METROPOLITAN

TRANSPORTATION

COMMISSION

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Memorandum

TO: Policy Advisory Council Equity & Access Subcommittee   DATE: April 4, 2018

FR: Mallory Atkinson, Programming and Allocations

RE: 2019 Transportation Improvement Program (TIP) Investment Analysis

At the February Subcommittee meeting, staff provided an overview of the development of the 2019 Transportation Improvement Program (TIP) Investment Analysis and requested feedback on the overall approach to the analysis and possible improvements to the methodology. This memo summarizes the feedback received at the meeting and discusses the proposed approach for the 2019 TIP Investment Analysis.

Background
The development of the 2019 TIP is currently underway. The TIP is a list of near-term transportation projects, programs and investment priorities for the nine-county Bay Area that have federal funds or otherwise require a federal action.

As part of the TIP, MTC conducts an Investment Analysis to better understand how investments in the TIP affect disadvantaged or historically marginalized communities – including minorities, low-income populations, seniors, and persons with disabilities – as compared to the general population. The analysis seeks to identify whether an equitable proportion of investments are being made on projects that support the transportation needs of residents of low-income households and racial/ethnic minorities.

Existing Approach
The existing approach, used in the 2017 TIP Investment Analysis, included four key components which are summarized below.
- *Population Use-Based Analysis***:** This 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.
- *Disparate Impact Analysis***:** This analysis compares TIP investments per capita for racial or ethnic minority populations, as a percentage of per capita investments identified for nonminority populations, to investigate whether disadvantaged persons in the region are receiving an equitable share of the benefits from TIP investments on a per capita basis.
- *Mapped Projects Analysis***:** For the mapped projects analysis, projects in the TIP are mapped over the region's Communities of Concern and census tracts with concentrations of disadvantaged populations that are above the regional average. This analysis provides the public with an opportunity to visualize the distribution of projects planned in the near-term in relation to geographic concentrations of disadvantaged groups, to identify any systemic exclusion or imbalances in investments.

- *Supplemental Information:* Given the limitations of the data available, a quantitative analysis of TIP investments in relation to the transportation of persons with disabilities is not included. The analysis does include a qualitative discussion of regional investments and planning initiatives that support transportation by seniors and persons with disabilities.

Feedback & Discussion

At the February meeting, subcommittee members provided feedback on the existing approach and recommendations for the 2019 TIP Investment Analysis. Key points that were provided include:

- Existing approach evaluates investments in relation to how the existing transit and roadway transportation systems are currently being used rather than the impact of proposed investments on other important aspects of transportation including access, choice, safety, and cost.
- Existing approach examines equality, rather than equity, of transportation investments. The analysis can demonstrate whether or not there are disparities in the dollar amounts invested in transportation projects that support the travel of disadvantaged populations as compared to the general population, but the analysis does not identify whether different groups are getting the level and types of investments that they need.
- Existing approach does not capture the complex benefits and burdens resulting from individual projects. In the example provided, the construction of a new BART station could significantly improve access and reduce travel times for many residents and employees, while at the same time increasing the development pressures and risk of displacement in the nearby vicinity.
- Staff should continue efforts to identify or create quantifiable data on transportation of persons with disabilities.
- Qualitative discussion on transportation of persons with disabilities could benefit from additional outreach to stakeholder groups, such as Paratransit Coordinating Committees, to incorporate the additional information on the travel behavior and needs related to different transportation-related disabilities.

Proposed Approach

Staff is committed to incorporating more of an outcome-based approach to the TIP investment analysis, with the intent of better answering the question, "How will the transportation projects in the TIP affect the lives of *all* Bay Area residents?"

For the 2019 TIP Investment Analysis, staff proposes to build upon the existing approach by incorporating Plan Bay Area 2040 transportation-related equity measures and additional project performance data that is newly available with the 2019 TIP. These improvements would be completed through the mapping analysis or through an additional quantitative analysis where possible, and staff will also conduct additional outreach to inform the qualitative discussion on transportation-related disabilities. Staff will provide additional detail on the proposed approach at the April Committee meeting.

In addition, MTC and the World Institute on Disability have partnered on a FY18-19 Caltrans Sustainable Communities Grant proposal to assess and plan for improved access and mobility for people with disabilities. Should this proposal receive grant funding, MTC will be better positioned to fill the existing data gaps and have a better understanding of the travel patterns of people with disability.