

Appendix C: TIP Equity Analysis

Table 1: Breakdown of Racial Minorities, Ethnic Minorities, and Low-Income Households in Hillsborough County

Demographic	Count	% of Total
Hillsborough County Total	1,378,865 people / 516,473 households	100%
Racial Minority	246,027 people	17.8%
Ethnic Minority	253,321 people	18.4%
Low-Income	83,311 households	16.1%

Table 2: Breakdown of 2022-2026 TIP Projects by Funding Bucket and Underserved Block Group Location

TIP Projects	TIP Miles	Population in County	Percent of Total Miles in TIP
Total Major Capacity Projects	36.3 mi.		
...in Racial Minority Neighborhoods	5.8 mi.	17.8%	16%
...in Ethnic Minority Neighborhoods	7.5 mi.	18.4%	21%
...in Low-Income Neighborhoods	11.6 mi.	16.1%	32%
Total Good Repair Projects	99.1 mi.		
...in Racial Minority Neighborhoods	12.1 mi.	17.8%	12%
...in Ethnic Minority Neighborhoods	7.9 mi.	18.4%	8%
...in Low-Income Neighborhoods	27.6 mi.	16.1%	28%
Total Vision Zero Projects	53.8 mi.		
...in Racial Minority Neighborhoods	15.7 mi.	17.8%	29%
...in Ethnic Minority Neighborhoods	12.4 mi.	18.4%	23%
...in Low-Income Neighborhoods	17.5 mi.	16.1%	33%
Total Smart Cities Projects	120.6 mi.		
...in Racial Minority Neighborhoods	35.2 mi.	17.8%	29%
...in Ethnic Minority Neighborhoods	23.3 mi.	18.4%	19%
...in Low-Income Neighborhoods	54.3 mi.	16.1%	45%
Total Real Choices Projects	29.1 mi.		
...in Racial Minority Neighborhoods	9.1 mi.	17.8%	31%
...in Ethnic Minority Neighborhoods	0.9 mi.	18.4%	3%
...in Low-Income Neighborhoods	5.0 mi.	16.1%	17%

**Green = higher investment, Red = lower investment –in proportion to total population of block group*

Table 2 provides a breakdown of the total number of project miles in this TIP that fall into each of the five investment programs of the 2045 Long Range Transportation Plan (LRTP) It also shows how those miles are distributed in areas with a very high concentration of racial minority individuals, ethnic minority individuals, or low-income households. Table 1 provides the total number of people or households in block groups flagged as having a ‘very high’ concentration of the identified demographic. These block groups are identified in the 2021 Nondiscrimination Plan.

In summary:

- Nearly a third of the linear miles of all Major Projects for Economic Growth are in low-income block groups – these include Priority #51 North/South MetroRapid Construction – Tampa Arterial Bus Rapid Transit , as well as road widening projects such as Priority #48 Westshore Interchange, #53 Brush St (Whiting St to Kennedy Blvd), #56 Gibsonton Dr (I75 to US301) and Big Bend Rd (US41 to Covington Garden Dr and Simmons Loop Rd to US301). Major Projects for Economic Growth, as shown in the LRTP and TIP, are transportation projects that typically would not qualify for a categorical exclusion from federal environmental impact review under 23 CFR § 771.117, and include road widening projects and extensions and well as fixed guideway transit projects. These projects may have negative impacts on, and may or may not provide benefits to adjacent communities. Impacts could include increased noise and/or air pollution, higher roadway or transit speeds, and reduced safety. As such, decision-makers should ensure that projects which may result in local burdens do not disproportionately fall on low-income and minority neighborhoods.
- Nearly 30% of all good repair miles, which are generally pavement resurfacing and bridge repair projects, are located in low-income block groups, pointing to a more than proportional level of investment in maintenance investment in these neighborhoods. Ethnic minority and racial minority block groups do not receive a proportional level of investment in terms of total miles, with ethnic minority block groups receiving only 8% of all miles of good repair projects.
- There is a near even distribution of safety projects among low-income and racial and ethnic minority neighborhoods.
- Nearly 30% and 45% of smart cities’ project miles are in racial minority and low-income block groups, respectively. It should be noted that many Smart Cities project miles are on I-4 and I-275, which may not directly benefit low-income neighborhoods surrounding these Interstates. In addition, many smart cities projects are located at intersections, which may not be adequately reflected in the methodology above.
- Over 30% of all real choices project miles are in racial minority block groups, while only 3% of such miles are in ethnic minority block groups.

As the TPO continues to advance equity and build upon previous work such as the 2018 Nondiscrimination Plan and 2045 LRTP, examining what percentage of all projects are in traditionally underserved neighborhoods is essential for ensuring that transportation investments are distributed in a manner that ensures no one is denied the benefits of our planning processes and investment priorities. This analysis also serves to address the Citizens Advisory Committee request that the TPO conduct better demographic analysis on our TIP. Looking forward to the next TIP, the TPO will expand upon this analysis by including total funding for these projects in the communities identified above, and total funding per capita.

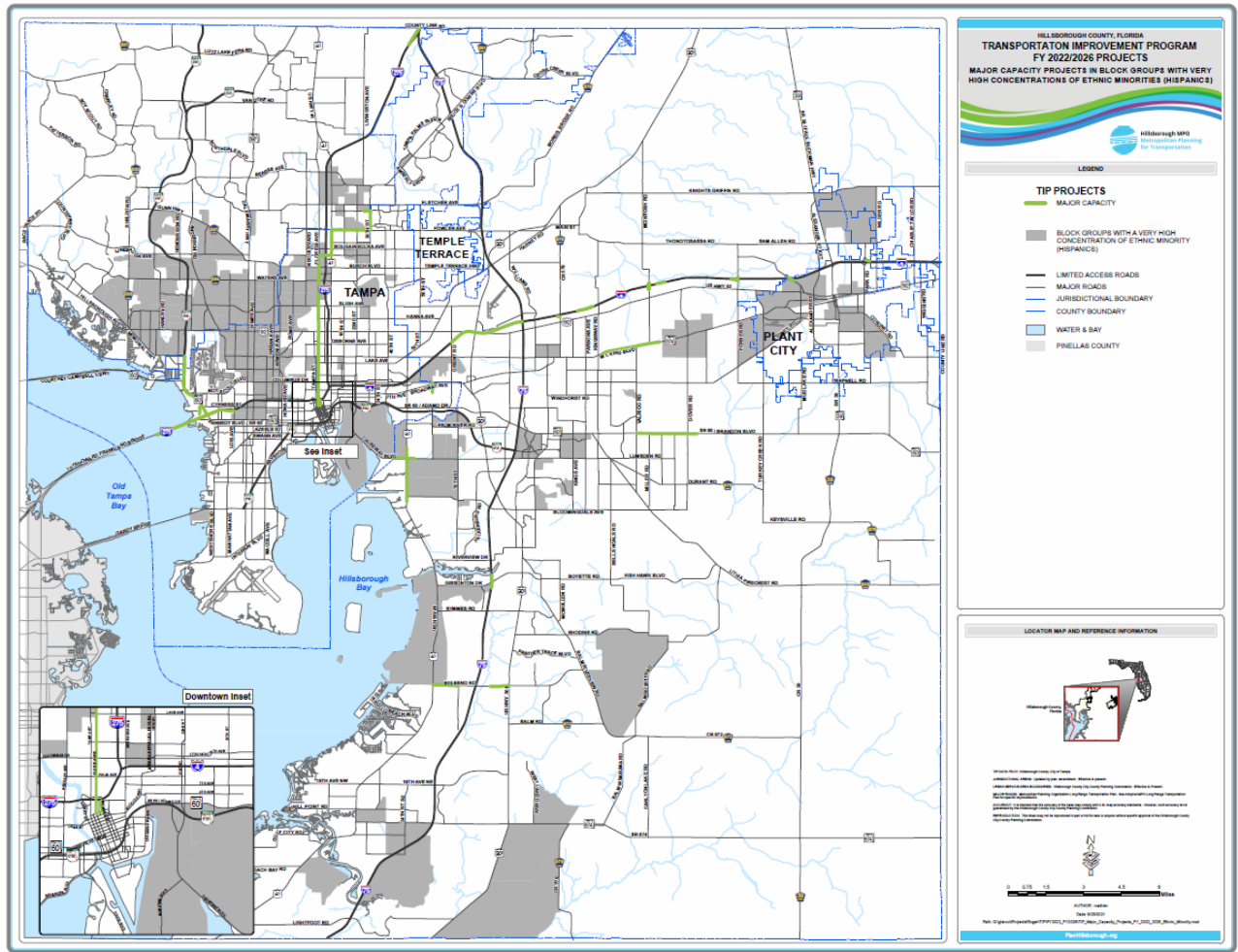


Figure 2: Major Capacity Projects in Block Groups with the Highest Concentration (Top 20th Percentile) of Ethnic Minorities

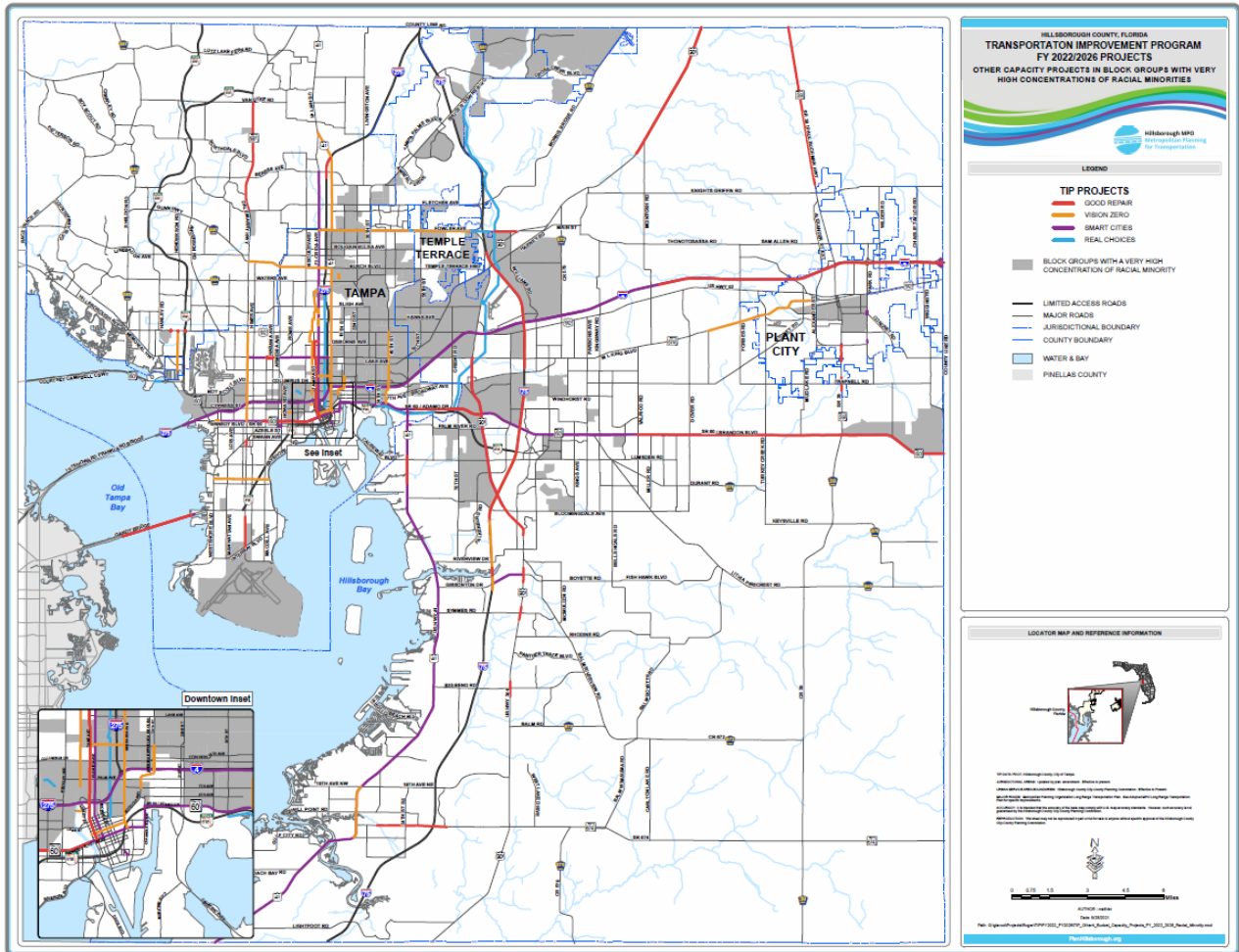


Figure 4: All Other Projects in Block Groups with the Highest Concentration (Top 20th Percentile) of Racialized Minorities

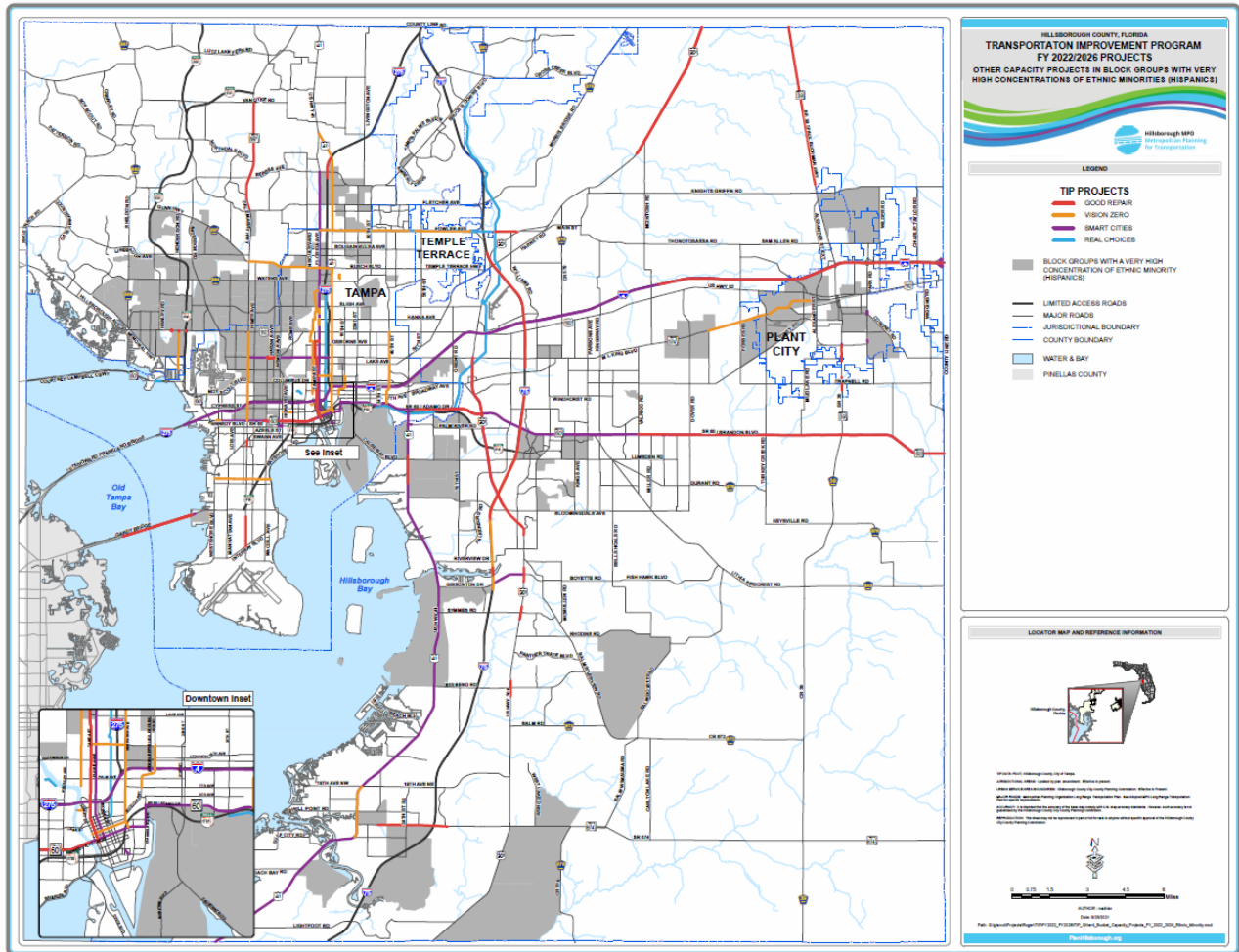


Figure 5: All Other Projects in Block Groups with the Highest Concentration (Top 20th Percentile) of Ethnic Minorities

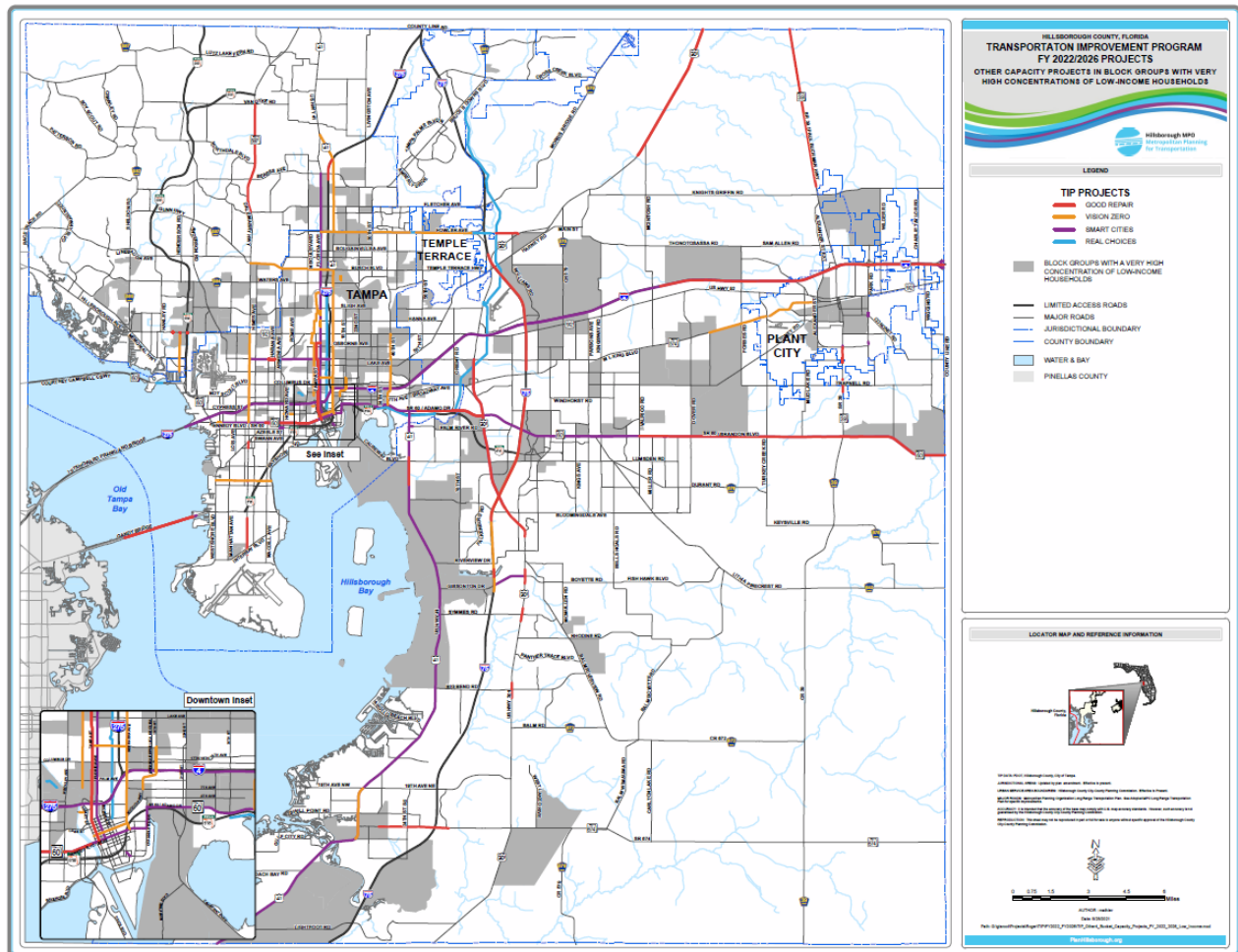


Figure 6: All Other Projects in Block Groups with the Highest Concentration (Top 20th Percentile) of Low-Income Households