B. Transportation Disadvantaged Analysis

Introduction

Residents in the Capital Region with minimal access to the planning process and to mobility options often include residents who experience overlapping social and economic circumstances that can limit their transportation options and opportunities. These groups include minority and Hispanic populations, older adults, individuals with disabilities, and households facing economic challenges such as low income, unemployment, or the absence of a vehicle. Taken together, these characteristics highlight communities that are more likely to face barriers in mobility, safety, and access to essential services. Recognizing the geographic distribution of these populations is critical to ensuring that the Regional Mobility Plan (RMP) prioritizes investments that reduce disparities and improve outcomes for these groups.

Methodology

The identification of these residents is based on seven demographic variables analyzed at the census block group/tract level to assess the degree to which each block group is under-supported. For each variable, the proportion in each block group/tract was compared to the countywide average. The data are sourced from the U.S. Census. Table 1 outlines each variable name, and Census table source. Table 2 summarizes the county and regional average for each variable, represented as the proportion of the identified population in each.

Table B–1. Data Sources

Variable	Gadsden County Average	Jefferson County Average	Leon County Average	Wakulla County Average	Regional Average
Percent of low-income households	21.9%	18.5%	19.3%	6.3%	**18.6%**
Percent of zero car households	9.5%	6.6%	6.7%	3.1%	**6.7%**
Percent of minority population	68.2%	41.1%	46.8%	23.2%	**47.1%**
Percent of Hispanic population	12.0%	4.6%	7.6%	4.6%	**7.8%**
Percent of elderly population (65 or older)	19.8%	23.9%	14.4%	15.9%	**15.5%**
Percent of disabled population	19.9%	20.2%	11.9%	13.2%	**13.2%**
Percent of unemployed population	4.6%	7.3%	5.9%	3.4%	**5.6%**

Figures 1 through 7 depict the proportion of each variable at the block group/tract level, highlighting the areas in the Capital Region where there are concentrations of each population.

Figure 1 shows the percentage of low-income households by census block group. Areas shaded in dark purple represent block groups with low-income household shares above the regional average. Overall, 107 of 278 block groups meet this threshold—79 in Leon County— with the largest concentrations in western Leon County, north central Jefferson County and across Gadsden County.

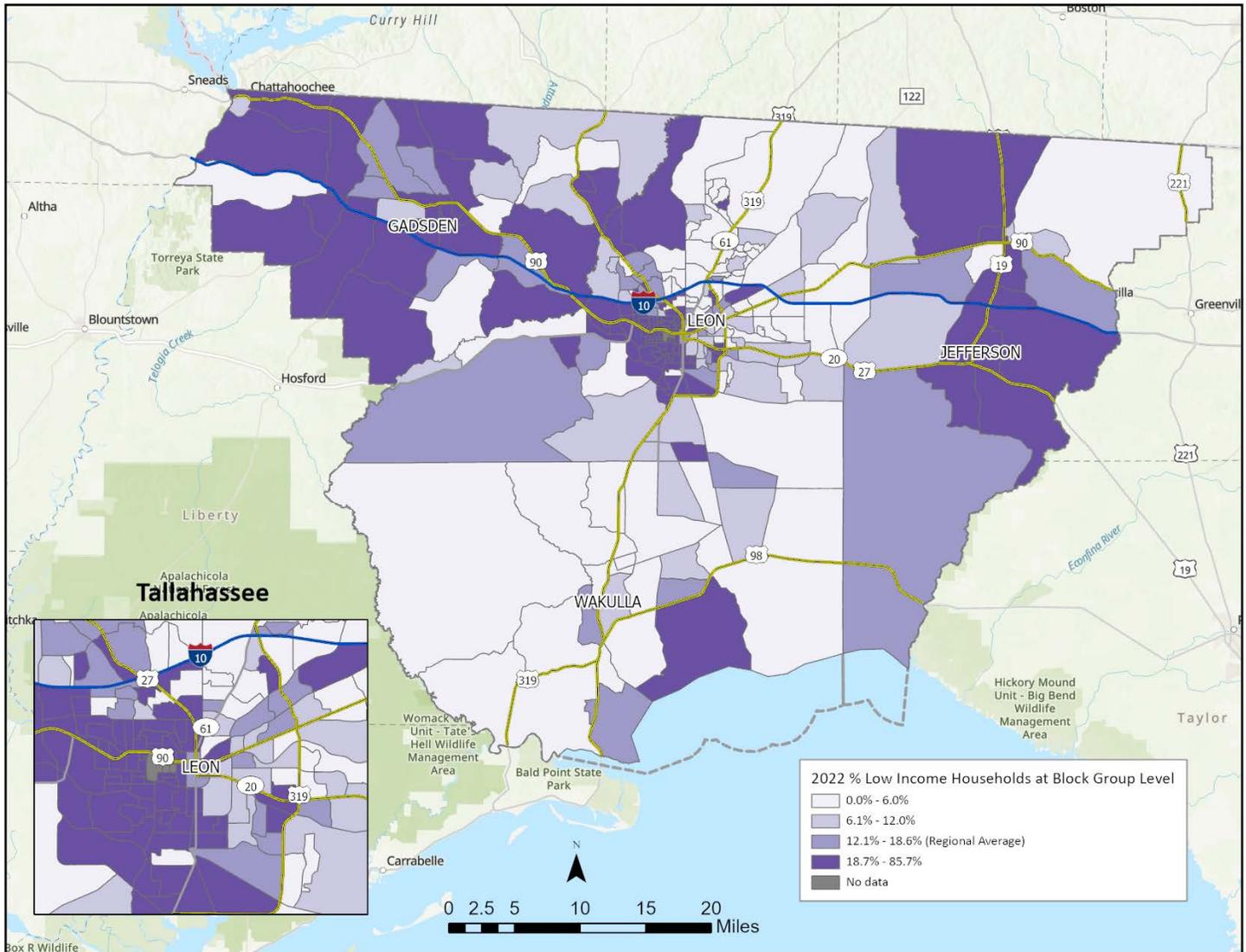**Figure B–1. Percentage of Low-Income Household by Census Block Group**

Figure 2 shows the percentage of zero-car households by census block group. Block groups shaded in dark pink represent areas with a higher share of zero-car households than the regional average. Overall, 100 of 278 block groups meet this threshold—71 in Leon County—with most located in southwestern Leon County with additional clusters in Gadsden and Jefferson counties.

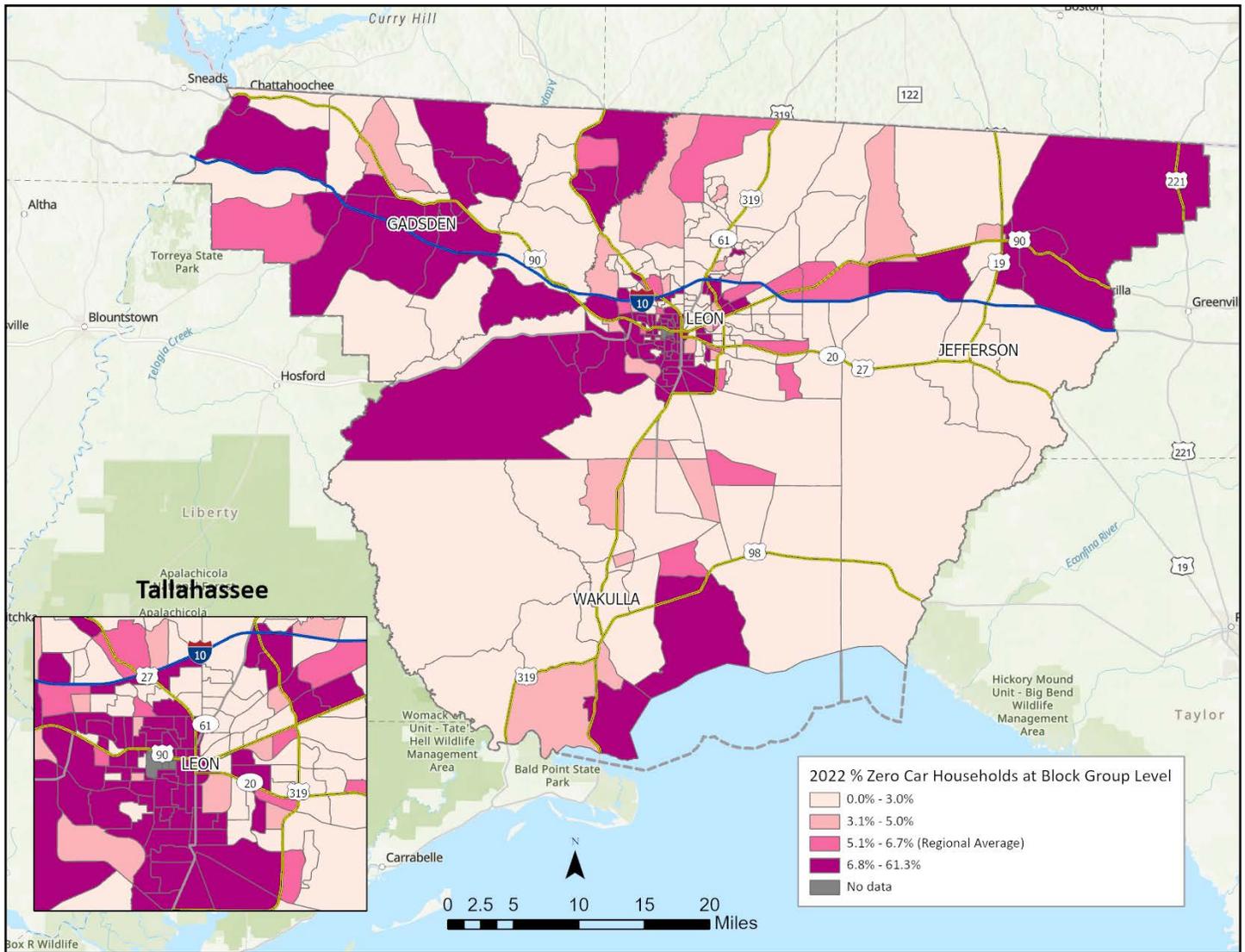**Figure B–2. Percentage of Zero- Car Households by Census Block Group**

Figure 3 displays the percentage of minority population by census block group. Areas shaded in dark green indicate block groups with minority population shares above the regional average Overall, 118 of 278 block groups meet this threshold—87 in Leon County—with concentrations primarily in southern Leon County and across Gadsden County.

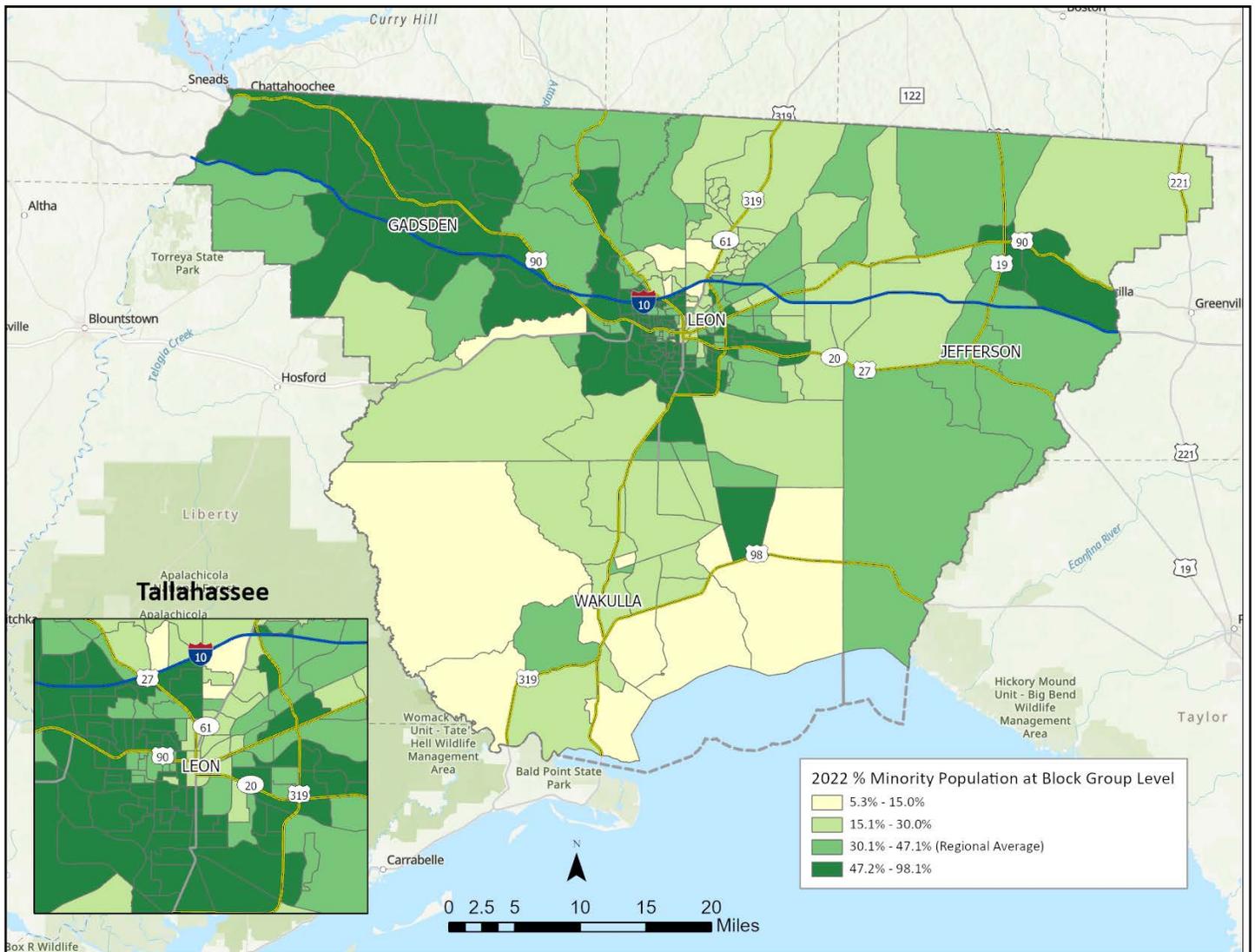**Figure B–3. Percentage of Minority Population by Census Block Group**

Figure 4 shows the percentage of Hispanic population by census block group. Block groups shaded in dark blue represent areas with Hispanic population shares above the regional average. Overall, 102 of 278 block groups meet this threshold—70 in Leon County—with most located in southwestern Leon County and across Gadsden County.

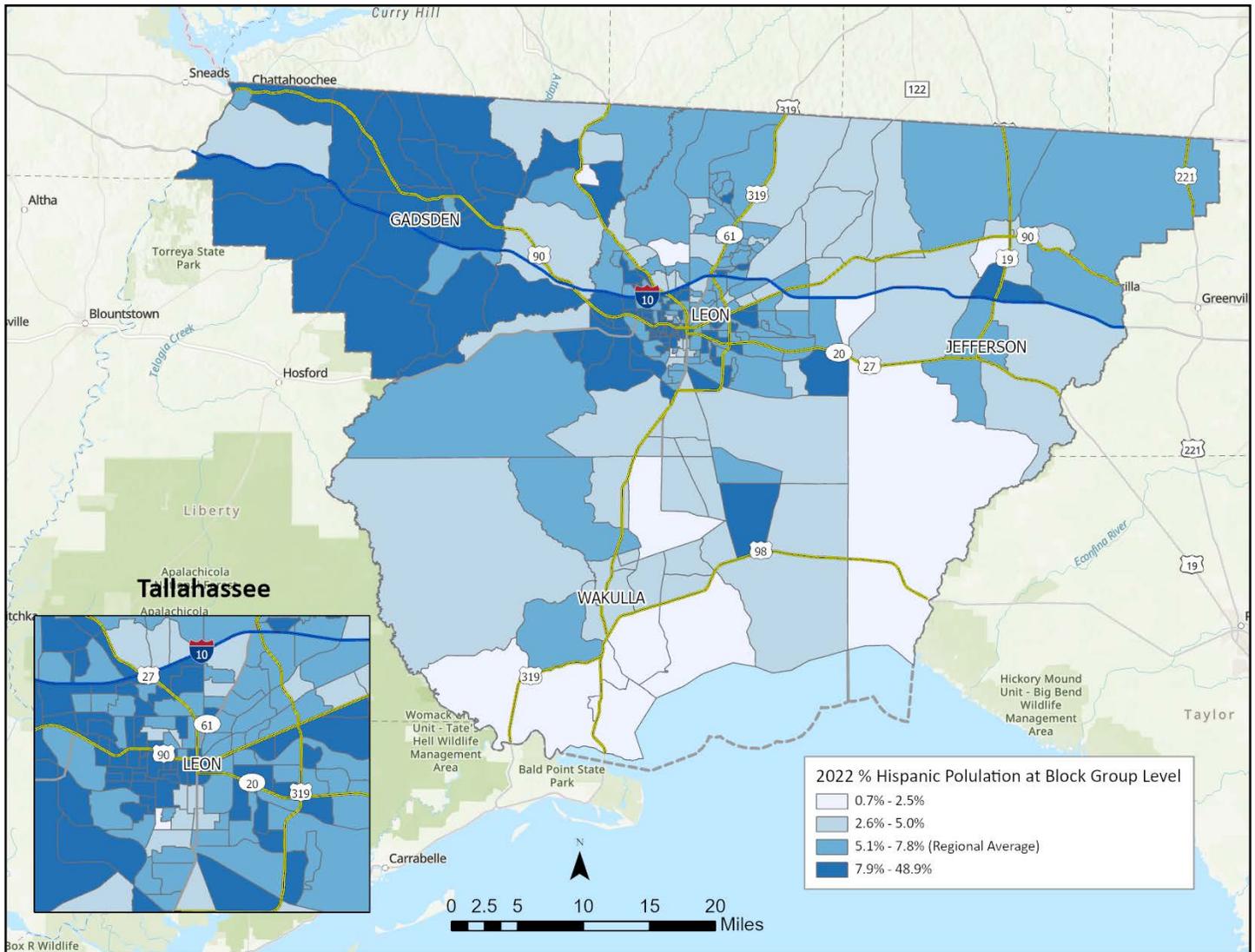**Figure B–4. Percentage of Minority Population by Census Block Group**

Figure 5 illustrates the percentage of elderly population by census block group. Areas shaded in dark purple represent block groups with elderly population shares above the regional average. Overall, 133 of 278 block groups meet this threshold—86 in Leon County—with the highest concentrations found outside of Capital Circle in Leon County, as well as across Gadsden, Wakulla, and Jefferson counties.

Figure B–5. Percentage of Elderly Population by Census Block Group
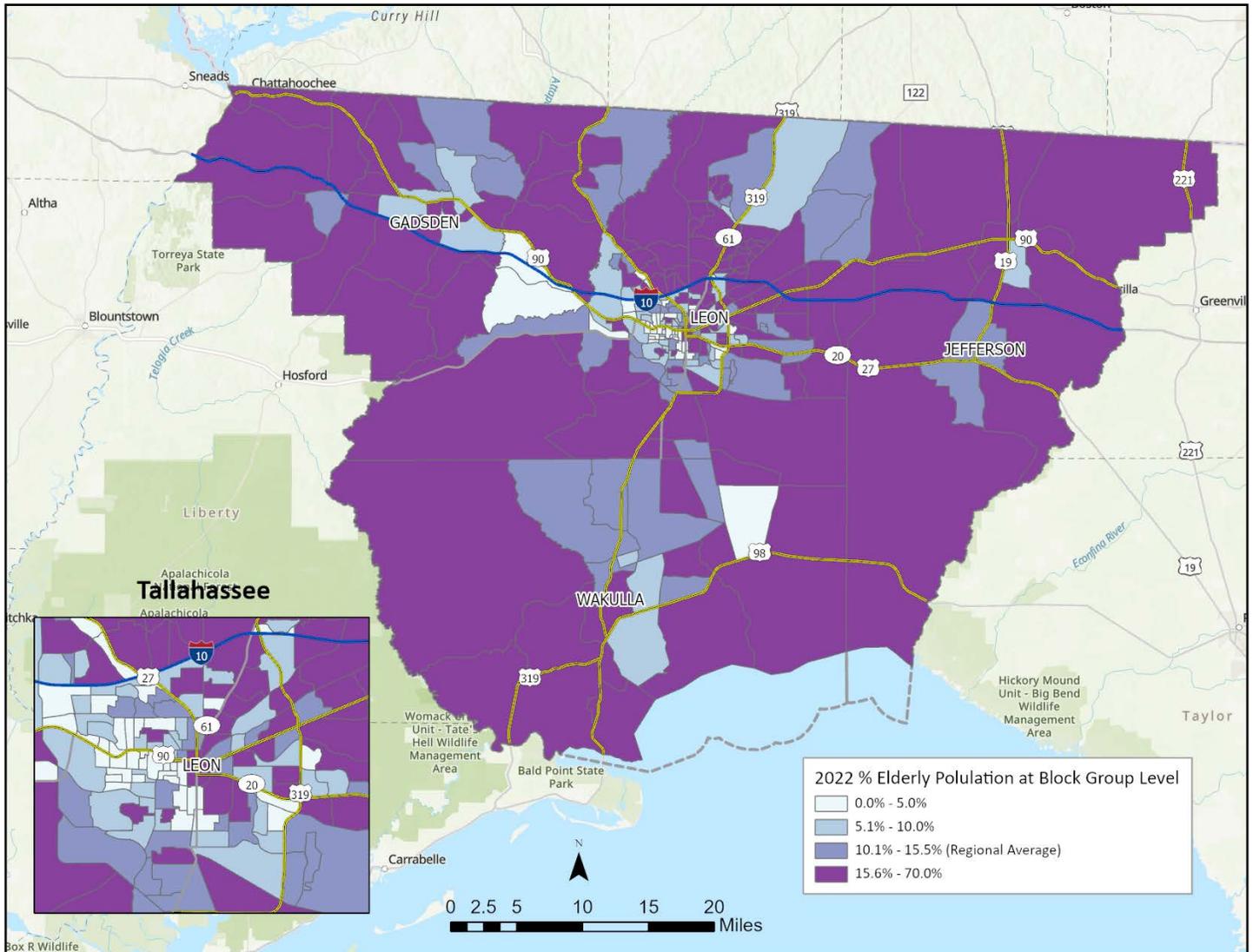
Figure 6 shows the percentage of disabled population by census tract. Census tracts shaded in dark blue represent areas with elderly population shares above the regional average. A total of 49 out of 101 tracts meet this threshold—31 in Leon County—with concentrations primarily in southern Leon County, western Wakulla County, as well as across Gadsden and Jefferson counties.

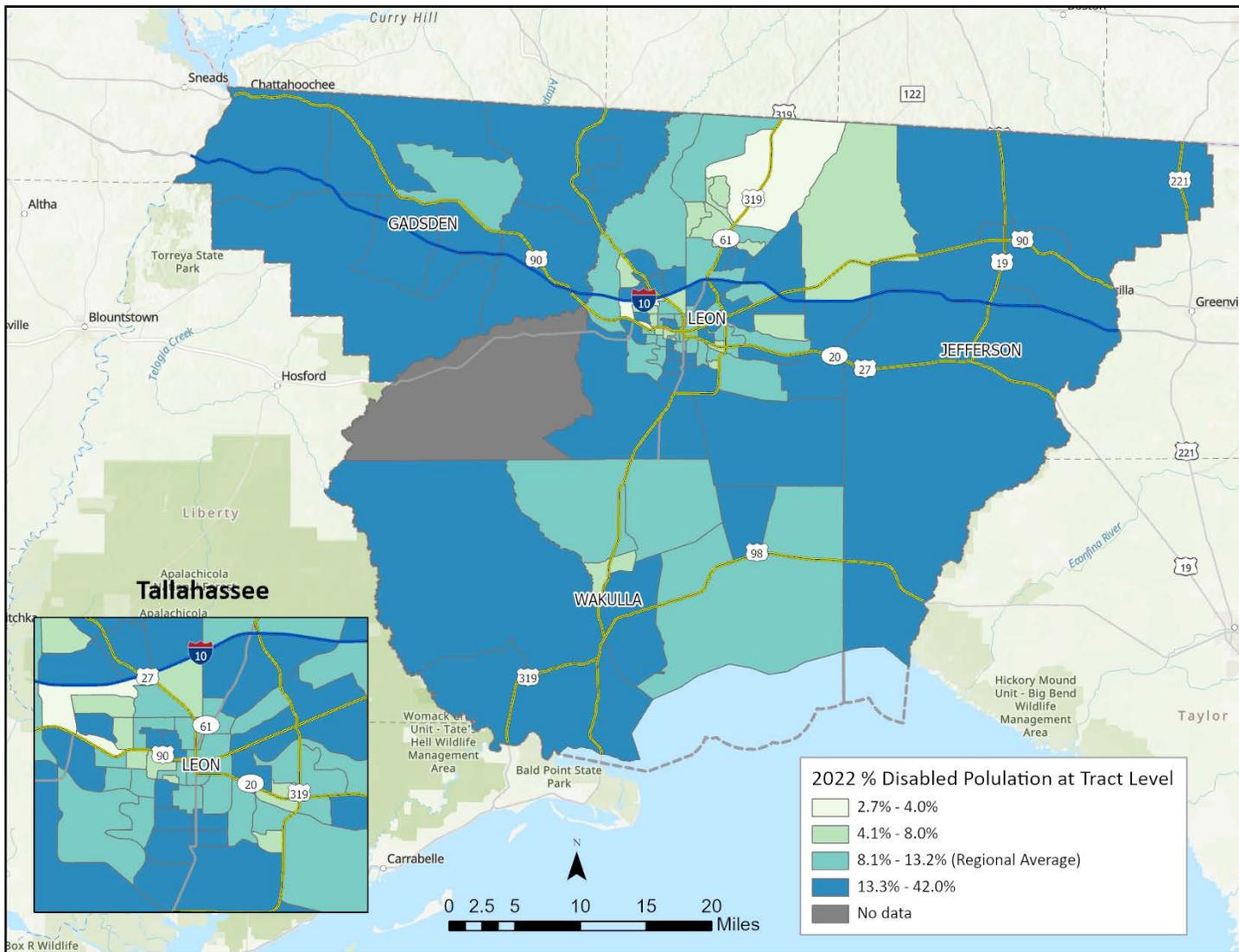**Figure B–6. Percentage of Disabled Population by Census Tract**

Figure 7 displays the percentage of unemployed population by census block group. Areas shaded in dark orange represent block groups with unemployment rates above the regional average. Overall, 100 of 278 block groups meet this threshold with 75 in Leon County. These block groups are primarily concentrated within Capital Circle in Leon County, as well as in southeastern Gadsden County and southern Jefferson County.

Figure B–7. Percentage of Unemployed Population by Census Block Group
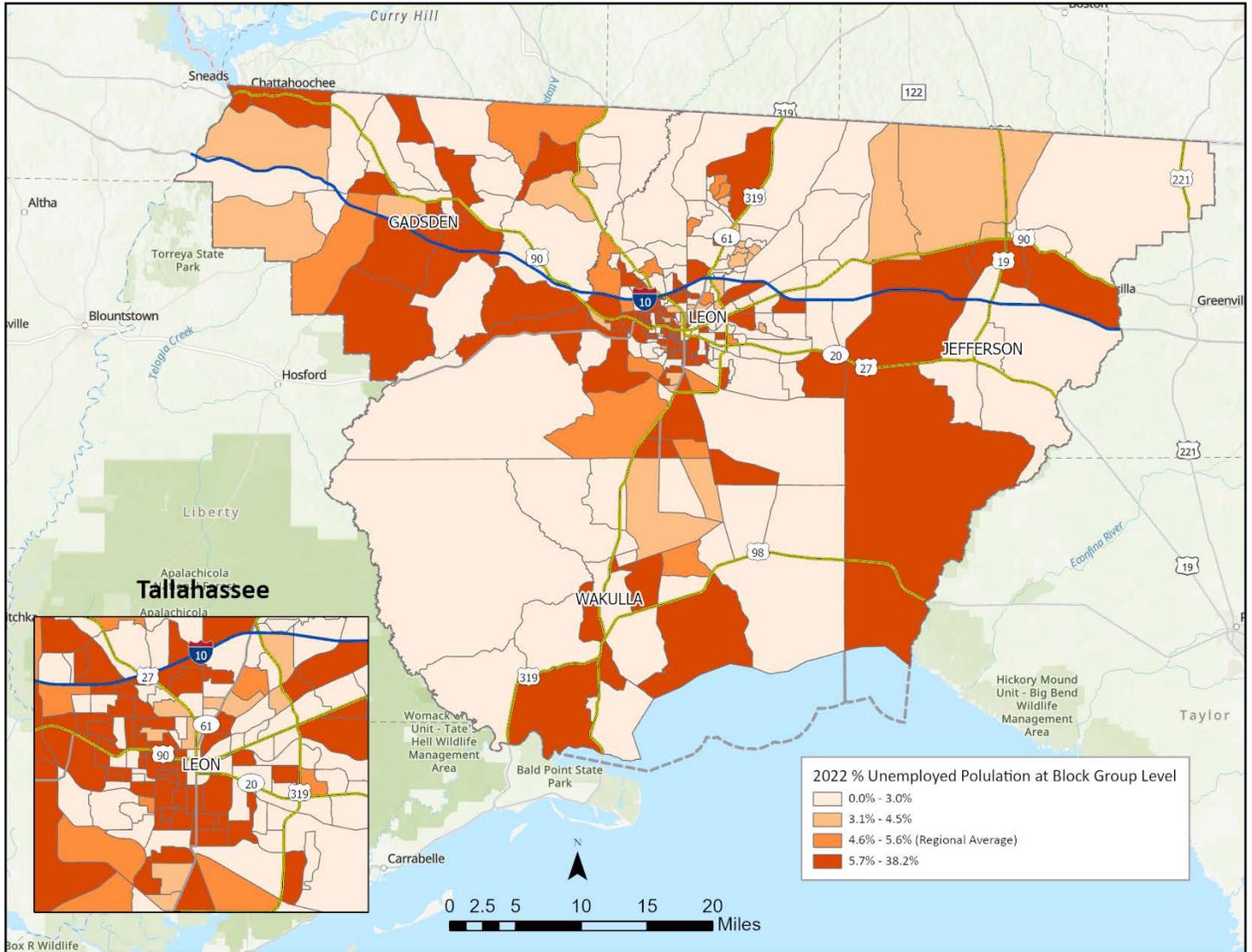
Identification of Transportation Disadvantaged Areas

A composite score of the seven socioeconomic variables represents the number of categories for which the proportion is above the regional average for each block group. Block groups were classified into four tiers based on this score, with those scoring five or higher characterized as having limited access to opportunities, both in terms of transportation planning and mobility. These areas are shown in dark blue in Figure 8. In total, 164 out of 278 block groups fall into this category, with concentrations primarily in southwestern Leon County and western Gadsden County.

Figure B–8. Transportation Composite Score
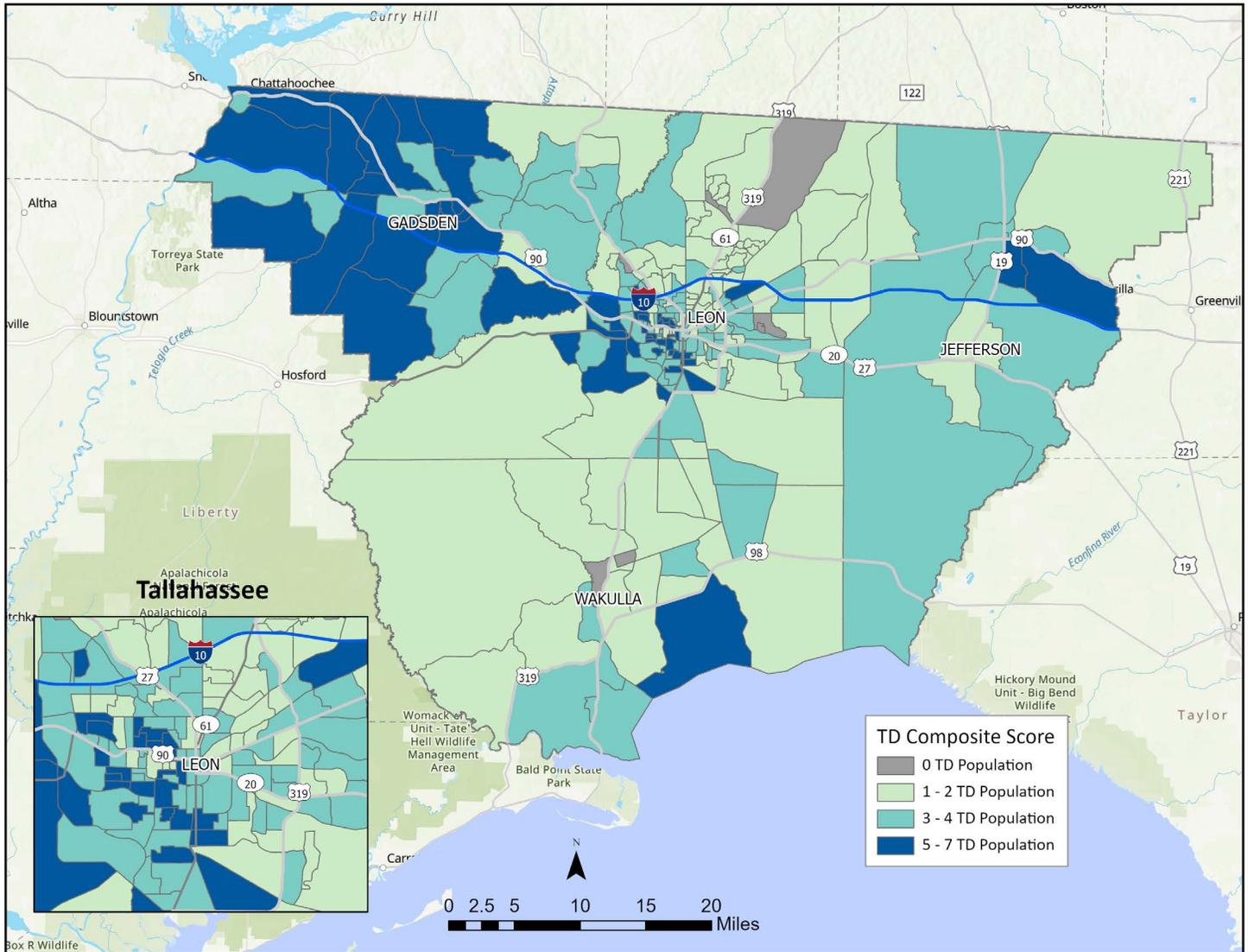
Cost Feasible Plan

Projects in the Cost Feasible Plan, relative to the communities they touch or traverse, include 36 centerline miles of improvements, 70 percent of which (25 centerline miles) are in areas meeting either the 3-5 TD or 5-7 TD group criteria. Roadway improvements often present both burdens and benefits to the communities they traverse, but the majority of the projects in the RMP, with the exception of the Interstate 10 improvements, will include multimodal accommodations, providing a clear benefit to the surrounding communities, who often do not have access to vehicles. Figure 9 summarizes the breakdown of cost feasible projects by TD group criteria and Figure 10 includes a map of the projects overlayed on the TD map.

Figure B–9. Cost Feasible Centerline Miles by TD Population Area
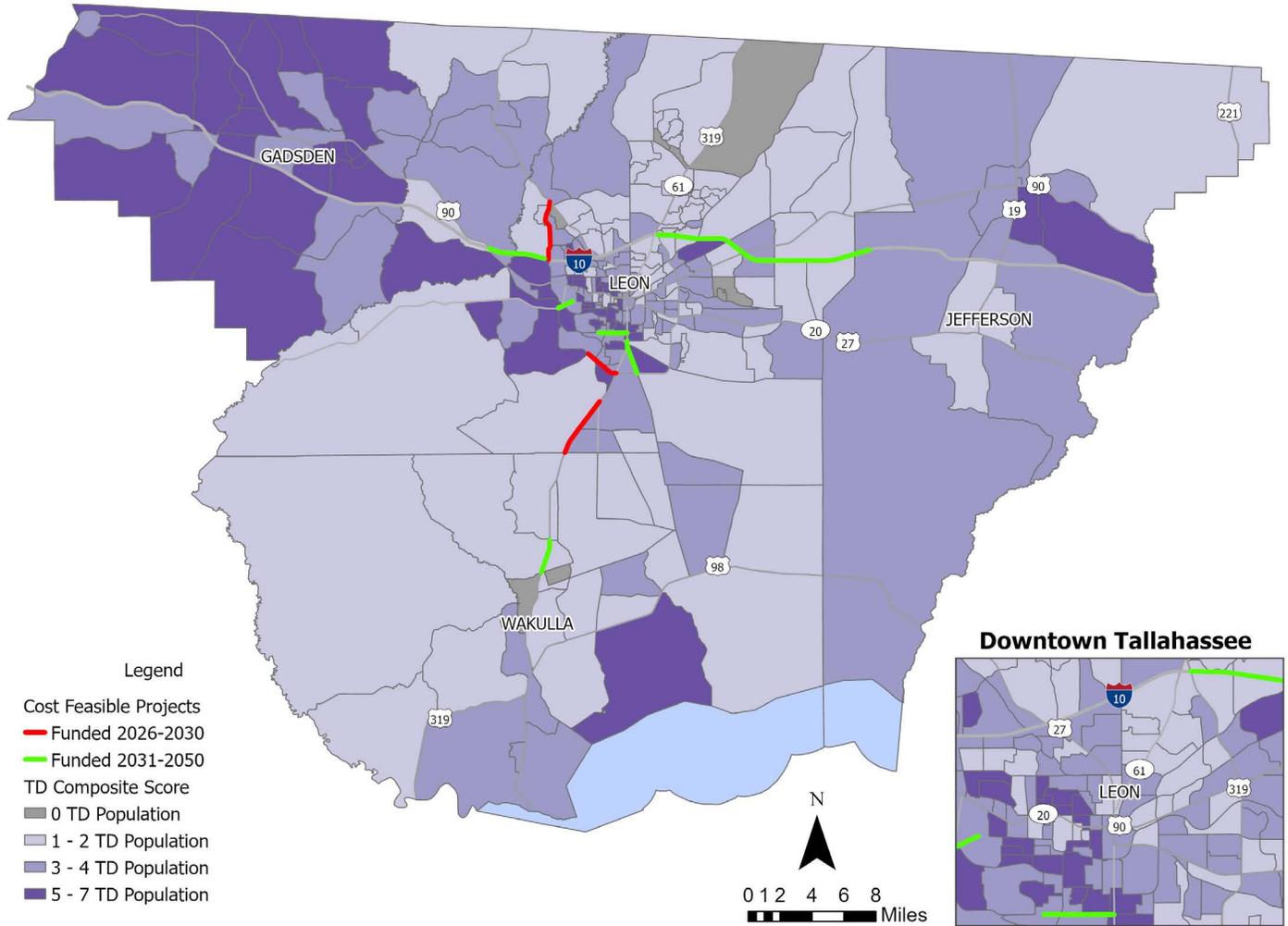
Funded projects in most cases include pre-construction phases only.
Period indicated on map indicates last funded phase in Cost Feasible Plan.

Conclusion

The analysis described in this report highlights areas in the Capital Region that lack access to the planning process and to mobility options in the region. These are areas that contain overlapping concentrations of populations more likely to face mobility challenges than the general population. This analysis is important to inform both regional planning priorities as well as direction for targeted in-person public outreach. By focusing engagement efforts in these areas, the RMP can ensure that these populations have meaningful opportunities to participate in the planning process and shape future transportation investments.