Title VI Equity Analyses /
Regional Project Distribution
FFY 2017-2021
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The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code through Massachusetts Department of Transportation contract 88920. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Individuals seeking additional information or wishing to file a Title VI/Nondiscrimination complaint may contact the SRPEDD Title VI/Nondiscrimination Coordinator at the contact information here. All such complaints must be received, in writing, within 180 days of the alleged discriminatory occurrence. Assistance will be provided, upon request, to individuals unable to provide the complaint form in writing.

SRPEDD
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The SMMPO is equally committed to implementing federal Executive Order 12898, entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” In this capacity, the SMMPO identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. The SMMPO carries out this responsibility by involving minority and low income individuals in the transportation process and considering their transportation needs in the development and review of the SMMPO’s transportation plans, programs and projects.

Portuguese: Caso esta informação seja necessária em outra idioma, favor contar o coordenador em Título VI do SRPEDD pelo telephone (508) 824-1367.

Spanish: Si necesita esta información en otro idioma, por favor contacte al coordinador de SRPEDD del Título VI al (508) 824-1367.

Haitian / French Creole: Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Koòdonatè Tit VI SRPEDD a pa téléfòn nan (508) 824-1367.
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Introduction
As a recipient of federal funds The Southeastern Regional Planning and Economic Development District (SRPEDD), acting as staff to the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) complies with Title VI of the Civil Rights Acts of 1964. Title VI prohibits discrimination based upon race, color and national origin. Additional federal nondiscrimination laws prohibit discrimination on the basis of age, sex and disability.

The SMMPO is equally committed to complying with federal Executive Order 12898, entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.” In this capacity, the SMMPO identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. The SMMPO carries out this responsibility by involving minority and low-income individuals in the transportation process and considering their transportation needs in the development and review of the SMMPO’s transportation plans, programs and projects.

SRPEDD routinely maps minority, low-income and LEP populations/areas for our Transportation Evaluation Criteria, for public outreach purposes, for the Title VI submissions of our regional transit agencies, for transit route equity analyses and evaluations, and for other general planning purposes. As part of the requirements for the TIP we have extended these efforts into a regional project distribution / Title VI equity analyses.

Methodology
This Equity Analyses is based on projects that are programmed with regional target funds in the FFY2017-FFY2021 TIP in our region. SRPEDD defines a Title VI/EJ community and Title VI/EJ Census tracts as such if they are greater than the regional average for minority, Limited English Proficiency (LEP) or below the regional average poverty level, as calculated in the American Community Survey (ACS). (The Census Bureau uses a set of dollar value thresholds that vary by family size and composition to determine who
is in poverty.) For minority populations the regional average was 10.98%, and for LEP populations the regional average was 7.4%.

Minority, low-income and LEP areas were mapped for each of the 27 communities in the SRPEDD region, low income and LEP using 2005-2009 ACS data, and minority using 2010 Census data with the intent to determine the level of project distribution equity in areas designated as Title VI and in non-Title VI areas in our region. We mapped the geographical distribution of Transportation Improvement Program (TIP) projects and compared the number of projects in identified Title VI and EJ census tracts versus non-Title VI and EJ census tracts.

If a project was located directly adjacent to one of the areas designated as low-income (poverty), minority or LEP and if that project directly connected and/or served the designated area, we counted the project as falling within one of these areas. There were 10 projects in the FFY2017-FFY2021 TIP that were located within or directly adjacent to designated areas.

We also determined the number of projects in a community, the total dollar amount of funding per community and per capita to analyze the distribution of TIP projects and funding in our region. Both data sheets and mapping of project data was utilized.

Regardless of the results of this analysis, there are a number of factors that would affect one or more communities having a disparate number of projects or funding compared to other communities in this region. Although the SMMPO (SRPEDD) offers a myriad of services and technical assistance to all 27 communities in the region on request, including intersection analysis, signal warrants analysis, safety and congestion studies for intersections and corridors, as well as road safety audits, including the accompanyng public outreach efforts, some communities simply do not take advantage of this, whether by indifference or design.

Some communities have expressed concern regarding the length of the TIP process, as well as their own unwillingness to be held to MassDOT’s stricter design standards that now include Complete Streets and raise the scope and the cost of a project significantly. Those communities not seeking this assistance will not benefit in the number of projects and amount of funding
to the same extent that communities in this region who are proactive will benefit from.

Results

The total number of projects programmed in the existing FFY2017-FFY2021 TIP, total 18 in 13 communities, leaving 14 communities out of the 27 in the SRPEDD region with no projects. However, 4 of these 14 communities (Carver, Fall River, Mansfield and Somerset) had projects programmed in the FFY2012-2016 TIP. The remaining 10 communities (Acushnet, Berkley, Dighton, Fairhaven, Freetown, Marion, Plainville, Rehoboth, Rochester, and Swansea) have had no recent or future projects in the TIP.

Anecdotal observations are that 9 out of these 10 communities have had limited or no presence at Joint Transportation Planning Group (JTPG) meetings or of having taken advantage of the array of services and technical assistance offered by the staff of the SMMPO. The exception to this is the town of Fairhaven, which has always been, and continues to be, an active participant in the JTPG.

Of the 13 communities with projects in the FFY2017-FFY2021 TIP, there are 8 communities with 1 project in the TIP. These communities are North Attleborough, New Bedford, Seekonk, Attleboro, Norton, Raynham, Lakeville and Wareham. There are 5 communities with 2 projects in the TIP. These communities are Middleborough, Taunton, Dartmouth, Westport and Mattapoisett. (Please see map entitled Number of 2017-2021 TIP Projects by Municipality.)

The location of each TIP project was mapped and overlaid with the areas that met the criteria previously discussed and designated as low-income, minority and LEP areas. As far as the geographical distribution of projects, out of the 18 total projects in the region over the 5-year period, 10 projects fell within areas designated as meeting the criteria for low-income, minority or LEP populations. (See maps entitled 2017-2021 Project Locations and Title VI & Environmental Justice & 2017-2021 Project Expenditures and Limited English Proficiency.)
Five of the SRPEDD communities met the criteria to be designated as Minority Municipalities. These communities are Attleboro, Fall River, New Bedford, Taunton and Wareham. (See map entitled 2017-2021 Project Expenditures in Minority Municipalities.) Attleboro has 1 project in the FFY2017-FFY2021 TIP, New Bedford has 1, Taunton has 2, Wareham has 1, and Fall River has 0, although Fall River had 2 projects in the FFY2012-FFY2016 TIP.

The median per capita spending for the 13 communities with projects programmed in the FFY2017-FFY2021 TIP is $209. Minority communities shows Attleboro ($166) near the median, with New Bedford ($63) well below the median and Wareham ($841) well above the median per capita spending. Fall River has no projects in the existing TIP.

Total project expenditures were calculated, mapped by community and per capita for minority municipalities, LEP and low-income areas. (See maps entitled 2017-2021 Project Expenditures in Minority Municipalities, 2017-2021 Project Expenditures and Limited English Proficiency & 2017-2021 Project Expenditures and Title VI / Environmental Justice.)

The per capita spending in the SRPEDD region ranges from a low of $61 per capita in North Attleborough to a high of $1493 per capita in Mattapoisett. (See Table entitled Municipality Per Capita on the map entitled 2017-2021 Project Expenditures.)

Of the 14 communities with no projects in the FFY2017-FFY2021 TIP, 10 did not meet any of the criteria for minority, poverty or LEP. Of the remaining 4 communities, Acushnet, Fairhaven, Fall River and Mansfield, 2 of these, Fall River and Mansfield had projects in the FFY2012-2016 TIP, leaving only 2 communities that meet these criteria, Acushnet and Fairhaven, with no recent past or future TIP projects.

Out of the 27 SMMPO communities, a total of 15 did not meet the criteria for Title VI or EJ populations leaving 12 communities that did meet those criteria. (See map entitled Number of 2017-2021 Projects and Title VI / Environmental Justice.)

Our results show that 10 out of the 18 projects in the FFY2017-FFY2021 TIP, which is more than half, fell within minority, low-income and LEP areas.
Number of 2017-2021 Projects by Municipality

Number of Projects

- Rhode Island

No Projects: 1

1 Project: 2

Data Sources:
SRPEDD, MassGIS, MassDOT
2017-2021 Project Locations and Title VI / Environmental Justice

Title VI / EJ Criteria
- Low Income
- Minority
- Low Income & Minority
- Limited English Proficiency

SRPEDD Definitions:
- Low Income: Census tracts that are greater than SRPEDD’s low income regional average of 12.13%
- Minority: Census tracts that are greater than SRPEDD’s minority regional average of 10.98%
- Limited English Proficiency: Census tracts that are greater than SRPEDD’s LEP regional average of 7.40%

Data Sources:
2017-2021 Project Expenditures and Limited English Proficiency (LEP)

Title VI / EJ Criteria
- Limited English Proficiency

SRPEDD Definition:
Limited English Proficiency: Census tracts that are greater than SRPEDD’s LEP regional average of 7.40%

Data Sources:
2017-2021 Project Expenditures in Minority Municipalities

SRPEDD Definition:
Minority Municipality: Municipality whose total minority population is greater than SRPEDD’s minority regional average of 10.98%.

Data Sources:
SRPEDD, MassGIS, MassDOT, 2010 Census,
2017-2021 Project Expenditures and Title VI / Environmental Justice

Title VI / EJ Criteria
- Low Income
- Minority
- Low Income & Minority

SRPEDD Definitions:
- Low Income: Census tracts that are greater than SRPEDD’s low income regional average of 12.13%
- Minority: Census tracts that are greater than SRPEDD’s minority regional average of 10.98%

Data Sources:
Number of 2017-2021 Projects and Title VI / Environmental Justice

Title VI / EJ Criteria
- **Low Income**
- **Minority**
- **Low Income & Minority**
- **Limited English Proficiency**

**Number of Projects**
- 1
- 2

**SRPEDD Definitions:**

- **Low Income:** Census tracts that are greater than SRPEDD's low income regional average of 12.13%.
- **Minority:** Census tracts that are greater than SRPEDD's minority regional average of 10.98%.
- **Limited English Proficiency:** Census tracts that are greater than SRPEDD's LEP regional average of 7.40%.

**Data Sources:**
2017-2021 Project Expenditures

Project Spending Per Capita

- No Projects
- < $300
- $301 — $600
- $601 — $900
- > $900

Municipality | Per Capita
--- | ---
North Attleborough | $61
New Bedford | $63
Middleborough | $103
Seekonk | $104
Attleboro | $166
Dartmouth | $172
Taunton | $209
Norton | $354
Raynham | $364
Lakeville | $444
Westport | $720
Wareham | $841
Mattapoisett | $1,493

Data Sources:
SRPEDD, MassGIS, MassDOT
<table>
<thead>
<tr>
<th>Project #</th>
<th>Project</th>
<th>Cost</th>
<th>Fiscal Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>ATTLEBORO - INTERSECTION IMPROVEMENTS AT ROUTE 1 (WASHINGTON STREET)/ROUTE 1A (NEWPORT AVENUE) AND ROUTE 123 (HIGHLAND AVENUE)</td>
<td>$7,237,293.00</td>
<td>2020</td>
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<tr>
<td>2</td>
<td>DARTMOUTH - CHASE ROAD @ OLD WESTPORT ROAD, INTERSECTION IMPROVEMENTS</td>
<td>$1,480,072.00</td>
<td>2019</td>
</tr>
<tr>
<td>3</td>
<td>DARTMOUTH- REALIGNMENT OF TUCKER ROAD TO ROUTE 6 AND HATHAWAY ROAD, INCLUDING INTERSECTION SIGNALIZATION</td>
<td>$4,373,200.00</td>
<td>2121</td>
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<tr>
<td>4</td>
<td>LAKEVILLE- RECONSTRUCTION AND RELATED WORK ON RHODE ISLAND ROAD (ROUTE 79), FROM THE TAUNTON CITY LINE TO CLEAR POND ROAD</td>
<td>$4,710,930.00</td>
<td>2020</td>
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<td>5</td>
<td>MATTAPOISETT - MAIN STREET / WATER STREET / BEACON STREET / MARION ROAD, RECONSTRUCTION</td>
<td>$4,562,448.00</td>
<td>2121</td>
</tr>
<tr>
<td>6</td>
<td>MATTAPOISETT- MULTI-USE PATH CONSTRUCTION (PENN CENTRAL RIGHT OF WAY), FROM MATTAPOISETT NECK ROAD TO DEPOT STREET (PHASE 1B)</td>
<td>$4,460,863.00</td>
<td>2018</td>
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<tr>
<td>7</td>
<td>MIDDLEBOROUGH - EVERETT SQUARE - EVERETT STREET / STATION STREET / CENTER STREET / CENTER AVENUE / HIGH STREET, INTERSECTION IMPROVEMENTS</td>
<td>$1,121,267.00</td>
<td>2019</td>
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<td>8</td>
<td>MIDDLEBOROUGH- INTERIM IMPROVEMENTS AT ROUTES 18/28/44 (ROTARY)</td>
<td>$1,268,874.00</td>
<td>2017</td>
</tr>
<tr>
<td>9</td>
<td>NEW BEDFORD - CORRIDOR IMPROVEMENTS AND RELATED WORK ON KINGS HIGHWAY, FROM CHURCH STREET TO THE KINGS HIGHWAY BRIDGE (N-06-036) OVER ROUTE 140</td>
<td>$5,989,637.00</td>
<td>2019</td>
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<td>10</td>
<td>NORTH ATTLEBOROUGH - TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS @ EAST WASHINGTON STREET (ROUTE 1) &amp; CHESTNUT STREET</td>
<td>$1,739,053.00</td>
<td>2017</td>
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<td>11</td>
<td>NORTON - EAST MAIN STREET (ROUTE 123), FROM PINE STREET TO I-495, CORRIDOR IMPROVEMENTS PLUS TRAFFIC SIGNAL INSTALLATION ON ROUTE I-495 (NB &amp; SB) RAMPS AT EAST MAIN STREET (ROUTE 123)</td>
<td>$6,738,610.00</td>
<td>2018</td>
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<td>12</td>
<td>RAYNHAM - ROUTE 138, RESURFACING &amp; RELATED WORK</td>
<td>$4,866,612.00</td>
<td>2121</td>
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<td>13</td>
<td>SEEKONK - INTERSECTION IMPROVEMENTS &amp; RELATED WORK AT FALL RIVER AVENUE (ROUTE 114A) AND COUNTY STREET</td>
<td>$1,429,968.00</td>
<td>2018</td>
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<td>14</td>
<td>TAUNTON - DEAN STREET (ROUTE 44) FROM ARLINGTON STREET TO ROUTE 104, WIDEN &amp; INTERSECTION IMPROVEMENTS</td>
<td>$5,839,934.00</td>
<td>2121</td>
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<td>15</td>
<td>TAUNTON- CORRIDOR IMPROVEMENTS &amp; RELATED WORK ON BROADWAY (ROUTE 138), FROM TAUNTON GREEN NORTHERLY TO JACKSON STREET</td>
<td>$5,839,934.00</td>
<td>2020</td>
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<td>16</td>
<td>WAREHAM - RECONSTRUCTION OF ROUTE 6 &amp; 28, FROM 500 FT. EAST OF TYLER AVENUE TO EAST OF RED BROOK ROAD</td>
<td>$18,351,691.00</td>
<td>2018/2019</td>
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<td>WESTPORT- RESURFACING AND RELATED WORK ALONG ROUTE 88 FROM MILE MARKER 0.0 (BEGINNING OF STATE HIGHWAY) NORTHERLY TO MILE MARKER 1.2, JUST NORTH OF DRIFT ROAD</td>
<td>$5,040,000.00</td>
<td>2017</td>
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<td>18</td>
<td>WESTPORT- RESURFACING AND RELATED WORK ON ROUTE 88 FROM MILE MARKER 1.2 (JUST NORTH OF DRIFT ROAD) NORTHERLY TO MILE MARKER 7.5, JUST SOUTH OF OLD COUNTY ROAD</td>
<td>$6,148,853.00</td>
<td>2017</td>
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