



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Meeting Agenda

Planning Committee

MTC Committee Members:

James P. Spering Anne W. Halsted

*Alicia C. Aguirre, Scott Haggerty,
Steve Kinsey, Sam Liccardo, Julie Pierce*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Friday, January 8, 2016

9:15 AM

Lawrence D. Dahms Auditorium

This meeting is scheduled to be audiocast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:15 a.m. or immediately following the 9:05 a.m. Legislation Committee meeting.

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular voting members (4).

2. Consent Calendar

- 2a. [15-1106](#) Minutes of the December 11, 2015 Meeting

Action: Committee Approval

Attachments: [2a PLNG Minutes Dec 2015.pdf](#)

3. Information

- 3a. [15-1109](#) A Roadmap for Economic Resilience: The Bay Area Regional Economic Strategy

Bay Area Council Economic Institute (BACEI) staff will review the recommendations for leading the region to economic resiliency as outlined in the BACEI report - A Roadmap for Economic Resiliency - The Bay Area Regional Economic Strategy.

Action: Information

Presenter: Therese Trivedi, MTC and Micah Weinberg, Bay Area Council Economic Institute

Attachments: [3a A Roadmap for Economic Resilience- The Bay Area Regional Economic Str](#)

4. Approval

4a. [15-1047](#) MTC Resolution No. 4217: Equity Framework for Plan Bay Area 2040

Approve the draft Equity Framework, developed with input from the Regional Equity Working Group. The Framework includes two components: 1) equity measures to analyze Plan Bay Area 2040 scenarios; and 2) the Communities of Concern that defines disadvantaged communities for scenario analysis and the Plan.

Action: Commission Approval

Presenter: Doug Johnson, MTC

Attachments: [4a_MTC Resolution No. 4217- Equity Framework for Plan Bay Area 2040.pdf](#)

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee will be February 12, 2016, 9:30 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.810.5769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #: 15-1106 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 12/2/2015 **In control:** Planning Committee
On agenda: 1/8/2016 **Final action:**
Title: Minutes of the December 11, 2015 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_PLNG Minutes_Dec 2015.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the December 11, 2015 Meeting

Recommended Action:
Committee Approval

Attachments



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort
MetroCenter
Oakland, CA

Meeting Minutes - Draft

Planning Committee

MTC Committee Members:

James P. Spering Anne W. Halsted

*Alicia C. Aguirre, Scott Haggerty,
Steve Kinsey, Sam Liccardo, Julie Pierce*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Friday, December 11, 2015

9:10 AM

Lawrence D. Dahms Auditorium

1. Roll Call / Confirm Quorum

Present: 5 - Commissioner Haggerty, Vice Chair Halsted, Commissioner Liccardo,
Commissioner Pierce, and Chairperson Spering

Absent: 2 - Commissioner Aguirre, and Commissioner Kinsey

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Azumbrado

Ex Officio Voting Member Present: Commission Chair Cortese

Ad Hoc Non-Voting Members Present: Commissioner Bates, Commissioner Campos, Commissioner
Luce, Commissioner Wiener, and Commissioner Rein Worth

2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Vice Chair Halsted and second by Commissioner Pierce, the
Consent Calendar was unanimously approved by the following vote:**

Aye: 5 - Commissioner Haggerty, Vice Chair Halsted, Commissioner Liccardo,
Commissioner Pierce and Chairperson Spering

Absent: 2 - Commissioner Aguirre and Commissioner Kinsey

2a. [15-1045](#) Minutes of the November 13, 2015 Meeting

Action: Committee Approval

3. Approval

3a. [15-1055](#) MTC Resolution No. 4209 - Mega-Region Planning and Collaboration.

Given that many transportation, labor, housing, land use, economic and other system boundaries extend beyond the nine-county Bay Area, staff recommends establishing a Mega-Region Working Group to include MTC, San Joaquin Council of Governments, and the Sacramento Council of Governments. The Mega-Regional Working Group would include two to four Board members and senior staff from each MPO and meet at least three times each year to identify issues of common interest and recommend joint activities for consideration by the three governing boards.

Action: Commission Approval

Presenter: Ken Kirkey

Upon the motion by Commissioner Pierce and second by Vice Chair Halsted, Mega-Region Planning and Collaboration - MTC Resolution No. 4209 was adopted to be forwarded to the Commission for approval. The motion carried by the following vote:

Aye: 5 - Commissioner Haggerty, Vice Chair Halsted, Commissioner Liccardo, Commissioner Pierce and Chairperson Spering

Absent: 2 - Commissioner Aguirre and Commissioner Kinsey

4. Information

4a. [15-1048](#) Core Capacity Transit Study

Update on the Core Capacity Transit Study, a multi-agency effort to investigate short, medium, and long term transit solutions to address capacity issues to the San Francisco central business district.

Action: Information

Presenter: Matt Maloney, MTC and Aidan Hughes, ARUP

Roland Lebrun was called to speak.

Egon Terplan of SPUR was called to speak.

4b. [15-1049](#) Regional Goods Movement Collaborative and Plan

Presentation of the draft Regional Goods Movement Plan, recommending packages of infrastructure investments, policies and programs to promote the goals of quality of life, safety & reliability, innovation and economic prosperity set forth in the project vision and goals.

Action: Information

Presenter: Matt Maloney, MTC and Michael Fisher, Cambridge Systematics

Lisa Vorderbrueggen of BIA Bay Area was called to speak.

5. Public Comment / Other Business

Lisa Vorderbrueggen of BIA Bay Area was called to speak.

6. Adjournment / Next Meeting

The next meeting of the MTC Planning Committee will be January 8, 2016, 9:10 a.m. in the Lawrence D. Dahms Auditorium, First Floor, 101 Eighth Street, Oakland, CA.



Metropolitan Transportation Commission

101 Eighth Street,
Joseph P. Bort MetroCenter
Oakland, CA

Legislation Details (With Text)

File #:	15-1109	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	12/2/2015	In control:		Planning Committee	
On agenda:	1/8/2016	Final action:			
Title:	A Roadmap for Economic Resilience: The Bay Area Regional Economic Strategy				
	Bay Area Council Economic Institute (BACEI) staff will review the recommendations for leading the region to economic resiliency as outlined in the BACEI report - A Roadmap for Economic Resiliency - The Bay Area Regional Economic Strategy.				

Sponsors:

Indexes:

Code sections:

Attachments: [3a A Roadmap for Economic Resilience- The Bay Area Regional Economic Strategy.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

A Roadmap for Economic Resilience: The Bay Area Regional Economic Strategy

Bay Area Council Economic Institute (BACEI) staff will review the recommendations for leading the region to economic resiliency as outlined in the BACEI report - A Roadmap for Economic Resiliency - The Bay Area Regional Economic Strategy.

Presenter:

Therese Trivedi, MTC and Micah Weinberg, Bay Area Council Economic Institute

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Planning Committee

DATE: December 31, 2015

FR: Deputy Executive Director, Policy

W.I. 1111 and 1121

RE: A Roadmap for Economic Resilience: The Bay Area Regional Economic Strategy

Background

In April 2014, MTC, along with the Bay Area Council, supported the Bay Area Council Economic Institute (BACEI) to pursue the development of a regional economic strategy framework and roadmap in preparation for Plan Bay Area 2040. The purpose of the project was to 1) to advance and build upon the BACEI's 2012 regional economic assessment work, and 2) engage the region's business leaders to identify areas for potential job growth within the region, define proactive measures to support job growth opportunities, and produce a flexible framework for a regional job growth strategy responsive to ongoing regional economic changes, including land use and transportation planning.

Scope of Work

A project steering committee composed primarily of business and economic leaders, as well as MTC and ABAG executive directors, guided the project. Key tasks included:

- A review of economic strategy best practices in the region, including those in the Regional Prosperity Plan, and others across the nation;
- Facilitation of sub-regional meetings with local leaders and business organizations to discuss successful and innovative economic strategies;
- Facilitation of additional meetings led by business leaders, but also including participation from academia, non-profit agencies and government, to identify top opportunities for sustaining the region's global competitiveness and concrete requirements for achieving success;
- Development of five white papers on key topics that emerged from the meetings and included economic development, housing, infrastructure investment, transportation and workforce;
- Based on the white papers, development and presentation of a regional economic strategy roadmap with recommendations for action.

Project Recommendations

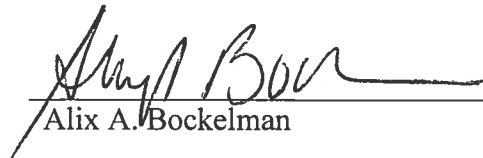
Key recommendations included in the report are summarized in the table below.

Areas for Action	Key Recommendations
<i>Infrastructure Investment</i>	<ul style="list-style-type: none">• Expand regional authority to prioritize, invest in and manage infrastructure• Deploy new financing models to augment public resources
<i>Housing Development</i>	<ul style="list-style-type: none">• Build more housing stock to meet the demands of growing population and fill historic deficit• Reduce cost of new housing construction
<i>Regional Economic Development</i>	<ul style="list-style-type: none">• Facilitate growth of Bay Area companies within the region and support entrance of new companies• Unlock potential of public lands
<i>Workforce Development</i>	<ul style="list-style-type: none">• Enable partnership on curriculum development among employers and educators/trainers/Workforce Investment Boards• Enable efficiency gains in workforce development funding and programs
<i>Transportation Investment</i>	<ul style="list-style-type: none">• Create stronger linkages across region's transit agencies• Create an innovation incentive program

Next Steps

The BACEI's Bay Area Regional Economic Strategy report will be used to inform Plan Bay Area 2040, particularly as the policy and advocacy components of the Plan are developed.

Micah Weinberg, BACEI president, will attend and present additional details about the report and its recommendations at your January meeting.


Alix A. Bockelman

Attachment: Presentation

AB:tt

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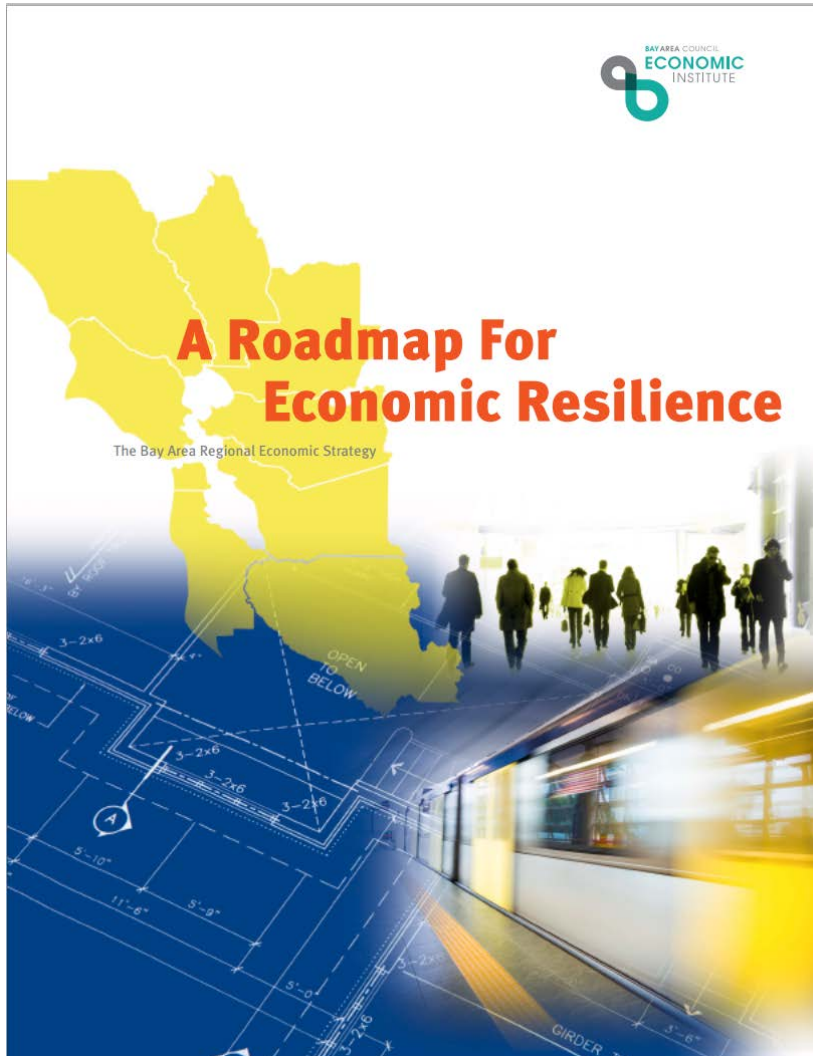
REGIONAL CHALLENGES, REGIONAL SOLUTIONS

Micah Weinberg, PhD

President, Bay Area Council Economic Institute



A PLAN FOR SUSTAINABLE *SUSTAINED* DEVELOPMENT



- Broad strategy that provides economic development input into Plan Bay Area 2.0
- Was informed by and will be powered by BAC leadership/committees
- Funded by Metropolitan Transportation Commission

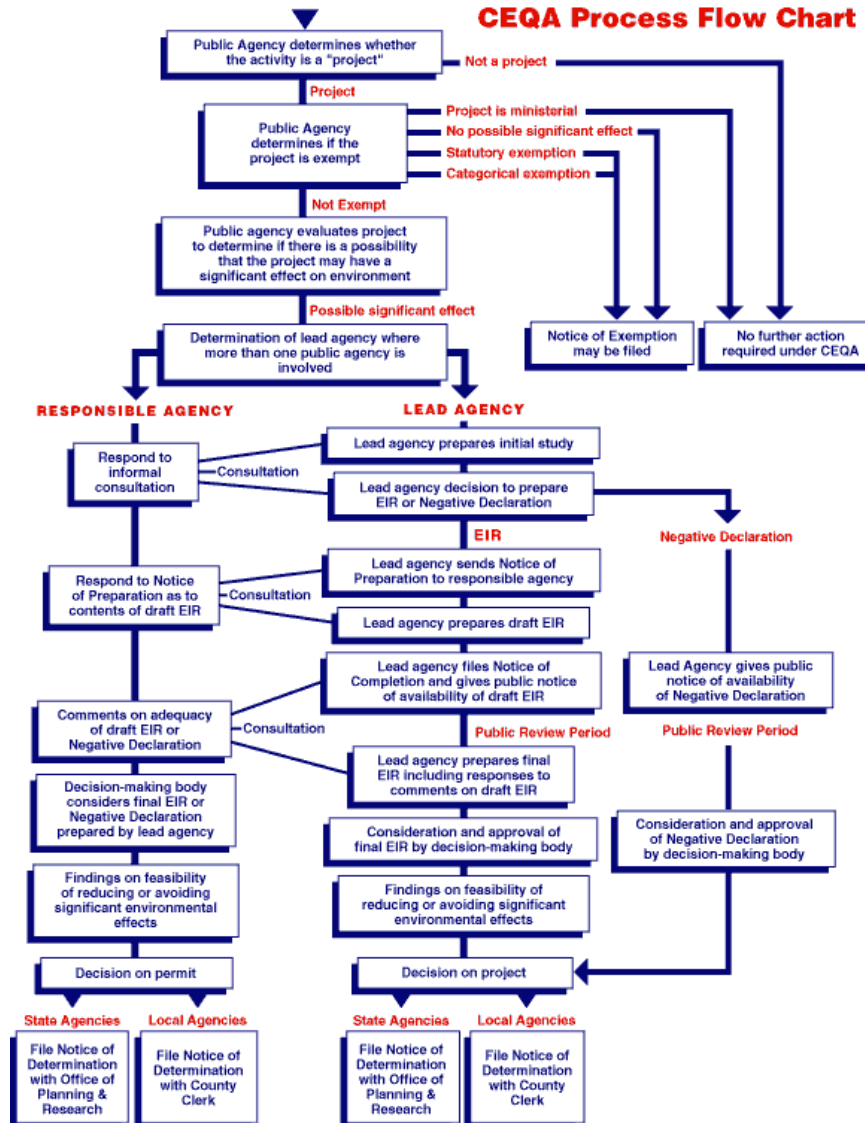
View at www.bayareaeconomy.org

SOLUTIONS FOR HOUSING SUPPLY

- “Teeth for RHNA”
 - Potential loss of local approval authority
 - “By right” approvals and zoning districts
 - Regional hearing body to approve housing
- Expand stock of Accessory Dwelling Units
- Change tax policy which penalizes housing



SOLUTIONS FOR COST OF BUILDING



- Cap impact fees region-wide
- Reform CEQA
- Streamline approvals for lower-cost construction types and new building technologies

INFRASTRUCTURE SPENDING HAS FALLEN OFF CLIFF

Total Public Construction Spending in the U.S. as a Percentage of GDP

January 1, 1993 – January 1, 2015



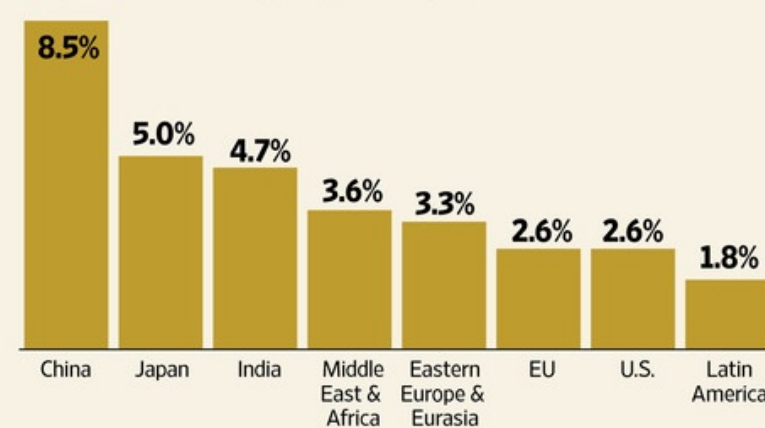
Source: Federal Reserve Bank of St. Louis, U.S. Global Investors

Real public investment As a percentage of GDP*



*Weighted for purchasing power parity

Infrastructure spending by country or region (1992-2011) Weighted annual average as a percentage of GDP



Sources: IMF (investment); McKinsey Global Institute (spending)

The Wall Street Journal

SOLUTIONS FOR INFRASTRUCTURE SPENDING

Create Empowered Regional Agency

- Realign existing public institutions
- Give agency authority to gain financial support
- Drive project delivery as well as finance

Develop new traditional and alternative finance sources

- Bring a regional funding mechanism to voters
- Prioritize spending on key regional infrastructure

IMPROVE EFFICIENCY OF EXISTING SYSTEMS

- Align region's 26 transit agencies
- Invest in and operate corridors, not local segments of corridors
- Incentivize the use of latest technology for smart roads and smart transit



CALIFORNIA'S MASSIVE SKILLS GAP

California qualified worker supply¹ versus demand ²2025

Worker demand vs supply by educational attainment

Percent



- We will have a skills gap of nearly 3 million undertrained workers by 2025
- Fast-growing healthcare and IT sectors powering these needs

¹ Supply defined as share of workforce (people between 15-64 years) with the specified educational attainment
² Total projected jobs(defined as share of total workforce) with the respective educational attainment requirements

BRIDGING THE SKILLS GAP

Establish the Bay Area Collaboration on Workforce Development, a regional public-private body

- Create a system for ongoing communication between the region's employers and its educator/training community
- Provide public education and inform public policy



WE ARE A REGION, NEED TO START ACTING LIKE ONE

Create the *Bay Area Economic Development Partnership*

- A platform for public-private collaborative action across jurisdictions on regional economic strategy
- Facilitate growth of Bay Area companies within the region and support entrance of new companies
- Provide local governments with concrete planning and other support to unlock development potential

New authority for merged and empowered regional agency?

IMPLEMENTATION ACTIONS

Bay Area Council Legislative Advocacy:

- Model legislation for Accessory Dwelling Units
- Corridor management on Highway 101

Support for Additional Sources of Finance:

- Baylands Restoration Parcel Tax
- BART Bond

Focus on Regional Workforce Collaboration

Active Promotion of Regional Agency Merger



Metropolitan Transportation Commission

101 Eighth Street,
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Oakland, CA

Legislation Details (With Text)

File #:	15-1047	Version:	1	Name:	
Type:	Resolution	Status:		Commission Approval	
File created:	11/10/2015	In control:		Planning Committee	
On agenda:	1/8/2016	Final action:			
Title:	MTC Resolution No. 4217: Equity Framework for Plan Bay Area 2040				

Approve the draft Equity Framework, developed with input from the Regional Equity Working Group. The Framework includes two components: 1) equity measures to analyze Plan Bay Area 2040 scenarios; and 2) the Communities of Concern that defines disadvantaged communities for scenario analysis and the Plan.

Sponsors:

Indexes:

Code sections:

Attachments: [4a_MTC Resolution No. 4217- Equity Framework for Plan Bay Area 2040.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4217: Equity Framework for Plan Bay Area 2040

Approve the draft Equity Framework, developed with input from the Regional Equity Working Group. The Framework includes two components: 1) equity measures to analyze Plan Bay Area 2040 scenarios; and 2) the Communities of Concern that defines disadvantaged communities for scenario analysis and the Plan.

Presenter:

Doug Johnson, MTC

Recommended Action:

Commission Approval

Attachments



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 4a
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Planning Committee
FR: Deputy Executive Director, Policy
RE: MTC Resolution No. 4217: Equity Framework for Plan Bay Area 2040

DATE: December 31, 2015
W.I. 1121

Summary

This memorandum presents staff recommendations for communities of concern (CoCs) and the equity measures to be used as part of the Plan Bay Area 2040 Equity Analysis. To develop these recommendations, staff has been meeting on a monthly basis since June with stakeholders and local jurisdictions through the Regional Equity Working Group (REWG). This memo provides context on the Plan's overall equity framework, discusses the Bay Area's current demographic trends, and proposes a new set of equity measures as well as an updated definition of CoCs for your consideration.

Context and Overall Equity Framework

MTC has conducted an equity analysis for the last four Regional Transportation Plans (RTPs) in compliance with federal civil rights and environmental justice laws. For each RTP, MTC used the following steps to conduct the equity analysis:

1. Identify equity measures that reflect key issues faced by vulnerable and disadvantaged communities in the region (typically a subset of the Performance Targets);
2. Define these potential disadvantaged communities based on a CoCs framework that takes into account factors such as race, income, and disability, among others;
3. Conduct an assessment during the project performance analysis phase, using the equity measures, to identify potential benefits and burdens of proposed projects on CoCs;
4. Conduct an assessment during the scenario analysis phase, using the equity measures, to identify potential benefits and burdens of scenario alternatives on CoCs, and to inform the selection of a preferred alternative; and
5. Include an assessment of benefits and burdens for the preferred alternative in the final report, and conduct a supplemental analysis of minority status to comply with federal civil rights law.

For each RTP update, the equity measures are developed with input from key stakeholders. For Plan Bay Area (PBA) 2013, the combined Sustainable Communities Strategy (SCS) and RTP, MTC and ABAG formed a Regional Equity Working Group (REWG) to provide this input. MTC and ABAG created a REWG for Plan Bay Area 2040 as well which began meeting in June and will continue to meet until fall 2016.

Overall Equity Framework

The 2013 PBA equity analysis included three components, listed below. Staff is proposing to retain this overall framework for the Plan Bay Area 2040 equity analysis. The three components include:

- A. A ***Title VI*** analysis of PBA investments that use federal and state funds to determine whether there are any disparate impacts of distribution of these funds on populations of different race, color or national origin;
- B. An ***environmental justice*** analysis of PBA investments to determine whether there are any disproportionately high and adverse impacts on low-income and minority populations or CoCs; and
- C. An ***equity analysis*** that assesses the distribution of benefits and burdens of PBA 2040 on CoCs in comparison to the rest of the region.

Equity Measures

To support the project performance and scenario analysis processes, staff recommends using the six Performance Targets listed below as equity measures (see Attachment B for the most recent list of adopted/proposed Performance Targets). The equity report will include a region-wide population-based analysis of benefits and burdens of the preferred alternative on CoCs based on these equity measures.

Staff recommends using the following Performance Targets as equity measures for PBA 2040 project performance and scenario analysis:

1. *Healthy and Safe Communities* Target #3 – will measure health benefits and burdens associated with air quality, road safety and physical inactivity (will also include a sub-analysis for low-income neighborhoods¹);
2. *Equitable Access* Target #5 – will measure the share of lower-income residents' household income consumed by transportation and housing;
3. *Equitable Access* Target #6 – will measure the share of affordable housing in Priority Development Areas (PDAs), Transit-Priority Areas (TPAs), or high-opportunity areas²;
4. *Equitable Access* Target #7 – will measure the share of low- and moderate-income renters in PDAs that are at an increased risk of displacement;
5. *Economic Vitality* Target # 8 – will measure the share of jobs that are accessible by auto and transit in congested conditions (will also include a sub-analysis for lower-income communities); and
6. *Economic Vitality* Target #9 – will measure the current share of middle-wage jobs in the region and project the share of jobs in predominantly middle-wage industries in 2040.

In addition to an analysis based on the equity measures listed above, the equity report will summarize key demographic and socio-economic trends, including the following topics:

- *Poverty in the Suburbs* – will measure trends in the share of lower-income households that reside in suburban or inland jurisdictions, as defined by Plan Bay Area 2040, and offer a discussion of its implications for the region;

¹ Census tracts with a concentration of households that earn less than 200% of federal poverty line

² See the Fair Housing and Equity Assessment report, ABAG, 2015, for a definition of high-opportunity areas

- *Concentration of Poverty* – will measure trends in the share of low-income households that reside in neighborhoods that have a high concentration³ of poverty;
- *Proximity to Services and Amenities* – will measure trends in the share of lower-income households that live in neighborhoods with a high walk score⁴;
- *Proximity to Opportunity Areas* – will measure trends in the share of lower-income households that live in high-opportunity areas; and
- *Exposure to Contamination and Pollutants* – will measure trends in the share of lower-income households exposed to air contaminants (diesel particulate matter and fine particulates (PM2.5))⁵.

Communities of Concern and Plan Bay Area 2013

MTC defined “communities of concern” for the RTPs adopted in 1999, 2003 and 2007 as areas with a concentration of *either* 70% minority *or* 30% low-income households. For PBA 2013, CoCs were defined either as census tracts with a concentration of 70% minority population AND 30% low-income households OR as census tracts that have a concentration of 4 or more of the disadvantage factors listed in Table 1 below. The concentration threshold for each disadvantage factor was based on its current share of the region’s population plus half a standard deviation above the regional mean.

Table 1: Communities of Concern Framework for Plan Bay Area 2013

<i>Disadvantage Factor</i>	<i>% Regional Population⁶</i>	<i>Concentration Threshold</i>
1. Minority	54%	70%
2. Low Income (<200% Federal Poverty Level - 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 Renter	10%	15%
<i>Definition</i> – census tracts that have a concentration of BOTH minority AND low-income households, OR that have a concentration of 4 or more factors listed above.		

Using the eight factors, concentration thresholds and definition in Table 1, PBA 2013 identified 305 out of a total of 1,405 census tracts in the region as CoCs. See Attachment C for a map of PBA 2013 CoCs. PBA 2013 used additional factors and a revised definition of COCs to respond to the changing demographics in the Bay Area. The region is far more racially diverse than in

³ Census tracts with more than 40% low-income households; see Effects of Exposure to Better Neighborhoods on Children: New Evidence from the Moving to Opportunity Experiment, Chetty, Hendren, and Katz, Harvard University and NBER, May 2015

⁴ Walk score is calculated by MTC and is based on access to a range of amenities and services including parks, schools, grocery stores, primary care facilities, transit stations, jobs and libraries, among other, subject to data availability

⁵ See Communities Air Risk Evaluation Program, Bay Area Air Quality Management District at: <http://www.baaqmd.gov/plans-and-climate/community-air-risk-evaluation-care-program>, and the California Environmental Protection Agency (CalEPA), California Communities Environmental Health Screening Tool: CalEnviroScreen at: <http://oehha.ca.gov/ej/ces2.html>

⁶ 2005-2009 American Community Survey and 2000 Census

previous decades. This trend has continued since the plan was adopted in 2013⁷ (see updated data Table 2). Between 2000 and 2013, while the total population in the region increased by 7%, both the Asian and Latino populations increased by more than 30%, while the White and African-American populations decreased by 10% and 8%, respectively.

Table 2: Racial Composition of Bay Area Population 2000-2013⁸

<i>Race</i>	<i>2000</i>		<i>2013</i>		<i>Change</i>	
	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>
White	3,392,204	50%	3,047,321	42%	(344,883)	(10%)
Black or African American	497,205	7%	456,896	6%	(40,039)	(8%)
Asian	1,278,515	19%	1,704,791	23%	426,276	33%
Hispanic (any race)	1,315,175	19%	1,711,158	24%	395,983	30%
Total Population	6,783,760	-	7,257,501	-	473,741	7%

While the region became racially more diverse, it also became poorer. Between 2000 and 2013, the share of census tracts with a concentration of minority households (defined by PBA 2013 as 70% or more minority households per tract) increased from 23% to 32% and the share of tracts with a concentration of low-income households (defined as 30% or more low-income household per tract) increased from 23% to 35%⁹.

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

<i>Criteria</i>	<i>2000</i>		<i>2013</i>	
	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>
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	-

Since the Bay Area is experiencing a rise in the share and number of both minority and low-income households, both race and income are important measures of disadvantage. Staff recommends the inclusion of all census tracts that have concentrations of both low-income and minority households as the starting point for defining CoCs for PBA 2040 Equity Analysis. Based on REWG feedback, staff also recommends retaining the remaining six disadvantage factors (#3 to #8 in Table 1) in the CoC framework, and keeping the thresholds of significance the same as in 2013. In addition to updating the data to 2009-2013 American Community Survey (Plan Bay Area 2013 used data from the 2005-2009 ACS), the REWG is proposing one change to the definition of CoCs. See Table 4 below for the proposed new definition of CoCs.

⁷ PBA 2013 used the 2005-2009 American Community Survey

⁸ Bay Area Census: <http://www.bayareacensus.ca.gov/> and 2009-2013 American Community Survey⁹ 2009-2013 American Community Survey and 2000 Census

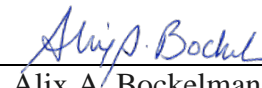
⁹ 2009-2013 American Community Survey and 2000 Census

Table 4: Proposed Communities of Concern Framework for Plan Bay Area 2040

<i>Disadvantage Factor</i>	<i>% Regional Population</i>	<i>Concentration Threshold</i>
1. Minority	58%	70%
2. Low Income (<200% Federal Poverty Level - FPL)	25%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Household	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Family	14%	20%
8. Severely Rent-Burdened Household	11%	15%
<i>Definition</i> – census tracts that have a concentration of BOTH minority AND low-income households, OR that have a concentration of 3 or more of the remaining 6 factors (#3 to #8) but only IF they also have a concentration of low-income households.		

Recommendation

Staff recommends the Committee refer MTC Resolution No. 4217, which sets forth the equity measures and CoCs framework for Plan Bay Area 2040, to the Commission for approval.


Alix A. Bockelman

AB: pg / dj / vs

Attachments: MTC Resolution No. 4217

1. Plan Bay Area 2040 Goals and Performance Targets, excerpt from MTC Resolution 4204, Revised
2. Plan Bay Area 2013 Communities of Concern Map
3. Plan Bay Area 2040 Proposed Communities of Concern Map
4. Comparison Map of Plan Bay Area 2013 and 2040 Proposed Communities of Concern Boundaries
5. Presentation

Date: January 27, 2016
W.I.: 1212
Referred by: Planning Committee

ABSTRACT

Resolution No. 4217

This resolution adopts the equity measures and communities of concern framework for Plan Bay Area 2040.

Further discussion of this action is contained in the MTC Deputy Executive Director's Memoranda to the Planning Committee dated December 31, 2015.

Date: January 27, 2016
W.I.: 1212
Referred by: Planning Committee

Re: Adoption of Equity Measures and Communities of Concern Framework for Plan Bay Area 2040

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4217

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, SB 375, Chapter 728, Statutes of 2008, amended Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and added Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and amended Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality; and

WHEREAS, SB 375 requires MTC to adopt a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP), referred to as Plan Bay Area 2040 (“the Plan”); and

WHEREAS, MTC may elect to set performance targets for the purpose of evaluating land use and transportation scenarios to help inform selection of a draft and final Plan; and

WHEREAS, MTC and ABAG have solicited extensive input from local governments, partner transportation agencies, the MTC Policy Advisory Council, the Regional Equity Working Group, and other regional stakeholders on goals and performance targets; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the equity measures to be used for the Plan Bay Area 2040 project performance assessment and scenario analysis; and

WHEREAS, MTC has defined ‘communities of concern’ for the RTPs adopted in 1999, 2003, 2007 and 2013 to identify communities with concentrations of poverty, minority households and other factors suggesting disadvantaged communities; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, sets forth the Plan Bay Area 2040 Communities of Concern framework, now, therefore be it

RESOLVED, MTC adopts the equity measures set forth in Attachment A and the proposed communities of concern framework for Plan Bay Area 2040 outlined in Attachment B.

METROPOLITAN TRANSPORTATION COMMISSION

David Cortese, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
Oakland, California, on January 27, 2016.

Equity Measures for Plan Bay Area 2040

Goal	Performance Target #	Equity Measures
Healthy and Safe Communities	3	Measure the health benefits and burdens associated with air quality, road safety and physical inactivity (will also include a sub-analysis for low-income neighborhoods)
	5	Measure the share of lower-income residents' household income consumed by transportation and housing
Equitable Access	6	Measure the share of affordable housing in Priority Development Areas (PDAs), Transit-Priority Areas (TPAs), or high-opportunity areas
	7	Measure the share of low- and moderate-income renters in PDAs that are at an increased risk of displacement
Economic Vitality	8	Measure the share of jobs that are accessible by auto and transit in congested conditions (will also include a sub-analysis for lower-income communities)
	9	Measure the current share of middle-wage jobs in the region and project the share of jobs in predominantly middle-wage industries in 2040

Date: January 27, 2016
W.I.: 1212
Referred by: Planning Committee

Attachment B
Resolution No. 4217
Page 2 of 2

Proposed Communities of Concern Framework for Plan Bay Area 2040

<i>Disadvantage Factor</i>	<i>% Regional Population</i>	<i>Concentration Threshold</i>
1. Minority	58%	70%
2. Low Income (<200% Federal Poverty Level - FPL)	25%	30%
3. Limited English Proficiency	9%	20%
4. Zero-Vehicle Household	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Family	14%	20%
8. Severely Rent-Burdened Household	11%	15%
<i>Definition</i> – census tracts that have a concentration of BOTH minority AND low-income households, OR that have a concentration of 3 or more of the remaining 6 factors (#3 to #8) but only IF they also have a concentration of low-income households.		

Date: September 23, 2015

W.I.: 1212

Referred by: Planning Committee

Revised: 11/18/15-C

Attachment A

Resolution No. 4204

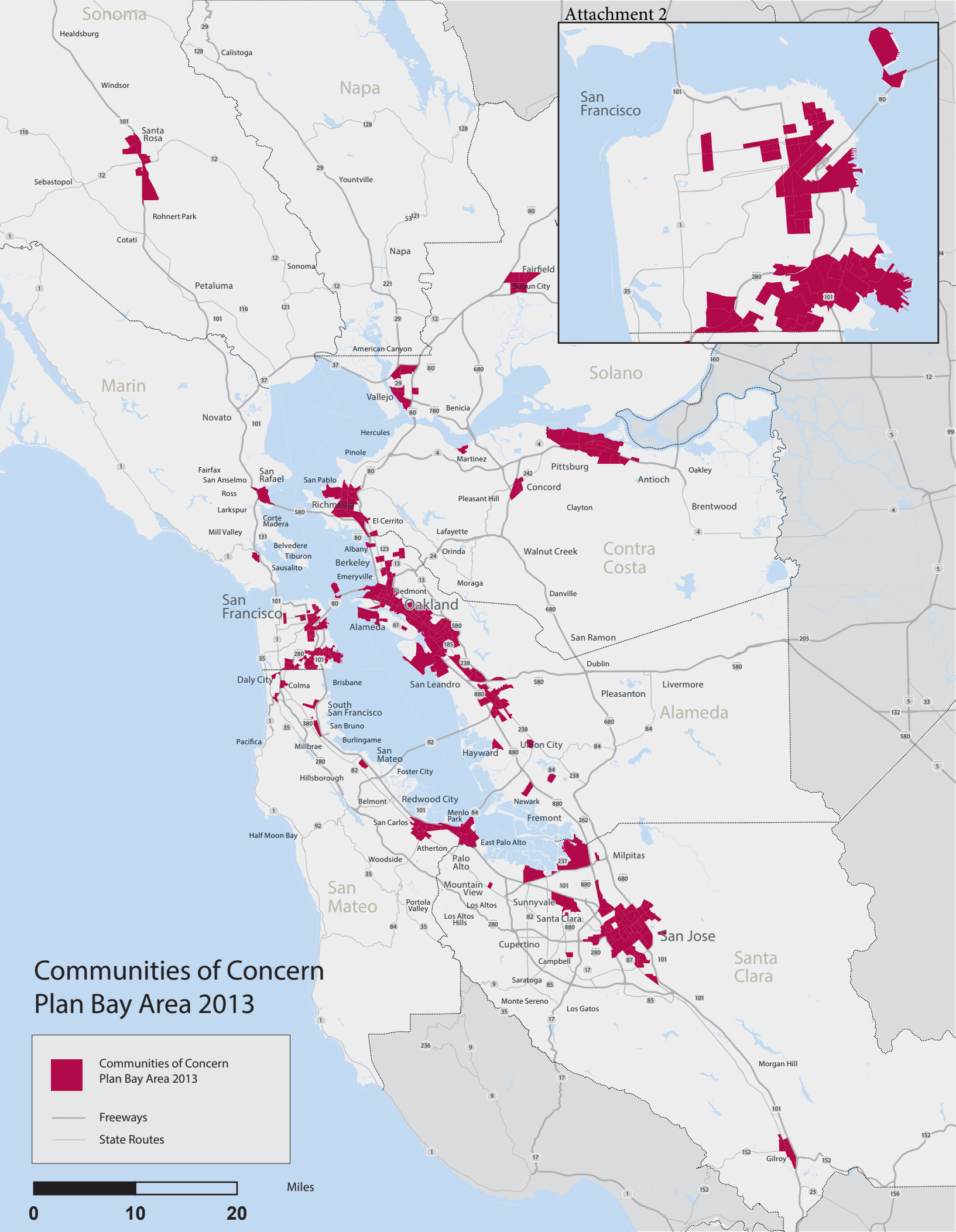
Page 1 of 1

Goals and Performance Targets for Plan Bay Area 2040

Goal	#	Performance Target
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%
Adequate Housing	2	House 100% of the region's projected growth by income level without displacing current low-income residents and with no increase in in-commuters over the Plan baseline year*
Healthy and Safe Communities	3	Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
Open Space and Agricultural Preservation	4	Direct all non-agricultural development within the urban footprint (existing urban development and UGBs)
Equitable Access	5	Decrease the share of lower-income residents' household income consumed by transportation and housing by 10%
	6	Increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas by 15%
	7	Do not increase the share of low- and moderate-income renter households in PDAs, TPAs, or high-opportunity areas that are at risk of displacement
Economic Vitality	8	Increase by 20% the share of jobs accessible within 30 minutes by auto or within 45 minutes by transit in congested conditions
	9	Increase by 35%** the number of jobs in predominantly middle-wage industries
	10	Reduce per-capita delay on the Regional Freight Network by 20%
Transportation System Effectiveness	11	Increase non-auto mode share by 10%
	12	Reduce vehicle operating and maintenance costs due to pavement conditions by 100%
	13	Reduce per-rider transit delay due to aged infrastructure by 100%

* = The Adequate Housing target relates to the Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth.

** = The numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth.



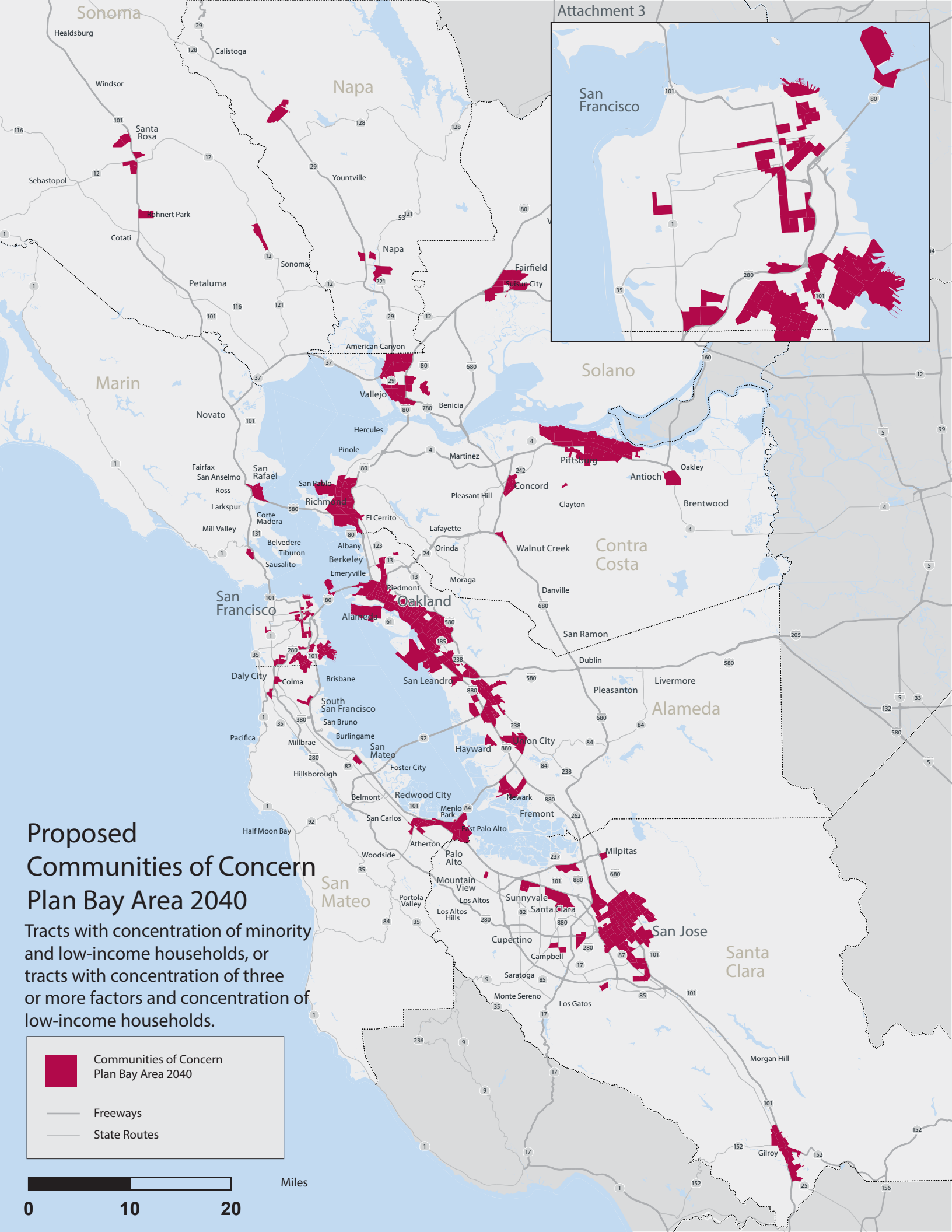
Communities of Concern Plan Bay Area 2013

Communities of Concern
Plan Bay Area 2013

Freeways

State Routes





Proposed Communities of Concern Plan Bay Area 2040

Tracts with concentration of minority and low-income households, or tracts with concentration of three or more factors and concentration of low-income households.

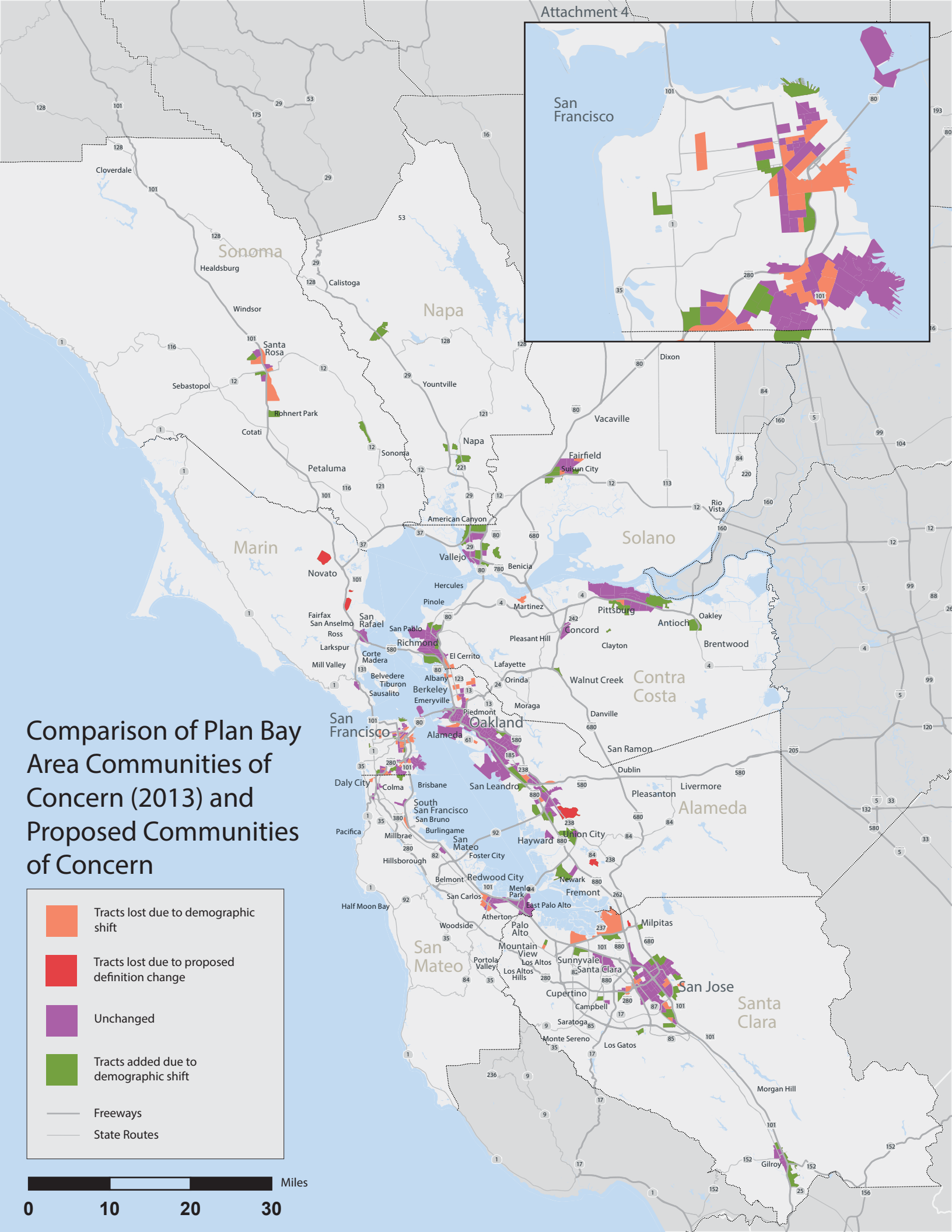
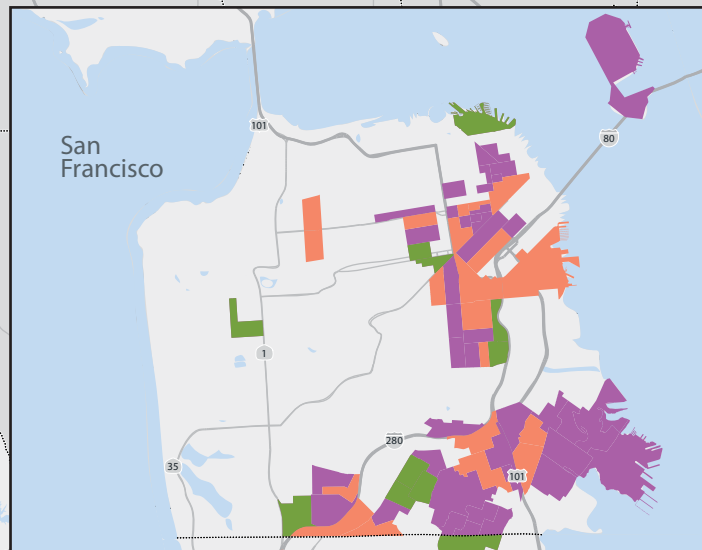
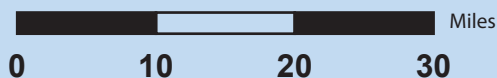
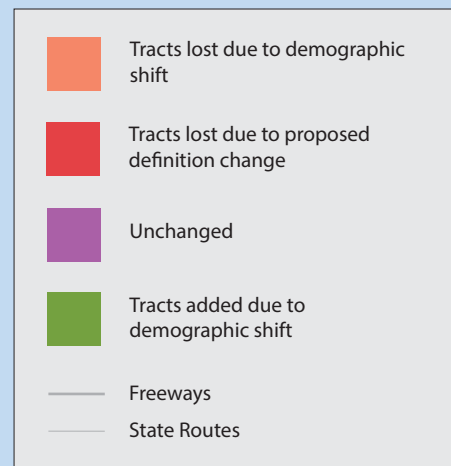
Communities of Concern
Plan Bay Area 2040

Freeways

State Routes



Comparison of Plan Bay Area Communities of Concern (2013) and Proposed Communities of Concern

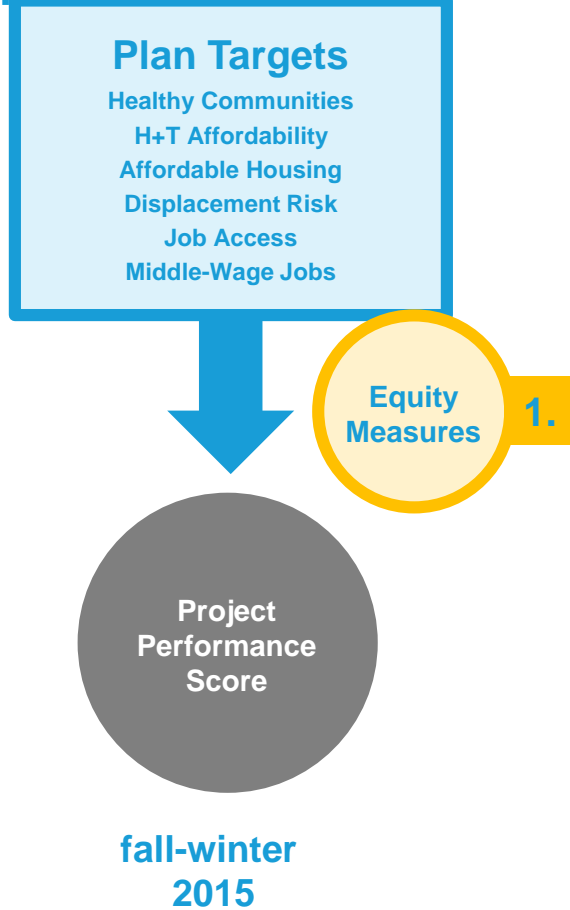


Equity Framework

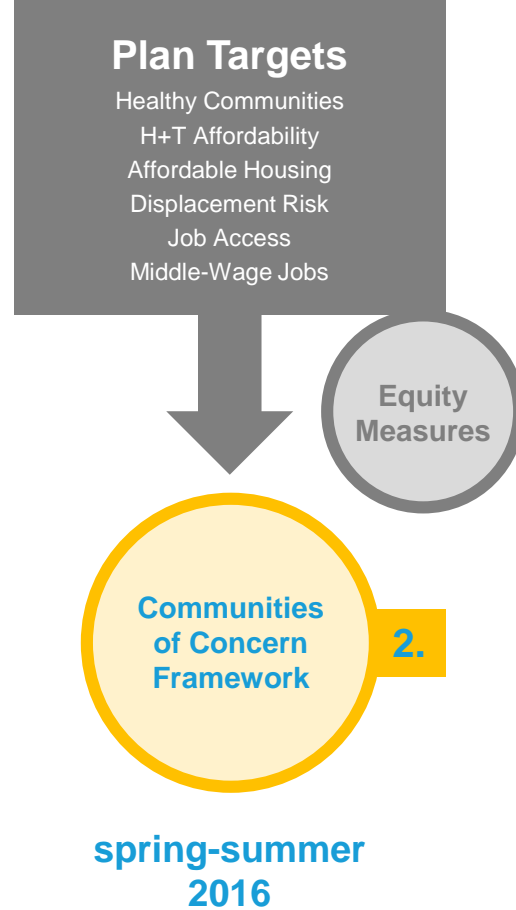
Planning Committee
Friday, January 8, 2016

Process and Timeline

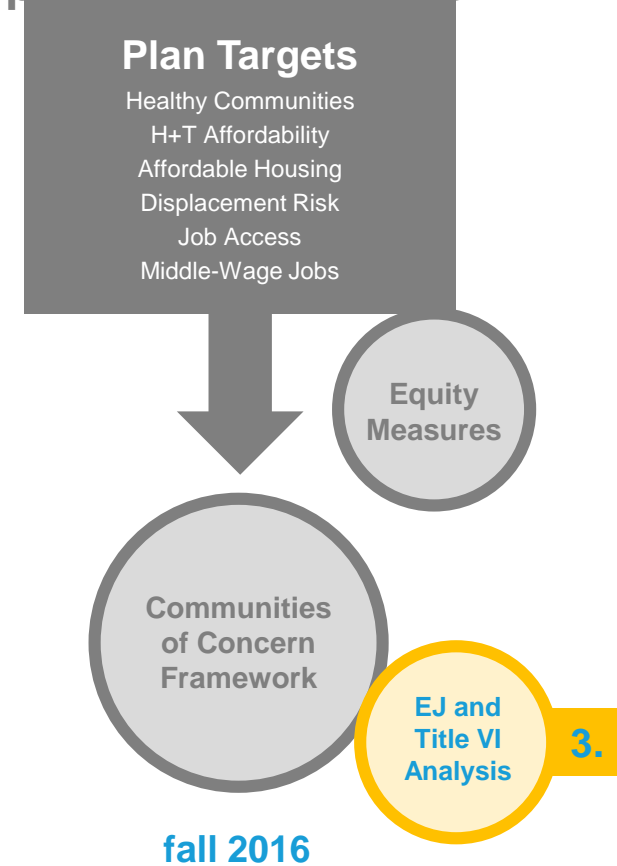
project performance



scenario analysis



preferred alternative



Regional Equity Working Group

- **Formed to provide input to staff**
- **Members of RAWG and Policy Advisory Council**
- **Monthly meetings starting in June 2015**
- **Meetings open to the public**

Equity Measures



Target 3: Healthy and Safe Communities



Target 5: Housing and Transportation Cost



Target 6: Affordable Housing



Target 7: Risk of Displacement



Target 8: Job Access



Target 9: Middle-Wage Jobs

Additional Analysis

- **Poverty in the suburbs**
- **Concentration of poverty**
- **Proximity to services and amenities**
- **Proximity to Opportunity Areas**
- **Exposure to contamination and pollution**

Communities of Concern Framework

<i>Disadvantage Factor</i>	<i>% of Regional Population</i>		<i>Concentration Threshold</i>
	<i>2005-09</i>	<i>2009-13</i>	
1. Minority	54%	58%	70%
2. Low-Income (<200% federal poverty)	23%	25%	30%
3. Limited English Proficiency	9%	9%	20%
4. Zero-Vehicle Household	9%	10%	10%
5. Senior (>75 years)	6%	6%	10%
6. Person with Disability	18%	9%	25%
7. Single-Parent Family	14%	14%	20%
8. Cost-Burdened Renter	10%	11%	15%

Communities of Concern Framework

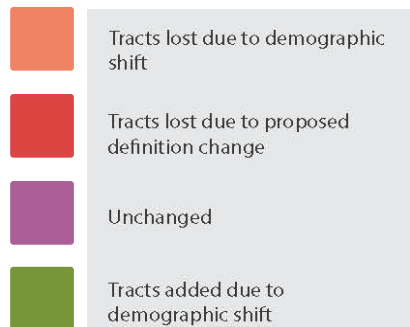
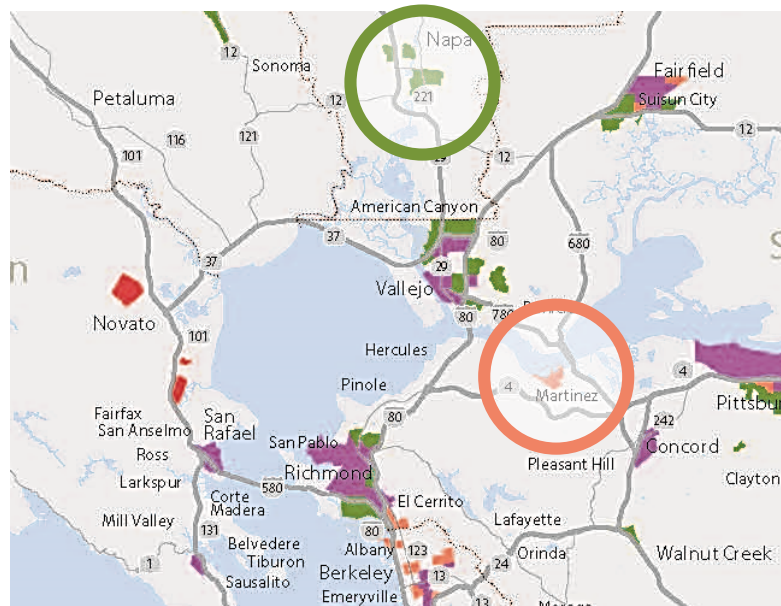
<i>Plan Year</i>	<i>Communities of Concern Definition</i>
2009	Minority OR Low-Income
2013 PBA	Minority AND Low-Income OR Any 4 of 8 Factors
2017 Proposed	Minority AND Low-Income OR Any 3 of remaining 6 Factors if also Low-Income

Communities of Concern Framework

Comparison of Plan Bay Area Communities of Concern (2013) and Proposed Communities of Concern (2017)



Communities of Concern Framework



Plan
BayArea
2040

