

SNHPC Equity Analysis Report: Regional Transportation Investments

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Today's Presentation

1. Analyzing transportation equity
2. Review of 2022 Equity Analysis
3. Latest findings: Regional Transportation Investments
4. Key takeaways and next steps

1. Analyzing transportation equity

From FHWA: “**fairness in mobility and accessibility to meet the needs of all community members**”

- Affordability
- Reliability
- Access to social and economic opportunity
- Responsive to unique community needs → → →



City of Fort Collins, CO

- **No single approach** or definitive standard
- SNHPC is **drawing from available resources** to tailor our approach
- **Ongoing process** – data will change over time; our research questions will continue to evolve



Proactive analysis helps SNHPC
**adhere to federal funding
requirements**, including Title VI of
the Civil Rights Act

**“MPOs must assess the potential
for disparate impacts and
[disproportionately high and
adverse effects] on underserved
persons that may result from any
activities involving federal
funds.”**

National Academies of
Sciences, Engineering, and
Medicine (2020)

2. Review of 2022 Equity Analysis

SOUTHERN NEW HAMPSHIRE PLANNING COMMISSION EQUITY ANALYSIS REPORT



August 2022

SNHPC MPO: Title VI/EJ Equity Analysis



Equity in Transportation...

facilitates opportunities by providing equal access to affordable and reliable transportation options based on the needs of the populations being served. This is particularly important for populations that are traditionally underserved, including low-income and minority individuals, elderly persons, people with limited English, households without a vehicle, and/or persons with disabilities.

Key outcomes:

- A. Analyze key populations
- B. Define the region's Equity Area
- C. Identify needs and concerns

A. Analyze key populations

For each **census tract** in our region, we assessed:

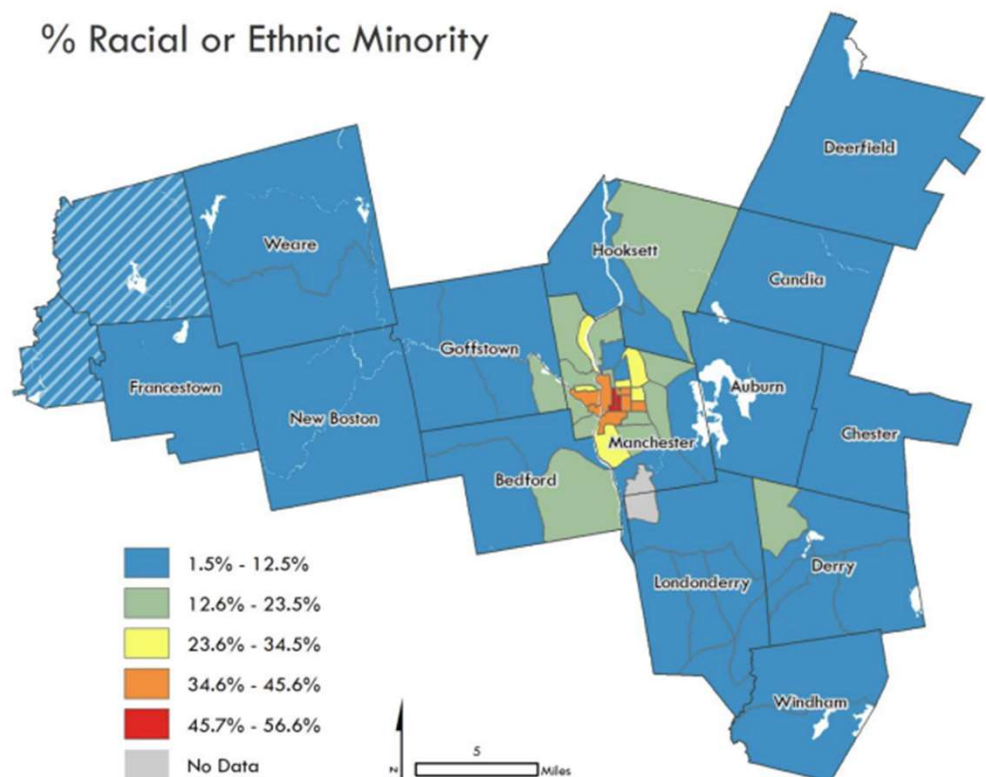
Federally protected classes (Title VI/EJ populations)

- Racial/Ethnic Minorities
- Low-Income/Poverty
- Limited English Proficiency (LEP)

Other vulnerable groups

- Seniors (65+)
- Disability
- No Vehicle Households

MAP 1: MINORITY RATES BY CENSUS TRACT



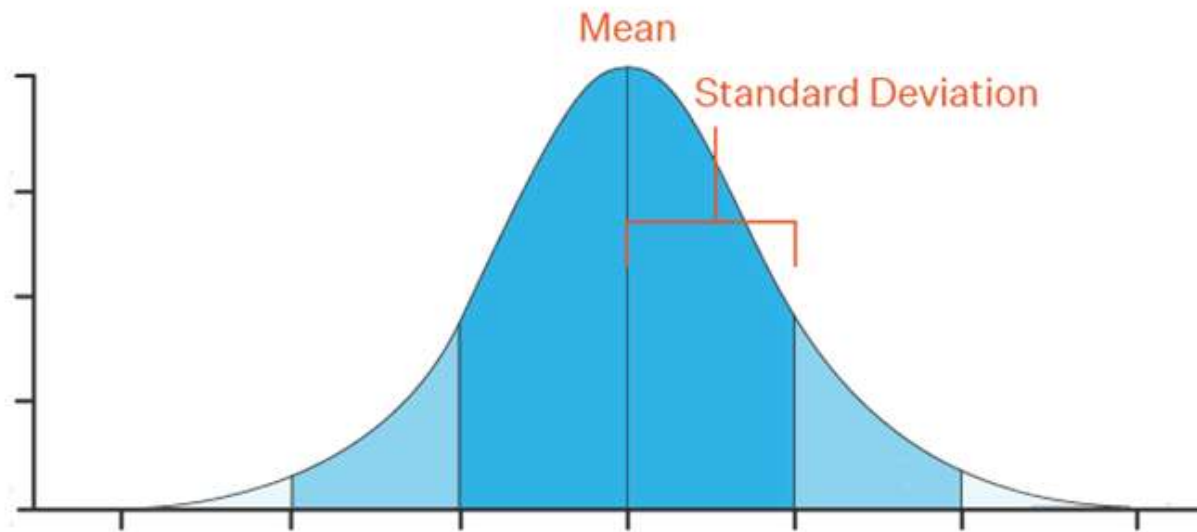
Created by SNHPC, 2022. Sources: NH Department of Transportation; US Census Bureau; US Geological Survey.

A. Analyze key populations

Community Group	Scoring Threshold	Points Assigned
Minority	One Standard Deviation Above the SNHPC Regional Rate	2 Points (Title VI/EJ Class)
Poverty		2 Points (Title VI/EJ Class)
LEP		2 Points (Title VI/EJ Class)
Senior		1 Point (Vulnerable)
Disability		1 Point (Vulnerable)
No Vehicle		1 Point (Vulnerable)
Source: Census		

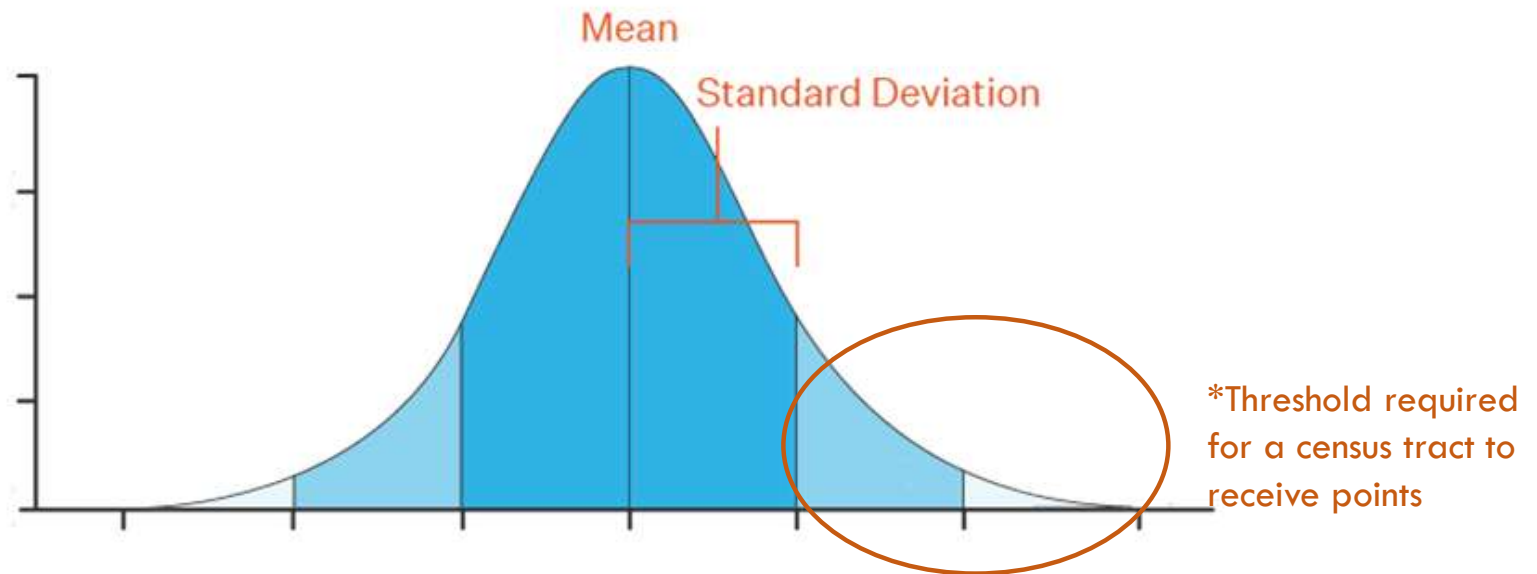
A. Analyze key populations

Standard Deviation



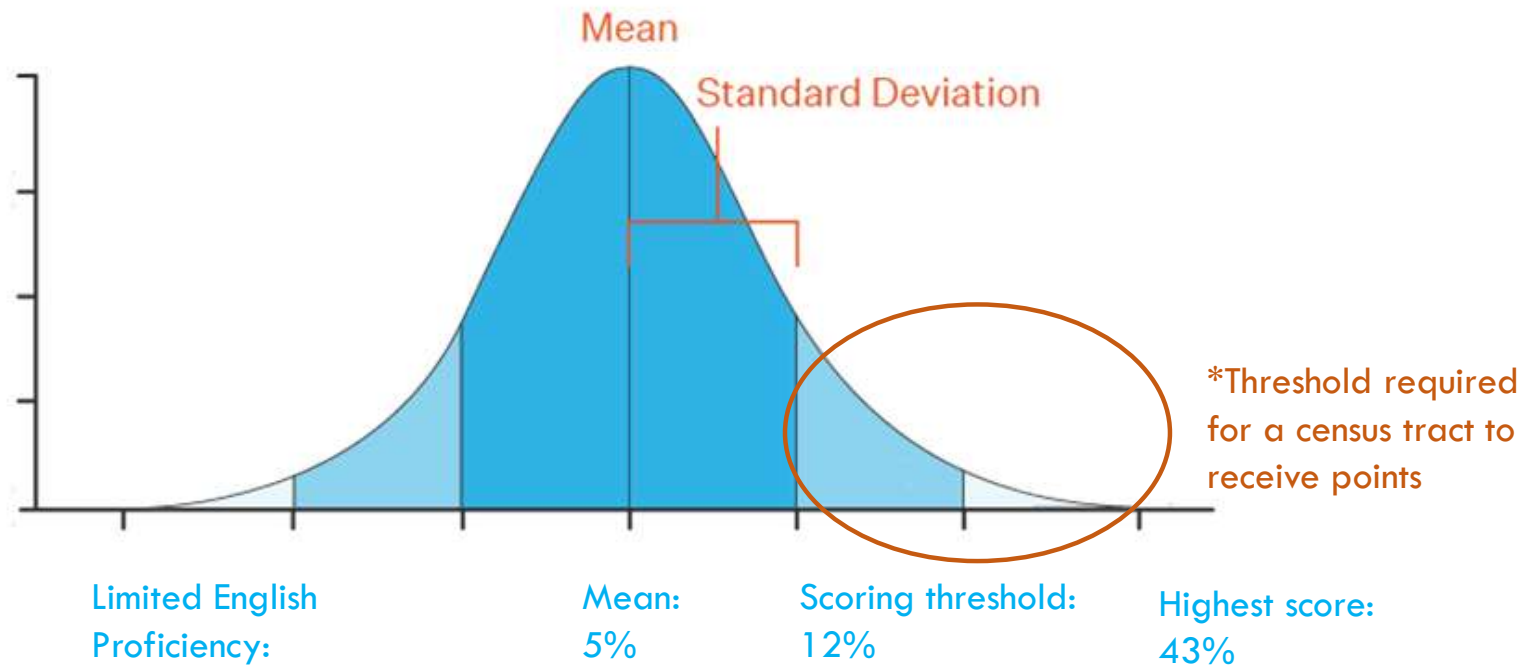
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Standard Deviation



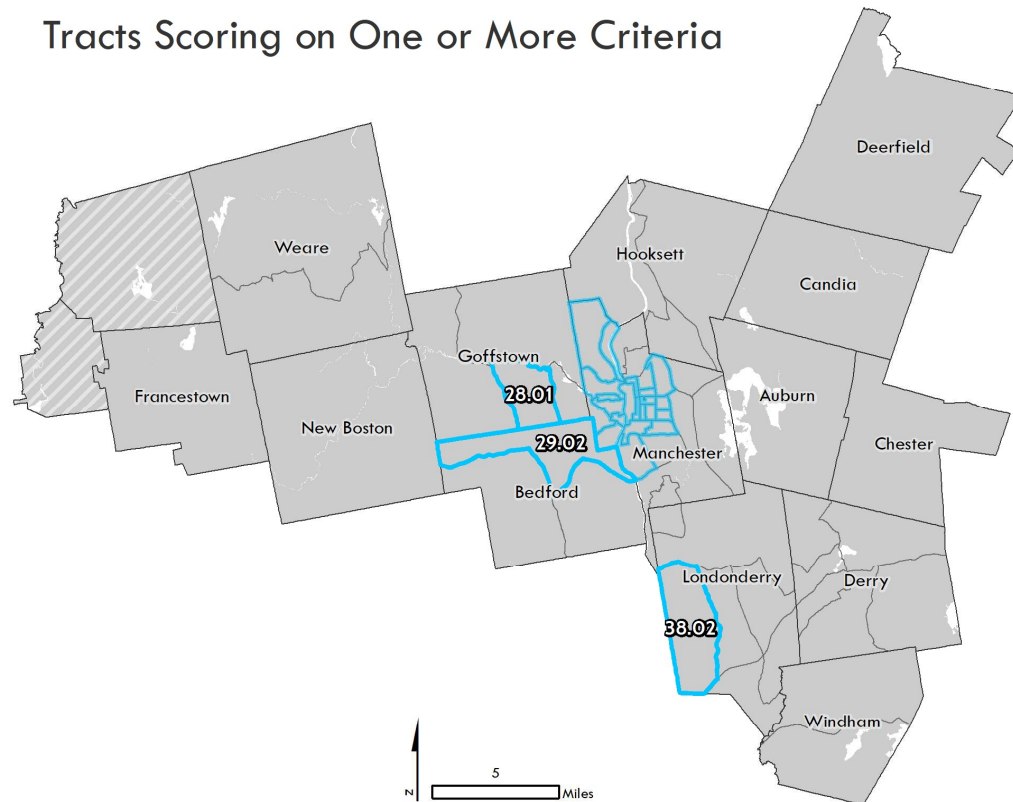
A. Analyze key populations

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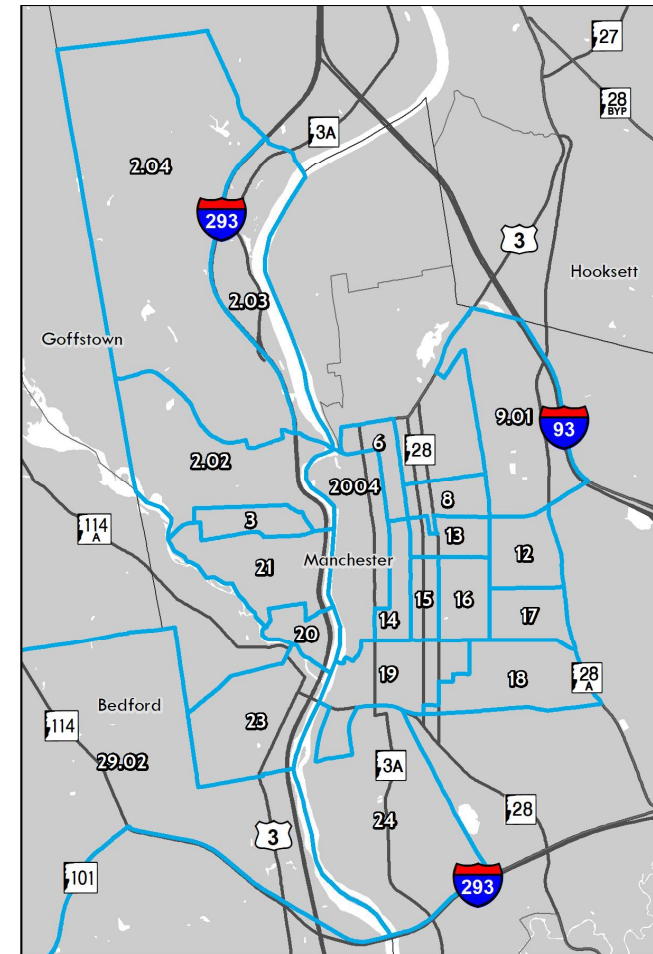


B. Define the Equity Area

Tracts Scoring on One or More Criteria



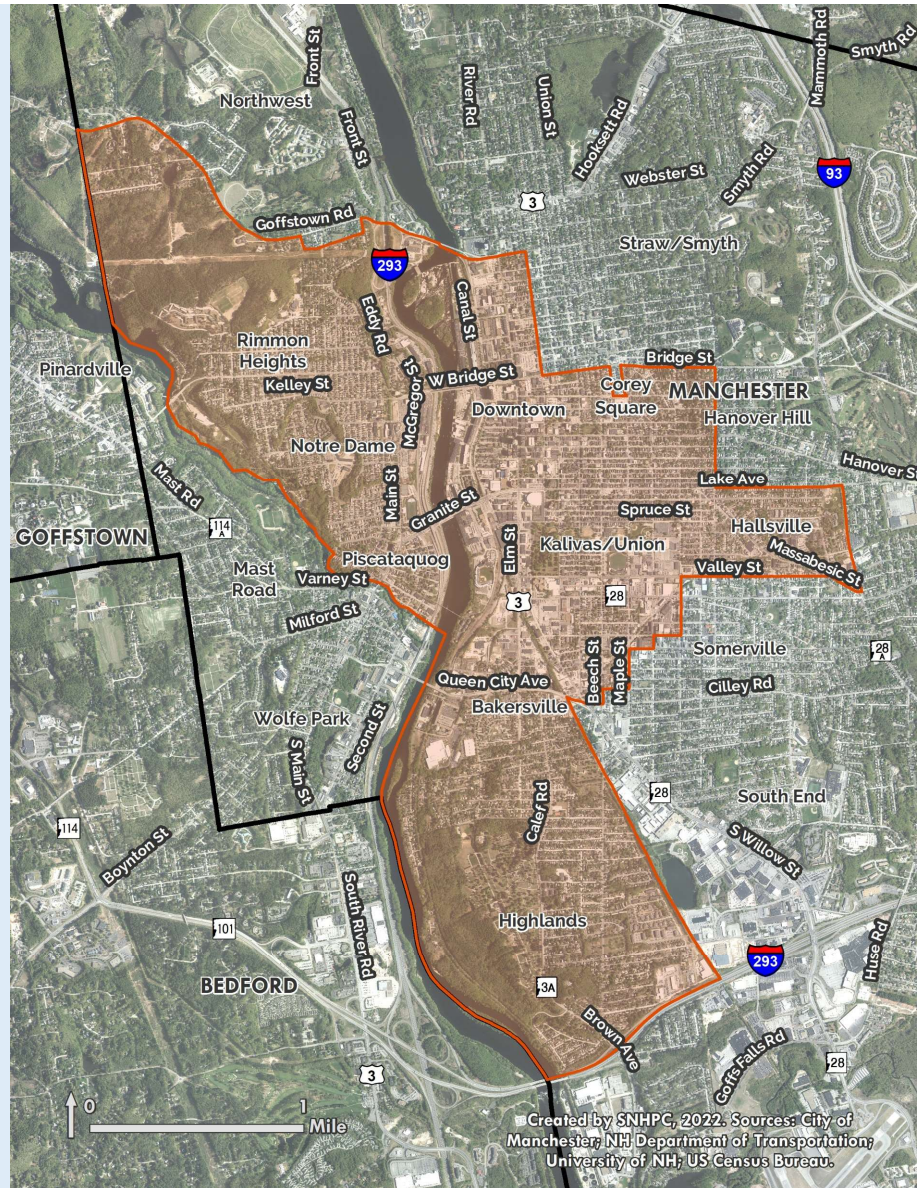
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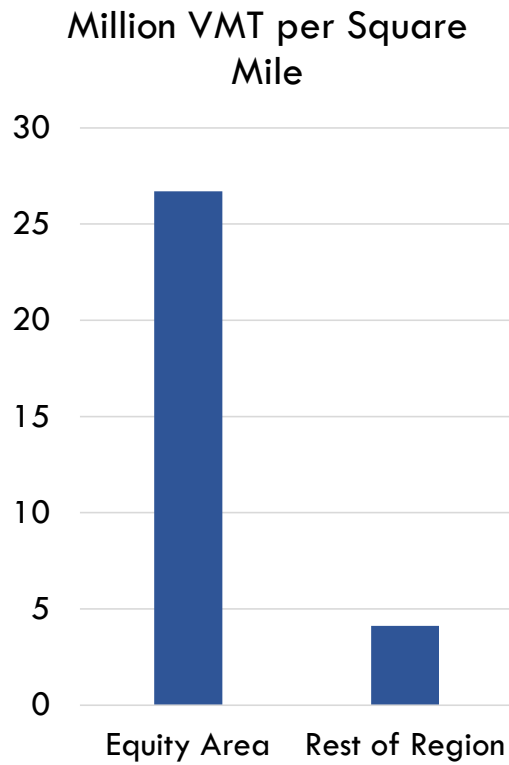
B. Define the Equity Area

Southern New Hampshire Planning Commission Equity Area

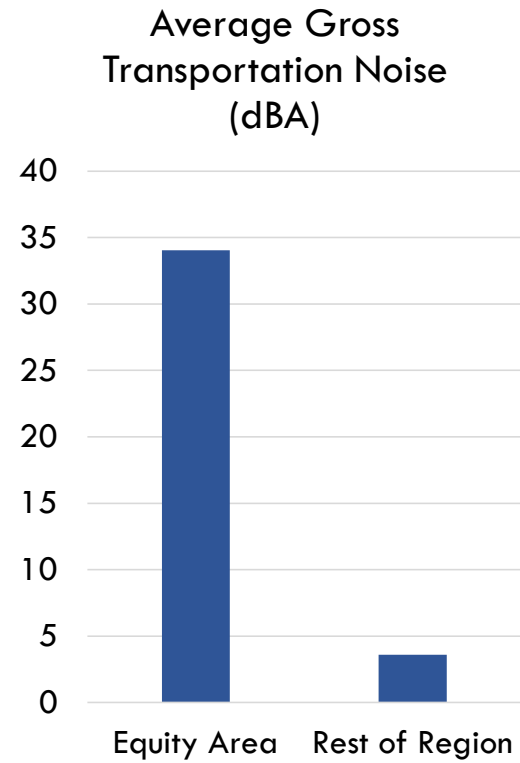
(Comprised of tracts scoring
4 or higher)



C. Identify Needs and Concerns

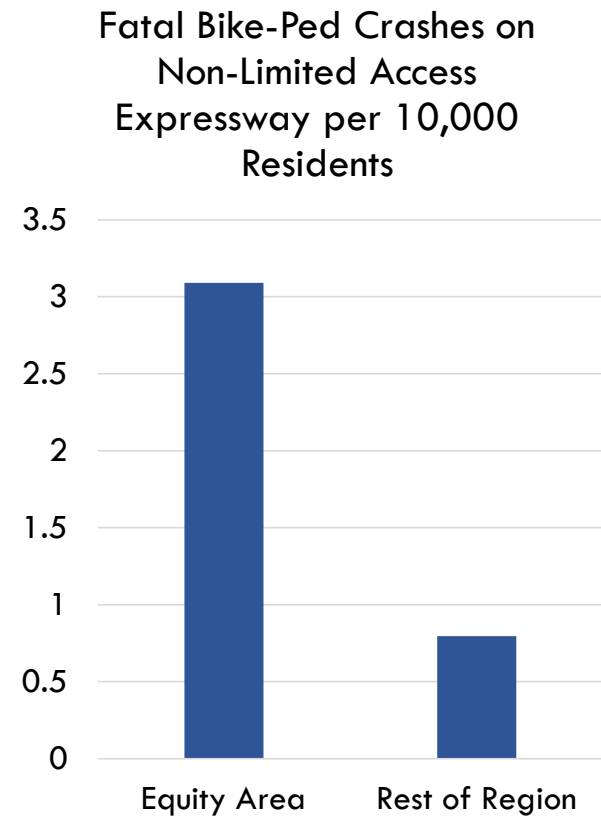
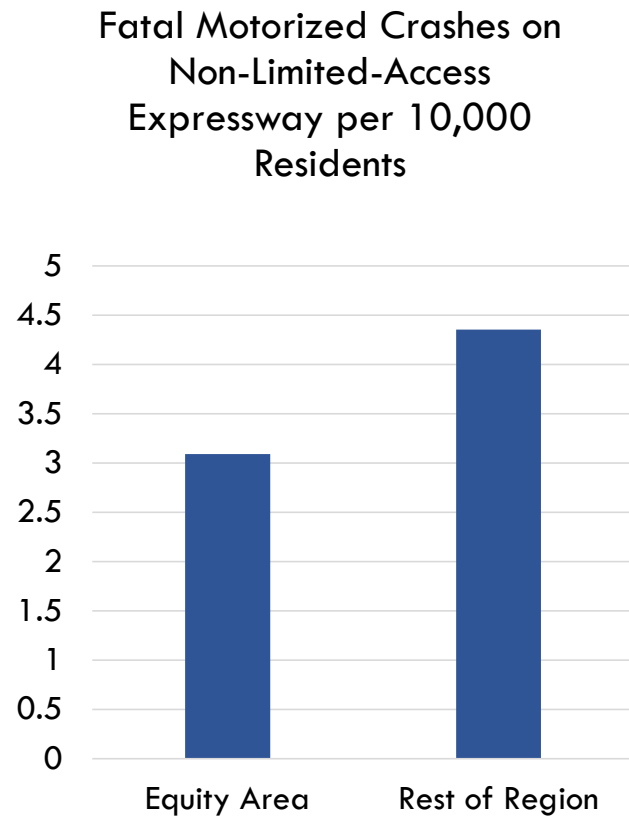


Source: NHDOT



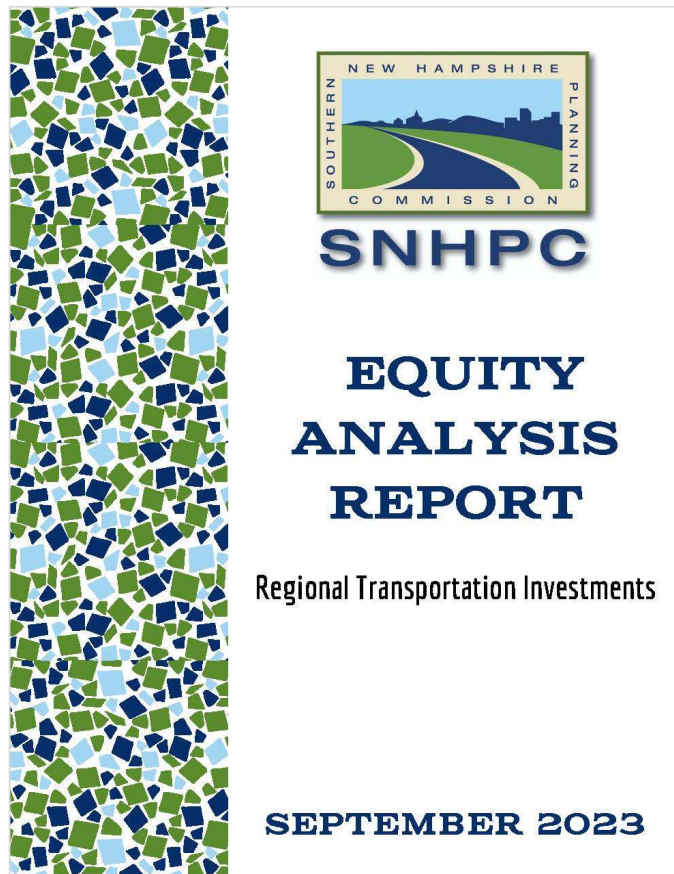
Source: BTS

C. Identify Needs and Concerns



Source: NHTSA 2011-2021

3. Latest Findings: Regional transportation investments



- Compares transportation investment within and outside the Equity Area
- Uses **2021 SNHPC Metropolitan Transportation Plan (MTP) projects** (n=139)
 - Transportation Improvement Program (n=55)
 - Ten Year Plan (n=61)
 - Out Years (n=88)
- Represents **>\$1 billion** (2021 dollars) in transportation spending from 2021-2045

Defining Projects

Project Types

A. Bicycle & Pedestrian

(\$63 million, n=28)

B. Debt Service

(\$223 million, n=4)

C. Highway & Bridge

- **Limited-Access Expressway**

(\$694 million, n=23)

- **Non-Limited Access Expressway**

(\$300 million, n=75)

D. Study

(\$3.4 million, n=7)

E. Transit

(\$145 million, n=13)

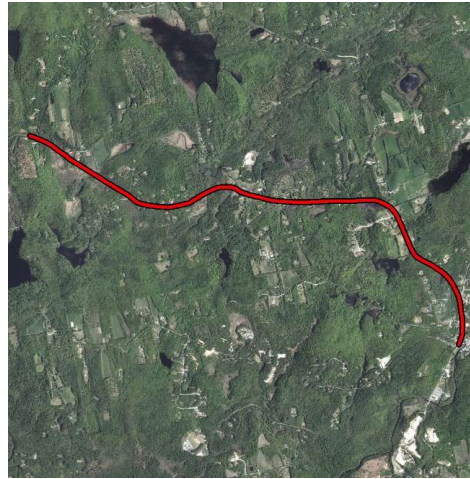
MPO Controlled Projects (\$296 million, n=75)	Sample State DOT/Transit Controlled Projects (\$897 million, n=64)
<ul style="list-style-type: none"> • Windham 40665: <i>Intersection Improvements, Roulston Road and NH Route 28</i> • Weare WEA-02: <i>Traffic Calming and Pedestrian Improvements in Weare Village Center</i> 	<ul style="list-style-type: none"> • Central Turnpike 41821: <i>Paving on the F.E. Everett Turnpike</i> • Manchester MAN-07: <i>Construction of Noise Barrier on F.E. Everett Turnpike Southbound between MP 18.9 and 19.2</i>

Points



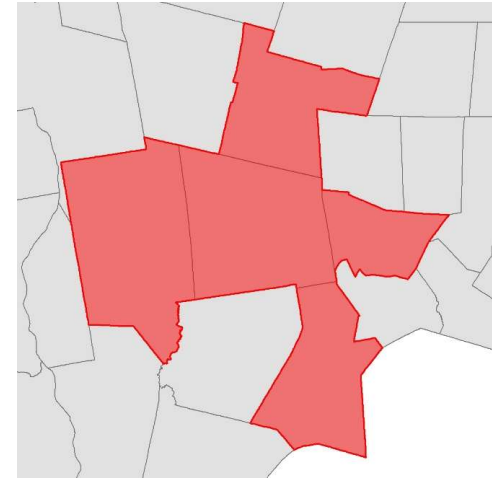
MTA 5339: *Capital Vehicle and Equipment for MTA Supported by NHDOT Section 5339 Program Allocation for Small Urban Providers (Matched by Local and State Funding)*

Lines



NEWB-02: *Pavement Rehabilitation on NH Route 136 from NH Route 13 to Frankestown Town Line*

Polygons



MTA 5310: *Transit Services for Seniors and Individuals with Disabilities in CART Service Area Utilizing FTA Section 5310 Funding (Matched by Local Funding)*

Caveats & Limitations

1. Costs are distributed equally across projects. In reality, costs aren't.
2. Transportation projects affect people and areas not immediately near them.
3. The MTP is a snapshot in time—plans change.
4. Only considers total dollars invested, not whether it is a wise, needed, best use, or adequate investment. Benefits and harms are not considered.



ALL MTP PROJECTS		
SNHPC \$1.052 bil.		
All Projects		
Bicycle & Pedestrian	\$63.3 mil.	6%
Debt Service	\$223.0 mil.	21%
Highway & Bridge	\$643.2 mil.	61%
Study	\$3.4 mil.	0%
Transit	\$119.2 mil.	11%
Highway & Bridge Projects		
Limited-Access Expressway	\$588.8 mil.	67%
Non-Limited-Access Expressway	\$285.5 mil.	33%

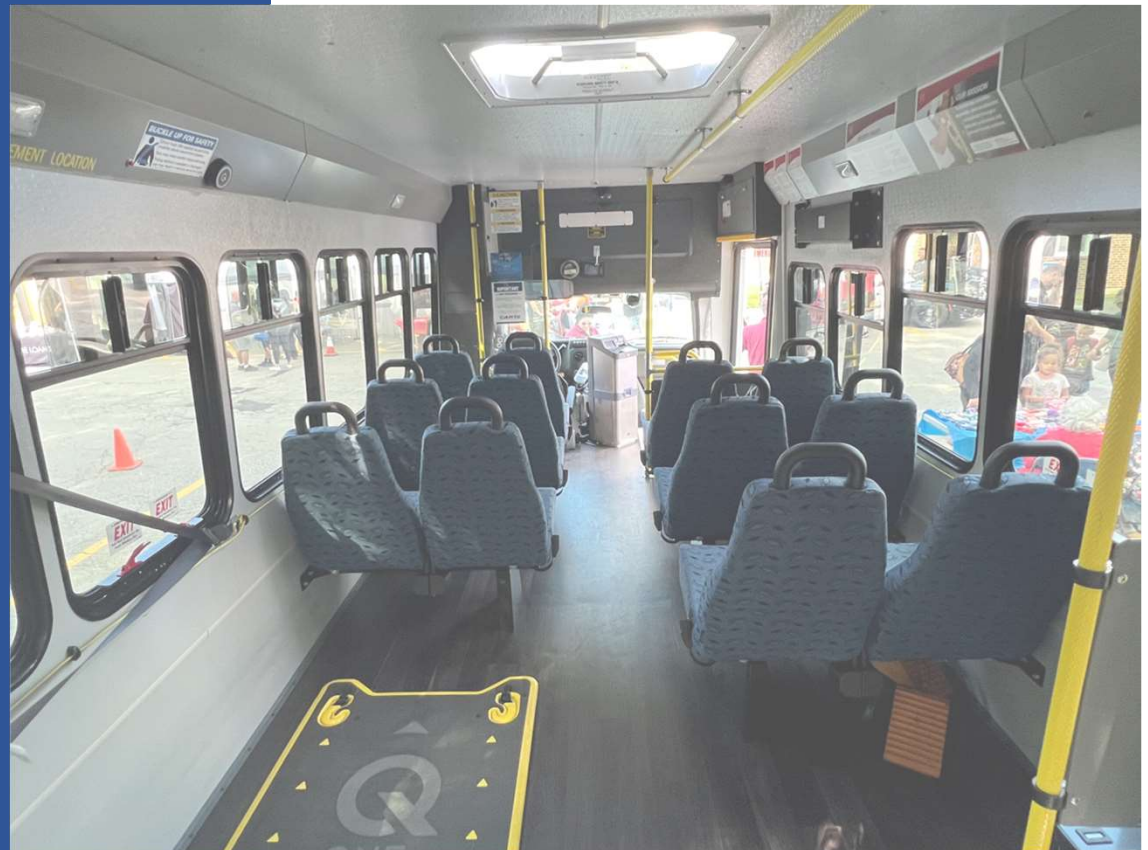
MPO CONTROLLED MTP PROJECTS		
SNHPC \$287.4 mil.		
All Projects		
Bicycle & Pedestrian	\$63.3 mil.	22%
Debt Service	\$0	0%
Highway & Bridge	\$200.8 mil.	70%
Study	\$1.5 mil.	1%
Transit	\$21.7 mil.	8%
Highway & Bridge Projects		
Limited-Access Expressway	\$0	0%
Non-Limited-Access Expressway	\$209.0 mil.	100%

- Debt service makes up **20%** of the MTP's funding
- Limited-access expressway projects make **56%** of the MTP's funding (does not include the vast majority of I-93 expansion)
- More than **three quarters** of the funding goes toward limited-access expressway projects or paying down debt for their construction

Total MTP Investment	
Equity Area	Rest of the Region
\$143.6 million	\$956.7 million

Total MTP Investment per Square Mile	
Equity Area	Rest of the Region
\$23 million	\$1.7 million

Total MTP Investment per capita	
Equity Area	Rest of the Region
\$3,332	\$3,896

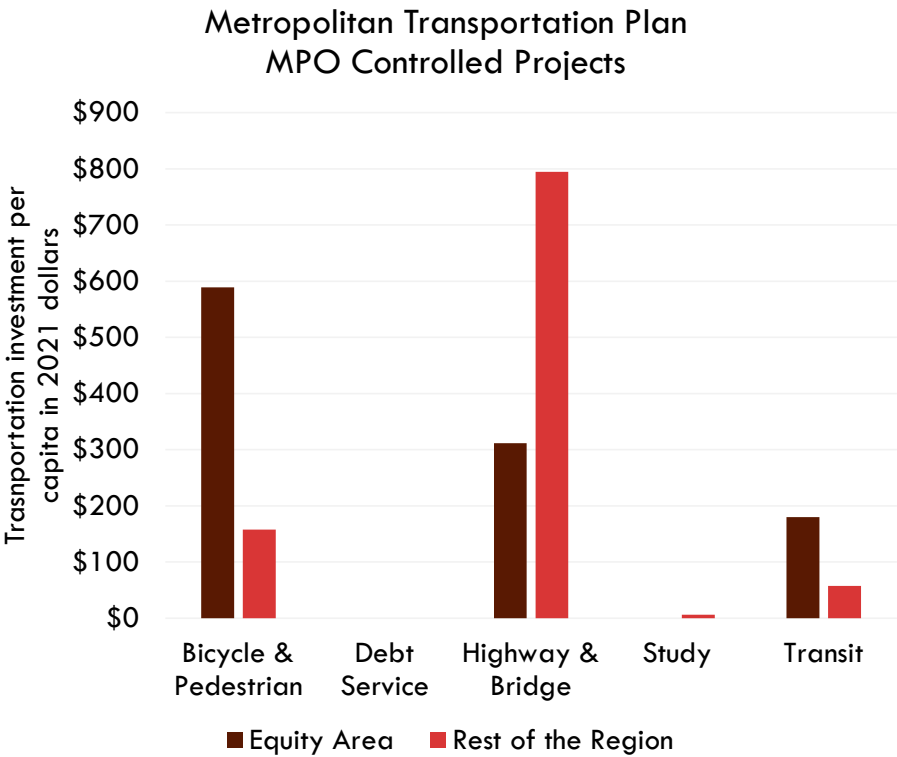
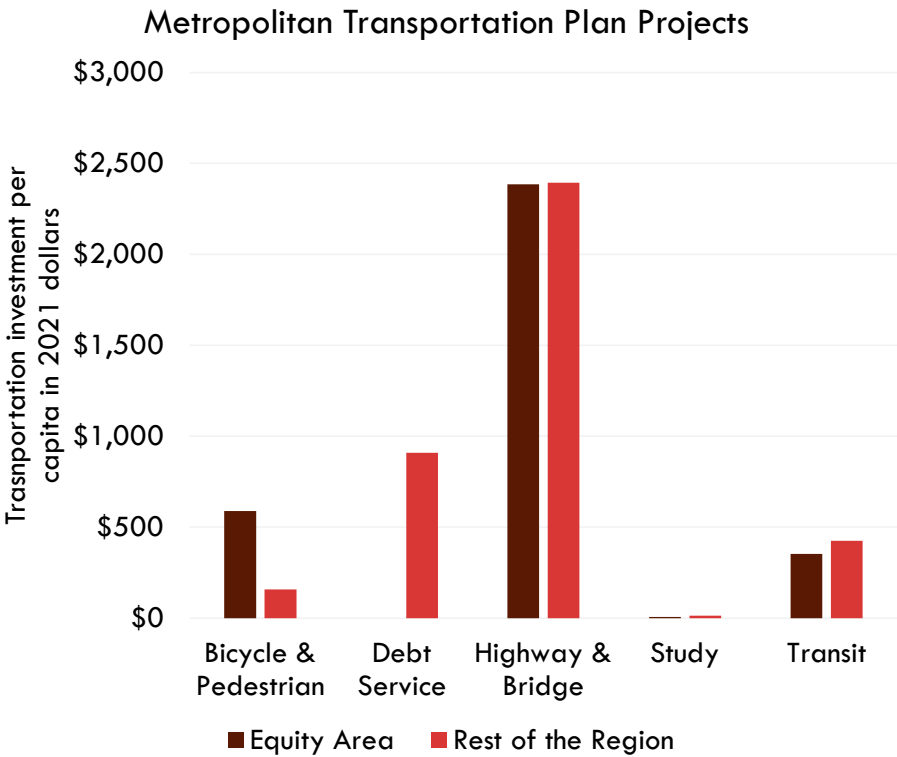


Spending per capita

ALL MTP PROJECTS		
	Equity Area	Rest of the Region
	\$3,332	\$3,896
All Projects		
Bicycle & Pedestrian	\$589	\$157
Debt Service	\$0	\$908
Highway & Bridge	\$2,385	\$2,393
Study	\$6	\$13
Transit	\$352	\$425
Highway & Bridge Projects		
Limited-Access Expressway	\$1,543	\$1,309
Non-Limited-Access Expressway	\$842	\$1,084

MPO CONTROLLED MTP PROJECTS		
	Equity Area	Rest of the Region
	\$1,080	\$1,015
All Projects		
Bicycle & Pedestrian	\$589	\$157
Debt Service	\$0	\$0
Highway & Bridge	\$311	\$795
Study	\$0	\$6
Transit	\$180	\$57
Highway & Bridge Projects		
Limited-Access Expressway	\$0	\$0
Non-Limited-Access Expressway	\$311	\$795

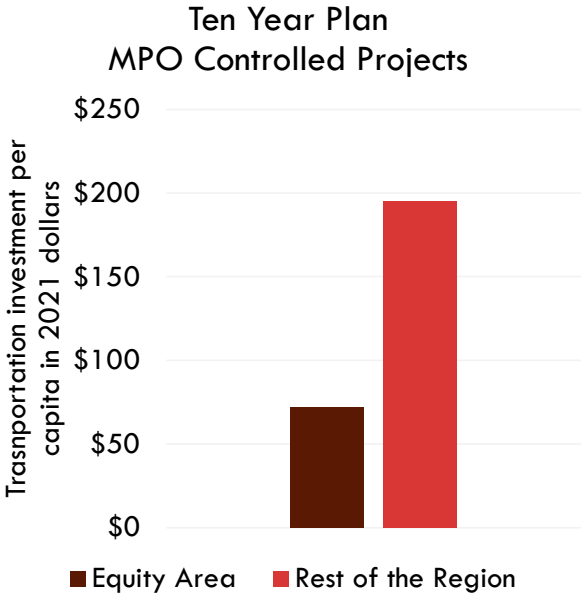
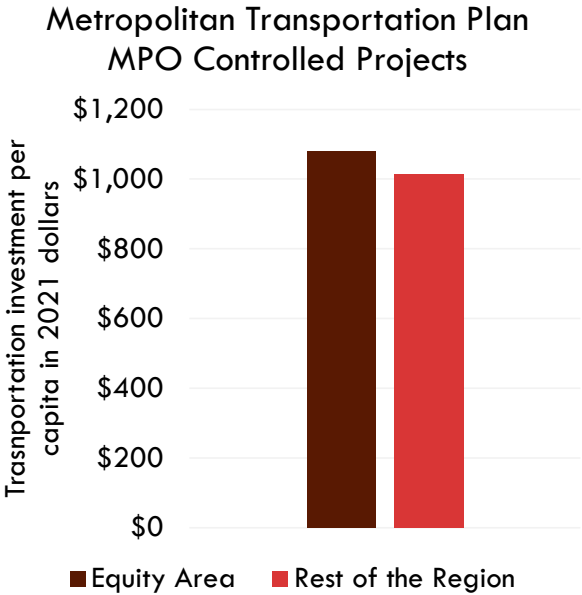
Spending per capita



Spending per capita

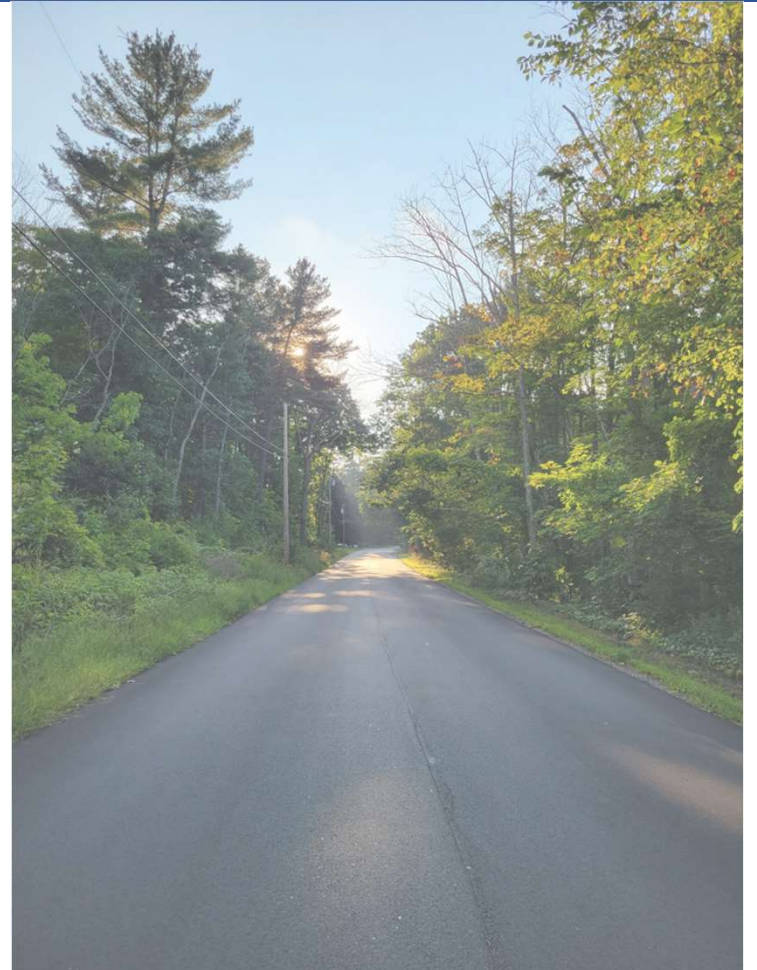
Total MTP Investment per capita – MPO-controlled	
Equity Area	Rest of the Region
\$1,080	\$1,015

Total TYP Investment per capita – MPO-controlled	
Equity Area	Rest of the Region
\$72	\$195



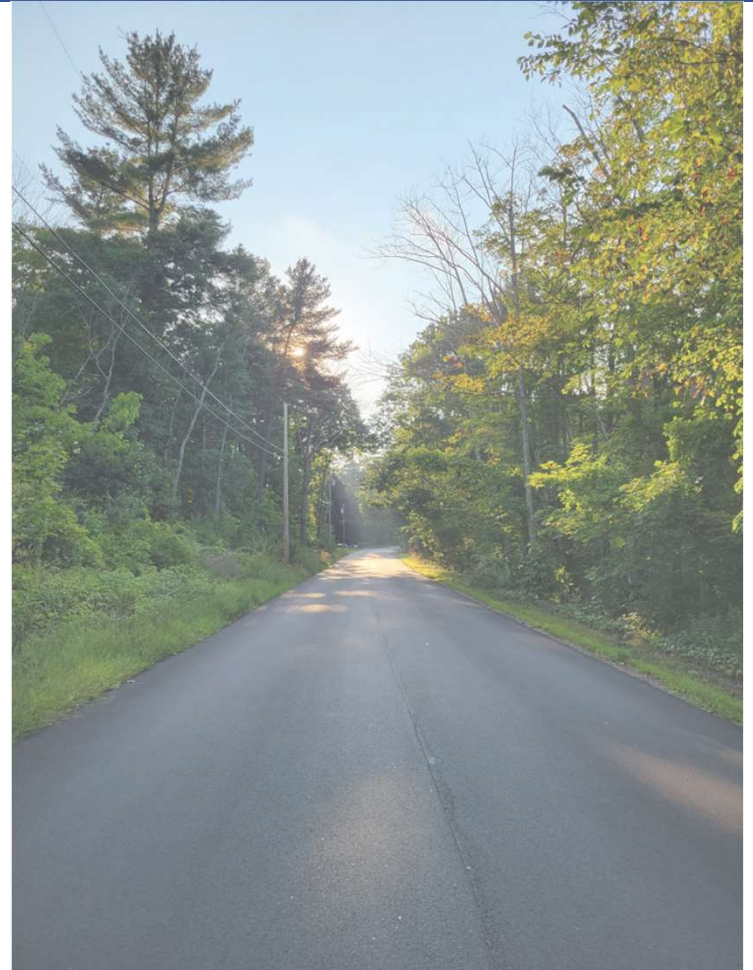
4. Key Takeaways and Next Steps

1. The MTP reveals a relatively equal distribution of transportation investments in our region



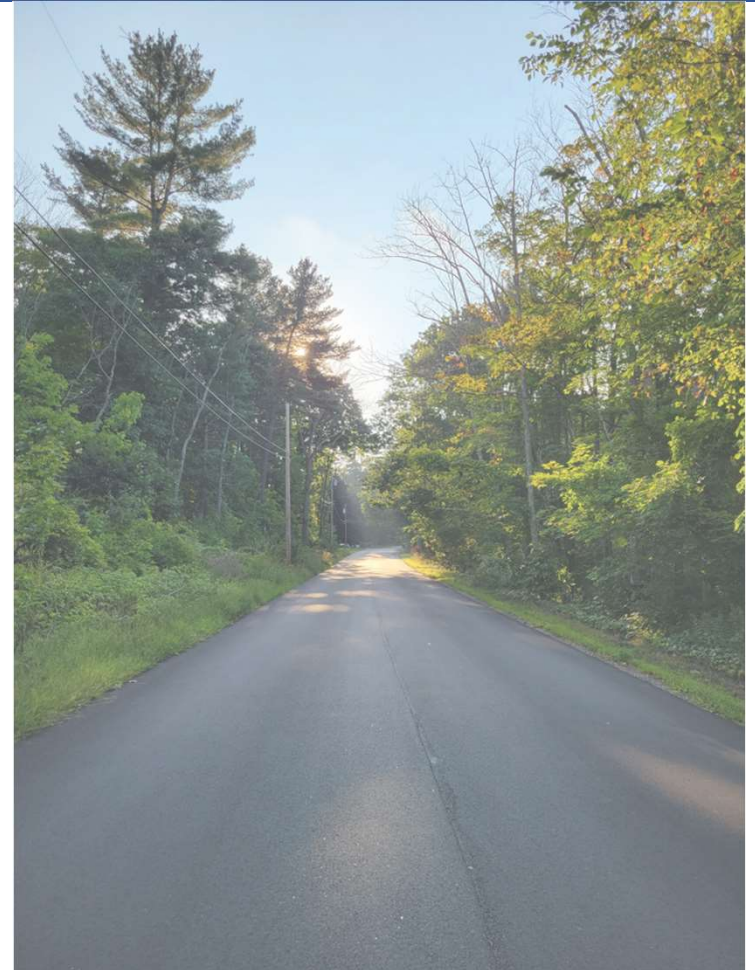
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1. The MTP reveals a relatively equal distribution of transportation investments in our region
2. There are important variations in investments based upon project categories



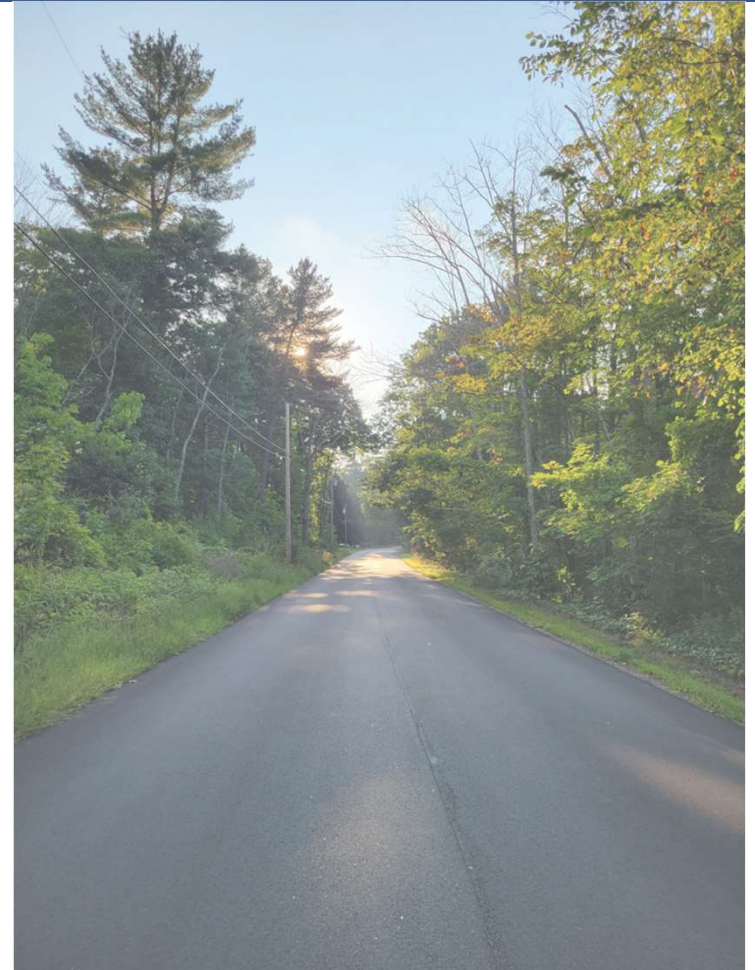
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3. Since this report reflects a snapshot in time, ongoing analysis will be needed to uncover investment trends



4. Key Takeaways and Next Steps

1. The MTP reveals a relatively equal distribution of transportation investments in our region
2. There are important variations in investments based upon project categories
3. Since this report reflects a snapshot in time, ongoing analysis will be needed to uncover investment trends
4. **The next phase of this work will require a closer look at the distribution of project benefits and harms**



Thank you!

Questions?

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