

**Metropolitan Transportation Commission**  
**Policy Advisory Council Equity and Access Subcommittee**

March 1, 2021

Agenda Item 6

**Plan Bay Area 2050 Equity Analysis Preview**

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**Subject:** Preview and discussion of the Plan Bay Area 2050 Final Blueprint Equity Analysis, slated for draft release in spring 2021.

**Background:** In December 2020, staff shared a framework for the Equity Analysis Report with the Subcommittee (meeting recording [https://baha.granicus.com/MediaPlayer.php?view\\_id=1&clip\\_id=7891](https://baha.granicus.com/MediaPlayer.php?view_id=1&clip_id=7891) ), consisting of three components:

- 1) Equity Lens on Strategies: Captures equity-focused aspects that are woven into each of the Plan Bay Area 2050 strategies.
- 2) Investment Analysis: Identifies share of investment in all four elements of the Plan (Transportation, Housing, Economy and Environment) that benefit populations with low incomes. This includes the Title VI analysis for transit investments.
- 3) Plan Outcomes Analysis: Forecasts outcomes and disparities among population subgroups in 2050 with metrics that are aligned with the five Guiding Principles (Affordable, Connected, Diverse, Healthy and Vibrant).

Today's item previews these key components of the Plan Bay Area 2050 Draft Equity Analysis Report, which will be released in spring 2021 as a supplemental report alongside the Draft Plan Document. The content builds on extensive analysis over the last two years during the Horizon and Blueprint phases of the long-range planning process. As such, the presentation, included in **Attachment A**, covers substantial material by providing the main highlights. For detailed tables on equity-focused elements that are woven into strategies, please refer to **Handout A**.

Staff is seeking discussion on a few questions:

**Short-term:**

- Does the Subcommittee have any feedback on this preview of the Equity Analysis report?
- How can findings shape the Implementation Plan actions?

**Long-term:**

- How can findings inform what we prioritize for study, or how we study, in the next plan update?
- What tools and methods can we invest in to better study equity impacts during the next plan update?

**Recommendation:** Information

**Attachments:** Attachment A: Plan Bay Area 2050 Equity Analysis Framework Memo  
(December 4, 2020, attached for reference)  
Attachment B: Presentation - Plan Bay Area 2050 Equity Analysis Preview  
(March 2021)  
Handout A: Equity Lens on Strategies (March 2021)

## M E M O R A N D U M



TO: Policy Advisory Council Equity & Access Subcommittee      DATE: December 4, 2020  
FR: Anup Tapase  
RE: Plan Bay Area 2050 Equity Analysis: Communities of Concern Update and Equity Analysis Report Framework

### Introduction

MTC has conducted an equity analysis for the last five regional plans in compliance with federal civil rights and environmental justice laws, primarily focused on the transportation investments included in the plan. In this memorandum, staff is presenting an update on the Equity Analysis Report for Plan Bay Area 2050. The first section provides background on the progress so far that will contribute towards developing the Equity Analysis Report. The second section provides an update on the methodology to measure disparities, including MTC's Communities of Concern methodology. The third section presents a framework to be used in the Equity Analysis Report. The memorandum concludes with next steps until the release of the Equity Analysis Report in April 2021, along with the Draft Plan.

### Background and Progress So Far

During Plan Bay Area 2040, staff collaborated extensively with stakeholders to refine the Communities of Concern definition and identify Equity Measures for conducting a disparate impact analysis. This groundwork, along with the extensive policy and investment analysis during the Horizon scenario-planning process, enabled staff to switch the focus of its collaboration with stakeholders in Plan Bay Area 2050 towards weaving equity into the strategies that make up the Plan.

- Fall 2019: Engagement with the REWG kicked off in September 2019, beginning with a review of past work, and a discussion of existing inequities and equity-related issues to prioritize during the Blueprint phase. Staff had proposed then to continue using the Community of Concern (CoC) methodology for Plan Bay Area 2050 and refresh the underlying data, while acknowledging the need for a robust update to the overall CoC framework in the next few years.
- Winter 2019-20: Staff engaged the REWG to review Horizon outputs, refine strategies for the Draft Blueprint - the very first iteration of the Plan - and better define outcomes of the Plan to help staff determine appropriate metrics to measure performance and equity.

- Spring 2020: Staff engaged with focus groups of historically underrepresented community members, facilitated by community-based organizations, to understand their priorities, vet existing strategies and identify new strategies, especially for a post-COVID era. Staff also collaborated with transportation project sponsors to identify mitigations and strategy commitments for projects that were flagged for not advancing equity during Horizon.
- Summer 2020: Staff shared outcomes of the Draft Blueprint, which included an analysis of the proposed investments as well as several metrics to highlight performance and disparities. Staff then further engaged REWG and other stakeholders to refine existing strategies and identify new ones for the Final Blueprint.

This process has been pivotal in ensuring that strategies included in Plan Bay Area 2050 are centered on equity and justice. Staff is now looking to focus the next few months on analyzing the disparities in outcomes of the Final Blueprint and completing the Equity Analysis Report for the Draft Plan. The next section provides an update on the methodology to measure disparities, followed by the framework that staff proposes to use for the Equity Analysis Report.

## Methodology to Measure Disparities

### *Communities of Concern: Recap of Definition and Underlying Data Update*

MTC/ABAG has used the “Communities of Concern” (CoC) framework to identify disparate impacts for the last five long-range plans since 1999. While MTC’s land use model predicts where people may locate in the future by income level, staff is not able to predict where people of color, people with disabilities, or other underserved populations would locate in the future. The CoC framework provides a methodology to determine disparities by identifying geographies (census tracts) that currently have high concentrations of underserved populations. For the purpose of the Equity Analysis, staff assumes that locations of CoC tracts within the Bay Area are similar to today in 2050, while acknowledging that staff cannot meaningfully determine whether the composition of these areas would change in 2050.

MTC/ABAG updated its definition of Communities of Concern during Plan Bay Area 2040 in collaboration with the Regional Equity Working Group (REWG), detailed in MTC Resolution No.4217-Equity Framework for Plan Bay Area 2040 in **Attachment 1**. Staff has recalculated concentration thresholds using the latest available American Community Survey (ACS) data (2014-2018), as shown in **Table 1**. Thresholds are calculated as the mean of concentrations across census tracts plus half a standard deviation. Staff has also updated the CoC designations using the new thresholds, and has shared the [documentation](#) of the methodology and the [map layer](#) online.

### *Impacts and Implications of Data Update*

With this data refresh, there are three main observed shifts in CoCs that validate known demographic trends:

1. The total number of CoC designated tracts has declined from 365 (in Plan Bay Area 2040) to 339, driven by a reduction in the share of households with income below 200% of Federal Poverty Level (FPL).
2. The share of population experiencing disadvantages that resides within CoC tracts has declined across 7 of the 8 disadvantage factors, with the overall share declining from 23% to 21%, indicative of lowered geographic concentration of disadvantage.
3. There are substantial shifts in the locations of CoC tracts that are indicative of recent displacement trends and align with Bay Area displacement research.

**Table 1: Concentration Thresholds of Disadvantage Factors in Communities of Concern Framework - Plan Bay Area 2040 vs. Plan Bay Area 2050**

	Adopted Thresholds Plan Bay Area 2040 (ACS 2009-13)		Updated Thresholds Plan Bay Area 2050 (ACS 2014-18)	
<i>Disadvantage Factor</i>	<i>% Regional Population</i>	<i>Concentration Threshold</i>	<i>% Regional Population</i>	<i>Concentration Threshold</i>
1. People of Color	58%	70%	60%	70%
2. Low Income (<200% Federal Poverty Level - FPL)	25%	30%	21%	28%
3. Limited English Proficiency	9%	20%	8%	12%
4. Zero-Vehicle Household	10%	10%	9%	15%
5. Seniors 75 Years and Over	6%	10%	6%	8%
6. People with Disability	9%	25%	10%	12%
7. Single-Parent Family	14%	20%	13%	18%
8. Severely Rent-Burdened Household	11%	15%	10%	14%
<i>Definition</i> - Census tracts that have a concentration of BOTH people of color 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.				

Maps that depict the CoCs in Plan Bay Area 2040, the current designations of CoCs for Plan Bay Area 2050 and a comparison between the two can be found in **Attachment 2**. A detailed internal memorandum that discusses the change in CoCs, along with demographic data and shifts at the county level, can be found in **Attachment 3**.

Given these demographic shifts and a relatively more dispersed concentration of disadvantaged populations, staff acknowledges that the CoC framework may be becoming a less effective framework to measure disparities over time. Further, the framework may be overemphasizing concentrated poverty and potentially feeding into a deficit-based narrative that problematizes the underserved. As previously noted, staff is recommending a closer re-examination of the CoC framework that includes meaningful engagement with communities, advocates and partner agencies in the upcoming years as part of the agency's Equity Platform initiative. Given this is not feasible within the Plan Bay Area 2050 timeline, staff is proposing to augment the CoC methodology in the Equity Analysis by:

1. Measuring disparities not only between CoCs and rest of the region, but also High-Resource Areas.
2. Measuring disparities based on income status where feasible and appropriate.

### *Reconsidering the Nomenclature of “Communities of Concern”*

Staff acknowledges the power of language and recognizes that the current MTC terminology “Communities of Concern” may be perceived as paternalistic, evoke empathy or conjure negative perceptions. Various MPOs and other public agencies use terminology that are more descriptive or action-oriented, generally falling into three typologies:

- “Environmental Justice” focus - easily understood, but limited definition; e.g. EJ Areas (SCAG).
- “Disadvantage” focus - emphasizes disadvantage, but feeds deficit-based narrative; e.g. Areas of Concentrated Poverty (Met Council), Historically Marginalized Communities (Oregon Metro).
- “Equity” focus - holistic and inclusive, but potentially vague; e.g. Equity Focused Communities (LA Metro), and Equity Emphasis Areas (MWCOC).

Staff has deliberated internally and is proposing to revise the nomenclature for use in Plan Bay Area 2050 to a term that highlights the opportunity and prioritization of these communities. Internally developed suggestions include Equity Prioritized Opportunity Communities (EPOCs), Equity Prioritized Investment Communities (EPICs), Equity Focus Communities (EFCs) and Equity and Access Zones (EAZs). Staff is seeking suggestions from the E&A Subcommittee and is also looking to engage with underserved communities on this topic prior to spring 2020. While acknowledging that the methodology itself would evolve in future efforts, the updated Communities of Concern geographies, along with the new terminology and the short-term proposals described above to mitigate existing shortcomings, will be the basis for the Equity Analysis Report framework described in the next section.

### **Proposed Equity Analysis Report Framework for Plan Bay Area 2050**

Over the next few months, staff will develop the Equity Analysis Report for the Draft Plan Bay Area 2050, set for release in April 2021. This section provides an overview of the three components of the framework that staff is proposing to use for the Equity Analysis Report.

### *1. Equity Lens on Strategies*

As noted above, relative to previous Plan Bay Area efforts, staff has devoted considerably more time to identify revisions to all strategies that advance equity and justice, and develop new equity-focused strategies during the Draft and Final Blueprint phases. Through multiple rounds of feedback from the Regional Equity Working Group and the Policy Advisory Council, as well as engagement with community-based organizations, Plan Bay Area 2050 strategies were refined to include components that would improve outcomes for underserved communities. Since some of these components cannot be modeled within the scope of the Blueprint due to limitations of the models (and would hence not be reflected in Plan outcomes metrics), the first component of the Equity Analysis Report will detail how equity is woven into each strategy. Specific to major transportation projects that are part of the fiscally constrained project list of Plan Bay Area 2050, this section will also highlight equity mitigations and commitments to equity-focused policies that were developed in collaboration with the project sponsors.

### *2. Investment Analysis*

This component of the Equity Analysis Report will estimate the share of Plan funding in all four topic areas (Transportation, Housing, Economy and Environment) that is allocated towards investments benefiting underserved communities. Specific to transportation investments, disparities will be identified through a use-based analysis that allocates funding to population subgroups based on their typical use of the investments, thus constituting “benefit” to that subgroup. In the case of public transit investments, this analysis would comply with the federal laws and regulations related to Title VI of the Civil Rights Act of 1964. Further, the analysis will map all roadway and transit projects to show the spatial distribution of projects relative to census tracts with a concentration of people of color (represented by Communities of Concern).

### *3. Plan Outcomes Analysis*

Staff will identify disparities in outcomes of Plan Bay Area 2050 between population subgroups through a set of metrics that align with the Plan’s Guiding Principles. The analysis will calculate:

- a) Existing disparities
- b) Forecasted horizon year (2050) disparities without Draft Plan implementation (No Project Alternative, i.e. a scenario where the Draft Plan is not adopted)
- c) Forecasted horizon year (2050) disparities with Draft Plan implementation

This analysis will be used to determine if the Plan has disproportionately high and adverse human health and environmental effects, including social and economic effects, on environmental justice populations, complying with the Executive Order 12898 and the associated DOT Order on Environmental Justice. Metrics that will be used to determine disparities will be sourced from the more extensive list of performance and equity metrics that was used to describe [outcomes of the Draft Blueprint](#), also found in **Attachment 4**.

## Next Steps

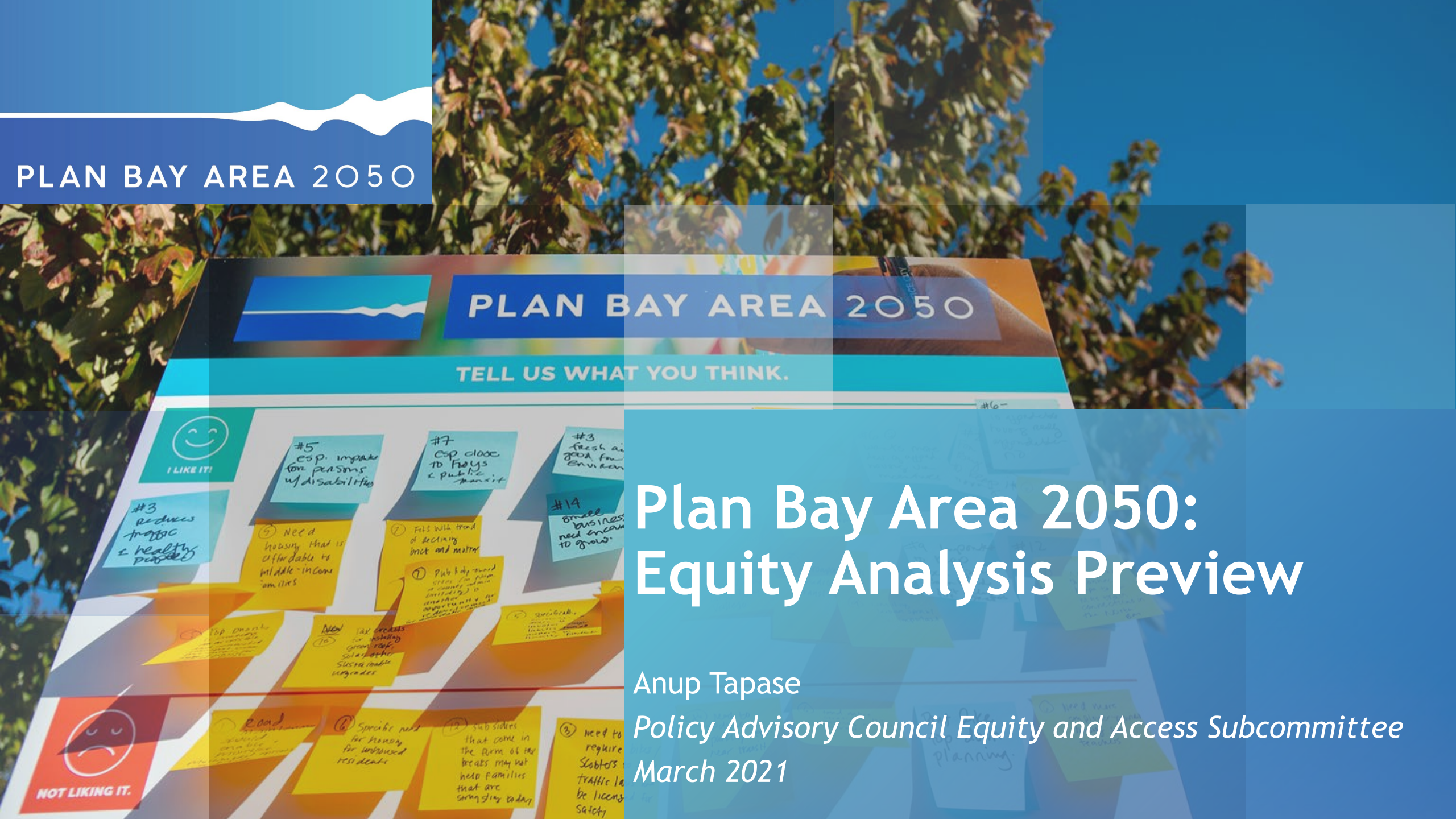
Staff is currently seeking input from the Policy Advisory Council Equity and Access Subcommittee on the methodology to determine disparities, proposal to change the “Communities of Concern” nomenclature, and the framework for the Equity Analysis Report.

Further next steps include:

- December/January 2020: Staff to share outcomes of the Final Blueprint with the full Policy Advisory Council.
- February 2021: Staff to share a first draft of the Equity Analysis Report along with a proposal for the revised nomenclature of Communities of Concern.
- April 2021: Staff to release the final draft of the Equity Analysis Report, along with the Draft Plan and the federally required Title VI and EJ analysis.

## Attachments:

1. MTC Resolution No.4217-Equity Framework for Plan Bay Area 2040
2. Maps: Plan Bay Area 2040 and Plan Bay Area 2050 Communities of Concern Maps, and Comparison Map
3. Memo: Communities of Concern Detailed Update for Plan Bay Area 2050
4. Draft Blueprint Investment and Outcomes Analysis
5. Presentation



PLAN BAY AREA 2050

PLAN BAY AREA 2050

TELL US WHAT YOU THINK.

# Plan Bay Area 2050: Equity Analysis Preview

Anup Tapase  
Policy Advisory Council Equity and Access Subcommittee  
March 2021

# As discussed in December, the Equity Analysis Report has three sections.

Disparities  
Based On

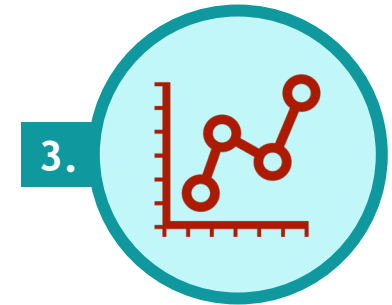
Geography: Communities of Concern vs. High-Resource Areas vs. Rest of Region  
Income Group: Households with Low Income vs. Other Households



**Equity Lens  
on Strategies**



**Investment Analysis**  
(including Title VI Analysis and  
Project Mapping)



**Plan Outcomes  
Analysis**  
(including EJ Disparities Analysis)

# Agenda



Equity Lens on Strategies

Investment Analysis

Plan Outcomes Analysis

Next Steps and Discussion

# Staff has taken an equity lens approach in crafting the strategies in Plan Bay Area 2050.



## Analysis

- Futures data-driven scenario-planning analysis
- Project Performance equity analysis

## Engagement

- Horizon Futures Strategy Workshops
- Pop-up workshops prioritized in Communities of Concern
- Equity commitments in Project Performance Assessment

- Blueprint Performance and Equity Outcomes
- Targeted outreach to people of color, low-income populations, people with disabilities, youth, unhoused, non-English speakers through Community-Based Organizations
- Pop-up workshops prioritized in Communities of Concern
- E&A Subcommittee engagement
- REWG workshops

# Metrics can be insightful in terms of strategy impacts; however, not every aspect of every strategy can be simulated or captured in metrics.

## For example:

### *Elements captured in metrics*

### *Elements not captured in metrics (since they cannot be represented in MTC's transportation and land use models)*

#### Strategy T4.

#### Reform Regional Fare Policy

- Regional integrated fare structure with a flat local fare
- Free transfers across operators
- Distance-based fare for regional trips
- Discounts for people with low incomes

- Discounts for youth
- Discounts for people with disabilities

#### Strategy H1.

#### Further Strengthen Renter Protections Beyond State Legislation

- Annual rent increases limited to the rate of inflation, while exempting units less than 10 years old

- Robust renter protection with expanded services such as legal assistance
- Strengthened enforcement of recently adopted and longstanding protections

# Examples of elements that cannot be sufficiently represented in modeling and simulation include...



## Transportation Element

- Community-led transportation enhancements
- Programs to enhance bus stop / train station amenities
- Discounts for youth and people with disabilities
- Complete streets improvements prioritized in Communities of Concern (CoCs)
- Safety-related street design improvements prioritized near schools, community centers, and parks



## Economy Element

- Subsidies and infrastructure for high-speed internet in underserved low-income communities
- Funding for high-growth Priority Production Areas for non-transportation infrastructure improvements including fiber, broadband, and building improvements



## Housing Element

- Expanded services such as legal assistance
- Transfer ownership of *units* to individual tenants, housing cooperatives, or public or non-profit housing organizations including community land trusts
- Mortgage and rental assistance specific to CoCs
- Targeted grants and low-interest loans to start up and expand locally-owned businesses



## Environment Element

- Means-based subsidies to offset building retrofit costs
- Prioritize regional EV chargers in CoCs
- Prioritize mobility hubs (including carshare, micromobility and other investments) in CoCs

The full list of such elements can be found in Handout A.

# Agenda

Equity Lens on Strategies



Investment Analysis

Plan Outcomes Analysis

Next Steps and Discussion

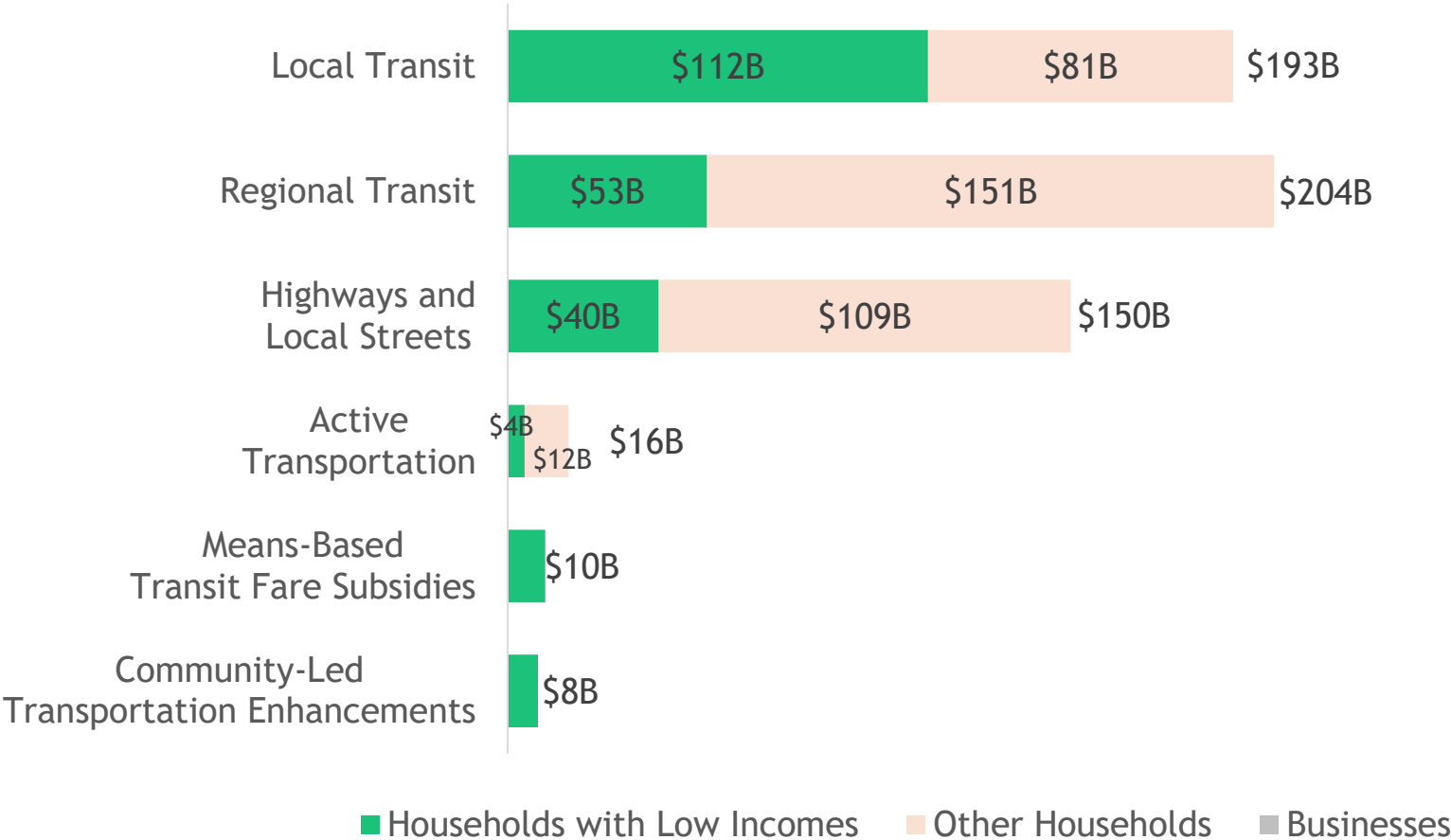
# Key Questions

- How do investments **benefit households with low incomes** (under ~\$50,000 per year, ~21% all households<sup>1</sup>)?
  - “Benefit” is defined as the share of investment that is targeted towards those households (either defined by the strategy, or calculated based on their share of use of the system)
- What is the **distribution of public transit investments among underserved population subgroups** (people with low incomes, and people of color) based on their use of public transit?

1. Definition of “households with low incomes” similar to Communities of Concern factor definition. (200% of Federal Poverty Level; annual household income ~\$50,000 for family of four)

# 39% of Transportation Element investments benefit households with low incomes.

Transportation Element Investments (YOE\$): \$579B



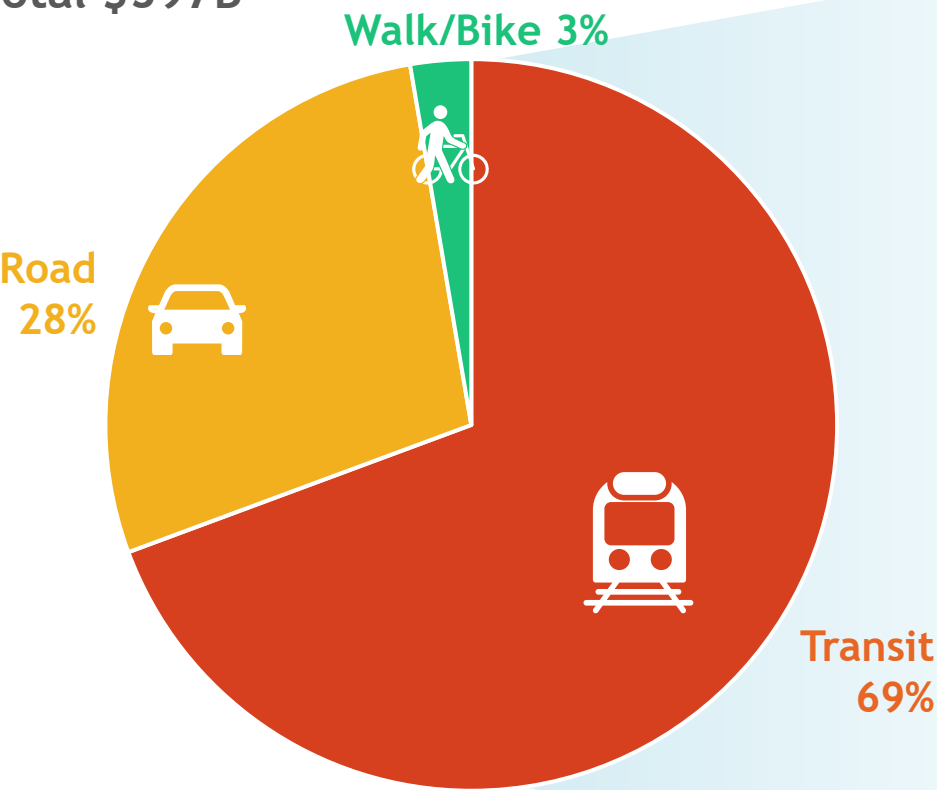
## Key Equity-Related Investments

- Regional discretionary funding for transit and road investments, with additional emphasis on projects that serve low-income communities and communities of color
- Complete street and safety improvements prioritized in Communities of Concern
- Funding for transportation enhancements resulting from community-based planning and other similar efforts

# Transit accounts for more than 70 percent of Final Blueprint transportation investments.

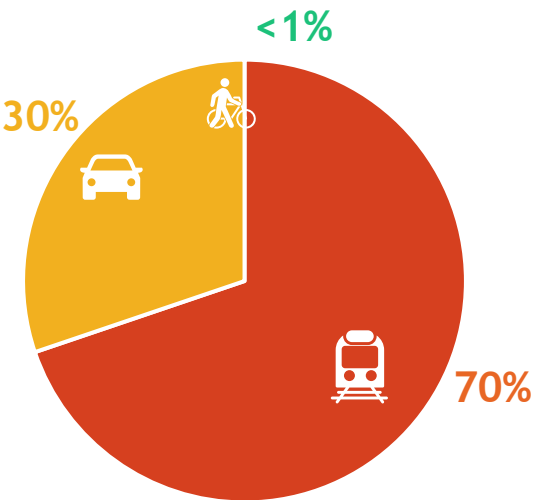
## All Investments

Total \$597B



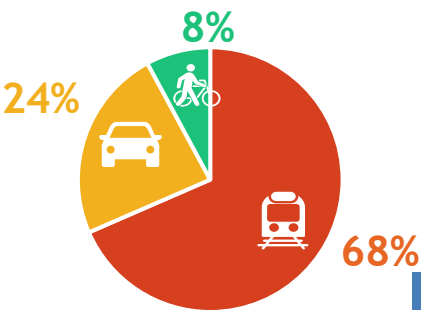
## Operations & Maintenance (primarily Strategy T1)

\$394B  
(66%)



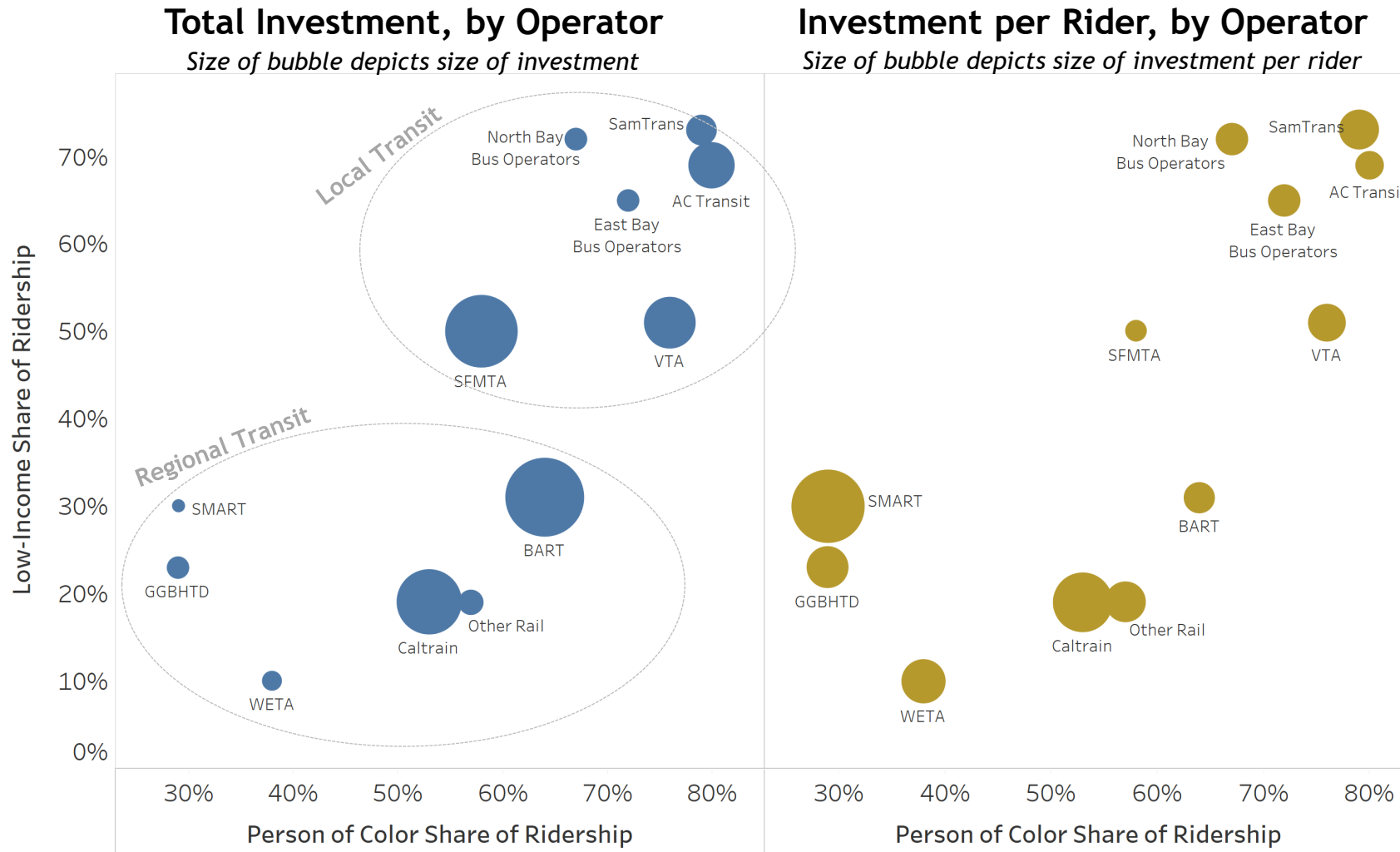
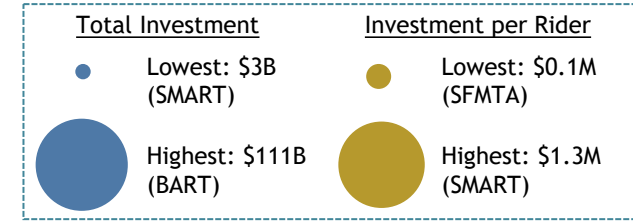
## All Other Strategies

\$202B  
(34%)



# Key Point:

Transit investments by operator vary in terms of benefits to underserved populations.

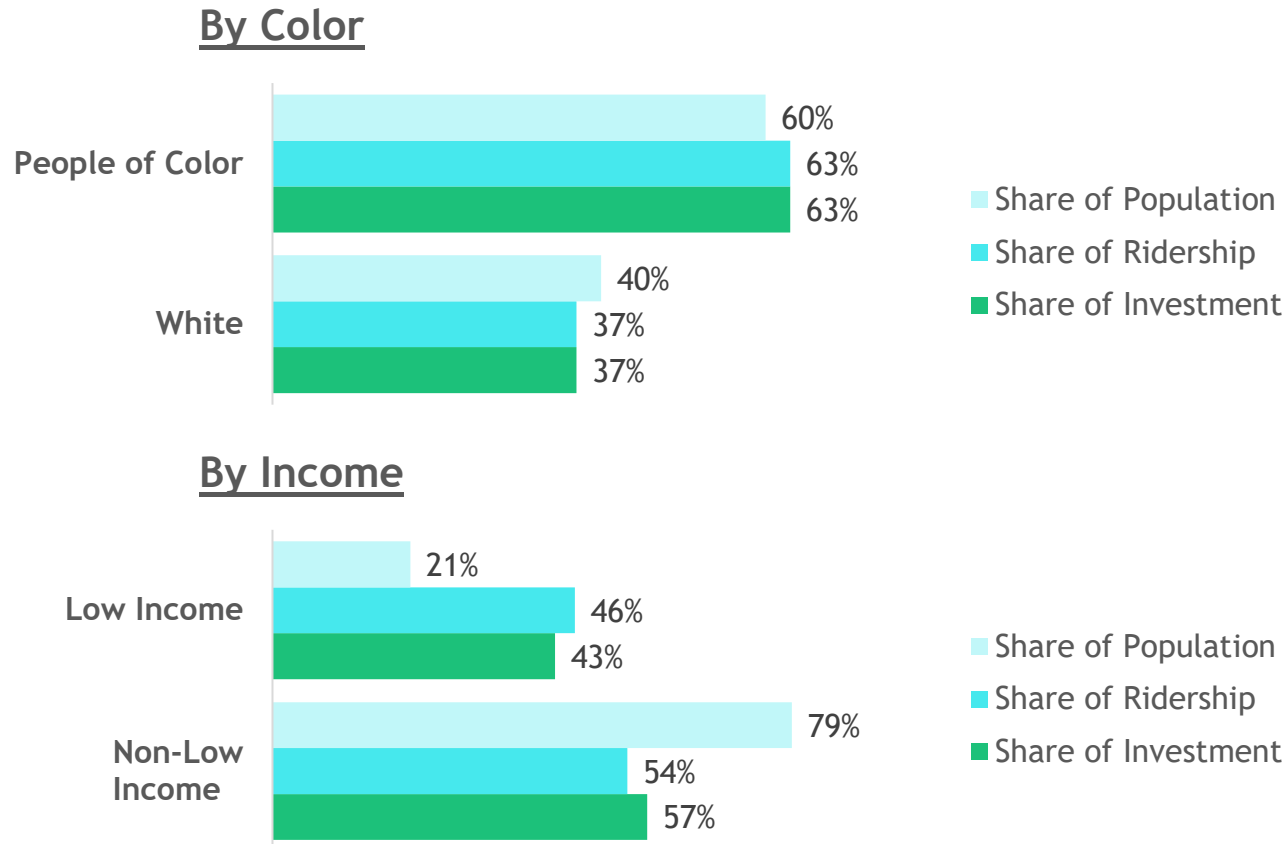


Source for share of ridership: Transit user surveys part of MTC's Regional Onboard Survey Program (conducted between 2012-2019)

- Transit investment analysis (including Title VI analysis) is informed by current usage by underserved populations.
- Most local transit investments benefit underserved populations, whereas regional rail and ferry systems tend to serve whiter and wealthier demographics.
- Blueprint strategies are designed to increase utility of regional transit operators to underserved populations (e.g., fare policy, seamless transit, affordable housing in transit-rich areas) - benefits which are not well-captured under Title VI requirements.

# Transit investment benefits to underserved populations are **proportionate** to their transit use.

## Share of Population and Ridership vs. Share of Investment



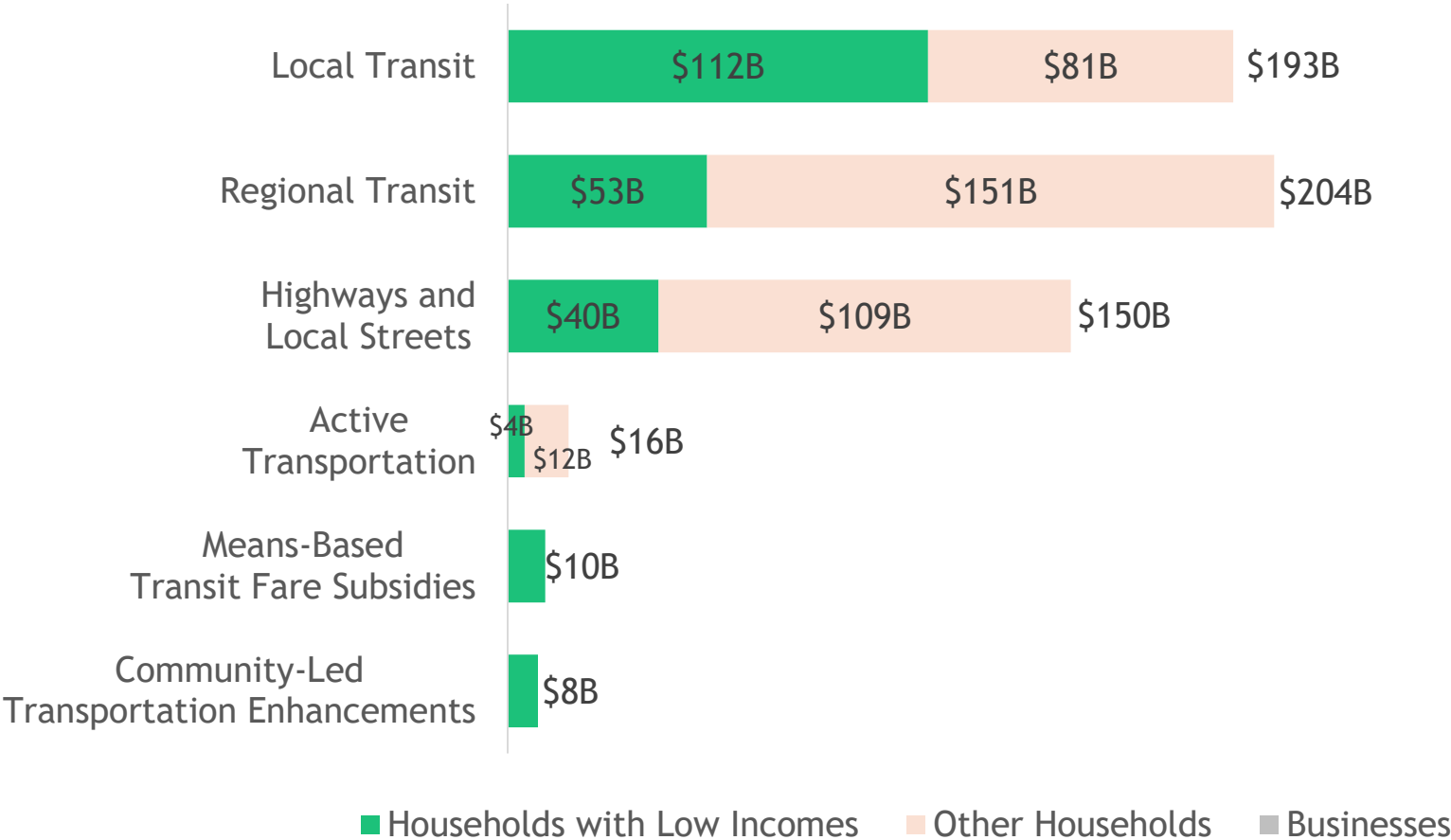
- The share of transit investments that benefits people of color, with respect to their current use, is proportional to the share of ridership.
- The share of transit investments that benefits people with low incomes, with respect to their current use, is slightly lower than the share of ridership.
- This analysis is similar to the Title VI analysis required for Plan Bay Area 2050.

Source for share of population: ACS Census data (2014-18)

Source for share of ridership: Transit user surveys part of MTC's Regional Onboard Survey Program (conducted between 2012-2019)

# 39% of Transportation Element investments benefit households with low incomes.

Transportation Element Investments (YOE\$): \$579B

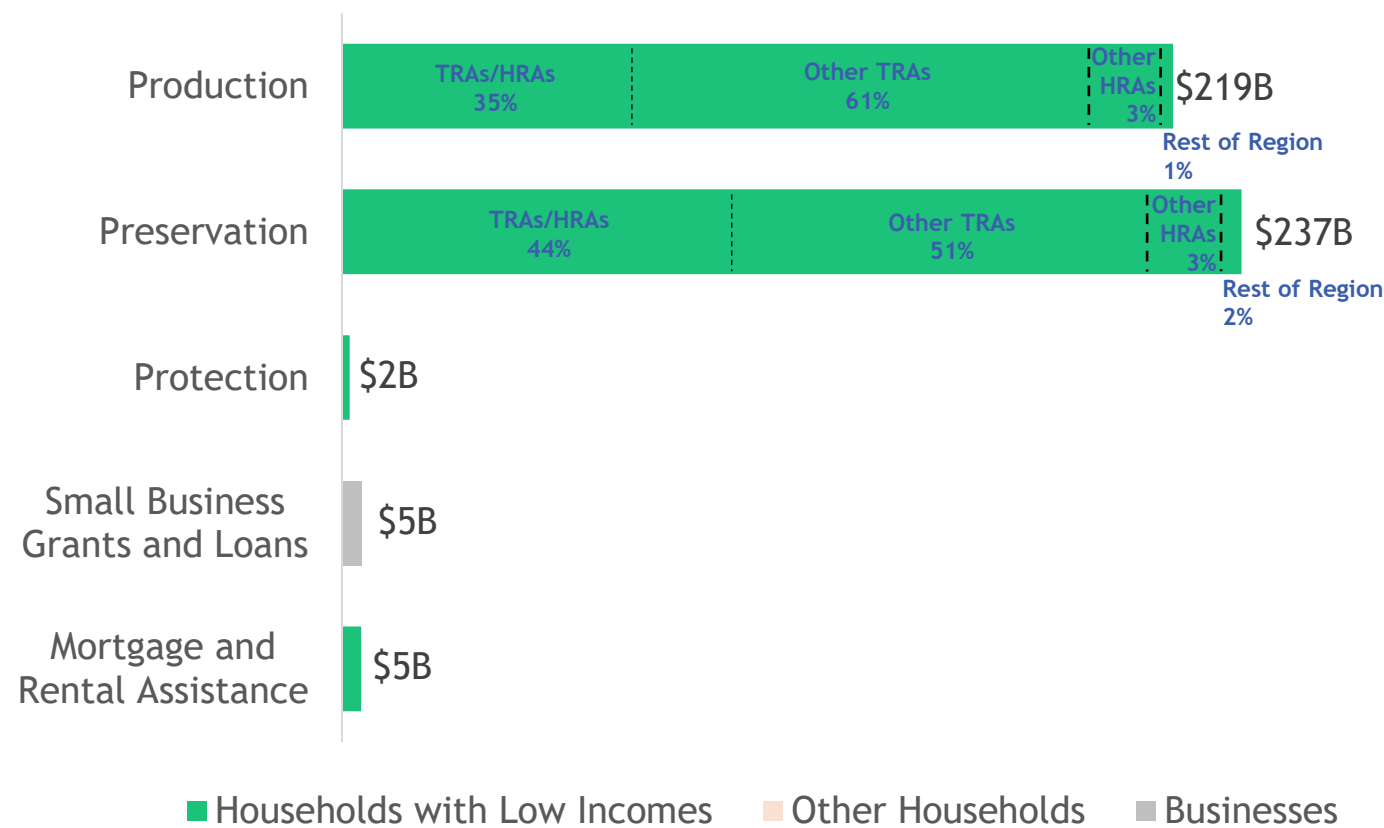


## Key Equity-Related Investments

- Regional discretionary funding for transit and road investments, with additional emphasis on projects that serve low-income communities and communities of color
- Complete street and safety improvements prioritized in Communities of Concern
- Funding for transportation enhancements resulting from community-based planning and other similar efforts

# 99% of Housing Element investments benefit households with low incomes.

Housing Element Investment (YOE\$): \$468B



## Key Equity-Related Investments

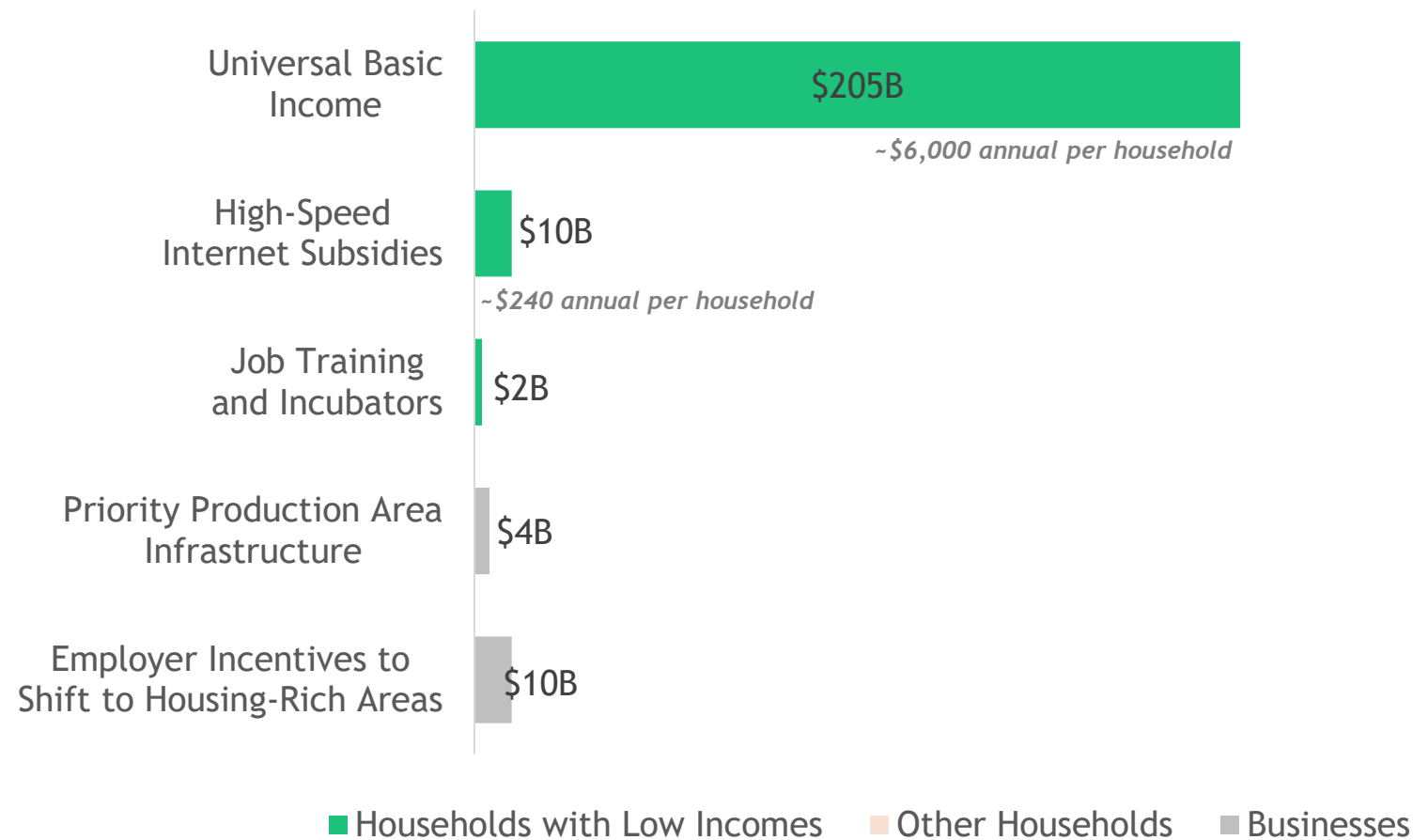
- Funding for affordable housing production and preservation
- Enforcement of existing protections and wrap-around services
- Assistance programs prioritized in Communities of Concern

TRAs: Transit-Rich Areas  
HRAs: High-Resource Areas

Note: A share of affordable housing subsidies would likely benefit moderate income households as well, consistent with state and federal eligibility standards. Does not reflect other state and federal sources benefiting moderate and high income households, such as the mortgage interest deduction.

# 94% of Economy Element investments benefit households with low incomes.

Economy Element Investment (YOE\$): \$234B

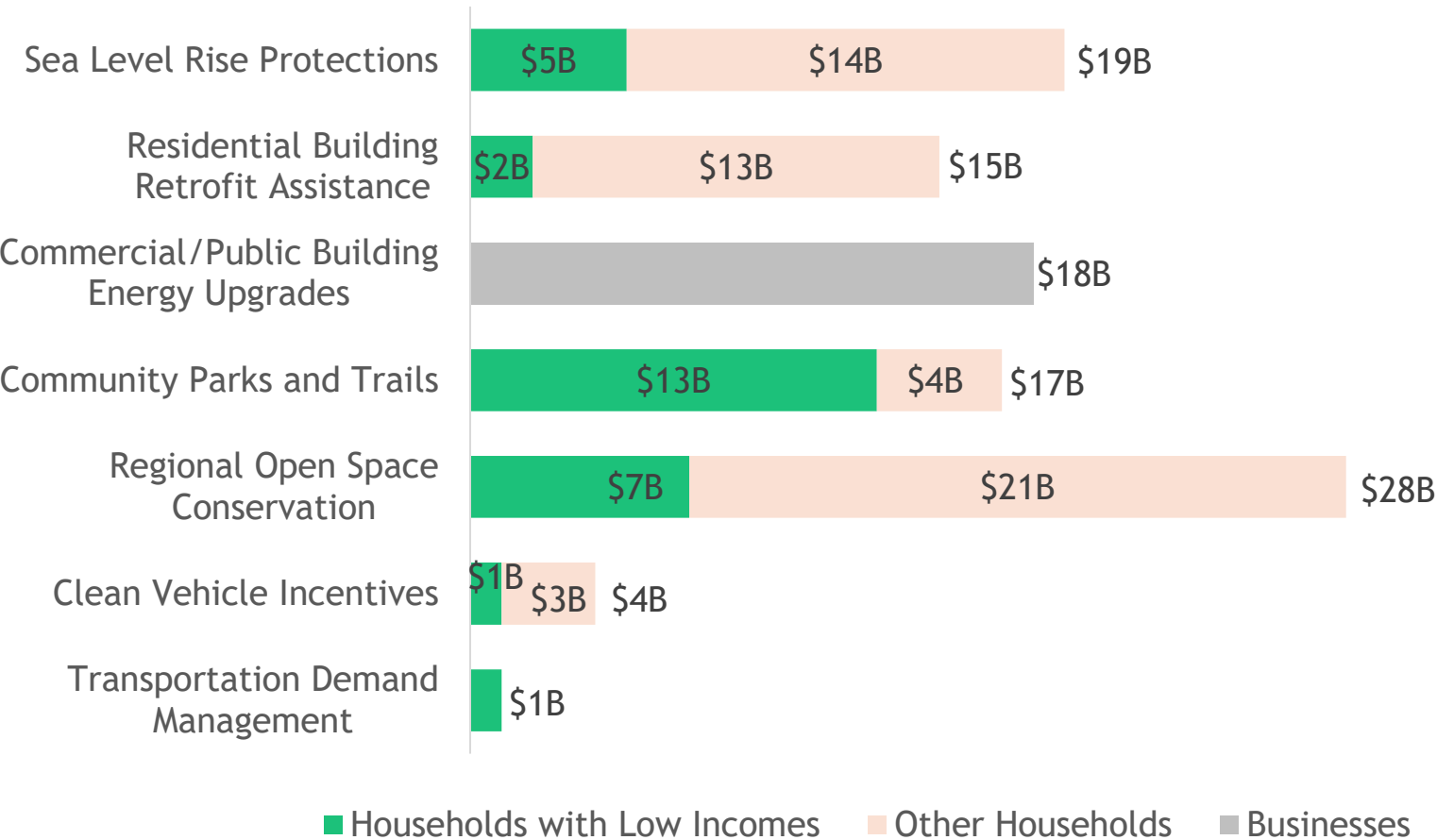


## Key Equity-Related Investments

- Universal basic income to benefit mainly households with low incomes
- Subsidies for high-speed internet
- Training and incubator programs in collaboration with local community colleges in disadvantaged communities

# 28% of Environment Element investments benefit households with low incomes.

Environment Element Investment (YOES): \$102B



### Key Equity-Related Investments

- Prioritization of most strategies in Communities of Concern
- Means-based subsidies for retrofitting and clean vehicle initiatives

# Agenda

Equity Lens on Strategies

Investment Analysis



Plan Outcomes Analysis

Next Steps and Discussion

# Key Question

- Has the Final Blueprint helped decrease disparities and advance equitable outcomes?
- Disparities measured between, where appropriate/feasible:
  - Households with Low-Incomes<sup>1</sup> vs. All Households
  - Communities of Concern vs. High-Resource Areas vs. Rest of the Region
  - Rural vs. Suburban vs. Urban Households

1. Definition of “households with low incomes” in the case of metrics differs slightly due to limitations of MTC’s land use and transportation models, which represents households that earn \$30,000 or less per year (in 2000 dollars; ~\$50,000 in today’s dollars) as low-income, which represents about a quarter of all households in the region






# The Final Blueprint makes progress on disparities across-the-board.

## Outcomes

- ↗ Outcomes in Positive Direction
- Mixed Outcomes
- ↘ Outcomes in Positive Direction

## Disparities

- ↑ Increase
- Unchanged
- ↓ Decrease

Guiding Principle	Measure of Disparity	Metric	Outcomes		Disparities
			Underserved Population <sup>1</sup>	Regional Average	
<b>Affordable</b> 	Housing and Transportation Affordability <small>Plan Bay Area 2040</small>	Share of income spent on housing + transportation	↗	↗	↓
	Transportation Expenses	Average transit fare and toll expenditure	—	—	↓
<b>Connected</b> 	Proximity to Transit	Share of households located near high-frequency transit (0.5mi)	↗	↗	↓
	Accessibility to Jobs <small>Plan Bay Area 2040</small>	Number of jobs that are accessible by transit/auto/bike/walk	↗	↗	↓
<b>Diverse</b> 	Access to Opportunity	Share of households in High-Resource Areas that are households with low-incomes	↗	↗	↓
	Ability to Stay in Place <small>Plan Bay Area 2040</small>	Share of neighborhoods that experience displacement of low-income households	—	—	n/a
<b>Healthy</b> 	Access to Parks	Urban park acres per thousand residents	↗	↗	↓
	Air Quality Impacts <small>Plan Bay Area 2040</small>	PM2.5 Emissions Reductions between 2015-2050	↗	↗	—
	Safety from Vehicle Collisions	Annual Fatalities per 100,000 people (from non-freeway incidents)	↗	↗	—
	Protection from Natural Disasters	Share of risk-prone households that are protected from risk of sea level rise, earthquake and wildfire	↗	↗	↓
<b>Vibrant</b> 	Employment Diversity <small>Plan Bay Area 2040</small>	Jobs Growth by Industry Type between 2015-50	↗	↗	↓
	Employment Location	Average commute distance (miles)	↗	↗	—

1. Underserved Population refers to either households or workers with low incomes, or residents in Communities of Concern, depending on the metric.

# The Final Blueprint makes significant progress in closing the gap in housing and transportation costs.

Disparities

↑

Increase

—

Unchanged

↓

Decrease

Affordable Guiding Principle:

## Share of Income Spent on Housing & Transportation Costs

	2015	2050
Households with low incomes	113%	58%
Regional average	58%	45%

	2015	2050
<div><div>Household</div><div>Household + Car + Transit</div></div>	<div>Household68%</div> <div>Household + Car + Transit45%</div>	<div>Household29%</div> <div>Household + Car + Transit29%</div>
<div><div>Household</div><div>Household + Car + Transit</div></div>	<div>Household33%</div> <div>Household + Car + Transit25%</div>	<div>Household21%</div> <div>Household + Car + Transit24%</div>

↓

Disparity Decreases

Producing and preserving more affordable housing, combined with strategies like universal basic income and means-based fares and tolls, help to reduce cost burdens to households with low incomes by nearly half.

# The Final Blueprint significantly reduces transit expenses while decreasing impacts of new tolling.

Disparities

⬆

Increase

—

Unchanged

⬇

Decrease

Affordable Guiding Principle:  
Average Fare per Transit Trip

	2015	2050
Households with low incomes	\$2.80	\$1.50
Regional average	\$3.20	\$2.90



Disparity  
Decreases

Means-based fares have the greatest benefits for low-income transit riders, even as transit fare reform leads to benefits for all riders.

Affordable Guiding Principle:  
Average Toll per Auto Trip

	2015	2050
Households with low incomes	\$0.05	\$0.10
Regional average	\$0.08	\$0.23



Disparity  
Decreases

Impacts of freeway tolling, critical for managing congestion and curbing emissions, to low-income drivers are decreased with means-based tolls.

# The Blueprint plans for improved access to transit for households with low incomes.

Disparities

↑

Increase

—

Unchanged

↓

Decrease

Connected Guiding Principle:

## Share of Households Located Near High-Frequency Transit<sup>1</sup> (0.5mi)

	2015	2050
Households with low incomes	42%	71%
Regional average	33%	46%

Area Type <sup>2</sup>	2015	2050
Rural	1%	6%
Suburban	9%	21%
Urban	52%	70%



Disparity  
Decreases

With targeted affordable housing growth in transit-rich areas, and improvements to transit service, over two-thirds of households with low incomes would be within half-mile of high-frequency transit<sup>1</sup>.

1. High-frequency transit is defined as rail, ferry and bus stops with two or more intersecting routes with frequencies less than or equal to 15 minutes.

2. Area type definitions are based on densities of population and employment in developed residential or commercial areas.

Approximate composition:

Developed area: Urban 31%, Suburban 54%, Rural 16%

Total area: Urban 7%, Suburban 21%, Rural 72%

Population 2015: Urban 51%, Suburban 40%, Rural 9%

# The Final Blueprint strategies improve access to jobs from Communities of Concern.

Disparities

⬆

Increase

—

Unchanged

⬇

Decrease

Connected Guiding Principle:

Number of Jobs that are Accessible by 45 Minute Transit (including walk access and waiting time)

	2015	2050	Area Type <sup>1</sup>	2015	2050
Communities of Concern	200,000	427,000	Rural	2,000	5,000
High Resource Areas	126,000	233,000	Suburban	27,000	67,000
Regional average	132,000	276,000	Urban	237,000	448,000



Disparity  
Decreases

Focused housing and employment growth in Transit-Rich Areas and transit expansion strategies significantly increase the number of jobs accessible by transit.

1. Area type definitions are based on densities of population and employment in developed residential or commercial areas.  
Approximate composition:  
Developed area: Urban 31%, Suburban 54%, Rural 16%  
Total area: Urban 7%, Suburban 21%, Rural 72%  
Population 2015: Urban 51%, Suburban 40%, Rural 9%

# The Blueprint plans for more inclusive places and greater access to opportunity for underserved communities.

Disparities

⬆

Increase

—

Unchanged

⬇

Decrease

Diverse Guiding Principle:

## Share of Households that are Low-Income Households

	2015	2050
High-Resource Areas	20%	24%
Transit-Rich Areas	32%	39%
Communities of Concern	43%	41%
Region	26%	28%



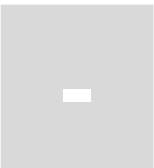
Disparity  
Decreases

The Blueprint makes headway in creating more inclusive communities, enabled by inclusionary zoning and subsidies for affordable housing in areas with better access to assets and opportunities.

Diverse Guiding Principle:

## Share of Neighborhoods that Experience Net Loss of Low-Income Households between 2015 and 2050

	2015-2050
High-Resource Areas	17%
Transit-Rich Areas	9%
Communities of Concern	40%
Region	48%



n/a

While “displacement risk” is difficult to measure, much of the loss in Communities of Concern and the region is attributed to relocation to growth geography neighborhoods.

# Blueprint strategies enable healthier communities with more park space per resident.

Disparities

⬆

Increase

—

Unchanged

⬇

Healthy Guiding Principle:  
Urban Park Acres per Thousand Residents

	2015	2050
Communities of Concern	1.4	2.3
High-Resource Areas	2.1	2.3
Regional average	1.7	2.1

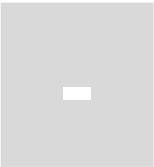


Disparity  
Decreases

Strategies to prioritize park investments in Communities of Concern not only help increase acreage of park space in those communities, but also quality of parks.

Healthy Guiding Principle:  
PM2.5 Emissions Reductions<sup>1</sup> between 2015-2050

	2015-2050
Communities of Concern	-19%
High-Resource Areas	-20%
Regional average	-19%



Disparity  
Unchanged

Despite overall increases in population and total miles driven, fine particulate matter emissions decrease due to cleaner vehicles.

1. Estimated based on change in freeway and non-freeway VMT at the local level.

# The Blueprint prioritizes Communities of Concern in planning for safety and resiliency.

Disparities

⬆

Increase

—

Unchanged

⬇

Healthy Guiding Principle:

Annual Fatalities per 100,000 people<sup>1</sup>

	2015	2050
Communities of Concern	4.3	4.1
Regional average	3.6	3.4



Disparity  
Unchanged

The (simulated) rate of fatalities decreases similarly across geographies and remains far from zero incidents. Street design enhancements and programs proposed in Blueprint strategies are required to make further headway.

Healthy Guiding Principle:

Share of Risk-Prone Households that are Protected

	2050
Communities of Concern	Sea Level Rise: 100% Earthquake: 100% Wildfire: 100%
Regional average	Sea Level Rise: 98% Earthquake: 100% Wildfire: 100%



Disparity  
Decreases

Planned protection and adaption investments and means-based retrofit subsidies for residential buildings enable resiliency to natural disasters in Communities of Concern.

1. Includes only fatalities from non-freeway collisions, since freeway collisions cannot be directly attributed to local geographies.

# The Blueprint strives toward greater economic mobility for low-income populations.

Disparities

⬆

Increase

—

Unchanged

⬇

Decrease

## Vibrant Guiding Principle:

### Jobs Growth by Industry Type between 2015-50

	2015	2050
Low-Wage Industries	n/a	30%
Middle-Wage Industries	n/a	34%
High-Wage Industries	n/a	40%
All Industries	n/a	35%



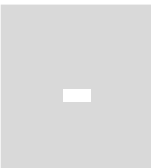
Disparity  
Decreases

While jobs in high-wage industries continue to outpace region-wide job growth, jobs in middle-wage industries keep pace<sup>1</sup>, with some of this growth in Priority Production Areas.

## Vibrant Guiding Principle:

### Average Commute Distance (miles)

	2015	2050
Workers with low incomes	9.5	9.0
Regional average	12.0	11.5



n/a

Average commute distance, a critical indicator of jobs-housing (im)balance, is lowered for workers at all income levels.

1. For reference, the middle-wage industry job growth is considerably above the growth between 1990-2015 (~18%). (Source: MTC Vital Signs)

# Agenda

Equity Lens on Strategies

Investment Analysis

Plan Outcomes Analysis



Next Steps and Discussion

# What's Next?

## Ongoing

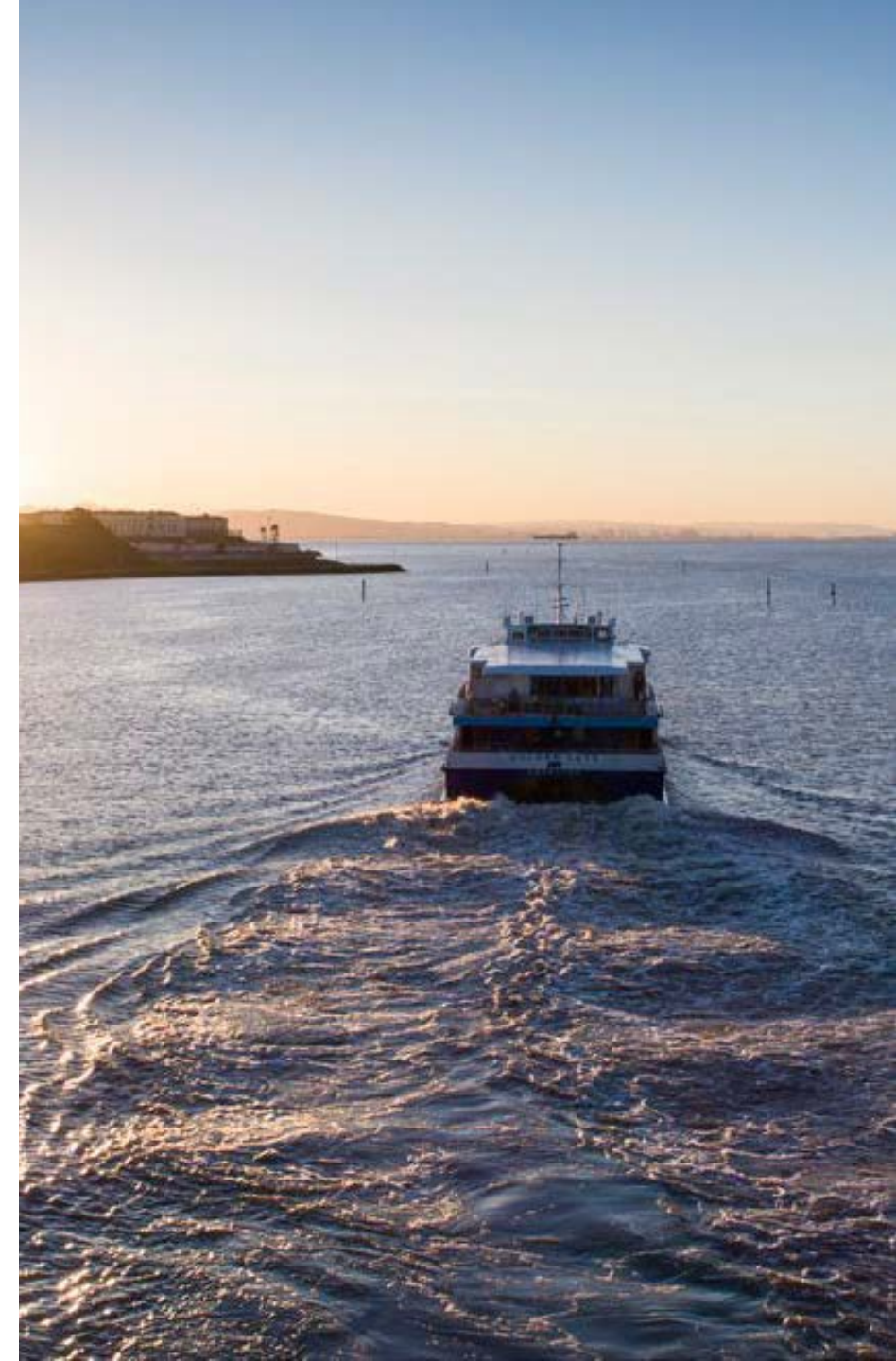
- Implementation Plan Development
- EIR Analysis
- Equity Report Analysis

## Spring 2021

- Draft Plan Release
- Draft Equity Report Release
- Draft Title VI and EJ Analysis Release

## Fall 2021

- Final Plan Adoption



# Questions and Discussion

## Short-term:

- Does the Subcommittee have any feedback on this preview of the Equity Analysis report?
- How can findings shape the Implementation Plan actions?

## Long-term:

- How can findings inform what we prioritize for study, or how we study, in the next Plan Bay Area update?
- What tools and methods can we invest in to better study equity impacts during the next Plan Bay Area update?

Thank you.

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For more information: visit [planbayarea.org](http://planbayarea.org)



PLAN BAY AREA 2050

# Plan Bay Area 2050: Equity Analysis Preview Handout A: Equity Lens on Strategies

Anup Tapase

*Policy Advisory Council Equity and Access Subcommittee  
March 2021*

# Metrics can be insightful in terms of strategy impacts; however, not every aspect of every strategy can be simulated or captured in metrics.

## For example:

### *Elements captured in metrics*

### *Elements not captured in metrics*

#### **Strategy T4. Reform Regional Fare Policy**

- Regional integrated fare structure with a flat local fare
- Free transfers across operators
- Distance-based fare for regional trips
- Discounts for people with very low incomes

- Discounts for youth
- Discounts for people with disabilities

#### **Strategy H1. Further Strengthen Renter Protections Beyond State Legislation**

- Annual rent increases limited to the rate of inflation, while exempting units less than 10 years old

- Robust renter protection with expanded services such as legal assistance
- Strengthened enforcement of recently adopted and longstanding protections

# Transportation Element: Page 1 of 2

Strategy		Cost (\$B)	Equity-Focused Elements Within Strategies that are Not Captured by Metrics
T1	Restore, Operate, and Maintain the Existing System	\$390	n/a
T2	Support Community-Led Transportation Enhancements in Communities of Concern	\$8	Investments resulting from programs such as CBTP planning and participatory budgeting, such as lighting and safety measures, improvements to transit stations and stops, and subsidies for shared mobility like bike share or car share
T3	Enable a Seamless Mobility Experience	\$3	Unified transportation wallet with options for loading value in cash
T4	Reform Regional Fare Policy	\$10	Discounts for youth, people with disabilities
T5	Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	\$1	Discounts for people with disabilities
T6	Improve Interchanges and Address Highway Bottlenecks	\$11	n/a
T7	Advance Other Regional Programs and Local Priorities	\$18	n/a

# Transportation Element: Page 2 of 2

4

Strategy		Cost (\$B)	Equity-Focused Elements Within Strategies that are Not Captured by Metrics
T8	Build a Complete Streets Network	\$13	<ul style="list-style-type: none"><li>• Support to local jurisdictions to maintain and expand car-free slow streets</li><li>• Amenities like improved lighting, safer intersections, and secure bike parking at transit stations</li><li>• Prioritization of improvements near transit and in Communities of Concern</li></ul>
T9	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	\$4	<ul style="list-style-type: none"><li>• Enforcement of lower speeds using design elements like speed bumps, lane narrowings, intersection bulbouts on local streets</li><li>• Emphasis on improvements near schools, community centers, and parks</li><li>• Engagement with local communities to identify priority locations for enforcement</li><li>• Reinvestment of revenues generated from violation fines into safety initiatives, including education and capital investments</li></ul>
T10	Enhance Local Transit Frequency, Capacity, and Reliability	\$31	n/a
T11	Expand and Modernize the Regional Rail Network	\$81	n/a
T12	Build an Integrated Regional Express Lane and Express Bus Network	\$9	n/a

# Housing Element

Strategy		Cost (\$B)	Equity-Focused Elements Within Strategies that are Not Captured by Metrics
H1	Further Strengthen Renter Protections Beyond State Legislation	\$2	<ul style="list-style-type: none"> <li>Expanded services such as legal assistance</li> <li>Strengthened enforcement of recently adopted and longstanding protections, including fair housing requirements</li> </ul>
H2	Preserve Existing Affordable Housing	\$237	<ul style="list-style-type: none"> <li>Transfer of ownership of <i>units without deed-restrictions</i> (also known as “naturally occurring affordable housing”) to individual tenants, housing cooperatives, or public or non-profit housing organizations including community land trusts</li> </ul>
H3	Allow a Greater Mix of Housing Densities and Types in Blueprint Growth Geographies	-	n/a
H4	Build Adequate Affordable Housing to Ensure Homes for All	\$219	<ul style="list-style-type: none"> <li>Prioritization of projects in High Resource Areas, Transit Rich Areas, and communities facing displacement risk</li> </ul>
H5	Integrate Affordable Housing into All Major Housing Projects	-	n/a
H6	Transform Aging Malls and Office Parks into Neighborhoods	-	n/a
H7	Provide Targeted Mortgage, Rental, and Small Business Assistance to Communities of Concern	\$10	<ul style="list-style-type: none"> <li>Mortgage and rental assistance in Communities of Concern, prioritizing longtime previous or existing residents of communities of color</li> <li>Targeted grants and low-interest loans to start up and expand locally-owned businesses</li> </ul>
H8	Accelerate Reuse of Public and Community Land for Mixed-Income Housing and Services	-	<ul style="list-style-type: none"> <li>Prioritization of projects that benefit communities of color and other underserved communities</li> </ul>

# Economy Element

Strategy		Cost (\$B)	Equity-Focused Elements Within Strategies that are Not Captured by Metrics
EC1	Implement a Statewide Universal Basic Income	\$205	
EC2	Expand Job Training and Incubator Programs	\$5	<ul style="list-style-type: none"> <li>• Training for high-growth in demand occupations in collaboration with local community colleges in disadvantaged communities</li> </ul>
EC3	Invest in High-Speed Internet in Underserved Low-Income Communities	\$10	<ul style="list-style-type: none"> <li>• Direct subsidies for internet access to reduce costs for low-income households to \$0 per month</li> <li>• Public infrastructure to create additional high-speed fiber connections</li> </ul>
EC4	Allow Greater Commercial Densities in Growth Geographies	-	
EC5	Provide Incentives to Employers to Shift Jobs to Housing-Rich Areas Well Served by Transit	\$10	
EC6	Retain and Invest in Key Industrial Lands	\$4	<ul style="list-style-type: none"> <li>• Limited annual funding for high-growth PPAs for non-transportation infrastructure improvements including fiber, broadband, and building improvements</li> </ul>

# Environment Element: Page 1 of 2

Strategy		Cost (\$B)	Equity-Focused Elements Within Strategies that are Not Captured by Metrics
EN1	Adapt to Sea Level Rise	\$19	<ul style="list-style-type: none"> <li>• Prioritization of nature-based actions and resources in Communities of Concern</li> </ul>
EN2	Provide Means-Based Financial Support to Retrofit Existing Buildings ( <i>Energy, Water, Seismic, Fire</i> )	\$15	<ul style="list-style-type: none"> <li>• Means-based subsidies to offset costs</li> <li>• Prioritization of assistance in Communities of Concern</li> </ul>
EN3	Fund Energy Upgrades to Enable Carbon-Neutrality in All Existing Commercial and Public Buildings	\$18	<ul style="list-style-type: none"> <li>• Focus of investments in under-resourced communities, creating long-term job opportunities</li> </ul>
EN4	Maintain Urban Growth Boundaries	-	
EN5	Protect and Manage High-Value Conservation Lands	\$15	
EN6	Modernize and Expand Parks, Trails, and Recreation Facilities	\$30	

# Environment Element: Page 2 of 2

Strategy		Cost (\$B)	Equity-Focused Elements Within Strategies that are Not Captured by Metrics
EN7	Expand Commute Trip Reduction Programs at Major Employers	-	<ul style="list-style-type: none"> <li>Complementary strategy (<i>Strategy EC3</i>) to expand internet access in underserved communities</li> </ul>
EN8	Expand Clean Vehicle Initiatives	\$4	<ul style="list-style-type: none"> <li>Prioritization of regional EV chargers in Communities of Concern</li> <li>Scaling of vehicle buyback program and EV incentives based on household income level (&gt;50% of funding towards households with low incomes)</li> </ul>
EN9	Expand Transportation Demand Management Initiatives	\$1	<ul style="list-style-type: none"> <li>Prioritization of targeted transportation alternatives for residential buildings with households with low incomes (25% of funding to residential buildings)</li> <li>Prioritization of Mobility Hubs (including carshare, micromobility and other strategies) in Communities of Concern</li> </ul>