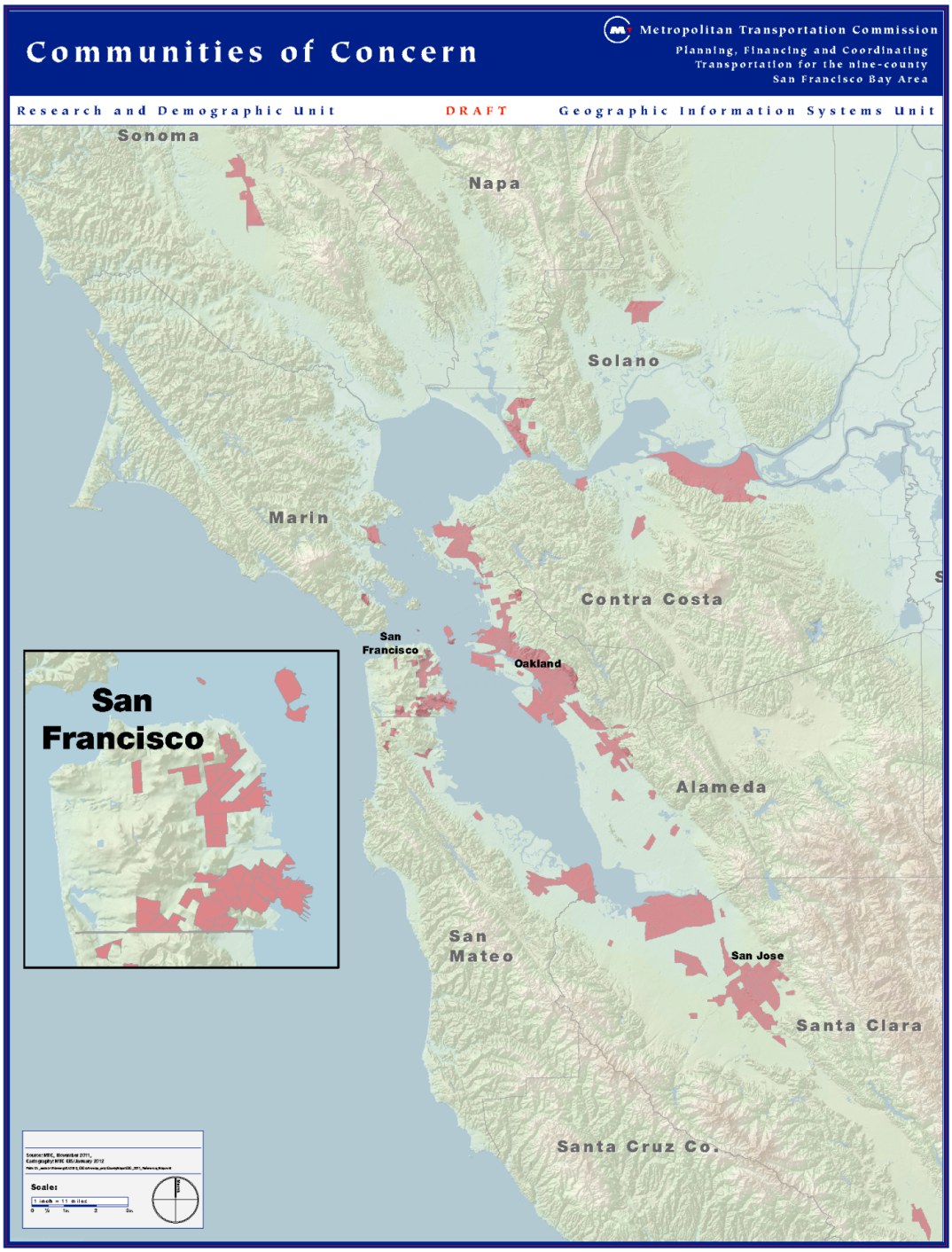
Proposed Equity Measures for Alternative Scenarios

Measure/Theme	Key Questions Addressed	Target Population Breakout
Theme: Affordable Housing and Transportation Choices		
1. Housing + Transportation Affordability	• *What is the extent of any current and future-year disparity between target and non-target populations?* • *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?*	• Low-income households (all) vs. all other households • Communities of concern vs. all other communities
Theme: Growing Equitably		
2. Displacement Analysis **2a. Poverty Concentration**	• *Which scenario(s) result in the smallest displacement of low-income households?* • *Which scenario(s) accommodate the greatest number of low-income households?* • *Which scenario(s) reduce concentration of low-income households by the greatest amount?*	• Low-income households (all)
Theme: Making the Jobs/Housing Connection		
3. Commute Travel Time	• *What is the extent of any current and future-year disparity between target and non-target populations?* • *Which scenario(s) reduce commute travel time by the greatest amount for the target populations?* • *Which scenario(s) provide similar or better results for the target population compared to the rest of the population?*	• Low-income households vs. all other households • Communities of concern vs. all other communities
Theme: Healthy Communities		
4. VMT Density	• *What is the extent of any current and future-year disparity between target and non-target populations?* • *Which scenario(s) reduce VMT Density 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?*	• Communities of concern vs. all other communities
Theme: Equitable Mobility		
5. Non-commute Travel Time	• *What is the extent of any current and future-year disparity between target and non-target populations?* • *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?*	• Low-income households (all) vs. all other households • Communities of concern vs. all other communities

ATTACHMENT B
Plan Bay Area 2013 Communities of Concern

Figure 2-1. Location of Communities of Concern within the Region



ATTACHMENT C

Survey Results Summary

REWG survey following up on 9/9 meeting

The survey gathered a total of seven responses.

Question 1. Should any of the following factors be "required" for a census tract to be qualified as a CoC?

- Most respondents thought that minority population (5 respondents) and low income populations should be required (7 respondents)
- The second most popular answer was population with a disability with four respondents saying it should be required.

Question 2. Ranking the CoC factors by order of importance

1. Low Income Population (<200% of Federal Poverty Level) (6 respondents listed among their top 2 factors)
2. Minority Population (5 respondents listed among top 3 factors)
3. Rent-burdened households (4 respondents listed among top 3 factors)

4,5,6. Even split among LEPs, Population with a Disability, Single Parent Families

7. Seniors aged 75 and over (4 respondents ranked it #7)

8. Zero-vehicle households (3 respondents ranked it #8)

Questions 3 + 4. Removing factors from CoC definition

- 2 respondents wanted to remove Limited English Proficiency as that population may already be accounted for by minority populations
- 2 respondents wanted to remove zero-vehicle households as these households may not necessarily be low income and may choose not to have vehicles.

Question 5. Additional Factors for consideration in CoC definition

- Level of educational attainment
- Population living in low opportunity areas
- Youth population

Questions 6 + 7. Methodology of mean + ½ a std deviation

- Most indicated a desire to keep the current methodology but with updated thresholds to reflect latest data (5 respondents)
- One respondent indicated a desire to look at different options for the thresholds

Question 8. Should CoCs be ranked according to the number of factors they exhibit

- Most respondents (4) thought that CoCs should be ranked
- Three respondents indicated a desire to simply indicate that they are CoCs but still highlight the number of factors that apply
- One respondent wanted the CoCs to be divided into percentiles as in the top 30% of CoCs have greater poverty, are more minority etc.

Plan BayArea 2040

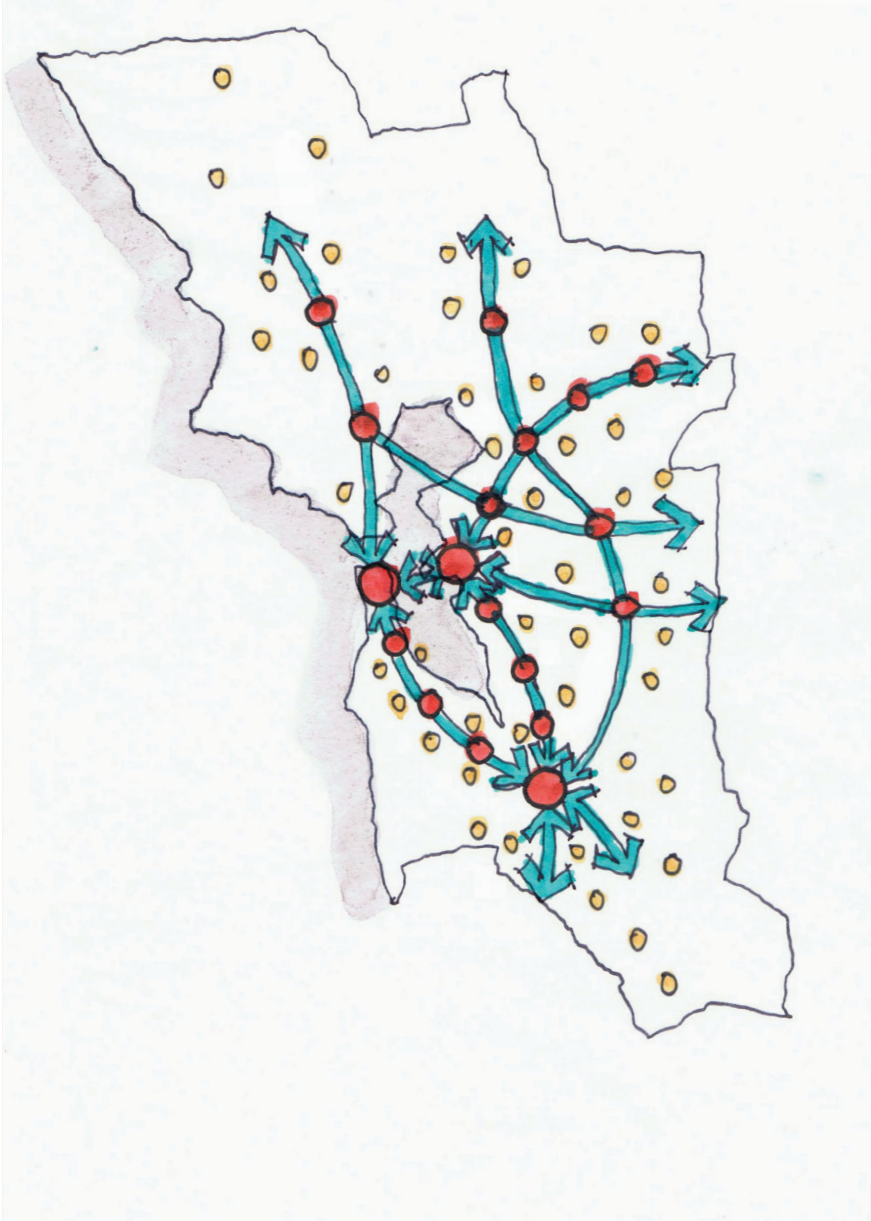
Scenario Draft Concept #1

Scenario 1 targets future population and employment growth to the downtowns of every city in the Bay Area to foster a region of moderately-sized, integrated town centers. As in the other scenarios, most growth will be in locally-identified PDAs, but this scenario offers the most dispersed growth pattern, meaning that cities outside the region's core are likely to see higher levels of growth and, within cities, more growth will be accommodated outside of PDAs than in other scenarios.

To accommodate this growth, investments, including resources for affordable housing, will be dispersed across PDAs, other transit-proximate locations outside PDAs, and underutilized transportation corridors across the region. This scenario comes closest to resembling a traditional suburban pattern, with an increase in greenfield development to accommodate the dispersed growth pattern. While an emphasis on multi-family and mixed-use development in downtowns will provide opportunities for households of all incomes to live near a mix of jobs, shopping, services, and other amenities, this scenario also assumes that many people will drive significant distances by automobile to get to work.

To support this scenario's dispersed growth pattern, transportation investment priorities will largely embrace new technologies and innovative strategies to manage travel demand. To accommodate increased reliance on automobiles for commuting, this scenario assumes a vast expansion of high-occupancy toll lanes on all regional highways, the institution of variable pricing, and highway widening at key bottlenecks. Additionally, the region will adopt transformational investments like automated buses and private vehicles. Bicycle and pedestrian infrastructure will create a network of regional trails and bike lanes, including a robust regional network of bike sharing. To support industry and goods movement, the scenario will focus largely on "smart operations and deliveries"— technology and operations to reduce congestion and increase safety on urban and rural roads.

To reach our climate goals, this scenario sees heavy investments in technology advancements, clean vehicles, and incentives and to pursue near-zero and zero emissions strategies wherever feasible. The mobility needs of seniors, persons with disabilities, and low-income communities will be addressed most centrally by "mobility management" solutions to link individuals to travel options that meet their specific needs, as well as the provision of demand-responsive strategies by the public, non-profit, and private sectors.



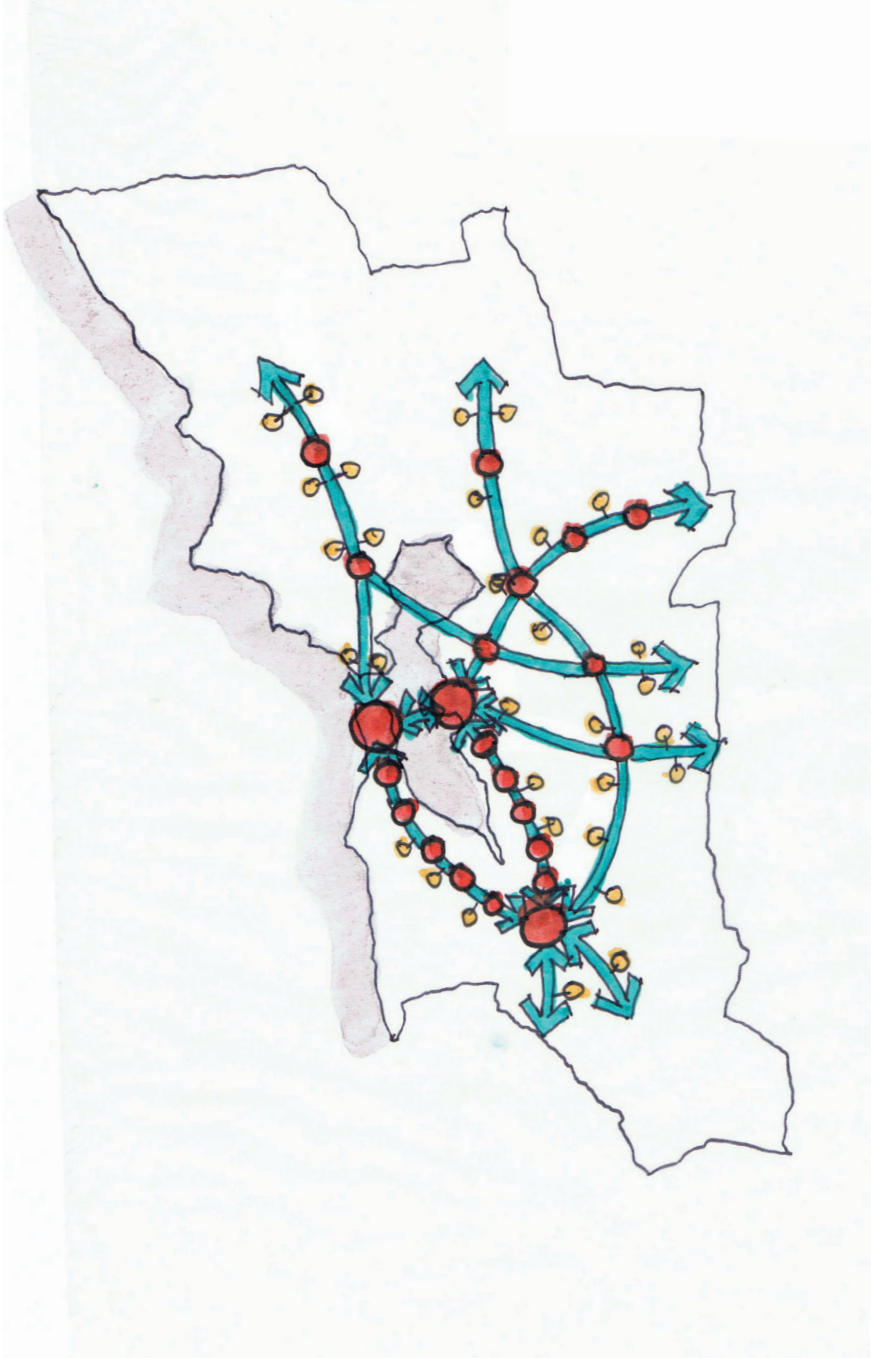
Plan BayArea 2040

Scenario Draft Concept #2

Building from the final, adopted Plan Bay Area 2013, Scenario 2 targets future population and employment growth to locally-identified PDAs throughout the region, with an emphasis on growth in medium-sized cities with access to the region's major rail services, such as BART and Caltrain. Outside the PDAs, this scenario sees modest infill development, along with a small amount of greenfield growth. As these communities grow over the next 25 years, compact development and strategic transportation investments will provide residents and workers access to a mix of housing, jobs, shopping, services, and amenities in proximity to transit traditionally offered by more urban environments. Resources for affordable housing will be dispersed across the Bay Area, with some concentration in PDAs to support the development of affordable housing where the most population and employment growth is targeted.

To support this scenario's growth pattern, transportation investments will prioritize maintenance of existing infrastructure. The region's transit system will be modernized and expanded along key corridors to improve commutes and add capacity. Investments in bicycle and pedestrian infrastructure, including the regional bike sharing network, will support the creation of more walkable and bikeable downtowns. While this scenario would see limited expansion of the region's roadways, it will use travel demand strategies, including an expansion of the regional express lanes network to use existing roadways more efficiently. To support industry and goods movement, this scenario will support environmentally sustainable investments at our key global gateways to create local jobs, protect the community, and attract international commerce.

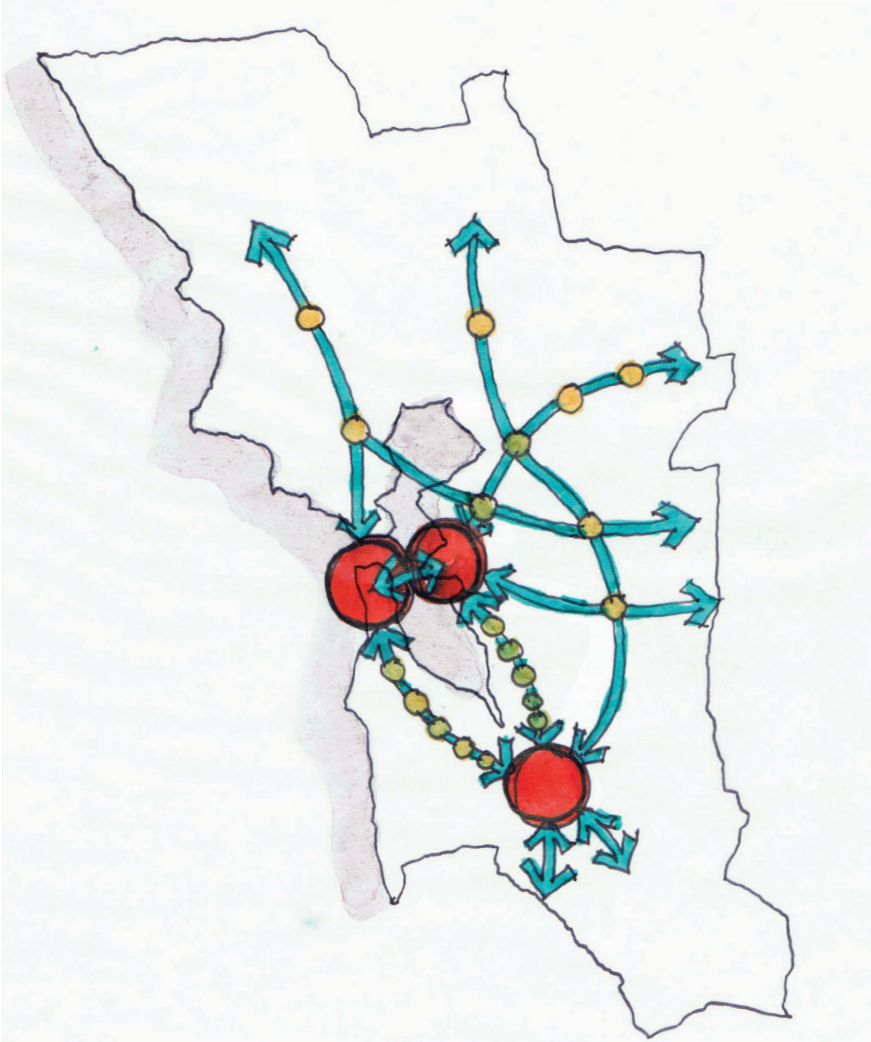
To protect the climate, this scenario prioritizes a number of innovative transportation initiatives, including car sharing and near-zero and zero emission goods movement technologies.
The mobility and accessibility needs of seniors, persons with disabilities, and low-income communities will be addressed through continued investments in transit operations, transit capital, and a continued focus on "mobility management" solutions to link individuals to travel options that meet their specific needs.



Plan BayArea 2040

Scenario Draft Concept #3

Scenario 3 concentrates future population and employment growth in the locally-identified PDAs within the Bay Area's three largest cities: San Jose, San Francisco and Oakland. Neighboring cities that are already well-connected to these three cities by transit will also see increases in population and employment growth, particularly in their locally-identified PDAs. The amount of growth outside these areas is minimal, with limited infill development in PDAs and no greenfield development. Growth in the three biggest cities will require substantial investment to support transformational changes to accommodate households of all incomes. This scenario will prioritize strategies to make these existing urban neighborhoods even more compact and vibrant, and enable residents and workers to easily take transit, bike or walk to clusters of jobs, stores, services, and other amenities. Resources for affordable housing will likewise be directed to the cities taking on the most growth.

To support this scenario's big city-focused growth pattern, the transportation infrastructure within and directly serving the region's core will be maintained to a state of good repair, modernized to boost service and improve commutes and capacity, and expanded to meet increased demand. While these transit investments will take priority, the roadway network will also require significant investments, such as a regional express lane network to prioritize direct access to the three biggest cities and regional express bus service to increase connections to the region's core. Bicycle and pedestrian infrastructure will be dramatically expanded in these cities, including a robust network of bike sharing. To support industry and goods movement, investments at the Port of Oakland will be ramped up quickly to enable more efficiency and to mitigate the impacts of Port activities on nearby communities.

To reach our climate goals, this scenario will focus technological and financial incentive strategies in and around the three biggest cities, which will accommodate a significant increase in population and travel demand. The mobility and accessibility needs of seniors, persons with disabilities, and low-income communities will be addressed by directing resources for a robust increase in transit operations and capital within the region's core.