METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

MEMORANDUM

PLAN BAY AREA 2050

TO:	Regional Equity Working Group	DATE:	November 10, 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 Regional Equity Working Group (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 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 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)	
Disadvantage Factor	*% Regional Population*	*Concentration Threshold*	*% Regional Population*	*Concentration Threshold*
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%
Definition – 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 (MWCOG).

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 REWG 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 Regional Equity Working Group on the:

- Methodology to determine disparities in Plan Bay Area 2050
- Proposal to change the "Communities of Concern" nomenclature and name suggestions
- Scoping of future re-examination of the CoC methodology as part of Equity Platform
- Framework for the Equity Analysis Report

Further next steps include:

- December 2020: Staff to share outcomes of the Final Blueprint with the MTC/ABAG Joint Planning Committee and 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

Agenda Item 2

TO: Regional Advisory Working Group DATE: January 19, 2016

FR: Doug Johnson, MTC and Pedro Galvao, ABAG

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

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 neighborhoods[1]);
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 areas[2];
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 concentration[3] 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 score[4];
- *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

Disadvantage Factor	*% Regional Population*[6]	*Concentration Threshold*
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%
Definition – 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 2 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 2013[7] (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 2000-2013[8]

Race	*2000*		*2013*		*Change*	
	#	*%*	*#*	*%*	*#*	*%*
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

Criteria	*2000*		*2013*	
	#	*%*	*#*	*%*
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 Survey[9] 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

Disadvantage Factor	*% Regional Population*	*Concentration Threshold*
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%
Definition – 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 is seeking comment from the RAWG on the equity framework. MTC Resolution No. 4217, which sets forth the equity measures and CoCs framework for Plan Bay Area 2040, will be considered by the Commission for approval at the January 27, 2016 meeting.

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)
Equitable Access	**5**	Measure the share of lower-income residents' household income consumed by transportation and housing
	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

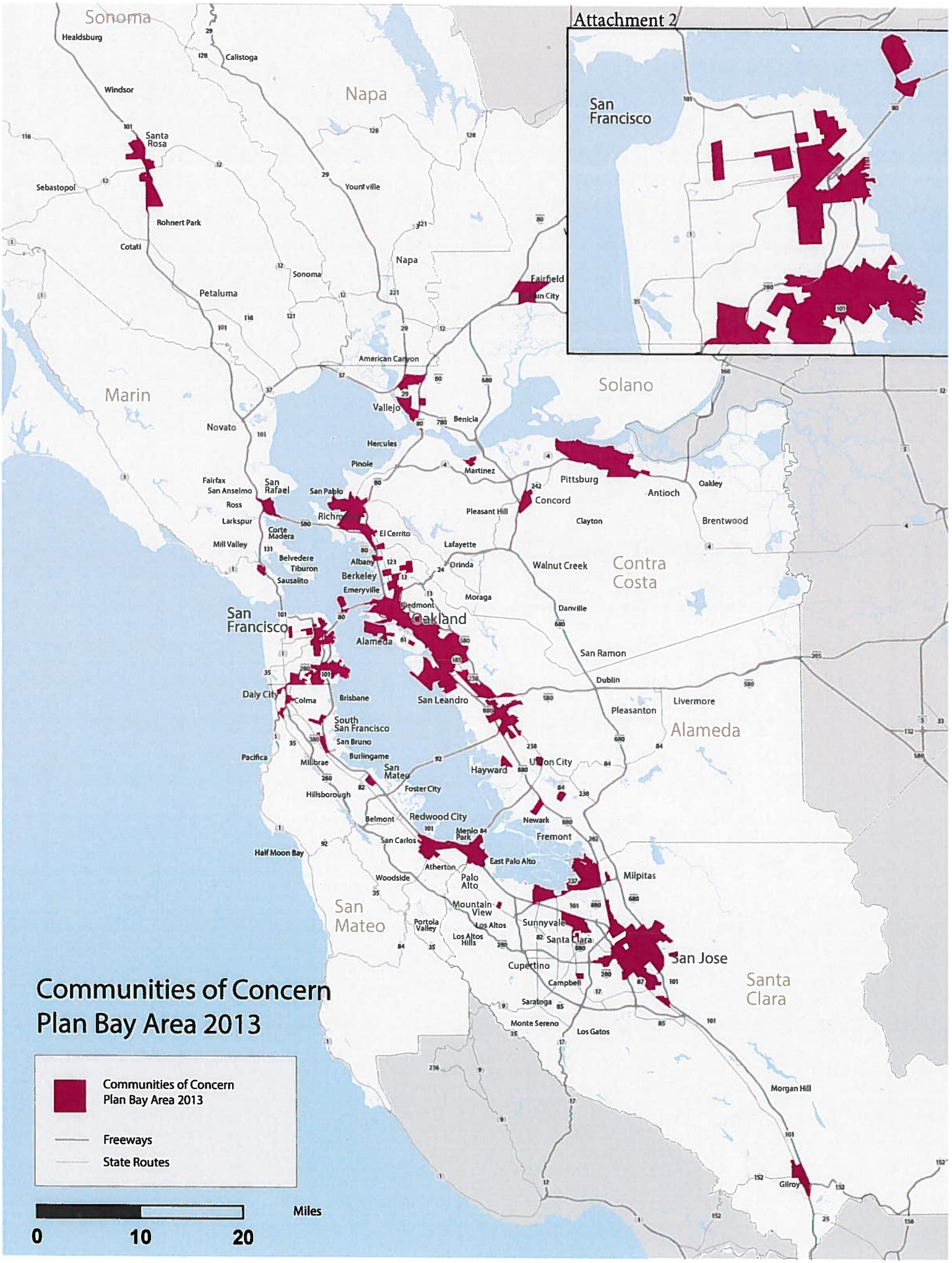
Proposed Communities of Concern Framework for Plan Bay Area 2040

Disadvantage Factor	*% Regional Population*	*Concentration Threshold*
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%
Definition – 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.		

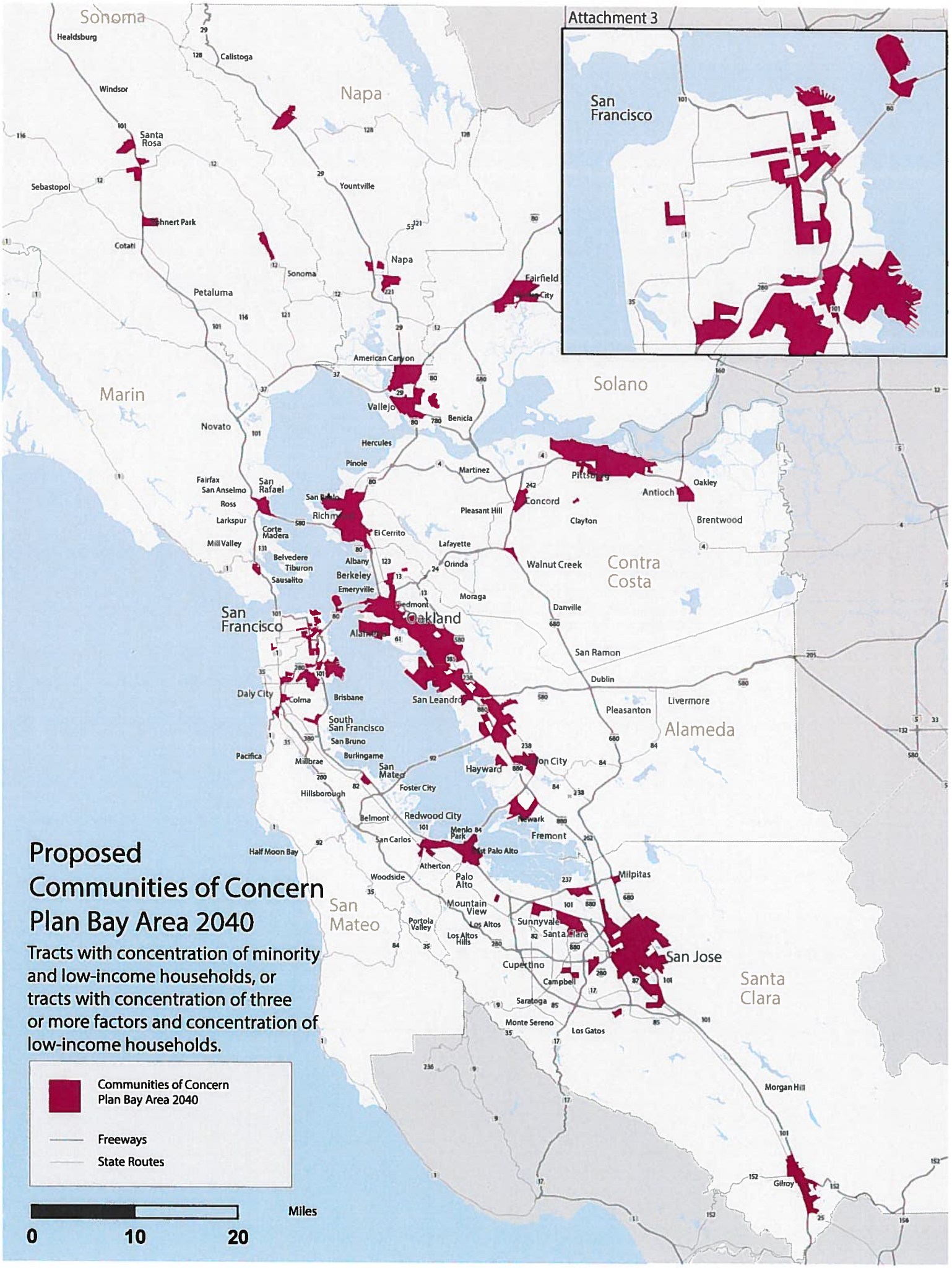
Goals and Performance Targets for Plan Bay Area 2040

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%**

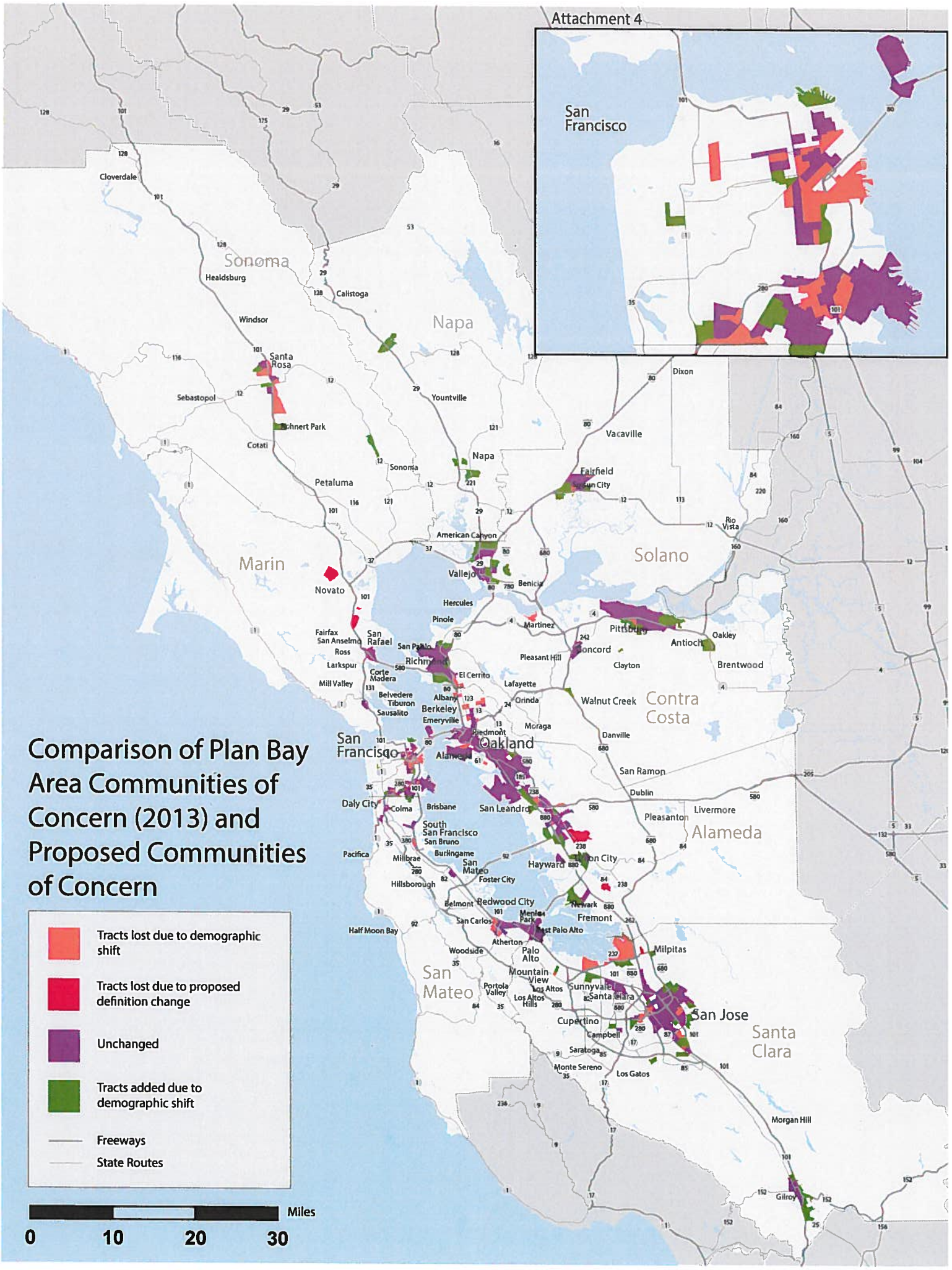
** = The Adequate Housing target relates to the Regional Housing Control Total per the settlement agreement signed with the Building Industry Association (BIA), which increases the housing forecast by the housing equivalent to in-commute growth.*
*** = The numeric target for #9 will be revised later based on the final ABAG forecast for overall job growth.*


Attachment 2
San Francisco
Sonoma
Napa
Solano
Marin
Contra Costa
Alameda
San Mateo
Santa Clara
Healdsburg
Windsor
Santa Rosa
Sebastopol
Rohnert Park
Cotati
Petaluma
Calistoga
Yountville
Napa
Sonoma
Fairfield
Vacaville
American Canyon
Vallejo
Benicia
Novato
Hercules
Pinole
Martinez
Pittsburg
Antioch
Oakley
Concord
Pleasant Hill
Clayton
Brentwood
Walnut Creek
Lafayette
Orinda
Moraga
Danville
San Ramon
Dublin
Livermore
Pleasanton
Fairfax
San Anselmo
San Rafael
San Pablo
Richmond
Ross
Larkspur
Corte Madera
El Cerrito
Mill Valley
Belvedere
Tiburon
Albany
Berkeley
Emeryville
Piedmont
Oakland
Alameda
Sausalito
San Francisco
Daly City
Colma
Brisbane
South San Francisco
San Bruno
Pacifica
Millbrae
Burlingame
San Mateo
Hillsborough
Foster City
Belmont
Redwood City
San Carlos
Menlo Park
Half Moon Bay
Atherton
East Palo Alto
Woodside
Palo Alto
Mountain View
Portola Valley
Los Altos
Los Altos Hills
Sunnyvale
Santa Clara
San Jose
Cupertino
Campbell
Saratoga
Monte Sereno
Los Gatos
Milpitas
Fremont
Newark
Union City
Hayward
Morgan Hill
Gilroy
Communities of Concern
Plan Bay Area 2013
Communities of Concern
Plan Bay Area 2013
Freeways
State Routes
Miles
0
10
20

Attachment 3



Attachment 4



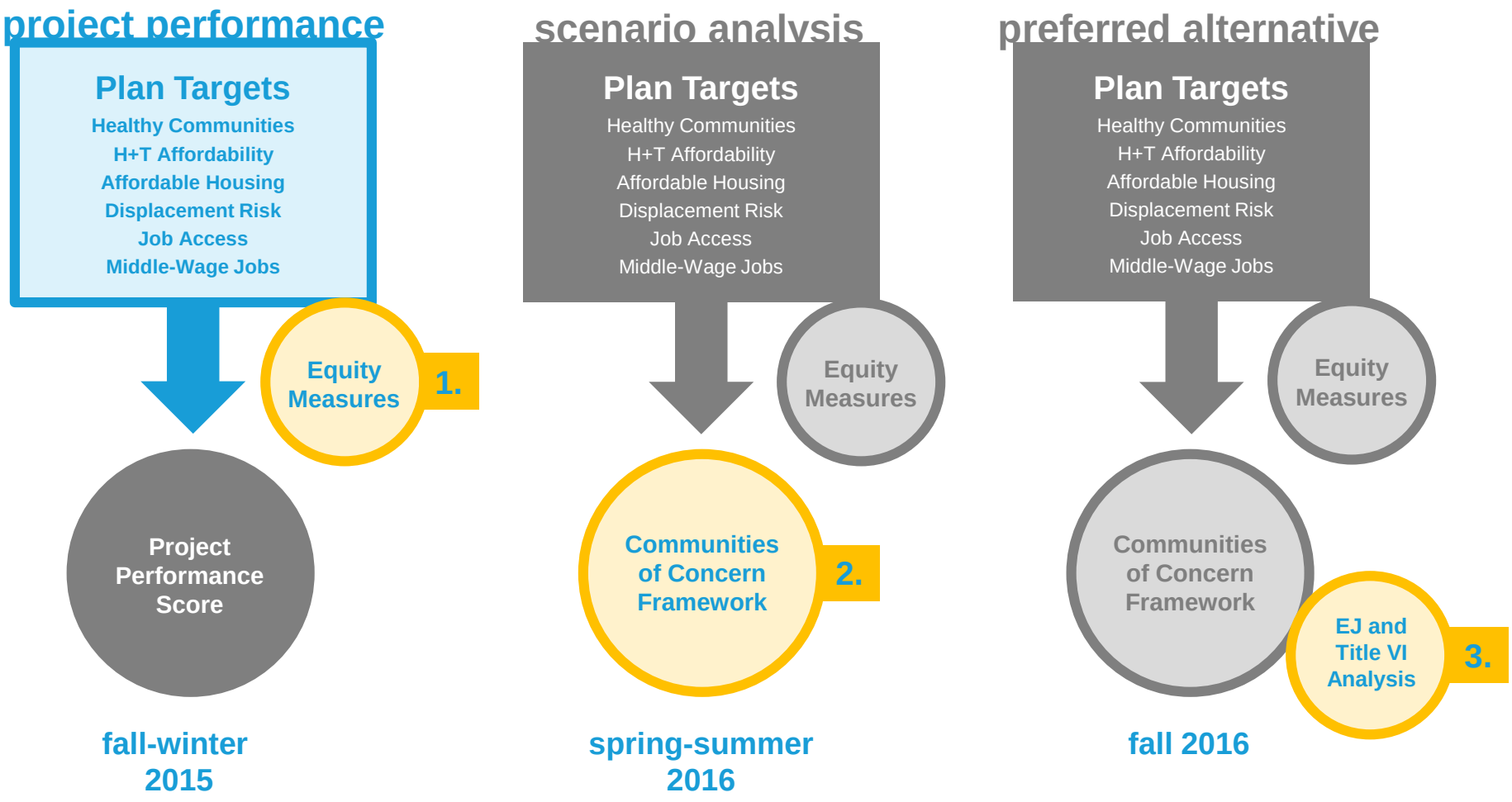
Plan BayArea 2040

Equity Framework

Regional Advisory Working Group

Tuesday, January 26, 2016

Process and Timeline



Plan BayArea 2040

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**

Plan BayArea 2040

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**

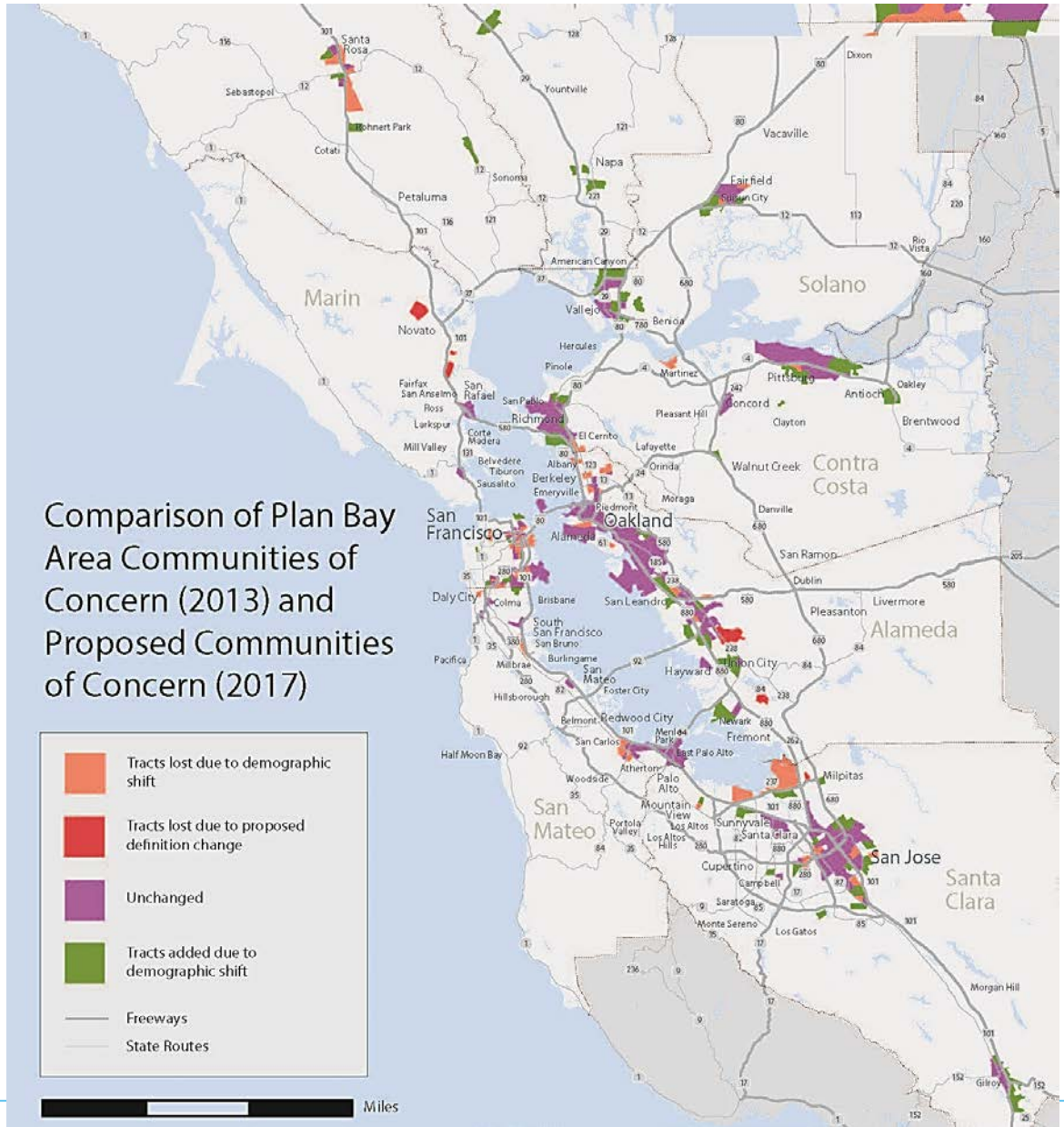
Communities of Concern Framework

Disadvantage Factor	*% of Regional Population*		*Concentration Threshold*
	2005-09	*2009-13*	
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

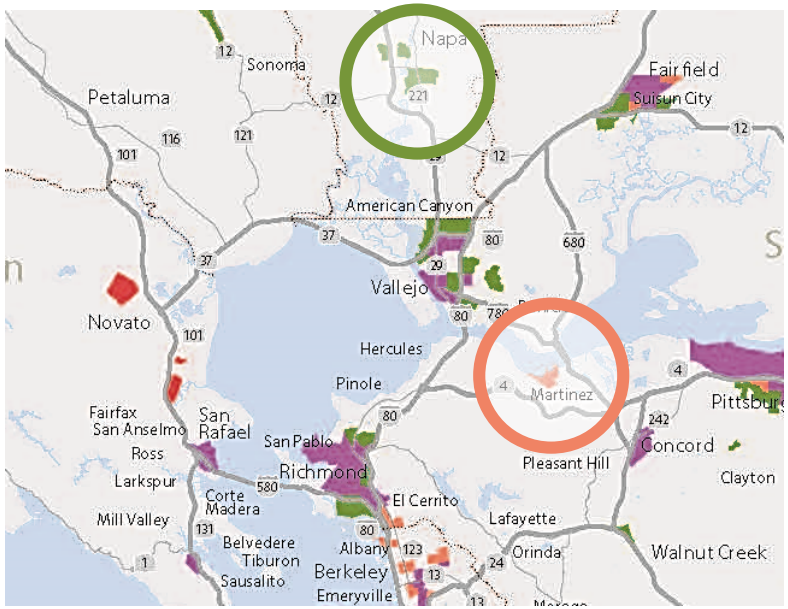
Plan Year	*Communities of Concern Definition*
2009	**Minority OR Low-Income**
2013 PBA	**Minority AND Low-Income OR Any 4 of 8 Factors**
2017 Proposed	**Minority AND Low-Income OR Any 3 of remaining 6 Factors if also Low-Income**

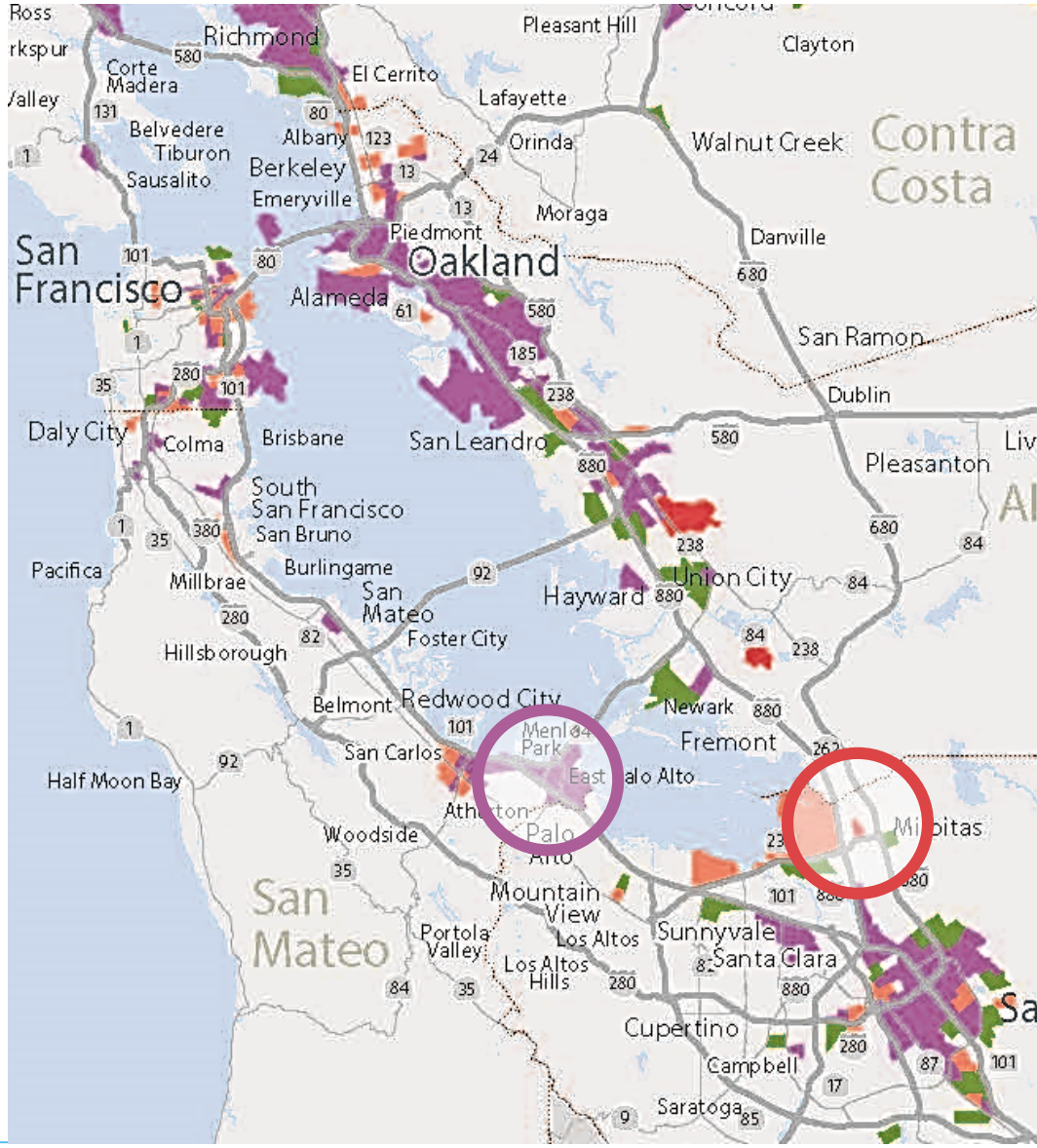
Communities of Concern Framework



Plan BayArea 2040

Communities of Concern Framework





- Tracts lost due to demographic shift
- Tracts lost due to proposed definition change
- Unchanged
- Tracts added due to demographic shift

Plan BayArea 2040

Plan BayArea 2040

Map 1

Communities of Concern

American Community Survey 2009-2013

Communities of Concern

The Communities of Concern (tract geography) dataset is based upon eight demographic variables:

1. Minority (70% threshold)
2. Low-Income (less than 200% of Fed. poverty level, 30% threshold)
3. Limited English Proficiency (20% threshold)
4. Elderly (10% threshold)
5. Zero-Vehicle Households (10% threshold)
6. Single Parent Families (20% threshold)
7. Disabled (25% threshold)
8. Rent-Burdened Households (15% threshold)

If a tract exceeds both threshold values for Low-Income and Minority shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is a COC.

Urbanized Areas

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000

Scale:

Miles: 0 3 6 9 12

Kilometers: 0 4 8 12 16

Source: Census, American Community Survey

Map Author: KS November 2016

Mendocino
Lake
Colusa
Sutter
Yolo
Sonoma
Napa
Solano
Marin
Contra Costa
Alameda
San Mateo
Santa Clara
Santa Cruz
San Joaquin
Sacramento
Cloverdale
Healdsburg
Windsor
Santa Rosa
Calistoga
Saint Helena
Sebastopol
Rohnert Park
Cotati
Petaluma
Yountville
Napa
Sonoma
American Canyon
Vallejo
Benicia
Fairfield
Suisun City
Vacaville
Dixon
Rio Vista
Novato
San Rafael
Fairfax
San Anselmo
Ross
Larkspur
Corte Madera
Mill Valley
Tiburon
Belvedere
Sausalito
Richmond
San Pablo
El Cerrito
Albany
Berkeley
Emeryville
Oakland
Alameda
San Francisco
Daly City
Colma
Brisbane
South San Francisco
Pacifica
San Bruno
Millbrae
San Mateo
Burlingame
Hillsborough
Foster City
Redwood City
Belmont
San Carlos
Half Moon Bay
Atherton
Menlo Park
Palo Alto
East Palo Alto
Woodside
Portola Valley
Los Altos
Mountain View
Los Altos Hills
Sunnyvale
Santa Clara
San Jose
Cupertino
Saratoga
Campbell
Monte Sereno
Los Gatos
Morgan Hill
Gilroy
Hayward
Union City
Fremont
Newark
Pittsburg
Martinez
Pinole
Hercules
Pleasant Hill
Concord
Antioch
Oakley
Brentwood
Clayton
Walnut Creek
Lafayette
Orinda
Moraga
Danville
San Ramon
Dublin
Pleasanton
Livermore
Milpitas
Alameda
Contra Costa
Solano
Yolo
Sacramento
San Joaquin
Santa Clara
Santa Cruz

Communities of Concern

American Community Survey 2014 - 2018

Communities of Concern

The Communities of Concern (tract geography) dataset is based upon eight demographic variables:

1. Minority (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened Households (14% threshold)

If a tract exceeds both threshold values for Low-Income and Minority shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is a COC.

Urbanized Areas

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000

Scale:

Miles: 0 3 6 9 12

Kilometers: 0 4 8 12 16

Source: Census, American Community Survey
Map Author: JC, May 11, 2020
File location: https://mtcdrive.box.com/s/nszb0i88eheraaa0303nithjl7ej496y

Communities of Concern

COC Tracts Comparison Between Plan Bay Area 2040 (ACS 2014) and Plan Bay Area 2050 (ACS 2018)

- CoCs - Unchanged
- CoCs - Former in PBA 2040
- CoCs - New in PBA 2050
- Urbanized Areas

	Population
Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000

Scale:

Miles: 0 3 6 9 12

Kilometers: 0 4 8 12 16

Source: Census, American Community Survey
Map Author: JC, June 26, 2020
File location: https://mtcdrive.box.com/s/nszb0i88eheraaa0303nithjl7ej496y

METROPOLITAN TRANSPORTATION COMMISSION
ASSOCIATION OF BAY AREA GOVERNMENTS

MEMORANDUM

PLAN BAY AREA 2050

TO:	Regional Equity Working Group	DATE:	October 2020
FR:	Anup Tapase, Jeremy Halpern		
RE:	Communities of Concern Update Details for Plan Bay Area 2050		

Summary

This memorandum presents an update to the MTC Communities of Concern (CoCs) for use in Plan Bay Area 2050 and related efforts. While the methodology to determine whether a census tract is a CoC is consistent with past updates, the concentration thresholds for the disadvantage factors and the concentration of disadvantaged populations within census tracts have been re-calculated using the most recent American Communities Survey data (ACS 2014-2018). Recent demographic shifts since Plan Bay Area 2040 have driven a considerable shift in CoCs at the census tract level.

Methodology to Determine Communities of Concern

Previous Updates: MTC defined "Communities of Concern" for the RTPs adopted in 1999, 2003 and 2007 as areas with a significant concentration of *either people of color or* low-income households. For Plan Bay Area (2013), CoCs were defined either as census tracts with a significant concentration of people of color AND low-income households OR as census tracts that have a concentration of four or more of eight disadvantage factors. For Plan Bay Area 2040 (2017), this definition was further modified based on Regional Equity Working Group (REWG) feedback to 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. This methodology is detailed in MTC Resolution No.4217-Equity Framework for Plan Bay Area 2040 in **Attachment 1**. In 2018, staff released an intermediate update with the most recent ACS data using the PBA2040 methodology.

Staff Recommendation: Staff is recommending keeping this methodology consistent for Plan Bay Area 2050. However, a closer re-examination of this methodology may be appropriate given demographic shifts explained later in this memo. Given this will require a process of significant engagement with communities and advocates that is not feasible in the Plan Bay Area 2050 timeline, staff is recommending this re-examination as part of the agency's Equity Platform initiative in 2021.

Concentration Thresholds for CoC Disadvantage Factors

Previous Updates: The thresholds to determine "significant concentration" for each disadvantage factor at the tract level is based on the regional mean and the standard deviation above the regional mean. In Plan Bay Area and Plan Bay Area 2040, given large standards of deviation for some of the factors, the thresholds were set somewhat arbitrarily between the regional mean and one standard deviation above the mean, and rounded to the nearest multiple

of five. In the intermediate update in 2018, staff recalculated thresholds using the latest ACS data to be exactly the regional mean plus half a standard deviation.

Staff Recommendation: Staff has recalculated thresholds using the latest ACS data, as shown in **Table 1**, and is proposing to set the threshold at exactly mean plus half a standard deviation to maintain a sound methodology. With this, seven of the eight factors have lower concentration thresholds than Plan Bay Area 2040. Lower thresholds imply that a greater number of census tracts would be CoCs if the underlying demographics were held constant.

Table 1: Communities of Concern for Plan Bay Area 2040 vs. Plan Bay Area 2050

	Adopted Thresholds PBA2040		**Proposed Thresholds PBA2050**	
Disadvantage Factor	*% Regional Population*	*Concentration Threshold*	*% Regional Population*	*Concentration Threshold*
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%
Definition – 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.				

Context: Recent Demographic Shifts

The largest overall demographic shift among the disadvantage factors since Plan Bay Area 2040 has been in the share of low-income households in region, which decreased from 25% to 21%, as shown in **Table 1**. All Bay Area counties have a smaller percentage of low-income residents relative to the Plan Bay Area 2040. Two explanations for changes to low-income household share are migration and changes in the minimum wage. The net migration of low-income households out of the nine-county Bay Area[1] could be out of the region entirely or to more affordable neighboring areas such as the San Joaquin Valley, where workers "super-commute" to the Bay Area. Second, recent municipal increases in minimum wage may have put more households above the 200% federal poverty line.[2] Households may still rely on incomes that are by no means sufficient given the region's high cost of living, but would not be captured by this

[1] Romem, Issi and Elizabeth Kneebone. 2018. "Disparity in Departure: Who Leaves the Bay Area and Where Do They Go?" Terner Center for Housing Innovation
[2] Dube, Arindrajit. 2019. "Minimum Wages and the Distribution of Family Incomes." American Economic Journal: Applied Economics

measure – a reason to revise the definition in the future.

Continuing the trend of the last several decades, the region has continued to become more racially diverse. All counties experienced an increase in the share of the population that is people of color since Plan Bay Area 2040. The share of White residents in the region has held relatively constant with significant increases in Asian and Latino populations as shown in **Table 2**. The growth in 'Other' is primarily driven by an increase of people identifying as two or more races. Continuing a troubling trend for several decades, the Black population declined by 2% since Plan Bay Area 2040. The Black population has shrunk in the Big Three cities – San Francisco, San Jose and Oakland, with more living in exurban areas.

Table 2: Racial Composition of the Bay Area Population[3]

Race/Ethnicity	*2013[4]*		*2018*		*Change*	
	#	*%*	*#*	*%*	*#*	*%*
White	3,047,000	42%	3,046,000	40%	-1,000	0%
Asian & Pacific Islander[5]	1,747,000	24%	2,013,000	26%	266,000	15%
Latino (any race)	1,711,000	24%	1,811,000	24%	100,000	6%
Black	457,000	6%	447,000	6%	-10,000	-2%
Other[6]	294,000	4%	359, 000	5%	64,000	22%
Total Population	**7,258,000**	**-**	**7,676,000**	**-**	**418,000**	**6%**

Impact of Demographic Shifts and Data Update on Communities of Concern

The recent demographic shifts noted above have considerable impact on the classification of census tracts as CoCs. There are fewer tracts with a high concentration of low-income households. As shown in **Table 3**, there is a 19 percent drop in the number of tracts with a concentration of low-income households above the thresholds. Consequently, there is a net loss of 42 tracts that were classified as CoC in Plan Bay Area 2040 under the first definition of concentrated low-income and people of color households. At the same time, 19 more tracts fall under both definitions for CoC, indicating a compounding of disadvantages. In sum, 26 fewer tracts are classified as Communities of Concern. Regional maps highlighting the CoC tracts in both Plan Bay Area 2040 (ACS 2009-13) and Plan Bay Area 2050 (ACS 2014-18) are included in **Attachment 2.**

[3] Compares American Community Survey 5-yr estimates 2009-2013 and 2014-2018 B03002.
[4] ACS 2009-2013 is used in the Plan Bay Area 2040 Equity Framework document though the final Equity Analysis Report uses ACS 2010-2014 data. The 2009-2013 is used in this context for statistical accuracy given the overlap of 2010-2014 and 2014-2018 5-year estimates.
[5] Includes 'Asian' and 'Native Hawaiian & Other Pacific Islander'
[6] 'American Indian or Alaska Native', 'Two or More Races', 'Other Race'

Table 3: Change in CoCs based on Tract-Level Thresholds of Disadvantaged Populations

Criteria	*Plan Bay Area 2040*		*Plan Bay Area 2050*		*Change*	
	#	*%*	*#*	*%*	*#*	*%*
Definition 1 only: Low-Income and People of Color	**158**	**10%**	**97**	**6%**	**-61**	**-39%**
More than Low-Income Threshold only[7]	517	33%	421	27%	-96	-19%
More than POC Threshold only	542	34%	577	36%	35	6%
Definition 2 only: Low-Income and Three Or More Disadvantage Factors	**50**	**3%**	**66**	**4%**	**16**	**32%**
Definition 1 and Definition 2	**157**	**10%**	**176**	**11%**	**19**	**12%**
Total CoC Tracts	**365**	**23%**	**339**	**21%**	**-26**	**-7%**
Total Census Tracts	**1,588**	**100%**	**1,588**	**100%**	**-**	**-**

Shifts in CoCs at the county level, shown in **Table 4**, are indicative of displacement and align with Bay Area displacement research[8]. 79 tracts lost CoC status, 53 tracts gained CoC status and 286 remained CoC tracts. The largest county-level changes are in Alameda and Santa Clara counties, which have a net loss of 19 and 21 CoC tracts respectively since Plan Bay Area 2040. While San Francisco has a net gain of 3, there is significant shift, with 31 tracts gaining or losing CoC status. Such significant shifts in the CoC status of tracts signal that there is a need to reexamine the framework and definitions to ensure they still align with the agency's equity goals. Changes by county are further described below; a comparison map is in **Attachment 2**.

- In Alameda County, several tracts lost CoC status in Union City, Hayward and Oakland. New CoC tracts emerged in West Berkeley and southeast Emeryville, among others.
- In Santa Clara County, San Jose saw large losses particularly in the eastern part of the city, and new CoC tracts emerged in Sunnyvale.
- In San Francisco, tracts gained CoC status in the northeast quadrant of the city including the Western Addition, parts of the Tenderloin, SoMa and Fisherman's Wharf. While there are some new CoC tracts in the Mission and southern San Francisco, there are losses in the same areas too.
- In Contra Costra County, new CoCs emerged around Antioch/Oakley and Hercules.
- In Marin County, there is a new CoC tract in Fairfax.
- In Napa County, new CoCs emerged in Calistoga and Napa, with one CoC lost in Saint Helena.
- In San Mateo County, new CoC tracts are centered around San Mateo City with CoC tract losses in Column and Daly City.
- In Sonoma County, there were CoC tracts both gained and lost in Santa Rosa, with additional tracts in Santa Rosa suburbs and rural areas.
- In Solano County, there are new CoCs in Dixon, Suisun and Vallejo, with parallel losses in Vacaville, Vallejo and Suisun City.

[7] Thresholds are set at .5 standard deviation above the mean. Plan Bay Area 2040 threshold is more than or equal to 30% low-income households in a census tract. Plan Bay Area 2050 threshold is more than or equal to 28% low-income households
[8] Rising Housing Costs and Re-Segregation in the San Francisco Bay Area, 2019, Urban Displacement Project.

Table 4: Change in CoC tracts by County

County	*Total # Tracts*	*# CoC Tracts PBA2040*	*# CoC Tracts PBA2050*	*# CoC Tracts Gained*	*# CoC Tracts Lost*	*Net Change in # CoC Tracts*
Alameda	361	120	101	7	26	-19
Contra Costa	208	45	50	7	2	5
Marin	56	3	4	1	0	1
Napa	40	4	5	2	1	1
San Francisco	197	48	51	17	14	3
San Mateo	158	22	22	4	4	0
Santa Clara	372	84	63	6	27	-21
Solano	96	28	28	3	3	0
Sonoma	100	11	15	6	2	4
Total	**1,488**	**365**	**339**	**53**	**79**	**-26**

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

J:\COMMITTE\REWG\2020\Nov_2020\ 07ii_Attachment2_Memo_CoC Update Details for Plan Bay Area 2050.docx

PLAN BAY AREA 2050

DRAFTING THE BLUEPRINT

EQUITY AND PERFORMANCE OUTCOMES

The **Plan Bay Area 2050 Draft Blueprint** is a package of 25 transformational strategies that aim to make the Bay Area more affordable, connected, diverse, healthy and vibrant for all. Strategies are either public policies or packages of investments that could be advanced on the local, regional or state levels. This document describes the outcomes of the Draft Blueprint based upon the strategies approved by the MTC and ABAG Boards in February (refer to strategies document for more information).

What Does This Document Include?

Key Definitions in Metrics

2015 Refers to modeled 2015 conditions, which were calibrated to closely match on-the-ground conditions.

2050 Trend Reflects the 2050 outcomes if population and job growth continue according to the Plan Bay Area 2050 Growth Forecast and all Draft Blueprint land use strategies are implemented, without any changes to the transportation system **(only available for transportation metrics)**.

2050 Blueprint Reflects 2050 outcomes with all 25 Draft Blueprint strategies.

LIHH Low-Income Households with household incomes less than $45,000 in today's dollars; shown where feasible to parse out equity impacts.

CoCs Communities of Concern; updated using latest ACS data.

High-Resource Areas State-designated areas with access to well-resourced schools, open space, jobs and services.

Transit-Rich Areas Areas within 1/2 mile of a rail station, ferry terminal or frequent bus stop (every 15 minutes or less) consistent with MTC/ABAG-adopted criteria.

Priority Production Areas Industrial districts that support industries that are critical to the functioning of the Bay Area economy and are home to "middle wage" jobs.

1 | How Does the Draft Blueprint Assign Anticipated Revenues Toward Strategies?

The Draft Blueprint anticipates total inflation-adjusted revenues of $783 billion across four topic areas of Transportation, Housing, Economy and Environment during the Plan period from 2021 to 2050, integrating the impacts of the COVID-19 recession as well as future regional revenue measures. The chart below highlights how these revenues are assigned among various strategies. Zero-cost strategies (e.g., increased development capacity for housing) that do not require significant financial investment are not shown. On the right, key metrics help characterize the investments. **NOTE: There is a $66 billion reserve in the Transportation Element for Final Blueprint strategies not included in the Draft Blueprint; this reserve can help fund other county and regional priorities like Express Lanes and commuter rail lines.**

Topic Area and Total Anticipated Revenues ($783B)

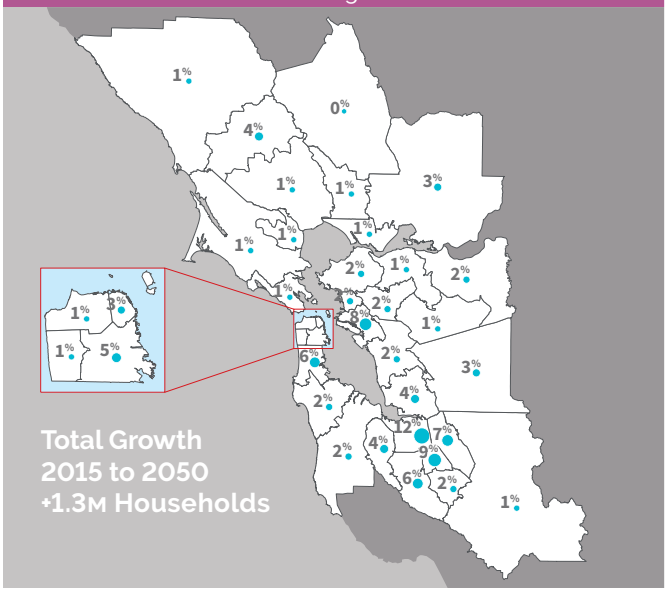
	Strategy	Funding	Share of Total Topic Area Investment
TRANSPORTATION $526B	**Maintain** Existing System	$392B	75%
	Optimize System: Transit Fare Policy Reform	$10B	2%
	Optimize System: Seamless Mobility	$0.1B	0.02%
	Optimize System: Freeway Tolling	$1B	0.2%
	Safe Streets: Complete Streets Network	$7B	1%
	Safe Streets: Regional Vision Zero Policy	$1B	0.2%
	Projects: Low-Cost High-Performing Transit	$20B	4%
	Projects: New Transbay Rail Crossing	$29B	6%
	(Not in Draft) Projects: Other Regional Priorities	$22B	4%
	(Not in Draft) Projects: County Priorities	$44B	8%
HOUSING $171B	**Fund Affordable Housing** Production	$166B	97%
	Fund Affordable Housing Preservation	$2B	1%
	Fund Affordable Housing Protection	$3B	2%
ECONOMY $33B	**Expand** Childcare Support	$30B	91%
	Create Job Incubator Programs	$3B	9%
ENVIRONMENT $53B	**Adapt** to Sea Level Rise (SLR)	$17B	32%
	Retrofit Existing Buildings	$20B	38%
	Protect High-Value Conservation Lands	$15B	28%
	Expand Climate Initiatives Program	$1B	2%

Key Metrics		
Funding by Mode: Maintain System	Transit	70%
	Road/Bike/Ped	30%
Funding by Mode: All Other Strategies	Transit	79%
	Road	4%
	Bike/Ped	17%
Benefits for Low-Income Households	Share of Population	24%
	Share of Road Funding	27%
	Share of Transit Funding	44%
Benefits for Minorities	Share of Population	60%
	Share of Road Funding	52%
	Share of Transit Funding	63%
Share of Housing Production Funding, by Area Type	High-Resource Areas	75%
	Transit-Rich Areas	76%
	Communities of Concern	26%
Annual Subsidy per Low-Income Households	Childcare Support	$10K
	Job Incubator Programs	$1K
Share of Funding in Communities of Concern*	Adapt to Sea Level Rise	25%
	Retrofit Existing Buildings	15%

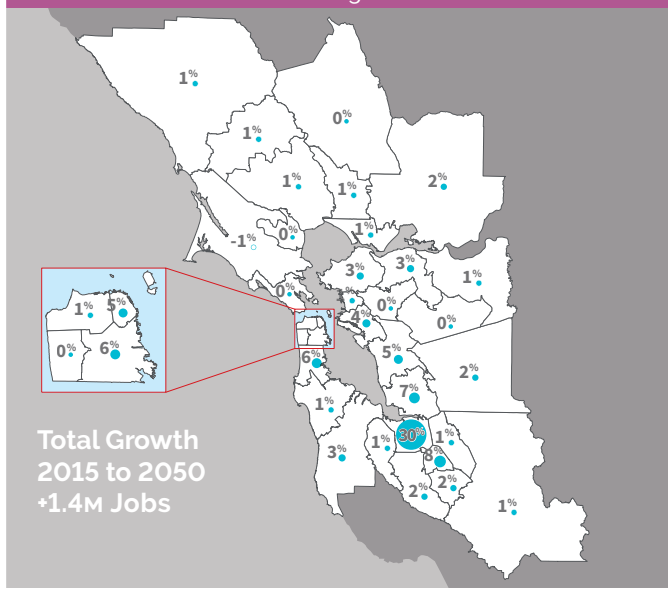
* Environment investment in Communities of Concern is fully sufficient to meet identified needs.

2 | How Does the Draft Blueprint Influence the Regional Growth Pattern?

Housing Growth between 2015-2050
(as a Share of Region's Growth)



Job Growth between 2015-2050
(as a Share of Region's Growth)

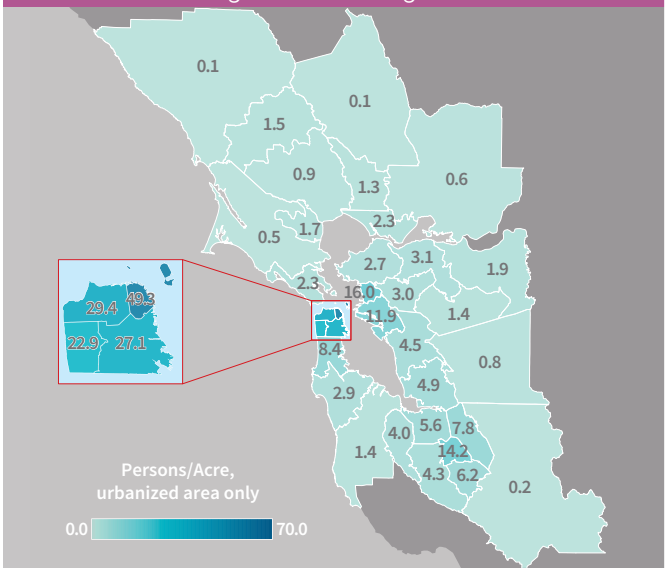


The nine-county Bay Area is divided into 34 subcounty areas, called "superdistricts."

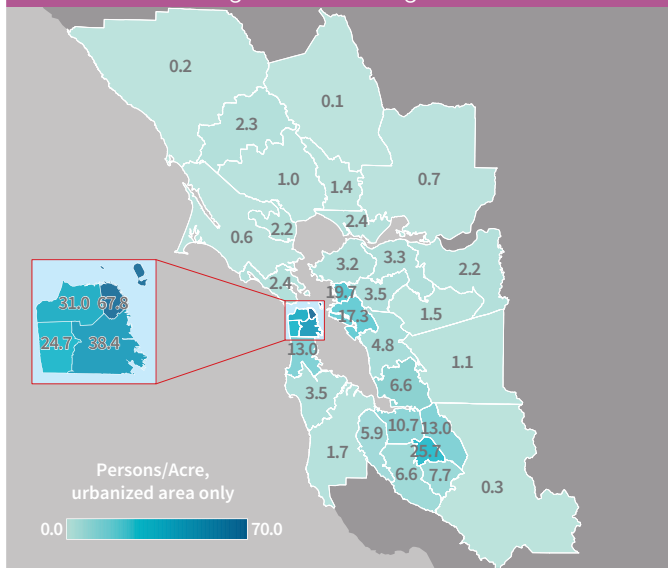
Superdistricts are combinations of cities, towns and unincorporated areas that allow the public to see the more localized growth pattern in Plan Bay Area 2050.

More information on the superdistricts can be found in the layer documentation.

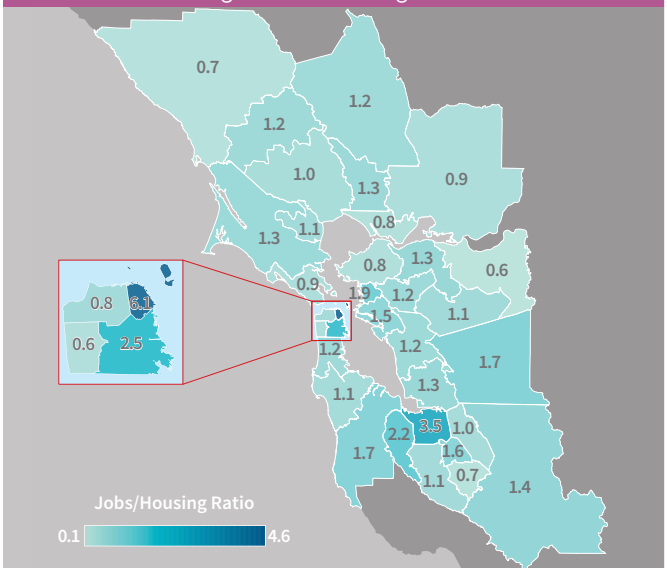
Population Density 2015
(Region-Wide Average: 1.7)



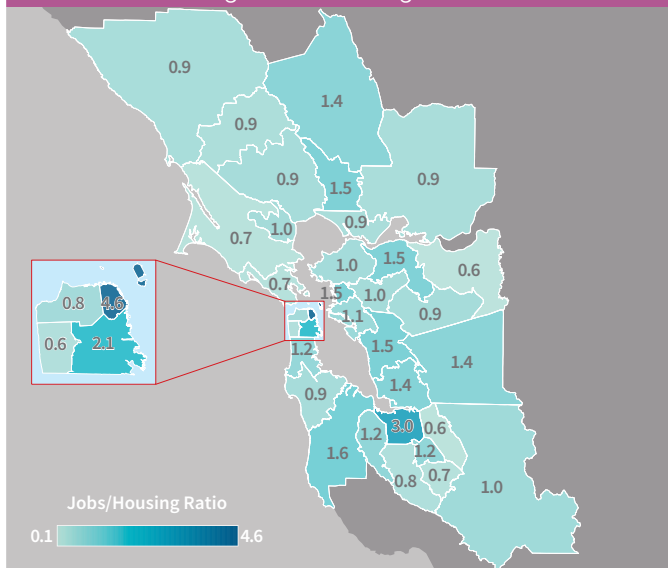
Population Density 2050
(Region-Wide Average: 2.2)



Jobs/Housing Ratio 2015
(Region-Wide Average: 1.50)



Jobs/Housing Ratio 2050
(Region-Wide Average: 1.34)



3 | What are the Key Equity and Performance Outcomes of the Draft Blueprint?

How does the Draft Blueprint advance or impede achievement of the Plan Vision? This section is organized by the five Plan Bay Area 2050 Guiding Principles with two key questions presented to frame the exploration. Each question is accompanied by one or more metrics, highlighting impacts on disadvantaged populations where feasible and indicating whether the 2050 Blueprint outcomes are equitable and favorable. Explanatory text sheds light on how Draft Blueprint strategies and assumptions contribute to performance outcomes. On the left, outcomes that move in the right direction are represented by upward arrows, while outcomes that move in the wrong direction or fail to meet state-mandated targets are represented with downward arrows.

AFFORDABLE

WILL BAY AREA RESIDENTS SPEND LESS ON HOUSING AND TRANSPORTATION?

In 2015, low-income households have an extreme housing and transportation (H+T) cost burden, with costs exceeding average incomes when accounting for circumstances such as zero-income, financial assistance or unhoused status. With all Draft Blueprint housing strategies in place in 2050 Trend, H+T costs as a percentage of income decrease for all households. The addition of Draft Blueprint transportation strategies, including means-based tolls and fares, further reduces H+T costs for low-income households, though their cost burden remains deeply unaffordable.

H+T COST AS A PERCENT OF INCOME	2015	2050 TREND	2050 BLUEPRINT
Low-Income Households (LIHH)	109%	86%	83%
All Households	57%	48%	48%

Average transit fares per trip, while up in 2050 Trend due to recent fare increases since 2015, decrease in 2050 Blueprint with fare reform policies. The decrease is substantial for low-income households with means-based fares. Average tolls per auto trip increase due to the freeway per-mile tolling strategy, with reduced impact on low-income households due to means-based toll discounts.

TRANSPORT EXPENSES PER TRIP		2015	2050 TREND	2050 BLUEPRINT
Average Fare per Transit Trip	Low-Income Households	$2.78	$3.13	$1.60
	All Households	$3.16	$3.41	$2.96
Average "Out-of-Pocket" Cost per Auto Trip	Low-Income Households	$1.02	$1.10	$1.11
	All Households	$1.26	$1.45	$1.53
Average Toll per Auto Trip	Low-Income Households	$0.05	$0.08	$0.10
	All Households	$0.08	$0.12	$0.21

WILL THE BAY AREA PRODUCE AND PRESERVE MORE AFFORDABLE HOUSING?

28 percent of all new homes built between 2015 and 2050 are permanently affordable (deed-restricted) for low-income households, with an even greater share of these units in High-Resource Areas due to strategic investments in these locations.

SHARE OF NEW HOUSING PRODUCTION (2015-50) THAT IS DEED-RESTRICTED AFFORDABLE		
Region-Wide	28%	
High-Resource Areas	37%	

The Draft Blueprint's affordable housing preservation strategy ensures that all existing deed-restricted affordable units at risk of conversion to market-rate units are converted to permanently affordable (deed-restricted) homes.

SHARE OF AT-RISK AFFORDABLE HOUSING PRESERVED		
Region-Wide	100%	

CONNECTED

WILL BAY AREA RESIDENTS BE ABLE TO ACCESS THEIR DESTINATIONS MORE EASILY?

The number of jobs accessible within a 30-minute drive is forecasted to decrease in 2050 Trend due to population growth and subsequent road congestion, but it increases marginally with the Draft Blueprint. Meanwhile, the number of jobs accessible within a 45-minute transit trip is significantly lower than auto accessibility in 2015. Focused housing growth near transit routes increases transit accessibility in 2050 Trend, and performance improves further with investments in transit service in the Draft Blueprint. Biking and walking access to jobs also increases with land use strategies in 2050 Trend.

(Metric under development for Final Blueprint: Accessibility to Community Places)

PERCENT OF ALL BAY AREA JOBS THAT ARE ACCESSIBLE BY		2015	2050 TREND	2050 BLUEPRINT
By Car within 30 Minutes	CoC Residents	19.2%	13.6%	14.4%
	All Residents	17.8%	12.2%	12.6%
By Transit within 45 Minutes	CoC Residents	5.2%	6.6%	7.2%
	All Residents	3.4%	4.3%	4.7%
By Bike within 20 Minutes	CoC Residents	2.9%	3.5%	3.5%
	All Residents	2.3%	2.8%	2.8%
By Foot within 20 Minutes	CoC Residents	0.3%	0.4%	0.4%
	All Residents	0.2%	0.2%	0.2%

More households will live close to high-frequency transit, including rail, ferry and frequent bus stops, in 2050 under the Draft Blueprint. Growth geographies focus more growth in Transit-Rich Areas, supported by more transit service in these communities. Due to the more dispersed nature of job growth, the share of jobs near high-frequency transit remains relatively constant.

SHARE OF HOUSEHOLDS AND JOBS WITHIN 1/2 MILE OF FREQUENT TRANSIT		2015	2050 BLUEPRINT
Households	Low-Income Households	40%	46%
	All Households	32%	43%
Jobs	Manufacturing/Warehouse/Utilities	45%	43%
	All Jobs	52%	52%

CONNECTED

WILL BAY AREA RESIDENTS HAVE A TRANSPORTATION SYSTEM THEY CAN RELY ON?

↗

Travel times on freeways are forecasted to increase significantly between 2015 and 2050 Trend, again due to a growing population. Under 2050 Draft Blueprint conditions, per-mile freeway tolling on key corridors helps to alleviate this effect, even as speed limits reduce free-flow travel times.

PEAK-HOUR TRAVEL TIME (MINUTES)		2015	2050 TREND	2050 BLUEPRINT
Most of Route Features All-Lane Tolling (>75%)	Oakland-SF	30	53	41
	Antioch-SF	75	118	96
	Antioch-Oakland	47	67	57
	SJ-SF	64	100	87
	Oakland-SJ	56	77	66
	Oakland-Palo Alto	54	67	61
Part of Route Features All-Lane Tolling (25-75%)	Livermore-SJ	48	75	74
	Vallejo-SF	57	103	87
Limited or No Tolling on Route (<25%)	Fairfield-Dublin	48	62	65
	Santa Rosa-SF	69	136	138

—

Overcrowding on transit vehicles, which risks denial of boarding, is anticipated to rise significantly under 2050 Trend conditions. Crowding decreases in the 2050 Draft Blueprint for agencies with planned investments, such as Muni and AC Transit, as well as in the transbay corridor thanks to the New Transbay Rail Crossing. Agencies not listed are not forecasted to have overcrowding challenges in 2050.

PERCENT OF PERSON HOURS IN TRANSIT SPENT IN CROWDED CONDITIONS	2015	2050 TREND	2050 BLUEPRINT
SFMTA Bus	20%	40%	29%
AC Transit Local	0%	22%	20%
AC Transit Transbay	48%	64%	50%
GGT Express	30%	87%	85%
BART	19%	62%	44%
Caltrain	8%	32%	50%
WETA	23%	59%	43%
SFMTA LRT	32%	37%	25%
VTA LRT	0%	82%	83%

—

In 2015, 30 percent of all transit vehicles had exceeded their federally recommended lifespans. As the Draft Blueprint only includes enough maintenance funding to retain existing conditions, this metric remains mostly unchanged through 2050.

SHARE OF TRANSIT REVENUE VEHICLE ASSETS PAST THEIR USEFUL LIFE BENCHMARK	2015	2050 BLUEPRINT
	30%	30%

DIVERSE

WILL BAY AREA COMMUNITIES BE MORE INCLUSIVE?

—

Focused production of deed-restricted affordable housing in High-Resource Areas increases access to areas of highest opportunity for low-income households, helping reverse historically exclusionary policies in many of these communities. In Transit-Rich Areas, the total number of low-income households continues to rise, but the share declines over time. This indicates that affordable housing growth may not be keeping pace with overall development in Transit-Rich Areas.

SHARE OF HOUSEHOLDS THAT ARE LOW-INCOME	2015	2050 BLUEPRINT
High-Resource and Transit-Rich Areas	28%	23%
High-Resource (only) Areas	18%	22%
Transit-Rich (only) Areas	40%	36%

WILL BAY AREA RESIDENTS BE ABLE TO STAY IN PLACE?

↘

At the neighborhood level, the risk of displacement persists in many low-income communities and communities of color. The Urban Displacement Project has identified 850 census tracts with ongoing or risk of displacement, gentrification or exclusion. In the Blueprint, 31% of these tracts experience displacement between 2015 and 2050 – defined here as a net loss in number of Low-Income Households. Further, nearly half of them experience gentrification – defined here as when the share of low-income households in the neighborhood drops by over 10 percent between 2015 and 2050. Even more significant impacts are forecasted for Communities of Concern.

SHARE OF NEIGHBORHOODS THAT EXPERIENCE DISPLACEMENT AND GENTRIFICATION BETWEEN 2015 AND 2050	DISPLACEMENT	GENTRIFICATION
High Displacement Risk Tracts (total 850 neighborhoods)	31%	44%
Communities of Concern (total 339 neighborhoods)	42%	56%
Transit-Rich Areas (total 114 areas)	13%	46%
High-Resource Neighborhoods (total 638 neighborhoods)	18%	26%

3 | What are the Key Equity and Performance Outcomes of the Draft Blueprint?

HEALTHY

WILL BAY AREA RESIDENTS BE HEALTHIER AND SAFER?

With Draft Blueprint strategies, 98 percent of all Bay Area households that would be affected by two feet of sea level rise are protected. All common seismically deficient housing types and homes built in high wildfire risk zones would be retrofitted to reduce the likelihood of damage in future earthquakes and wildfires.

PERCENT OF HOUSEHOLDS IN RISK-PRONE AREAS OR RISK-PRONE BUILDINGS, THAT ARE PROTECTED OR RETROFIT			
	Sea Level Rise (2ft)	Communities of Concern	100%
		All Households	98%
	Earthquake	Communities of Concern	100%
		All Households	100%
	Wildfire High / Medium Risk	Communities of Concern	100%
		All Households	100%

The rate of fatalities and injuries decreases in the Draft Blueprint with reduced speed limits and enhanced street design under the Vision Zero strategy, but remains far from zero incidents.

ANNUAL INCIDENTS, PER 100 MILLION VMT	2015	2050 TREND	2050 BLUEPRINT
Fatalities	0.98	0.99	0.91
Injuries	4.23	4.35	4.20

Total fine particulate matter emissions ($PM_{2.5}$) are forecasted to increase under 2050 Trend conditions as population and miles driven continue to rise. The Draft Blueprint strategies help bring this metric down below 2015 levels.

DAILY PM2.5 EMISSIONS (TONS)	2015	2050 TREND	2050 BLUEPRINT
	5.5	5.7	5.2

WILL THE ENVIRONMENT OF THE BAY AREA BE HEALTHIER AND SAFER?

Draft Blueprint strategies result in a drop in CO_2 emission levels per capita in 2035 (9% below 2005 levels), but are insufficient to curb them to state-mandated levels (19% below 2005 levels). Further, CO_2 emission levels are forecasted to increase between 2035 and 2050 (in both Trend and Blueprint), primarily due to assumed adoption of driverless vehicles that can potentially generate "zero occupant" mileage.

CHANGE IN DAILY CO_2 EMISSIONS PER CAPITA RELATIVE TO 2005	2015	2035 TREND	2035 BLUEPRINT	2050 TREND	2050 BLUEPRINT
Cars and Light-Duty Trucks (SB 375)	0%	8%	-9%	14%	-3%
All Vehicles (Including Fuel Efficiency Gains)	-7%	-36%	-42%	-38%	-43%

With an assumed growth in telecommuting by 2050, the mode share of single occupancy auto travel is forecasted to drop in 2050 Trend conditions. With the Draft Blueprint strategies in play, this share drops slightly further, with increases in transit, walking and bicycling mode shares.

COMMUTE MODE SHARE	2015	2050 TREND	2050 BLUEPRINT
Auto: Single Occupancy	54%	42%	40%
Auto: Other	21%	19%	18%
Transit	14%	19%	20%
Active Modes (Bike/Walk)	5%	6%	8%
Telecommute	6%	14%	14%

VIBRANT

WILL JOBS AND HOUSING IN THE BAY AREA BE MORE EVENLY DISTRIBUTED?

County-level jobs-to-housing ratios decrease in most counties, reflecting a higher ratio of housing to job production. Further, the ratios in Alameda, San Francisco and Santa Clara counties approach the region-wide ratio in 2050, indicating an improved jobs-housing balance. However, other counties trend further away from the region-wide ratio. These trends indicate that housing strategies in the Draft Blueprint may bring housing to job-rich areas such as Silicon Valley, but strategies to move jobs to housing-rich areas are not sufficient. (Metric under development for Final Blueprint: Jobs-Housing Fit for low-wage jobs)

JOBS-HOUSING RATIO	2015	2050 BLUEPRINT		2015	2050 BLUEPRINT
Region-Wide	1.50	1.34	San Francisco	2.55	2.21
Alameda	1.48	1.33	San Mateo	1.29	1.21
Contra Costa	0.98	0.98	Santa Clara	1.69	1.41
Marin	1.09	0.75	Solano	0.87	0.89
Napa	1.24	1.46	Sonoma	1.05	0.89

Mean commute distances rise from 2015 to 2050 Trend with Draft Blueprint land use strategies, due to the clustering of jobs in existing centers far from housing-rich communities. Transportation strategies on their own affect this metric only marginally in 2050 Blueprint.

MEAN COMMUTE DISTANCE (MILES)		2015	2050 TREND	2050 BLUEPRINT
	Low-Income Workers	9.5	12.0	11.9
	All Workers	12.0	13.1	12.9

WILL BAY AREA BUSINESSES THRIVE?

The region's economic recovery is expected to be robust through 2050, even when accounting for the inclusion of new regional tax measures to fund transportation and affordable housing, among other areas.

GROWTH IN PER CAPITA GROSS REGIONAL PRODUCT (FROM 2015 TO 2050)	65%

A key pillar in the region's middle-wage workforce, manufacturing and warehouse jobs are anticipated to grow at a higher rate than other industries, with some of that growth occurring in newly-designated Priority Production Areas.

GROWTH IN NUMBER OF JOBS (FROM 2015 TO 2050)		
Region-Wide	All Jobs	35%
	Manufacturing/Warehouse/Utilities Jobs	48%
Priority Production Areas	All Jobs	42%
	Manufacturing/Warehouse/Utilities Jobs	48%

4 | What are the Key Takeaways from the Draft Blueprint?

Highlights

- Housing and transportation costs are significantly reduced, especially for low-income residents.
- New revenues enable a significant uptick in production of deed-restricted affordable homes.
- Most new homes are focused in walkable communities with frequent transit service.
- Strategies to reduce vehicle speeds and build protected bicycle/pedestrian infrastructure help to save lives.
- Seismic retrofits and sea level rise infrastructure protect thousands of homes from damage.
- Despite significant tax increases to pay for new strategies, Bay Area businesses continue to thrive.

Challenges

- Affordable housing production is insufficient to address the existing need for affordable units in the Bay Area.
- Traffic congestion and transit crowding increase significantly with population growth and will not be sufficiently addressed with existing strategies.
- Low-income residents continue to face a high risk of displacement, particularly in Communities of Concern.
- Per capita greenhouse gas emissions decline, but still fail to meet state-mandated reduction targets.
- More ambitious strategies are needed to shift jobs closer to the region's workforce.

5 | How Did We Analyze the Draft Blueprint?

INPUTS
Baseline Data
(Zoning, Pipeline, Growth Boundaries, etc.)

INPUTS
Strategies and Growth Geographies
(February 2020 Approval for Analysis)

ANALYSIS & MODELING
Economic, Transportation and Land Use Analysis and Modeling
(Spring 2020)

OUTCOMES
Performance Metrics and Growth Pattern
(July 2020 Release)

What's Next for the Final Blueprint?

JULY/EARLY AUGUST 2020
- Public Engagement: Online and Remote Offline Opportunities

MID-AUGUST 2020
- Refine Strategies
- Close of Blueprint Comment Period

SEPTEMBER 2020
- Seek Approval of Final Blueprint for Analysis

DECEMBER 2020
- Release Final Blueprint and Seek Action on Preferred EIR Alternative

How Will COVID-19 Affect the Final Blueprint?

COVID-19 has upended everyday life throughout the world and intensified existing challenges, and we all feel uncertain about what the future holds. While Plan Bay Area 2050 is a 30-year vision for the Bay Area, many of the strategies approved for analysis by the MTC Commission and ABAG Executive Board in February have only become more timely.

The Final Blueprint will continue to focus on strategies such as:

BUILD A COMPLETE STREETS NETWORK: Enhance streets to promote walking, biking, and other micromobility through improvements to the pedestrian environment and thousands of miles of bike lanes or multi-use paths with investments targeted in Communities of Concern and near transit.

STRENGTHEN RENTER PROTECTIONS BEYOND STATE LEGISLATION: Building upon recent tenant protection laws, limit annual rent increases to the rate of inflation, while exempting units less than 10 years old.

EXPAND CHILDCARE SUPPORT FOR LOW-INCOME FAMILIES: Subsidize childcare for low-income households with children under 5, enabling more parents with young children to remain in (or to enter) the workforce.

PROTECT HIGH-VALUE CONSERVATION LANDS: Provide strategic matching funds to help conserve high-priority natural and agricultural lands, expand regional trails, and restore marshlands.

How Can You Get Involved in July/Early August? (From Home!)


Virtual Public Workshops


Online Survey and Official Comment Period (ends August 10)


Telephone Townhalls

PLAN BAY AREA 2050

Plan Bay Area 2050: Equity Analysis Update

Regional Equity Working Group

November 2020

Agenda

1. **Brief Recap of Progress So Far**
2. Communities of Concern Update

   QUESTIONS/DISCUSSION
3. Overview of Framework for Equity Analysis Report
4. Next Steps

   QUESTIONS/DISCUSSION

Equity in Plan Bay Area 2050: Capturing Progress So Far

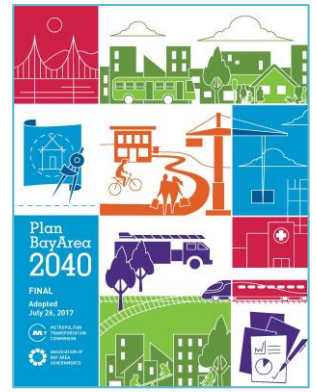
KEY MEETINGS

Fall 2019	Winter/Spring 2020		Summer 2020	Fall/Winter 2020
REWG Meeting Sep 2019	REWG Workshop Dec 2019	REWG Workshop Jan 2020	E&A Subcom / REWG Concurrent Workshop Jul 2020	REWG Meeting Nov 2020
REWG Webinar Nov 2019		Community-Based Organizations Outreach Apr 2020		

PLAN BAY AREA 2050

At kickoff, staff had proposed to build on the collaboration from past planning efforts

Collaboration with REWG and Policy Advisory Council in previous Plan Bay Area efforts focused extensively on:



Communities of Concern (CoCs) Framework

- Updating disadvantage factors and definition to designate CoCs
- Determining methodology for concentration thresholds

Equity Measures Development

- Determining metrics to measure disparities in plan outcomes

For Plan Bay Area 2050, staff refocused its collaboration on weaving equity into strategies

Over the past year, staff has:

- Refined strategies through multiple stakeholder workshops
- Sought commitments from transportation project sponsors to advance equitable strategies
- Engaged with underserved communities to identify needs and develop new strategies

Staff is looking to focus the next few months on:

- Analyzing the disparities in outcomes of the Final Blueprint
- Develop the Equity Analysis Report

Key pieces of work so far that will help craft the Equity Analysis Report

		Completion Date
✓	Transportation Project-Level Equity Analysis	Feb 2020
✓	Draft Blueprint Investment Analysis	Jul 2020
✓	Draft Blueprint Outcomes Analysis	Jul 2020
✓	PBA2050 Strategies with Equity Integrated	Aug 2020
✓	Communities of Concern Data Update	**Today** ★
	Final Blueprint Investment Analysis	Dec 2020
	Final Blueprint Outcomes Analysis	Dec 2020

Agenda

1. Brief Recap of Progress So Far
2. **Communities of Concern Update**

   QUESTIONS/DISCUSSION

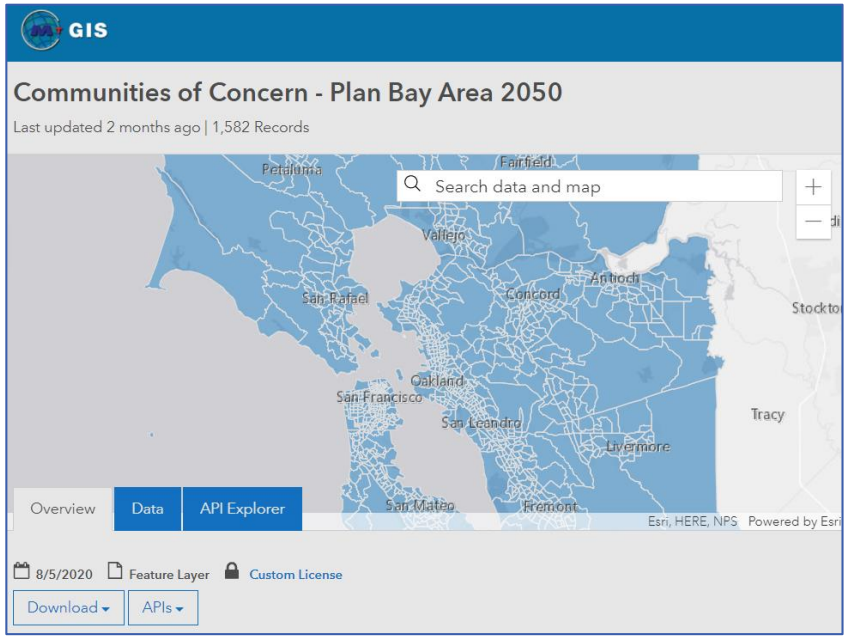
3. Overview of Framework for Equity Analysis Report
4. Next Steps

   QUESTIONS/DISCUSSION

Communities of Concern (CoCs) Definition

- CoCs are **designated geographies** (census tracts) that have **high concentrations of underserved populations**, based on **pre-determined thresholds for 8 disadvantage factors.**
- Two definitions, as refined during Plan Bay Area 2040:
  - Definition 1: People of Color AND Low-Income
  - Definition 2: Any 3 of remaining 6 Factors if also Low-Income
- In fall 2019, staff had recommended to **retain the Plan Bay Area 2040 definitions and refresh the underlying concentration thresholds and data**, while acknowledging the need to make longer term refinements as part of the agency's Equity Platform initiative.

Uploaded Online with Data Update:
Technical Documentation
Map Layer



How do we use Communities of Concern?

Plan Bay Area

- Equity Analysis of Plan Outcomes, Transportation Project Performance, and Federal Environmental Justice (EJ) Analysis
- Development of Plan Strategies (e.g. Community-Led Investments, Mortgage/Rental Assistance, Prioritization of Parks and Complete Streets Investments)

Other Uses Within MTC/ABAG

- Prioritization/Funding in Various Programs (e.g. Active Transportation Program, Bike Share Equity Program, Lifeline Transportation Program)
- Equity Analyses and Mapping Overlays for Other Plans (e.g. Transportation Improvement Program - TIP)

Beyond MTC/ABAG

- *Used by other Bay Area transit agencies and county transportation authorities for equity analyses and prioritizing funding* (e.g. OBAG Grants, Community-Based Transportation Plan Planning Grants)

Concentration thresholds have been updated with most recent ACS data (2014-2018)

Disadvantage Factor	*Step 1 of 2* Determine *Share of Bay Area Population*		*Step 2 of 2* Calculate mean + ½ std. deviation[1] *Concentration Threshold*		
	PBA 2040 (ACS 09-13)	*PBA 2050 (ACS 14-18)*	*PBA 2040 Adopted*	*PBA 2050 Proposed*	*Change*
1. Person of Color	58%	60%	70%	70%	–
2. Low-Income (<200% federal poverty)	25%	21%	30%	28%	↓
3. Limited English Proficiency	9%	8%	20%	12%	↓
4. Zero-Vehicle Household	10%	9%	10%	15%	↑
5. Senior (>75 years)	6%	6%	10%	8%	↓
6. Person with Disability	9%	10%	25%	12%	↓
7. Single-Parent Family	14%	13%	20%	18%	↓
8. Cost-Burdened Renter	11%	10%	15%	14%	↓

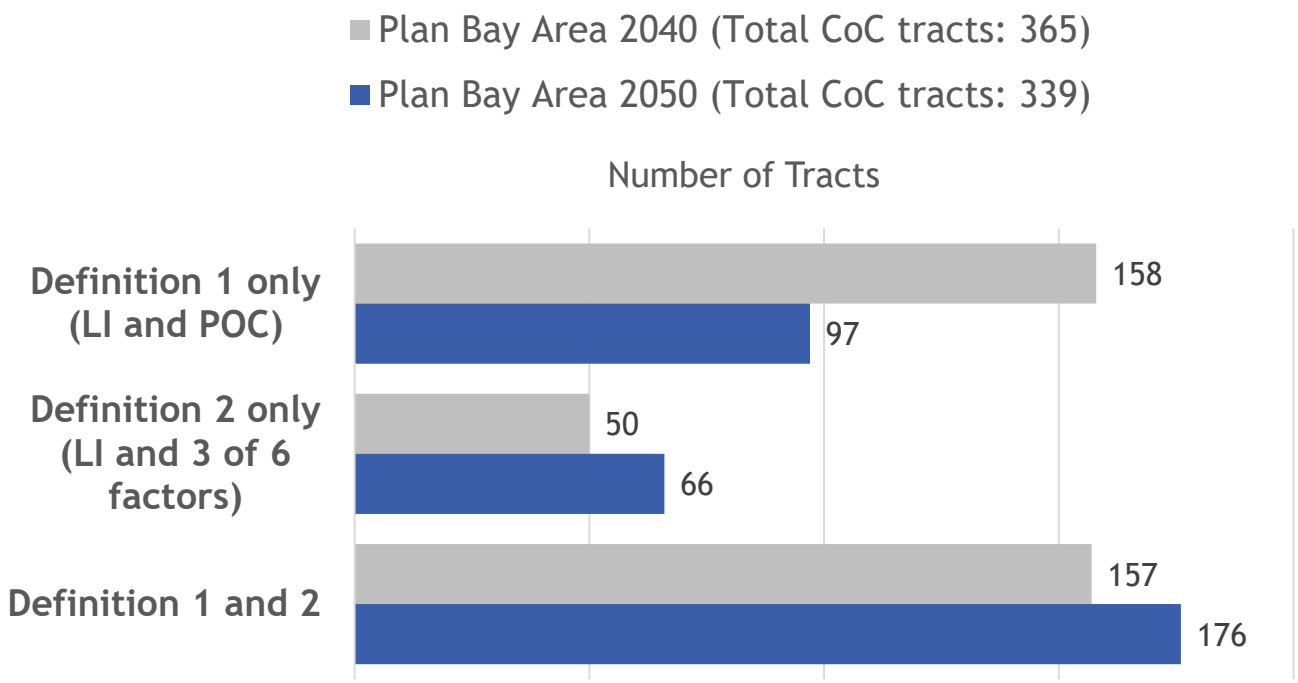
1. Thresholds in Plan Bay Area 2040 were set between the mean of the concentrations at the tract level and one standard deviation above mean, rounded to nearest multiple of five. In 2018, staff provided an intermediate update, recalculating thresholds at exactly the mean of the concentrations at the tract level plus half a standard deviation.

Three main shifts in CoCs validate known demographic trends

1. The total number of **CoC designated tracts has declined from 365 to 339**, driven by a reduction in the share of households with income below 200% of Federal Poverty Level.
2. The **share of population experiencing disadvantages within CoC tracts has mostly declined**, indicative of lowered geographic concentration of disadvantage.
3. **Shifts in the locations of CoC tracts are indicative of displacement** and align with Bay Area displacement research.

1. The total number of tracts designated as CoCs has decreased from 365 to 339

Number of Tracts Designated as CoCs, based on Definition



- Despite lowered or equal concentration thresholds for 7 of 8 disadvantage factors, there is a net loss of 26 tracts designated as CoCs.
- The loss is driven by Definition 1, mainly due to a lower share of households above the low-income concentration threshold of 28%.

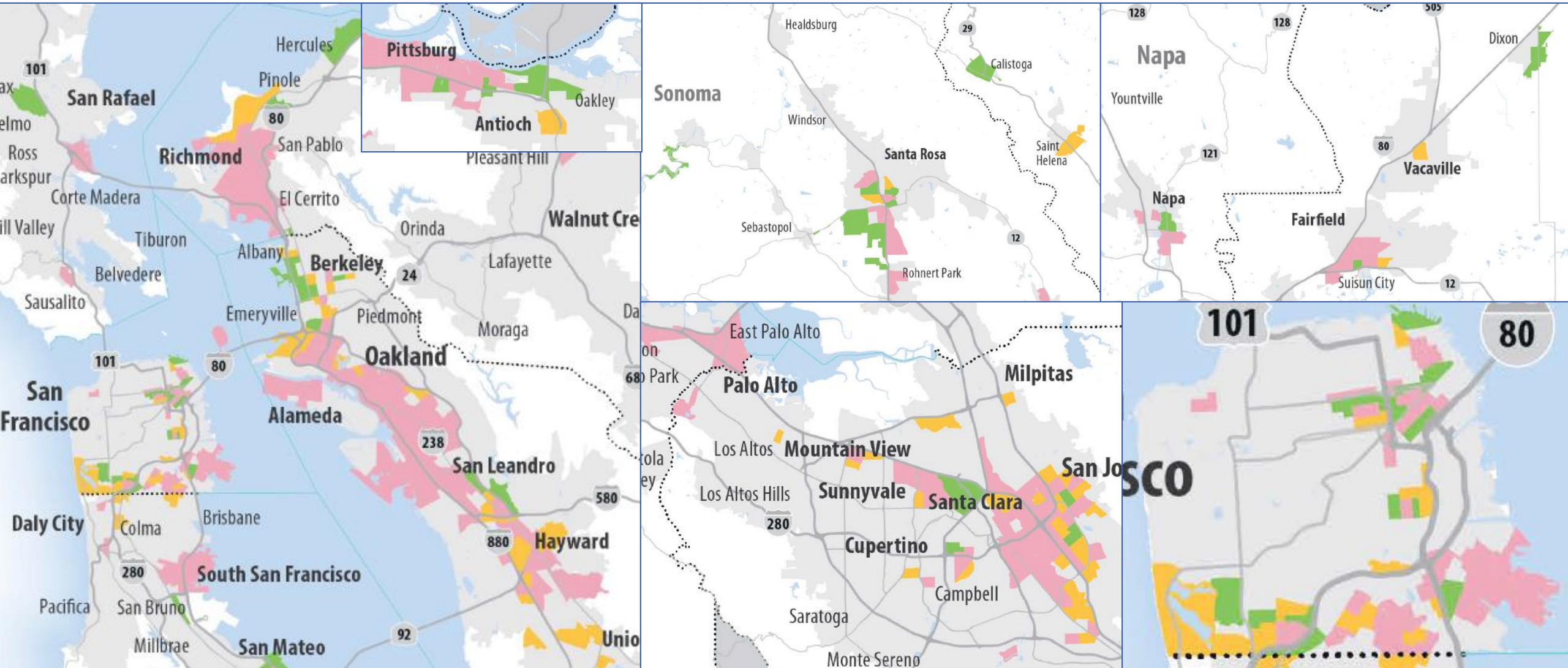
PLAN BAY AREA 2050

2. The share of Bay Area's population within CoCs has declined from 23% to 21%

Disadvantage Factor	*Share of Bay Area Population within CoCs*		
	PBA 2040	*PBA 2050*	*Trend*
1. **Person of Color**	33%	29%	↓
2. **Low-Income** (<200% federal poverty)	43%	42%	↓
3. **Limited English Proficiency**	48%	44%	↓
4. **Zero-Vehicle Household**	38%	39%	↑
5. **Senior** (>75 years)	18%	16%	↓
6. **Person with Disability**	28%	26%	↓
7. **Single-Parent Family**	37%	35%	↓
8. **Cost-Burdened Renter**	38%	37%	↓
Total Population	**23%**	**21%**	↓

The trend is consistent across most disadvantage factors, indicative of lowered geographic concentration of disadvantage.

3. Shifts in locations of CoC tracts are indicative of displacement



Given such trends, there is a need to re-examine "Communities of Concern" methodology

- Should we be adjusting the definitions of "low-income" in the Bay Area?
- How can the methodology capture displaced populations, and populations at risk of displacement?
- Are we overemphasizing concentrated poverty?
- Are we truly advancing equity by using such deficit-based narratives and problematizing the disadvantaged?

Answering such questions will require significant engagement with communities and stakeholders.

Findings from Met Council Case Study (July 2020): "Rethinking Areas of Concentrated Poverty"

- Families may have very different concepts of "opportunity."
- People choose to live in higher-poverty neighborhoods because of social connections, proximity to jobs, or other factors.
- We take the complexity of neighborhoods—their histories, cultures, demographics, and built environments—and reduce them to a single number showing only what these neighborhoods lack.

PLAN BAY AREA 2050

POLL QUESTION

MTC has identified underserved communities as "Communities of Concern" for over two decades. Do you feel this terminology appropriately captures the significance of these communities?

Strongly Agree

Agree

Neutral

Disagree

Strongly Disagree

Staff acknowledges the power of language and recommends changing the nomenclature

Nomenclature Typologies

- ***"Environmental Justice"*** – easily understood, but limited definition.
- ***"Disadvantaged"*** – emphasizes disadvantage, but feeds deficit-based narrative.
- ***"Equity"*** – holistic and inclusive, but vague.

What do other regions use?

- Environmental Justice Areas (SCAG)
- Environmental Justice communities (SACOG)
- Areas of Concentrated Poverty (Met Council)
- Historically Marginalized Communities (Oregon Metro)
- Equity-Focused Communities (LA Metro)
- Equity Focus Areas (Oregon Metro)
- Transportation Equity Zones (Boston Region MPO)
- Equity Emphasis Areas (MWCOG)

An internal deliberation with staff led to a few suggestions to start the conversation

- Equity Prioritized Opportunity Communities (EPOCs)
- Equity Prioritized Investment Communities (EPICs)
- Equity Focus Communities (EFCs)
- Equity and Access Zones (EAZs)

Proposed Next Steps for Communities of Concern Methodology

Near Term
within Plan Bay Area 2050

Augment CoC Methodology

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

Revise Nomenclature

- Engage communities/stakeholders in Dec/Jan 2021.
- Propose nomenclature for use in Plan document in Feb 2021.

Long Term
Part of Equity Platform in 2021+

Re-examine CoC Methodology

- Engage with community, advocates and partner agencies.
- Survey communities to better identify needs and values.
- Research tools/methodologies to forecast disaggregate impacts on basis of race/ethnicity.

PLAN BAY AREA 2050

CLARIFYING QUESTIONS?

Please type your question in the Q&A.

PLAN BAY AREA 2050

PAUSE FOR DISCUSSION.

Measuring Disparities in Plan Bay Area 2050?

Communities of Concern – Nomenclature Thoughts? Suggestions?

Communities of Concern – Thoughts for Future Re-Examination?

Please click on the raise your hand button and wait for your name to be called.

Agenda

1. Brief Recap of Progress So Far
2. Communities of Concern Update

   QUESTIONS/DISCUSSION

3. **Overview of Framework for Equity Analysis Report**
4. Next Steps

   QUESTIONS/DISCUSSION

The Equity Analysis Report will have 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

1. 

Equity Lens on Strategies

2. 

Investment Analysis
(including Title VI Analysis and Project Mapping)

3. 

Plan Outcomes Analysis
(including EJ Disparities Analysis)

1. **Equity Lens:** Captures all strategy refinements that advance equity

- Various strategy components cannot be modeled and would not be reflected in Plan outcomes metrics.
- Specific to transportation projects, this section will detail equity mitigations and commitments to equity-focused policies.

Illustrative

	Equity Revisions that can be modeled	*Equity Revisions that cannot be Modeled*
Strategy T4: **Reform Regional Fare Policy**	50% fare discount for all low-income users	Discounts for youth and people with disabilities
Strategy T12: **Build an Integrated Regional Express Lane and Express Bus Network**	*Commitments from MTC:* Means-based tolls and invest in regional express bus service	*Commitments from AC Transit:* Explore new routes serving lower-income riders in East Oakland and West Contra Costa
Strategy EC2: **Expand Job Training and Incubator Programs**	Increase in number of industrial and manufacturing jobs	Training in collaboration with local community colleges in disadvantaged communities
Strategy EC3: **Invest in High-Speed Internet in Underserved Low-Income Communities**	n/a	Direct subsidies for internet access to reduce costs for low-income households to $0 per month

2. Investment Analysis: Measures distribution of Plan funding to underserved populations

Investment Analysis Components

Transportation

Distribution of Transit/Road Investments
between Population Subgroups (Use-Based Analysis)

- All Plan funding sources
- Federal/State funding sources, transit only (Title VI)

Housing

Distribution of Housing Production Investment
by Geography Type

Economy

Investment per Low-Income Household

Environment

Distribution of Resilience Investments
by Geography / Income Group

Draft Blueprint Investment Analysis

3. Plan Outcomes Analysis: Measures disparities in outcomes based on metrics

- Builds on metrics developed during Plan Bay Area 2040, Horizon and the Draft Blueprint.
- The analysis will calculate disparities between population groups / geographies for:
  - Existing (2015)
  - Forecasted horizon year (2050) without Draft Plan implementation (No Project Alternative)
  - Forecasted horizon year (2050) with Draft Plan implementation

Disparities Measured For:

Affordable	Housing and Transportation Affordability
	Transportation Expenses (Fare/Toll)
Connected	Proximity to Transit
	Accessibility to Jobs
Diverse	Access to Opportunity
	Ability to Stay in Place
Healthy	Air Quality Impacts
	Safety from Vehicle Collisions
	Protection from Natural Disasters
Vibrant	Employment Diversity
	Employment Location

Agenda

1. Brief Recap of Progress So Far
2. Communities of Concern Update

   QUESTIONS/DISCUSSION

3. Overview of Framework for Equity Analysis Report
4. **Next Steps**

   QUESTIONS/DISCUSSION

What's Next?

November 2020

- Implementation Plan Stakeholder Workshops (November 17 & 19)

December 2020

- Release of Final Blueprint Outcomes
- MTC/ABAG Action on Preferred Alternative for Plan Bay Area 2050 EIR

February 2021

- Draft Equity Analysis Report
- CoC Nomenclature (Review by E&A Subcommittee and REWG)

April 2021

- Draft Plan Release
- Title VI and EJ Analysis Release

PLAN BAY AREA 2050

QUESTIONS/DISCUSSION.

Framework for Equity Analysis Report?

Measuring Plan Outcomes and Disparities?

Next Steps?

Please type your question in the Q&A or click on the raise your hand button and wait for your name to be called.

PLAN BAY AREA 2050

Thank you for your continued engagement.

Contact Anup Tapase at:

atapase@bayareametro.gov

For more information, visit planbayarea.org