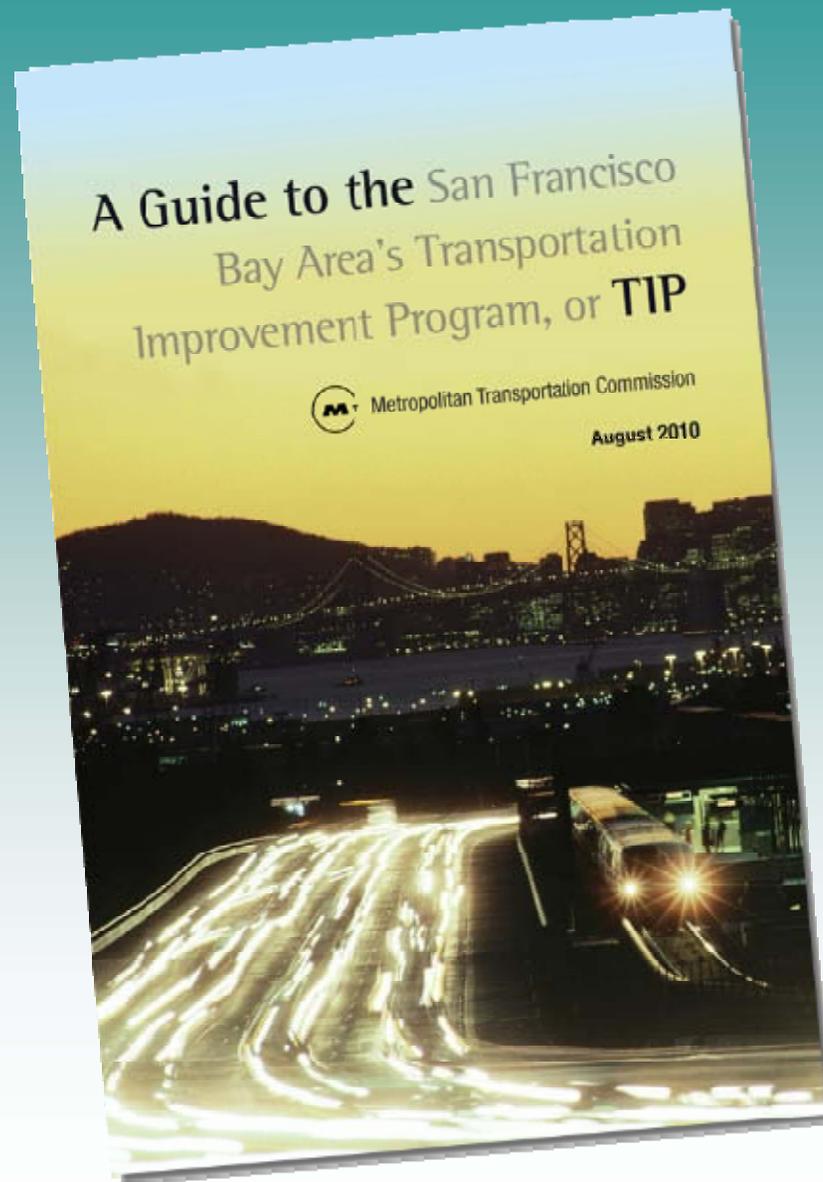


2011 TIP Investment Analysis



**Presentation to the
MTC Commission**

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?”

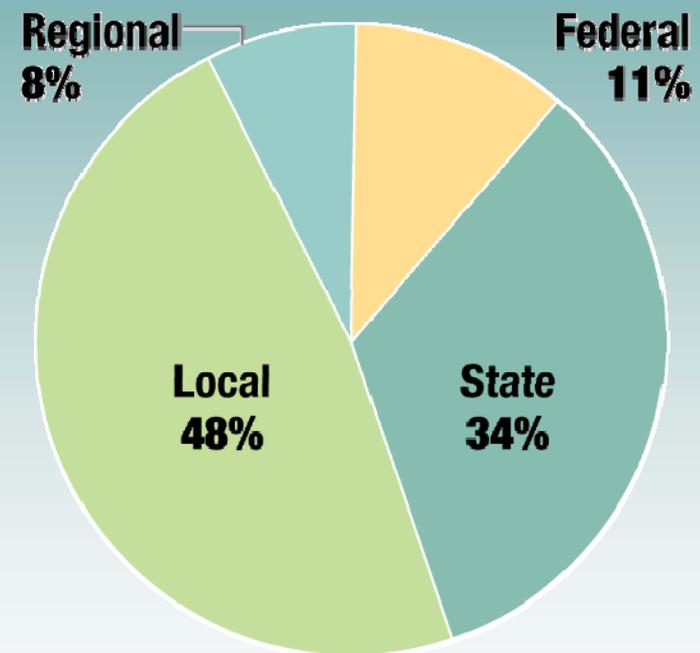
Background / Recent Related Efforts

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

About the 2011 TIP

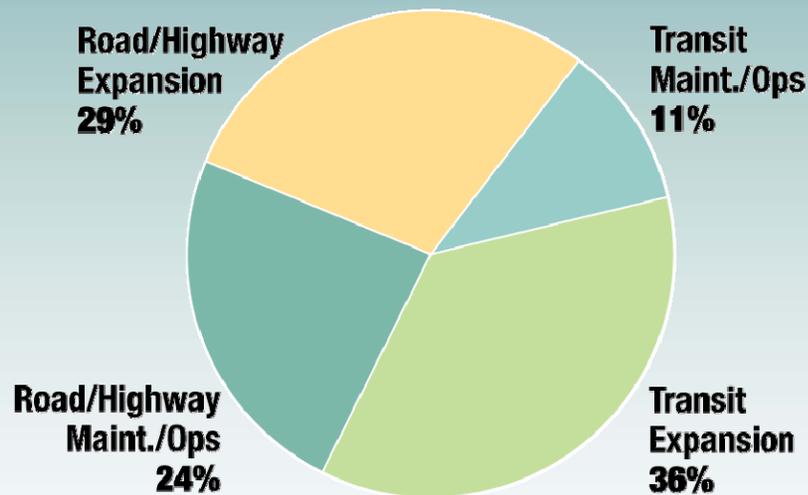
- Includes nearly 1,000 surface transportation projects
- Total investment level of approximately \$11.1 billion
- Covers four-year period through Fiscal Year 2014
- Local funds are largest share, even though TIP is focused on projects with a federal interest

TIP Funds by Source

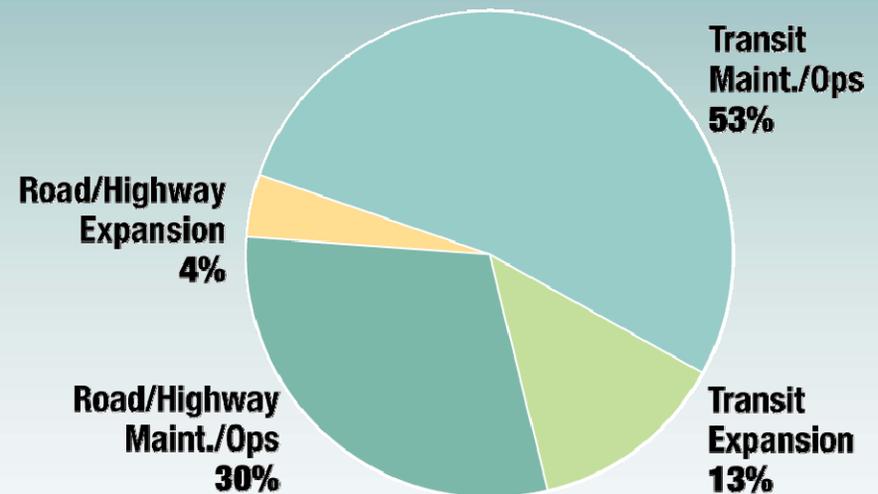


Key Differences: 2011 TIP and Transportation 2035

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, for only a 4-year period**
 - 2011 TIP focused on regionally significant projects of federal interest
 - 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**

Context - Bay Area Demographics

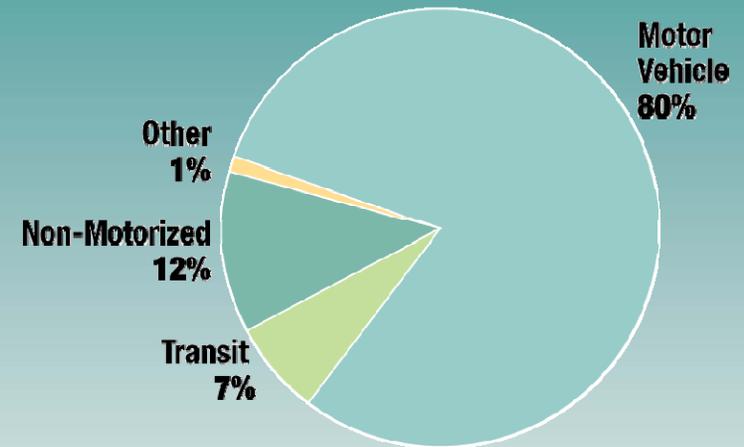
Population Distribution by Household Income		
	Population	% of Total
Low-Income (\leq \$50,000)	1,753,180	25%
Not Low-Income ($>$ \$50,000)	5,155,599	75%
Total	6,908,779	100%
Population by Race/Ethnicity		
	Number of Households	% of Total
Minority	3,721,079	54%
White Non-Hispanic	3,176,804	46%
Total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

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

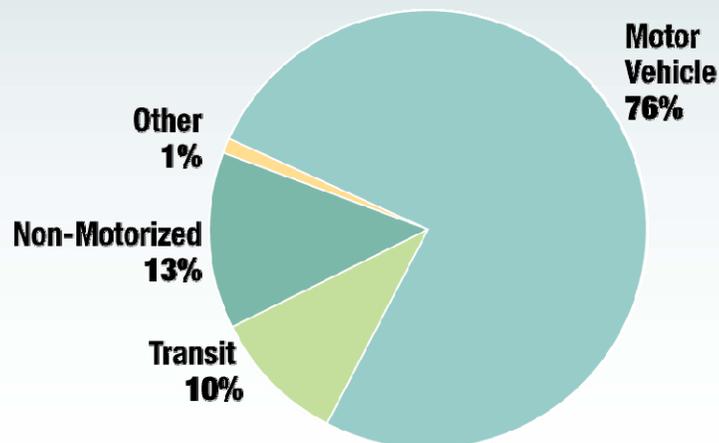
Context – Bay Area Demographics

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

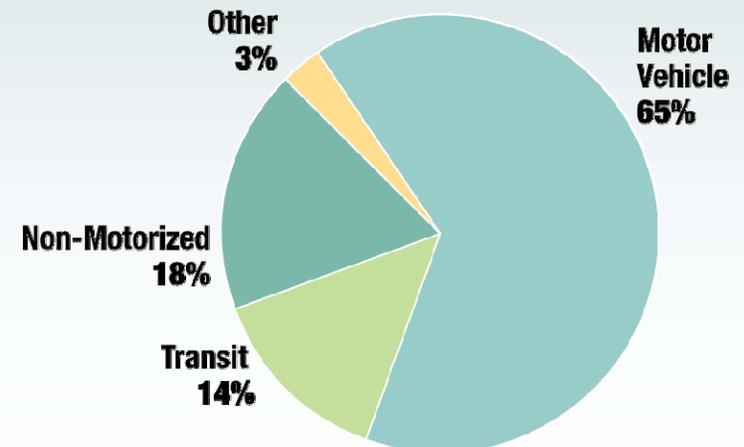
Share of Trips by Mode
Total Population



Share of Trips by Mode
Racial/Ethnic Minority Population



Share of Trips by Mode
Low-Income Population



Methodology Overview

Two Methodologies:

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

Key Findings: Overall

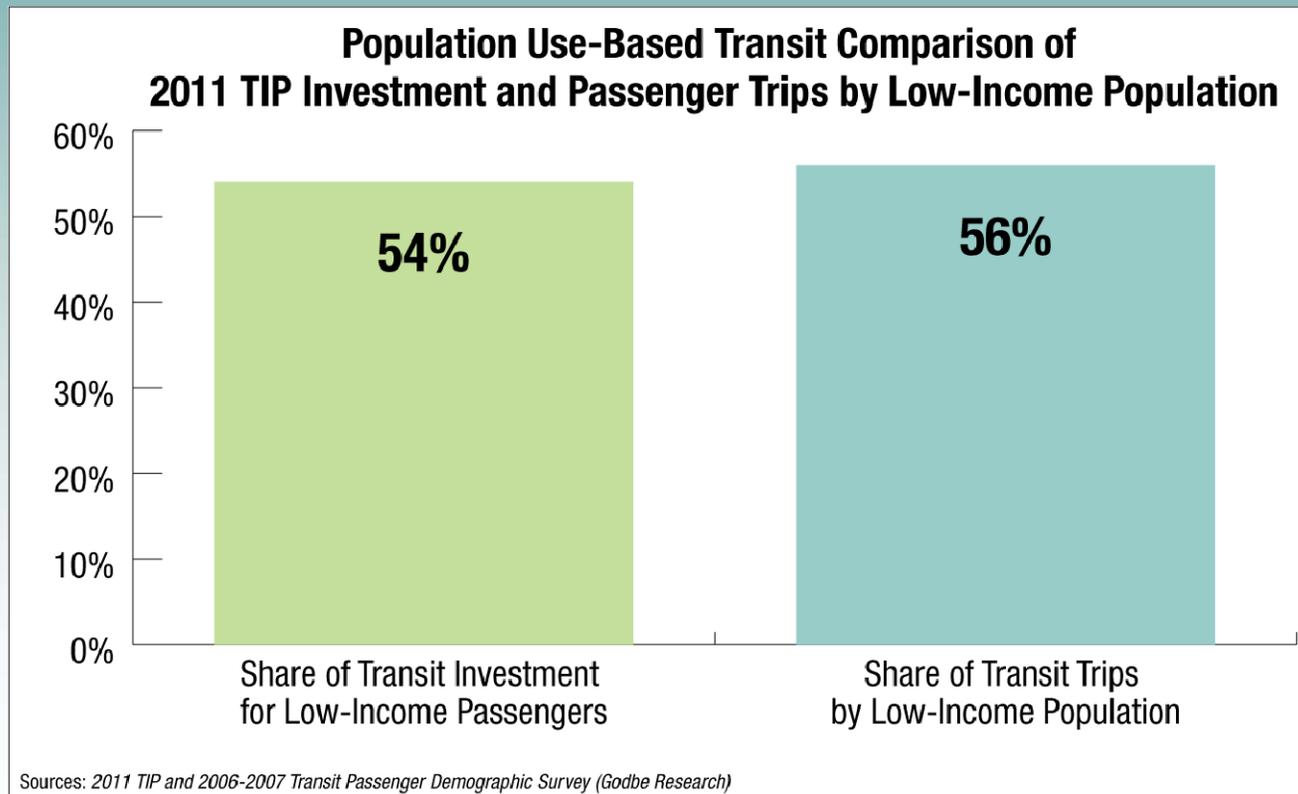
- Key question posed — “Are low-income and minority populations sharing equitably in the TIP’s financial investments?”
- Results suggest the 2011 TIP invests equal or greater share of funding to the benefit of low-income and minority communities than their proportionate share of the region’s population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

Key Findings: Total Investments

	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)

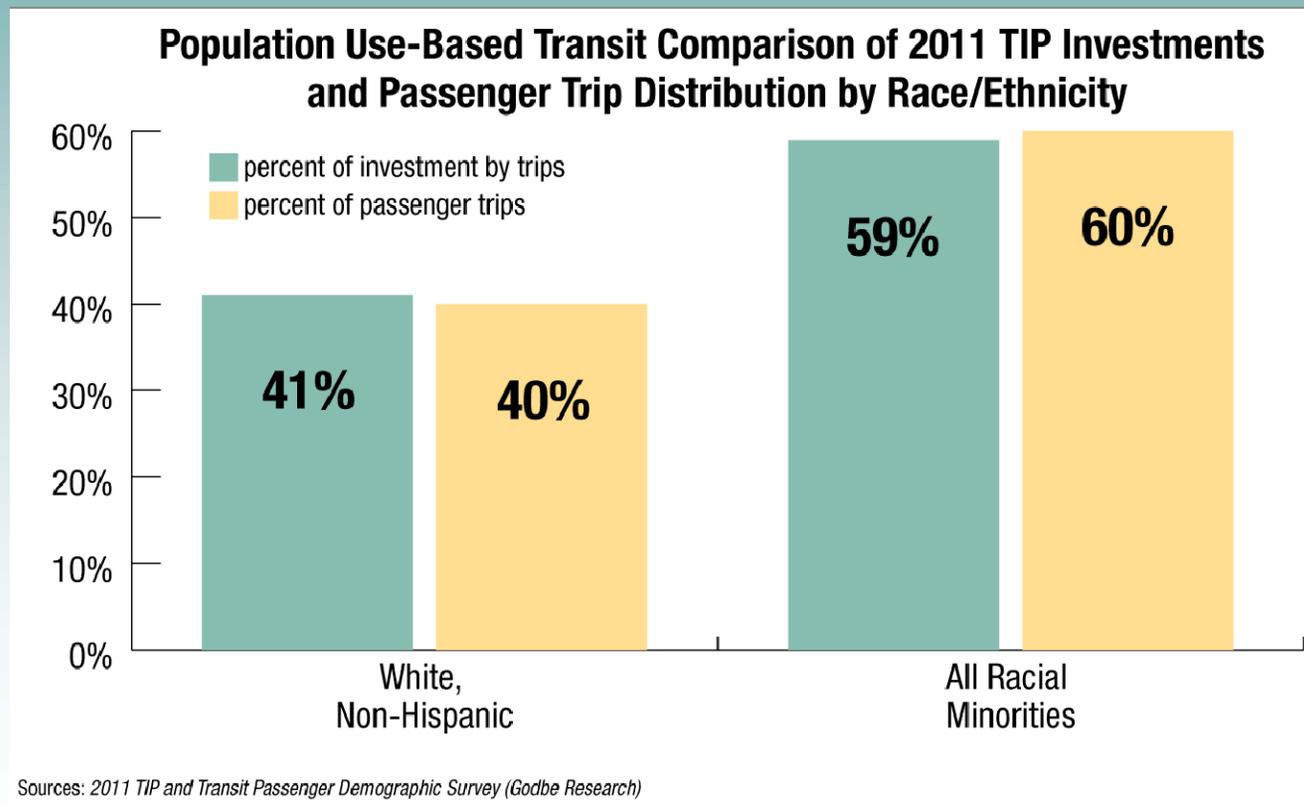
Key Findings: Transit Investments

- Share of transit investment was slightly lower than the share of trips for low-income populations



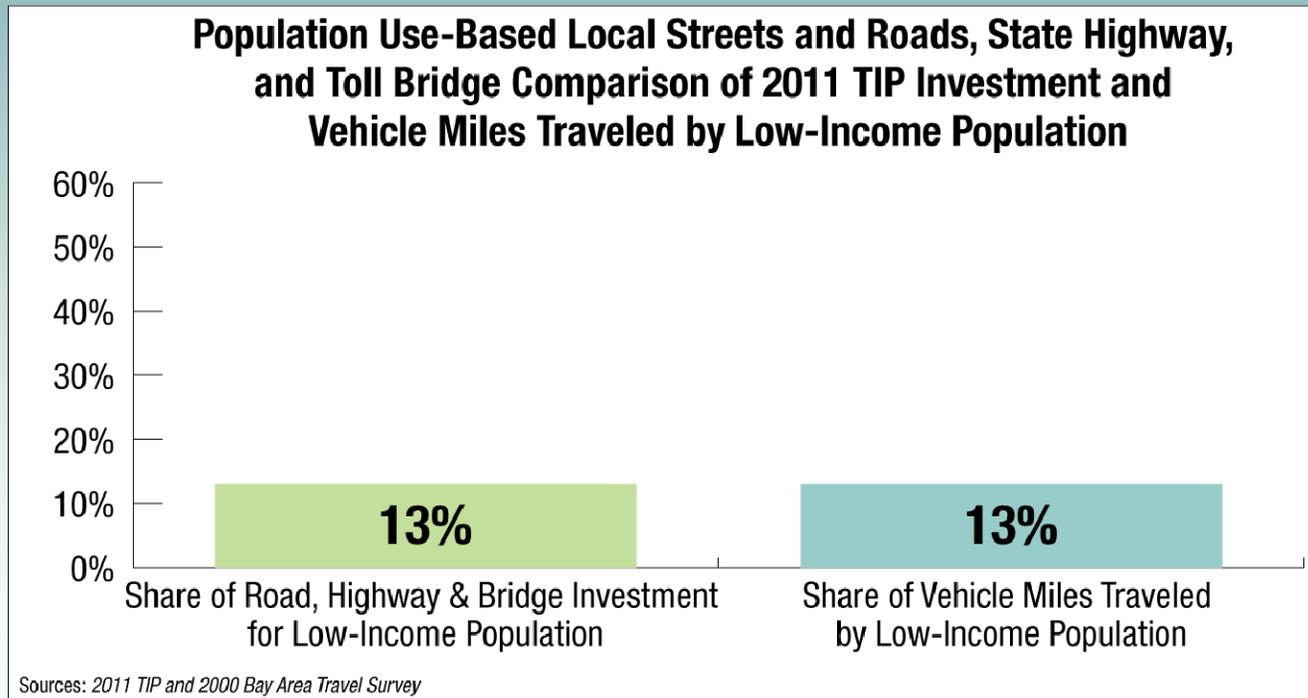
Key Findings: Transit Investments

- Share of transit investment was slightly lower than the share of transit trips made by minority populations



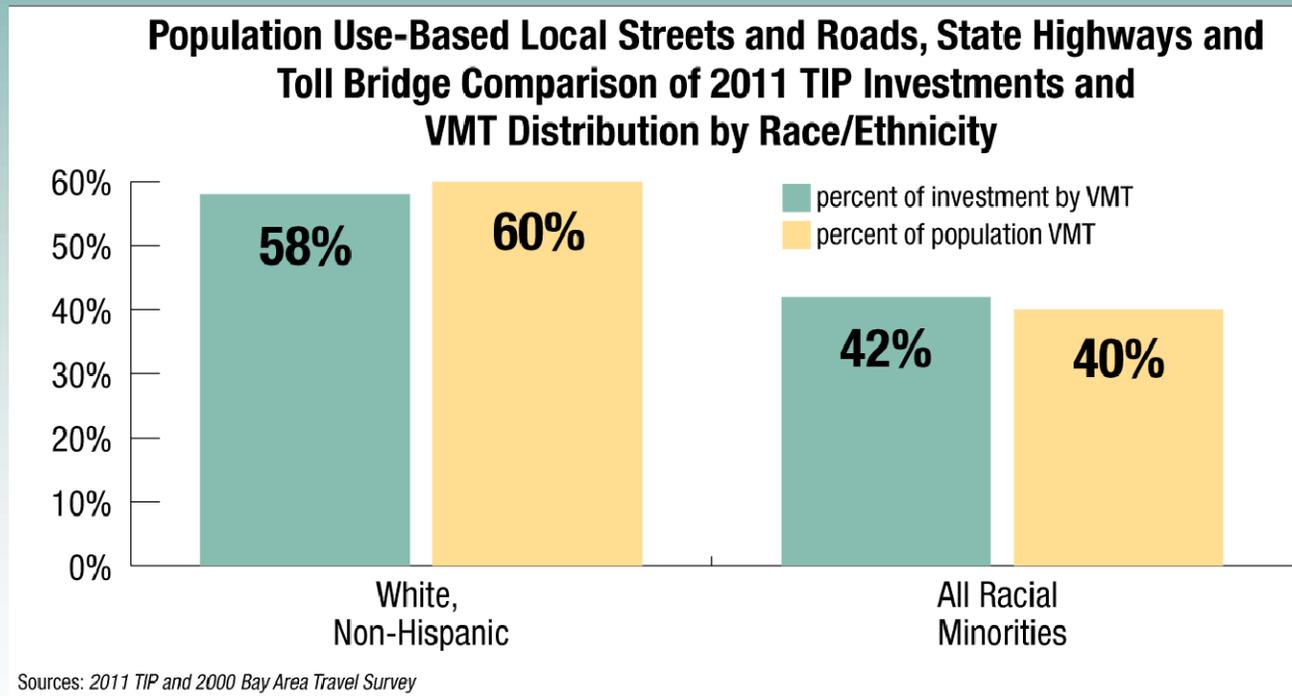
Key Findings: State Highway/Roadway Investment

- Share of road investment equal to vehicle miles traveled by low-income populations



Key Findings: State Highway/Roadway Investment

- Share of road investment was slightly higher than the share of vehicle miles traveled by minority populations

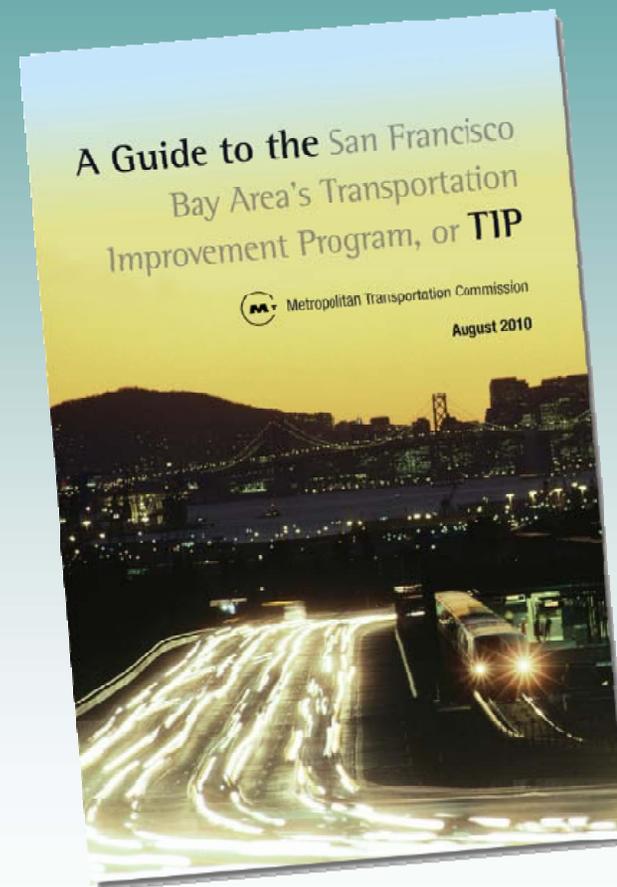


Next Steps for Investment Analysis

- Continue to research and identify best practices
- Improve use of GIS data
- Update and standardize survey data 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 analyses

Next Steps for 2011 TIP

- **Public comment period through September 30th**
- **Adoption by the Commission on October 27, 2010**

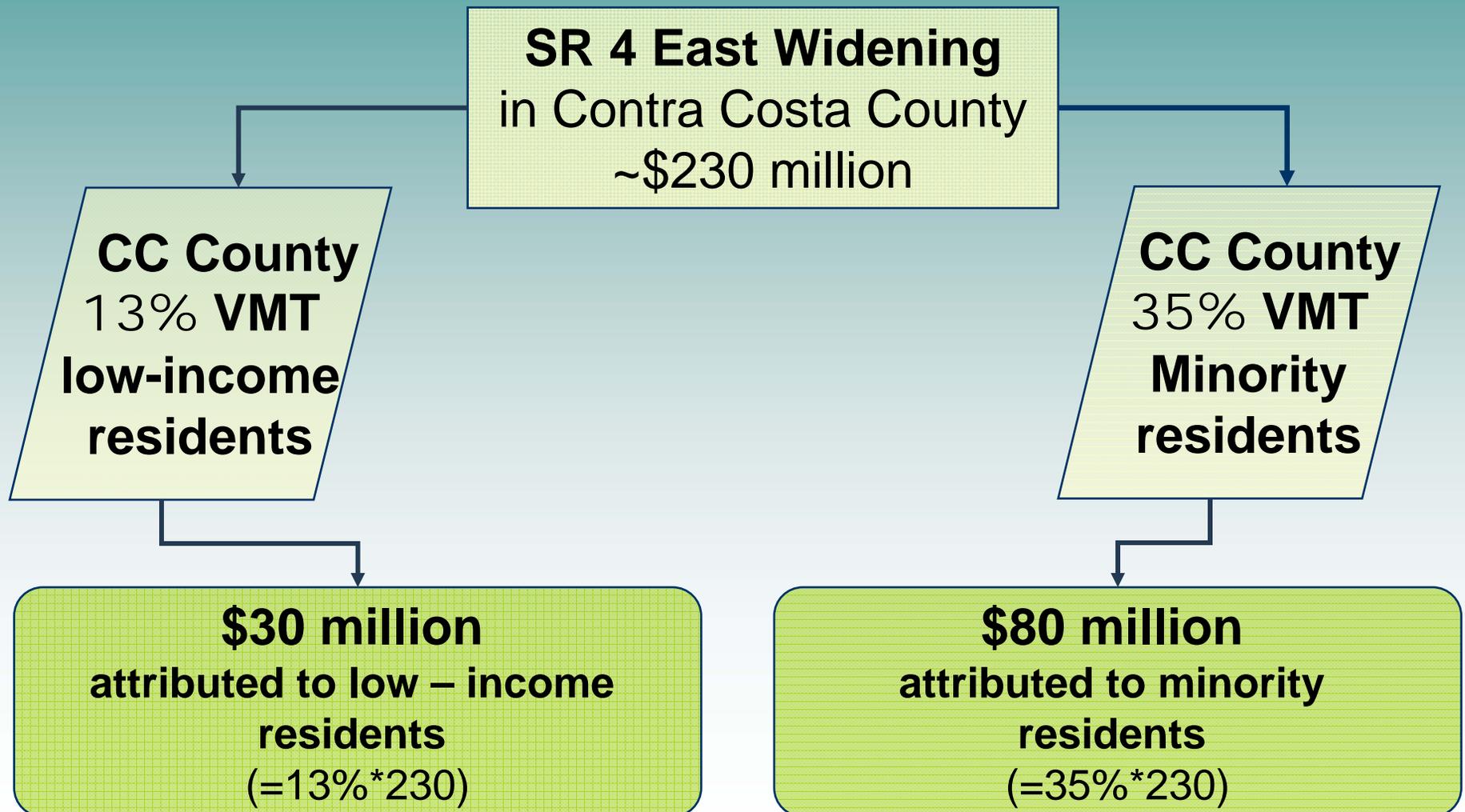


Examples

(if needed)

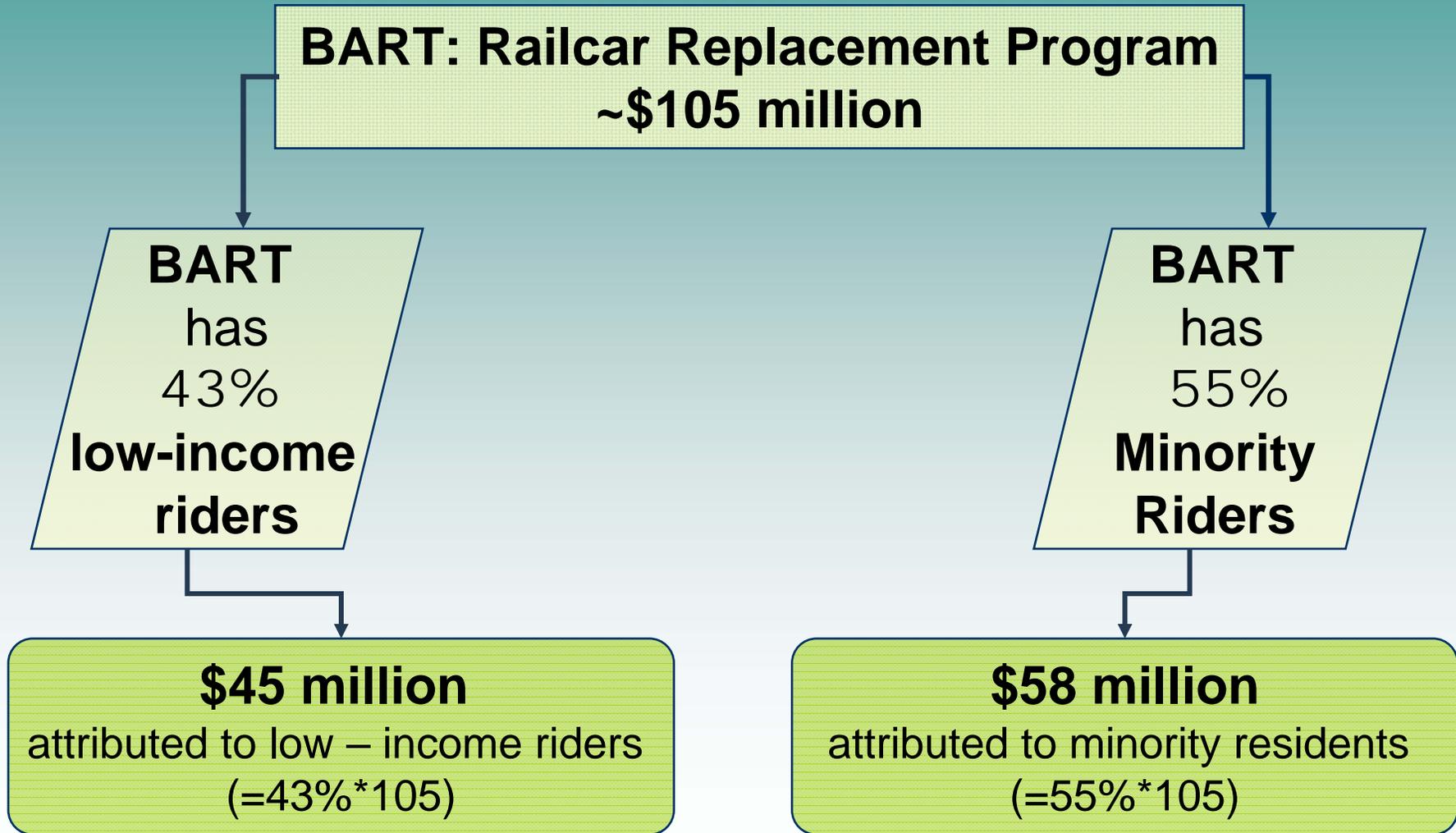
Example Project Assignment

Population Use-Based: State Highway



Example Project Assignment

Population Use-Based: Transit



Example Project Assignment

Geographic - Based: State Highway

**SR 4 East Widening
in Contra Costa County
~\$230 million**

**CC County's Share
of State Highway Mileage in
Communities of Concern
(CoCs) is 18%**

\$41 million
attributed to residents in CoCs
(=18%*230)

Example Project Assignment

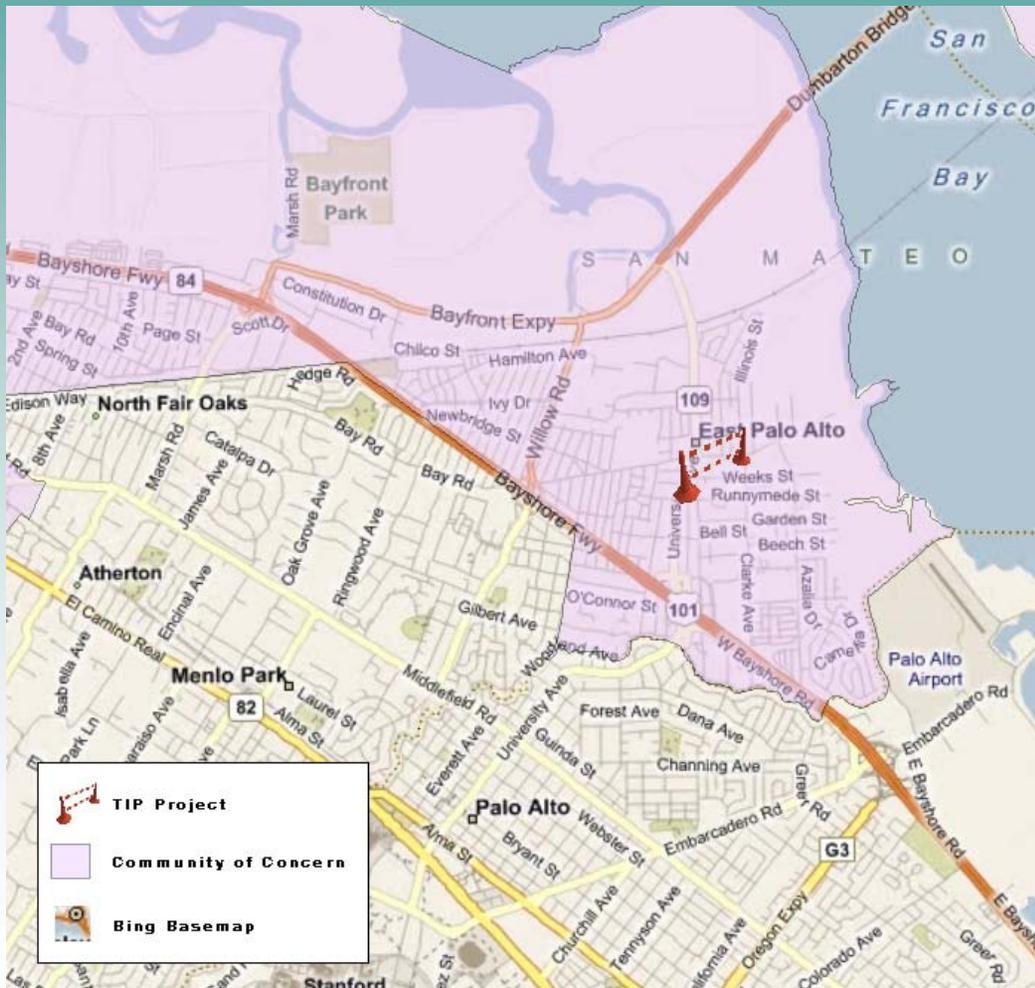
Geographic - Based: Transit

BART: Railcar Replacement Program
~\$105 million

BART's Share
of Number of Stations in a
Community of Concern
is **51%**

\$55 million
attributed to residents in CoCs
(=51%*105)

Example Project Assignment Geographic - Based: Local Project



**Bay Road
Improvement Project
in San Mateo County
~\$5 million**

**Mapped and in a
Community of
Concern**

**\$5 million
attributed to
residents in CoCs
(=100%*5)**