

2011 TIP Investment Analysis

**Presentation to the
Policy Advisory Council**

September 2010

Purpose of the 2011 TIP Investment Analysis

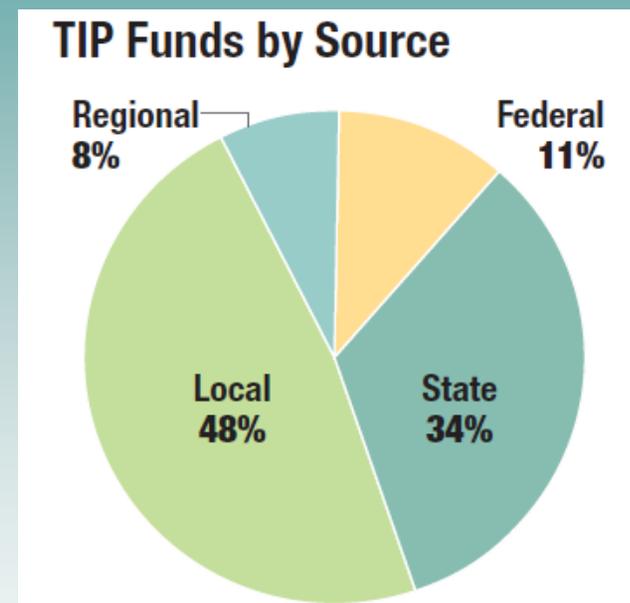
- Assist in the public assessment of the 2011 TIP
- Illustrate the equity implications of the proposed TIP investments. Evaluate key question – “Are low-income and minority populations sharing equitably in the TIP’s financial investments?”
- Provide accurate and current data to help inform decision-makers and the public, and to inform and encourage engagement in the public participation process.

Background / Recent Related Efforts

- Transportation 2035 Equity Analysis (February 2009)
- Snapshot Analysis for MTC Communities of Concern (June 2010)
- First investment analysis for the TIP; we actively seek your feedback

About the 2011 TIP

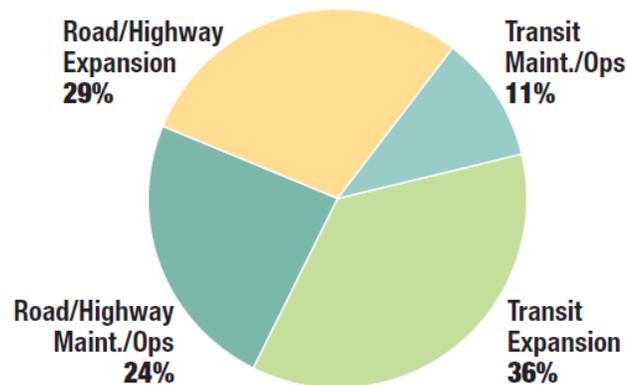
- Includes nearly 1,000 surface transportation projects
- Total investment level of approximately \$11.1 billion
- Covers four-year period through Fiscal Year 2014
- Local funds are largest share, even though TIP is focused on projects with a federal interest



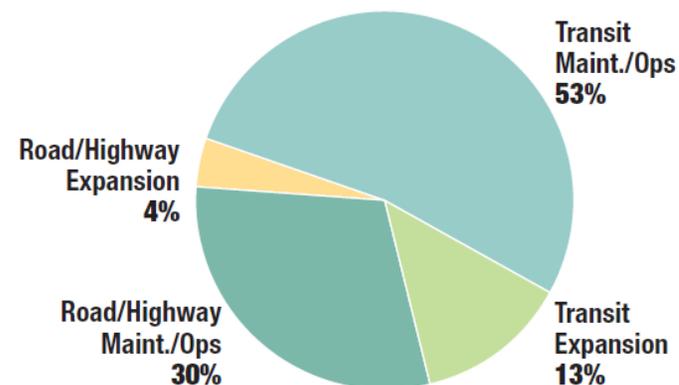
Key Differences: 2011 TIP and Transportation 2035

- Period covered – 4 years versus 25 years
- Mode and type of projects – the share of expansion and road/highway projects is greater in the 2011 TIP than Transportation 2035

2011 TIP Investments
Expenditures by Mode/Type



Transportation 2035 Investments
Expenditures by Mode/Type



Reason for Differences

2011 TIP and Transportation 2035

- 2011 TIP is roughly 50% of the investment captured in Transportation 2035, even for same 4-year period
- 2011 TIP generally includes only projects that are regionally significant, have federal funds, or require a federal action
- Transportation 2035 is all planned transportation projects
- Transit and roadway O&M is under-represented in the 2011 TIP because these investments are predominantly 100% locally-funded

Equity and Environmental Justice Considerations

- Legal, regulatory, and policy framework:
 - Title VI of the Civil Rights Act;
 - Federal Guidance on Environmental Justice; and
 - MTC's Environmental Justice Principles.
- No specific federal guidance on completing an investment analysis for the TIP.
- MTC is building on the Transportation 2035 work and seeking feedback on the methodology and future improvements.

Context – Bay Area Demographics

- Roughly 25% of Bay Area population is low-income
- Roughly 54% of Bay Area households are minority

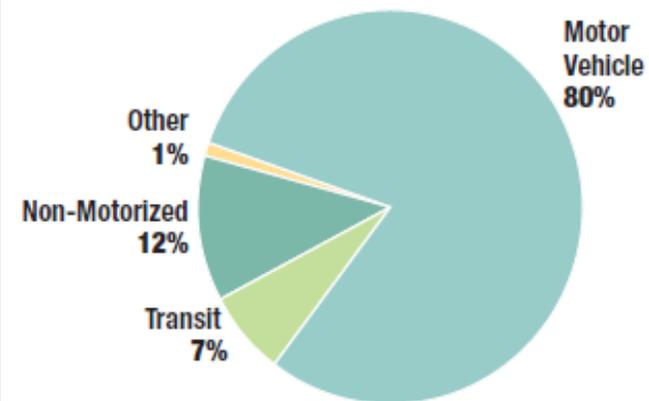
Population Distribution by Household Income		
	Population	% of Total
Low-Income (\leq \$50,000)	1,753,180	25%
Not Low-Income ($>$ \$50,000)	5,155,599	75%
Total	6,908,779	100%
Population by Race/Ethnicity		
	Number of Households	% of Total
Minority	3,721,079	54%
White Non-Hispanic	3,176,804	46%
Total	6,897,883	100%

Sources: American Community Survey (ACS): Public Use Microdata Sample 2008 and 2005-2007 ACS

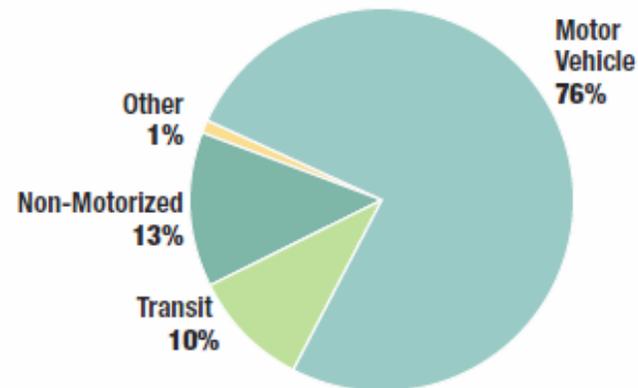
Context – Bay Area Demographics

- Majority of Bay Area trips are made by motor vehicle (80%)
- Travel pattern holds for low-income and minority populations, but the transit and non-motorized shares increase

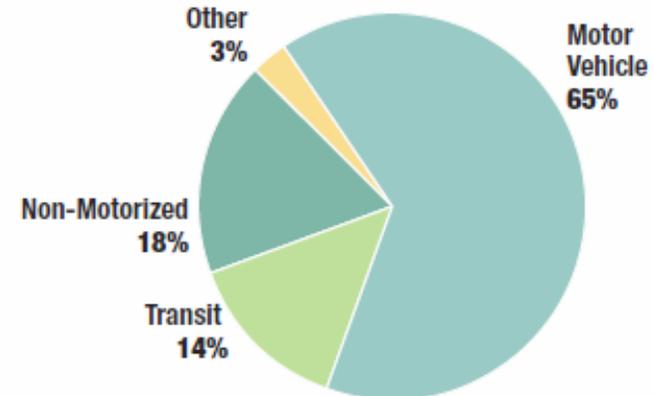
Share of Trips by Mode
Total Population



Share of Trips by Mode
Racial/Ethnic Minority Population



Share of Trips by Mode
Low-Income Population



Analysis Approach

- Demographic and geographic data are used to estimate the shares of 2011 TIP investments made in low-income and minority communities
- This investment share is then compared with each community's proportional population and trip-making patterns

Methodology Overview

Two methodologies were used:

- Population Use-Based Analysis:
 - Use-based
 - Compares % of investment for low-income and minority populations to % of use of the transportation system by the same populations.
- Geographic-Based Analysis:
 - Location and access-based; it does not take into account system use.
 - Compares the % of investment in communities of concern (CoCs) to % population or infrastructure located in these communities.

Key Findings: Overall

- Key question posed - “Are low-income and minority populations sharing equitably in the TIP’s financial investments?”
- Several results suggest the 2011 TIP invests greater share of funding to the benefit of low-income and minority communities than their proportionate share of the region’s population or travel as a whole

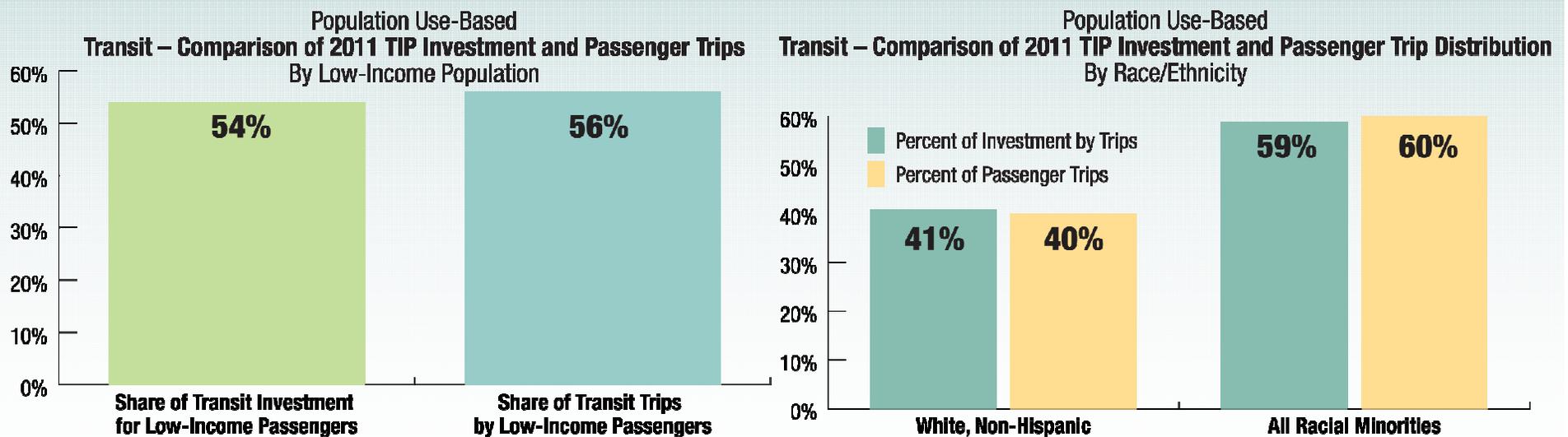
Key Findings: Total Investments

- Both methodologies – for total investments – show a higher proportional investment in the 2011 TIP than either the proportionate share of trips taken by minority and low-income populations, or communities of concern populations

	2011 TIP Investment Share	Share of Total Trips/Population
Population Use-Based		
<i>Low-Income</i>	23%	16% (total trips)
<i>Minority</i>	49%	42% (total trips)
Geographic-Based	37%	33% (population - community of concern)

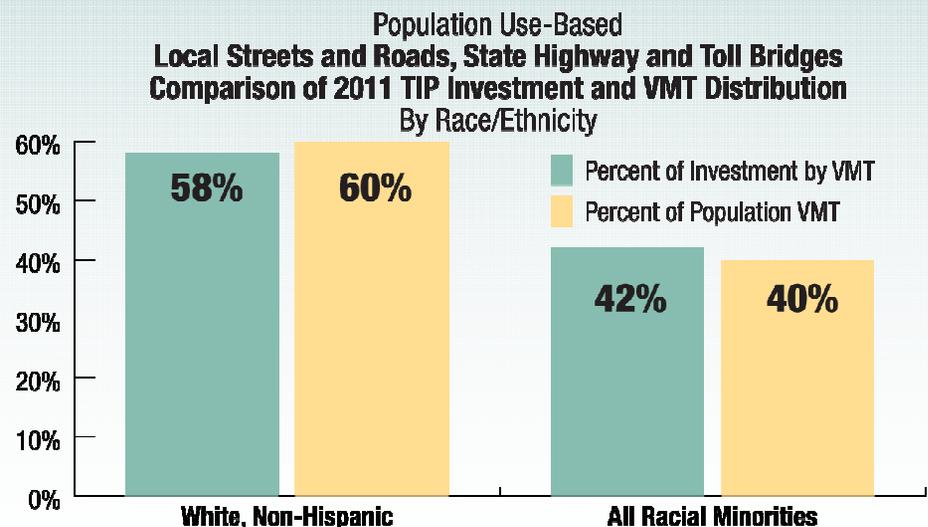
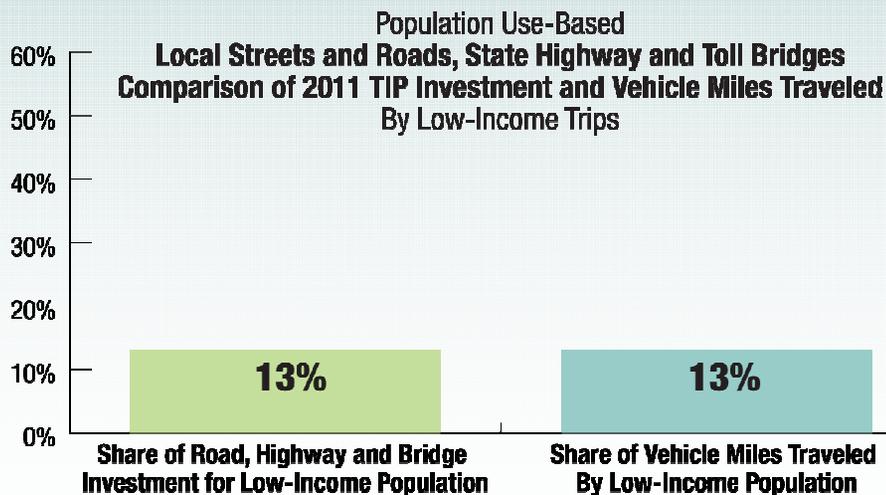
Key Findings: Transit Investments

- Results mixed for modal investment using Population Use-Based methodology
 - Share of transit investment was slightly lower than the share of trips for low-income populations
 - Share of transit investment was slightly lower than the share of transit trips made by minority populations



Key Findings: State Highway/Roadway \$

- Results mixed for modal investment using Population Use-Based methodology
 - Share of road investment equal to vehicle miles traveled by low-income populations
 - Share of road investment was slightly higher than the share of vehicle miles traveled by minority populations



Next Steps for Investment Analysis

- Continue to research and identify best practices
- Improve use of GIS data
- Update and make more consistently available survey data sets for Bay Area travel behavior and demographics
- Improve the analytical framework for assessing benefits and burdens to low-income and minority populations for future TIP analysis

Next Steps for 2011 TIP

- Public comment period through September 30th
- Additional public comments and a presentation of TIP analysis will be provided at the September 22, 2010 Commission meeting
- The 2011 TIP is scheduled for adoption by the Commission at the October 27, 2010 meeting

