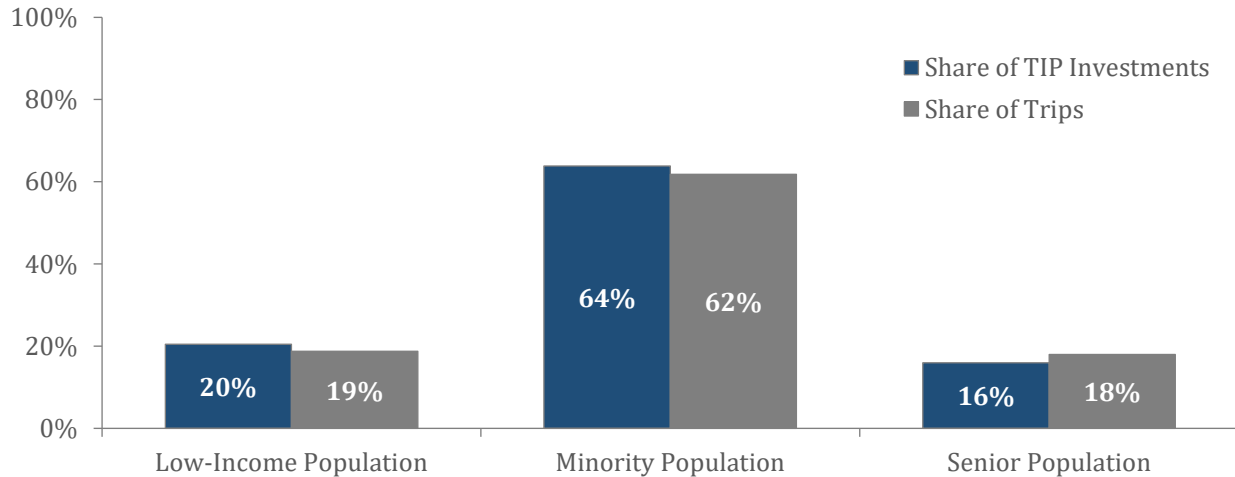


## 2023 TIP Investment Analysis Key Findings

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

The results of the population use-based analysis indicate that overall, the investments in the 2023 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.

**FIGURE 15. 2023 TIP Investments and Trips by Population**

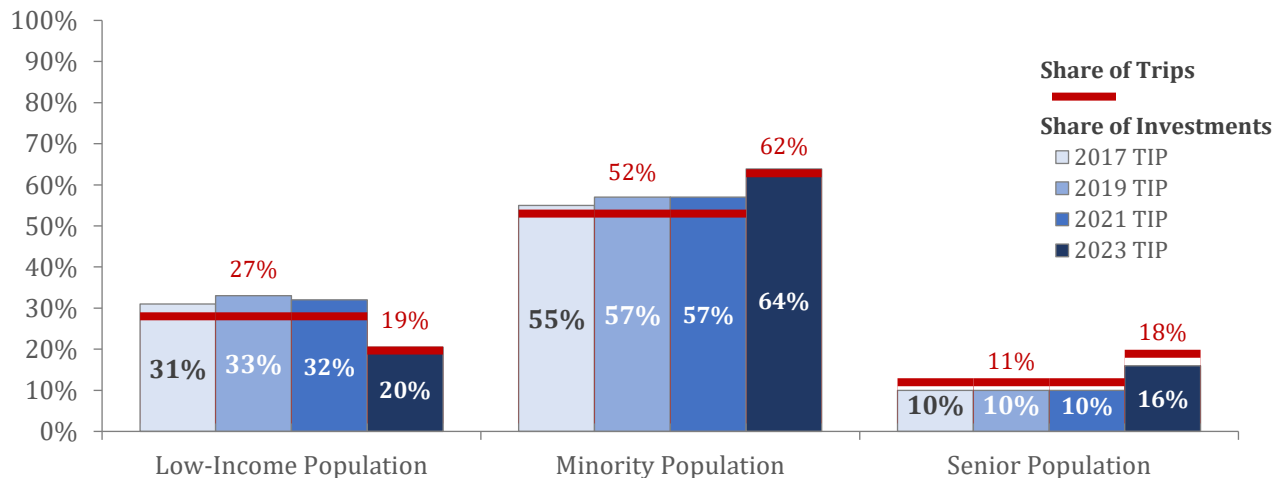


Sources: 2018/19 Bay Area Travel Survey, 2023 TIP

### Comparison with Prior Analyses

While the 2023 TIP maintains an overall equitable distribution of investments largely consistent with prior analyses, the proportion of trips and corresponding investment levels differ from prior TIP periods due to updated data used in this analysis. While prior analyses relied on the 2010-12 California Household Travel Survey for overall travel behavior by demographics, the 2023 TIP analysis used more recent data from the 2018/19 Bay Area Travel Survey (BATS).

**FIGURE 16. 2023 TIP Investments: Comparison with Prior TIP Periods**



Sources: 2018/19 Bay Area Travel Survey and 2023 TIP, 2010-12 California Household Travel Survey and 2017-21 TIPs

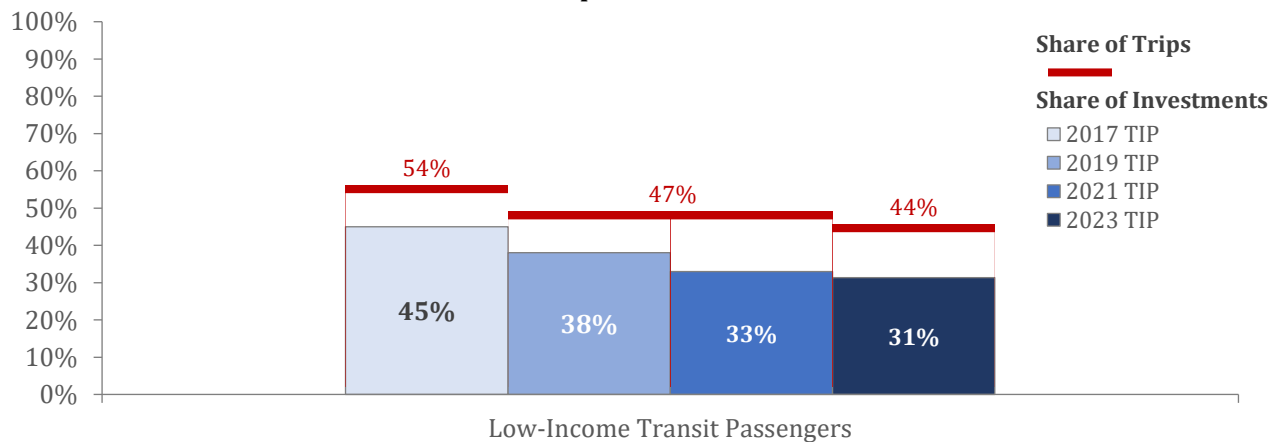
### ***Variable results for transit***

While the 2023 TIP continues to make improvements in transit per rider and per capita disparate impact metrics, the proportion of investments supporting low-income transit riders continues to be less than the share of transit trips within the same group. 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.

### **Comparison with Prior Analyses**

The share of transit investments in the 2023 TIP that support trips made by passengers in low-income households (31%) continues to be less than these passengers' relative share of transit trips (44%). Although the share of low-income trips and the corresponding proportion of TIP investments have both declined in recent analyses, the proportion of TIP investments has declined more precipitously, resulting in a growing divide between TIP investment supporting low-income transit riders and the proportion of trips by these riders. Declines seen in both these metrics are driven in part by the static definition of low-income riders, which captures a decreasing share of transit passengers over each subsequent TIP analysis due to steady increases in median income over the same period.

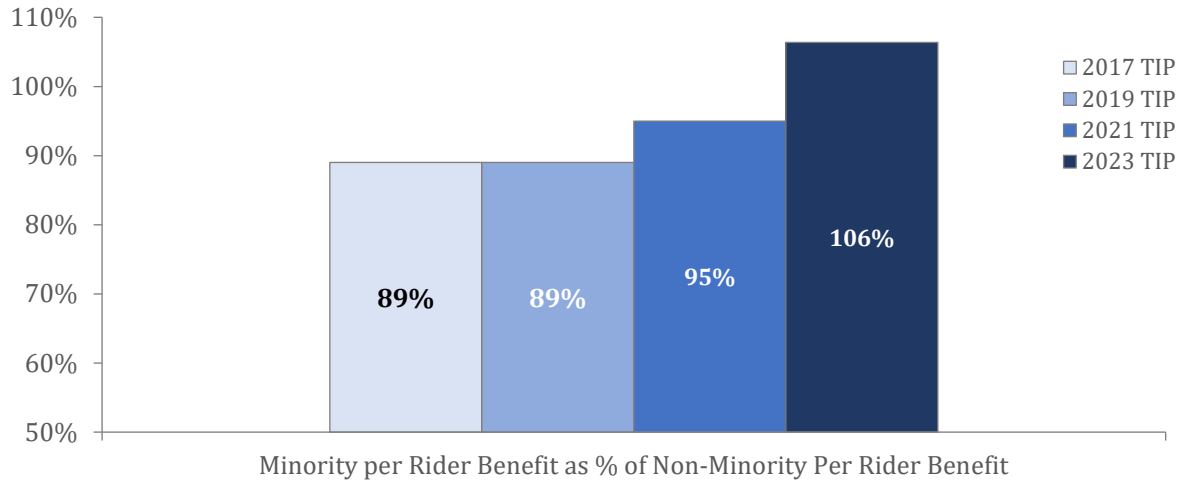
**FIGURE 17. 2023 TIP Transit Investments: Comparison with Prior TIP Periods**



Sources: MTC Transit Passenger Demographic Survey, BART Customer Satisfaction Survey, 2017-23 TIPs

Conversely, the results of the disparate impact transit analysis have improved with the 2023 TIP, as compared to the 2021 TIP. The minority per transit rider investment benefit increased from 95% of non-minority transit investment benefits in the 2021 TIP to 106% benefit in the 2023 TIP.

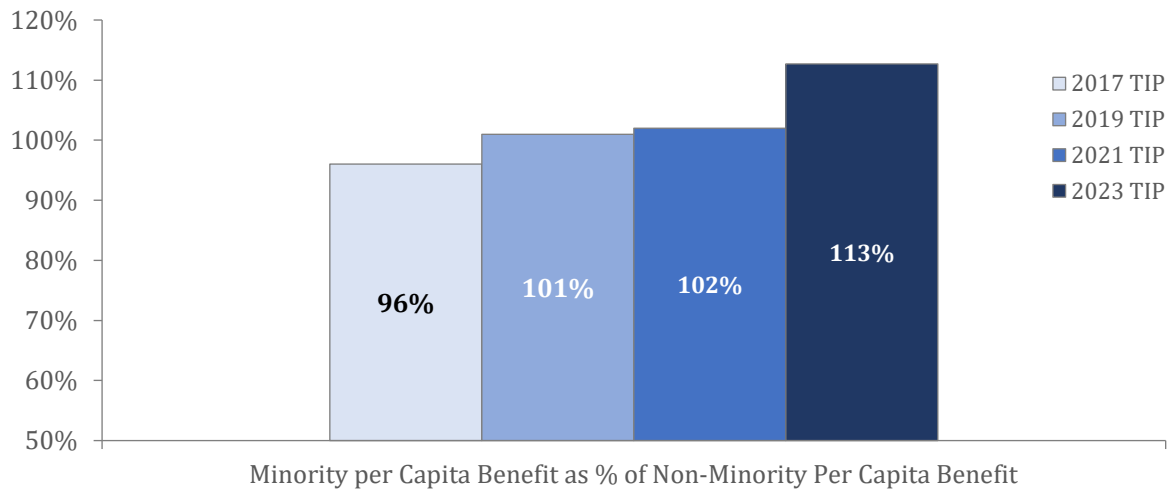
**FIGURE 18. 2023 TIP Transit Investments Per Rider: Comparison with Prior TIP Periods**



Sources: MTC Transit Passenger Demographic Survey, BART Customer Satisfaction Survey, 2017-23 TIPs

Similarly, the per capita transit investment benefit for minorities continues to exceed the per capita for non-minorities (113% of the non-minority per capita benefit in 2023 TIP).

**FIGURE 19. 2023 TIP Transit Investments Per Capita: Comparison with Prior TIP Periods**



Sources: MTC Transit Passenger Demographic Survey, BART Customer Satisfaction Survey, 2017-23 TIPs

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

For the 2023 TIP, additional information is provided on projects that support transportation and equity-related regional goals from in *Plan Bay Area 2050*: Maintain and Optimize the Existing System, Create Healthy and Safe Streets, Build a Next-Generation Transit Network, and Reduce Climate Emissions. 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 2023 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 selected *Plan Bay Area 2050* goals will also be mapped to illustrate the location of 2023 investments in relation to adopted EPCs as well as census tracts with concentrations of minority populations that are above regional averages. The geographic display of projects will allow 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. These maps will be included in the final version of the 2023 TIP. Once available, projects and additional data can be viewed on an interactive webmap available on the MTC website at: <https://mtc.ca.gov/funding/transportation-improvement-program-tip>.