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CAPE COD  
COMMISSION

Cape Cod Metropolitan Planning  
Organization

Title VI Program

June 1, 2014

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CAPE COD  
COMMISSION

Cape Cod Metropolitan Planning  
Organization

Title VI Notice to the Public

June 1, 2014

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**TITLE VI NOTICE TO THE PUBLIC**

The Cape Cod Metropolitan Organization's Title VI Notice of Nondiscrimination Rights and Protections to Beneficiaries is enclosed in this section. The Cape Cod MPO is administered by the Cape Cod Commission. The Title VI Notice to the Public is prominently displayed on both the Cape Cod Commission's bulletin boards located at the exterior of the main entrance as well as the interior of the main entrance which the public must pass to enter its meeting rooms within.

The Title VI Notice to the Public is also posted on the Barnstable County exterior bulletin board located in an outside case immediately adjacent to the Barnstable Superior Courthouse.

As the Title VI Notice is a vital document, the Notice is provided in English as well as in Spanish and Portuguese. Copies of the document are enclosed in this section; please note that we are awaiting the Portuguese translation from MA DOT.

# Notice of Nondiscrimination Rights and Protections to Beneficiaries

## Federal "Title VI/Nondiscrimination" Protections

Cape Cod Commission/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, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of **age, sex, and disability**. These protected categories are contemplated within the MPO's Title VI Programs consistent with federal interpretation and administration. Additionally, the MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

## State Nondiscrimination Protections

The MPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting 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 MPO complies with the Governor's Executive Order 526, section 4 requiring 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**.

### Additional Information

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Martha Hevenor, Title VI Coordinator  
Cape Cod Commission  
PO Box 226, 3225 Main Street  
Barnstable, MA 02630  
508-362-3828  
TTY: 508-362-5885  
[mhevenor@capecodcommission.org](mailto:mhevenor@capecodcommission.org)

Title VI Specialist  
Massachusetts Department of Transportation (MassDOT)  
Office of Diversity and Civil Rights (ODCR)  
10 Park Plaza  
Boston, MA 02116  
857-368-8580  
TTY: 857-368-0603  
[MASSDOT.CivilRights@state.ma.us](mailto:MASSDOT.CivilRights@state.ma.us)

### Complaint Filing

To file a complaint alleging a violation of Title VI or related federal nondiscrimination law, contact the Title VI Specialist (above) within 180 days of the alleged discriminatory conduct.

To file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)  
One Ashburton Place, 6th Floor  
Boston, MA 02109  
617-994-6000  
TTY: 617-994-6196

# Aviso sobre derechos y protecciones contra la discriminación para beneficiarios

## Protecciones federales del “Título VI / No discriminación”

Cape Cod Commission/ Metropolitan Planning Organization (MPO) lleva a cabo sus programas, servicios y actividades de conformidad con las leyes federales contra la discriminación, incluido el Título VI de la Ley de Derechos Civiles de 1964 (Título VI), la Ley de Reinstauración de los Derechos Civiles de 1987, así como otras leyes y normas relacionadas. El Título VI prohíbe la discriminación en los programas subvencionados por el gobierno federal y establece que ninguna persona en los Estados Unidos de América debe ser excluida, por motivos de **raza, color u origen nacional** (incluido el **dominio limitado de la lengua inglesa**), de la participación ni de los beneficios de ningún programa o actividad que reciba subvenciones federales, ni debe ser sometida de ningún otro modo a discriminación en ninguno de dichos eventos. Las leyes federales relacionadas contra la discriminación que son gestionadas por la Administración Federal de Carreteras, la Administración Federal de Tránsito o por ambas prohíben la discriminación por motivos de **edad, sexo y discapacidad**. Estas categorías protegidas están contempladas en los programas del Título VI de MPO en coherencia con la interpretación y la administración federales. Además, MPO ofrece un acceso significativo a sus programas, servicios y actividades a personas con un dominio limitado de la lengua inglesa, de conformidad con la política y el consejo del Departamento de Transporte de los Estados Unidos sobre el Decreto federal 13166.

## Protecciones estatales contra la discriminación

MPO también cumple la Ley de Alojamiento Público de Massachusetts, M.G.L. c 272 §§ 92a, 98, 98a, que prohíbe cualquier distinción, discriminación o restricción en la admisión o el tratamiento en un lugar de alojamiento público por motivos de **raza, color, credo, origen nacional, sexo, orientación sexual, discapacidad o ascendencia**. Del mismo modo, MPO cumple el Decreto del Gobernador 526, sección 4, que exige que todos los programas, actividades y servicios proporcionados, ejecutados, autorizados, fletados, financiados, regulados o contratados por el estado deben llevarse a cabo sin discriminación ilegal por motivos de **raza, color, edad, sexo, etnia, orientación sexual, identidad o expresión sexual, religión, credo, ascendencia, origen nacional, discapacidad, condición de veterano** (incluidos los veteranos de la época de Vietnam) o **antecedentes**.

### Información adicional

Para solicitar información adicional sobre el Título VI y las obligaciones federales y estatales relacionadas contra la discriminación, por favor, póngase en contacto con:

Martha Hevenor, Title VI Coordinator  
Cape Cod Commission  
PO Box 226, 3225 Main Street  
Barnstable, MA 02630  
508-362-3828  
TTY: 508-362-5885  
[mhevenor@capecodcommission.org](mailto:mhevenor@capecodcommission.org)

Title VI Specialist  
Massachusetts Department of Transportation (MassDOT)  
Office of Diversity and Civil Rights (ODCR)  
10 Park Plaza  
Boston, MA 02116  
857-368-8580  
TTY: 857-368-0603  
[MASSDOT.CivilRights@state.ma.us](mailto:MASSDOT.CivilRights@state.ma.us)

### Presentación de reclamaciones

Para presentar una reclamación afirmando que se ha producido una violación del Título VI o de una ley federal relacionada contra la discriminación, por favor, póngase en contacto con los especialistas en el Título VI (arriba) en un plazo de 180 días desde la conducta discriminatoria denunciada.

Para presentar una reclamación afirmando que se ha producido una violación de la Ley de Alojamiento Público del estado, por favor, póngase en contacto con la Comisión de Massachusetts Contra la Discriminación en un plazo de 300 días desde la conducta discriminatoria denunciada en:

Massachusetts Commission Against Discrimination (MCAD)  
One Ashburton Place, 6th Floor  
Boston, MA 02109  
617-994-6000  
TTY: 617-994-6196



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CAPE COD  
COMMISSION

Cape Cod Metropolitan Planning  
Organization

Title VI Complaint Procedures

June 1, 2014

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## **TITLE VI COMPLAINT PROCEDURE**

### **Title VI Complaint Procedure**

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the Cape Cod Metropolitan Planning Organization or the Cape Cod Commission acting on behalf of the Cape Cod MPO (hereinafter referred to as “the Authority”) may file a Title VI complaint by completing and submitting the agency’s Title VI Complaint Form. The Cape Cod Metropolitan Planning Organization works with the Massachusetts Department of Transportation to investigate complaints received no more than 180 days after the alleged incident. The Authority acting with the Massachusetts Department of Transportation (hereinafter “MA DOT”) will process complaints that are complete.

Once the complaint is received, the Authority will first forward it to the Massachusetts Department of Transportation. The Authority will also review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by either the Authority or the MA DOT.

The Authority and/or the MA DOT has forty-five (45) days to investigate the complaint. If more information is needed to resolve the case, the Authority and/or the MA DOT may contact the complainant. The complainant has fifteen (15) business days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within fifteen business days, the Authority and MA DOT can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member, or other action will occur. If the complainant wishes to appeal the decision, she/he has thirty (30) days after the date of the letter or the LOF to do so.

A person may also file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.



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CAPE COD  
COMMISSION

Cape Cod Metropolitan Planning  
Organization

Title VI Complaint Form

June 1, 2014

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**TITLE VI COMPLAINT FORM**

<b>Section I:</b>				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
<b>Section II:</b>				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party: _____				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No
<b>Section III:</b>				
I believe the discrimination I experienced was based on (check all that apply):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.				
_____				
_____				
<b>Section IV</b>				
Have you previously filed a Title VI complaint with this agency?			Yes	No
<b>Section V</b>				
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?				
<input type="checkbox"/> Yes <input type="checkbox"/> No				

### TITLE VI COMPLAINT FORM

<i>If yes, check all that apply:</i>	
<input type="checkbox"/> <i>Federal Agency:</i> _____	
<input type="checkbox"/> <i>Federal Court</i> _____	<input type="checkbox"/> <i>State Agency</i> _____
<input type="checkbox"/> <i>State Court</i> _____	<input type="checkbox"/> <i>Local Agency</i> _____
<i>Please provide information about a contact person at the agency/court where the complaint was filed.</i>	
<i>Name:</i>	
<i>Title:</i>	
<i>Agency:</i>	
<i>Address:</i>	
<i>Telephone:</i>	
<b>Section VI</b>	
<i>Name of agency complaint is against:</i>	
<i>Contact person:</i>	
<i>Title:</i>	
<i>Telephone number:</i>	

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

\_\_\_\_\_  
Signature Date

Please submit this form in person at the address below, or mail this form to:

Title VI Coordinator  
Cape Cod Commission  
3225 Main Street  
PO Box 226  
Barnstable, MA 02630



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CAPE COD  
COMMISSION

Cape Cod Metropolitan Planning  
Organization

List of transit-related Title VI  
Investigations, complaints and  
lawsuits

June 1, 2014

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**LIST OF TRANSIT-RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS**

**List of Investigations, Lawsuits and Complaints**

There have been no investigations, lawsuits or complaints allege discrimination on the basis of race, color, or national origin against the Cape Cod Metropolitan Planning Organization nor the Cape Cod Commission which provides administration to the Cape Cod MPO.

If there had been any such investigation, lawsuit or complaint, that list would include the date that the transit-related Title VI investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response, or final findings related to the investigation, lawsuit, or complaint. This list (or confirmation of no such action taken) will be included in the Title VI Program submitted to FTA every three years.

The following grid is provided for illustrative purposes to show how the information requested will be depicted in the case of having any actual investigations, lawsuits and/or complaints.	Date (Month, Day, Year)	Summary (include basis of complaint: race, color, or national origin)	Status	Action(s) Taken
<b>Investigations</b>				
1.				
2.				
<b>Lawsuits</b>				
1.				
2.				
<b>Complaints</b>				
1.				
2.				



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CAPE COD  
COMMISSION

Cape Cod Metropolitan Planning  
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Public Participation Plan  
Draft

June 1, 2014

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CAPE COD  
COMMISSION

Cape Cod Metropolitan Planning  
Organization

Limited English Proficiency Plan

June 1, 2014

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## NOTICE OF NONDISCRIMINATION RIGHTS AND PROTECTIONS TO BENEFICIARIES

### FEDERAL "TITLE VI/NONDISCRIMINATION" PROTECTIONS

The Cape Cod Metropolitan Planning organization (MPO) through the Cape Cod Commission 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 shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories **are contemplated within the MPO's Title VI programs consistent with federal** interpretation and administration. Additionally, the Cape Cod MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

### STATE NONDISCRIMINATION PROTECTIONS

The Cape Cod MPO also complies with the Massachusetts Public Accommodations Law, M.G.L. c 272 §§ 921, 98, 98a, prohibiting 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 MPO complies with **the Governor's Executive Order 526, section 4 requiring 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, veterans' status** (including Vietnam-era veterans), or background.

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Martha Hevenor, Title VI Coordinator  
Cape Cod Commission  
PO Box 226, 3225 Main Street



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Barnstable, MA 02630  
tel: (508) 362-3828  
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mhevenor@capecodcommission.org

Title VI Specialist  
Massachusetts Department of Transportation  
Office of Diversity and Civil Rights (ODCR)  
10 Park Plaza  
Boston, MA 02116  
Tel: (857) 368-8580  
TTY: (857) 368-0603

Para solicitar una traducción de este document al Espanol, por favor  
llame (508)362-3828

Para solicitar uma traducao deste document para o Portugues, por favor  
ligue (508) 362-3828



## INTRODUCTION

Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d et seq, and its implementing regulations provide 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 subjected to, discrimination under any program or activity that receives federal financial assistance. This includes any person who is not proficient in the English language. The Supreme Court, in *Lou v. Nichols*, 414 U.S. 563 (1974), interpreted Title VI regulations prohibit conduct that has a disproportionate effect on Limited English Proficient (LEP) individuals because such conduct constitutes national origin discrimination.

A Limited English Proficient person is an individual who does not speak English as his/her primary language and who has a limited ability to read, speak, write, or understand English. According to the 2008-2012 American Community Survey (ACS), 2. 26% of the Cape Cod MPO region (Barnstable County) population over than five years of age has a limited ability to speak, write, or understand English and is considered Limited English Proficient. Portuguese speaking individuals and Spanish speaking individuals represent the top two LEP language groups in the county, comprising 24.8% and 19% respectively, **of the County's LEP population.** (See Table 1.)

**Executive Order 13166 “Improving Access to Services by persons with Limited English Proficiency” reprinted at 65 FR 50121 (August 16, 2000),** directs each federal agency to assess the services it provides and develop and implement a system by which LEP individuals can meaningfully access those services. Federal agencies were instructed to publish guidance to their recipients to assist them with their obligations to LEP people under Title VI. The Executive Order states that recipients must take reasonable steps to ensure meaningful access to their programs and services by LEP people. Executive Order 13166 applies to all federal agencies and all programs and operations of entities that receive funding from federal government, including Metropolitan Planning Organizations.

US Department of Transportation (DOT) published revised guidance for its recipients on April 13, 2007. The Federal Transit Administration **references the DOT LEP guidance in its Circular 4702.1B, “Title VI, DOT’s Implementing Regulations for FTA recipients,” published on October 1, 2012.** Chapter III, Section 9 of the Circular references the LEP requirement and responsible steps ensuring meaningful access to benefits, services, and information for LEP persons. The Circular provides



guidance for FTA recipient and subrecipients to develop a language implementation plan consistent with the provision of Section 9 of the DOT LEP guidance.

## IDENTIFYING INDIVIDUALS WHO NEED LANGUAGE ASSISTANCE

The DOT LEP policy guidelines direct each agency is to **conduct a “four-factor analysis” to determine what constitutes reasonable steps to ensure meaningful access.** The first two of the four factors are used to identify individuals who need language assistance. The third and fourth factors are used to determine appropriate language assistance measures:

### FACTOR 1: THE NUMBER AND PROPORTION OF LEP PERSONS IN THE ELIGIBLE SERVICE POPULATION

The first factor involves identifying how many LEP persons live within the service area. The greater the number or proportion of LEP persons from a particular language group served or encountered in the eligible service population, the more likely it is that language services are needed for those persons.

For its quantitative analysis, the MPO used data on English proficiency and languages spoken at home from the American Community Data Survey (ACS) 2008-2012. The ACS combines sample data from five years to provide estimates of demographic characteristics like language status at geographic levels down to census tract. Table 1 provides a list of the top ten languages spoken at home in Barnstable County and the number/percentage for each language of individuals (over five years of age) **who speak English “well” and “less than very well.” Those who speak English “less than very well” represent LEP persons.** This category includes individuals who do not speak English at all.



<b>Table 1. Speak a Language Other Than English At Home - Top 10 Languages for Barnstable County in Order of Frequency – Estimates for the Population 5+ Years of Age</b>						
	<b>Another language at home</b>		<b>Speak English Very Well</b>		<b>Speak English Less than Very Well</b>	
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Total Population 5 Years & Over	207,025					
Total Speaks English Only	190,753	92.1	NA		NA	
Total Speaks Another Language	16,272	7.9	11,590	71.2	4,682	28.8
<b>And the Other Language Is:</b>						
Portuguese	4,030	24.8	2,029	50.3	2,001	49.7
Spanish or Spanish Creole	3,092	19.0	2,491	80.6	601	19.4
French (inc.Patois, Cajun)	1,886	11.6	1,724	91.4	162	8.6
German	757	4.7	673	88.9	84	11.1
Chinese	702	4.3	496	70.7	206	29.3
Greek	677	4.2	504	74.4	173	25.6
Italian	699	4.3	628	89.8	71	10.2
Russian	623	3.8	422	67.7	201	32.3
Polish	344	2.1	247	71.8	97	28.2
Gujarati	271	1.7	195	72.0	76	28.0

Table prepared from data in "Ability to Speak English for the Population 5 Years and Over 2008-2012," American Community Survey 5 year Estimates.



The total number of LEP persons in Barnstable County is **4,682**, which represents **2.26%** of the total County population (over 5 years of age). The largest number and proportion of LEP persons is Portuguese-speaking; 2,001 of the 4,030 individuals who speak Portuguese at home speak English less than very well (49.7%). The second highest LEP population is Spanish speaking; of the 3,092 individuals who speak Spanish at home, 601 (19.4%) speak English less than very well. Table 2 shows the number of Portuguese and Spanish speaking LEP persons in proportion to the county-wide population (over 5 years of age), representing 1% and 0.4%, respectively. The number of LEP individuals for other language groups in Barnstable County falls below the U.S. DOT **definition of LEP “safe harbor” thresholds (5% or 1,000 individuals, whichever is less).**

<b>Table 2. Portuguese and Spanish Speaking LEP Persons Relative to Barnstable County Population 5+ Years of Age</b>		
Language Spoken at Home	Number of LEP Persons	Percentage of Barnstable County Population 5+ Years of Age
Portuguese:	2,001	1%
Spanish:	601	0.4%

TABLE 3 PRESENTS THE ACS 2008-2012 ESTIMATES OF BARNSTABLE COUNTY’S LEP PERSONS FOR ALL LANGUAGES SPOKEN IN THE REGION.

**Table 3. LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER 2008-2012 American Community Survey 5-Year Estimates**

ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER	Barnstable County, Massachusetts	
	Estimate	% of Total
Total:	207,025	
Speak only English	190,753	92%
Spanish or Spanish Creole:	3,092	3,092
Speak English "very well"	2,491	80.6%
Speak English less than "very well"	601	19.4%



French (incl. Patois, Cajun):	1,886	1,886
Speak English "very well"	1,724	91.4%
Speak English less than "very well"	162	8.6%
French Creole:	487	487
Speak English "very well"	368	75.6%
Speak English less than "very well"	119	24.4%
Italian:	699	699
Speak English "very well"	628	89.8%
Speak English less than "very well"	71	10.2%
Portuguese or Portuguese Creole:	4,030	4,030
Speak English "very well"	2,029	50.3%
Speak English less than "very well"	2,001	49.7%
German:	757	757
Speak English "very well"	673	88.9%
Speak English less than "very well"	84	11.1%
Yiddish:	3	3
Speak English "very well"	0	0.0%
Speak English less than "very well"	3	100.0%
Other West Germanic languages:	239	239
Speak English "very well"	200	83.7%
Speak English less than "very well"	39	16.3%
Scandinavian languages:	160	160
Speak English "very well"	139	86.9%
Speak English less than "very well"	21	13.1%
Greek:	677	677
Speak English "very well"	504	74.4%
Speak English less than "very well"	173	25.6%
Russian:	623	623
Speak English "very well"	422	67.7%
Speak English less than "very well"	201	32.3%
Polish:	344	344
Speak English "very well"	247	71.8%
Speak English less than "very well"	97	28.2%
Serbo-Croatian:	13	13
Speak English "very well"	13	100.0%
Speak English less than "very well"	0	0.0%
Other Slavic languages:	265	265
Speak English "very well"	172	64.9%
Speak English less than "very well"	93	35.1%
Armenian:	156	156
Speak English "very well"	80	51.3%
Speak English less than "very well"	76	48.7%
Persian:	89	89
Speak English "very well"	63	70.8%
Speak English less than "very well"	26	29.2%
Gujarati:	271	271



Speak English "very well"	195	72.0%
Speak English less than "very well"	76	28.0%
Hindi:	8	8
Speak English "very well"	8	100.0%
Speak English less than "very well"	0	0.0%
Urdu:	82	82
Speak English "very well"	25	30.5%
Speak English less than "very well"	57	69.5%
Other Indic languages:	124	124
Speak English "very well"	92	74.2%
Speak English less than "very well"	32	25.8%
Other Indo-European languages:	240	240
Speak English "very well"	215	89.6%
Speak English less than "very well"	25	10.4%
Chinese:	702	702
Speak English "very well"	496	70.7%
Speak English less than "very well"	206	29.3%
Japanese:	65	65
Speak English "very well"	25	38.5%
Speak English less than "very well"	40	61.5%
Korean:	174	174
Speak English "very well"	100	57.5%
Speak English less than "very well"	74	42.5%
Mon-Khmer, Cambodian:	100	100
Speak English "very well"	35	35.0%
Speak English less than "very well"	65	65.0%
Hmong:	0	0
Speak English "very well"	0	
Speak English less than "very well"	0	
Thai:	38	38
Speak English "very well"	0	0.0%
Speak English less than "very well"	38	100.0%
Laotian:	30	30
Speak English "very well"	19	63.3%
Speak English less than "very well"	11	36.7%
Vietnamese:	205	205
Speak English "very well"	78	38.0%
Speak English less than "very well"	127	62.0%
Other Asian languages:	40	40
Speak English "very well"	24	60.0%
Speak English less than "very well"	16	40.0%
Tagalog:	118	118
Speak English "very well"	80	67.8%
Speak English less than "very well"	38	32.2%
Other Pacific Island languages:	7	7
Speak English "very well"	7	100.0%



Speak English less than "very well"	0	0.0%
Navajo:	0	0
Speak English "very well"	0	
Speak English less than "very well"	0	
Other Native North American languages:	30	30
Speak English "very well"	8	26.7%
Speak English less than "very well"	22	73.3%
Hungarian:	90	90
Speak English "very well"	90	100.0%
Speak English less than "very well"	0	0.0%
Arabic:	275	275
Speak English "very well"	220	80.0%
Speak English less than "very well"	55	20.0%
Hebrew:	0	0
Speak English "very well"	0	
Speak English less than "very well"	0	
African languages:	88	88
Speak English "very well"	66	75.0%
Speak English less than "very well"	22	25.0%
Other and unspecified languages:	65	65
Speak English "very well"	54	83.1%
Speak English less than "very well"	11	16.9%

Source: U.S. Census Bureau, 2008-2012 American  
Community Survey

## MAPS

Using GIS, the MPO staff has developed maps showing geographic distribution by census tract of Portuguese LEP Spanish LEP individuals (as the two primary LEP language groups and the only language groups that meet safe harbor thresholds). (See Appendix.) **The maps' dots are** randomly distributed within the census tract (each representing one LEP individual). The maps show the highest concentrations of both Spanish and Portuguese LEP individual in Hyannis area census tracts. This information is important to the MPO for developing and targeting outreach and informational materials for transportation projects and meetings in these areas. Other Census tracts with concentrations of Portuguese speaking LEP individuals are located in Falmouth, Mashpee, Yarmouth, Dennis, and Eastham.



## FACTOR 2: THE FREQUENCY WITH WHICH LEP INDIVIDUALS COME IN CONTACT WITH THE PROGRAM

The second factor to consider when determining how to provide **meaningful access to the MPO's services and programs to LEP persons is** how often LEP persons come into contact with the agency. The Cape Cod Commission, which staffs and administers the MPO program, has not received any requests for language translation, nor has it received any requests for interpreters at public meetings. In a 2014 survey of Commission department representatives, staff members indicated they had had no contact with LEP persons (written or spoken) or requests for services. Staff members indicated that the most likely points of contact and requests for translation and/or interpretive services would be related to documents posted on the Cape Cod Commission website (which includes materials from all Cape Cod Commission departments, and not just MPO documents).

## FACTOR 3: THE IMPORTANCE OF THE SERVICE PROVIDED BY THE PROGRAM

The third factor to consider is the importance to LEP persons of the **MPO's programs, activities, and services. According to FTA guidance, the** more important the activity, information, service, or program, or the greater the possible consequences of the contact to the LEP individuals, the more likely language services are needed. The guidance notes, for example, obligations to communicate rights to an LEP person who needs public transportation differ from those to provide recreational programming. An agency should take into consideration whether denial or delay in access to services or information could have serious or even life-threatening implications for the LEP individual.

The Cape Cod MPO uses federal funds to plan transportation projects for **Barnstable County. The MPO's plans and** programs are important, but it is unlikely that delay in access to MPO information or services would have serious or life-threatening impacts to an LEP person.



#### FACTOR 4: THE RESOURCES AVAILABLE TO THE AGENCY.

The last step in the four-factor analysis is to determine the extent of resources available to the MPO to provide translations and interpretive services to LEP persons. Given the Cape Cod **Commission's and MPO's limited budgets, identifying and implementing cost-effective ways to address the needs of LEP persons is important.** The MPO maintains a list of qualified interpreters and translation providers who are available upon request to provide services on an as-needed basis. (See Appendix.) The Cape Cod Commission web-site (where the MPO web page is located) provides a Google translator (free of charge) for information on the site. While Google translation is limited in its grammatical accuracy, it can be useful for conveying key concepts and information such as dates, locations, and subject matter of web postings and calendar notices. A few members of the Commission staff speak foreign languages including Spanish, but translation skills are limited.

## PROCEDURES

### VITAL DOCUMENT TRANSLATIONS

The MPO has identified notification of legal rights to beneficiaries, complaint forms, and public meeting announcements as vital documents. Directions on how to obtain translation and interpretive services is also vital information to LEP persons.

- The MPO provides its Notice of Nondiscrimination Rights and Protections to Beneficiaries in ten languages. The Notification is posted in the Cape Cod Commission offices reception area and public notice bulletin board located in the Barnstable County Superior Courthouse. The Notification is also posted on the Cape Cod Commission website. It will be provided on fliers at public transportation meetings. A shortened version of the Notification translated into Portuguese and Spanish will be provided on MPO and JTC meeting agendas and announcements for meetings concerning transportation projects/issues within areas within areas proximate to neighborhoods mapped as having significant proportion of Portuguese speaking or Spanish speaking LEP persons.



- Statements in both Portuguese and Spanish advising LEP persons on how to request translation services will be included on each meeting notice.
- Meeting announcements concerning transportation projects in areas with concentrations of LEP individuals will be provided in Portuguese and/or Spanish and distributed to community organizations through email and postal mailings.
- The MPO will provide announcements (and other relevant material) to Portuguese and Spanish language media outlets (as identified in the Public Participation Plan) for transportation projects within areas proximate to neighborhoods mapped as having significant proportion of Portuguese speaking or Spanish speaking LEP persons.
- **The MPO will provide a “summary” line in Spanish and Portuguese for the Regional Transportation Plan and selected transportation planning documents posted on the website that indicates what the document is about and how to request translation.**

#### REQUESTS FOR INTERPRETIVE SERVICES AND DOCUMENT TRANSLATIONS

- The MPO will provide translation and interpretive services upon request. MPO staff will refer to the list of interpreter and translation service providers and arrange for service, depending upon the nature of the need/request. For document translation, MPO staff will contract with a service provider who can provide the service in a timely manner. For oral interpretive service requests, the MPO will contract with a provider who may be needed to provide language assistance at a public meeting. The MPO also has identified telephone language interpreter services.

#### MONITORING AND COMPLIANCE

- The MPO has developed a web map tool application that can be used to identify LEP populations and other demographic characteristics geographically. The tool is available to the general public on the Cape Cod Commission/MPO website:



<http://www.capecodcommission.org/departments/technicalservices/transportation/472>

- The MPO will periodically review demographic data to determine if the language needs of the population have changed.
- MPO will maintain a log of all encounters with LEP individuals and any requests for translation or interpretive services.
- The MPO will provide an annual report on its LEP services.
- The MPO will review and update its LEP program as needed, identifying vital documents which may need to be translated and revising list of translation service providers.
- The MPO will seek training opportunities for bilingual staff and others who may have contact with LEP persons, as budget and work load allow.

DRAFT





## APPENDIX

1. RESOURCES FOR LIMITED ENGLISH PROFICIENCY
2. MAPS
  - a. Barnstable County Portuguese Speaking LEP
  - b. Barnstable County Spanish Speaking LEP
  - c. Barnstable County Percent Language Isolation

DRAFT



CAPE COD  
COMMISSION

## RESOURCES FOR LIMITED ENGLISH PROFICIENT (LEP)

<https://www.languageline.com/>

<http://www.lep.gov/ISpeakCards2004.pdf>

### I SPEAK CARDS

<https://www.translationperfect.com/images/pdf/i-speak.pdf>  
<http://www.cdss.ca.gov/civilrights/PG584.htm>

### TRANSLATION AND INTERPRETER SERVICES

Straker Translations provides document translation services  
<http://www.strakertranslations.com/straker/>

Communicaid Language Solutions helps with both translation and interpreter needs.  
<http://www.communicaidinc.com/>

Language Marketplace provides both translation and interpretation services. Free price quote online.  
<http://www.languagemarketplace.com/USA21-massachusetts-translation-services.html>

### LOCAL INTERPRETER/TRANSLATORS

Draft List of interpreters to be contacted and confirmed



VNA of Cape Cod  
Community Based Interpreter Program  
1-888-557-9994 Ext.651

**The following additional community resources listed below also offer services and programs for English Speakers of Other Languages (ELOS):**

### **Cape Cod Community College**

#### **Free ESOL Program:**

**ACCESS Program** – 540 Main St Hyannis, MA 02601 – (508) 375-5000

- ESL Classes:

Mornings: Mon & Wed 9:00am–12:00pm @ 540 Main St Hyannis  
Evenings: Mon & Wed 6:30pm–9:30pm @ 540 Main St Hyannis  
Tue & Thu 6:30pm – 9:30pm @ Dennis / Yarmouth

- GED Classes:

Mornings: Tue, Thu & Fri 9:30 – 12:30pm @ 540 Main St Hyannis  
Evening: Tue & Thu 6:30pm – 9:30pm

- PACT – Program Adult College Transition at CCCC

Contact: Rosanna Preziosi (508) 362-2131 X 4995

#### **Tutoring Classes @ Cape Cod Community College**

- Credit classes for ESL English for Speakers of Other Languages  
3 levels of classes: beginner to advanced, to help with speaking, listening, reading, and writing.

One-on-one advising available

ESL Coordinator: Bruce Riley- (508) 362-2131 ext. 4535

ESL Academic Advisor: Neucimari Smedley - (508) 362-2131 ext. 4318

#### **Others Areas ESOL Resources Available in the Community**

- **Cape Cod Literacy Tutors** – (508)862-1305

Contact: Kathryn Carpenter

- **Catholic Social Services** – (508) 771-6771

261 South St Hyannis, MA 026201

Contact: Mike Patkoske

- **St. Patrick's Roman Catholic Church** - (508) 563-2492

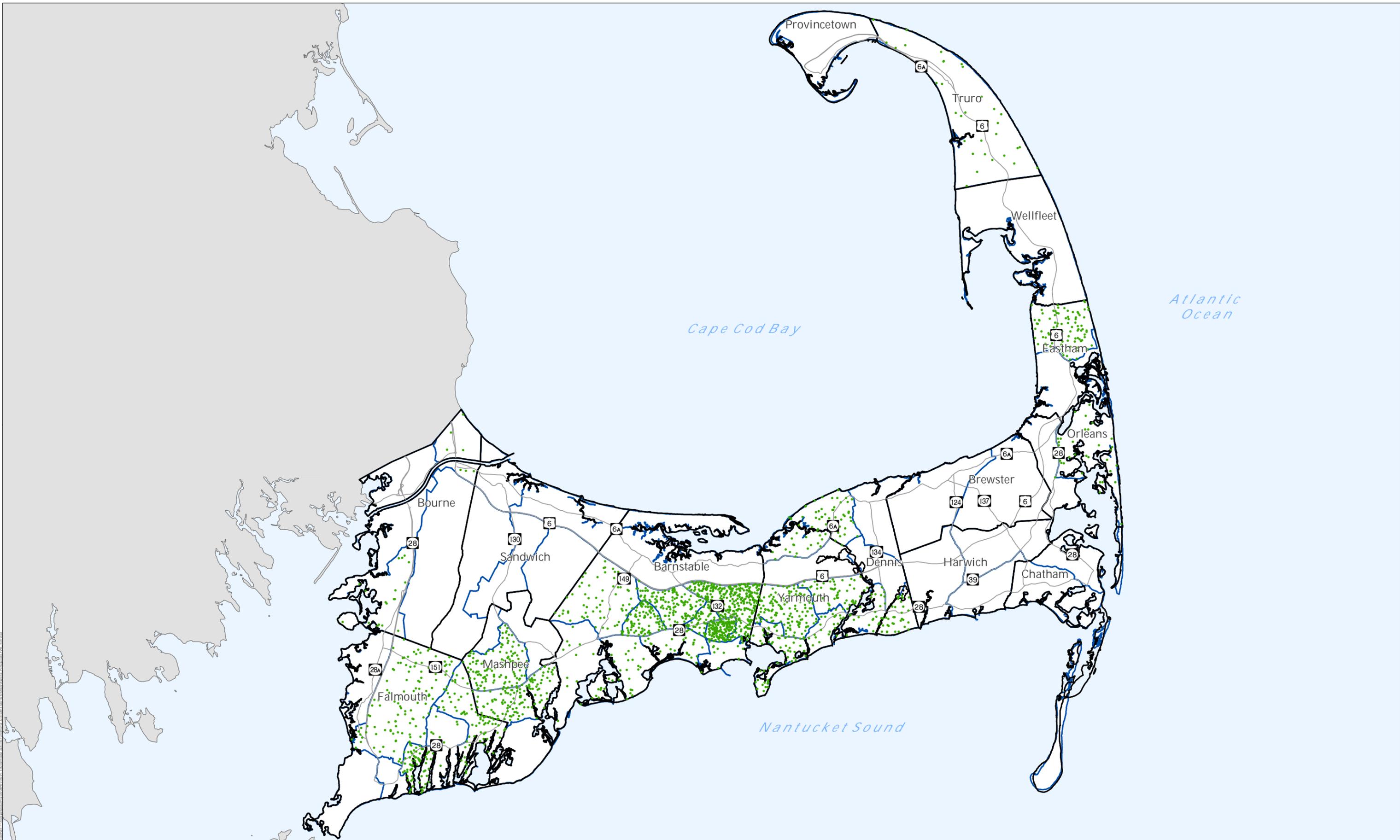
511 East Main St Falmouth

Contact: Susan Morrison

- **Dennis Public Library** - (508) 760-6219

Dennis port MA 02639

Contact – William Maloney



**Limited English Proficiency: Barnstable County**  
**Individuals who speak Portuguese or Portuguese Creole**  
**and Speak English Less Than Very Well**

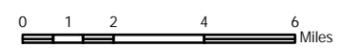
*The information depicted on these maps is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. It should not substitute for actual on-site survey, or supersede deed research.*

Date: 3/31/2014  
 User: sgoulet

 Census Tracts

 Represents One (1) Portuguese or Portuguese Creole speaking person who speaks English less than very well (Points have been randomly located within the Census Tract represented)

Note(s): Each point represents one person who, per the American Community Survey (ACS) 2008-2012 Estimate Table B16001 "Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over", is a Portuguese or Portuguese Creole speaking person who speaks English less than very well.  
 The points have been randomly generated within the Census Tracts to represent one (1) person as described above per point. The Barnstable County Census Tract having the largest population of this category is Census Tract 153 which covers a portion of the village of Hyannis in the Town of Barnstable at a population of 325. There are seven (7) Census Tracts having 100 or more persons representing this distinction within Barnstable County.





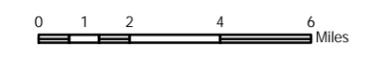
**Limited English Proficiency: Barnstable County**  
 Individuals who speak Spanish or Spanish Creole  
 and Speak English Less Than Very Well

Date: 3/31/2014  
 User: sgoulet



Represents One (1) Spanish or Spanish Creole speaking person who speaks English less than very well. (Points have been randomly located within the Census Tract represented)

Note(s): Each point represents one person who, per the the American Community Survey (ACS) 2008-2012 Estimate Table B16001 "Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over", is a Spanish or Spanish Creole speaking person who speaks English less than very well.  
 The points have been randomly generated within the Census Tracts to represent one (1) person as described above per point. The Barnstable County Census Tract having the largest population of this category is Census Tract 126.02 which covers a portion of the village of Hyannis in the Town of Barnstable at a population of 213. There is one (1) Census Tract having 100 or more persons representing this distinction within Barnstable County.



The information depicted on these maps is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. It should not substitute for actual on-site survey, or supersede deed research.





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CAPE COD  
COMMISSION

# Cape Cod Metropolitan Planning Organization

## Membership Table and Description

June 1, 2014

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## Membership of Committees, Broken Down by Race and Ethnicity

As detailed in the Cape Cod Metropolitan Planning Organization (MPO) Memorandum of Understanding (MOU) [dated 3-28-11 with 1-23-12 addendum], the membership of the Cape Cod MPO consists of the following eleven federal, state, regional, local officials or their alternates or designees:

- MassDOT Secretary/CEO
- MassDOT Highway Division Administrator
- Chair of the Cape Cod Commission
- Chair of the Cape Cod Regional Transit Authority Advisory Board
- Chair of the Barnstable County Commissioners
- President of the Barnstable Town Council
- Tribal Chairman of the Mashpee Wampanoag Tribal Council
- One selectmen from each of the following sub-regions:
  - Sub-region A: Towns of Bourne, Falmouth, Mashpee and Sandwich
  - Sub-region B: Towns of Yarmouth, and Dennis,
  - Sub-region C: Towns of Brewster, Harwich, Chatham, and Orleans,
  - Sub-region D: Towns of Eastham, Wellfleet, Truro and Provincetown

None of these membership positions are selected by the Cape Cod MPO, but rather, they are designated based on their official position or in the case of the sub-region representatives elected by the selectmen from within their sub-region.

The Cape Cod Joint transportation Committee (CCJTC) was established to serve as an advisory committee to the Cape Cod MPO. The membership of the CCJTC consists of a representative from each of the fifteen towns as selected by the each Board of Selectmen or Town Council. These representatives are generally town staff members who are involved with roadway planning for the town such as Highway Director, Town Engineer, Town Planner, or Department of Public Works Director. As with the Cape Cod MPO sub-region representatives, the Cape Cod MPO has no controlled over who is appointed to represent each town. As detailed in the **Cape Cod MPO MOU, the CCJTC may also include** “representation from business, environmental, historic, bicycle, transit, marine, airport, human service and other organizations shall be considered. These nominees, and others, will be considered by the MPO and may be appointed to the CCJTC from time to time.” **The current membership of the CCJTC includes a Bicycle Representative.** The Cape Cod MPO could consider adding a minority representative to the CCJTC to increase overall minority participation in the process.

While the Cape Cod MPO encourages participation of minorities in the Cape Cod MPO and CCJTC, with the exception for the CCJTC Bicycle Representative, all of the members are appointed by individuals or bodies other than the Cape Cod MPO. One effort made by the Cape Cod MPO to encourage participation of minorities was to add the representative of the Mashpee Wampanoag Tribal Council to the Cape Cod MPO in the January 23, 2012 Addendum as that group had not previously been represented on the Cape Cod MPO. It is also important to note that the membership of the Cape Cod Commission has a Minority Representative. This Minority

Representative has served as the Cape Cod Commission representative on the Cape Cod MPO for a number of years as the former Chair of the Cape Cod Commission and the current designee of the Chair of the Cape Cod Commission.

The racial and ethnic breakdown of the Cape Cod MPO and the CCJTC is provided in the following table in comparison to breakdown of the overall population.

**Membership of Committees, Broken Down by Race and Ethnicity**

	Race						Ethnicity		
	White	African American	Asian	American Indian or Alaskan Native	Native Hawaiian and Other Pacific Islander	Other	Identified	Hispanic or Latino	Non-Hispanic or Latino
<b>Population<sup>1</sup></b>	93%	2%	1%	1%	0%	1%	2%	2%	98%
<b>Metropolitan Planning Organization<sup>2</sup></b>	86%	7%	0%	7%	0%	0%	0%	0%	100%
<b>Joint Transportation Committee<sup>2</sup></b>	100%	0%	0%	0%	0%	0%	0%	0%	100%

Notes: <sup>1</sup>Based on 2010 United States Census Data, <sup>2</sup>Assumed based on membership as of April 2014



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CAPE COD  
COMMISSION

Cape Cod Metropolitan Planning  
Organization

Equity Analysis for Facility  
Construction

June 1, 2014

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3225 MAIN STREET • P.O. BOX 226  
BARNSTABLE, MASSACHUSETTS 02630



CAPE COD  
COMMISSION

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(508) 362-3828 • Fax (508) 362-3136 • [www.capecodcommission.org](http://www.capecodcommission.org)

May 5, 2014

Re: CCRTA maintenance facility not located in EJ neighborhood

To File,

The Cape Cod Metropolitan Planning Organization (CCMPO) staff has reviewed the Transportation Improvement Program (TIP) for the past ten (10) years to ensure that any vehicle storage facility, maintenance facility, operational center or similar project constructed by a recipient has the undergone a Title VI equity analysis.

The South Dennis Cape Cod Regional Transit Authority (CCRTA) maintenance facility was constructed in 2005 utilizing Federal funds. The CCRTA maintenance facility received a full Title VI equity analysis as shown in the attached Categorical Exclusion Checklist. Page 9 of the Categorical Exclusion Checklist stated that the CCRTA maintenance facility as not constructed in a minority, low income or tribal community based on existing census data.

I also assert that the South Dennis CCRTA maintenance facility was not constructed in a minority, low income or tribal community based on existing census data.

If you have any questions or concerns, please feel free to contact me at (508) 744 - 1226 or [gcannon@capecodcommission.org](mailto:gcannon@capecodcommission.org).

Sincerely,



Glenn Cannon, P.E.  
CCC Director of Technical Services



DATE: 9/28/01

GRANT NO. Unassigned

GRANTEE: Cape Cod Regional Transit Authority

**PROJECT: Replacement of CCRTA Bus Maintenance, Bus Storage, Scheduling/Dispatch Facility on Cape Cod.**

**CHECKLIST OF INFORMATION REQUIRED FOR PROBABLE  
CATEGORICAL EXCLUSIONS (CE's) - SECTION 771.117(D)**

X A. **DETAILED PROJECT DESCRIPTION:** Identify purpose and need, alternatives considered, and justification for project selection.

1. Purpose and Need

The proposed property (Lot 5, American Way, South Dennis, MA, consisting of 10.0731 acres, all as described in Book 8028 page 216, Plan Book Page 89, Barnstable County Registry of Deeds; see Fig. 1) will be the site for a bus maintenance, storage, fueling and washing facility, as well as a facility for dispatcher/scheduler and operational office functions.

The proposed maintenance facility will have approximately 24,000 square feet of space for seven or eight bays that will be accessible from either end of the building. These bays will have enough room for the maintenance personnel to store toolboxes and other equipment between them. There will need to be various lifts installed in these bays. Also, a separate bay needs to be dedicated to washing vehicles with state-of-the-art water reclamation technology. An office will be needed for the Maintenance Director and for storage. Additional rooms will be need for clean up and break, as well as a chemical storage room designed to accommodate all state and federal environmental requirements.

There will be a separate administration facility (approximately 10,000 square feet) consisting of offices for the General Manager, Assistant General Manager, Finance personnel, dispatchers, meeting rooms, computer server room (Intelligent Transportation System), money counting room, bathrooms, break room, training room and a reception area. These areas need to be kept separate from the maintenance facility in order to keep various fumes, noises and other distractions from affecting the dispatchers who are dealing with customers on the phones.

There will be a storage facility (approximately 20,000 square feet) that will be needed to store the vehicles overnight. This facility needs to be large enough to house over 50 vehicles and be able to accommodate a traffic flow pattern that will allow easy access to vehicles pulling out at various times during the day. The actual storage area will not need to be heated.

September 28, 2001

Donna Laidley  
Senior Transportation Program Specialist  
Region I  
Federal Transit Administration  
Transportation Systems Center  
Kendal Square  
55 Broadway, Suite 904  
Cambridge, MA 02142

Dear Donna,

Please find enclosed a Categorical Exclusion checklist as the initial documentation for a grant application to purchase Lot 5, American Way, South Dennis, MA, consisting of 10.0731 acres, all as described in Book 8028 page 216, Plan Book Page 89, Barnstable County Registry of Deeds. CCRTA is considering purchase of this lot for the proposed bus maintenance and storage facility. The proposed facility historically has been a part of the Intermodal Terminal project located in Hyannis. Indeed, the Hyannis Intermodal Terminal is at 30% construction phase. However, the Town of Barnstable zoning laws prohibit the construction of new maintenance facilities in a wellhead protection area, and the property on which the terminal is being constructed is located in a wellhead protection area.

CCRTA has continued to search for a suitable parcel of land for its bus maintenance and storage facility. The property of Bucklers GMC truck facility, located adjacent to the Hyannis Intermodal Center property, was evaluated and this appraisal was sent to Mr. Dick Cole previously. However, the owner of this property requested a price for this property above the FTA-approved suggested selling price, and CCRTA has ceased negotiations with the owner.

The proposed property acquisition in the town of Dennis is located in a commercially zoned area and is not located within a wellhead protection area. MEPA and the town of Dennis, due to contamination by the adjacent town dump, have closed the wells located near this property permanently. The Town of Dennis, MEPA and the Cape Cod Commission have given preliminary indications that the proposed bus maintenance and storage facility would be an approved activity on this parcel.

The owner of this property has offered to sell this parcel for \$650,000 even though the appraised value is \$860,000.

As always, if you have any questions, please do not hesitate to contact me.

Sincerely,

Dennis Walsh

Assistant Administrator

Enclosure

There needs to be parking for employees and visitors that will be convenient to the main offices and the maintenance area. An area could be dedicated to training and retraining of operators.

### Justification

The Cape Cod Regional Transit Authority (CCRTA) started in 1976 through legislative action by the Commonwealth of Massachusetts. CCRTA hired a private transportation provider (Dean Garfield and Fred Sargent) to provide dial-a-ride service for the 15 towns on Cape Cod. The initial fleet consisted of approximately 20 vans and minibuses. Mr. Garfield and Mr. Sargent purchased a former Firestone dealership facility with 4 bays and office and storage area in South Dennis, MA as an operational and maintenance facility. CCRTA began fixed route bus service in 1984 with the SeaLine route from Hyannis to Falmouth. In 1988 Garfield and Sargent leased this facility to ATE/Ryder, the private vendor awarded the operating contract by CCRTA. The dial-a-ride program had evolved into the b-bus paratransit program and the fleet of public transportation vehicles was now approximately 40 vans and minibuses.

In the 1990s the CCRTA began to operate summer trolley services for various towns on Cape Cod and expanded fixed route bus routes from Hyannis to Barnstable Harbor along the Rt. 132 corridor (Villager) and from Hyannis to Orleans along Rt. 28 and 134 (H20Line). In 2000 CCRTA started a shuttle bus service for the towns of Truro and Provincetown and the Cape Cod National Seashore. Peak summer vehicle inventory was 90 vehicles in 2001 with a vehicle asset value of over four million dollars.

The original operation and maintenance facility in South Dennis has attempted to service this greatly expanded fleet of vehicles while at the same time provide for dramatically expanded public transportation service. Ridership has increased from less than 100,000 in 1977 to over 550,000 in 2001.

The leased facility cannot be expanded on the present site.

In 1979-1980 the consultants De Leuw, Cather and Company completed an analysis<sup>1</sup> for CCRTA of the existing bus maintenance and operating facilities and recommendations concerning future bus facility needs. The major recommendation of the consultants was that a new bus maintenance /operating/ administration facility or facilities be constructed in Hyannis. Originally, the entire Cape Cod region was examined for potential sites, but five sites in the Hyannis-Yarmouth area were studied in detail as possible locations. The Hyannis site chosen was the state-owned former Penn Central rail yard property because it was anticipated that state and local officials were currently attempting to reinstitute passenger rail service to Cape Cod by Amtrak. In that there were no existing rail terminal facilities in Hyannis, the consultants proposed combing the rail and bus terminal into one intermodal facility on this site. In addition, the proposed site was considered to have a high level of accessibility to potential users, especially walk-ins, and other modes of

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<sup>1</sup> "Analysis of Existing Bus Facilities and Projection of Future Needs", Phases A and B of the Bus Facility Feasibility and Design Study, Deleuw, Cather and Co., 1979.

transportation (i.e., taxi, airport and ferry terminals), the ease in which new facilities construction could probably be implemented, the relatively low potential for negative impact on the environment, and the positive effect that the facility's development would have by stimulating new development or redevelopment of surrounding properties.

The recommendations of this consultant were not undertaken by CCRTA because the project was "economically contraindicated".

The Town of Barnstable commissioned a study in 1983 that recommended the Town purchase the railroad site; in the short term the land was to be used for parking, and long term build a multi-modal transportation facility.<sup>2</sup>

The CCRTA Advisory Board adopted a Long-Range Plan in 1984 recommending a new Operations and Maintenance Center in Hyannis.

In 1985, Plymouth and Brockton Street Railway approached CCRTA for assistance in disposing of its existing bus facility (located across the street from the former rail yard property) and building a new facility. Discussions were held with EOTC regarding leasing of the former Penn Central rail yard to P&B. The discussions came to a stalemate because the State could not lease to private concerns land for more than 5 years.

In 1987 a Hyannis Regional Transportation Terminal Task Force was formed by CCRTA. The task force members consisted of CCRTA staff and Advisory Board members, and representatives from Plymouth and Brockton Street Railway Company, Town of Barnstable Planning Department, Cape Cod Planning and Economic Development Commission, Cape Cod and Hyannis Railroad, the Steamship Authority, Barnstable Municipal Airport, Hy-Line and EOTC. The committee agreed that the EOTC owned former Penn Central railroad property in Hyannis was the best site for the proposed terminal. EOTC would enter into a long-term lease with CCRTA. The project would be a joint public/private venture. A need assessment of public/private transportation providers was completed by the committee and submitted to EOTC in 1988<sup>3</sup>. EOTC was asked to hire a consultant for a review of the De Leuw, Cather and Company Report, conceptual design of the facility, as well as fund a study on traffic circulation problems in the area surrounding this property. The CCRTA Administrator attempted to secure federal and state funds for this project.

In 1988 the Town of Barnstable performed its own Transportation Study and also recommended the construction of a multi-modal transportation facility at the former railroad site<sup>4</sup>.

Due to the State Budget crisis, the State did not have any additional funds to review the Needs Assessment for a new Transportation Center, but in November 1989 CCRTA

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<sup>2</sup> "Goals and Policies for the Town of Barnstable" by Lorenzo, White & Associates, Consultants 1983.

<sup>3</sup> "Needs Assessment Summary", Hyannis Regional Transportation Terminal Task Force, 1988.

<sup>4</sup> "Town of Barnstable Statement of Needs and Policies Regarding the Use of the Former Penn Central Property in Hyannis" January 13, 1988.

received a Federal grant to hire a consultant to perform an updated Regional Public Transit Capital Needs Plan for the project. Stone and Webster Civil and Transportation Services, Inc., of Boston completed the report in 1991<sup>5</sup>. The conclusions of the report reinforced previous studies and work done by the Terminal Task Force that there was, indeed, a need for the terminal, that the Hyannis Rail Yard was the best site for its construction. A proposed conceptual site plan was developed. In May 1991 CCRTA applied for federal construction funds from the Urban Mass Transportation Administration for \$4,405,000 for this project. As part of this proposal, the Massachusetts legislature included \$3 million for the Hyannis Transportation Center in its 1991 transportation bond package. Finally, Plymouth & Brockton Street Railroad Company as part of a joint development project would contribute a local share of \$200,000.

Federal funding limitations in 1991 precluded the awarding of this federal grant to CCRTA.

In 1993 portions of CCRTA's ridership area on Cape Cod were designated as urbanized areas by the federal government. Federal funding (Sec. 9) became available under this designation for design and engineering work on the proposed Intermodal Transportation Center. A federal grant was secured by CCRTA. In January 1994 the firm of McDonough & Scully, Inc of Needham, MA was selected to reevaluate site selection for an intermodal transportation center on Cape Cod and evaluate traffic congestion issues around the selected site as a subproject of the ongoing Barnstable-Yarmouth Regional Transportation Study undertaken by this firm. The final report of McDonough & Scully concluded that the downtown Hyannis site at the former rail yard was the best site<sup>6</sup>. This report also concluded that both the passenger terminal and the storage maintenance facilities could be accommodated on the same downtown site. The authors noted most of the proposed site was in the Zone II of Contribution and this would have to be taken into account in terms of operations management practices.

In February 1994 a contract was awarded to the Boston architectural firm of HNTB Corporation, Inc to conduct a Preliminary Environmental Site Assessment, Geophysical Survey, Environmental Subsurface Investigation and Phase 1 Scope Preparation for the proposed Transportation Center at the former Penn Central Railroad property in Hyannis. HNTB subcontracted Atlantic Environmental Technologies (AET), Inc. of Sandwich, MA to conduct a Massachusetts General Laws Chapter 21E and geophysical survey at the proposed site. AET conducted a preliminary site assessment<sup>7</sup> followed by extensive subsurface investigations, including soil and groundwater sampling and analysis over much of the former Penn Central Railroad property in Hyannis, Massachusetts. Some parameters included in the analytical methods used were present in soil and groundwater at the site. The levels of these parameters, however, were below the

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<sup>5</sup> "An Updated Regional Public Transit Capital Needs Plan for a Hyannis Regional Transportation Terminal", Stone and Webster Civil and Transportation Services, Inc., Boston, MA 1991.

<sup>6</sup> "Intermodal Transportation Center Facility Planning and Access Study" by McDonough & Scully, Inc. Needham, MA September 1994.

<sup>7</sup> "Preliminary Environmental Site Assessment Relative to Massachusetts General Laws, Chapter 21E and Revised 1995 MCP Proposed Regional Transportation Terminal Assessor's Maps 327 & 328, Parcel 156-1 Hyannis, Massachusetts", Atlantic Environmental Technologies, Inc., Sandwich, MA 1994

Reportable Concentrations, as outlined in 310 CMR 40.0000, the Revised 1995 Massachusetts Contingency Plan, therefore, no further action was required<sup>8</sup>. Appendix 2 contains the Executive Summary of this report.

HNTB was awarded a contract for final design and engineering of the proposed Hyannis Intermodal Transportation Terminal in 1995.

In 1996 CCRTA received \$3.25M in construction funds for the proposed Terminal from the Federal Transit Administration (FTA). In accordance with UMTA (now FTA) Circular 5620.1, Guidelines for the Environmental Protection Process," and updated August 28, 1987, Federal Registrar, the Hyannis Regional Transportation Center can be classified as a Class 2 Project. Class 2 projects do not entail significant impacts on the environment and therefore require neither an EIS nor an environmental assessment. Confirming the latter, CCRTA has completed an Environmental Notification Form (ENF) to the Massachusetts Executive Office of Environmental Affairs (MEPA). MEPA conducted a site review and public comment review period and issued a certificate of the Secretary of Environmental Affairs on the ENF on June 9, 1997. The Secretary determined that this project does not require the preparation of an Environmental Impact Report (EIR). The Executive Office of Transportation and Construction on April 15, 1997 had previously approved the ENF.

CCRTA secured a second earmark for the construction of the intermodal complex in 1998 for \$2,400,000.

Town of Barnstable local zoning regulations prohibited the construction of facilities with the potential for generating significant quantities of hazardous waste in Wellhead Protection Areas (Zone II of Contribution), but CCRTA had received legal opinion that it was exempt from local zoning regulations. In addition, CCRTA had been committed to using state-of-the art technologies that would minimize risk to the environment. Legal council for the town challenged this opinion in 1998. An appeal was made to the town council and CCRTA was denied this exemption. CCRTA agreed with the Town of Barnstable to seek another site for the bus maintenance/storage facility. Note, however, CCRTA had requested and received federal earmarks for construction funds for both the intermodal terminal and the bus maintenance and storage facility on the assumption all facilities would be located at the Hyannis site. Construction of the Intermodal Center began in January 2000 at the former Penn Central Railroad property in Hyannis. Currently the project is at 30% completion phase. Funding for this project (Table 1) is in excess of the construction contractor's contract sum to date (8/30/01) of \$5,638,713.

CCRTA attempted to purchase the Buckler GMC facility adjacent to the Intermodal site in 1999-2000, but this effort failed because the owner of the property requested a selling price well in excess of the FTA-approved fair market value.

---

<sup>8</sup> "Phase 1 Initial Site Investigation Report Relative to Massachusetts General Laws, Chapter 21E and Revised 1995 MCP Proposed Regional Transportation Terminal Assessor's Maps 327 & 328, Parcel 156-1 Hyannis, Massachusetts", Atlantic Environmental Technologies, Inc., Sandwich, MA 1995.

In early 2001 CCRTA investigated a parcel of land at 42 MidTech Drive in West Yarmouth as a potential site for the bus maintenance and storage facility. Unfortunately, investigation revealed this property was in a Wellhead Protection Areas (Zone II of Contribution), and efforts were abandoned.

Evaluation of the site in South Dennis (Lot 5, American Way) began in the spring 2001. The owner and CCRTA completed an appraisal report for this property. A copy of this report was submitted to Mr. Richard Cole at FTA, Region 1 on September 24, 2001.

The proposed grant application will request the use of FY02 TIP-approved 5307 funds (see Table 1) for the purchase of this land so that CCRTA can remove this land from the market for use as the future site of the bus maintenance and storage facility. Design and construction funds will be included in FY03 grant applications; these funds are in the approved TIP. A federal earmark will be sought for additional construction funds to complete the project.

X **B. LOCATION:** Attach a map or diagram, which identifies the location of the site and the surrounding land use. Identify any sensitive noise receptors such as school, hospital, or residences.

See figures 1-3 for location. No schools or hospitals are located near this property. Residences are located along the north and south side of Great Western Rd, approximately 0.5-1.0 mile from the site. Commercial buildings/condominiums dominate in the immediate vicinity of the site, as well as the Dennis town dump and town ice rink facility. The Commonwealth of Massachusetts maintains a bicycle path adjacent to the south side of the proposed lot.

X **C. ZONING:** Description of zoning, if applicable.

See Fig. 4. The proposed land acquisition is located in a commercial/industrial zone. The town of Dennis foresees no zoning obstacles to the construction of a bus maintenance facility on this land.

X **D. TRAFFIC:** Describe potential traffic impacts; including, whether the existing roadways have adequate capacity to handle increased bus and other vehicular traffic.

See Figs. 1-3. The existing roadways in the vicinity of the proposed site have adequate capacity to handle the increased bus and vehicular traffic.

- X   E. **RESOURCES:** Describe any natural, cultural, recreational, historic or other resource that might be located in the vicinity of the proposed project and if the project will have a significant impact on the resource(s). **Include a written determination by the state historical preservation officer and the tribal historic preservation officer on the proposed activity.**

The current owner and CCRTA are not aware of any cultural or historical artifacts on the proposed site or in the near vicinity. No impact is anticipated on the recreational bike path. The land is undeveloped and is covered with scrub pine, bushes and other vegetation. A Program Notification Form has been submitted (September 26, 2001) to both the state historical preservation officer and the tribal historic preservation officer of the Massachusetts Historical Commission (Attachment 1).

- X   F. **NOISE/WATER/AIR QUALITY:** Describe if the project will involve significant noise, water, or air quality impacts.

See Attachment 1 & 2. A preliminary finding by the Cape Cod Commission (Attachment 1) indicate the proposed facility will not require MEPA/CCC review such as an ENF or DRI. MEPA has further provided correspondence (attachment 2) and legal citation that the owner of this property would have Downgradient Property Status which allows innocent downgradient property owners to demonstrate that contamination on their property is coming from an upgradient property, in effect shifting responsibility to the responsible party at the upgradient source. In this case the upgradient source is the Town of Dennis capped landfill. No significant noise, water or air quality impacts are anticipated from this facility. The facility will be designed to meet any federal, state or local environmental requirements just as the Hyannis Intermodal Transportation Center now under construction.

- X   G. **PUBLIC NOTIFICATION:** The public notice should briefly describe the project, describe the location, and include the opportunity for a public hearing (grant application stage). Attach a copy of the notice, if available.

A Public Notice will be published in the local papers and on CCRTA web site pending FTA approval of the proposed land acquisition in the town of Dennis. A public hearing is not possible until a site is chosen in a specific town.

X **H. HAZARDOUS MATERIALS:** Prior to acquiring land or a facility, a hazardous materials survey must be conducted. What steps have been taken to ensure hazardous materials are evaluated and subsequently removed from the site?

The proposed site is undeveloped land. The owner has conducted a survey of the property and found no hazardous materials on his property. Occasionally, people have dumped trash illegally at the entrance to this property, but this material has, and will, be removed by the owner.

X **I. ENVIRONMENTAL JUSTICE:** Identify minority, low-income or tribal communities within the project area. Describe the potential effects of the project and mitigation measures that were developed in consultation with the affected communities.

No minority, low income or tribal community lives within the project area as indicated by analysis of 2000 Census data.

**THE FOLLOWING STATEMENT MUST BE COMPLETED FOR PROJECTS MEETING THE REQUIREMENTS FOR A CATEGORICAL EXCLUSION (CE) IN ACCORDANCE WITH 23 CFR PART 771.117.**

The action(s) identified in the grant application meet the criteria for Categorical Exclusion (CE) in accordance with 23 CFR Part 771.117 (d)\_\_. In addition, all permits and certificates will be obtained prior to initiating the proposed project.

\_\_\_\_\_  
Agency Representative

\_\_\_\_\_  
Date

December 12, 2001

Richard H. Doyle  
Regional Administrator  
Region 1  
Federal Transit Administration  
Transportation Systems Center  
Kendal Square  
55 Broadway, Suite 904  
Cambridge, MA 02142

Dear Mr. Doyle,

The Federal Transit Administration (FTA) has reviewed the Categorical Exclusion (CE) checklist submitted by the Cape Cod Regional Transit Authority (CCRTA) on September 28<sup>th</sup> for the acquisition of property for the construction of a new maintenance facility. Based on this review the FTA requested additional information, which is provided below.

- **Community Outreach (page 6)** FTA requested community input and comment on the proposed maintenance facility. CCRTA published a public notice in the Cape Cod Times and on the CCRTA web site ([www.capecodtransit.org](http://www.capecodtransit.org)) on November 26, 2001. In addition, the Cape Cod Times published an article on the proposed facility on the same date; this article is also posted on the CCRTA web site. Written comments or request for a public hearing could be sent to CCRTA for a 15-day period. None were received.
- **Traffic Analysis (page 6)** FTA requested information on traffic analysis in the vicinity of the site. CCRTA contacted the Cape Cod Commission (CCC), which conducts traffic counts on many of the roads on Cape Cod. Gages Way, Theopholis F. Smith Road and Great Western Road are the nearest major roads bounding the property. The CCC monitored Gages Way in 1996 and found an average of 6,151 vehicles traveled this road per day for the period July 15 – 17<sup>th</sup>. The CCC counted 6,204 vehicles per day on Great Western Road, east of Upper County Road on July 14-16, 1998. CCRTA estimates that no more than 50 vehicles will be entering or exiting this property daily, and this traffic will occur early in the morning or late in the afternoon or early evening.
- **Cultural Resources (page 7)** FTA requested copies of the written concurrences from the state historic and tribal preservation officer concerning this project. Copies have been forwarded to Ms. Donna Laidley in your office.
- **Public Notification (page 7)** See comments on Community Outreach.
- **Environmental Protection Agency (EPA) Review** FTA requested CCRTA contact EPA and submit a Sole Source Aquifer (SSA) report on this project. CCRTA submitted the SSA to EPA on November 15<sup>th</sup>. EPA has forwarded this report to your office and has indicated to CCRTA that a letter of approval will be sent shortly.

Ms. Donna Laidley and Mr. Matt Keamy from your office visited the proposed site on November 14<sup>th</sup>. Issues regarding property acquisition and funding were discussed. As a consequence of this meeting, CCRTA has contacted both the offices of Senator John Kerry and the Massachusetts Secretary of Transportation to request their assistance in changing language for the Hyannis Transportation project such that a portion of these earmarked funds could be used for the proposed maintenance facility in Dennis. A written request has been sent today (see attached letter).

On November 27<sup>th</sup> a letter requested by Mr. Keamy regarding liquidation requirements for the purchase of land for the proposed facility was sent to your office.

As always, if you have any questions, please do not hesitate to contact me.

Sincerely,

Dennis Walsh

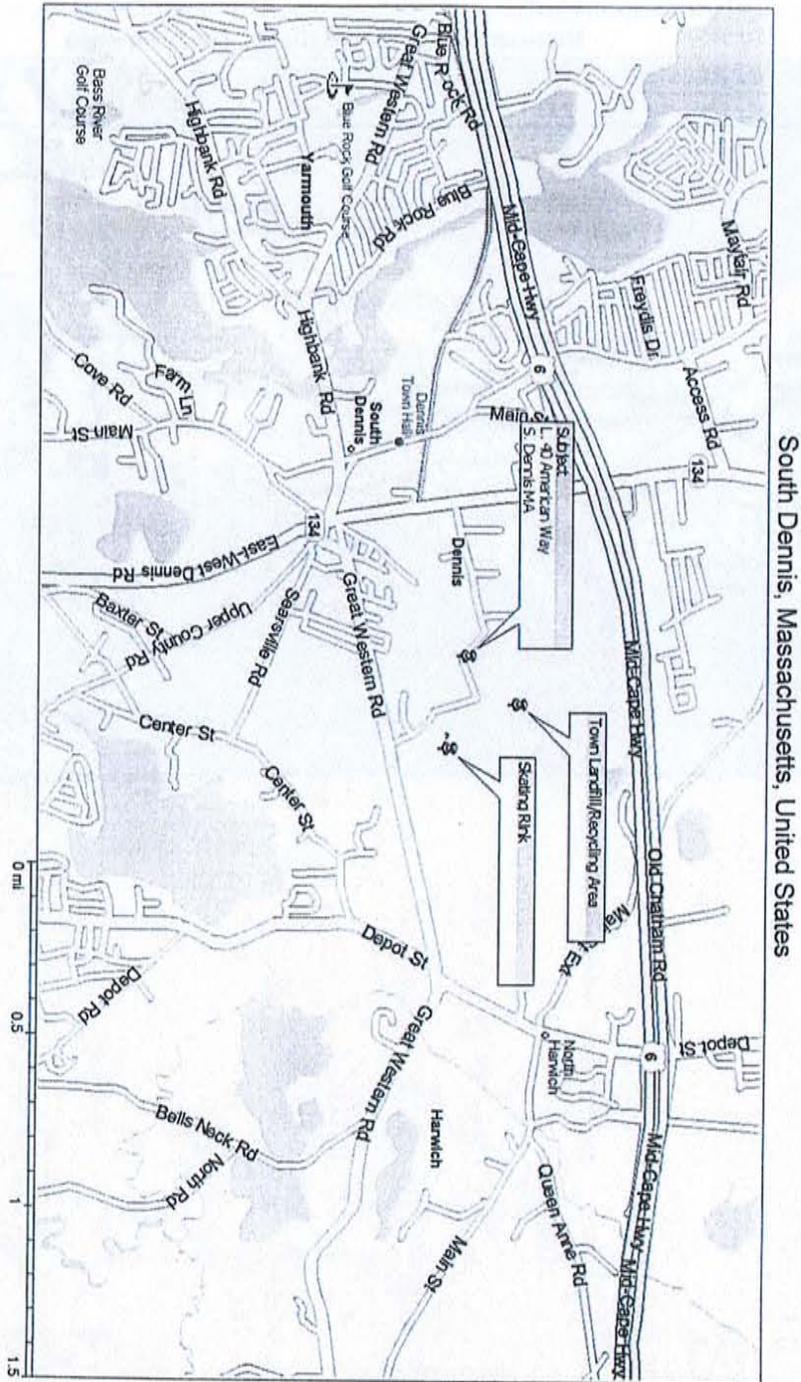
Assistant Administrator

Cc Joseph Potzka

Enclosure



Fig. 2



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 © Copyright 1999 by Compaq Computer Technology, Inc. All rights reserved. © 1999 Navigation Technologies. All rights reserved. This data includes information taken with permission from Canadian authorities © Her Majesty the Queen in Right of Canada. Page 1

Fig. 3

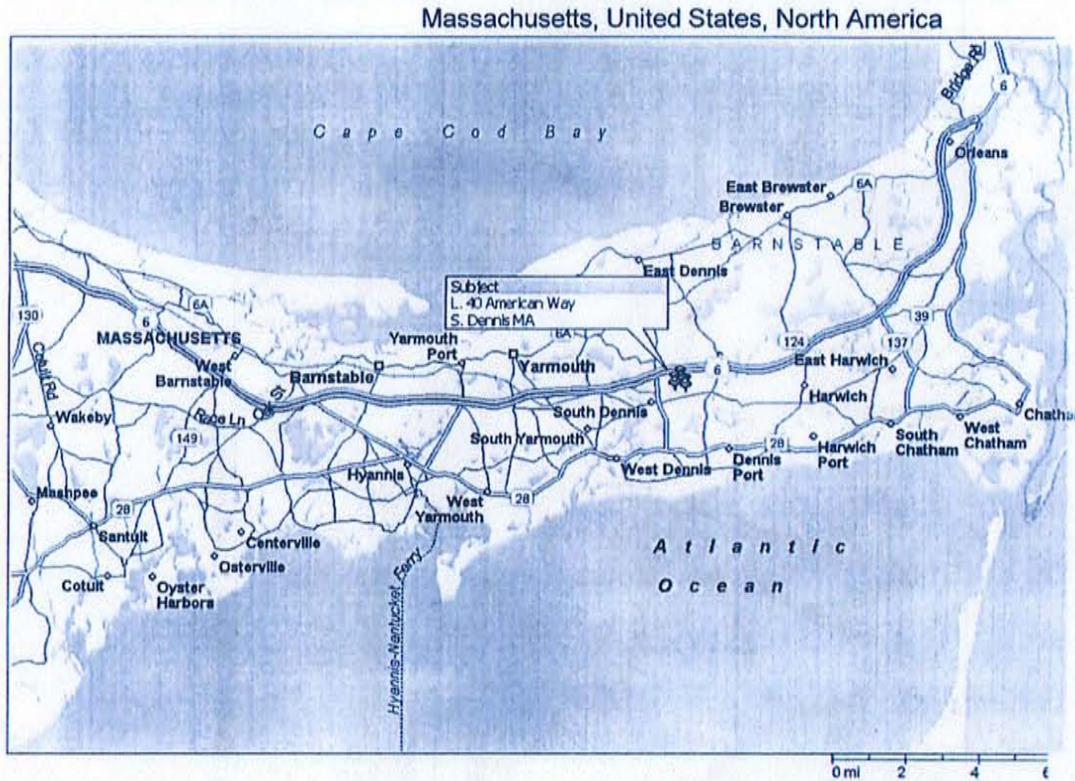
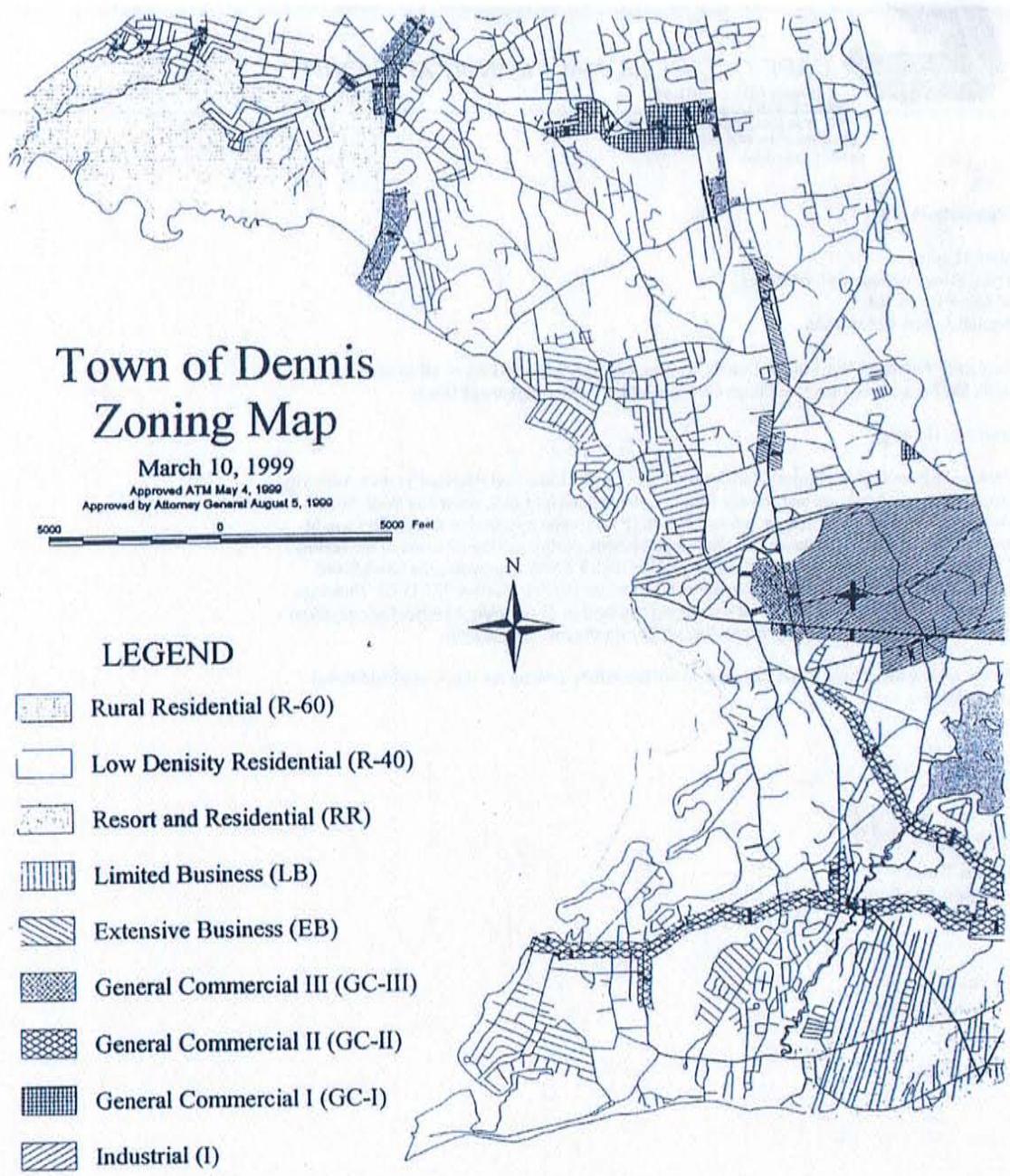


Fig. 4. Town of Dennis Zoning Map. The proposed land acquisition (+) is located in a General Commercial III Zone.



Attachment 1.



**CAPE COD REGIONAL TRANSIT AUTHORITY**

585 MAIN STREET (RTE.6A)  
OLD DENNIS COURT  
P.O. BOX 2006, DENNIS, MA 02638  
(508) 385-8311 FAX (508) 385-1812  
ccrta@capecod.net

September 26, 2001

Mark Harding  
Tribal Historic Preservation Officer  
20 Black Brook Rd.  
Aquinnah, MA 02535-1546

Re: Lot 5, American Way, South Dennis, MA, consisting of 10.0731 acres, all as described in Book 8028 page 216, Plan Book Page 89, Barnstable County Registry of Deeds

Dear Mr. Harding,

Enclosed please find the Project Notification Form for the Cape Cod Regional Transit Authority's proposed bus maintenance and storage facility to be located on Lot 5, American Way, South Dennis, MA. The Federal Transit Administration (FTA), upon approval of this project would provide federal funding necessary for land procurement, design and construction of the facility. CCRTA is beginning the grant application process with FTA by completing the checklist of information required for probable categorical exclusions (CE's)- Section 771.117D. Under the category, Resources, FTA requires a written determination by the state historical preservation officer and the tribal historic preservation officer on the proposed activity.

Please review the enclosed material, and do not hesitate to contact me if you need additional information.

Sincerely,

Dennis Walsh  
Assistant Administrator

Cc Brona Simon  
Joseph Potzka

Attachments





**CAPE COD COMMISSION**

3225 MAIN STREET  
P.O. BOX 226  
BARNSTABLE, MA 02630  
(508) 362-3828  
FAX (508) 362-3136  
E-mail: [frontdesk@capecodcommission.org](mailto:frontdesk@capecodcommission.org)

I, HT

July 26, 2001

Dennis Walsh  
Assistant Administrator  
Cape Cod Regional Transit Authority  
P.O. Box 2006  
Dennis, MA 02638

RECEIVED JUL 30 2001

Dear Dennis:

I am writing in response to your request for a staff opinion as to whether a proposed maintenance facility for the B-bus is required to be reviewed as a Development of Regional Impact (DRI). Section 3(h) of the DRI Enabling Regulations requires DRI review for "any development providing facilities for transportation to or from Barnstable County." As described by you over the phone, the proposed maintenance facility does not constitute a mandatory referral, as it involves only transportation within Barnstable County.

Therefore, it is staff's position that the proposed maintenance facility is not required to be reviewed as a DRI. If you wish to receive a formal determination, you or the Town may submit a jurisdictional determination request. In addition, please be advised that a local board or Board of Selectmen could still make a discretionary referral to the Commission.

If you have any questions, please call me at (508) 362-3828.

Sincerely,

Dorr Fox  
Chief Regulatory Officer



Attachment 3



JANE SWIFT  
Governor

COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE OFFICE OF ENVIRONMENTAL AFFAIRS  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
SOUTHEAST REGIONAL OFFICE  
20 RIVERSIDE DRIVE, LAKEVILLE, MA 02347

BOB DURAND  
Secretary  
LAUREN A. LISS  
Commissioner

RECEIVED AUG 29 2001

August 28, 2001

Dennis Walsh  
Cape Cod Regional Transit Authority  
Post Office Box 2006  
Dennis, Massachusetts 02638

Dear Mr. Walsh:

As we discussed, I have enclosed the provisions of Chapter 21E for the downgradient downstream exemption/defense that you requested pertinent to the Cape Cod Regional Transit Authority's purchase of Lot 5 on American Way in South Dennis.

Do not hesitate to contact me if I can be of further assistance.

Sincerely,

A handwritten signature in cursive script that reads "Kevin John Kiernan".

Kevin Kiernan  
Senior Regional Counsel

K/ka

Enclosure

This information is available in alternate format by calling our ADA Coordinator at (617) 574-6872.

DEP on the World Wide Web: <http://www.state.ma.us/dep>

Printed on Recycled Paper

**Section 5D.**

**Downgradient /downstream exemption, defense,**

(a) A person who would otherwise be liable for a release of oil or hazardous material solely pursuant to clause (1) of paragraph (a) of section 5 and who did not cause or contribute to the release, shall not be liable to the commonwealth or to any other person for contribution, response action costs for property damage pursuant to this chapter or for property damage under the common law, except for liability under a contract. if such release of oil or hazardous material has migrated in or on groundwater or surface water from a known source where the following requirements are met:

(1) such oil or hazardous material was released from an upgradient or upstream source or sources and has come to be located at the downgradient or downstream property owned or operated by such person;

(2) such person does not own or operate and did not previously own or, operate any portion of the site from or at which the source of the release originated;

(3) such person complies with the notice requirements of this chapter and regulations promulgated thereto; and

(4) such person: (i) provides reasonable access to the portion of the site it owns or operates to agents and contractors of the department for all purposes authorized by this chapter and to other persons for the purpose of conducting response actions pursuant to this chapter and regulations promulgated --thereto, (ii) takes reasonable steps-- (a) to prevent the exposure of people to oil or hazardous material by fencing or otherwise preventing access to the portion of the site under its control, and (b) to prevent an imminent hazard at the downgradient or downstream property owned or operated by such person by taking immediate response actions at the portion of the site owned or operated by such person; (iii) does not unreasonably impede or interfere with the performance of response actions or the restoration of natural resources by any person; and (iv) does not exacerbate the release of oil or hazardous material affecting the downgradient or downstream property owned or operated by such person.

(b) With respect to a release of oil or hazardous material that has migrated in or on groundwater or surface water from an unknown source, a person who can demonstrate by a preponderance of the evidence that it otherwise meets all of the criteria in paragraph (a) shall not be liable to the commonwealth or to any, other person for contribution, response action costs or property damage pursuant to this chapter or for property damage under the common law, except for liability arising under a contract

(c) The department shall promulgate regulations in order to define the terms "known source" and "unknown source".

(d) Nothing in this section shall relieve any person of any liability for releases or threats of release of oil or hazardous material:

(1) that are exacerbated, caused, or contributed to by the acts or failure to act pursuant to this chapter of such downgradient or downstream owner or operator or its agent or employee;

(2) that originate on the downgradient or downstream property owned or operated by such person;

(3) that originate on-the downgradient or downstream property owned or operated by such person and commingled, with the oil or hazardous material migrating from upgradient or upstream property in groundwater or surface water;

**CCRTA note:** The Town of Dennis and MEPA reached an agreement to cap the Dennis town dump in the mid 90's; they have also agreed on a remediation program for the plume of contaminated groundwater that is migrating away from the dump and that passes under (65 ft.) the property under discussion. The main contaminant of concern is vinyl chloride. The town of Dennis and MEPA have agreed to cap the town dump (now complete), close a freshwater well in the vicinity of the dump (done) and allow the plume contaminants to dissipate to undetectable levels by groundwater dilution and migration.

**Table 1.**  
**HYANNIS TRANSPORTATION CENTER**  
**PROJECT BUDGET**

**Current**

**Hyannis Terminal**

Available Federal Funds:

Construction:

MA-03-0212	\$3,225,624	Construction, phase 1	FY98
MA-90-X319	\$790,000	Construction, phase 1	FY99
MA-90-X319	\$156,698	Bicycle/pedestrian access	FY99
MA-90-X368	\$1,079,077	Construction, phase 1	FY01
MA-90-X368	\$432,000	Construction, phase 1	FY01
MA-90-X368	\$161,420	ITS at the HTC, Phase 1	FY01

*Subtotal:* \$5,844,819

Available CCRTA Capital Reserve	\$200,000	Construction, phase 1	FY02
Available Land Match (20% local share)	\$1,422,030	Construction, phase 1	FY 01/02

**Total Available Funds for Hyannis Construction:** \$6,044,819

**Maintenance Facility**

Available Federal Funds:

Construction:

MA-90-XXXX	\$150,000	Land Acquisition, Phase 2	FY02
MA-90-XXXX	\$456,000	Land Acquisition, Phase 2	FY02
MA-90-XXXX	\$456,000	Construction, phase 2	FY03
Total Federal Funds:	\$1,062,000		

Available CCRTA Capital Reserve	\$150,000	Construction, phase 2	FY03
---------------------------------	-----------	-----------------------	------

**Total Available Cash for Maintenance Facility:** \$1,212,000

Design:

MA-90-X139	\$940,000	Design, Phase 1	FY95
MA-90-X368	\$390,000	Design, Phase 1&2	FY01

**Total Available Federal Cash for Design:** \$1,330,000

**08/30/2001**

**Palladium Hyannis Terminal Construction Estimate:** \$5,638,713

Excess (Contingency) funds left: 7%  
 \$406,106

<b>Project ID:</b>		MA-90-X368-01		
<b>Project Information:</b>		Land Acq. Dennis Maint. Facility		
11.76.91	REAL ESTATE ACQUISITION FOR MAINTENANCE FACILITY	0	\$525,036	\$656,295
The property (Lot 5, American Way, South Dennis, MA consisting of 10.0731 acres, as described in Book 8028 page 216, Plan Book page 89, Barnstable County Registry of Deeds) will be the site for a maintenance, storage, fueling and washing facility, as well as a facility for dispatcher/scheduler and operational office functions				

117691 REAL ESTATE ACQUISITION FOR MAINTENANCE FACILITY	0	\$525,036	\$656,295
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**Finding No. 1 - Class II(d)**

**D08 - Construction of new bus storage**

Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.

**Finding Details:** Based on the environmental documentation submitted by the CCRTA, on 1/22/02 the FTA found that the specific conditions or criteria for a Categorical Exclusion under 23 CFR 771.117(d)(8) are satisfied and that significant environmental impacts will not result.

On 10/26/01, the Massachusetts Historical Commission determined that this project is unlikely to affect significant historic or archaeological resources.

On 11/5/01, the Wampanoag Tribe of Gay Head (Aquinnah), Tribal Historic Preservation Office (WTHPO) determined that the proposed project is of "No Current Interest" that would impact the Wampanoage Tribes.

The US Environmental Protection Agency (EPA) reviewed plans for the proposed project under the authority of Section 1424(e) of the Safe Drinking Water Act and the Sole Source Aquifer Program. The EPA determined that the proposed project does not pose significant risk for adversely impacting the water quality of the Cape Cod Sole Source Aquifer so as to endanger public health, providing certain conditions are met. Refer to EPA's 12/10/01 letter for these specific conditions.

These documents are contained in the grant folder and are on file in the FTA Region I Office.

Approved: 7/9/02

MA-90-X438

Approved: 3/4/05

114303 CONSTRUCT - ADMIN/MAINT

FACILITY 0 \$1,880,150 \$2,350,188

Finding No. 1 - Class II(d)

**D08 - Construction of new bus storage**

Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.

Finding Details: Based upon environmental documentation submitted by the CCRTA, on 1/22/02 the FTA made a finding that the specific conditions or criteria for a Categorical Exclusion under 23 CFR 771.117(d) (8) were satisfied and that significant environmental impacts will not result (attached).

On 10/26/01 the Massachusetts Historical Commission determined that this project is unlikely to affect significant historic or archaeological resources.

On 11/5/01 the Wampanoag Tribe of Gay Head (Aquinnah), Tribal Historic Preservation Office determined that the proposed project is of "No Current Interest" that would impact the Wampanoag Tribes.

The U.S. EPA reviewed plans for the proposed project under the authority of Section 1424(e) of the Safe Drinking Water Act and the Sole Source Aquifer Program. The EPA determined that the proposed project does not pose significant risk for adversely impacting the water quality of the Cape Cod Sole Source Aquifer so as to endanger public health.

**MA-03-0282**

**Approved: 8/5/05**

**Part 5. Environmental Findings**

**114303 CONSTRUCT - ADMIN/MAINT**

FACILITY 0 \$2,915,334 \$3,644,168

Finding No. 1 - Class II(d)

**D08 - Construction of new bus storage**

Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.

Finding Details: The following Environmental Finds were completed during the acquisition of the property for the planned facility.

- Community Outreach FTA requested community input and comment on the proposed maintenance facility. CCRTA published a public notice in the Cape Cod Times and on the CCRTA web site ([www.capecodtransit.org](http://www.capecodtransit.org)) on November 26, 2001. In addition, the Cape Cod Times published an article on the proposed facility on the same date; this article is also posted on the CCRTA web site. Written comments or request for a public hearing could be sent to CCRTA for a 15-day period. None were received.
- Traffic Analysis FTA requested information on traffic analysis in the vicinity of the site. CCRTA contacted the Cape Cod Commission (CCC), which conducts traffic counts on many of the roads on Cape Cod. Gages Way, Theophilis F. Smith Road and Great Western Road are the nearest major roads bounding the property. The CCC monitored Gages Way in 1996 and found an average of 6,151 vehicles traveled this road per day for the period July 15 – 17th. The CCC counted 6,204 vehicles per day on Great Western Road, east of Upper County Road on July 14- 16, 1998. CCRTA estimates that no more than 50 vehicles will be entering or exiting this property daily, and this traffic will occur early in the morning or late in the afternoon or early evening.
- Cultural Resources FTA requested copies of the written concurrences from the state historic and tribal preservation officer concerning this project. Copies have been forwarded to Ms. Donna Laidley in your office.
- Public Notification See comments on Community Outreach.
- Environmental Protection Agency (EPA) Review FTA requested CCRTA contact EPA and submit a Sole Source Aquifer (SSA) report on this project. CCRTA submitted the SSA to EPA on November 15th. EPA has forwarded this report to FTA.

The proposed land acquisition is located in a commercial/industrial zone. The town of Dennis foresees no zoning obstacles to the construction of a bus maintenance facility on this land.

BASED UPON REVIEW OF A CATEGORICAL EXCLUSION CHECKLIST ON 1/22/02 FTA DETERMINED THAT THE SPECIFIC CONDITIONS OR CRITERIA FOR A CE UNDER 23 CFR 771.117(d)(8) WERE SATISFIED AND THAT SIGNIFICANT ENVIRONMENTAL IMPACTS WILL

NOT RESULT (ATTACHED).

**12. Title VI (FY06-FY09 Triennial)**

10. Has CCRTA incorporated an environmental justice analysis into its National Environmental Policy Act (NEPA) documentation of construction projects?

**The contractors for CCRTA construction projects comply with Order 5610.2, FTA's C 4702.1A by integrating an Environmental Justice analysis into NEPA documentation of construction projects. EJ information is included in applications for a documented categorical exclusion (CE), Environmental Assessments (EA) and Environmental Impact Statements (EIS). The analysis includes identification of affected low-income and minority populations within the study area affected by the project; a discussion of all adverse and positive effects during and after construction from the project; a description of all mitigation and enhancement actions incorporated into the project and, a discussion of the remaining effects, if any, and why further mitigation is not proposed. EJ Assessment for Construction Projects to be available onsite; copies of any NEPA documentation submitted to FTA since last Triennial.**





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CAPE COD  
COMMISSION

# Cape Cod Metropolitan Planning Organization

MPO Minutes  
June 1, 2014

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CAPE COD  
COMMISSION

# Cape Cod Metropolitan Planning Organization

## Mobility Needs of Minority Populations Analysis

June 1, 2014

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## DESCRIPTION OF THE PROCEDURES BY WHICH THE MOBILITY NEEDS OF MINORITY POPULATIONS ARE IDENTIFIED AND CONSIDERED WITHIN THE PLANNING PROCESS

The Cape Cod Metropolitan Planning Organization (MPO) identifies the needs of minority populations in Barnstable County through targeted outreach to stakeholders, including residents and business owners, in areas the MPO has mapped as having higher percentages of minority individuals than the county-wide average (per census block).

### *Demographic Data/Maps*

Geographic and spatial identification of population demographics plays a critical role in this process. MPO staff has developed a web mapping application that allows users to select a point on a map of Cape Cod and view various demographic characteristics (by census block or block group) such as percentage of minority population, median income, number of Limited English Proficient persons, etc. The mapping tool also identifies transportation projects and the nature of the project, e.g. intersection improvements, bicycle path construction, etc. See:

<http://www.capecodcommission.org/departments/technicalservices/transportation/472>

The MPO uses the mapping tool (and its geographic information systems maps (GIS) in general) for its own use in project evaluation and for developing targeted outreach, as well as a means of encouraging and enhancing public participation. The maps can also be accessed by stakeholders for their own informational needs and to engage in the MPO planning process.

### *Outreach*

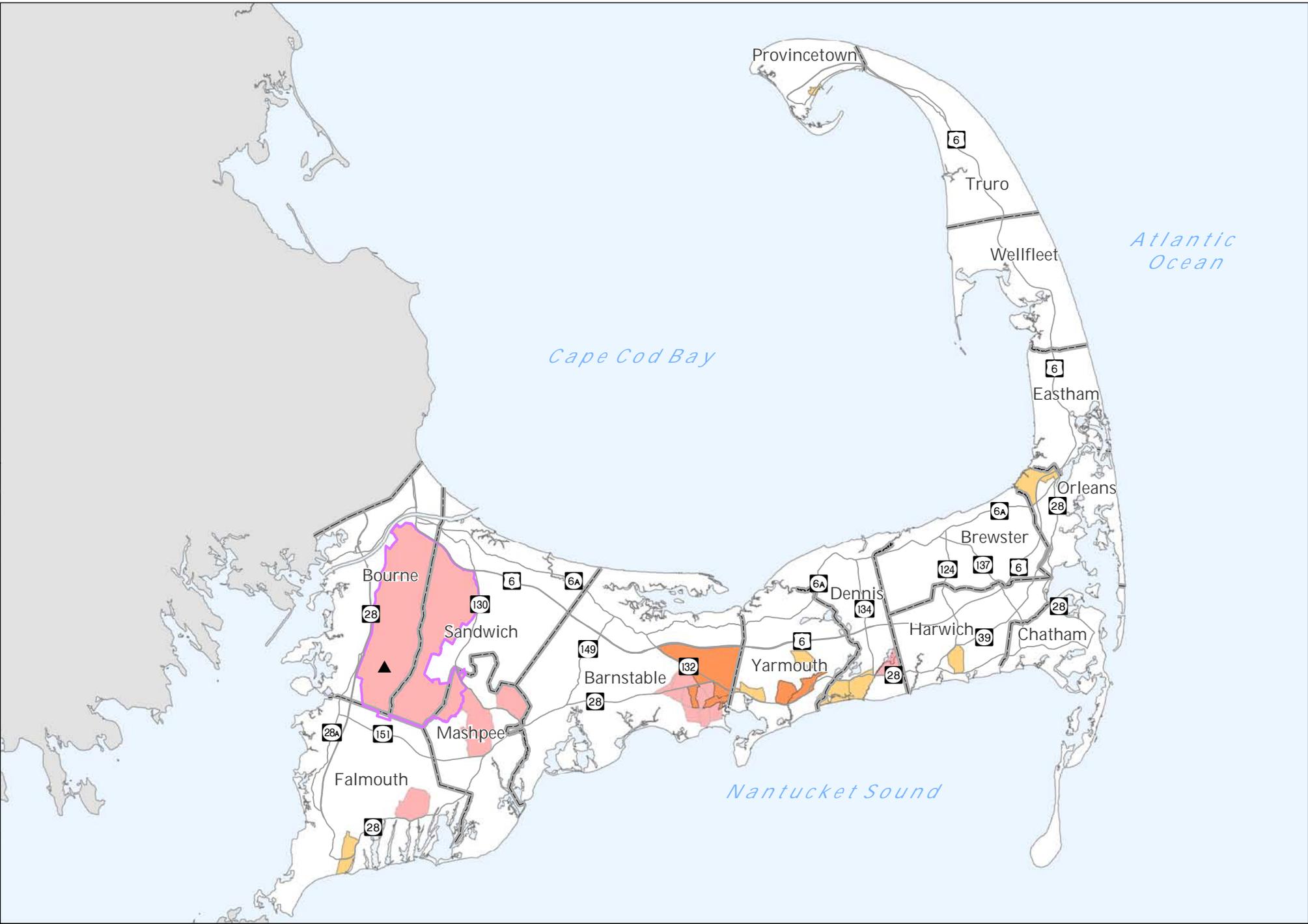
The MPO uses a variety of approaches to provide outreach to minority populations. Staff has developed an enhanced contacts list that includes names of community representatives and representatives from social service organization and local churches. The MPO intends to use the contacts list to identify key stakeholders and liaisons for projects within minority neighborhoods who can help with dissemination of information and communication to stakeholders, with an overall goal of establishing a more robust public participation process. **The MPO will continue to seek out and “recruit” community** representatives from minority neighborhoods to serve on project specific task forces and/or committees. The contacts list will be revised as new organizations and representatives are identified over time.

In accordance with the Public Participation Plan the MPO will also take the following steps to enhance outreach efforts to minority populations: hold meetings at varied times in community/neighborhood (accessible) locations that are convenient for residents and stakeholders. MPO staff will engage in door to door outreach and notification of meetings and distribution of meeting materials, especially for projects with potential impacts to minority areas.

### *Attachments:*

Map: *Environmental Justice Populations: Barnstable County*

Map: *Percent Minority by Census Block: Barnstable County*



### Environmental Justice Populations: Barnstable County

*The information depicted on these maps is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. It should not substitute for actual on-site survey, or supersede deed research.*

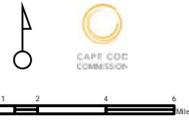
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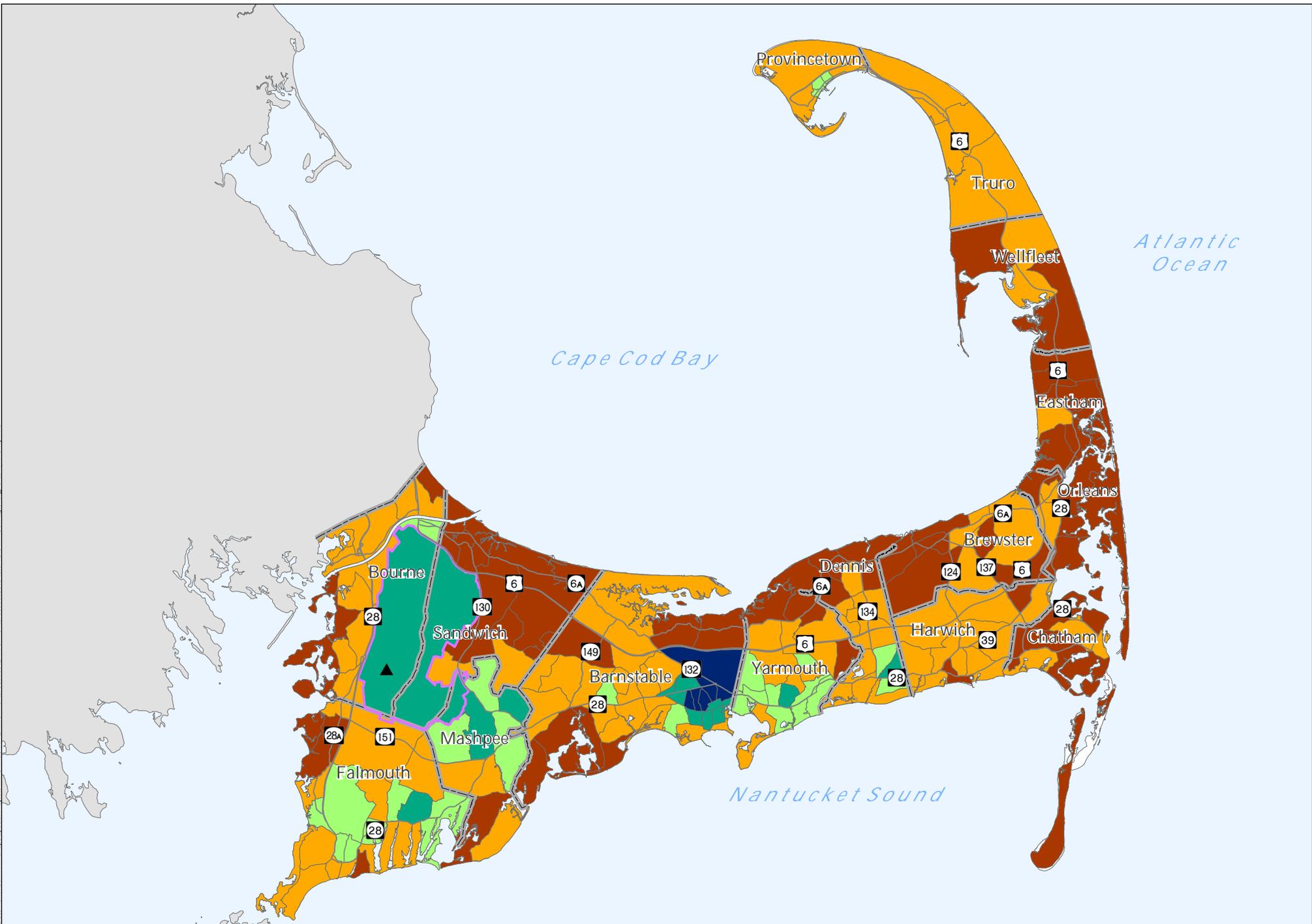
-  Barnstable County Correctional Facility
-  Joint Base Cape Cod Boundary
-  Income
-  Minority
-  Income and Minority

**Barnstable County Environmental Justice Criteria**  
 Income: Median household income of Census block group is equal to or less than 60% of Barnstable County median household income (\$59,500)  
 Minority: 15% or more residents of Census block group self identify as a race other than white

Note(s): Barnstable County Median Household Income is provided by the American Community Survey (ACS) 2006 - 2010 Estimate Table B19013 "Median Household Income in the past 12 months" (in 2010 inflation-adjusted dollars).  
 For more information, visit: <http://www.mass.gov/anf/research-and-tech/it-serv-and-support/application-serv/office-of-geographic-information-massgis/datalayers/cen2010ej.html>

Barnstable County Percent Minority by Census Block Groups are per the Census 2010 redistricting tables (PL-94-171) Table P2. According to the Census 2010 redistricting tables, the mean percent minority was 8.45%, while the median percent minority was 6.39%.  
 For more information, visit: <http://www.mass.gov/anf/research-and-tech/it-serv-and-support/application-serv/office-of-geographic-information-massgis/datalayers/cen2010ej.html>





**Percent Minority by Census Block:  
Barnstable County**

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Date: 5/6/2014  
User: sgoulet

-  Barnstable County Correctional Facility
-  Joint Base Cape Cod Boundary

**Census 2010 Percent Minority by Census Block**

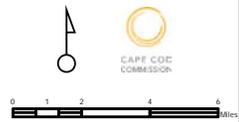
-  1 - 5
-  +10 - 15
-  +25 - 39
-  +5 - 10
-  +15 - 25

**Barnstable County**  
Mean percent minority: 8.45%  
Median percent minority: 6.39%

Population classified as minority represents residents who self identify as a race other than white

Note(s): Barnstable County Percent Minority by Census Block Groups per the Census 2010 redistricting tables (PL-94-171) Table P2.

For more information, visit: <http://www.mass.gov/anf/research-and-tech/fi-serv-and-support/application-serv/office-of-geographic-information-massgis/datalayers/cen2010ej.html>



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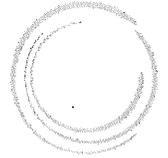
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# Cape Cod Metropolitan Planning Organization

## Metropolitan Area Demographic Profile

June 1, 2014

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## DEMOGRAPHIC PROFILE OF METROPOLITAN AREA

The following items are enclosed:

- *Table: U.S. Census Bureau Profile of General Population and Housing Characteristics: 2010. 2010 Demographic Profile Data. Barnstable County, Massachusetts*
- *Table: Income and Poverty for Barnstable County*
- *Table: Language Spoken at Home by Ability to Speak English for the Population 5 years and over 2008-2012 American Community Survey 5-Year Estimates*
- *Map: Environmental Justice Population Barnstable County*
- *Map: Percent of Median Household Income by Census Block Group: Barnstable County*
- *Map: Percent Minority by Census Block: Barnstable County*

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U.S. Census Bureau Profile of General Population and Housing Characteristics: 2010. 2010 Demographic Profile Data. Geography: Barnstable County, Massachusetts

Subject	Number	Percent
SEX AND AGE		
Total population	215,888	100
Under 5 years	8,854	4.1
5 to 9 years	9,874	4.6
10 to 14 years	11,031	5.1
15 to 19 years	12,008	5.6
20 to 24 years	9,579	4.4
25 to 29 years	9,125	4.2
30 to 34 years	8,631	4
35 to 39 years	9,960	4.6
40 to 44 years	12,942	6
45 to 49 years 1	6,401	7.6
50 to 54 years	17,962	8.3
55 to 59 years	17,608	8.2
60 to 64 years	18,034	8.4
65 to 69 years	15,034	7
70 to 74 years	11,745	5.4
75 to 79 years	10,341	4.8
80 to 84 years	8,439	3.9
85 years and over	8,320	3.9
Median age (years)	49.9	( X )
16 years and over	183,704	85.1
18 years and over	178,639	82.7
21 years and over	172,102	79.7
62 years and over	64,822	30
65 years and over	53,879	25
Male population	102,854	47.6
Under 5 years	4,465	2.1
5 to 9 years	4,958	2.3
10 to 14 years	5,696	2.6
15 to 19 years	6,417	3
20 to 24 years	5,257	2.4
25 to 29 years	4,711	2.2
30 to 34 years	4,269	2
35 to 39 years	4,860	2.3
40 to 44 years	6,089	2.8
45 to 49 years	7,833	3.6
50 to 54 years	8,529	4
55 to 59 years	8,240	3.8
60 to 64 years	8,339	3.9

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Subject	Number	Percent
65 to 69 years	6,825	3.2
70 to 74 years	5,306	2.5
75 to 79 years	4,569	2.1
80 to 84 years	3,608	1.7
85 years and over	2,883	1.3
Median age (years)	48.1	( X )
16 years and over	86,463	40
18 years and over	83,861	38.8
21 years and over	80,113	37.1
62 years and over	28,252	13.1
65 years and over	23,191	10.7
Female population	113,034	52.4
Under 5 years	4,389	2
5 to 9 years	4,916	2.3
10 to 14 years	5,335	2.5
15 to 19 years	5,591	2.6
20 to 24 years	4,322	2
25 to 29 years	4,414	2
30 to 34 years	4,362	2
35 to 39 years	5,100	2.4
40 to 44 years	6,853	3.2
45 to 49 years	8,568	4
50 to 54 years	9,433	4.4
55 to 59 years	9,368	4.3
60 to 64 years	9,695	4.5
65 to 69 years	8,209	3.8
70 to 74 years	6,439	3
75 to 79 years	5,772	2.7
80 to 84 years	4,831	2.2
85 years and over	5,437	2.5
Median age (years)	51.4	( X )
16 years and over	97,241	45
18 years and over	94,778	43.9
21 years and over	91,989	42.6
62 years and over	36,570	16.9
65 years and over	30,688	14.2
RACE		
Total population	215,888	100
One Race	211,187	97.8
White	200,194	92.7

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Subject	Number	Percent
Black or African American	4,062	1.9
American Indian and Alaska Native	1,324	0.6
Asian	2,287	1.1
Asian Indian	367	0.2
Chinese	645	0.3
Filipino	250	0.1
Japanese	142	0.1
Korean	197	0.1
Vietnamese	191	0.1
Other Asian [1]	495	0.2
Native Hawaiian and Other Pacific Islander	85	0
Native Hawaiian	28	0
Guamanian or Chamorro	21	0
Samoan	3	0
Other Pacific Islander [2]	33	0
Two or More Races	4,701	2.2
White; American Indian and Alaska Native [3]	827	0.4
White; Asian [3] 563 0.3		
White; Black or African American [3]	1,049	0.5
White; Some Other Race [3]	972	0.5
Race alone or in combination with one or more other races: [4]		
White	204,117	94.5
Black or African American	6,012	2.8
American Indian and Alaska Native	2,813	1.3
Asian	3,062	1.4
Native Hawaiian and Other Pacific Islander	245	0.1
Some Other Race	4,896	2.3
HISPANIC OR LATINO AND RACE		
Total population	215,888	100
Hispanic or Latino (of any race)	4,687	2.2
Mexican	818	0.4
Puerto Rican	1,394	0.6
Cuban	202	0.1
Other Hispanic or Latino [5]	2,273	1.1
Not Hispanic or Latino	211,201	97.8
HISPANIC OR LATINO AND RACE		
Total population	215,888	100
Hispanic or Latino	4,687	2.2
White alone	2,867	1.3
Black or African American alone	205	0.1
American Indian and Alaska Native alone	140	0.1

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Subject	Number	Percent
Asian alone	24	0
Native Hawaiian and Other Pacific Islander alone	20	0
Some Other Race alone	951	0.4
Two or More Races	480	0.2
Not Hispanic or Latino	211,201	97.8
White alone	197,327	91.4
Black or African American alone	3,857	1.8
American Indian and Alaska Native alone	1,184	0.5
Asian alone	2,263	1
Native Hawaiian and Other Pacific Islander alone	65	0
Some Other Race alone	2,284	1.1
Two or More Races	4,221	2
RELATIONSHIP		
Total population	215,888	100
In households	211,927	98.2
Householder	95,755	44.4
Spouse [6]	46,263	21.4
Child	49,194	22.8
Own child under 18 years	33,765	15.6
Other relatives	8,314	3.9
Under 18 years	2,664	1.2
65 years and over	2,069	1
Nonrelatives	12,401	5.7
Under 18 years	648	0.3
65 years and over	1,231	0.6
Unmarried partner	6,115	2.8
In group quarters	3,961	1.8
Institutionalized population	2,283	1.1
Male	971	0.4
Female	1,312	0.6
Noninstitutionalized population	1,678	0.8
Male	1,376	0.6
Female	302	0.1
HOUSEHOLDS BY TYPE		
Total households	95,755	100
Family households (families) [7]	58,724	61.3
With own children under 18 years	19,317	20.2
Husband-wife family	46,263	48.3
With own children under 18 years	13,499	14.1
Male householder, no wife present	3,239	3.4
With own children under 18 years	1,399	1.5
Female householder, no husband present	9,222	9.6
With own children under 18 years	4,419	4.6

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Subject	Number	Percent
Nonfamily households [7]	37,031	38.7
Householder living alone	30,444	31.8
Male	11,462	12
65 years and over	4,039	4.2
Female	18,982	19.8
65 years and over	11,248	11.7
Households with individuals under 18 years	21,285	22.2
Households with individuals 65 years and over	37,697	39.4
Average household size	2.21	
Average family size [7]		
<b>HOUSING OCCUPANCY</b>		
Total housing units	160,281	100
Occupied housing units	95,755	59.7
Vacant housing units	64,526	40.3
For rent	3,102	1.9
Rented, not occupied	241	0.2
For sale only	1,963	1.2
Sold, not occupied	361	0.2
For seasonal, recreational, or occasional use	56,863	35.5
All other vacants	1,996	1.2
Homeowner vacancy rate (percent) [8]	2.6	( X )
Rental vacancy rate (percent) [9]	12.4	( X )
<b>HOUSING TENURE</b>		
Occupied housing units	95,755	100
Owner-occupied housing units	74,110	77.4
Population in owner-occupied housing units	167,595	( X )
Average household size of owner-occupied units	2.26	( X )
Renter-occupied housing units	21,645	22.6
Population in renter-occupied housing units	44,332	( X )
Average household size of renter-occupied units	2.05	( X )

X Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] One of the four most commonly reported multiple-race combinations nationwide in Census 2000.

[4] In combination with one or more of the other races listed. The six numbers may add to more than the total population, and the six percentages may add to more than 100 percent because individuals may report more than one race.

[5] This category is composed of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South America. 4 of 5 04/18/2014

American countries. It also includes general origin responses such as "Latino" or "Hispanic."

[6] "Spouse" represents spouse of the householder. It does not reflect all spouses in a household. Responses of "same-sex spouse" were edited during processing to "unmarried partner."

[7] "Family households" consist of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex married couples even if the marriage was performed in a state issuing marriage certificates for same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person

## Cape Cod Metropolitan Planning Organization

Subject	Number	Percent
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same-sex couples. Same-sex couple households are included in the family households category if there is at least one additional person related to the householder by birth or adoption. Same-sex couple households with no relatives of the householder present are tabulated in nonfamily households. "Nonfamily households" consist of people living alone and households which do not have any members related to the householder.

[8] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[9] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

Source: U.S. Census Bureau, 2010 Census.

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LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER 2008-2012 American Community Survey 5-Year Estimates

ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER	Barnstable County, Massachusetts	
	Estimate	% of Total
Total:	207,025	
Speak only English	190,753	92%
Spanish or Spanish Creole:	3,092	3,092
Speak English "very well"	2,491	80.6%
Speak English less than "very well"	601	19.4%
French (incl. Patois, Cajun):	1,886	1,886
Speak English "very well"	1,724	91.4%
Speak English less than "very well"	162	8.6%
French Creole:	487	487
Speak English "very well"	368	75.6%
Speak English less than "very well"	119	24.4%
Italian:	699	699
Speak English "very well"	628	89.8%
Speak English less than "very well"	71	10.2%
Portuguese or Portuguese Creole:	4,030	4,030
Speak English "very well"	2,029	50.3%
Speak English less than "very well"	2,001	49.7%
German:	757	757
Speak English "very well"	673	88.9%
Speak English less than "very well"	84	11.1%
Yiddish:	3	3
Speak English "very well"	0	0.0%
Speak English less than "very well"	3	100.0%
Other West Germanic languages:	239	239
Speak English "very well"	200	83.7%
Speak English less than "very well"	39	16.3%
Scandinavian languages:	160	160
Speak English "very well"	139	86.9%
Speak English less than "very well"	21	13.1%
Greek:	677	677
Speak English "very well"	504	74.4%
Speak English less than "very well"	173	25.6%
Russian:	623	623
Speak English "very well"	422	67.7%
Speak English less than "very well"	201	32.3%
Polish:	344	344
Speak English "very well"	247	71.8%
Speak English less than "very well"	97	28.2%
Serbo-Croatian:	13	13
Speak English "very well"	13	100.0%
Speak English less than "very well"	0	0.0%
Other Slavic languages:	265	265
Speak English "very well"	172	64.9%
Speak English less than "very well"	93	35.1%
Armenian:	156	156
Speak English "very well"	80	51.3%

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ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER	Estimate	% of Total
Speak English less than "very well"	76	48.7%
Persian:	89	89
Speak English "very well"	63	70.8%
Speak English less than "very well"	26	29.2%
Gujarati:	271	271
Speak English "very well"	195	72.0%
Speak English less than "very well"	76	28.0%
Hindi:	8	8
Speak English "very well"	8	100.0%
Speak English less than "very well"	0	0.0%
Urdu:	82	82
Speak English "very well"	25	30.5%
Speak English less than "very well"	57	69.5%
Other Indic languages:	124	124
Speak English "very well"	92	74.2%
Speak English less than "very well"	32	25.8%
Other Indo-European languages:	240	240
Speak English "very well"	215	89.6%
Speak English less than "very well"	25	10.4%
Chinese:	702	702
Speak English "very well"	496	70.7%
Speak English less than "very well"	206	29.3%
Japanese:	65	65
Speak English "very well"	25	38.5%
Speak English less than "very well"	40	61.5%
Korean:	174	174
Speak English "very well"	100	57.5%
Speak English less than "very well"	74	42.5%
Mon-Khmer, Cambodian:	100	100
Speak English "very well"	35	35.0%
Speak English less than "very well"	65	65.0%
Hmong:	0	0
Speak English "very well"	0	
Speak English less than "very well"	0	
Thai:	38	38
Speak English "very well"	0	0.0%
Speak English less than "very well"	38	100.0%
Laotian:	30	30
Speak English "very well"	19	63.3%
Speak English less than "very well"	11	36.7%
Vietnamese:	205	205
Speak English "very well"	78	38.0%
Speak English less than "very well"	127	62.0%
Other Asian languages:	40	40
Speak English "very well"	24	60.0%
Speak English less than "very well"	16	40.0%
Tagalog:	118	118
Speak English "very well"	80	67.8%
Speak English less than "very well"	38	32.2%
Other Pacific Island languages:	7	7
Speak English "very well"	7	100.0%
Speak English less than "very well"	0	0.0%

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ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER	Estimate	% of Total
Navajo:	0	0
Speak English "very well"	0	
Speak English less than "very well"	0	
Other Native North American	30	30
Speak English "very well"	8	26.7%
Speak English less than "very well"	22	73.3%
Hungarian:	90	90
Speak English "very well"	90	100.0%
Speak English less than "very well"	0	0.0%
Arabic:	275	275
Speak English "very well"	220	80.0%
Speak English less than "very well"	55	20.0%
Hebrew:	0	0
Speak English "very well"	0	
Speak English less than "very well"	0	
African languages:	88	88
Speak English "very well"	66	75.0%
Speak English less than "very well"	22	25.0%
Other and unspecified languages:	65	65
Speak English "very well"	54	83.1%
Speak English less than "very well"	11	16.9%

Source: U.S. Census Bureau, 2008-2012  
American Community Survey



DEMOGRAPHIC PROFILE: INCOME AND POVERTY

**Income and Poverty for Barnstable County, MA**  
Part of: Barnstable Town MA, Metropolitan Area

Median Income	Number	Rank in U.S.	Percent of U.S.
Median household income in 2012	\$58,616	305	114.1%
Median household income in 2000 (adj. for inflation)	\$62,806	326	112.2%
5-year percent change 2000 to 2012	-6.7%	1317	

Source: US Census Bureau

Per Capita Personal Income	Number	Rank in U.S.	Percent of U.S.
Per capita income - 2012	\$60,238	95	137.7%
Per capita income - 2002 (adj. for inflation)	\$50,900	73	125.4%
Per capita income - 1992 (adj. for inflation)	\$40,118	101	117.9%
Per capita income - 1982 (adj. for inflation)	\$32,184	151	113.7%
10-year % change	18.3%	1133	
20-year % change	50.2%	692	
30-year % change	87.2%	498	

Source: US Bureau of Economic Analysis

Personal Income in 2012 (\$000)	Number	5-Year % Change (adj*)	Rank in % Change
<b>Total Earnings by Place of Work</b>	\$5,926,920	-1.4%	1785
Minus: Contributions for government social insurance	\$589,940	-11.5%	1870
Personal contributions for government social insurance	\$280,289	-20.4%	1853
Employer contributions for government social insurance	\$309,651	-1.6%	1915
Plus: Adjustment for residence	\$1,244,698	-2.2%	1719
<b>Equals: Net Earnings by Place of Residence</b>	\$6,581,678	-0.6%	1802
Plus: Dividends, rent, interest	\$4,012,902	5.9%	1545
Plus: Transfer payments	\$2,382,177	17.6%	1956
<b>Equals: Personal Income by Place of Residence</b>	\$12,976,757	4.3%	1656

Source: US Bureau of Economic Analysis (\*adj = Adjusted for Inflation)

Poverty Estimates	Number	Rank in U.S.	5-Year % Change	Rank in % Change
Poverty rate in 2012	10.4	2724	--	--
In 2000	6.7	2880	55.2%	586
Poverty rate for children under 18 in 2012	15.4	2614	--	--
In 2000	9.6	2774	60.4%	560

Source: US Census Bureau

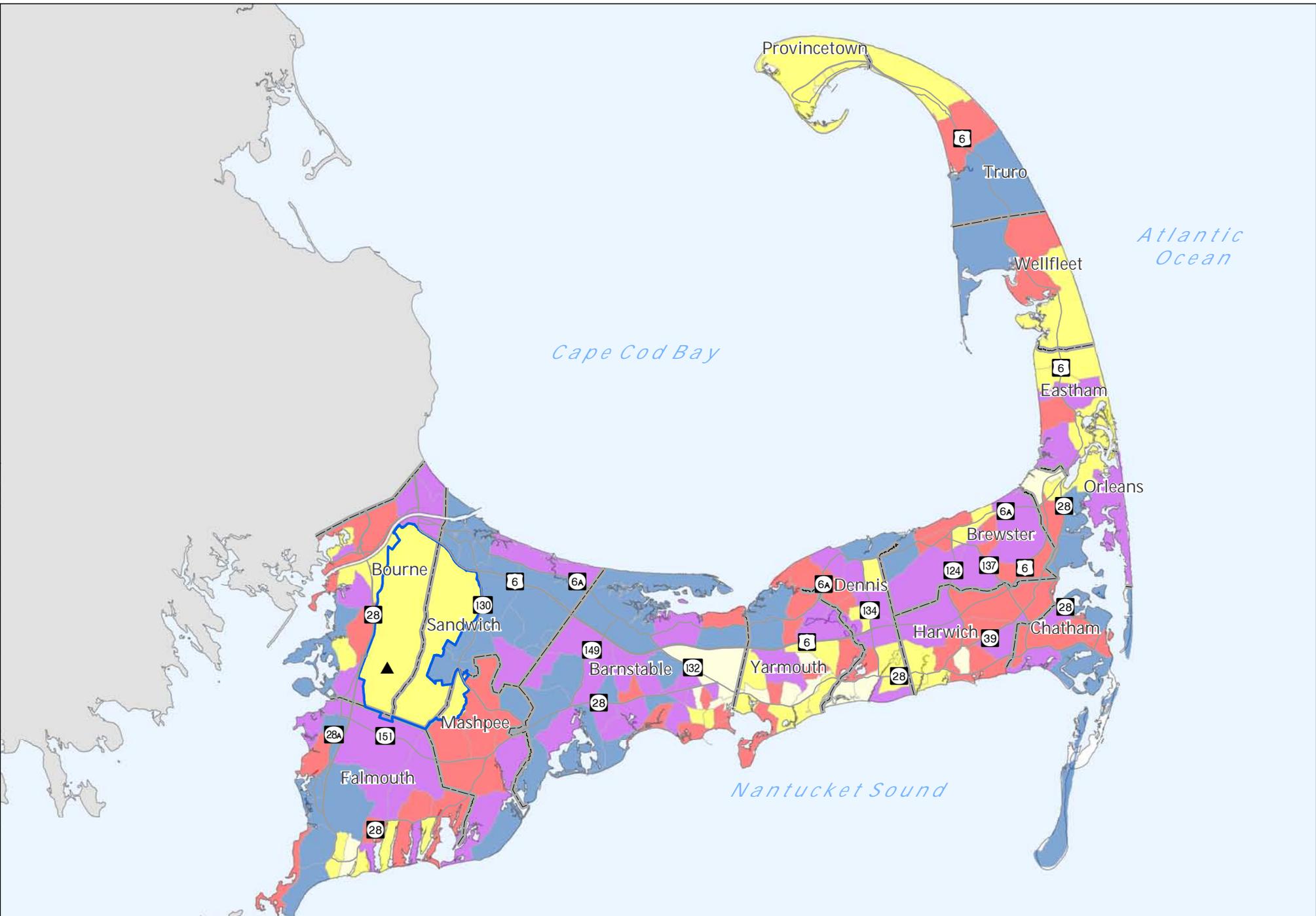
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DEMOGRAPHIC PROFILE: POPULATION OVER TIME

<b>Population for Barnstable County, MA</b>				
<b>Part of: Barnstable Town MA, Metropolitan Area</b>				
<b>Population Over Time</b>	<b>Number</b>	<b>Rank in U.S.</b>	<b>Percent of U.S.</b>	<b>U.S.</b>
2013	214,990	<a href="#">294</a>	0.07%	316,128,839
2010	215,888	<a href="#">288</a>	0.07%	308,745,538
2000	222,230	<a href="#">256</a>	0.08%	281,421,906
1990	186,605	<a href="#">259</a>	0.08%	248,790,925
1980	147,925	<a href="#">285</a>	0.07%	226,542,250
2000 to 2010 % change	-2.9%	<a href="#">2388</a>		9.7%
1990 to 2010 % change	15.7%	<a href="#">1347</a>		24.1%
1980 to 2010 % change	45.9%	<a href="#">688</a>		36.3%
Source: US Census Bureau				
<b>Components of Population Change in 2012/2013</b>	<b>Number</b>	<b>Rank in U.S.</b>	<b>Percent of U.S.</b>	<b>U.S.</b>
Net Domestic Migration (chg 2012/2013)	653	<a href="#">263</a>		
Net International Migration (chg 2012/2013)	376	<a href="#">300</a>	0.04%	843,145
Natural Increase (births minus deaths)	-1,148	<a href="#">3136</a>	-0.08%	1,412,009
Births	1,605	<a href="#">466</a>	0.04%	3,952,937
Deaths	2,753	<a href="#">189</a>	0.11%	2,540,928
Source: US Census Bureau				
<b>Population Estimates by Age in 2012</b>	<b>Number</b>	<b>Rank in U.S.</b>	<b>Pct Dist. in County</b>	<b>Pct Dist. in U.S.</b>
Preschool (0 to 4)	8,896	<a href="#">435</a>	4.1%	6.4%
School Age (5 to 17)	26,757	<a href="#">402</a>	12.4%	17.1%
College Age (18 to 24)	14,873	<a href="#">436</a>	6.9%	10.0%
Young Adult (25 to 44)	39,281	<a href="#">401</a>	18.2%	26.4%
Older Adult(45 to 64)	68,917	<a href="#">250</a>	32.0%	26.4%
Older (65 plus)	56,699	<a href="#">164</a>	26.3%	13.7%
Median Age	50.9	<a href="#">83</a>		Median Age = 37.4
Sources: US Census Bureau; Median age calculated by the IBRC.				
<b>Population Estimates by Race and Hispanic Origin in 2012</b>	<b>Number</b>	<b>Rank in U.S.</b>	<b>Pct Dist. in County</b>	<b>Pct Dist. in U.S.</b>
American Ind. or Alaskan Native Alone	1,512	<a href="#">450</a>	0.7%	1.2%
Asian Alone	2,709	<a href="#">423</a>	1.3%	5.1%
Black Alone	5,016	<a href="#">634</a>	2.3%	13.1%
Native Hawaiian and Other Pac. Isl. Alone	138	<a href="#">451</a>	0.1%	0.2%
White Alone	202,528	<a href="#">256</a>	94.0%	77.9%
Two or More Race Groups	3,520	<a href="#">382</a>	1.6%	2.4%
Hispanic or Latino (can be of any race)				
Non-Hispanic or Latino	210,254	<a href="#">270</a>	97.6%	83.1%
Hispanic or Latino	5,169	<a href="#">719</a>	2.4%	16.9%
Source: US Census Bureau				
<b>Hispanic or Latino Population in 2012 (can be of any race)</b>	<b>Number</b>	<b>Rank in U.S.</b>	<b>Pct Dist. in County</b>	<b>Pct Dist. in U.S.</b>
Hispanic	4,779	<a href="#">801</a>	2.2%	16.4%
Mexican	702	<a href="#">1476</a>	0.3%	10.6%
Cuban	187	<a href="#">424</a>	0.1%	0.6%
Puerto Rican	1,429	<a href="#">379</a>	0.7%	1.5%
Other	2,461	<a href="#">398</a>	1.1%	3.7%
White, Not Hispanic (reporting white alone)	198,702	<a href="#">225</a>	92.0%	63.7%
Source: US Census Bureau, American Community Survey, 5 Year Estimates				
Cape Cod Profiles Profiles for the U.S.				



### Percent of Median Household Income by Census Block Group: Barnstable County

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Date: 5/6/2014  
User: sgoulet

-  Barnstable County Correctional Facility
-  Joint Base Cape Cod Boundary

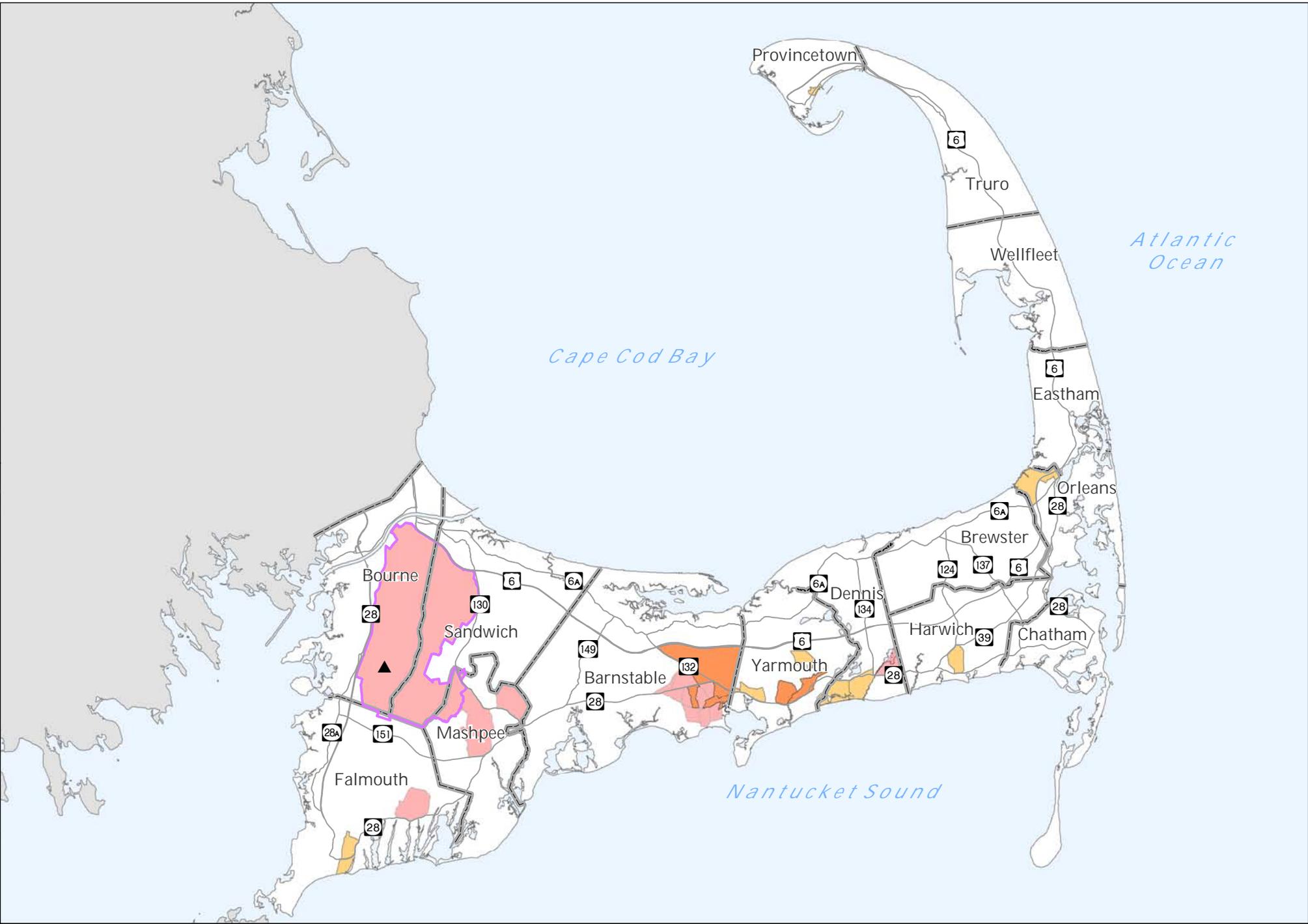
Percent of Barnstable County Median Household Income (\$59,500)

 33 - 60 (\$19,635 - \$35,700)	 81 - 100 (\$48,195 - \$59,500)	 126 - 208 (\$74,970 - \$123,760)
 61 - 80 (\$36,295 - \$47,600)	 101 - 125 (\$60,095 - \$74,375)	

Note(s): Barnstable County Median Household Income per Census Block Groups per the American Community Survey (ACS) 2006 - 2010 Estimate Table B19013 Median Household income in the past 12 months (in 2010 inflation-adjusted dollars) is \$59,500.

For more information, visit: <http://www.mass.gov/anr/research-and-tech/it-serv-and-support/application-serv/office-of-geographic-information-massgis/datalayers/cen2010ej.html>





### Environmental Justice Populations: Barnstable County

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Date: 5/6/2014  
User: sgoulet

-  Barnstable County Correctional Facility
-  Joint Base Cape Cod Boundary
-  Income
-  Minority
-  Income and Minority

**Barnstable County Environmental Justice Criteria**  
 Income: Median household income of Census block group is equal to or less than 60% of Barnstable County median household income (\$59,500)  
 Minority: 15% or more residents of Census block group self identify as a race other than white

Note(s): Barnstable County Median Household Income is provided by the American Community Survey (ACS) 2006 - 2010 Estimate Table B19013 "Median Household Income in the past 12 months" (in 2010 inflation-adjusted dollars).  
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Barnstable County Percent Minority by Census Block Groups are per the Census 2010 redistricting tables (PL-94-171) Table P2. According to the Census 2010 redistricting tables, the mean percent minority was 8.45%, while the median percent minority was 6.39%.  
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CAPE COD  
COMMISSION

## Cape Cod Metropolitan Planning Organization

Demographic Maps that show the  
distribution of State/Federal funds  
June 1, 2014

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## ANALYSIS AND DISTRIBUTION OF STATE AND FEDERAL FUNDS FOR PUBLIC TRANSPORTATION

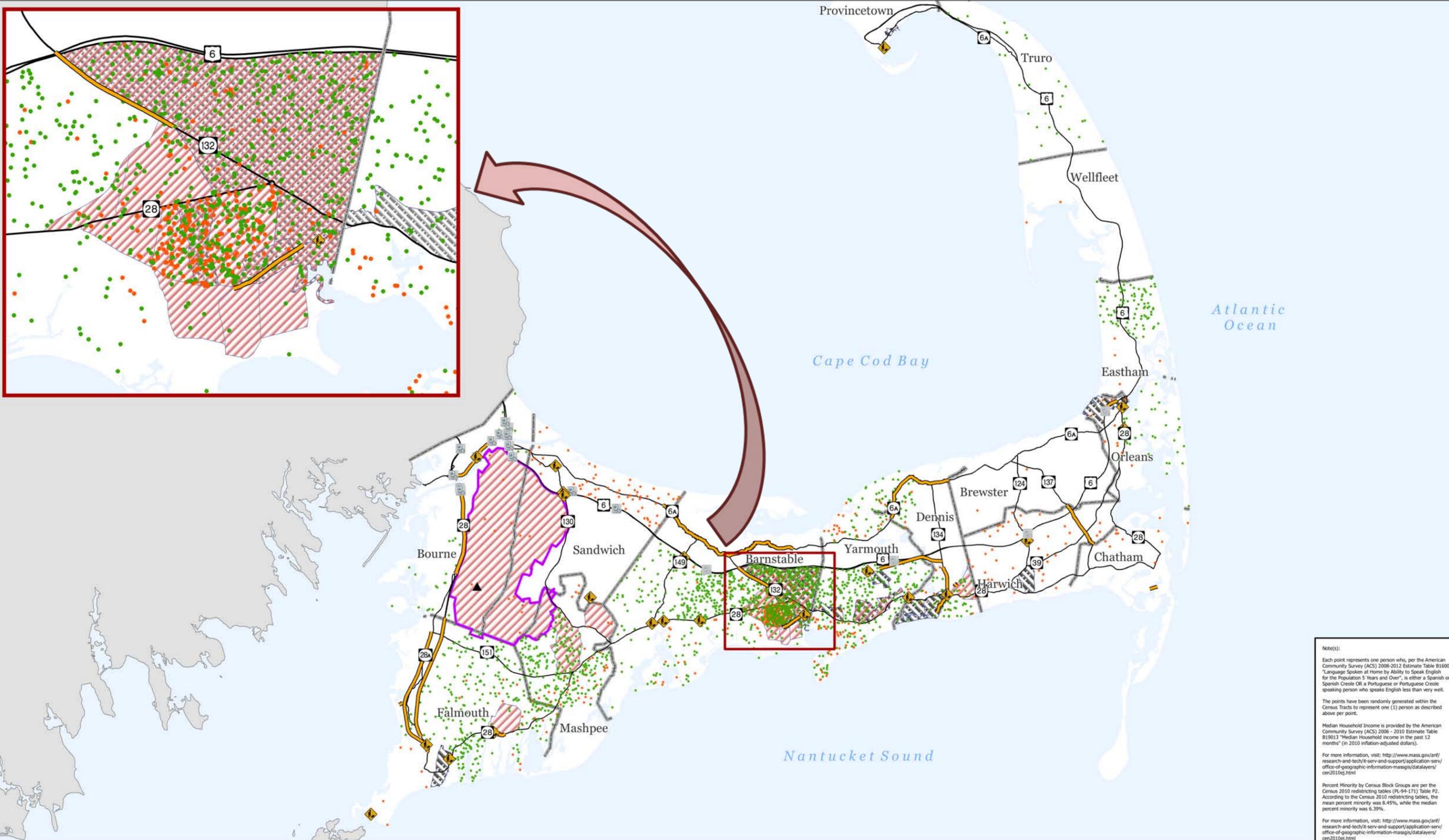
The Cape Cod Metropolitan Planning Organization (MPO) conducts an evaluation process for selecting and programming highway projects for the Cape Cod Transportation Improvement Program (TIP). The evaluation includes a review of potential impacts (positive or negative) on low income and minority populations. The evaluation criteria relative to potential impacts on low income and minority populations are **“effect on service to minority or low income neighborhoods” and “other impact/benefits to minority or low income neighborhoods.”** Identification of negative impacts in these areas decreases the evaluation score of the project. Identification of positive impacts in these areas increases the evaluation score of the project. The individual evaluation criteria ratings and overall project score are considered in the Cape Cod MPO decision to select and program highway projects in the Cape Cod TIP.

A review of the past ten years of highway projects in the Cape Cod TIP was conducted. Projects within and proximate to low income and minority and Limited English Proficiency (LEP) populations (see maps for criteria) were identified and compared with projects outside of these areas. Of the approximately \$120 Million spent or programmed over the ten-year period from 2005 through 2014, approximately \$71 Million, or 59%, was on projects within and proximate to Low income and minority and LEP populations. This represents an investment in transportation infrastructure serving these areas proportionally higher than other areas on Cape Cod. In summary, the areas with higher proportions of low income and minority populations see more transportation dollars spent than other areas on Cape Cod.

Enclosed:

- Map: *10 Years Review of Barnstable County (2005 – 2014) Transportation Improvement Projects (TIP), Minority, Low Income, and Limited English Proficiency Population.*
- Map: *Potential 2015-2018 Barnstable County Transportation Improvement Projects (TIP), Minority, Low Income, and Limited English Proficiency Population.*

*Note: Tables showing individual project costs and impacts are attached/enclosed with “Transportation System Investments and Disparate Impact Analysis” section.*



Note(s):  
 Each point represents one person who, per the American Community Survey (ACS) 2008-2012 Estimate Table B16001 "Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over", is either a Spanish or Spanish Creole OR a Portuguese or Portuguese Creole speaking person who speaks English less than very well.  
 The points have been randomly generated within the Census Tracts to represent one (1) person as described above per point.  
 Median Household Income is provided by the American Community Survey (ACS) 2006 - 2010 Estimate Table B19013 "Median Household Income in the Past 12 Months" (in 2010 inflation-adjusted dollars).  
 For more information, visit: <http://www.mass.gov/anf/research-and-tech/it-serv-and-support/application-serv/office-of-geographic-information-massgis/datalayers/cen2010ej.html>  
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10 Years Review of Barnstable County (2005 - 2014)  
 Transportation Improvement Projects (TIP),  
 Minority, Low Income and Limited English  
 Proficiency Population  
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 Date: 5/6/2014  
 User: sgoulet

- Joint Base Cape Cod Boundary
- Barnstable County Correctional Facility
- Limited English Proficiency**
- Represents One (1) Portuguese or Portuguese Creole speaking person who speaks English less than very well (Points have been randomly located within the Census Tract represented)
- Represents One (1) Spanish or Spanish Creole speaking person who speaks English less than very well (Points have been randomly located within the Census Tract represented)

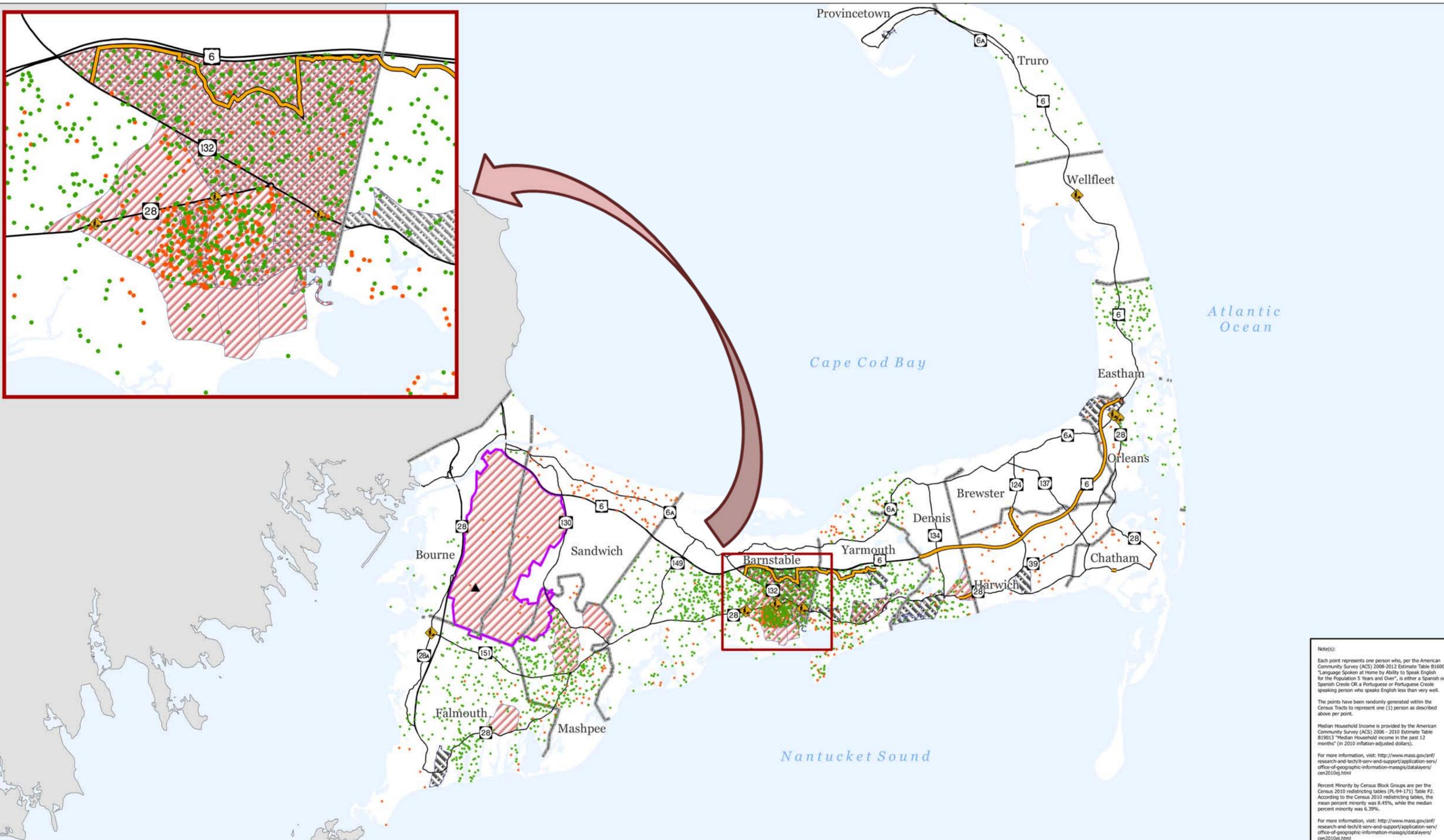
- Transportation Projects**
- MassDOT TIP Specific Location Improvements
- MassDOT TIP Road Segment Improvements
- MassDOT TIP Intelligent Transportation System

- Demographics**
- Minority
- Low Income
- Low Income & Minority

Income: Median household income is less than or equal to 60% Barnstable County median household income (\$59,500)  
 Minority: 15% or more residents self-identify as a race other than white

**Census Block Group Minority Population**  
 Mean percent minority: 8.45%  
 Median percent minority: 6.39%  
 Population classified as minority represents residents who self-identify as a race other than white





Note(s):

Each point represents one person who, per the American Community Survey (ACS) 2008-2012 Estimate Table B16001 "Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over", is either a Spanish or Spanish Creole OR a Portuguese or Portuguese Creole speaking person who speaks English less than very well.

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Potential 2015-2018 Barnstable County Transportation Improvement Projects (TIP), Minority, Low Income and Limited English Proficiency Population

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Date: 5/6/2014  
User: sgoulet

Joint Base Cape Cod Boundary

Barnstable County Correctional Facility

**Limited English Proficiency**

Represents One (1) Portuguese or Portuguese Creole speaking person who speaks English less than very well (Points have been randomly located within the Census Tract represented)

Represents One (1) Spanish or Spanish Creole speaking person who speaks English less than very well (Points have been randomly located within the Census Tract represented)

**Transportation Projects**

MassDOT TIP Specific Location Improvements

MassDOT TIP Road Segment Improvements

**Demographics**

Minority

Low Income

Low Income & Minority

Income: Median household income is less than or equal to 60% Barnstable County median household income (\$59,500)

Minority: 15% or more residents self-identify as a race other than white

**Census Block Group Minority Population**

Mean percent minority: 8.45%

Median percent minority: 6.39%

Population classified as minority represents residents who self-identify as a race other than white





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CAPE COD  
COMMISSION

# Cape Cod Metropolitan Planning Organization

## Transportation System Investments and Disparate Impact Analysis

June 1, 2014

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# TRANSPORTATION SYSTEM INVESTMENTS AND DISPARATE IMPACT ANALYSIS

## TRANSPORTATION IMPROVEMENT PLAN PROJECT EVALUATION

The Cape Cod Metropolitan Planning Organization (MPO) conducts an evaluation process for selecting and programming highway projects for the Cape Cod Transportation Improvement Program (TIP). The evaluation includes a review of potential impacts (positive or negative) on low income and minority populations. The evaluation criteria relative to potential impacts on low income and minority populations are **“effect on service to minority or low income neighborhoods”** and **“other impact/benefits to minority or low income neighborhoods.”**

Identification of negative impacts in these areas decreases the evaluation score of the project. Identification of positive impacts in these areas increases the evaluation score of the project. The individual evaluation criteria ratings and overall project score are considered in the Cape Cod MPO decision to select and program highway projects in the Cape Cod TIP.

A review of the past ten years of highway projects in the Cape Cod TIP was conducted. Projects within and proximate to low income and minority and Limited English Proficiency (LEP) populations (see maps for criteria) were identified and compared with projects outside of these areas. Of the approximately \$120 Million spent or programmed over the ten-year period from 2005 through 2014, approximately \$71 Million, or 59%, was on projects within and proximate to low income, minority, or LEP populations. This represents an investment in transportation infrastructure serving these areas proportionally higher than other areas on Cape Cod. In summary, the areas with higher proportions of low income and minority populations see more transportation dollars spent than other areas on Cape Cod.

### *Disparate Impacts*

**In addition to the funding distribution analysis, MPO staff identified the nature of projects’** impacts on mapped areas with low income, minority, and LEP populations (See attached tables.) The majority of impacts identified– such as improved pedestrian access and safety, improved bicycle/pedestrian access, improved safety, etc. were positive in nature. No negative impacts were identified. Staff analysis determined that based on both the funding distribution for TIP projects and the nature of their impacts, the transportation system investments resulted in no disparate impacts to low income and minority areas.

Attachments:

Table: *Review of 10 Years of TIP Projects (2005-2014)*

Table: *Review of Potential 2015-2018 TIP Projects.*



## Review of Past 10 Years of TIP Projects (2005-2014)

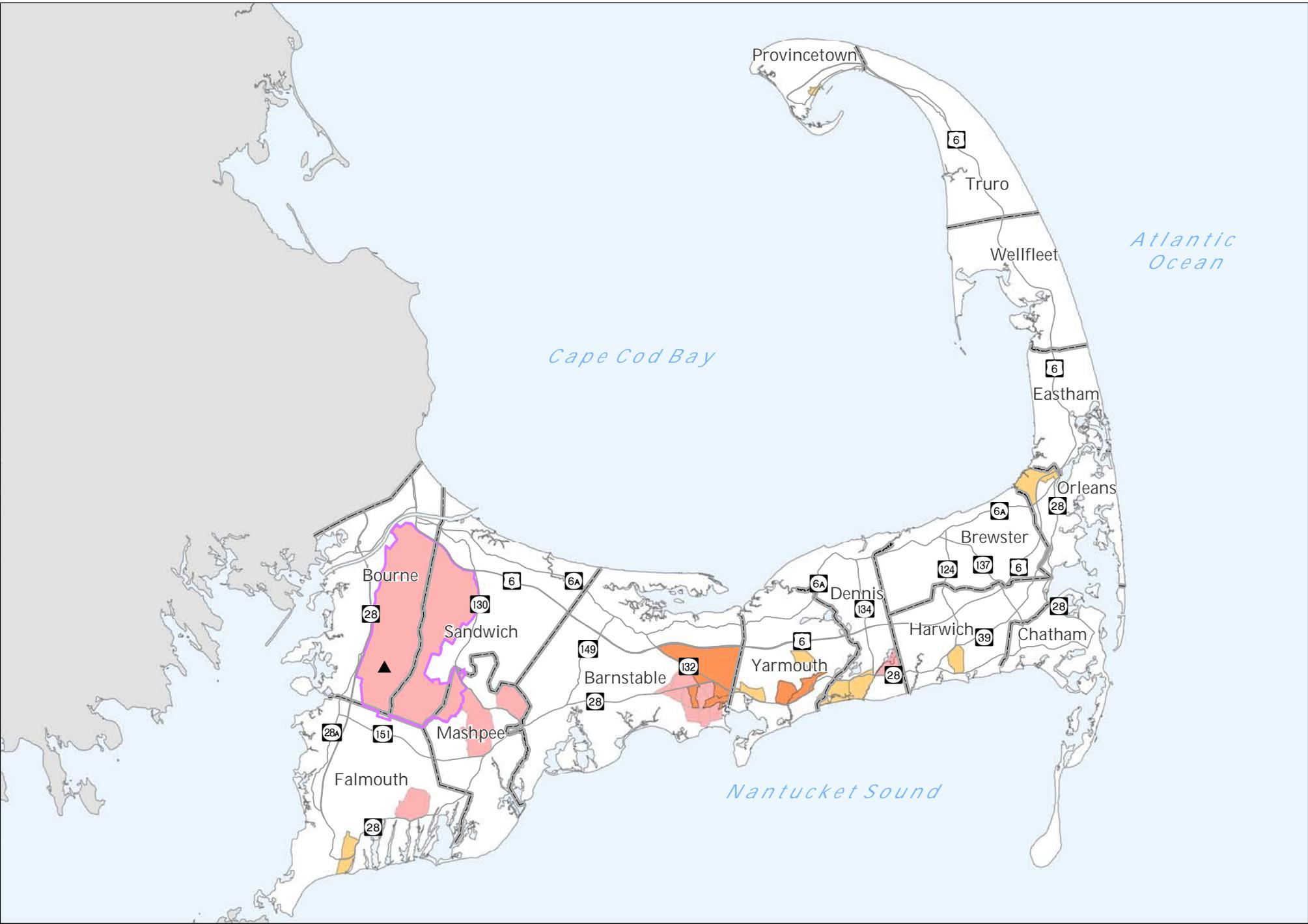
Year	Towns	Description	Amount	Low Income, Minority or Limited English Proficiency (LEP) Population Area Proximate	Nature of Impact on Low Income, Minority, or LEP Area
2005	Barnstable	Route 132 Boulevard	\$10,383,933	Income, Minority, and Limited English Proficiency	Improved pedestrian access, safety
2005	Eastham, Orleans	Route 6 resurfacing and related	\$2,200,000	Minority	Improved highway surface
2005	Falmouth	Woods Hole Bridge on Water Street over Eel Pond	\$8,000,000	None	Neutral
2006	Barnstable	Hyannis Gateway / Main St. lighting etc.	\$378,944	Income, Minority, and LEP	Improved pedestrian access, safety
2006	Dennis	Swan River Road Reconstruction	\$2,300,000	Minority	Improved pedestrian access, safety
2006	Falmouth	Palmer Avenue Bridge	\$1,500,000	None	Neutral
2006	Orleans	Route 28 and Finlay Road intersection	\$590,000	None	Neutral
2006	Sandwich	Route 130/Water St and Main St intersection	\$600,000	Income	Improved pedestrian access
2007	Falmouth	Shining Sea Bikeway Ph III	\$4,000,000	Minority	Improved bicycle/pedestrian access
2008	Bourne	Rte. 6 Scenic Highway at Edgell Road	\$3,948,728	None	Neutral
2008	Dennis	Rte. 28 at Rte. 134 intersection improvements	\$596,000	Income and Minority	Improved pedestrian access, safety
2008	Harwich	Rte. 124 at Queen Anne Road intersection improvements	\$859,800	None	Neutral
2008	Yarmouth	Packet Landing site improvements	\$633,436	Income and Minority	Improved access to recreational opportunities
2008	Provincetown	Province Lands Road bicycle accommodation improvements	\$2,500,000	Income	Improved bicycle/pedestrian access
2009	Barnstable	Route 6A resurfacing	\$3,045,000	None	Neutral
2009	Barnstable	Rte. 28 at 3 locations Rte. 149, So. County Rd., Lumbert Mill Rd.	\$3,200,000	None	Neutral
2009	Bourne	Rte. 6 Scenic Highway resurfacing	\$1,651,519	None	Neutral
2009	Dennis	Route 6A resurfacing	\$1,680,620	None	Neutral
2009	Falmouth	Chapoquoit Road Bridge over W. Falmouth Harbor	\$2,667,948	None	Neutral
2009	Falmouth	Route 28 Section known as "Reine's Corner"	\$1,237,500	Income	Improved pedestrian access, safety
2010	Barnstable	Rte 149 at Rte 6 EB off-ramps, Roundabout construction	\$1,868,000	None	Neutral
2010	Sandwich	Rte 130 at Rte 6 off-ramps, construct traffic signals & improv	\$1,521,000	Income	Improved safety
2010	Bourne, Sandwich	ITS - Camera & equipment installation at Sagamore & Bourne BRs	\$1,076,269	None	Neutral
2011	Harwich	Route 137 Reconstruct & Improve QueenAnneRd to BrewTL	\$5,333,643	Minority	Improved bicycle/pedestrian access
2011	Sandwich	Intersection Cotuit Rd at Harlow / So. Sand. Rd. roundabout	\$1,098,743	Income	Improved safety
2011	Sandwich	Route 6 cable barrier installation	\$289,867	Income	Improved safety
2011	Falmouth	Route 28 Resurfacing & Related Work	\$5,369,217	None	Neutral
2012	Yarmouth	Old Town House Rd at Forest Rd Intersection & Signal improvement	\$1,221,000	Income	Improved pedestrian access, safety
2012	Dennis	Rte. 134 from Upper County Rd. to Rte. 28	\$4,390,504	Income and Minority	Improved bicycle/pedestrian access
2012	Dennis	Upper County Rd Bridge	\$10,964,561	Income	Improved pedestrian access
2013	Falmouth	Rte 28 Improvements: Davisville/Old Mtgthouse & Jones/Worcester	\$3,308,075	Income and Minority	Improved pedestrian access, safety
2013	Orleans	Roundabout at Route 28 & Route 6a	\$1,331,245	Minority	Improved safety
2013	Bourne, Barnstable, Sandwich	Changeable Message Boards/Cameras on Rtes 6, 25 and 28	\$1,500,000	Income	Improved traffic condition information availability
2014	Dennis, Yarmouth	Cape Cod Rail Trail Extension [Dennis to Yarmouth]	\$7,412,899	Minority	Improved bicycle/pedestrian access
2014	Bourne	Rte. 28 resurfacing	\$7,418,338	Income	Improved highway surface, safety
2014	Chatham	Chatham Mitchell River Bridge Replacement	\$14,400,000	None	Neutral

	Amount	Percent
Projects Proximate to Income, Minority, and/or Language Isolation Area	\$59,856,811	55%
Projects NOT Proximate to Income, Minority, or Language Isolation Area	\$49,857,101	45%
<b>Total</b>	<b>\$109,713,912</b>	<b>100%</b>

## Review of Potential 2015-2018 TIP Projects

Year	Towns	Description	Amount	Low Income, Minority or Limited English Prociency (LEP) Population Area Proximate	Nature of Impact on Low Income, Minority, or LEP Area
2015	Dennis, Yarmouth	Cape Cod Rail Trail Extension - Bass River Bridge	\$2,096,080	Minority	Improved bicycle/pedestrian access
2015	Barnstable	Route 28 at Bearses Way	\$4,237,130	Income, Minority, and Limited English Proficiency	Improved pedestrian access, safety
2015	Orleans	Main St. at Rte 28 & Main St. at Route 6A	\$3,204,340	Minority	Improved bicycle/pedestrian access
2016	Harwich	Route 124	\$4,320,000	None	Neutral
2016	Chatham	Route 28 - George Ryder Road to Barn Hill Road	\$2,712,414	None	Neutral
2017	Barnstable	Route 28 at Yarmouth Road	\$5,670,000	Income, Minority, and Limited English Proficiency	Improved bicycle/pedestrian access, safety
2017	Falmouth	Route 28A at Route 151	\$2,240,000	None	Neutral
2017	Yarmouth, Barnstable	Cape Cod Rail Trail Extension [Yarmouth to Barnstable]	\$6,000,000	Income, Minority, and Limited English Proficiency	Improved bicycle/pedestrian access
2017	Dennis, Harwich, Brewster, Orleans	Route 6 Resurfacing	\$8,357,798	None	Neutral
2018	Dennis	Route 28 Corridor & Streetscape Improvements	\$3,900,223	Income	Improved pedestrian safety
2018	Wellfleet	Route 6 at Main St intersection	\$2,240,000	None	Neutral
2018	Barnstable	Route 28 at Strawberry Hill Rd intersection	\$495,880	Income, Minority, and Language Isolation	Improved pedestrian access, safety

	Amount	Percent
<b>Projects Proximate to Low Income, Minority, and/or Limited English Proficiency Population Area</b>	<b>\$9,696,523</b>	<b>33%</b>
<b>Projects NOT Proximate to Low Income, Minority, or Limited English Proficiency Population Area</b>	<b>\$19,870,212</b>	<b>67%</b>
<b>Total</b>	<b>\$29,566,735</b>	<b>100%</b>



### Environmental Justice Populations: Barnstable County

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User: sgoulet

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-  Joint Base Cape Cod Boundary
-  Income
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