



DRAFT

# Pioneer Valley Metropolitan Planning Organization Title VI Program



Prepared by:  
Pioneer Valley  
Planning Commission  
January 2023

**Pioneer Valley**  
**Metropolitan Planning Organization**  
**Title VI Program**

Endorsed January 24, 2023

This document was prepared under contract with the Massachusetts Department of Transportation. This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation

## **Notice of Nondiscrimination Rights and Protections to Beneficiaries**

### **Federal Title VI/Nondiscrimination Protections**

The Metropolitan Planning Organization (MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or both, prohibit discrimination on the basis of age, sex, and disability. The Pioneer Valley Region MPO considers these protected populations in its Title VI Programs, consistent with federal interpretation and administration. In addition, the Pioneer Valley Region MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with U.S. Department of Transportation policy and guidance on federal Executive Order 13166.

### **State Nondiscrimination Protections**

The Pioneer Valley Region MPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, which prohibits making any distinction, discrimination, or restriction in admission to, or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, the Pioneer Valley Region MPO complies with the Governor's Executive Order 526, section 4, which requires that all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

To request additional information about this commitment, or to file a complaint under Title VI or a related nondiscrimination provision, please contact PVPC (413-781-6045), fax (413-732-2593), TTD/TTY (413-781-7168) or by e-mail at [gmroux@pvpc.org](mailto:gmroux@pvpc.org).

English: If this information is needed in another language, please contact the PVPC Title VI Specialist at 413-781-6045.

Portuguese: Caso esta informação seja necessária em outro idioma, favor contar o Especialista em Título VI do PVPC pelo telefone 413-781-6045.

Spanish: Si necesita esta información en otro idioma, por favor contacte al especialista de PVPC del Título VI al 413- 781-6045.

Chinese Simplified: (mainland & Singapore): 如果需要使用其它语言了解信息，请联系马萨诸塞州交通部（PVPC）《民权法案》第六章专员，电话413-781-6045。

Chinese Traditional: (Hong Kong & Taiwan): 如果需要使用其它語言了解信息，請聯繫馬薩諸塞州交通部（PVPC）《民權法案》第六章專員，電話413-781-6045。

Russian: Если Вам необходима данная информация на любом другом языке, пожалуйста, свяжитесь со специалистом по Титулу VI Департамента Транспорта штата Массачусетс (PVPC) по тел: 413-781-6045.

Haitian Creole: Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis PVPC Title VI la nan nimewo 413-781-6045.

Vietnamese: Nếu quý vị cần thông tin này bằng tiếng khác, vui lòng liên hệ Chuyên viên Luật VI của PVPC theo số điện thoại 413-781-6045.

French: Si vous avez besoin d'obtenir une copie de la présente dans une autre langue, veuillez contacter le spécialiste du Titre VI de PVPC en composant le 413-781-6045.

Italian: Se ha bisogno di ricevere queste informazioni in un'altra lingua si prega di contattare lo Specialista PVPC del Titolo VI al numero 413-781-6045.

Khmer: របស់នី ស នី ើនើបណក-អករករការបកករបពតមាើនន:

សមទាកទកអកដើកទើសលើ ពំ កទ៦ របស់PVPC តាមរយៈនី លខទ រសព ៩413-781-6045

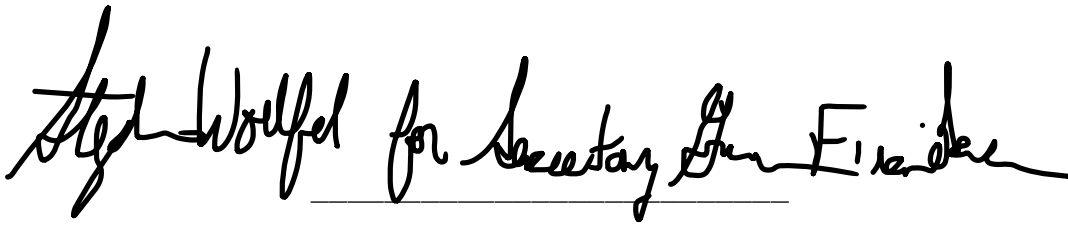
### **Programs to Support Civil Rights**

The MPO administers several programs to ensure that protected populations have equal access to the benefits of, and participation in, the MPO's transportation-planning process, free from discrimination. MPO Title VI Program: Develops strategies, actions, and analyses needed to comply with FTA Title VI and FHWA Title VI/nondiscrimination requirements. The MPO routinely reports its actions to comply with FTA and FHWA requirements. The most recent report can be found at [pvmpo.pvpc.org](http://pvmpo.pvpc.org). Transportation Equity Program: Identifies the transportation needs of protected populations through outreach and data collection, ensures that these needs are considered in the MPO's activities, and evaluates the extent to which the MPO meets the needs of these protected populations. Public Participation Program: Provides avenues through which all residents, including protected populations, can participate in the MPO's transportation-planning and decision-making process. Complaint Filing Complaints filed under a federal law or policy (based on race, color, national origin [including limited English proficiency] sex, age, or disability) must be filed no later than 180 calendar days after the date the person believes the discrimination occurred. Complaints filed under a Massachusetts Public Accommodation Law (based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry) or Governor's Executive Order 526, section 4 (based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status [including Vietnam-era veterans], or background) must be filed no later than 300 calendar days after the date the person believes the discrimination occurred. The full complaint procedures are described in a document located at [pvmpo.pvpc.org](http://pvmpo.pvpc.org).

***Pioneer Valley Metropolitan Planning Organization  
Endorsement Sheet***

***FY 2023 TITLE VI Program***

Through consensus at its January 24, 2023, posted meeting, the Pioneer Valley Metropolitan Planning Organization (PVMPO) voted unanimously on to endorse the *PVMPO FY 2023 TITLE VI Program* in compliance with FTA Circular C4702.1B

A handwritten signature in black ink, reading "Stephen Wolfel for Secretary Ben Finkbeiner". The signature is written over a horizontal line.

Chair

DATED   1/24/23

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# Pioneer Valley Metropolitan Planning Organization (PVMPO)

## Title VI Program Update **2023**

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## I. Overview

Title VI of the Civil Rights Act of 1964 provides that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance.” To fulfill this basic civil rights mandate, each federal agency which provides financial assistance for any program is authorized and directed by the United States

Department of Justice to apply provisions of Title VI to each program by issuing applicable rules, regulations, or requirements. During the Obama Administration, the Federal Transit Administration (“FTA”) placed renewed emphasis on Title VI issues, including providing meaningful access to persons with Limited English Proficiency (“LEP”) and guidance in federal Executive Order 13166.

This document explains the Pioneer Valley Metropolitan Planning Organization (PVMPO) Title VI Program. The Pioneer Valley Metropolitan Planning Organization (PVMPO) is a cooperative body of ten signatories designated by the Governor to act as a forum for ensuring a Continuing, Cooperative and Comprehensive (often referred to as the “3C”) decision making of transportation investments within the region. The 3C framework followed by the PVMPO promotes the involvement by all levels of government, stakeholders, and general public through a proactive public participation process.

This program, conducted in cooperation with the Massachusetts Department of Transportation (MassDOT), assures that Title VI requirements are fully met and that the PVMPO is compliant with federal guidelines and is responsive to the needs of Title VI beneficiaries. The PVMPO is committed and responsible for all civic rights compliance, including the federal Affirmative Action and Equal Employment Opportunity, the Americans with Disabilities Act and the Disadvantage Business Enterprise Programs, and state nondiscrimination provisions such as the Massachusetts Public Accommodation Law. The PVMPO Title VI Nondiscrimination Policy Statement is included with this program update.

For this document, the PVMPO will reference specific guidance from the US Department of Transportation (U.S. DOT), the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). The document based on the issued guidelines from parent agencies. In addition to this, the PVMPO followed the recommendations provided by MassDOT’s Office of Diversity and Civil Rights, which is the agency responsible for overseeing the PVMPO Title VI compliance.

At the discretion of FTA, information other than what is required by this circular may be requested, in writing, from a recipient or subrecipient to investigate complaints of discrimination or to resolve concerns about possible non-compliance with Title VI. If you need this information or have further questions about Title VI, please contact our Title VI Coordinator:

Gary Roux, Transportation Program Manager  
Pioneer Valley Planning Commission  
60 Congress Street, Springfield MA 01104  
Email: [gmroux@pvpc.org](mailto:gmroux@pvpc.org)  
Phone: (413) 781-6045



## II. General Requirements

*[USDOT 49 CFR Part 21; FHWA 23 §CFR 200; FTA C4702.1B Chapter III]*

### ***A. Title VI Assurances***

In accordance with 49 CFR Section 21.7(a), the PVPC signed the FTA Civil Rights Assurance on 2/3/2023 and U.S. DOT Assurance statements (Attached). The PVMPO signed FHWA's assurances on 2/6/2023 ([Attached](#)).

### ***B. Title VI Program Approval***

The PVMPO FY2023 Title VI Program was submitted to the PVMPO for review on XXX and approved on its meeting on XXXX. A signed approval of the PVMPO FY2023 Title VI Program endorsement is presented at the beginning of this document.

### ***C. Title VI Notice***

The PVMPO employs a range of methods for promoting awareness of its processes and interest in Title VI concerns. The Title VI Notice is posted in all PVMPO's outreach media types, such as: legal notices, press releases, meeting notices, in emails and in the PVPC's website, among other locations and documents.

A list of the documents where the Title VI Notice is posted follows:

1. Press releases – used to invite the public to participate in workshops and meetings hosted by the PVMPO, and they are distributed to all major and most local newspapers in the region, as well as community organizations.
2. Legal notices – mostly used to announce public review of the PVMPO certification documents or their amendments and are placed in the Springfield Republican with translations to Spanish when appropriate. PVPC also publishes in Republican's El Pueblo Latino.
3. Major documents and publications are made available at major libraries in the region.
4. E-mail LISTSERV – a tool used to contact individuals about upcoming events, meetings, workshops, and seminars and includes municipal officials, legislators, local and regional community, and transportation activists, and interested citizens. The email listserv has is continually being updated and expanded as new community partners are identified.
5. PVPC's [website](http://www.pvpc.org) (www.pvpc.org) -The Title VI notice is posted on all the website's pages and a link to a Title VI Policy specific webpage is also available. The website is used to post upcoming meetings, agendas, and meeting minutes, and promotes the website at all public discussions. The website includes access to all documents produced

by the PVMPO, as well as links to other agencies, maps, local municipalities, and data.

6. PVMPO draft documents – are circulated for public review. The final documents also include the Title VI notice.
7. PVTa provides Title VI notification to its bus riders through with posted notices (in English and Spanish) on all PVTa busses, and at public hearings/workshops, and in public notices.

The MPO uses the language recommended by MassDOT whenever appropriate. The language is specifically designed for flyers, newspapers, and email.

1. Flyer language: "This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Such services include documents in alternate formats, translated documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request reasonable accommodation and/or language services please contact NAME by DATE at EMAIL ADDRESS or PHONE NUMBER."
2. Newspaper language: "This meeting is accessible to people with disabilities and those with limited English proficiency. To request accessibility accommodations and/or language services please contact NAME by DATE at EMAIL ADDRESS or PHONE NUMBER."
3. Email language: "This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Such services include documents in alternate formats, translated documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request reasonable accommodations and/or language services please contact NAME by DATE at EMAIL ADDRESS or PHONE NUMBER. Please ask to speak with someone about the PROJECT NAME."

(Second section, below the instructions to unsubscribe) "Title VI Notice of Nondiscrimination: PVMPO complies with Title VI of the Civil Rights Act of 1964 and related federal and state statutes and regulations. It is the policy of PVMPO to ensure that no person or group of persons shall on the grounds of Title VI protected categories, including race, color, national origin, or under additional federal and state protected categories including sex, age, disability, sexual orientation, gender identity or expression, religion, creed, ancestry, veteran's status (including Vietnam-era veterans), or background, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by PVMPO. To request additional information about this commitment, or to file a complaint under Title VI or a related nondiscrimination provision, please contact PVPC's Title VI Specialist, 60 Congress Street Springfield, MA 01104-3419 413-781-6045 Fax: 413-732-2593 TTY/TDD: 413-781-7168 Website: <http://www.pvpc.org>.

In addition to this, Title VI Notice to Beneficiaries has been translated to other languages other than English with the support of MassDOT Office of Diversity and Civil Rights (ODCR). These notices are also available online, included in all PVMPO translated public documents and published in media other than English. A copy of the PVMPO's Title VI policy statement and notice is included in Appendix A of this document.

#### ***D. Title VI Complaints***

As of January 1<sup>st</sup>, 2023, the PVMPO does not have any active complaint, investigation, or lawsuit against it that allege discrimination based on race, color, and/or national origin since the time of the last submission. However, should an investigation, complaint, or lawsuit be filed against the PVMPO alleging such discrimination, the PVMPO has developed procedures to investigate and track Title VI complaints in coordination with MassDOT ODCR in compliance with the requirements established in 49 CFR Section 21.9(b).

An individual can request information related to the Title VI complaint procedures at our primary offices during regular business hours. Also, the procedures and related documents are readily available for download at the Pioneer Valley Regional Planning Commission's website ([www.pvpc.org](http://www.pvpc.org)). The documents explain the procedures on how to file a Title VI complaint and are available in Microsoft Word and in Portable Document Format, or PDF. See Appendix B for a copy of the PVMPO Title VI Tracking Sheet, Appendix C for the PVMPO Title VI Complaint Procedures, and Appendix D for Complaint Forms.

MassDOT ODCR has standardized the complaint forms and procedures among its sub-recipients and the PVMPO has adopted these complaint forms and the procedures and provides these in languages (other than English) in accordance with the Language Access Plan.

### III. Public Involvement and LEP

*[42 USC 2000d et seq.; 49 CFR Part 21; Executive Order 12898; FHWA 23 §CFR 200; FTA C4702.1B Chapter III, Section 4(a)(4), Section 8]*

Public involvement overarches all phases of project development. From early stages of need assessment, the planning phase and programming of projects and final implementation. MassDOT also includes project development guidance in the Project Development and Design Guide and in subsequent policy and design directives. This chapter presents the public involvement techniques the PVMPO uses throughout the project cycle that addresses Title VI requirements. The revised 2022 PV Public Participation Plan is available online at [www.PVPC.org](http://www.PVPC.org).

#### A. *Minority Representation in the PVMPO*

A Memorandum of Understanding (MOU) was signed by the PVMPO members agreeing to work together in undertaking the comprehensive, continuing, and cooperative transportation planning process (3C process), required by the United States Department of Transportation under the provisions of section 134 of Title 23 of the United States Code, as amended, and those of Section 8 of Title 49 of the Federal Transit Act, as amended. The PVMPO membership consists of ten State, Regional, City and Sub-regional officials or their designees. In 2014 members of the MPO were asked to participate in a voluntary survey of race/ethnicity, age and income. A copy of the survey is included in Appendix P. This survey will also be extended to other venues and representative groups such as the Joint Transportation Committee.

##### Composition of the MPO:

The voting members of the Pioneer Valley Metropolitan Planning Organization consist of the following officials or their designee or alternate:

- Secretary of the Executive Office of Transportation
- Administrator of the Massachusetts Highway Department
- Chairman of the Pioneer Valley Planning Commission
- Chairman of the Pioneer Valley Transit Authority Advisory Board
- Mayors of two of the three (3) urban core cities Holyoke, Chicopee, or Springfield.
- Mayor or a Selectman of one of the following four (4) cities and towns outside of the three core cities: Agawam, Southwick, Westfield, West Springfield.
- the Mayor or a Selectman of one of the following five (5) cities and towns: Amherst,

Easthampton, Hadley, Northampton, South Hadley.

- a Selectman of one of the following fourteen (14) suburban and rural towns: Belchertown, Brimfield, East Longmeadow, Granby, Hampden, Holland, Longmeadow, Ludlow, Monson, Palmer Pelham, Wales, Ware, Wilbraham
- a Selectman of one of the following seventeen (17) suburban and rural towns:

|              |             |              |
|--------------|-------------|--------------|
| Blandford    | Chester     | Chesterfield |
| Cummington   | Goshen      | Granville    |
| Hatfield     | Huntington  | Middlefield  |
| Montgomery   | Plainfield  | Russell      |
| Southampton  | Tolland     | Westhampton  |
| Williamsburg | Worthington |              |

**Table - Pioneer Valley MPO Members**

| <b>Name</b>                    | <b>Title</b>   |
|--------------------------------|--|
| Jamey Tesler                   | Secretary and CEO of the Massachusetts Department of Transportation              |
| Jonathan L. Gulliver           | Administrator of the Massachusetts Department of Transportation Highway Division |
| Walter Gunn                    | Chairman of the Pioneer Valley Executive Committee                               |
| Douglas Slaughter              | Chairman of the Pioneer Valley Transit Authority Advisory Board                  |
| Mayor John Vieau               | City of Chicopee   |
| Mayor Domenic Sarno            | City of Springfield  |
| Mayor William C. Reichelt      | City of West Springfield   |
| Mayor Nicole LaChapelle        | City of Easthampton  |
| Roger Fuller                   | Chesterfield Selectboard   |
| James Barry                    | Belchertown Selectboard  |
| Rick Sullivan                  | Economic Development Council of Western Massachusetts                            |
| <b>Alternates</b>              |  |
| Mayor Joshua Garcia            | City of Holyoke  |
| Mayor William Sapelli          | Town of Agawam   |
| Mark Gold                      | Longmeadow Selectboard   |
|                                |  |
| <b>Ex-Officio (Non-Voting)</b> |  |
| Jeff McEwen                    | Federal Highway Administration   |
| Peter Butler                   | Federal Transit Administration   |
| Sandra Sheehan                 | Pioneer Valley Transit Authority Administrator                                   |
| Tina Cote                      | Franklin Regional Transit Authority Administrator                                |
|                                |  |



To facilitate the implementation of the 3C process and to expand involvement in the PVMPO functions, the Pioneer Valley Joint Transportation Committee was established by the MPO. The Advisory Committee provides a forum for broad public participation, technical and citizen input in the transportation planning process. It brings together public agencies, elected and appointed officials, transportation providers, environmental interests, technical experts, specialists, businesspersons and citizens concerned with transportation plans and programs.

The Advisory Committee membership consists of a broad and balanced spectrum of providers and users of any form of transportation. Any individual is welcome to participate in any open meetings of the Advisory Committee as a non-voting participant.

The JTC formed under provisions outlined in the Memorandum of Understanding, is the prime policy advisory body regarding transportation planning issues to the Pioneer Valley Metropolitan Planning Organization (MPO). As such, the JTC is composed of the following:

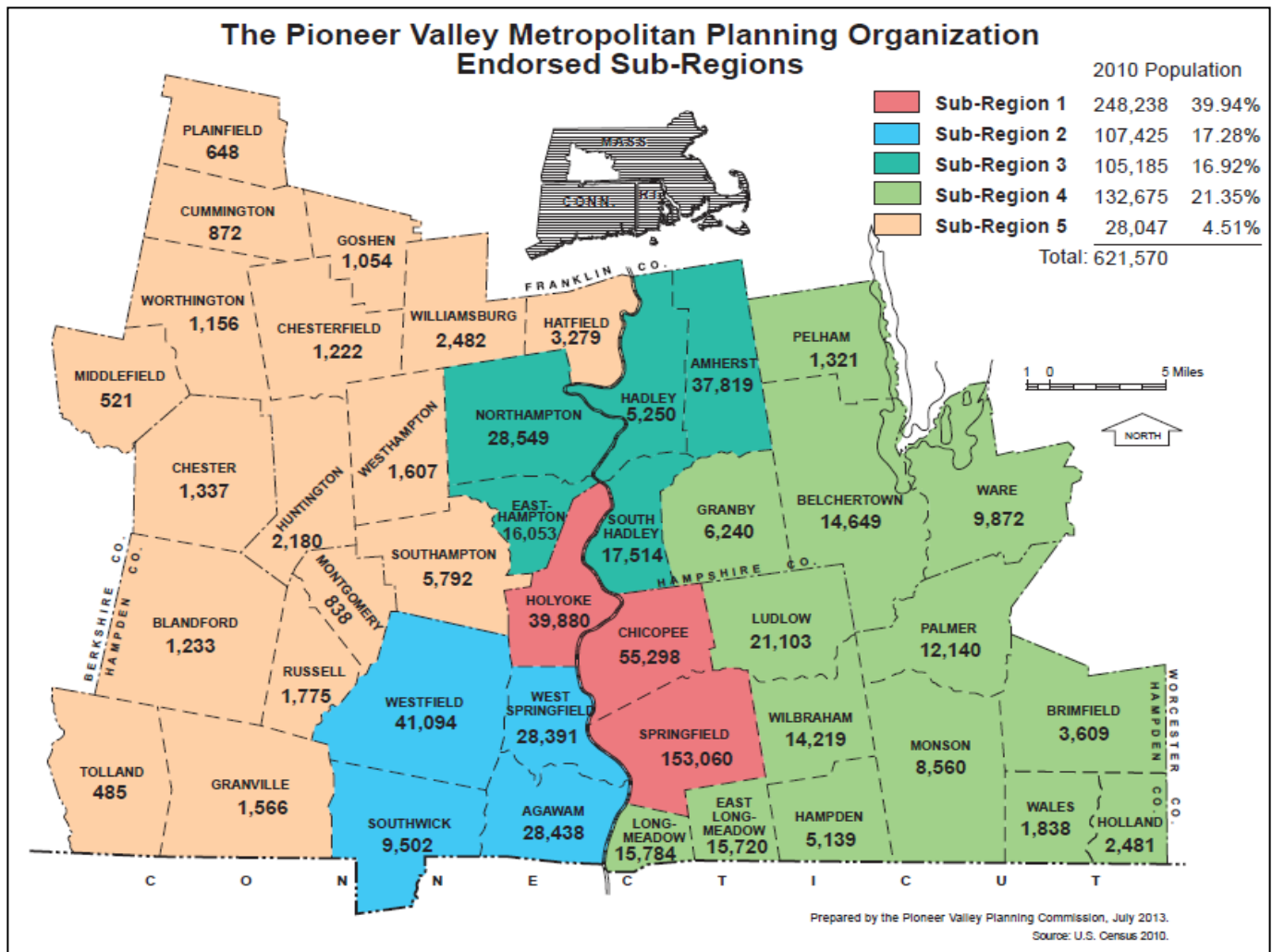
1. One representative and one alternate from each of the 43 communities comprising of the Pioneer Valley Regional Planning district (Voting Members).
2. Staff representatives of the Pioneer Valley Planning Commission (Ex-Officio\*).
3. A representative of the MassDOT Highway Division for District One and District Two as appointed by the Administrator of the Highway Division. (One Vote collectively)
4. A representative of MassDOT as appointed by the Secretary of Transportation (Ex-Officio\*).
5. Representatives of the other appropriate state agencies as invited by the Secretary of Transportation (Ex-Officio\*).
6. A representative of public and private institutions, consumer groups and associations appointed by either the PVPC or by the Administrator of the MASSDOT HIGHWAY DIVISION acting in consultation with the other signatories (Voting Member).
7. A representative of the Pioneer Valley Transit Authority (PVTA) (Voting Member).
8. A representative of Federal Highway Administration (FHWA) (Ex-Officio\*)
9. Airport Representative (Voting Member)
10. Motor coach industry represented by Peter Pan (Voting Member)
11. Rail Freight industry represented by the Pioneer Valley Railroad (Voting Member)
12. University of Massachusetts (Voting Member)
13. A representation for the interests of disability.
14. An individual with representation for pedestrian interests.
15. A representative designated by the Massachusetts Bicycle Coalition (MassBike), Pioneer Valley Chapter (Voting Member)

\* Ex-Officio members or representatives do not have voting status

**Table - Pioneer Valley Joint Transportation Committee Members and Alternates**

| Community                        | Member                          | Alternate                         |
|----------------------------------|---------------------------------|-----------------------------------|
| Agawam                           | Michelle Chase                  | Vacant                            |
| Amherst                          | Guilford Mooring                | Jason Skeels                      |
| Barnes Municipal Airport         | Christopher Willenborg          | Vacant                            |
| Belchertown                      | Steven Williams                 | Gary Brougham/Douglas Albertson   |
| Blandford                        | Vacant                          | Vacant                            |
| Brimfield                        | Judith Carpenter                | Vacant                            |
| Chester                          | Carl Baldasaro                  | Vacant                            |
| Chesterfield                     | Matt Smith                      | Vacant                            |
| Chicopee                         | Elizabeth Batista               | Doug Ellis                        |
| Cumington                        | Alan Taylor                     | Vacant                            |
| East Longmeadow                  | Bruce Fenney                    | Vacant                            |
| Easthampton                      | Dan Murphy                      | Vacant                            |
| Goshen                           | Vacant                          | Vacant                            |
| Granby                           | David Derosiers                 | Vacant                            |
| Granville                        | Doug Roberts                    | Mathew Streeter                   |
| Hadley                           | Bill Dwyer                      | Scott McCarthy                    |
| Hampden                          | Vacant                          | Vacant                            |
| Hatfield                         | Phil Genovese                   | Garrett Barry                     |
| Holland                          | Brian Johnson                   | Larry Mandell                     |
| Holyoke                          | Jim Czach                       | Jeffrey Burkott/Robert Peirent    |
| Huntington                       | Charles Dazelle                 | Vacant                            |
| Longmeadow                       | Vacant                          | Timothy Keane                     |
| Ludlow                           | Jim Goodreau                    | Marc Strange                      |
| MassBike                         | Gary Briere                     | Marvin Ward                       |
| MassDOT District 1               | Mark Moore                      | Peter Frieri                      |
| MassDOT District 2               | Paula Simmons                   | Daryl Amaral                      |
| Middlefield                      | Rodney Savery, Jr.              | Vacant                            |
| Mobility Impaired Representative | Vacant                          | Carmen Rosado (STAVROS)           |
| Monson                           | Benjamin Murphy                 | Jennifer Wolowicz                 |
| Montgomery                       | Curtis Bush, Jr.                | Vacant                            |
| Northampton                      | Wayne Feiden                    | Maggie Chan                       |
| Palmer                           | Ryan McNutt                     | Vacant                            |
| Pelham                           | Rick Adamcek                    | Vacant                            |
| Pedestrian Representative        | Betsy Johnson - WalkSpringfield | Dan Call – Westfield Greenway     |
| Peter Pan Bus Lines              | Peter Picknelly, Jr.            | Vacant                            |
| Pioneer Valley Railroad          | David Pederson                  | Vacant                            |
| Pioneer Valley Transit Authority | Paul Burns                      | Vacant                            |
| Plainfield                       | Walter Jennings.                | Vacant                            |
| Russell                          | Vacant                          | Vacant                            |
| South Hadley                     | Chris Bouchard                  | Mike Sullivan                     |
| Southampton                      | Randall Kemp                    | Vacant                            |
| Southwick                        | Randy Brown                     | Richard Grannells                 |
| Springfield                      | Andrew Krar                     | Christopher Cignoli/Peter Shumway |
| Tolland                          | James Deming                    | Kathleen Cowles                   |
| University of Massachusetts      | Glen Barrington                 | Vacant                            |
| Wales                            | Bruce Cadieux                   | Vacant                            |
| Ware                             | Vacant                          | Vacant                            |
| Western Massachusetts EDC        | Vacant                          | Vacant                            |
| Westfield                        | Mark Cressotti                  | Jeremy Cigal                      |
| Westhampton                      | David Blakesly                  | Arthur Pichette                   |
| West Springfield                 | Vacant                          | Vacant                            |
| Wilbraham                        | Tonya Bosch                     | Dena Grochmal                     |
| Williamsburg                     | Daniel Banister                 | Nick Dines                        |
| Worthington                      | Charley Rose                    | Peggy O'Neal                      |

Figure 1: Pioneer Valley MPO Representation



## B. Public Participation Plan

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation's history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. The transportation enabling legislation emphasizes the importance of equity and public involvement in the transportation planning process. The investments will connect historically disadvantaged and underserved communities to jobs and economic opportunities, support climate justice by improving air quality and tackling climate change and ensure everyone benefits from the good-paying jobs created by the historic investment. Investments in the law will also deliver for communities in Tribal Nations, rural areas, and U.S. territories, many of which have faced disinvestment in infrastructure.

The PVMPO Public Participation Plan (PPP) was developed with input from a broad cross section of community stakeholders. Input on ways to improve outreach, communication, and feedback on transportation planning issues continues to be an ongoing evolving process as the PVMPO continues to reach out to nontraditional partners and works to design methods to reach a diverse and changing population. The PVMPO's Public Involvement Statement summarizes the goals of the plan:

*"The Pioneer Valley Metropolitan Planning Organization (PVMPO) has a proactive public involvement process that provides complete information, timely public notice, and full public access to PVMPO activities at all key stages in the decision-making process. The PVMPO involves the public early in the planning process, and actively seeks out the involvement of communities most affected by plans or projects. The Region's transportation plans and programs are developed in a manner that assures that the public, and affected communities, are consulted and afforded ample opportunity to participate in the development of such plans."*

The PPP is the PVMPO's plan for outreach in identifying needs, planning and project development. Through the Joint Transportation Advisory Committee, the PVMPO proactively monitors techniques to implement any necessary refinements that may be needed. The PPP has been amended several times to incorporate new initiatives and reinforce existing outreach activities. In 2022 PVPC coordinated with stakeholders to redesign a new MPO web site.

Following MassDOT's guidance, the PVMPO will continue to review its PPP to reflect the new protocols and strategies included in MassDOT's Public Participation Plan which at the date of the completion of this document, was still in development. The MPO continues to support virtual meeting formats for many outreach activities and [follows guidance](#) available from FHWA through ongoing training opportunities.

#### Features of Meaningful Public Involvement



### ***C. Identification of Needs***

The PVMPO has historically made a concerted effort to involve the region's disabled, elderly, low-income and minority populations. The PVPC has actively collaborated with a wide range of organizations in partnerships to identify and address local and regional transportation, public health, and safety issues. The PVMPO engages a broad cross section of the community through these collaborations. Ongoing efforts such as the Plan for Progress, Regional Transportation Plan, Welfare to Work Program and Regional Comprehensive Land Use Plan have created relationships with open lines of communication.

The PVMPO makes a concerted effort to involve and address the needs of individuals or neighborhoods with Limited English Proficiency. The PVMPO routinely conducts outreach with language barriers in mind.

Following FHWA and FTA the guidance the PVMPO organizes the public participation to allow for consultation with organizations representing low income and minority populations and coordinated the transportation outreach into the meetings and schedules of these stakeholders. PVPC is actively involved in creating programs and projects that directly addressed local needs. The issues and concerns identified are incorporated into projects, programs and specific tasks through the Unified Planning Work Program, Transportation Improvement Program, and the Regional Transportation Plan. As part of ongoing public outreach efforts, the MPO collaborates on a Transportation Equity Outreach Resource list of contacts with community-based organizations and stakeholders that is updated annually and shared with MassDOT. PVPC routinely utilizes the MassDOT Engage Tool to identify outreach goals. Some of the community organizations included in the past include:

- [Springfield Partners for Community Action](#)
- [WalkBike Springfield](#)
- [MassBike](#)
- [STAVROS](#)
- [City of Springfield Office of Elder Affairs](#)
- [City of Springfield Office of Planning and Economic Development](#)
- [City of Springfield Parks Department](#)
- [Concerned Citizens of Mason Square](#)
- [Develop Springfield Corporation](#)
- [Enterprise Farm](#)
- [Gardening the Community](#)
- [HAP Housing](#)

- [Health New England](#)
- [Mason Square Health Task Force](#)
- [Mass in Motion](#)
- [Mass Mutual](#)
- [Massachusetts Department of Public Health Western Region](#)
- [New North Citizens Council](#)
- [Partners for a Healthier Community](#)
- [Pioneer Valley Asthma Coalition](#)
- [Pioneer Valley Planning Commission](#)
- [Pioneer Valley Riverfront Club](#)
- [Public Health Institute of Western Massachusetts](#)
- [Springfield Housing Authority](#)
- [Springfield Partners for Community Action](#)
- [Springfield Vietnamese American Civic Association, Inc.](#)
- [University of Massachusetts Amherst](#)
- [Vietnamese Health Project/ Mercy Medical Center](#)

Ongoing specific engagement with community organizations and groups also includes the following:

PVPC participates in the **Springfield Built Environment Group**. With a significant population at risk for heart disease and stroke, Springfield faces significant health challenges. The Springfield Built Environment Group helped bring attention to the Springfield Riverwalk and Bikeway with a new informational web site and assisted in updated the Springfield Complete Streets Prioritization Plan. This effort supports MassDOT mode shift goals of increasing biking, walking and transit use and addresses specific strategies for sustainable transportation in addition to other associated goals (better air quality, healthier communities, etc.).



## Valley Bike Public Outreach in Holyoke Massachusetts 2022



The PVMPO continues to work with our partners to identify the needs of minority groups in the past, has been through its outreach process for the development of the Regional Transportation Plan (RTP). The RTP will be updated in 2023 and the PVMPO has developed a regional outreach strategy.

#### ***D. Limited English Proficiency***

The PVMPO makes a special effort to seek out and consider the needs of individuals or neighborhoods with Limited English Proficiency. The PVMPO engages persons with LEP with regard to region wide planning activities such as the adoption of the Regional Transportation Plan, Unified Planning Work Program, transit studies, or an updated TIP. The PVMPO outreach to Spanish speaking residents is a routine undertaking. Meeting notices are available upon request in Spanish, with an opportunity to request translator services highlighted in the notice. Important reports are summarized and translated into Spanish upon request. With regard to special activities focused on a specific neighborhood or corridor, maps depicting the distribution of non-English speaking persons will be consulted at the beginning of any such project to



determine what, if any, special outreach in any language other than English should be undertaken. If it is determined that a special outreach is warranted, PVMPO consults with neighborhood groups such as ethnic and religious associations to determine the best method for reaching and involving those non-English speaking residents.

Executive Order 13166, issued in 2000, expanded the impact of the 1964 Civil Rights Act and responded to the concern that persons with limited English proficiency deserve equal participation in the transportation planning process. In accordance with the Executive Order, the U.S. DOT issued the *Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons*, which is modeled after the U.S. Department of Justice's general LEP policy guidance document. As described in the guidance, DOT recipients are required to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

PVPC developed an LAP that was reviewed and approved by FTA in 2013 and has continually been revisited for updates related to new ACS reporting. The PVMPO utilizes the four-factor analysis to determine the level and extent of language assistance measures required to sufficiently ensure meaningful access to transportation planning information within the region. The four-factor analysis is based on FTA guidance as published in April 13, 2007 entitled "*Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons: A Handbook for Public Transportation Providers.*" A copy of the 2023 PVMPO LAP plan is available on the [MPO website](#).

PVMPO's prior experience with LEP individuals is extensive. The region includes communities with diverse ethnicities, including many people for whom English is not their native language. It has been helpful in recent instances where PVMPO staff has shared cultural backgrounds with ethnic groups in the region. To expand on the strengths of diversity in our staff, PVPC conducted a language literacy assessment. A database of staff and the languages spoken was compiled.

The PVMPO is engaged with a wide range of community-based organizations that serve LEP persons through participation in meetings of organizations and agencies that deal with LEP issues and through public outreach activities. PVMPO staff participates on an ongoing basis in the meetings and activities of the community and municipal organizations. Other regularly scheduled coordination efforts include:

- Pioneer Valley Joint Transportation Committee Meetings
- Pioneer Valley Planning Commission Meetings
- Pioneer Valley JTC Bicycle and Pedestrian Advisory Committee
- Springfield Built Environment Meeting
- WalkBike Springfield meeting

### ***E. Dissemination of Title VI Information***

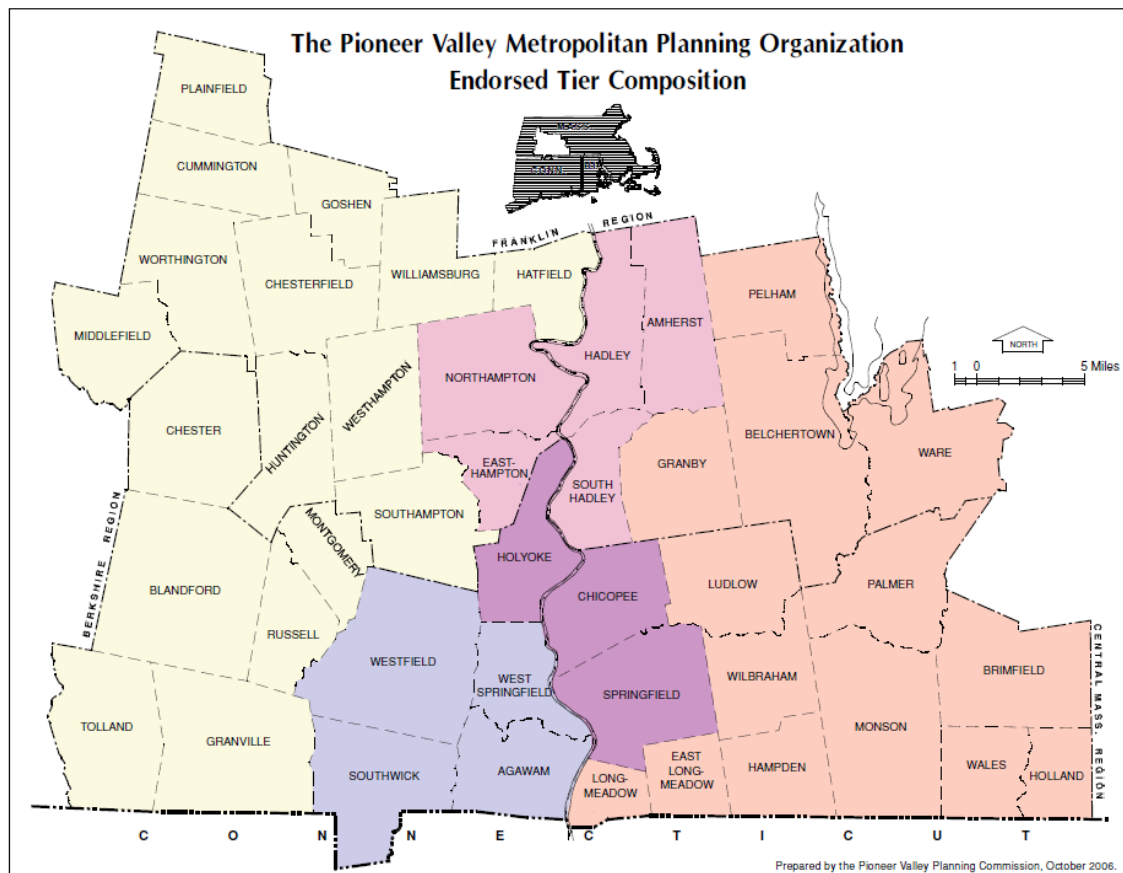
The MPO utilizes several methods of communicating with the public. These methods include messaging on Constant Contact, social media (Twitter, Facebook, and YouTube), the PVMPO's website, through board meetings and committee meetings, virtual meetings, stakeholder outreach, and in person public events. The dissemination of Title VI information is associated with this outreach and other MPO activities through the action of physically posting notice, or referencing Title IV with meeting notices, documents, agendas, and formal actions items at JTC and MPO meetings. The MPO's website is the main repository for documentation of the MPO's Title VI Program and related information. Vital documents are translated into Safe Harbor Languages and the MPO is working to post documents in both PDF and HTML. The web site was revised in 2022 specifically to make Title VI resources and documentation more visible and more accessible. The MPO staff make a concerted effort to respond to requests for alternative document format including large print and braille. Participants in the planning process can request materials in accessible formats by email, telephone, or US mail. In 2022 the MPO website was revised to enable Google Translate that allows for translation into dozens of languages. All MPO public documents contain the full or abbreviated notice of nondiscrimination, notification that translations are available upon request, and that accessible accommodations can be made available upon request. In-person meeting locations for the MPO have wall mounted board with the notice of nondiscrimination (in seven languages). The MPO maintains several email distribution lists including Joint Transportation Committee, and a Transportation Equity contact list comprised of community-based organizations and nonprofits including organizations and individuals representing traditionally underserved populations. These email lists are used to keep the public informed of opportunities to participate in the planning process. Translations for vital documents are available in accordance with the MPO's Language Access Plan and these translated documents include translated versions of the notice of nondiscrimination and the ability to request translated and accessible versions of documents.

## IV. Demographic Profile

[FTA C4702.1B Chapter VI, Section 2(a)(2)]

The PVPC region is composed of the 43 municipalities of Hampden and Hampshire Counties shown Figure 1. The estimated population of this region in 2020 was 628,133. The region measures 1,179 square miles and includes a mix of urban, suburban, and rural communities. The majority of the PVPC region is within the Springfield, Massachusetts Metropolitan Statistical Area (MSA). For Title VI demographic impact analysis, the MPO uses the definition of “minority” and “low-income” geographic areas that was approved by FHWA for the PVMPO. The full method and application are described in the PVMPO Regional Transportation Plan.

The PVMPO region is comprised by 43 municipalities shown in Figure 1 below.



## Population

The Pioneer Valley MPO is comprised of 43 municipalities and is located in the Connecticut River Valley in western Massachusetts.

### 1. Minority Populations

The PVMPO method defines “minority” as “the population that is not identified by the census as White-Non-Hispanic” in the 2020 US Census. The racial or ethnic groups included are:

- White Non-Hispanic
- Black or African American
- Hispanic or Latino (of any race)
- Asian (including Native Hawaiian, & other)
- American Indian (& Alaska Native)
- Some other race
- Two or More Races.

Of the PVMPO region’s 628,075 residents (ACS 2021), 22.75 percent meet this definition of minority. When this analysis was applied to the census block groups in the region, the finding was that there are 190 block groups with a minority population greater than the regional average of 22.75 percent. Summary results are shown in Figure 1 and viewable in scalable detail [using this online map link](#).

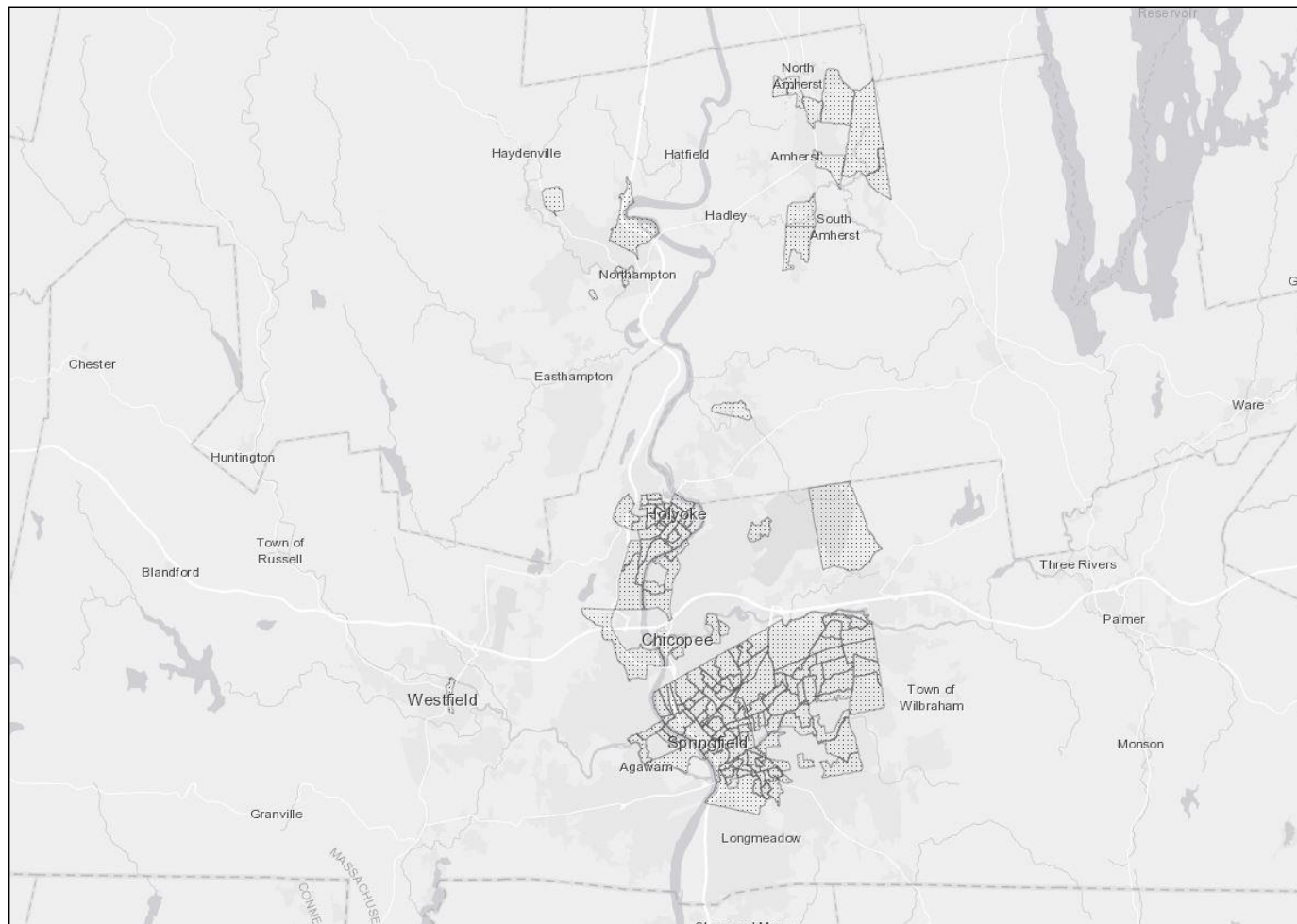
The PVMPO method defines a “low income” area as one with a proportion of people living at or below the federally defined poverty level that exceeds the proportion of people in poverty in the region. The percentage of people living in poverty in the Pioneer Valley region is 14.62 percent. This analysis has also been used at the census block group geographic level and is shown in Figure 2 and is available for viewing in greater detail through an [associated link here](#).

For the Title VI demographic impact analysis data was applied at the census block group geographic level and shown in Figure 2.

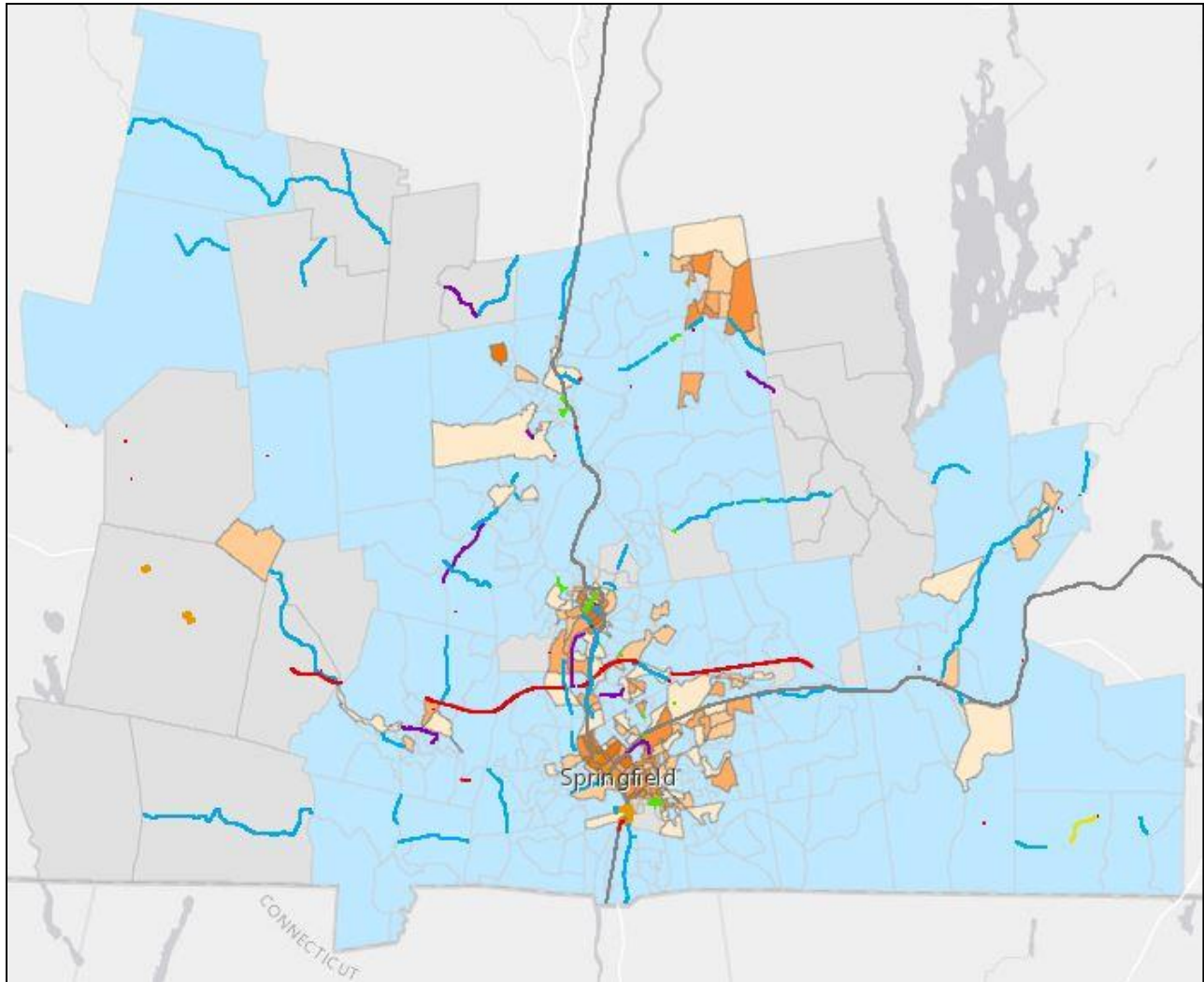
**Figure 2**

Census Block Groups with [Minority Populations Exceeding Regional Average](#) of 23.48%

Source: ACS 2016-21



**Figure 3**  
Census Block Groups with a Poverty Rate Exceeding the Regional Average of 14.62%  
Source: ACS 2016-21

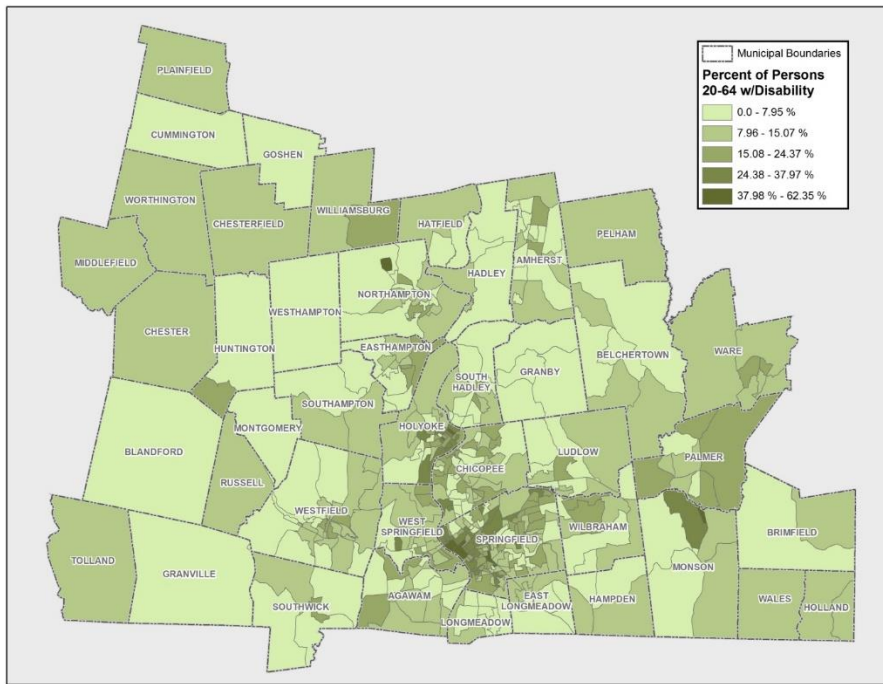


## 2. Identification of Persons with Disabilities

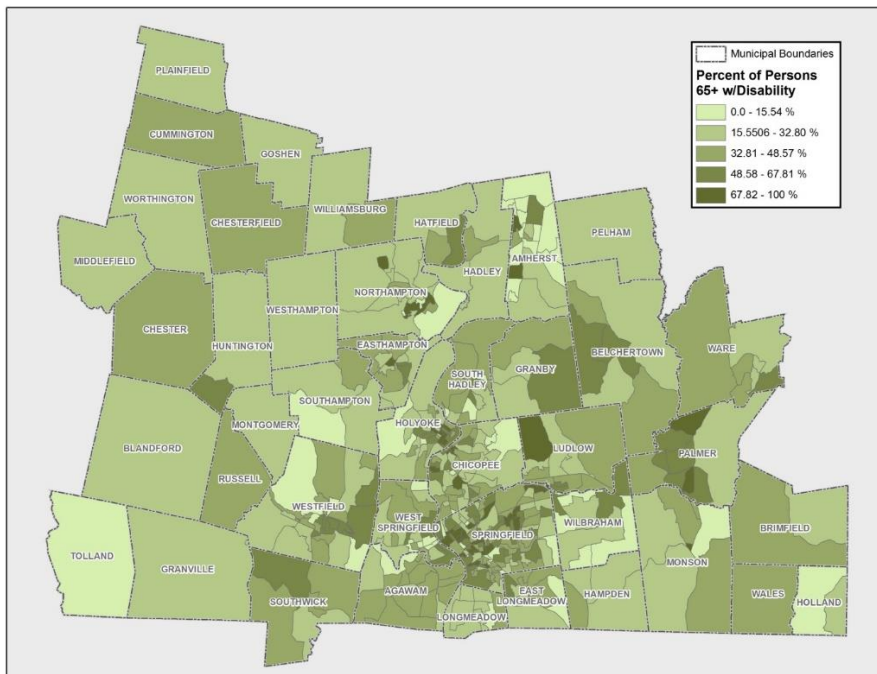
In identifying “Persons with Disabilities” PVPC used the Census definition of employed persons with a disability between ages 21-64. A more inclusive definition of people needing transportation services would also include age groups 5 and younger, and children aged 5-17. However, because these age groups are not considered part of the workforce that typically needs daily transportation; they are not included in this analysis. The update of this report used the American Community Survey block level estimates for this data.



**Figure— Census Block Groups- Individuals in the Pioneer Valley Age 21-64 with Disabilities**



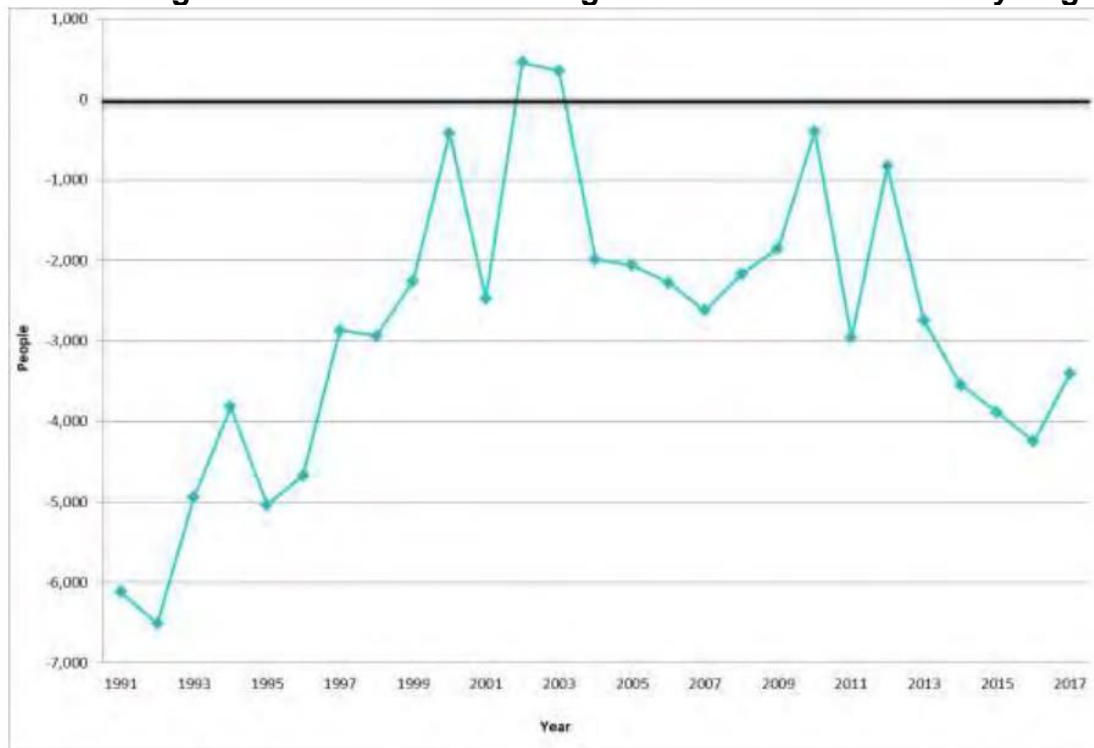
**Figure— Census Block Groups- Individuals in the Pioneer Valley Age 65+ with Disabilities**



## 1. Foreign Born Demographics and Migration

Retaining the population base has been a challenge in the Pioneer Valley region. Although trends of out-migration decreased between 1991 and 2002, it appears that this trend is reversing. During the recession of the 2000s when the housing market crashed, net outmigration decreased significantly, reflecting similar trends to those in previous economic downturns. However, net-out migration has been increasing steadily since then. In 2011, net out-migration was over seven times higher than in 2010. Although this trend reversed between 2016 and 2017, net out-migration in the Pioneer Valley region is overall on the rise.

**Figure 4-5 – Net Domestic Migration in the Pioneer Valley Region**



Source: U. S. Census Bureau Population Division

The Pioneer Valley has always been a destination for foreign immigrants, and this continues to be the case. From 2000 to 2009 inclusive, a total of 13,656 new immigrants settled in the Pioneer Valley region. In fact, if not for foreign born immigration, the Pioneer Valley region would have experienced a net loss of population between 1990 and 2000. This trend of foreign immigration has continued since 2010, which has seen an additional 14,663 people immigrating to the region from another country.



## **V. Planning and Project Selection Process**

*[FTA C4702.1B Chapter VI, Section 2(a)(3)]*

The PVMPO is responsible for endorsing official transportation policy and the development of regional planning documents, including a long-range Regional Transportation Plan (often referred to as an RTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Congestion Management Program (CMP), and developing a broad Public Outreach Program. All these planning activities require early involvement of local legislators, chief local officials, stakeholders, citizens and other interested parties with full consideration of the principles of Title VI and also Environmental Justice.

The PVMPO relies on a multi-step process to assess the benefits and burdens of transportation system investments for low-income populations and minority populations.

These steps include:

1. Identification of transportation investments programmed through the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).
2. Scoring and prioritization of programmed TIP projects.
3. Analysis of programmed TIP project locations in relation to census block groups (defined as by the percentage of low-income and/or minority residents that exceed the regional average) to determine the relative distributional equity of programmed transportation investments.
4. Distribution of Unified Planning Program Work (UPWP) tasks.

### **a) Project Priority Criteria and Selection Process**

The prioritization process uses a “Transportation Evaluation Criteria” (TEC) set forth by MassDOT predecessor organizations and is utilized in the development of the TIP project listings. Potential regional target-funded projects are evaluated when considered for programming. The results of the evaluation, along with other critical benchmark data concerning project status and readiness, are used to assist in the selection of TIP target projects for review and eventual approval by the PVMPO. This is a continuing, cooperative process among the RPAs, RTAs, MassDOT and its Highway Division district offices. In 2014 PVPC with the assistance of the JTC completed a comprehensive update to the TEC for the PVMPO. The purpose of the update was to bring the TEC up to the current standards set forth by MAP -21. In 2018 and 2020 PVPC staff with the assistance of the JTC reviewed the effectiveness of the TEC to ensure the criteria was working as anticipated and met the requirements of the FAST act. In the Fall on 2021 slight modifications were made to the TEC to ensure all criteria was relevant. Those changes have been updated in the TEC Scoring Summary found on the following page. All projects included in the TIP have been evaluated and assigned a priority value or rating. This process is used as a management tool to identify projects of regional priority and program them accordingly in the TIP

**Figure Transportation Evaluation Criteria (TEC)**

| System Preservation, Modernization and Efficiency | Livability  | Mobility  | Smart Growth and Economic Development   | Safety and Security  | Environment and Climate Change  | Quality of Life  | Environmental Justice and Title VI                                |
|---|---|---|---|--|---|--|---|
| Improves Substandard Pavement                     | Design is consistent with Complete Streets policies                             | Improves efficiency, reliability and attractiveness of public transit | Encourages development around existing infrastructure                                       | Reduces number and severity of collisions                    | Preserves floodplains and wetlands  | Enhances or preserves greenways and blueways             | Reduces and limits disproportionate impacts on an EJ community    |
| 8   | 3   | 4   | 2   | 7  | 1   | 1  | 0.5   |
| Improves Intersection Operations                  | Provides multi-modal access to a downtown, village center, or employment center | Improves existing peak hour LOS                                       | Prioritizes transportation investments that support land use and economic development goals | Promotes safe and accessible pedestrian and bike environment | Promotes green infrastructure and low impact development to reduce stormwater impacts | Improves access to parks, open lands and open space      | Reduces and limits disproportionate impacts on Title VI community |
| 6   | 2   | 6   | 1   | 5  | 2   | 1  | 0.5   |
| In a Congestion Management Process Area           | Reduces auto-dependency   | Reduces traffic congestion  | Provides services to a TOD, TND or cluster development district                             | Improves emergency response                                  | Reduced impervious surfaces   | Improves access to jobs                                  | Improves transit for EJ populations                               |
| 5   | 2   | 7   | 0.5   | 4  | 0.5   | 2  | 1   |
|   | Project serves a targeted development site                                      |   | Supports mixed-use downtowns and village centers  |  | Protects or enhances environmental assets   | Preserves historical and cultural resources              | Improves transit for Title VI populations                         |
|   | 2   |   | 0.5   |  | 0.5   | 0.5  | 1   |
|   | Completes off-road bike and ped network   |   | Improves Intermodal Connections   |  | Supports Brownfield redevelopment   | Preserves prime agricultural land                        | Creates an EJ Burden  |
|   | 3   |   | 4   |  | 0.5   | 0.5  | -5  |
|   |   |   | Reduces congestion on freight routes  |  | Improves air quality  | Provides safe and reliable access to education           | Creates an Title VI Burden  |
|   |   |   | 2   |  | 1   | 0.5  | -5  |
|   |   |   |   |  | Reduces CO2 emissions   | Supports designated scenic byways                        |   |
|   |   |   |   |  | 1   | 0.5  |   |
|   |   |   |   |  | Promotes mode shift   | Implements ITS Strategies                                |   |
|   |   |   |   |  | 1   | 2  |   |
|   |   |   |   |  | Improves fish and wildlife passage  | Improves Network Wayfinding                              |   |
|   |   |   |   |  | 1   | 1  |   |
|   |   |   |   |  | Supports Green Communities  | Access to Sensitive Receptors                            |   |
|   |   |   |   |  | 0.5   | 1  |   |
|   |   |   |   |  | Improves storm resilience   | Length of Time Project has been in queue for TIP funding |   |
|   |   |   |   |  | 3   | 1  |   |
| Maximum Score                                     | 19  | 12  | 17  | 10   | 16  | 12   | 11  |
|   |   |   |   |  |   |  | 3   |

During each TIP cycle the MPO staff conducts an analysis of the distribution of projects and funding to determine the project's impacts on minority and low-income population. A map of this analysis is included in linked attachment.

## b) Distribution of Transportation Investments in the Region

Past and proposed funding allocations for TIP projects were calculated for defined low income and minority populations. PVPC completed an inventory of projects included on the RTP and mapped these projects. GIS tools were used to determine the amount of transportation funds (including bridge projects) allocated to each population group and compared these values to regional average allocations using census block group data. This analysis is also conducted annually for the Transportation Improvement Program. PVPC is also working to conduct analysis on other Title VI protected classes.

The analysis shows that 45.13 percent of projects on the RTP are in low-income block groups and that 31.86 percent of projects are in minority block groups. The table also shows that 77.61 percent of funding was distributed to defined low-income block groups compared to 67.59 percent to other block groups in the region.

**Table – Distribution of Projects in the RTP to Low Income Populations**

| Low Income Equity Analysis                   | PVPC Total      | Low Income Block Groups | Other Block Groups | % PVPC Total in Low Income Block Groups | % PVPC Total in Other Block Groups |
|--|-----------------|-------------------------|--------------------|---|------------------------------------|
| Transportation Analysis Zones (Block Groups) | 442             | 158                     | 284                | 35.75%                                  | 64.25%                             |
| Population                                   | 621570          | 207727                  | 413843             | 33.42%                                  | 66.58%                             |
| Minority Population                          | 171475          | 110607                  | 60868              | 64.50%                                  | 35.50%                             |
| Number of Projects                           | 113             | 51                      | 62                 | 45.13%                                  | 54.87%                             |
| Projects Not Funded                          | 0               | 0                       | 0                  | 0                                       | 0                                  |
| Projects                                     | \$1,494,243,790 | \$1,159,644,147         | \$334,599,643      | 77.61%                                  | 22.39%                             |
| Total Project Dollars per Capita             | \$2,403.98      | \$5,582.54              | \$808.52           | 2.32                                    | 0.34                               |
| Funded Projects per Capita                   | \$2,403.98      | \$5,582.54              | \$808.52           | 2.32                                    | 0.34                               |

**Table– Distribution of Projects in the RTP to Minority Populations**

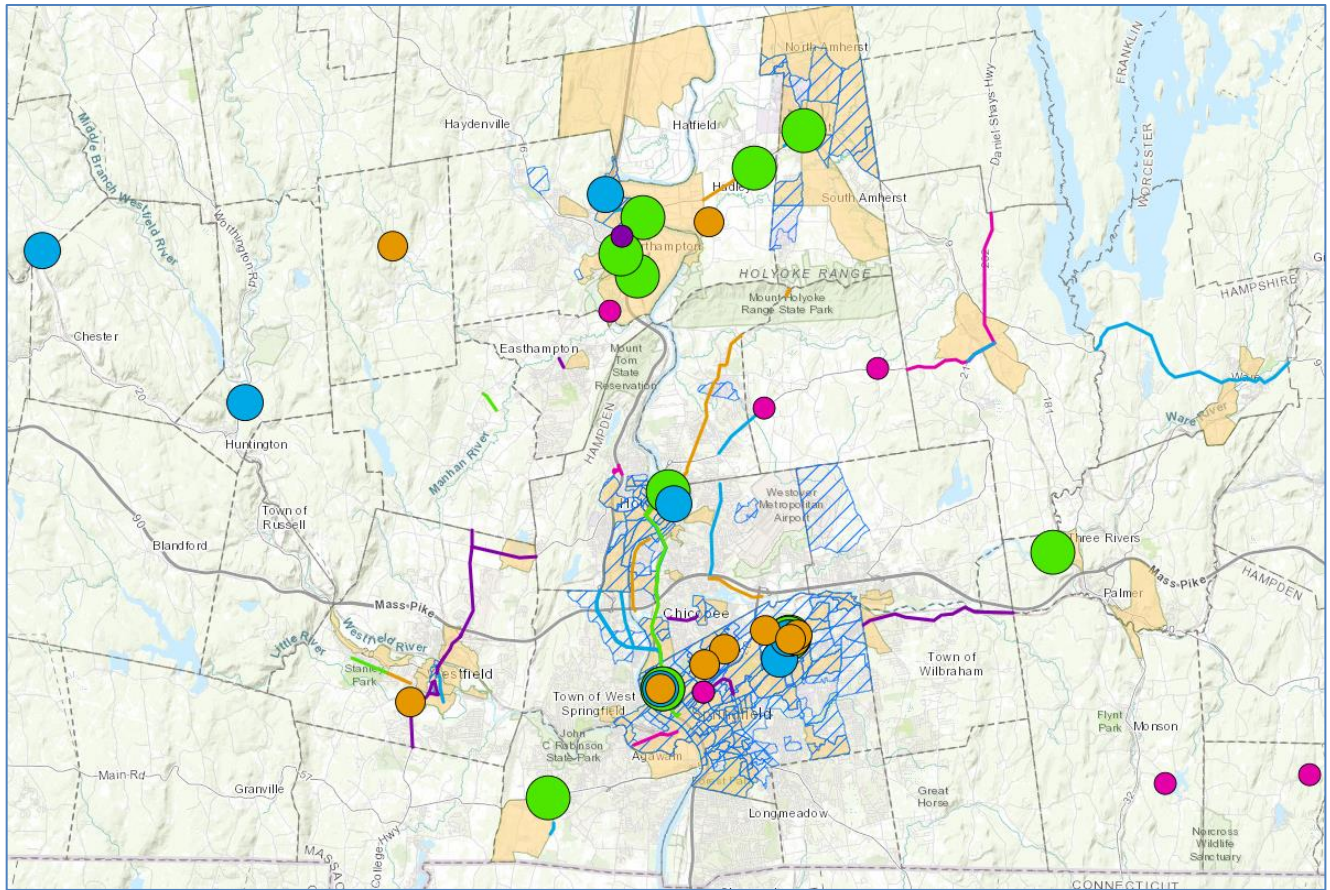
| Minority Equity Analysis                     | PVPC Total      | Minority Block Groups | Other Block Groups | % PVPC Total in Minority Block Groups | % PVPC Total in Other Block Groups |
|--|-----------------|-----------------------|--------------------|---------------------------------------|------------------------------------|
| Transportation Analysis Zones (Block Groups) | 442             | 163                   | 279                | 36.88%                                | 63.12%                             |
| Population                                   | 621570          | 212230                | 409340             | 34.14%                                | 65.86%                             |
| Minority Population                          | 171475          | 130808                | 40667              | 76.28%                                | 23.72%                             |
| Number of Projects                           | 113             | 36                    | 77                 | 31.86%                                | 68.14%                             |
| Projects Not Funded                          | 0               | 0                     | 0                  | 0.00%                                 | 0.00%                              |
| Projects                                     | \$1,494,243,790 | \$1,009,927,416       | \$484,316,374      | 67.59%                                | 32.41%                             |
| Total Project Dollars per Capita             | \$2,403.98      | \$4,758.65            | \$1,183.16         | 1.98                                  | 0.49                               |
| Funded Projects per Capita                   | \$2,403.98      | \$4,758.65            | \$1,183.16         | 1.98                                  | 0.49                               |

PVPC also conducted an equity assessment of federally funded projects from the Transportation Improvement Program (TIP) to minority and low-income census block groups. 2023 to 2027 TIP funding allocations were calculated for defined low income and minority populations. PVPC completed an inventory of projects included on the TIP and mapped these projects. GIS tools were used to determine the amount of transportation funds (including bridge projects) allocated to each population group and compared these values to regional average allocations using census block group data.

|                                  | PVPC Total    | Low Income Block Groups | Other Block Groups | % PVPC Total in Low Income | % PVPC Total in Other |
|----------------------------------|---------------|-------------------------|--------------------|----------------------------|-----------------------|
| Census Block Group               | 442           | 158                     | 284                | 35.75%                     | 64.25%                |
| Population                       | 621570        | 207727                  | 413843             | 33.42%                     | 66.58%                |
| Minority Population              | 171475        | 110607                  | 60868              | 64.50%                     | 35.50%                |
| Number of Projects               | 49            | 15                      | 34                 | 30.61%                     | 69.39%                |
| Projects not Funded              | \$0.00        | \$0.00                  | \$0.00             |                            |                       |
| Projects                         | \$477,314,455 | \$222,808,215           | \$254,506,240      | 46.68%                     | 53.32%                |
| Total Project Dollars per Capita | \$768         | \$1,073                 | \$615              |                            |                       |

|                                  | PVPC Total    | Minority Block Groups | Other Block Groups | % PVPC Total in Minority | % PVPC Total in Other |
|----------------------------------|---------------|-----------------------|--------------------|--------------------------|-----------------------|
| Census Block Groups              | 442           | 163                   | 279                | 36.88%                   | 63.12%                |
| Population                       | 621570        | 212230                | 409340             | 34.14%                   | 65.86%                |
| Minority Population              | 171475        | 130808                | 40667              | 76.28%                   | 23.72%                |
| Number of Projects               | 49            | 19                    | 30                 | 55.56%                   | 61.22%                |
| Projects not Funded              | 0             | 0                     | 0                  |                          |                       |
| Projects                         | \$477,314,455 | \$233,777,172         | \$243,537,283      | 48.98%                   | 51.02%                |
| Total Project Dollars per Capita | \$458         | \$969                 | \$595              |                          |                       |

**Figure: Distribution of Funding/Project on Transportation Improvement Plan**



Online interactive map available via [this link](#).