Transportation Equity in the Bay Area

Policy, Program and Implementation
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MTC/ABAG
Overview

Policy
Plan Bay Area 2040

Program
Lifeline Transportation Program

Implementation
Shared-Use Mobility Pilot
Plan Bay Area 2040

1. Integrated, long-range transportation and land use plan / sustainable communities strategy

2. Adopted 13 performance targets of which 6 relate to equity outcomes
Communities of Concern

**Disadvantage Factors**
1. Minority
2. Low-Income
3. Limited English Proficiency
4. Zero-Vehicle Household
5. Senior
6. Person with Disability
7. Single-Parent Family
8. Cost-Burdened Renter

**Definition**

Low-Income and Either Minority or Any 3 of the Remaining 6 Factors
# Equity Analysis

<table>
<thead>
<tr>
<th>Equity Measures</th>
<th>Geography</th>
<th>%</th>
<th>No Project</th>
<th>Streets</th>
<th>hoods</th>
<th>Big Cities</th>
<th>Preferred</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Reduce Adverse Health Impacts</td>
<td>High-Income Households</td>
<td>-10%</td>
<td>-1%</td>
<td>-1%</td>
<td>-1%</td>
<td>-1%</td>
<td>-1%</td>
</tr>
<tr>
<td></td>
<td>Low-Income Households</td>
<td>0%</td>
<td>-0%</td>
<td>-1%</td>
<td>-1%</td>
<td>-1%</td>
<td>-1%</td>
</tr>
<tr>
<td>5 Decrease H+T share for lower-income households</td>
<td>Higher-Income Households</td>
<td>+4%</td>
<td>+4%</td>
<td>+4%</td>
<td>+4%</td>
<td>+4%</td>
<td>+4%</td>
</tr>
<tr>
<td></td>
<td>Lower-Income Households</td>
<td>+14%</td>
<td>+13%</td>
<td>+13%</td>
<td>+13%</td>
<td>+13%</td>
<td>+13%</td>
</tr>
<tr>
<td>6 Increase share of affordable housing</td>
<td>Outside Communities of Concern</td>
<td>+15%</td>
<td>+1%</td>
<td>+2%</td>
<td>+2%</td>
<td>+1%</td>
<td>+1%</td>
</tr>
<tr>
<td></td>
<td>Inside Communities of Concern</td>
<td>+1%</td>
<td>+0%</td>
<td>+0%</td>
<td>-2%</td>
<td>-1%</td>
<td>-1%</td>
</tr>
<tr>
<td>7 Do not increase share of households at risk of displacement</td>
<td>Outside Communities of Concern</td>
<td>+20%</td>
<td>+19%</td>
<td>+18%</td>
<td>+14%</td>
<td>+14%</td>
<td>+14%</td>
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<tr>
<td></td>
<td>Inside Communities of Concern</td>
<td>+16%</td>
<td>-4%</td>
<td>+4%</td>
<td>+19%</td>
<td>+1%</td>
<td>+1%</td>
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<tr>
<td>8 Increase share of jobs accessible in congested conditions</td>
<td>Outside Communities of Concern</td>
<td>+20%</td>
<td>-2%</td>
<td>-1%</td>
<td>-1%</td>
<td>-1%</td>
<td>-1%</td>
</tr>
<tr>
<td></td>
<td>Inside Communities of Concern</td>
<td>-1%</td>
<td>-0%</td>
<td>-0%</td>
<td>-2%</td>
<td>+0%</td>
<td>+0%</td>
</tr>
<tr>
<td>9 Increase jobs in middle-wage industries</td>
<td>Outside Communities of Concern</td>
<td>+43%</td>
<td>+43%</td>
<td>+43%</td>
<td>+43%</td>
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<tr>
<td></td>
<td>Inside Communities of Concern</td>
<td>+43%</td>
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<td>+43%</td>
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</tr>
</tbody>
</table>

Notes: Equity measure results are subject to change as scenarios are further refined this fall. Note that select equity measures have not yet been analyzed for the final horizon year of 2040 and are currently using year 2035 as the best available proxy. Final equity measure results released in fall 2016 will reflect the ultimate horizon year. For equity measures #3 and #5, low-income households earn less than $30,000 in year 2000 dollars, lower-income households earn less than $60,000 in year 2000 dollars, high-income households earn more than $100,000 in year 2000 dollars, and higher-income households earn more than $60,000 in year 2000 dollars. For equity measures #6 and #7, the measures are specific to Priority Development Areas, Transit Priority Areas, or High-Opportunity Areas. Note that Communities of Concern do not generally overlap with High-Opportunity Areas.

Symbols used in summary tables:
- **Stronger performance in Communities of Concern or for lower-income households**
- **Weaker performance in Communities of Concern or for lower-income households**
- **Similar performance in Communities of Concern or for lower-income households**
Lifeline Transportation Program

• Fund projects and programs to improve access and mobility in Communities of Concern.

• Over $255 million invested in 285 projects across the region.

• Administered by County Congestion Management Agencies.

• Supports the Community-Based Transportation Planning Program.
Shared-Use Mobility Pilot

• $2.25 million grant from CARB to provide clean transportation solutions in disadvantaged communities.

• Holistic approach in 3 affordable housing sites (Richmond, Oakland and San Jose).
Does transit meet the mobility needs of low-income residents

- AC Transit: $5.6, $49.8
- BART: $4.3, $48.3
- SamTrans: $8.0, $47.1
- MUNI: $2.8, $23.3
- Name: $0.0


The region invested over $2.5 billion on transit operations in fiscal year 2013-14.
The region invested over $120 million on paratransit service in fiscal year 2013-14.
New approaches to fill gaps in service and infrastructure

Multiple Mobility Options that are Affordable

People-Oriented Technology

Flexible Service for First- and Last-Mile

Extending the Reach of Fixed-Route and Paratransit Service

Late Night and Evening Service

Transit

Shuttle

Sidewalks

Bike Lanes

Vanpool

Paratransit Plus

Fare Subsidy

Carshare

Rideshare

Bike Share
Using technology to increase efficiency as well as access

Public Sector

Apps & Algorithms

New Tech

Unmet Mobility Needs

New Solutions

Lyft’s transit partners

Existing shared-use mobility services in the US
Many transit agencies have started innovative partnerships.