



The new circular provides recipients with three options that can be used to fulfill the requirement to collect demographic data. The MBTA has chosen Option A for its reporting.

Option A: Demographic and Service Profile Maps and Charts

For each Title VI triennial report, the MBTA provides numerous maps, overlays, and summary statistics for the MBTA Service Area, using demographic data from the previous U.S. Census. These materials are useful both for describing the current composition of neighborhoods in terms of minority and low-income residents, and for understanding the spatial relationships of these neighborhoods in the context of the MBTA's service area. When additional information about service coverage, planned system improvements, transit amenities, etc., is added to basic maps and tables that identify minority and low-income neighborhoods, the MBTA's performance with respect to Title VI guidelines can be understood more fully through graphical means.

Under Option A, the circular requires demographic maps that shade those census tracts or transportation analysis zones where the percentage of the total minority or low-income population residing in these areas exceeds the average minority or low-income population, respectively, for the service area as a whole. As in past Title VI reports, the MBTA has defined two different service areas: one for the urban fixed-route transit system and another for the commuter rail system. This has been done because the minority and low-income thresholds are lower when averaged over the much larger commuter rail area, which could lead to overidentification of minority and low-income areas in the urban core.

For the urban fixed-route transit service area, the average percentage of minority residents is 24.7%, and for the commuter rail service area, the average is 19.9%. To define low-income, the MBTA is using a different threshold than is used in FTA guidance. The low-income definition used in this report is comparable to that adopted by the Boston Region Metropolitan Planning Organization (MPO) to designate environmental-justice areas: a low-income area is defined as one in which the median household income is less than 60% of the median household income for the service area. Hence, for the urban fixed-route transit service area, low-income is defined as less than \$32,120. For the commuter rail service area, low-income is defined as less than \$32,582.¹

Figure 3-1 highlights the minority and low-income census tracts in the MBTA's urban fixed-route transit service area, and Figure 3-2 highlights the minority and low-income census tracts in the commuter rail service area. Subsequent figures show additional required information, superimposed over the highlighted minority and low-income census tracts. The figures that show additional information include:

- **Figures 3-3 and 3-4:** Fixed guideways and transit stations, depots, maintenance and garage facilities, and administrative buildings in the urban fixed-route transit service area and the commuter rail service area, respectively
- **Figures 3-5 and 3-6:** Major activity centers and transit trip generators, including town halls, shopping centers, hospitals, and public libraries in the two service areas

¹ The Circular defines low-income persons as those whose median household income is at or below the U.S. Department of Health and Human Services' poverty guidelines, which are the same for all 48 contiguous states. Because the cost of living in Massachusetts is much higher than the national average, tying the definition of low-income to the median income for the MBTA's two service areas provides a more accurate representation of areas that are low-income in relation to the region.

- **Figures 3-7 and 3-8:** Major activity centers and transit trip generators, including K–12 schools, colleges, and universities in the two service areas
- **Figure 3-9 and 3-10:** Transit facilities that were recently modernized or are scheduled for modernization in the next five years in the two service areas.

FIGURE 3-1
MBTA Title VI Report
Minority and Low-Income
Census Tracts:
Urban Fixed-Route Service Area

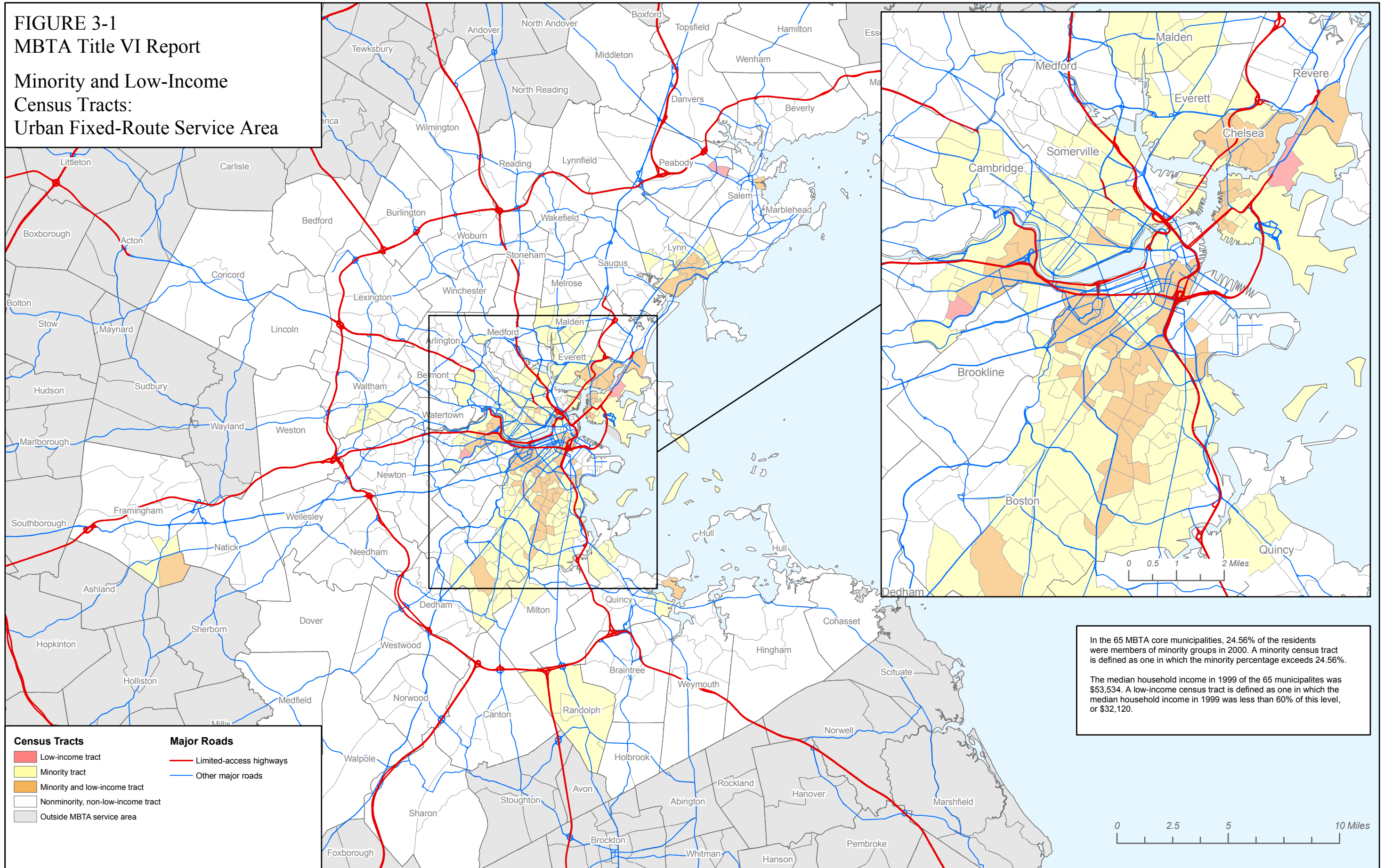
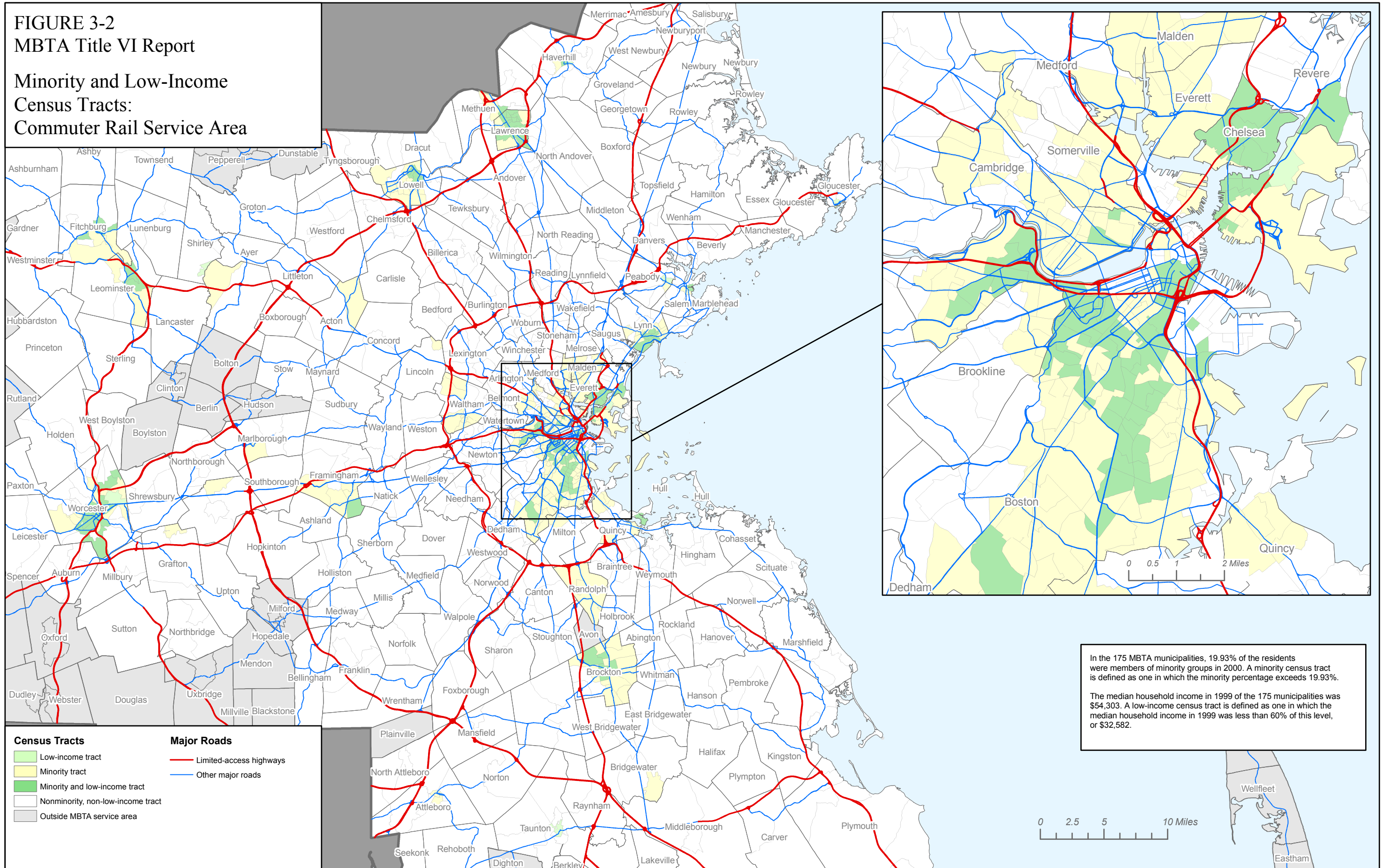


FIGURE 3-2
MBTA Title VI Report
Minority and Low-Income
Census Tracts:
Commuter Rail Service Area

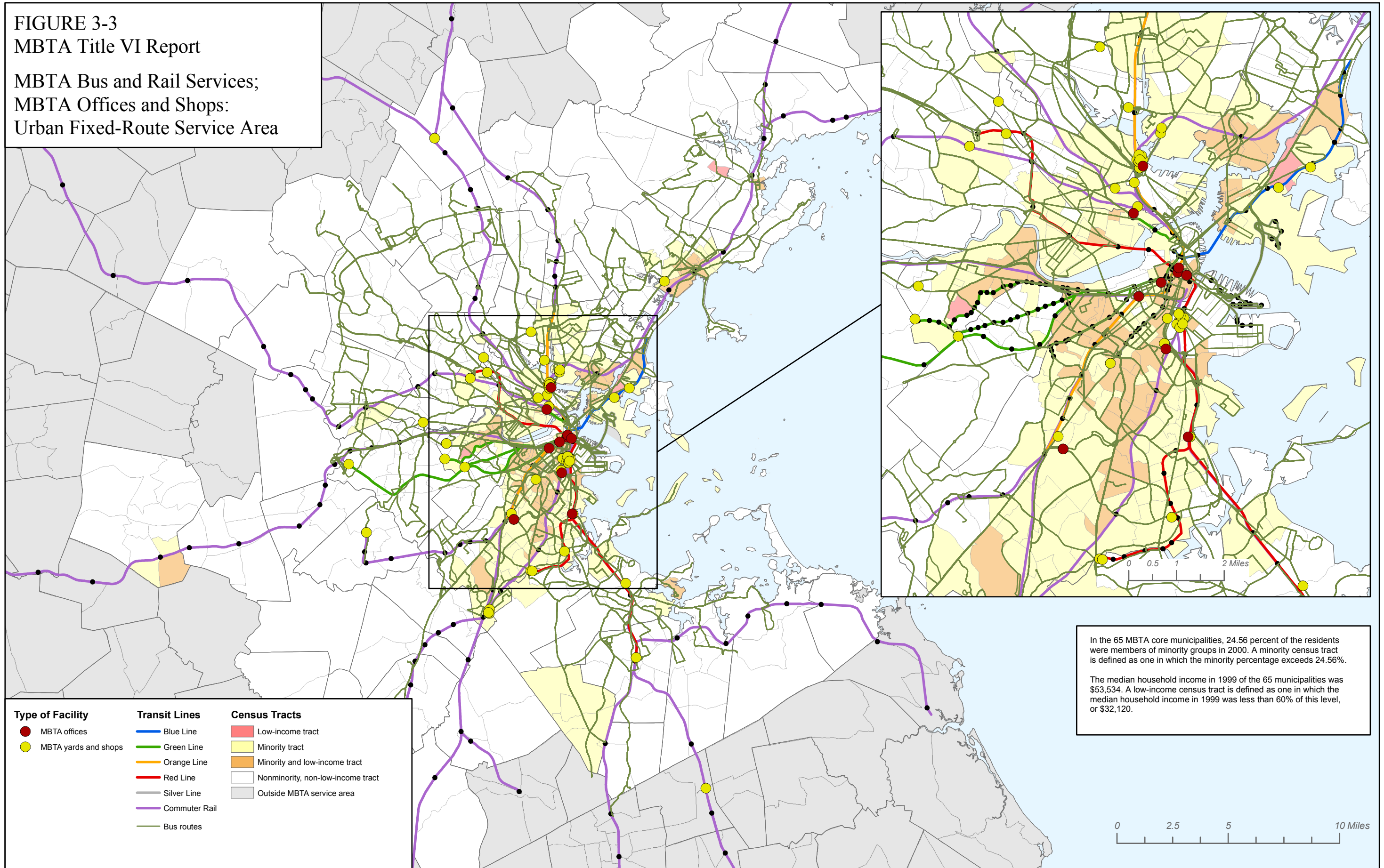


In the 175 MBTA municipalities, 19.93% of the residents were members of minority groups in 2000. A minority census tract is defined as one in which the minority percentage exceeds 19.93%.

The median household income in 1999 of the 175 municipalities was \$54,303. A low-income census tract is defined as one in which the median household income in 1999 was less than 60% of this level, or \$32,582.

0 2.5 5 10 Miles

FIGURE 3-3
MBTA Title VI Report
MBTA Bus and Rail Services;
MBTA Offices and Shops;
Urban Fixed-Route Service Area

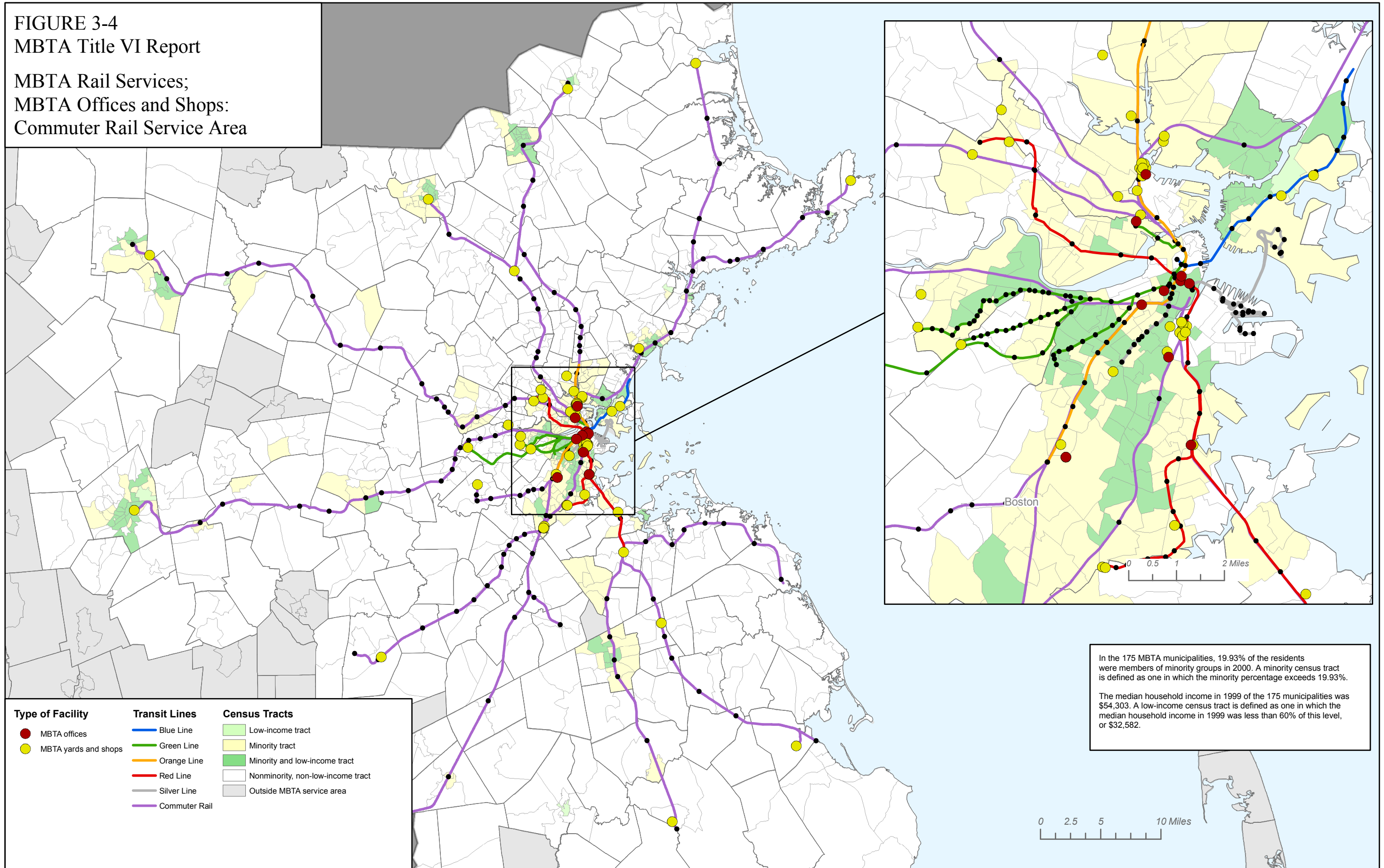


Type of Facility	Transit Lines	Census Tracts
● MBTA offices	Blue Line	Low-income tract
● MBTA yards and shops	Green Line	Minority tract
	Orange Line	Minority and low-income tract
	Red Line	Nonminority, non-low-income tract
	Silver Line	Outside MBTA service area
	Commuter Rail	
	Bus routes	

In the 65 MBTA core municipalities, 24.56 percent of the residents were members of minority groups in 2000. A minority census tract is defined as one in which the minority percentage exceeds 24.56%.

The median household income in 1999 of the 65 municipalities was \$53,534. A low-income census tract is defined as one in which the median household income in 1999 was less than 60% of this level, or \$32,120.

FIGURE 3-4
MBTA Title VI Report
MBTA Rail Services;
MBTA Offices and Shops:
Commuter Rail Service Area



In the 175 MBTA municipalities, 19.93% of the residents were members of minority groups in 2000. A minority census tract is defined as one in which the minority percentage exceeds 19.93%.

The median household income in 1999 of the 175 municipalities was \$54,303. A low-income census tract is defined as one in which the median household income in 1999 was less than 60% of this level, or \$32,582.