

# **2021 TIP Investment Analysis**

A FOCUS ON LOW-INCOME AND MINORITY POPULATIONS,  
SENIORS, AND PERSONS WITH DISABILITIES

## **INTRODUCTION**

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The 2021 TIP Investment Analysis is an assessment of TIP investments through an equity lens, specifically focused on the Bay Area's disadvantaged populations. The purpose of the analysis is to understand if low-income and minority populations, seniors, and persons with disabilities are sharing equitably in the region's near-term transportation investments. Although investment information is current as of development of the 2021 TIP, travel data and modal usage is pre-COVID-19. Any long-term impacts to travel patterns due to COVID-19 will be reflected in the analysis of future TIPs.

### **2021 TIP**

The Bay Area's 2021 TIP covers the four-year period of FY 2020-21 through FY 2023-24 and includes approximately 350 transportation projects with \$10.3 billion in committed funding during the four-year period.

### **Projects in the TIP**

The TIP includes all transportation projects that are federally funded, require a federal action, or are considered regionally significant for air quality conformity purposes. The majority of projects in the TIP are federally funded, although some local or state-funded projects are also included, particularly those that are large in scale or impact travel patterns over a relatively large geographic area, such as a new lane on a state highway. In reviewing TIP investments as a whole, it is important to keep in mind that most transportation projects are local, in both scale and funding, and these projects are typically not reflected in the TIP. These projects include pavement preservation, transit operations and maintenance, planning efforts, bicycle/pedestrian improvements, and minor intersection improvements.

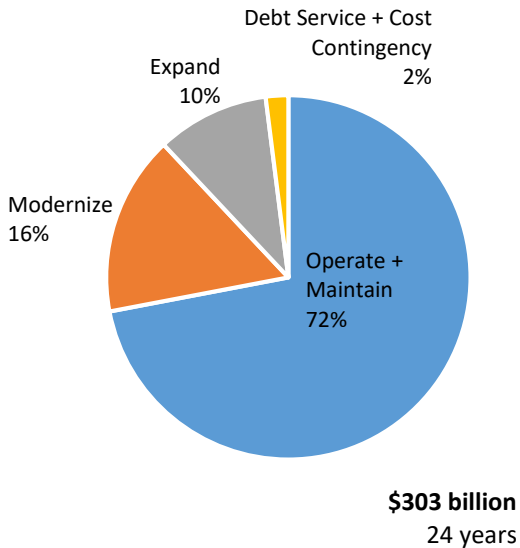
All projects included in the TIP must be consistent with the region's long-range plan, the Amended Plan Bay Area 2040 (the Plan). As such, the TIP represents a four-year snapshot that is a small part of the 24 years of the Plan.

In addition to the total investments captured in the TIP versus the Plan, there is an important difference between these two documents that complicates any side-by-side comparison. While the Plan includes the universe of revenues reasonably expected to be available (federal, state, local, and private funds) to implement planned transportation projects, program, and strategies, the TIP is much more focused on projects with federal funding or that affect air quality conformity. This means that the TIP is more heavily weighted toward large capital projects, such as transit and highway expansions, that are more likely to require federal funds or action. The vast majority of funds that go to operate, maintain, and manage the region's existing transportation system, a top priority of the long-range plan, are not typically captured in a TIP as they tend to be locally funded. See Figure 1, on the following page, for an illustration of this distinction.

**Figure 1. TIP and Plan Investments by Mode/Type**

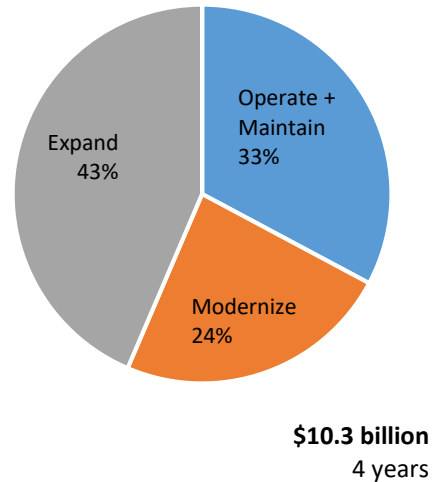
**Plan Bay Area 2040 Investments**

Expenditures by Investment Strategy



**2021 TIP Investments**

Expenditures by Investment Strategy



The narrower focus of the TIP also means only a fraction of total regional transportation expenditures are captured in any given year. On average, one year of investments in the 2021 TIP accounts for less than a quarter of annual expenditures in the regional long-range plan.

Another feature of the TIP that distinguishes it from the regional long-range plan is that it tends to be a more dynamic document – meaning that it is revised frequently to reflect changing funding and project changes, and on-going funding efforts. For context, the 2019 TIP was amended or modified more than 40 times in the two years following its federal approval.

**Equity and Environmental Justice Considerations**

As the federally designated Metropolitan Planning Organization (MPO) for the Bay Area, MTC is required to ensure that the region’s transportation planning processes comply with applicable equity and environmental justice requirements. The legal, regulatory, and policy framework for addressing those issues is described in Appendix A and includes:

- ❖ **Title VI of the Civil Rights Act:** states that no person shall be subject to discrimination based on his or her race, color or national origin under any federally funded program.
- ❖ **Federal Guidance on Environmental Justice:** requirement that federal programs and funds do not result in disproportionately high and adverse impacts on minority and low-income populations.

- ❖ **MTC's Environmental Justice Principles:** adopted principles that affirm MTC's ongoing commitments to:
  - ◆ Create an open and transparent public participation process that empowers disadvantaged communities to participate in decision making that affects them, and
  - ◆ Collect accurate and current data essential to defining and understanding the presence and extent of inequities, if any, in transportation funding based on race and income.

MTC satisfies its requirements for equity and environmental justice primarily through Plan Bay Area's Equity Analysis, MTC's Public Participation Plan, and MTC's broader Title VI program. To further build upon MTC's commitment to address equity concerns, the TIP Investment Analysis provides the public with an additional opportunity to assess the region's near-term transportation investments funded within the TIP.

# BAY AREA COMMUNITY CONTEXT

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## Demographic Profile

An important first step of the investment analysis is to understand the demographic context and travel patterns for the Bay Area.

### *Race and Ethnicity*

The Bay Area is one of the most diverse regions in the country, with 62 percent of the population identifying as non-white. Within the region, more than a quarter of the population identifies as Asian (27%), followed closely by Hispanic or Latino (24%), and then Black or African American (6%). Other racial minorities, including those identifying as two or more races, account for the remaining 5% of the population.

**TABLE 1. Population Distribution by Race/Ethnicity**

	Population (in millions)	%
<b>Non-white</b>	<b>4.7</b>	<b>62%</b>
Asian	2.1	27%
Hispanic or Latino	1.8	24%
Black or African American	0.5	6%
Other minority	0.4	5%
<b>White</b>	<b>3.0</b>	<b>38%</b>
Total	7.7	100%

Notes: Tabulation prepared by MTC based on data from 2019 American Community Survey, Table C03002.

### *Income*

Although the Bay Area's economy has shown strong growth over the past few decades, regional levels of poverty persist. Approximately 10 percent of the population lives below the federal poverty level (\$25,100 a year for a family of four). Another 12 percent of the region's households are technically above the federal poverty line but still qualify as low-income for the purposes of this analysis, defined as households with incomes that fall below \$50,000 (approximately 200 percent of the federal poverty line for a family of four). For reference, the 2018 household median income ranges from nearly \$78,000 in Solano County to more than \$116,000 in Santa Clara County.

**TABLE 2. Population Distribution by Household Income**

	Population (in millions)	%
<b>Low-Income</b>	<b>1.7</b>	<b>22%</b>
<\$25,000	0.8	10%
\$25,000 - \$49,999	0.9	12%
<b>Not Low-Income</b>	<b>6.0</b>	<b>78%</b>
\$50,000 - \$99,999	1.8	24%
\$100,000 - \$149,999	1.5	19%
>\$150,000	2.7	35%
Total	7.7	100%

Notes: Tabulation prepared by MTC based on data from 2018 American Community Survey Public Use Microdata Samples. Income is calculated in 2018-denominated dollars. Note that the universe is persons in households and excludes persons living in group quarters.

### Seniors and Persons with Disabilities

Nearly 15% of the Bay Area’s population is aged 65 or older. Persons reporting disabilities across six categories defined by the Census Bureau total more than 9% of the region’s population.

**TABLE 3. Seniors and Persons with Disabilities**

	Population (in millions)	%
<b>Seniors</b>	1.1	15%
<b>Persons with Disabilities</b>	0.7	9%

Notes: Tabulation prepared by MTC based on data from 2019 American Community Survey Tables C18101 and B01001. Note that the universe is civilian noninstitutionalized population counted in disability.

### Travel Patterns

Commute trips by Bay Area residents are overwhelmingly made by motor vehicle (76%) followed by transit (12%), non-motorized trips (5%), telecommute (6%), and other modes (1%). Travel pattern data is pre-COVID-19. Any long-term impacts to travel patterns due to COVID-19 will be reflected in future TIP analyses, once updated data becomes available.

**TABLE 4. Share of Commute Trips by Mode by Population**

	Low- Income	Minority	Seniors	Total Population
<b>Roadway (Motorized)</b>	73%	78%	73%	76%
<b>Roadway (Non-motorized)</b>	8%	4%	4%	5%
<b>Transit</b>	11%	12%	8%	12%
<b>Telecommute</b>	6%	4%	14%	6%
<b>Other</b>	2%	1%	1%	1%
<b>Total</b>	100%	100%	100%	100%

Notes: Tabulation prepared by MTC based on data from 2016 American Community Survey Public Use Microdata Samples. Income is calculated in 2016-denominated dollars. Note that the universe is persons in households and excludes persons living in group quarters.

The share of all trips (including both commute and non-commute trips) made by target population groups is provided in Table 4 below. While there are differences in the travel patterns of low-income, minority and senior populations, the vast majority of all trips are categorized as roadway trips, which includes highway and roadway travel as well as trips made by walking or biking.

**TABLE 5. Share of Commute and Non-Commute Trips by Mode by Population**

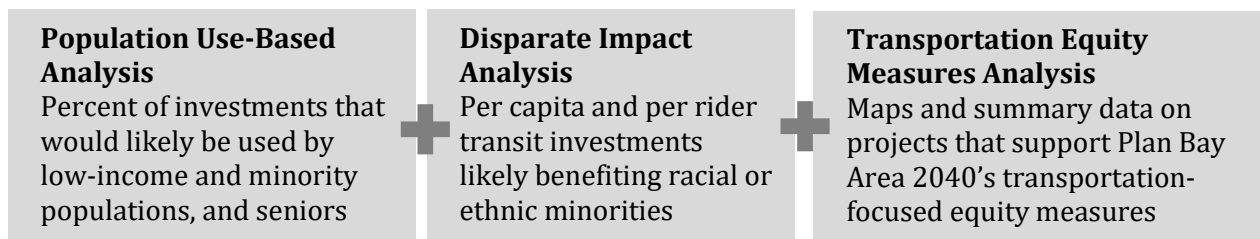
	Low- Income	Minority	Seniors	Total Population
<b>Roadway (Motorized)</b>	74%	80%	82%	80%
<b>Roadway (Non-motorized)</b>	18%	14%	14%	15%
<b>Transit</b>	7%	6%	4%	5%
<b>Total</b>	100%	100%	100%	100%

Notes: Tabulation based on 2012 California Household Travel Survey. Tabulation does not include share of trips made by persons with disabilities due to sample size limitations.

## METHODOLOGY

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The 2021 TIP investment analysis is built on three components that work together to inform how low-income and minority communities, seniors, and persons with disabilities may be affected by the investments in the 2021 TIP.



The methodologies used in each analysis are described in more detail below. Appendix B includes definitions and data sources used in this analysis.

### Population Use-Based Analysis

This portion of the analysis compares the estimated percent of investments included in the TIP that benefit low-income and minority populations, as well as seniors, to the percent of these populations' relative usage of the transportation system, for both roadways and transit. The analysis measures transit and motor vehicle trips using the 2012-2013 California Household Travel Survey.

1. For this analysis, investments in the TIP are separated into two modes: transit and local streets and roads/highway (referred to as "roadway"). For simplicity, pedestrian and bicycle projects are assigned to local streets and roads and not evaluated as a separate mode of travel or investment type.

For reference, Appendix C includes maps for each county with projects shown with their roadway or transit categorization.

2. To analyze what share of each mode (transit and roadway) low-income, minority, and senior populations utilize, the following definitions are used to identify disadvantaged populations:
  - **Low-Income Households:** Low-income households were defined as households earning \$50,000 or less. This is roughly equivalent to 200 percent of the federal poverty level for a family of four.
  - **Minority Households:** For this analysis, minority households were defined using U.S. Census Bureau definitions. Racial and ethnic minorities examined in this analysis are Hispanic, black or African American, Asian, and other or two or more races.
  - **Seniors:** Seniors are defined as persons aged 65 and over.

3. The assignment of investments by usage is then performed by multiplying the percent of use of the mode by the investment in that particular mode. This analysis is conducted at the county level for highways and roadways and at the transit-operator level for transit.

For the multimodal, aggregate analysis, trip data from the household travel survey is used. As an illustrative example, low-income populations make 32% of Alameda County roadway trips. For a \$50 million state highway project in that county, 32% or \$16 million, would be assigned as a financial benefit to low-income populations and the remaining 68%, or \$34 million, to the remaining population. A similar approach is followed for transit investments by operator. A similar analysis is conducted using roadway vehicle miles traveled (VMT) and transit origin-destination distance.

For the in-depth analysis, transit usage data is derived from the most recent transit survey data available for each operator through MTC's ongoing Transit Passenger Demographic Survey. For in-depth roadway usage, VMT data is used from the household travel survey.

4. The investments by mode (from county or transit operator data) are summed for low-income, minority, and senior populations based on each group's usage share of each mode. The percent of usage of the system by the target and other populations is then compared to the percent of investment for trips supporting that population.

### **Disparate Impact Analysis**

This portion of the analysis compares 2021 TIP investments per capita for racial or ethnic minority populations to per capita investments identified for non-minority populations, to investigate whether disadvantaged persons in the region are receiving an equitable share of the benefits from TIP investments. Due to the similarities in the analysis required by the Federal Transit Administration (FTA) for the long-range transportation plan, this portion of the analysis is also referred to as the Title VI analysis. The disparate impact analysis is not a required component of the TIP, and is provided for informational purposes only.

This portion of the analysis focuses on federal- and state-funded projects only. Some of the State and Federal fund sources included are FTA 5307, FTA 5309, FTA 5311, FTA 5337 funds, STP/CMAQ, Proposition 1B, and Senate Bill 1 (SB 1) funds. In addition, racial or ethnic minority groups (Asian, Black or African American, Hispanic or Latino and other minorities) are evaluated collectively in comparison to the investments per capita for non-minority populations.

The disparate impact analysis incorporates the quantitative results produced by the population/use-based analysis for state and federally funded projects. Investments are first expressed in terms of investments per capita for both minority and non-minority transit riders (or total population) in the region as follows:



$$\text{Minority benefit per capita} = \frac{\text{Total transit investments allocated to minority riders}}{\text{Total regional minority transit ridership (or population)}}$$

$$\text{Non-minority benefit per capita} = \frac{\text{Total transit investments allocated to non-minority riders}}{\text{Total regional non-minority transit ridership (or population)}}$$

Next, the minority and non-minority per-capita benefit results are compared, expressing the minority benefit per capita as a percentage of the non-minority benefit per capita:

$$\text{Result (\%)} = \frac{\text{Minority benefit per capita}}{\text{Non-minority benefit per capita}}$$

Although FTA does not provide specific guidance or standard benchmarks for MPOs to use in the metropolitan planning process to determine whether any given result for a long-range plan represents a disparate impact, a general practice is to use the percentage result to determine whether any differences between benefits for minority or non-minority populations may be considered statistically significant. If a disparate impact in the long-range plan is found to be statistically significant, consideration must then be given to “whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.”<sup>1</sup> As stated earlier, the disparate impact analysis is not a federal requirement for the TIP, and is included in the 2021 TIP Investment Analysis for informational purposes.

### Transportation Equity Measures Analysis

The third component of the analysis highlights projects and investments that are likely to support our regional performance targets in four transportation-related equity measures from Plan Bay Area 2040.

Plan Bay Area 2040		
Goal Area	Goal #	Performance Target
Healthy and Safe Communities	3	Reduced adverse health impacts associated with air quality, road safety, and physical inactivity by 10%
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
Transportation System Effectiveness	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%

In 2019 TIP Investment Analysis, an additional Plan Bay Area 2040 equity measure was included. The target for Equitable Access was to decrease the share of lower-income residents’ household income consumed by transportation and housing by 10%. Due to limitations of the travel demand model in estimating changes in transportation costs from projects in the TIP, this measure was not included in the 2021 TIP Investment Analysis.

<sup>1</sup> FTA Circular 4702.1B, page VI-2.

### ***Healthy and Safe Communities***

Projects that are expected to contribute towards reaching our regional goals for healthy and safe communities include projects that improve road safety, projects that increase physical activity, and projects that improve air quality. These projects are identified by:

- **Safety:** Projects identified by the project sponsors as having a primary purpose of addressing safety, or as anticipated to have a significant impact on reducing fatalities and serious injuries for all users.
- **Physical Activity:** Projects identified by project sponsors as being focused primarily on bicycle or pedestrians (greater than 50% of the project's investment supports bicyclists and/or pedestrians), and the total investments included in the TIP that support bicycle or pedestrian mode regardless of the project's primary purpose.
- **Air Quality:** Projects funded with federal Congestion Mitigation Air Quality Improvement Program (CMAQ), state California Air Resources Board (CARB), regional Transportation for Clean Air (TFCA) grants, or in MTC's Climate Initiatives Program.

The number and investment level of the projects supporting the healthy and safe communities goal area are summarized at the regional and county level. Safety and active transportation projects that have physical locations (ex.: a complete streets project, or an interchange improvement) are also mapped over the region's Communities of Concern (COCs).

### ***Economic Vitality***

Transportation projects that can be expected to increase accessibility to the share of jobs by car and transit are projects that reduce traffic congestion or improve the reliability of the existing transportation system. These projects are identified by:

- **Road Congestion/Reliability:** Road projects identified by the project sponsors as having a primary purpose of addressing congestion or system reliability, or projects anticipated as having a significant impact on congestion reduction or improved system reliability.
- **Transit Service/Capacity:** Transit projects identified by the project sponsors as having a primary purpose of addressing congestion or system reliability, or projects anticipated as having a significant impact on congestion reduction or improved system reliability.

The number and investment level of projects supporting the economic vitality goal area are summarized at the regional and county level. Additionally, projects identified as improving congestion or system reliability that have physical locations (ex.: a new bus rapid transit project, or a new HOV or express lane) are also mapped over the region's Communities of Concern (COCs).

### ***Transportation System Effectiveness***

The transportation system effectiveness goal area encompasses two performance measures: pavement condition and transit state of good repair. These projects are identified by:

- **Pavement Condition:** Projects that include a pavement rehabilitation or preservation component.
- **Transit State of Good Repair:** Projects that rehabilitate or replace existing transit assets.

The number and investment level of projects supporting improved pavement conditions are summarized at the regional level and county level. Additionally, pavement projects are also mapped over the region's Communities of Concern (COCs).

Transit state of good repair investments are summarized at the regional and transit operator level. As transit asset projects tend to be systemwide, rather than tied to a static location, they are not included in the Transportation System Effectiveness maps. Transit projects associated with new or expanded service in specific locations, such as a new light rail line, are represented in the Economic Vitality maps.

### **Limitations**

As a regional analysis, the methods used in the TIP investment analysis have several limitations. The most significant limitation is that the analysis does not directly assess the resulting benefit and burden of specific projects or programs, such as travel time savings or improved accessibility to jobs or other destinations. Other limitations are:

- ***TIP is a snapshot in time:*** It is also important to re-emphasize that the TIP does not reflect the full picture of transportation investments in the Bay Area over the long-term. As discussed in the introduction, the TIP only includes four years of near-term fund programming, compared to the 20+ years forecast in Plan Bay Area 2040. Also, funding shown in the TIP is included in the year that project phases begin or are obligated and does not reflect the actual flow of funding and expenditures within these phases. While rehabilitation programs will typically have their funding spread across many years, large capital projects tend to have their funding lumped into a single year in the TIP, even if the funds will actually be expended over a number of years, some of which may be outside the 4-year period of the TIP.
- ***Notes on assumptions:*** In addition, the analysis assumes that mode choice and system usage remain constant over time. System expansion, such as a new transit line or highway, and changing conditions, such as improvements to reliability and travel costs, tend to influence travel behavior over time. However, this analysis assumes that the usage derived in the recent travel survey and transit passenger surveys remain static over time.

The classification of investments into either roadway or transit investments also presents some limitations. For example, classifying a pavement rehabilitation project as strictly roadway does not account for the benefit to the region's transit vehicles that share the street with private automobiles.

- **Mapping limitations:** Mapping projects provides a visual representation of the location of projects in relation to COCs. However, project mapping also presents certain limitations. First, not all significant regional investments are mappable. For example, a substantial share of total funding in the TIP is dedicated to transit operators for ongoing maintenance and rehabilitation of their entire system, which cannot be represented as a simple point or line on a map in relation to a specific community. Second, displaying investments on a map does not translate into a direct benefit or burden for the surrounding communities. Given these limitations, the mapping analysis provides a qualitative, rather than quantitative, assessment of the spatial distribution of mappable projects included in the TIP.
- **Funding and project types:** Given the document's federal focus, the investments reflected in the TIP represent only about a quarter of all transportation investments in the Bay Area at any given time. As a result, the investment analysis does not capture the equity implications of many locally funded projects. Local projects tend to be smaller, in both geography and scope, but collectively, these projects are expected to have a significant impact on travel behaviors and experiences throughout the region.
- **Demographic data:** While the latest available demographic data was used in the investment analysis, some data sets have been updated more recently than others. The information from the household travel survey is more than 7 years old, with data collected from households between 2012 and 2013. The transit passenger survey data is more recent. However, the exact year of data collection varies, as MTC conducts the surveys by operator on a rolling basis. Given the pace with which travel patterns and behaviors have changed in recent years, the year in which data is collected is expected to influence the results of the analysis. Furthermore, travel pattern data is pre- COVID-19. Any long-term impacts to travel patterns due to COVID-19 will be reflected in future TIP analyses, once updated data becomes available.

The 2021 TIP Investment Analysis includes an analysis of investments benefiting seniors. Unfortunately, a similar analysis for persons with disabilities is not included due to sample size limitations of the travel survey, and data unavailability from the transit passenger demographic survey. However, a qualitative discussion of regional transportation investments that benefit seniors and persons with disabilities is included in the following section.

# ANALYSIS RESULTS & DISCUSSION

## Population Use-Based Results

The population use-based analysis is divided into three focus areas: income, race/ethnicity, and seniors. Additional information is also provided at the end of this section on regional efforts and initiatives to support and better understand the transportation needs of residents with transportation related disabilities.

### *Investments by Income*

Bay Area residents living in low-income households, earning less than \$50,000 per year, account for nearly a third of all trips (27%) in the region.

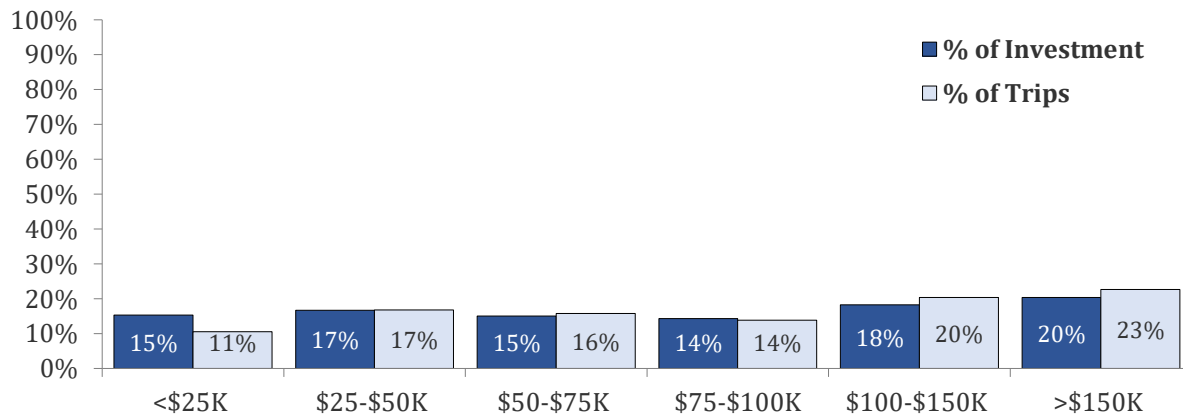
In the 2021 TIP, 32%, or more than \$3 billion, is directed to projects supporting trips made by residents from low-income households. The share of these investments supporting low-income trips exceeds the share of trips made by persons from low-income households by approximately 5%.

See Table 6 and Figures 2 and 3 for additional detail.

**TABLE 6. 2021 TIP Investments and Trips by Income**

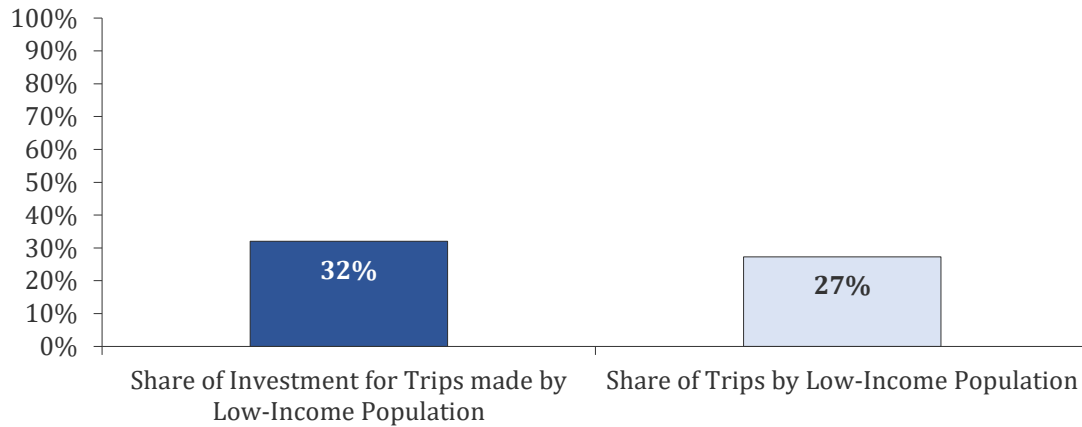
	2021 TIP Investments (in \$ billions)	% of Investment	% of Trips
<b>Low-Income</b>	<b>\$3.3</b>	<b>32%</b>	<b>27%</b>
<\$25,000	\$1.6	15%	11%
\$25,000 - \$49,999	\$1.7	17%	17%
<b>Not Low-Income</b>	<b>\$7.0</b>	<b>68%</b>	<b>73%</b>
\$50,000 - \$74,999	\$1.5	15%	16%
\$75,000 - \$99,999	\$1.5	14%	14%
\$100,000 - \$149,999	\$1.9	18%	20%
>\$150,000	\$2.1	20%	23%
<b>Total</b>	<b>\$10.3</b>	<b>100%</b>	<b>100%</b>

**FIGURE 2. 2021 TIP Investments and Trips by Income Category**



Source: Draft 2021 TIP and California Household Travel Survey

**FIGURE 3. 2021 TIP Investments and Low-Income Trips**



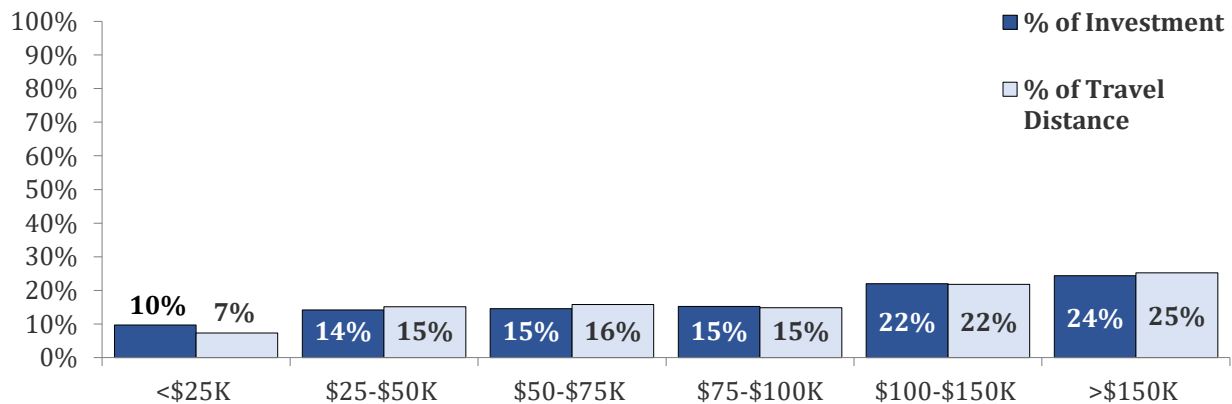
Source: 2021 TIP and California Household Travel Survey

Similarly, the share of investments in projects that support travel made by low-income populations (24%) slightly exceeds their usage share of the transportation system in terms of share of the total distance traveled (22%) – vehicle miles traveled (VMT) for auto trips and origin-destination distance for transit trips. See Table 7 and Figure 4.

**TABLE 7. 2021 TIP Investments and Travel Distance by Income**

	2021 TIP Investments (in \$ billions)	% of Investment	% of Total Travel Distance
<b>Low-Income</b>	<b>\$2.5</b>	<b>24%</b>	<b>22%</b>
<\$25,000	\$1.0	10%	7%
\$25,000 - \$49,999	\$1.5	14%	15%
<b>Not Low-Income</b>	<b>\$7.8</b>	<b>76%</b>	<b>78%</b>
\$50,000 - \$74,999	\$1.5	14%	16%
\$75,000 - \$99,999	\$1.6	16%	15%
\$100,000 - \$149,999	\$2.3	22%	22%
>\$150,000	\$2.5	24%	25%
<b>Total</b>	<b>\$10.3</b>	<b>100%</b>	<b>100%</b>

**FIGURE 4. 2021 TIP Investments and Travel Distance by Income Category**



Source: 2021 TIP and California Household Travel Survey

The analysis indicates that the share of investments in local road, state highway and toll bridge systems that benefit drivers living in low-income households (22%) is roughly equivalent to the share of total VMT by drivers living in low-income households (22%). See Table 8 and Figure 5.

**TABLE 8. 2021 TIP Roadway Investments and Travel Distance by Income**

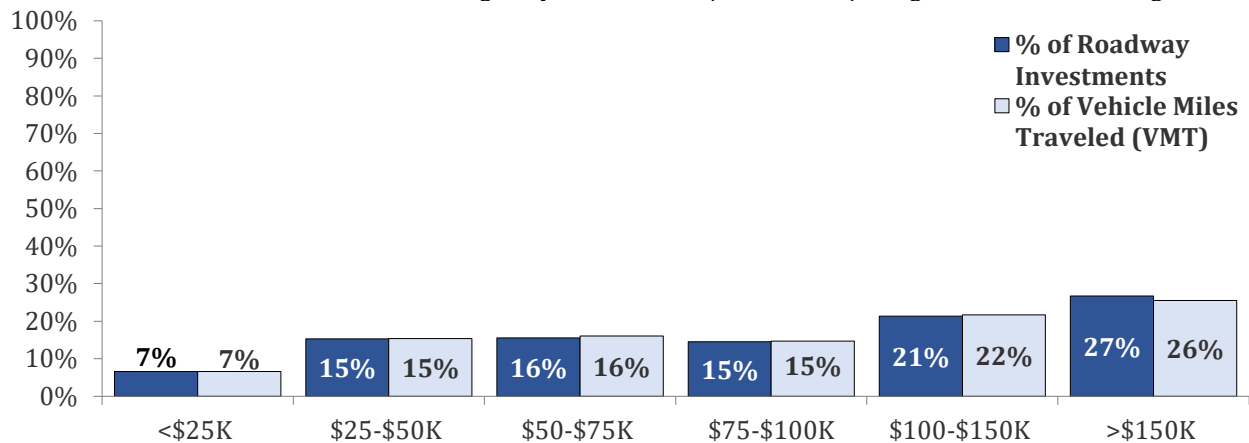
Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge

	2021 TIP Roadway Investments (in \$ billions)	% of Investment	% of Total Travel Distance*
<b>Low-Income</b>	<b>\$1.2</b>	<b>22%</b>	<b>22%</b>
<\$25,000	\$0.4	7%	7%
\$25,000 - \$49,999	\$0.8	15%	15%
<b>Not Low-Income</b>	<b>\$4.2</b>	<b>78%</b>	<b>78%</b>
\$50,000 - \$74,999	\$0.8	16%	16%
\$75,000 - \$99,999	\$0.8	15%	15%
\$100,000 - \$149,999	\$1.2	21%	22%
>\$150,000	\$1.5	27%	26%
<b>Total</b>	<b>\$5.4</b>	<b>100%</b>	<b>100%</b>

\*Total travel distance is vehicle miles traveled (VMT) for all non-transit trips as derived from the California Household Travel Survey.

**FIGURE 5. 2021 TIP Roadway Investments and Travel Distance by Income**

Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge



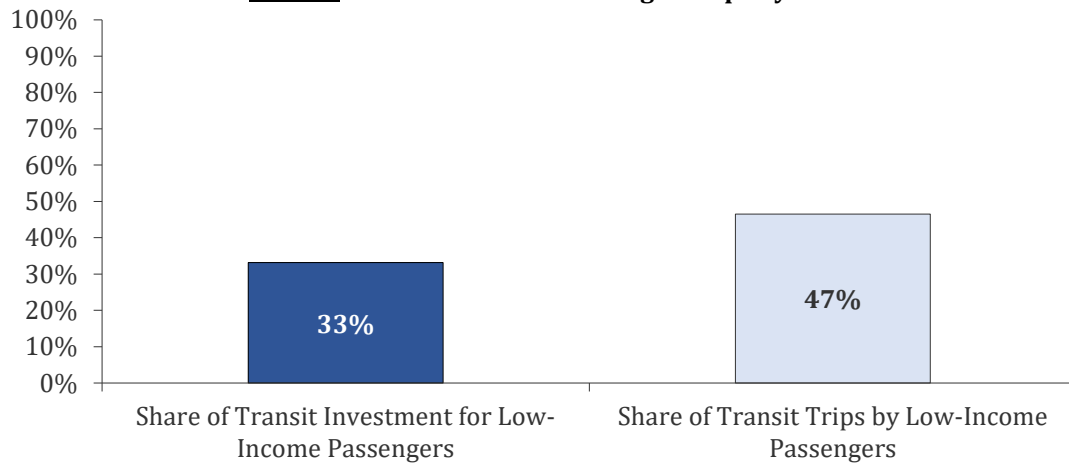
Source: 2021 TIP and California Household Travel Survey

The share of transit investments in the 2021 TIP for passengers living in low-income households (33%) falls short of the share of transit trips by passengers living in low-income households (47%).

**TABLE 9. 2021 TIP Transit Investments and Transit Trips by Income**

	2021 TIP Transit Investments (in \$ billions)	% of Transit Investment	% of Passenger Transit Trips
<b>Low-Income</b>	<b>\$1.6</b>	<b>33%</b>	<b>47%</b>
<b>Not Low-Income</b>	<b>\$3.2</b>	<b>67%</b>	<b>53%</b>
<b>Total</b>	<b>\$4.8</b>	<b>100%</b>	<b>100%</b>

**FIGURE 6. 2021 TIP Transit Investments and Passenger Trips by Income**



Sources: 2021 TIP and Transit Passenger Demographic Survey (MTC) and BART Customer Satisfaction Survey

### Investments by Race/Ethnicity

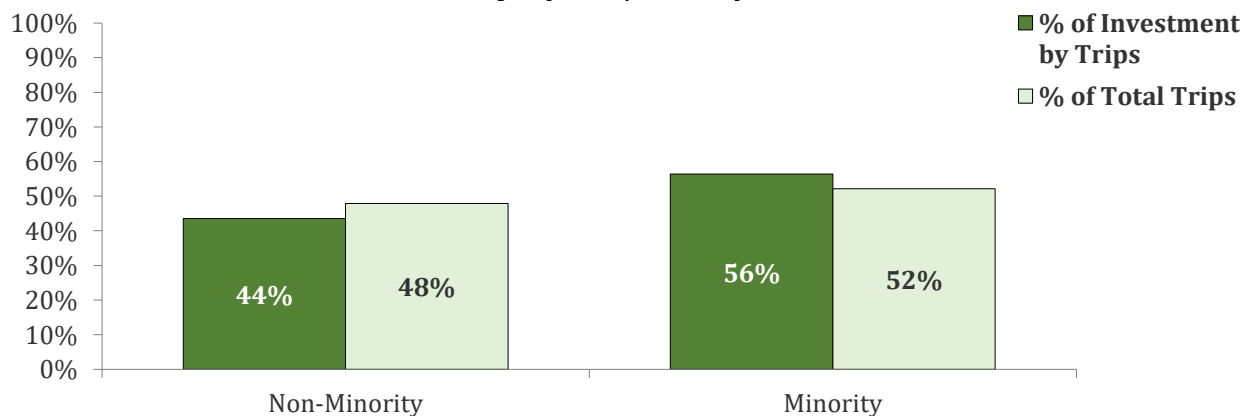
Minority households make up 62% of the region’s population and account for 52% of all trips.

The share of transportation investments in the Bay Area that support minority population trips (56%) is greater than the share of trips taken by these populations (52%).

**TABLE 10. 2021 TIP Investments and Trips by Race/Ethnicity**

	2021 TIP Investments by Trips (in \$ billions)	% of Investment	% of Trips
<b>Non-Minority</b>	\$4.5	44%	48%
<b>Minority</b>	\$5.8	56%	52%
<b>Total</b>	<b>\$10.3</b>	<b>100%</b>	<b>100%</b>

**FIGURE 7. 2021 TIP Investments and Trips by Race/Ethnicity**



Source: 2021 TIP and California Household Travel Survey



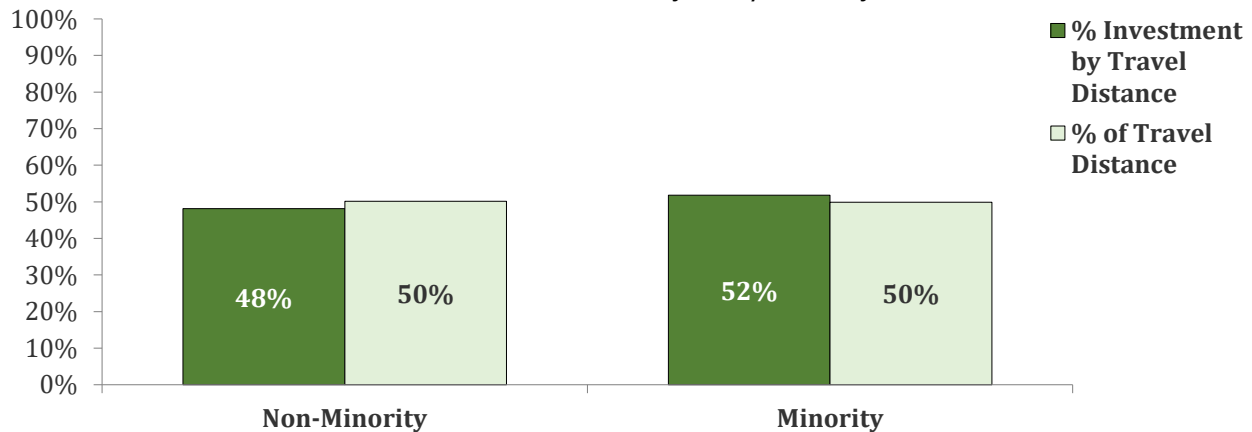
The minority household populations account for approximately half (50%) of all travel distance, as measured by VMT of roadway trips and origin destination distance for transit trips.

The share of investments supporting minority travel by distance (52%) is slightly more than the share of travel distance traversed by the minority populations (50%).

**TABLE 11. 2021 TIP Investments and Travel Distance by Race/Ethnicity**

	2021 TIP Investments by Travel Distance (in \$ billions)	% of Investment	% of Travel Distance
<b>Non-Minority</b>	\$4.9	48%	50%
<b>Minority</b>	\$5.3	52%	50%
<b>Total</b>	<b>\$10.3</b>	<b>100%</b>	<b>100%</b>

**FIGURE 8. 2021 TIP Investments and Travel Distance by Race/Ethnicity**



Source: 2021 TIP and California Household Travel Survey

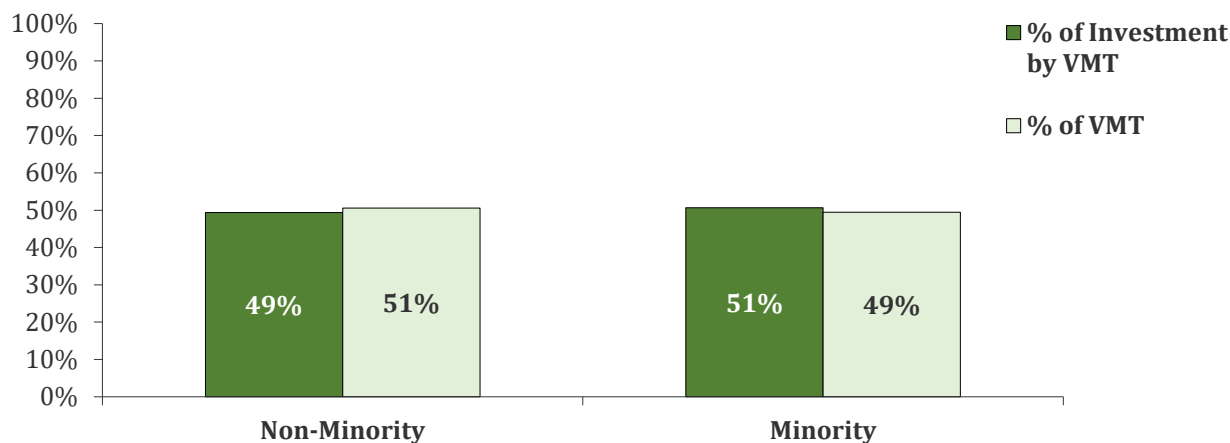
Persons from minority households account for about half of all roadway travel distance, as measured by VMT. The share of investments supporting minority roadway travel by distance (51%) is roughly equivalent to the overall share of VMT traveled by minority populations (49%).

**TABLE 12. 2021 TIP Roadway Investments and Travel Distance (VMT) by Race/Ethnicity**

Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge

	2021 TIP Investments by VMT (in \$ billions)	% of Investment	% of VMT
<b>Non-Minority</b>	\$2.7	49%	51%
<b>Minority</b>	\$2.8	51%	49%
<b>Total</b>	<b>\$5.4</b>	<b>100%</b>	<b>100%</b>

**FIGURE 9. 2021 TIP Roadway Investments and Travel Distance (VMT) by Race/Ethnicity**  
Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge



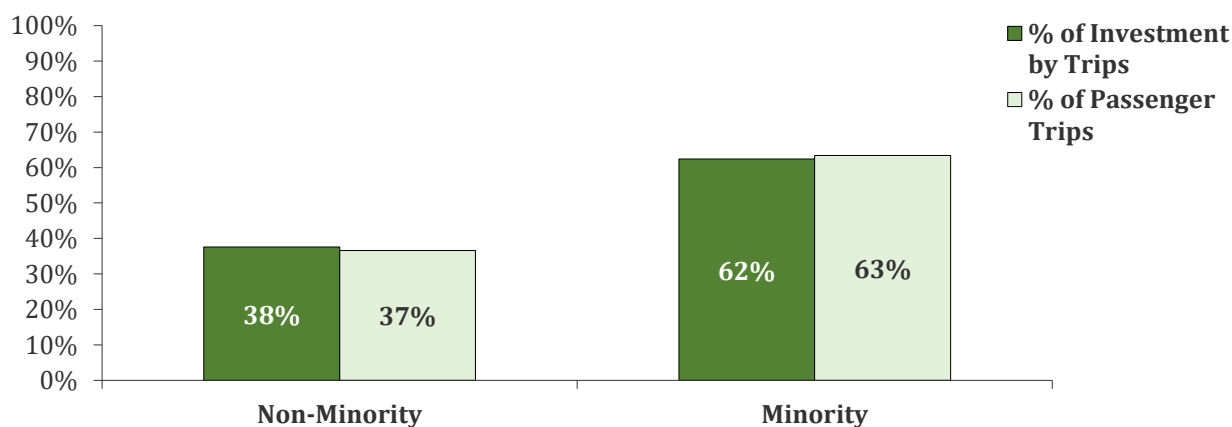
Source: 2021 TIP and California Household Travel Survey

Nearly two-thirds (63%) of transit trips in the Bay Area are taken by residents identifying as a racial or ethnic minority. The share of investments in the 2021 TIP that support these transit trips (62%) is roughly equivalent to the share of transit trips made by minority populations (63%).

**TABLE 13. 2021 TIP Transit Investments and Transit Trips by Race/Ethnicity**

	2021 TIP Investments by Transit Trips (in \$ billions)	% of Investment	% of Transit Trips
Non-Minority	\$1.8	38%	37%
Minority	\$3.0	62%	63%
<b>Total</b>	<b>\$4.8</b>	<b>100%</b>	<b>100%</b>

**FIGURE 10. 2021 TIP Transit Investments and Transit Trips by Race/Ethnicity**



Sources: 2021 TIP and Transit Passenger Demographic Survey (MTC) and BART Customer Satisfaction Survey

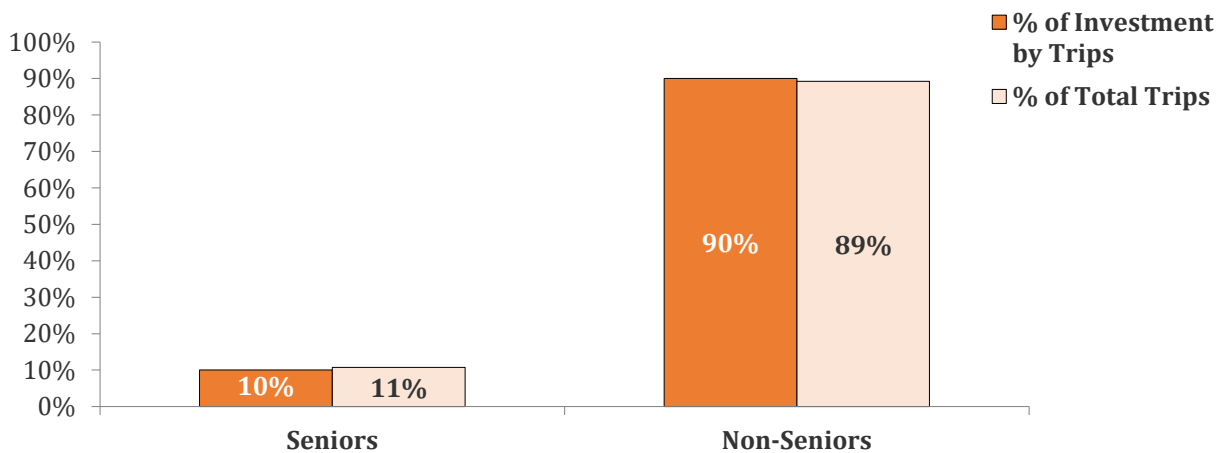
## Investments by Seniors

Seniors, defined for this analysis as persons over the age of 65, account for 15% of the region's population. The share of transportation investments that support trips taken by seniors (10%) is slightly less than, but roughly equivalent to, their share of trips (11%).

**TABLE 14. 2021 TIP Investments and Trips by Seniors**

	2021 TIP Investments by Trips (in \$ billions)	% of Investment	% of Trips
<b>Senior</b>	\$1.0	10%	11%
<b>Non-Senior</b>	\$9.2	90%	89%
<b>Total</b>	<b>\$10.3</b>	<b>100%</b>	<b>100%</b>

**FIGURE 11. 2021 TIP Investments and Trips by Seniors**



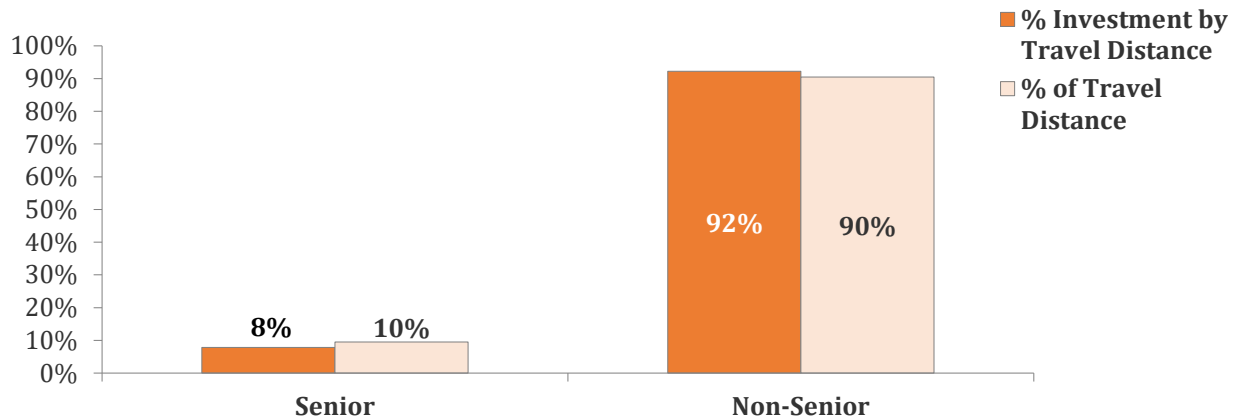
Source: 2021 TIP and California Household Travel Survey

Seniors also account for 10% of all travel distance, as measured by VMT of roadway trips and origin/destination distance for transit trips. This is roughly equivalent to their share of the investments (8%) supporting distance travelled by senior populations.

**TABLE 15. 2021 TIP Investments and Travel Distance by Seniors**

	2021 TIP Investments by Travel Distance (in \$ billions)	% of Investment	% of Travel Distance
<b>Senior</b>	\$0.8	8%	10%
<b>Non-Senior</b>	\$9.5	92%	90%
<b>Total</b>	<b>\$10.3</b>	<b>100%</b>	<b>100%</b>

**FIGURE 12. 2021 TIP Investments and Travel Distance by Seniors**



Source: 2021 TIP and California Household Travel Survey

For roadway travel, seniors account for 10% of all VMT and benefit from an equivalent share of investments (8%).

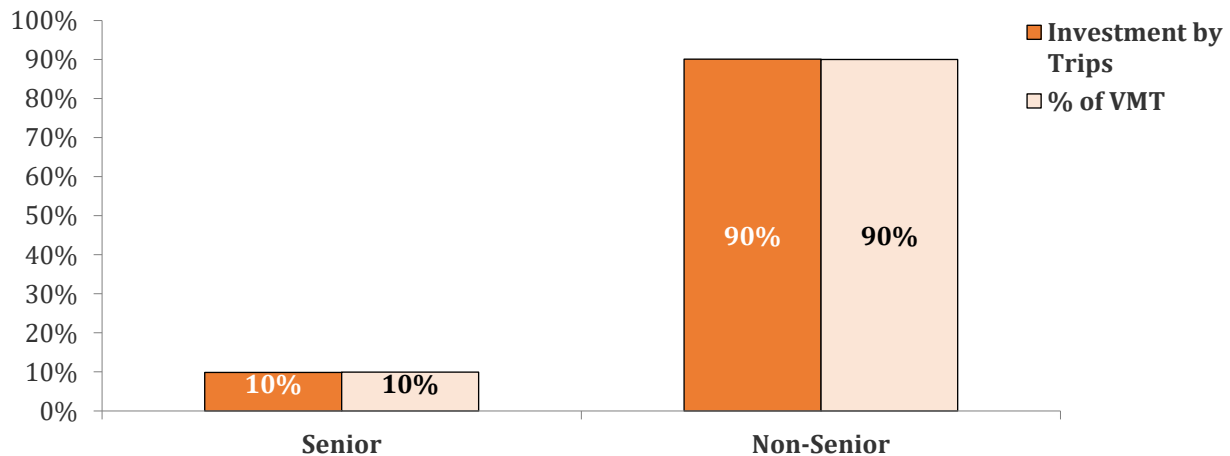
**TABLE 16. 2021 TIP Roadway Investments and Travel Distance (VMT) by Seniors**

Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge

	2021 TIP Investments by VMT (in \$ billions)	% of Investment	% of VMT
Senior	\$0.5	10%	10%
Non-Senior	\$4.9	90%	90%
<b>Total</b>	<b>\$5.4</b>	<b>100%</b>	<b>100%</b>

**FIGURE 13. 2021 TIP Roadway Investments and Travel Distance (VMT) by Seniors**

Includes Local Streets and Roads, State Highway, Public Lands/Trails, Port/Freight Rail and Toll Bridge



Source: 2021 TIP and California Household Travel Survey

Given the limitations of the data available, a detailed look at investments by transit trip length by passenger age is not included in the population use-based analysis.

## **Supplemental Information - Persons with Transportation-Related Disabilities**

Limitations in the data available make it difficult to quantify transportation system usage of persons with disabilities to the degree necessary for the population use-based analysis. However, transportation investments benefiting these populations are being made throughout the region. Below is an overview of regional investments and planning initiatives that support transportation by persons with disabilities. A list of transit projects compliant with the Americans with Disabilities Act (ADA) is included Appendix A-48.

- **Community Based-Transportation Planning (CBTP)** – Provides planning funds for developing project recommendations in each of the region’s Communities of Concern (COCs). Persons with disabilities are one of eight factors that are used to determine COC designations. Between 2004 and 2020, forty-one CBTPs were completed by and for these communities, with roughly ten CBTPs currently in production. The current \$1,465,000 funding cycle for CBTPs is set to last from Fiscal Year 2017/2018 through Fiscal Year 2021/2022; another round of funding for this work is expected to be released as part of the third One Bay Area Grant (OBAG) program in Fiscal Year 2022/2023.
- **Lifeline Transportation Program** – Provides funds to address mobility needs of low-income residents, including seniors and individuals with disabilities. Funding is used to support projects from CBTPs and other improvements to publicly available transportation projects. Historically, \$20 million has been provided annually, with the exception of the most recent cycle, which was \$7 million.
- **FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities** – Provides capital and operating grants to private nonprofit and public agencies to improve mobility for seniors and individuals with disabilities by removing barriers to and expanding services. In the last round of funding, \$12.1 million in awards were made in the region's large urbanized areas. The region's small urbanized areas received \$2.0 million in awards.
- **Transit Capital Priorities** – Provides an ADA set aside of 10% of the FTA Section 5307 urbanized area apportionment. Operators may use this funding to defray the operating costs of their paratransit systems. Annually, this amounts to approximately \$20 million.
- **State Transit Assistance** – With the adoption of MTC Resolution No. 4321 in February 2018, 70% of all STA Population-Based funds now flow to each county Congestion Management Agency through the STA County Block Grant and 30% is directed to the Regional Program managed by MTC. Paratransit operations are an eligible use of the County Block Grant program.
- **MTC’s Coordinated Public Transit—Human Services Transportation Plan** – Identifies the transportation needs of older adults, low-income populations and people with disabilities, and identifies funding priorities and coordination strategies

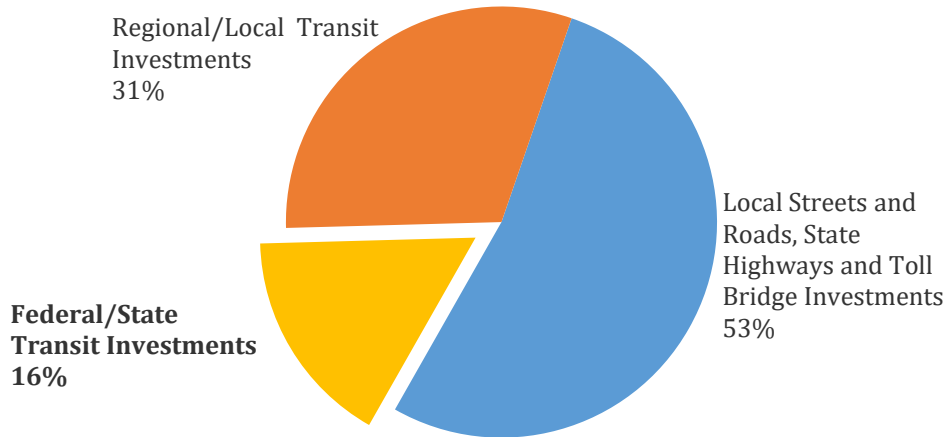
for meeting these needs. The Coordinated Plan is intended to meet the federal planning requirements as well as to provide MTC and its regional partners with a “blueprint” for implementing a range of strategies to advance local efforts to improve transportation for transportation disadvantaged populations. MTC staff works with stakeholders throughout the region to gather input on transportation gaps, as well as solutions that are then eligible for federal funding through the Section 5310 program. The Coordinated Plan was last updated in 2018. The next Coordinated Plan will be adopted in 2022.

- Caltrans awarded a \$406,000 grant to the World Institute on Disability (WID) through MTC for a planning project focused on exploring ways to expand partnerships between public transit and the disability community, and make recommendations to transportation planning agencies such as MTC, public transit agencies, county transportation authorities, and local jurisdictions to better understand and address access and mobility needs of people with a disabilities. MTC will support WID to engage community-based organizations, transportation agencies and stakeholders. The project started in fall 2018 and will end by March 2021.

## Disparate Impact Analysis

The second component of the investment analysis includes a closer look at federal and state investments in public transportation. The federal and state funding sources for transit account for only a small portion (16%) of funding in the 2021 TIP, as illustrated below in Figure 11.

**FIGURE 11. 2021 TIP Transit Investments from Federal/State Sources as a Share of All Investments**



Source: 2021 TIP

Although 31% of the TIP is made up of regional or local investments in public transit, it is important to note that a substantial share of total funding dedicated to transit operators for ongoing operations and maintenance is not included in the TIP. This funding comes from state, regional and local sources and may not be captured in the TIP as these projects and programs do not typically require a federal action.

The disparate impact analysis indicates that the share of federal and state transit investments distributed to transit service supporting minority populations vary as compared to respective shares of regional transit ridership and regional population.

**TABLE 17. 2021 TIP Federal/State Transit Investments by Minority Status**

	Federal/State Transit Investments (\$ millions)	% of Total Federal/State Transit Funding	% of Regional Transit Ridership	% of Total Regional Population
<b>Minority</b>	\$1,042	62%	63%	60%
<b>Non-Minority</b>	\$637	38%	37%	40%
<b>Total</b>	\$1,679	100%	100%	100%

Investments distributed on a per-capita basis indicate that minority populations in the region are receiving \$218 in benefits per person, more than the \$215 in benefits per person for non-minority populations (or 101% of the benefits received by non-minority residents).

**TABLE 18. 2021 TIP Federal/State Transit Investments, Disparate Impact Analysis by Population**

	Federal/State Transit Investments (\$ millions)	Regional Population (2019)	Per-Capita Benefit	Minority per Capita Benefit as % of Non-Minority Per Capita Benefit
<b>Minority</b>	\$1,042	4,778,954	\$218	101%
<b>Non-minority</b>	\$637	2,960,424	\$215	
<b>Total</b>	<b>\$1,679</b>	<b>7,739,378</b>	<b>\$217</b>	

Investments distributed on a per transit rider basis indicate that minority populations in the region receive \$1,020 in benefits per rider, less than the \$1,078 in benefits per transit rider for non-minority populations (or 95% of the benefits received by non-minority residents).

**TABLE 19. 2021 TIP Federal/State Transit Investments, Disparate Impact Analysis by Boardings**

	Federal/State Transit Investments (\$ millions)	Average Daily Transit Ridership (2017)	Per-Rider Benefit	Minority per Rider Benefit as % of Non-Minority Per Rider Benefit
<b>Minority</b>	\$1,042	1,021,704	\$1,020	95%
<b>Non-minority</b>	\$637	590,626	\$1,078	
<b>Total</b>	<b>\$1,679</b>	<b>1,612,330</b>	<b>\$1,041</b>	

## Transportation Equity Measures

### *Healthy and Safe Communities*

Projects that are expected to contribute towards reaching our regional goals for healthy and safe communities include projects that improve road safety, increase physical activity, and improve air quality.

- **Road Safety:** In the 2021 TIP, 99 projects and more than \$1.6 billion in funding are directed to projects that are identified by project sponsors as having a primary purpose of improving road safety or that are otherwise anticipated to significantly reduce fatalities and serious injuries

**Table 20. 2021 TIP Road Safety Improvements**

County	Projects	Investments
Alameda	23	\$408
Contra Costa	9	\$60
Marin	6	\$13
Napa	6	\$39
San Francisco	5	\$119
San Mateo	10	\$41
Santa Clara	23	\$379
Solano	8	\$39
Sonoma	5	\$12
Multiple	4	\$508
	<b>99</b>	<b>\$1,620</b>



due to traffic collisions (Table 20). It is important to note that many other projects in the 2021 TIP are anticipated to have a moderate or slight positive impact on transportation safety. However, this analysis focuses on those projects that have safety improvement as a primary purpose or that are otherwise anticipated to lead to significant reductions in transportation fatalities and serious injuries caused by traffic collisions.

A few of the largest safety investments in the 2021 TIP include:

- ❖ \$319 million for various State Highway Operation and Protection Program (SHOPP) Collision Reduction projects
- ❖ \$132 million for the Caltrain Rengstorff Grade Separation in Mountain View
- ❖ \$50 million for I-80/Gilman St Interchange Improvements in Berkeley
- ❖ \$32 million for various local Highway Safety Improvement Program projects

Additional information is provided on projects that are expected to improve the safety of our roads for pedestrians and bicyclists.

As shown in Table 21, nearly \$800 million is invested in 55 projects in the 2021 TIP that are identified by the project sponsors as anticipated to have a significant impact on reducing fatalities and serious injuries for pedestrians and bicyclists.

Safety of the transportation system includes more than just the reduction of collisions. Projects unrelated to reducing collisions can also have significant impacts on safety to the traveling public, including seismic retrofits, security improvements, and resiliency projects. The 2021 TIP also includes a significant investment in the Golden Gate Bridge Suicide Deterrent Safety Barrier, which aims to impede the ability of individuals to jump off the bridge. This project was not included in the Healthy and Safe Communities measure for this analysis, but does have an important safety purpose.

**Table 21. 2021 TIP Safety Improvements for Pedestrians & Bicyclists**

County	Projects	Investments
Alameda	18	\$372
Contra Costa	2	\$15
Marin	3	\$3
Napa	4	\$35
San Francisco	4	\$35
San Mateo	7	\$39
Santa Clara	14	\$215
Solano	-*	-*
Sonoma	1	\$1
Multiple Counties	2	\$35
	<b>55</b>	<b>\$751</b>

\*Bicycle and pedestrian projects are programed within Solano County in the 2021 TIP; however, no bicycle and pedestrian projects in Solano County are anticipated by the project sponsor as having a significant effect on bicyclist and pedestrian safety.

- **Physical Activity:** The 2021 TIP includes 85 projects and over \$300 million invested in projects that are primarily focused on bicycle and pedestrian improvements and programs, which enable and encourage active transportation.

Some of the largest bicycle and pedestrian investments in the 2021 TIP include:

- ❖ \$20 million for Willow-Keyes Complete Streets Improvement in San Jose
- ❖ \$17 million Iron Horse Trail Bike and Pedestrian Overcrossing in San Ramon
- ❖ \$15 million Rumrill Blvd Complete Streets in San Pablo
- ❖ \$15 million for Powell St Safety Improvements in San Francisco

Many projects in the TIP that are focused on other modes or purposes also include improvements that benefit bicyclists or pedestrians, such as a pavement rehabilitation project that includes adding a new bike lane. Project sponsors report the share of each project’s total project cost that can be attributed to the various modes that will benefit from the project. Table 22 displays county and regional investments in bike/pedestrian projects as well as the total dollars invested on all projects that are anticipated to benefit bicyclists and pedestrians over the four-year TIP period, as reported by the project sponsors.

**Table 22. 2021 TIP Bike & Pedestrian Investments**

County	Bicycle & Pedestrian Projects		Projects with Bicycle & Pedestrian Elements	
	Projects	Investments	Projects	Investments
Alameda	16	\$99	29	\$92
Contra Costa	8	\$54	24	\$61
Marin	6	\$6	8	\$7
Napa	4	\$14	10	\$19
San Francisco	4	\$27	8	\$34
San Mateo	8	\$11	19	\$26
Santa Clara	26	\$102	45	\$227
Solano	6	\$14	12	\$23
Sonoma	6	\$9	10	\$11
Multiple	1	\$1	4	\$5
	85	\$336	169	\$505

- **Air Quality:** Projects funded with federal Congestion Mitigation Air Quality Improvement Program (CMAQ), California Air Resources Board (CARB), the state Affordable Housing and Sustainable Communities (AHSC), or regional Transportation for Clean Air (TFCA) funds are expected to improve air quality through promoting cleaner technologies, alternative modes of transportation, or compact development. Many other projects in the 2021 TIP may also support improved air quality, but this analysis focused on projects funded with air quality specific fund sources (Table 23).

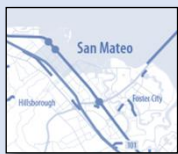
A few of the projects funded through air quality funding programs in the 2021 TIP include:

- ❖ \$8 million for Alameda County Complete Streets Improvements
- ❖ \$6 million for Tully Road Safety Improvements in San Jose
- ❖ \$5 million for El Cerrito del Norte Transit Oriented Development
- ❖ \$2 million for Francisco Boulevard East Sidewalk Widening in San Rafael

**Table 23. 2021 TIP Air Quality Focused Investments**

County	Projects	Investments
Alameda	10	\$25
Contra Costa	7	\$20
Marin	4	\$4
Napa	2	\$2
San Francisco	-*	-*
San Mateo	8	\$8
Santa Clara	20	\$34
Solano	6	\$8
Sonoma	2	\$2
Multiple	1	\$
	60	\$104

\*The bulk of CMAQ funding programmed to local projects as part of the One Bay Area Grant Program (OBAG 2) obligated during the 2019 TIP, including all CMAQ funded projects in San Francisco.



**Maps: 2021 TIP Healthy & Safe Communities**

Safety and active transportation projects are mapped, where possible, by county and overlaid against Communities of Concern to display the overall spatial distribution of projects that support the region’s goals to improve the health and safety of region. These projects can be viewed on an interactive webmap that include additional data on spatial concentrations by race and ethnicity (<https://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>). Static maps of each county will also be incorporated into the Final 2021 TIP.

**Economic Vitality**

Projects that reduce congestion, improve reliability, or improve transit service or capacity are most likely to support the regional goal to increase the share of jobs accessible within 30 minutes by car or 45 minutes by transit in congested conditions.

- **Road Congestion/Reliability:** There are 84 roadway projects in the 2021 TIP, totaling more than \$3.2 billion, which are identified by project sponsors as having a primary purpose of reducing congestion or improving system reliability or are otherwise anticipated to significantly improve congestion or reliability (Table 24).

A few of these projects in the 2021 TIP include:

- ❖ \$762 million for various SHOPP Roadway Preservation projects
- ❖ \$356 million for various SHOPP Mobility Program projects
- ❖ \$142 million for US 101/Zanker Road-Skyport Drive-N. Fourth St. Improvements in Santa Clara County
- ❖ \$128 million for Yerba Buena Island (YBI) Ramp Improvements in San Francisco
- ❖ \$34 million for I-80 Managed Lanes in Solano County
- ❖ \$28 million for US 101/Woodside Interchange Improvement in San Mateo County
- ❖ \$27 million for SR 12/29/221 Soscol Junction Interchange Improvements in Napa County

**Table 24. 2021 TIP Roadway Congestion/Reliability Investments**

County	Projects	Investments
Alameda	17	\$346
Contra Costa	9	\$90
Marin	3	\$86
Napa	5	\$39
San Francisco	3	\$145
San Mateo	14	\$121
Santa Clara	21	\$664
Solano	4	\$132
Sonoma	2	\$1
Multiple	6	\$1,648
	<b>84</b>	<b>\$3,273</b>

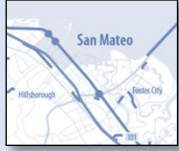
- **Transit Service/Capacity:** There are 18 transit projects in the 2021 TIP, totaling more than \$3.4 billion, which are identified by project sponsors as having a primary purpose of reducing congestion or improving system reliability or are otherwise anticipated to significantly improve congestion or reliability (Table 25).

A few of these projects in the 2021 TIP include:

- ❖ \$3.2 billion for the BART – Berryessa to San Jose Extension
- ❖ \$103 million for the Transbay Terminal/Caltrain Downtown Extension Phase 2
- ❖ \$41 million for SFMTA’s Train Control and Trolley Signal Rehabilitation/Replacement
- ❖ \$9 million for ACE Platform Extensions in Alameda County

**Table 25. 2021 TIP Transit Service/Capacity Improvements**

County	Projects	Investments
Alameda	1	\$8
Contra Costa	1	\$1
Marin	1	\$1
Napa	1	\$2
San Francisco	10	\$244
San Mateo	N/A	N/A
Santa Clara	1	\$3,184
Solano	1	<\$1
Sonoma	N/A	N/A
Multiple	2	\$7
	<b>33</b>	<b>\$3,447</b>



**Maps: 2021 TIP Economic Vitality**

Road congestion or reliability projects and transit service or capacity improvement projects are mapped, where possible, by county and overlaid against Communities of Concern to display the overall spatial distribution of projects that support the region’s goals to improve economic vitality.

These projects can be viewed on an interactive webmap that include additional data on spatial concentrations by race and ethnicity (<https://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>). Static maps of each county will also be incorporated into the Final 2021 TIP.

**Transportation System Effectiveness**

The transportation system effectiveness goal area encompasses two performance measures: improved pavement condition and transit state of good repair. Projects that include a pavement or bridge rehabilitation or preservation component or rehabilitate or replace existing transit assets are compiled for this portion of the analysis.

- **Pavement and Bridge Condition:** In the 2021 TIP, 73 projects totaling more than \$3.4 billion is invested in rehabilitation and preservation of existing roads and bridges (Table 26).

A few of the larger rehabilitation projects in the 2021 TIP include:

- ❖ \$762 million for various SHOPP Roadway Preservation projects
- ❖ \$565 million for various Local Highway Bridge Program projects
- ❖ \$508 million for various SHOPP Bridge Rehabilitation and Reconstruction projects
- ❖ \$159 million for the regional Toll Bridge Rehabilitation Program

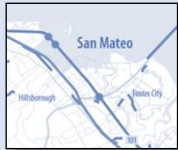
**Table 26. 2021 TIP Pavement and Bridge Rehabilitation Projects**

County	Projects	Investments
Alameda	20	\$321
Contra Costa	7	\$15
Marin	6	\$73
Napa	3	\$15
San Francisco	3	\$219
San Mateo	6	\$8
Santa Clara	16	\$689
Solano	3	\$13
Sonoma	3	\$5
Multiple	6	\$2,105
	<b>73</b>	<b>\$3,465</b>

- **Transit State of Good Repair:** There are 31 transit state of good repair projects in the 2021 TIP, totaling \$713 million in committed investments. The transit investments in the 2021 TIP include:
  - ❖ \$217 million for Caltrain Electrification
  - ❖ \$174 million for BART’s Transbay Core Capacity Improvements
  - ❖ \$22 million for SFMTA’s Rail Replacement Program
  - ❖ \$10 million for Concord BART Station Modernization

**Table 27. 2021 TIP Transit Rehabilitation/Replacement Projects**

Sponsor	Projects	Investments	Sponsor	Projects	Investments
AC Transit	-	-	SamTrans	-	-
ACE	1	\$7	Santa Rosa Bus	-	-
BART	5	\$291	SFMTA	11	\$152
Caltrain	1	\$218	SMART	1	\$11
CCCTA	-	-	SolTrans	-	-
ECCTA	-	-	Son Co Transit	-	-
Fairfield	1	<\$1	Union City Transit	1	\$7
GGBHTD	-	-	Vacaville	-	-
LAVTA	-	-	VTA	7	\$20
MCTD	-	-	WCCTA	-	-
NVTA	2	\$6	WETA	1	\$1
Grand Total				31	\$713



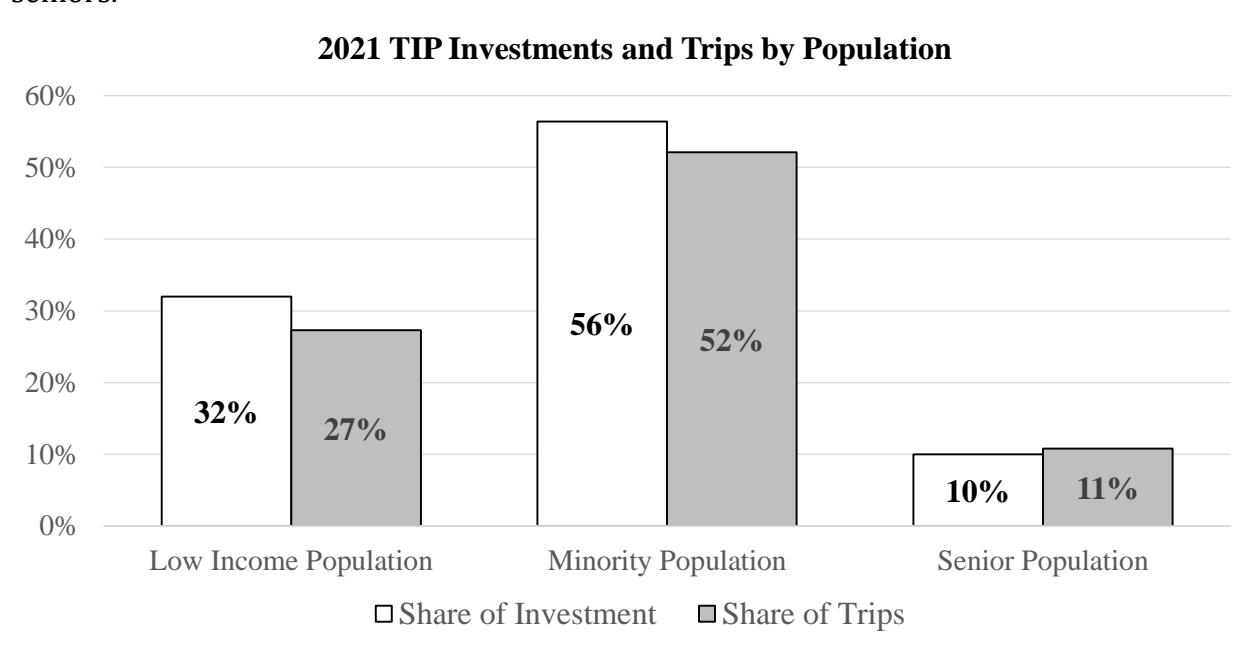
**Maps: 2021 TIP Transportation System Effectiveness**

Pavement and bridge condition projects and transit asset management projects are mapped, where possible, by county and overlaid against Communities of Concern to display the overall spatial distribution of projects that support the region’s goals to improve economic vitality. These projects can be viewed on an interactive webmap that include additional data on spatial concentrations by race and ethnicity (<https://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>). Static maps of each county will also be incorporated into the Final 2021 TIP.

## 2021 TIP Investment Analysis Key Findings

### ***Equitable distribution of investments overall***

The results of the population use-based analysis indicate that overall, the investments in the 2021 TIP direct an equitable proportion of investments to projects that support the transportation of residents of low-income households, racial or ethnic minorities, and seniors.



### ***Variable results for transit, due to small number of very large investments***

There are a few variances worth noting in the population used-based analysis and disparate impact analysis, specifically related to transit.

- The share of transit investments that support trips made by passengers in low-income households (33%) falls somewhat short of these passengers' relative share of the transit trips taken (47%).
- Federal and state transit investments result in a per capita benefit for minorities that slightly exceeds the per capita benefit for non-minorities (101% of non-minority per capita benefit). However, on a per transit rider basis, federal and state transit investments fall short, with a minority per rider benefit of 95% of the non-minority per rider benefit.

### ***Comparison with 2019 TIP***

As compared to the population use-based and disparate income analysis of the 2019 TIP, the results of the 2021 TIP investment analysis are similar overall, with variable results in with respect to transit investments.

- Very similar results are seen in the overall distribution of 2021 TIP investments as compared to the 2019 TIP, with the investments in the 2021 TIP continuing to direct

an equitable proportion of investments to projects that support the transportation of residents of low-income households, racial or ethnic minorities, and seniors.

- In the case of transit investments, the share of transit investments in the 2021 TIP that support trips made by passengers in low-income households (33%) continues to fall short of these passengers' relative share of transit trips (47%). This mismatch has increased since the 2019 TIP, where 38% of the transit investments supported transit trips of low-income passengers.
- Conversely, the results of the disparate impact transit analysis have improved with the 2021 TIP, as compared to the 2019 TIP. The minority per transit rider investment benefit increased from 89% of non-minority transit investment benefits in the 2019 TIP to 95% benefit in the 2021 TIP.
- Additionally, the per capita transit investment benefit for minorities continued to slightly exceed the per capita for non-minorities (101% of the non-minority per capita benefit in both the 2019 and 2021 TIP).

The varied transit results in the 2021 TIP are attributed to a small number of very large projects, particularly the BART Berryessa to San Jose Extension. With \$3.2 billion programmed to the project, the BART extension alone accounts for 66% of all transit funding in the 2021 TIP. When focusing only on state and federal funds, this project accounts for approximately 38% of funding in the TIP period. While BART ridership approximately mirrors the regional ridership share for minority populations, the share of BART riders from low-income households is less than the regional average share.

In addition, FTA formula funding of approximately \$1.9 billion for the four-years of the 2021 TIP has not yet been included in the TIP. Minority populations and low-income households benefit from this funding in accordance with the regional Transit Capital Priorities (TCP) funding process.

It is important to re-emphasize, that the TIP does not reflect the full picture of transportation investments in the Bay Area. The TIP only includes four years of near-term fund programming and tends not to include operating and maintenance funds, particularly for transit.

### ***Addition of transportation equity measures provides opportunity for better understanding of potential equity impacts***

For the 2021 TIP, additional information is provided on projects that support Plan Bay Area 2040's transportation-focused equity measures: Healthy and Safe Communities, Economic Vitality, Transportation System Effectiveness, and Equitable Access. Although the analysis does not identify direct benefits and burdens resulting from individual investments, it builds upon the population use-based and disparate impact analyses to better understand the nature of the projects included in the 2021 TIP and their anticipated effects on long-term regional goals. Data for the transportation equity measures is self-reported by project sponsors, therefore the resulting information is limited by the quality and consistency of the data provided.

Where possible, projects supporting the transportation-focused equity measures were also





mapped to illustrate the location of 2021 investments in relation to adopted COCs as well as census tracts with concentrations of minority populations that are above regional averages. The geographic display of projects allows for examination and identification of any apparent systematic exclusion of communities in the spatial distribution of benefits, or any apparent systematic imbalances between the distribution of projects between communities of concern and the remainder of the region, or between minority and non-minority communities. As noted above, many projects and additional data can be viewed on an interactive webmap available on <https://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.