



Environmental Justice

AT DVRPC

Fiscal Year 2013

Introduction

The 1994 President's Executive Order on Environmental Justice #12898 created a federal Environmental Justice (EJ) program to address EJ in minority and low-income populations. The federal government defines *EJ* as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. *Fair treatment* means that no group of people or community should bear a disproportionate share of negative environmental consequences resulting from federal, state, or local programs and policies. Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority and low-income populations. In turn, Metropolitan Planning Organizations (MPOs) are charged with evaluating their plans and programs for EJ sensitivity and expanding outreach efforts to low-income, minority, and other potentially disadvantaged populations, as part of the U.S. Department of Transportation's certification requirements.

The Delaware Valley Regional Planning Commission (DVRPC) is the MPO for the nine-county Greater Philadelphia region. To further DVRPC's goal to respond to federal guidance on EJ, the Commission published *...and Justice for All: DVRPC's Strategy for Fair Treatment and Meaningful Involvement of All People* in September 2001. This initial EJ report provided background information and defined EJ; summarized DVRPC's existing EJ-related plans, policies, and public involvement activities; and described a quantitative and qualitative method for evaluating the Long-Range Plan (LRP), the Transportation Improvement Program (TIP), and other programs. DVRPC has since published annual updates that provide a summary of activities conducted by the Commission, as well as any new data and analysis related to EJ.

Since the introduction of the EJ report in 2001, planning activities relating to EJ have grown and evolved at the Commission, with more applications being explored each year. This technical memo provides an overview of the current EJ method, including population data; highlights selected projects or programs that utilized the EJ method in Fiscal Year (FY) 2013 or have a project component related to EJ planning or outreach; and lists EJ-related activities to be completed in FY 2014.

Title VI Compliance

DVRPC's work in EJ assists the Commission in meeting federal requirements related to Title VI compliance. Title VI of the Civil Rights Act states 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 receiving federal financial assistance." To meet the requirements of Title VI, the Commission must: enhance its analytical capabilities to ensure that the LRP and the TIP comply with Title VI; identify residential, employment, and transportation patterns of low-income and minority populations so that their needs may be identified and addressed, and the benefits and burdens of transportation be fairly distributed; and evaluate and improve the

public involvement process to eliminate barriers and engage minority, disabled, elderly, low-income, and other population groups in regional decision making.

Since its implementation in 2006, *Equity & Opportunity*, DVRPC's Title VI Compliance Plan, has provided a framework for DVRPC's efforts to ensure compliance with Title VI and related statutes regarding nondiscrimination in DVRPC's Work Program, publications, communications, public involvement efforts, and general ways of doing business.

Public Participation

DVRPC has a long history of public participation and involvement in regional and transportation planning initiatives. To the Commission, the basic tenet of public participation has always remained the same: to reach out to and engage as many members of the public as possible in the decision-making process. Through a constructive dialogue, decision makers, planners, and the public can share their opinions and mutually shape a vision for a community, county, or region. In order to implement any plan, there needs to be cooperative and coordinated action among the public, private, and nonprofit sectors, and the general public.

As an MPO, DVRPC is required to maintain a public participation plan. DVRPC has published formal public participation plans since 2001, with additional iterations in 2004, 2008, and 2012. Federal transportation statutes require early, continued, and reasonable public access to information and the decision-making process. An MPO must provide:

- adequate public notice of public participation activities and comment periods at key decision points;
- timely notice of and reasonable access to transportation information;
- employment of visualization techniques illustrating the LRP, the TIP, and other MPO Work Program projects;
- electronically available information (e.g., via the Internet);
- public meetings held at convenient and accessible times and locations;
- explicit consideration of public input received during the development of the LRP and the TIP;
- solicitation and consideration of the needs of those traditionally underserved by transportation;
- additional public comment opportunities if the final LRP or the TIP differs significantly from the draft version reviewed by the public;
- coordination with statewide public participation activities;
- periodic evaluation of the effectiveness of the public participation plan;
- a summary of comments received and the disposition of those comments; and
- consultation with federal, state, county, and local planning agencies impacting or affected by the transportation planning process.

Public Participation Task Force (PPTF)

DVRPC firmly believes that Title VI and EJ statutes are inherent to all work completed by the Commission, and that they should guide public participation activities. DVRPC's PPTF was formed in 2012 as one of the Commission's ongoing public outreach programs. The PPTF strives to represent the racial, ethnic, cultural, and income diversity of the region, with members throughout Greater Philadelphia bringing their own individual experiences to the planning table.

EJ Work Group

The EJ Work Group provides DVRPC, planners, EJ advocates, and regional stakeholders the opportunity to discuss regional EJ planning issues, share resources, attend special events, and engage in collaboration with other EJ organizations in the region.

Limited English Proficiency

Executive Order #13166, "Improving Access to Services for Persons with Limited English Proficiency," compels federally funded agencies to make services more accessible to eligible persons who are not proficient in the English language. DVRPC has made a conscious effort to reach out to populations with limited English proficiency (LEP). DVRPC translates a number of Commission documents and takes all reasonable steps in providing Commission documents in alternative languages or formats. DVRPC's website may be translated using Google Translate. Online translations were launched in the summer of 2006, and additional languages were added to the DVRPC website in FY 2010, with 17 language translations now available.

DVRPC EJ Indicators of Potential Disadvantage (IPD) Method

In 2001, DVRPC developed the initial *...and Justice for All* EJ report to identify impacts of disparate funding and services on defined low-income and minority groups, and to introduce an EJ technical analysis method. Formerly known as the Degrees of Disadvantage method, DVRPC's EJ technical analysis is now called the Indicators of Potential Disadvantage (IPD). Neither Title VI of the Civil Rights Act nor Executive Order #12898 provides specific guidance to evaluate EJ within a region's transportation planning process. Therefore, MPOs must devise their own methods for ensuring that EJ population groups and issues are represented in transportation decision making. This is a challenging assignment, and serious consideration must be given to the available types of quantifiable data, as well as how the data is to be used and interpreted. It should be noted that the IPD method, while employed by DVRPC to ascertain population data, is one tool that is part of a larger strategy that includes public participation, stakeholder outreach, data sources, and other research utilized by DVRPC staff to plan for all residents in the Greater Philadelphia region.

The regional technical EJ analysis developed by DVRPC is a people- and place-based approach that locates selected population groups in the region and determines how the regional transportation system and DVRPC's programs, policies, and investments impact these groups. While minority and low-income populations must be investigated, DVRPC expanded its list to additional population groups—careless households, persons with physical disabilities, female head of household with child, elderly over age 75, Hispanic persons, and LEP—that may have specific planning-related issues or challenges.

Starting in FY 2012, IPD information is now derived from the American Community Survey (ACS) five-year estimates data set from the U.S. Census. The current data update included in this technical memo was derived from the ACS 2006–2009 five-year estimates. The ACS is conducted every year to provide up-to-date information about the social and economic needs of the country. ACS data is organized in one-year, three-year, and five-year estimates. The five-year estimates set was chosen because it provides the largest sample size, includes data for all areas, and provides information at the census tract level.

Using this data, population groups are identified and located at the census tract level. Data is gathered at the regional level, combining populations from each of the nine counties, for either individuals or households, depending on the indicator. From there, the total number of persons in each demographic group is divided by the appropriate universe (either population or households) for the nine-county region, providing a regional average for that population group. Any census tract that meets or exceeds the regional average level, or threshold for that population group, is considered an EJ-sensitive tract for that group.

The number of sensitive groups that exceed the regional threshold in each census tract is referred to as its IPD. Each census tract can contain a concentration greater than the regional average for each individual population group, and

any census tract can contain zero to seven categories that have been recognized as regionally sensitive. Table 1 illustrates IPD by the number of census tracts that contain zero IPD, one to two IPD, three to four IPD, five to six IPD, and seven IPD. Of the region’s 1,379 census tracts, 79 percent have at least one IPD, which is not surprising given the multiple demographic categories.

Table 1: Indicators of Potential Disadvantage (IPD) and Number of Census Tracts

Number of IPD	Number of Census Tracts	Percentage of Census Tracts
0	288	20
1–2	573	42
3–4	277	20
5–6	235	17
7	6	Less than 1

Source: Delaware Valley Regional Planning Commission, 2012.

The region’s four core cities of Philadelphia, Chester, Camden, and Trenton contain 195, or 81 percent, of the 241 highly disadvantaged (five to seven IPD) census tracts in the nine-county region. There are 1.7 million people who live in these four cities, or 30 percent of the region’s 5.58 million residents. Over 44 percent of all the tracts in these four communities contain five to seven IPD, much higher than the regional average of 17 percent. Philadelphia has 155 highly disadvantaged tracts, which constitute 64 percent of the region's total of highly disadvantaged tracts and 40 percent of all Philadelphia census tracts; Chester has seven highly disadvantaged tracts, which constitute three percent of the region's highly disadvantaged tracts and 58 percent of all Chester census tracts; Camden has 17 highly disadvantaged tracts, which constitute 7 percent of the region's highly disadvantaged tracts and 89 percent of all Camden tracts; and Trenton has 16 highly disadvantaged tracts, which constitute 7 percent of the region's highly disadvantaged tracts and 64 percent of all Trenton tracts.

Regional Demographics

EJ is concerned with the impacts of disparate funding and disparate services on defined minority and low-income groups. Many programs employ the EJ IPD method as the first step of a demographic analysis, identifying the potentially disadvantaged population groups first, and then using this knowledge as a planning tool for further recommendations. Additionally, DVRPC’s Public Affairs office can then be employed to assist with outreach to specific population groups identified through the EJ analysis.

The demographic groups that comprise the IPD are defined below, and include a definition of the population group, as well as the regional threshold and the range of county thresholds. Maps of each demographic group, with percentage of population by tract, are provided in the Appendix.

Non-Hispanic minority

Regional Threshold: 27.23 percent

County Thresholds: 8.48 percent to 51.10 percent

Hispanic

Regional Threshold: 7.77 percent

County Thresholds: 2.70 percent to 14.06 percent

- Though often included in many minority definitions, *Hispanic* is an ethnicity, not a racial category. Hispanics are defined by the U.S. Census as “persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.” This interpretation is based on changes made by the Office of Management and Budget in October 1997, requiring all federal agencies that collect and report data on race and ethnicity to follow these standards.

Households in poverty

Regional Threshold: 11.72 percent

County Thresholds: 5.22 percent to 23.37 percent

- Since poverty is defined at the family level and not the household level, the poverty status of the household is determined by the poverty status of the householder. Households are classified as poor when the total income of the householder’s family is below the appropriate poverty threshold, which was established in the Office of Management and Budget’s *Statistical Policy Directive No. 14* and is adjusted for inflation.

Limited English Proficiency (LEP)

Regional Threshold: 3.24 percent

County Thresholds: 1.37 percent to 5.79 percent

- It is assumed that an inability to speak English well can be a barrier to accessing goods and services, including transportation. In addition, identifying these populations and their locations is important to DVRPC’s outreach efforts, particularly in assessing the need to make the agency’s publications and written materials available in additional languages.

Female head of household with child

Regional Threshold: 9.0 percent

County Thresholds: 4.86 percent to 13.91 percent

- This factor was chosen to add gender and children into the analysis, as well as to acknowledge the strong correlation between female head of household with child and poverty status. In addition, this group may exhibit different travel patterns and needs from other population groups.

Elderly (over 75 years old)

Regional Threshold: 6.6 percent

County Thresholds: 5.67 percent to 7.85 percent

- In the last two years, several DVRPC programs have worked closely with the aging community. Mobility barriers and age are linked. Not every elderly individual has mobility challenges, but the likelihood of a challenge increases as an individual ages. Seniors aged 75 years qualify for most, if not all, mobility programs that have an age requirement.

Carless households

Regional Threshold: 14.42 percent

County Thresholds: 4.21 percent to 33.57 percent

- This population is often referred to as “transit dependent,” i.e., those who must rely on public transit for their daily travel needs and who have limited mobility. It is recognized that not owning a personal automobile may be a lifestyle choice for some, but for others automobile ownership is unattainable due to various constraints, including income or disability.

Persons with physical disabilities

Regional Threshold: 7.7 percent

County Thresholds: 5.1 percent to 10.7 percent

- DVRPC has decided to identify persons with physical disabilities for the disability indicator but recognizes that each disability type has specific challenges. This analysis of the distribution of persons with physical disabilities relies on data from the U.S. Census, which defines *physical disability* as “a condition that substantially limits one or more basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying.” The Census universe for this category includes only the population aged five years and older.
- Population counts for the physically disabled have not yet been released for the 2006–2009 ACS five-year estimates. Until this IPD category is updated, the Commission will continue to use 2000 U.S. Census data. As there were updates to census tract boundaries, the physically disabled IPD is not included in Table 1 or in Figure 1 in the Appendix. Staff will continue to utilize the existing physically disabled data for programs and projects.

EJ at Work in DVRPC Plans and Programs

EJ is incorporated into DVRPC’s plans and programs in a variety of ways. Many programs employ the EJ technical analysis as the first step of a demographic analysis, identifying the potentially disadvantaged population groups first, and then using this knowledge as a planning tool for further recommendations. DVRPC’s Public Affairs office may also utilize the EJ analysis to assist in reaching out to specific groups during a planning process.

The following section provides a brief overview of selected DVRPC programs, plans, and studies that have incorporated the EJ method or have an EJ-related component in FY 2013.

Air Quality

The Air Quality Partnership (AQP) is dedicated to providing information regarding the health effects of ground-level ozone and fine particle pollution, while encouraging individuals to take action to reduce polluting activities, throughout DVRPC’s service area. The Partnership primarily delivers these messages through paid advertising and outreach in major regional newspapers, and targeted television sponsorships. The Partnership also sponsors and participates in numerous community events to disseminate educational materials and provide information to attendees.

In an effort to insure that air quality information and health advisories are accessible to minority populations and communities in the region, the Partnership purchases advertisements and event sponsorships that are targeted to or traditionally attended by largely minority audiences. Advertisements and sponsorships provide basic air quality information and direct audiences to the AQP website and free telephone information line where they can receive air quality forecasts, health information, and tips to reduce air pollution. Below is a list of targeted advertisements and sponsorships supported by the AQP in FY 2013.

Series of Ads in *Al Dia* Spanish-Language Newspaper: The AQP ran a series of air quality advertisements in the *Al Dia* Spanish-language newspaper for 12 weeks in the months of June, July, and August. The newspaper is the leading Spanish-language newspaper in the region.

Spanish-Language Materials: The AQP distributes Spanish versions of the *Air Quality in the Delaware Valley* educational brochure at public events.

Thirty-second TV Commercial Targeted to At-Risk Populations: The AQP produced a 30-second TV commercial and purchased advertising time on channels targeted to children, senior citizens, and minorities. The commercial aired during June, July, and August in a variety of media outlets, including FOX 29. The commercial was dubbed in Spanish, and the Spanish version ran on PonteAldia.com through July and August.

Central Jersey Transportation Forum

The diverse Central Jersey Transportation Forum has been meeting since 1999 to address concerns of municipalities along the US 1 and US 206 corridors in central New Jersey. The key issues are improving east–west access, coordination of transportation and land use in this busy area, and transit.

This is a major employment corridor that includes regional shopping malls and medical facilities. It is also an area with a limited and relatively expensive housing base. A subject of interest to the Forum is improving the ratio of housing to jobs and shortening commutes by making it possible for more people to live near their jobs in the area. A Transit Action Team has been formed to help improve and expand transit in the region. In FY 2013, the Forum also coordinated with a group of stakeholders working to improve access to warehouse jobs in the area surrounding Exit 7A of the NJ Turnpike.

Congestion Management Process (CMP)

The CMP is a systematic process for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC LRP and strengthens the connection between the Plan and the TIP.

DVRPC's CMP defines congested corridors and subcorridors, and then recommends "appropriate" and "secondary" congestion management strategies for each subcorridor. Census tracts containing higher EJ concentrations are considered when developing corridors and defining strategies for congested subcorridors. Virtually all *EJ-significant tracts*, defined in this process as census tracts with five to eight IPD, are targeted for appropriate multimodal transportation investments.

The CMP also includes outreach steps to engage diverse audiences. In addition to an Overview report, DVRPC uses an introductory newsletter about the CMP for the whole region and prepares two corridor-specific newsletters each year (one in each state) oriented to participants in nonprofit organizations, interested citizens, and municipal officials. In FY 2013, a newsletter was created for the Pennsauken Transit Center in New Jersey and the PA 611 corridor in Pennsylvania. These newsletters briefly and clearly explain what people can do to address congestion in their community. DVRPC's CMP website resources (www.dvrpc.org/CongestionManagement/) include the Overview and the full report, as well as online mapping features.

Congestion Mitigation and Air Quality (CMAQ) Program

DVRPC's CMAQ Program seeks transportation-related projects that can help the region reduce emissions from mobile sources and meet the National Clean Air Act Standards. CMAQ-eligible projects demonstrably reduce air pollution emissions and in many cases reduce traffic congestion. Examples of eligible CMAQ projects include pedestrian and bicycle projects, transit improvement programs, congestion reduction and traffic flow improvements, diesel retrofit projects, and funding of transportation demand management programs, among

others. Public agencies and public–private partnerships with a public agency sponsor are eligible to apply for the Competitive CMAQ Program funds.

DVRPC has set aside funds to support this program. Beginning in FY 2013, DVRPC made a total of \$8,000,000 in CMAQ funds available for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania. A total of \$2,600,000 will be available for projects in Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

A funding application process was conducted in FY 2012. Special consideration was given to eligible project applications that served EJ communities in the region because EJ communities suffer disproportionately from the health effects of air pollution. For CMAQ applications, an *EJ community* was defined as a census tract with three or more IPD identified through the DVRPC’s EJ technical analysis mapping tool. The project implementation is ongoing.

Coordinated Human Services Transportation Plan

Under federal transportation regulations, the previous Job Access and Reverse Commute (JARC) and New Freedom Initiative (NFI) programs became components of the Coordinated Human Services Transportation Plan (CHSTP) process. DVRPC’s CHSTP identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and ranks transportation services for funding and implementation. Within this plan, three programs must be coordinated to address transportation barriers: (1) the JARC (Section 5316) program, established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment; (2) NFI (Section 5317), a formula grant program that aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society; and (3) the Elderly Individuals and Individuals with Disabilities (Section 5310) program that provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the existing transportation service provided is unavailable, insufficient, or inappropriate for meeting these needs. DVRPC facilitates the selection process for JARC and NFI and has been asked to participate in 5310 application evaluation.

In FY 2013, DVRPC facilitated the funding round for the FY 2014 and FY 2015 Pennsylvania New Freedom (Section 5317) Grant Program and the Round 14 New Jersey JARC (Section 5316) and New Freedom (Section 5317) programs. DVRPC solicited project proposals, facilitated the selection process, conducted an informational public meeting, and evaluated the consistency of proposed projects with the adopted CHSTP.

The *Connections 2040* LRP for Greater Philadelphia

DVRPC’s long-range land use and transportation plan provides a vision of the region’s future and serves as the blueprint for future transportation facilities and services. It identifies appropriate areas for future growth and infrastructure and an interconnected system of natural resource areas targeted for protection. Forecasts of future population and employment inform the plan, and a set of regional indicators track progress toward its goals.

The concept of creating a sustainable future is one that can particularly benefit EJ populations, and many of the goals presented in the *Connections 2040* Plan highlight DVRPC’s commitment to EJ and planning for all residents of the nine-county region. Goals related to food systems, investing in the region’s Centers, promoting affordable and accessible housing, green infrastructure, economic and workforce development, and maintaining the region’s transportation infrastructure for all users are interrelated and can have far-reaching benefits for the identified populations in the IPD methodology. DVRPC used the IPD methodology as a factor in transit system expansion project evaluation for inclusion in the fiscally constrained LRP. The factor measures how well the proposed project serves EJ communities and underserved population groups. It used four of the eight IPD that meet or exceed the

regional average in elderly, disabled, poverty, or female-head-of-household demographics. The percentage of the proposed route stations located in census tracts that have met one or more of these IPD gave the project a higher score for inclusion in the Plan. If more IPD were in effect, then the project received a higher score. Policies were then recommended based on this information.

Policies that promote urban agriculture; increasing the stock of affordable housing near employment centers; revitalizing brownfields and greyfields; creating jobs that match the workforce supply; increasing accessibility of the region's transportation system; and upgrading transit, bicycle, and pedestrian facilities are just a few recommendations to improve the quality of life for all residents, and may especially impact EJ communities.

Greater Philadelphia Economic Development Framework—2013 Annual Review and Update

This report is the annual review and update of the *Greater Philadelphia Economic Development Framework*, which was created in 2009 to satisfy provisions for a Comprehensive Economic Development Strategy (CEDS) for the Greater Philadelphia region. Coauthored by DVRPC, Select Greater Philadelphia, and the Ben Franklin Technology Partners of Southeastern Pennsylvania, the document was formally approved by the U.S. Department of Commerce, Economic Development Administration (EDA), as the CEDS for the Greater Philadelphia region on September 30, 2009. The current document is intended to satisfy EDA requirements for an annual review and update of the regional CEDS and was developed under the guidance of a CEDS Review Committee, which includes representatives of the county planning and economic development agencies, regional economic development organizations, educational institutions, and the private sector.

The *Framework* provides an overview of economic development in Greater Philadelphia. It includes a regional profile (including a historical overview, current economic and demographic characteristics, a discussion of economic disparities and EJ, and projected trends); a review of regional economic development organizations, programs, and resources; and summaries of key economic development documents, including numerous studies, reports, and analyses that have been developed over the last few years, which provide insight into challenges and opportunities for economic growth in Greater Philadelphia. The report identifies broad and inclusive recommended criteria for regional economic development projects, including focusing on growth in recognized centers, creating jobs that match workforce supply, improving education and educational attainment, and creating jobs in distressed areas and for populations most in need. Finally, it includes a list of key regional projects that are intended to advance these goals and are identified as priorities by CEDS Review Committee members.

Safety and Security Program

Safety matters to everyone, so DVRPC pursues an active, wide-ranging approach to improve it. Safety is incorporated in a great many of DVRPC's Work Program efforts, from safe routes to school, to use of technology for operations and incident management, to corridor studies. The broad Transportation Safety and Security Program helps coordinate these efforts and also includes many specific tasks, such as:

- The Transportation *Safety Action Plan* established seven key emphasis areas, including sustaining safe senior mobility and ensuring pedestrian safety, both of which directly matter to EJ populations.
- The Regional Safety Task Force, a wide-ranging group that meets quarterly, has held a meeting focused on each emphasis area over the last two years. The Regional Safety Task Force meetings are open for public participation.
- Regional and County Crash Data bulletins provide an annual snapshot of road safety for the Delaware Valley.
- Road Safety Audits are focused analyses to make high-crash road sections safer for all users.

- DVRPC enhances transportation security planning and communications efforts throughout the Delaware Valley to prepare the transportation system to address natural and man-made emergencies. The approach is based on *Fitting the Pieces Together: Improving Transportation Security Planning in the Delaware Valley*.

Transportation and Community Development Initiative (TCDI)

TCDI is a grant program of DVRPC that supports local development and redevelopment efforts in qualifying municipalities of the Delaware Valley. Begun in 2002 to reverse the trends of disinvestment and decline in many of the region's core cities and developed communities, TCDI provides a mechanism for municipalities to undertake locally directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the DVRPC long-range land use and transportation plan, *Connections 2040*. Communities that contain census tracts that comprise at least three IPD are eligible for a TCDI grant; and, in all cases, areas that are appropriate for future growth are targeted.

The TCDI program targets transportation investments in a sustainable way. Federal transportation funds are used to provide planning grants to local governments and select nonprofit organizations to create plans that link transportation improvements with land use strategies, enhance established communities, and build upon existing public and private assets. The adoption of TCDI set into motion the ideology of coordinating regional transportation planning with local land use planning and decision making.

TCDI strives to create more vital and livable neighborhoods in the region's core cities and disadvantaged communities by:

- supporting local planning projects that will lead to more residential, employment, or retail opportunities;
- improving the overall character and quality of life within these communities to retain and attract businesses and residents;
- enhancing and utilizing the existing transportation network infrastructure capacity in these areas to reduce the demands on the region's transportation network; and
- reducing congestion and improving the efficiency of the region's transportation network.

A funding round was completed in FY 2012 for projects in both Pennsylvania and New Jersey. In FY 2013, the grants were managed and an interactive TCDI web map for searching and viewing all TCDI grants was created. A newsletter, *Improving One Community at a Time*, was published in November 2012 and highlighted the TCDI program. Each newsletter provides information on how DVRPC's investment has impacted the region and highlights a specific county and project.

Future Senior Transportation Services in Mercer, Burlington, Camden, and Gloucester Counties

In the coming years, there will be dramatic growth in the population of older adults as the "Baby Boomer" generation (those born between 1946 and 1964) ages to 65 years old and beyond. A looming challenge is to meet the mobility needs of this group to ensure that older adults can live independently. However, while the number of older adults grows, the funding available for specialized senior and human service transportation services is declining. DVRPC, as part of its FY 2012 Work Program, was asked to undertake a project to explore the long-range needs for senior transportation in the four New Jersey counties in the DVRPC region: Mercer, Burlington, Camden, and Gloucester. This report, published in FY 2013, gauges current coordination efforts and recommends strategies to increase collaboration. This project also seeks to "think beyond funding," and to focus on a paradigm where coordination and collaboration can stretch available resources and create a system to meet future senior mobility needs.

DVRPC considers older adults a group that may require specific planning considerations. In addition, older adults may also be part of other population groups that are potentially disadvantaged. While the aging population is not monolithic, and contains individuals with a spectrum of abilities, age-related changes to physical, vision, or cognitive skills can challenge a person's ability to walk, drive, or take traditional transit. Therefore, ensuring opportunities for older and/or disabled riders to access public transit, paratransit, or other specialized transportation is critical. Special consideration for older adults who do not speak or read English is important, and alternate language or format travel information should be made available. Finally, special consideration should be given to this issue as low-income seniors in particular may be more transit dependent than the population-at-large and need access to a variety of transit options for everyday activities.

Norristown Transportation Center (NTC) Intermodal Study and Concept Plan

This project included both a detailed analysis of operations and passenger activity at NTC and the development of a conceptual program of improvements to enhance the facility and its integration with the Norristown community over time. The recommendations detailed in this report would represent improvements to circulation that encourage increased transit ridership, development potential of the area surrounding NTC, improved quality of life and perception of safety, and economic viability. Taken in its entirety, the concept plan would represent a significant level of investment; however, it is also modular, such that individual elements of the plan can be pursued strategically as funding becomes available. It includes numerous recommendations that would benefit transit-dependent populations in Norristown.

Chester County Public Transportation Plan

DVRPC, in partnership with the Chester County Planning Commission, developed a county-wide Public Transportation Plan to guide transit operations and capital improvements in Chester County. In support of the Plan, the entities conducted an aggressive public outreach campaign through the use of an online survey promoted through email blasts and social media, workshops within Chester County, and printed promotional cards that were distributed on transit vehicles and at other venues around the county that informed the public of the workshops and gave the link to the web survey. The workshops were well attended by a representative group, thanks to the outreach efforts of both organizations, and important input was received from the people who would be affected the most. Participants were able to give planners direction as to how transit could best serve them, learn more about the transit planning efforts through presentations, and discuss important topics and mark up maps in small groups.

Lawton Conference on Urban Aging

DVRPC's Office of Smart Growth worked closely with the Philadelphia Corporation for Aging on co-planning and hosting the 2013 Lawton Conference on Urban Aging, which addressed the elderly EJ population. The conference explored topics such as national models of aging in community programs, impacts of environment on the health and well-being of older adults, and perspectives on the future.

Managing Access along PA 611 in Bucks County Study

This access management case study addresses an emerging corridor in Bucks County. Municipalities along this study corridor include Warrington and Doylestown townships. PA 611 serves as both a regional arterial and a main street for the corridor's municipalities. This study sought to accomplish three tasks: (1) educate municipal officials as to the benefits of access management, (2) encourage corridor municipalities to adopt enabling ordinances, and (3) enable corridor municipalities with tools and recommendations to identify improvements to proactively shape access along PA 611 to be safe and efficient.

Advance inventorying work was performed in identifying human and natural environments in the study area. As projects are developed, the information may be useful in engaging targeted residents, helping identify avoidance steps, and/or preparing for the eventuality of compliance with the requirements of federal mandates.

IPD was applied to the study municipalities using data from the 2000 Census. The findings indicated that Census tract 42017104603 in Doylestown Township, west of PA 611, houses an elderly population (75 years and older) that exceeds the regional average. This is likely due to the long-term care facility in this tract, Neshaminy Manor. Planning projects requiring federal funding should reach out to this population.

Managing Access in the Delaware Valley: Ridge Pike, Lower Providence Township, Montgomery County

This access management case study addresses an emerging corridor in Lower Providence Township, Montgomery County. The facility studied was Ridge Pike, which serves as both a regional arterial and a main street for the township. Lower Providence Township is in the process of updating its zoning code for the northwest portion of the study corridor. The new zoning would accommodate more dense land uses in the area. This study sought to accomplish three tasks: (1) educate Lower Providence officials as to the benefits of access management, (2) encourage the township to adopt enabling ordinances, and (3) enable the township with tools and recommendations to identify improvements to proactively shape access along Ridge Pike to be safe and efficient.

IPD was applied to the Lower Providence Township study corridor using data from the 2010 Census. The findings indicated that Census tract 206005, which covers the portion of the study corridor between Trooper Road and East Mount Kirk Road, has both elderly and female-head-of-household populations that exceed the respective regional averages. The remaining census tracts comprising the study corridor all have no disadvantaged population groups exceeding the regional averages. Planning projects requiring federal funding should make special effort to seek input from disadvantaged population groups.

Darby Borough Grade Crossing Study—Phase I

The Delaware County Planning Department requested that DVRPC study two highway-railroad grade crossings in Darby Borough. The IPD that are found within the study area are non-Hispanic minorities, female head of household with child, and poverty. This analysis indicates that any potential impacts of transportation improvement projects should take into consideration the interests and concerns of these groups.

This report also lays out a wide array of possible improvements that can be made to highway-railroad grade crossings. This report does not recommend any specific improvements; it merely states possible improvements. Possible improvements include:

- upgrades to existing equipment, such as signage, warning devices, and sub-base;
- installation of Secondary Safety Measures, such as four-quadrant gates or channelization devices;
- changing traffic patterns of vehicles, trolleys, or trains through Darby Borough;
- fully grade separating the Darby Borough grade crossings; and
- community-based improvements, such as public education campaigns and improved walking routes.

This Phase I report is concluded by discussing Next Steps, which will be undertaken in Phase II. They include conducting walkability studies for the two nearby public schools; developing possible short-, medium-, and long-term initiatives to present to the public; and analyzing the results of public outreach to determine which initiatives should be acted upon immediately and which should be advanced in the longer term.

Burlington County Bicycle Level of Service Study

This study used Bicycle Level of Service (BLOS) to evaluate bicycling conditions on county roads in Burlington County, New Jersey, and make recommendations for locations where bicycle lanes are most appropriate. To supplement the BLOS analysis, key attractions were mapped to determine where new bicycle lanes could expand already-existing networks of bicycle facilities and enhance accessibility to important destinations. This study is especially relevant for carless households, which make up 4.90 percent of the county.

City of Camden Access Study

This study was undertaken by DVRPC at the request of the City of Camden and Camden County Redevelopment Authority to assess transportation needs associated with the realization of planned development. The study area included the city's commercial core. Eleven key intersections were quantitatively assessed to determine capacity, and qualitative assessments were undertaken for several other intersections. Other modes of travel were also assessed. The study found that the city's transportation infrastructure has available capacity and can handle a significant number of new trips, though several locations have isolated issues that will require remedy. The primary recommendation emanating from this study is the modernization of the city's traffic signals. Camden is high on the IPD scale, making this study on transportation accessibility highly relevant to EJ.

Philadelphia Street Tree Survey: South Philadelphia and Whitman

The Philadelphia Parks and Recreation Department has identified eight neighborhoods in the city with the highest priority for new trees. These tree priority neighborhoods were selected due to their low percentage of existing tree canopy, population density, and other factors. In planning for increasing the tree canopy of these neighborhoods, it is important to have a baseline understanding of the existing conditions of the urban forest. DVRPC initiated a pilot study of two of the tree priority neighborhoods in order to answer these questions so that future tree planting efforts can be better informed, focused, and more effective in this five-to-seven IPD area.

New Jersey Transit River LINE Survey

This survey was used to update demographic profiles and determine travel patterns of riders using the River LINE on behalf of New Jersey Transit. The River LINE was surveyed in both directions, north and south, and the focus was on the AM peak period of travel. The ethnic and racial demographics have changed since the last survey in 2004. The River LINE has become more diverse with African American riders increasing in proportion to 40 percent of riders, and riders of Hispanic origin also increasing to a share of 13 percent. Riders who indicated that they had no vehicle available accounted for a 21 percent share of riders.

Developing Supplemental Transit Service for the Route 611 Corridor

This study is a continuation of the planning effort that began with the Routes 611/263 Corridor Study conducted by DVRPC with the Phase 1 and Phase 2 reports completed in 2008 and 2009 respectively. The Phase 2 report developed a list of improvement recommendations for the corridor. This corridor-wide project is focused on transit service accessibility and improvement. With bus and rail transit coverage being uneven, it is beneficial to provide supplemental service where none now exists. Special emphasis was placed on identifying opportunities to consolidate existing service, improve geographic coverage, and improve service frequency for those who are transit dependent.

Future Direction

DVRPC will continue to implement EJ activities as part of its annual Work Program, fulfilling federal certification requirements, as well as attaining regional goals. The EJ program at DVRPC is constantly evolving. New programs or projects identify innovative ways to employ EJ, while existing programs include new requirements that call for expanded analysis. Finally, DVRPC internally strives to make the EJ program more effective over time, reaching into additional areas and strengthening current programs. DVRPC will:

- keep abreast of legal developments related to Title VI and other nondiscrimination statutes;
- assess DVRPC studies and processes to identify the regional benefits and challenges of different population groups;
- continue outreach to LEP populations and strengthen efforts to include all residents of the Delaware Valley in the regional planning process;
- participate and collaborate in regional and national programs that will allow DVRPC to exchange fresh ideas with others;
- maintain and update DVRPC's online EJ Analysis mapping tool;
- continue EJ education and training for DVRPC staff to heighten the awareness of EJ in the planning process and to continually incorporate EJ into DVRPC's day-to-day activities;
- maintain and update, as necessary, the Title VI Compliance Plan, the Title VI and Environmental Justice Quick Reference Guide, and the Planner's Methodology (all documents are available at www.dvrpc.org/GetInvolved); and
- maintain DVRPC's EJ, Public Participation, and Title VI resources page (located at www.dvrpc.org/Links/Public.htm).

APPENDIX



Figure 1: Indicators of Potential Disadvantage (2010)

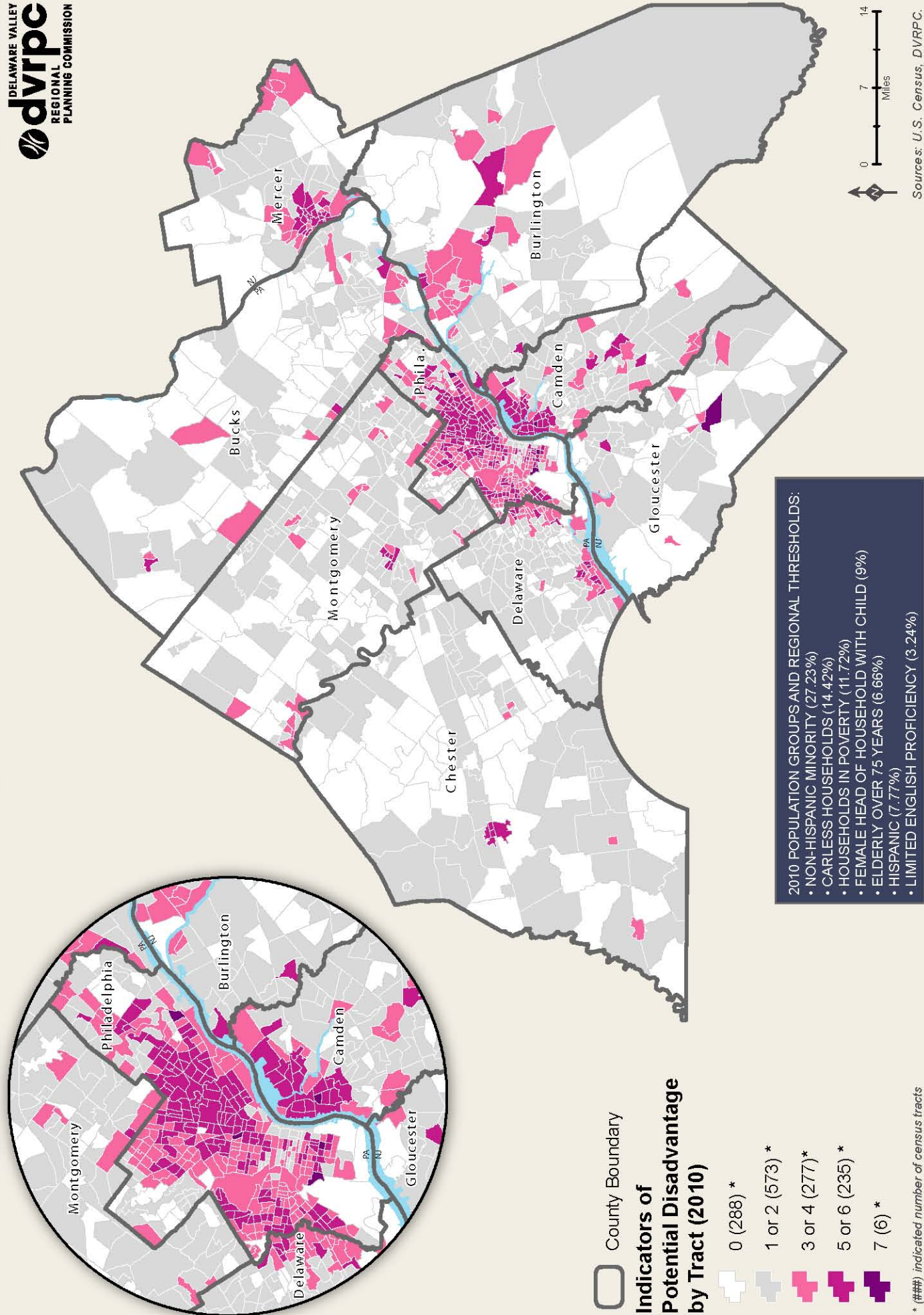


Figure 2: Non-Hispanic Minority Population Concentrations

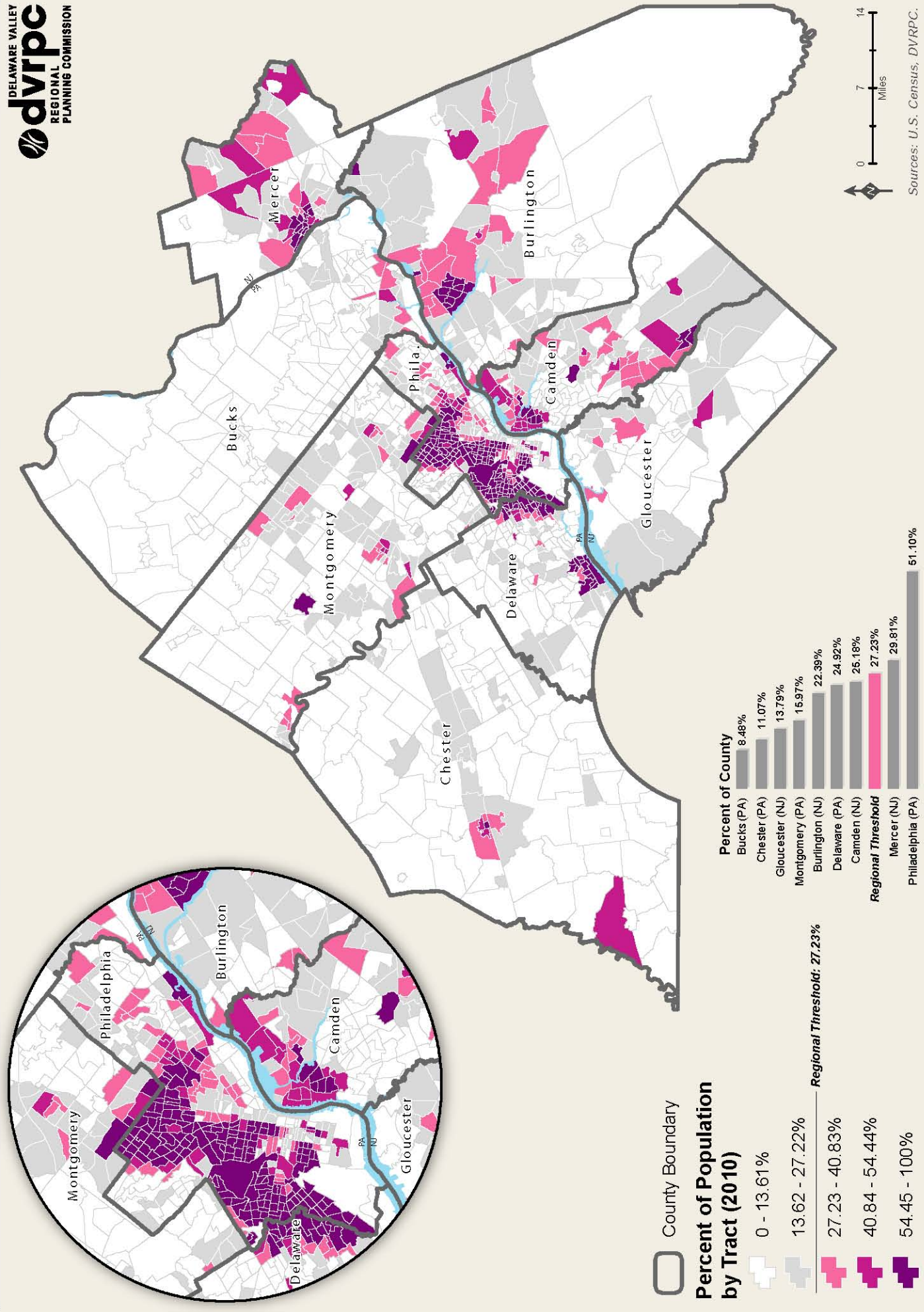


Figure 3: Hispanic Population Concentrations

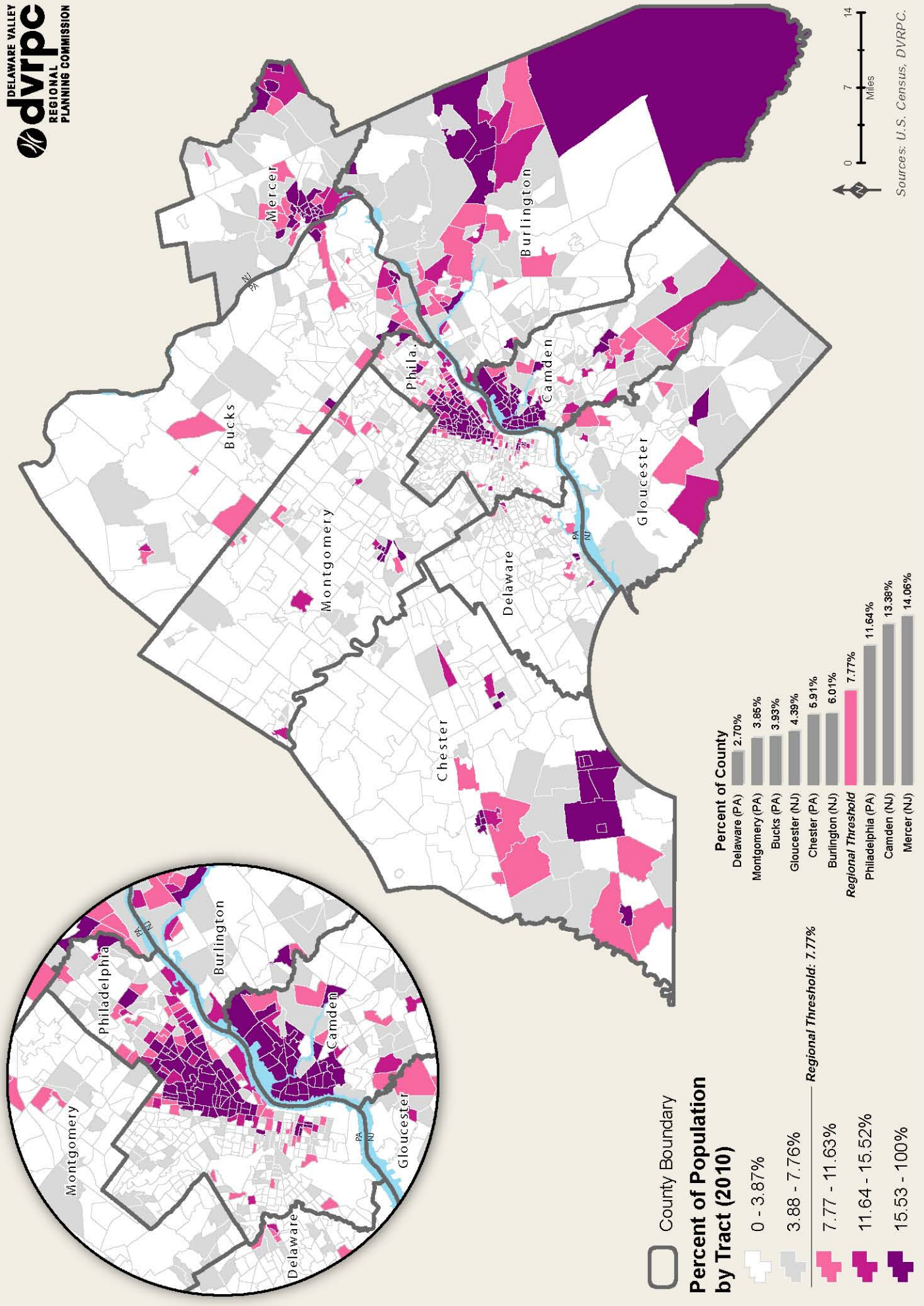


Figure 4: Concentrations of Households in Poverty

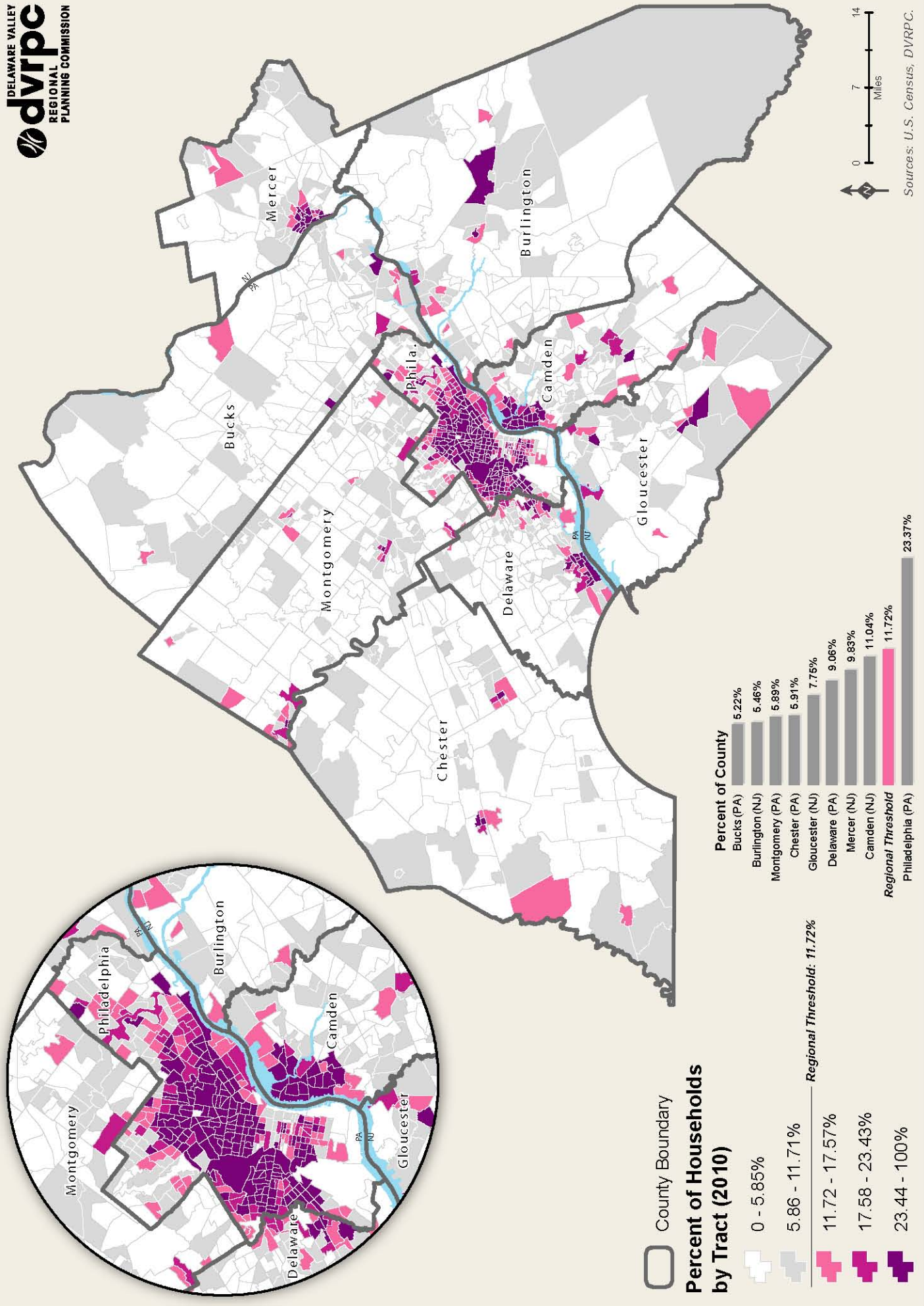


Figure 5: Limited English Proficiency Population Concentrations

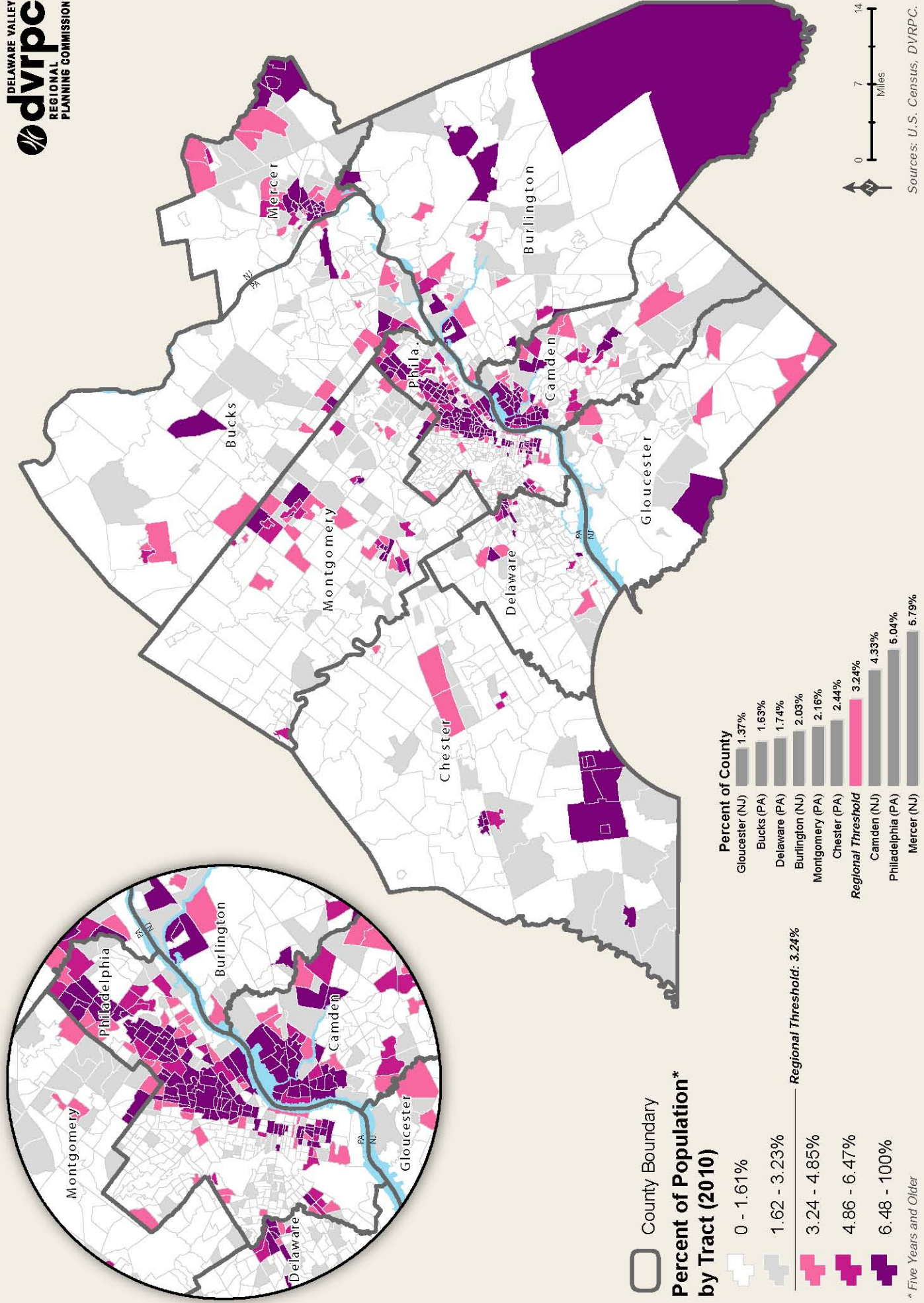


Figure 6: Female Head of Household with Child Population Concentrations

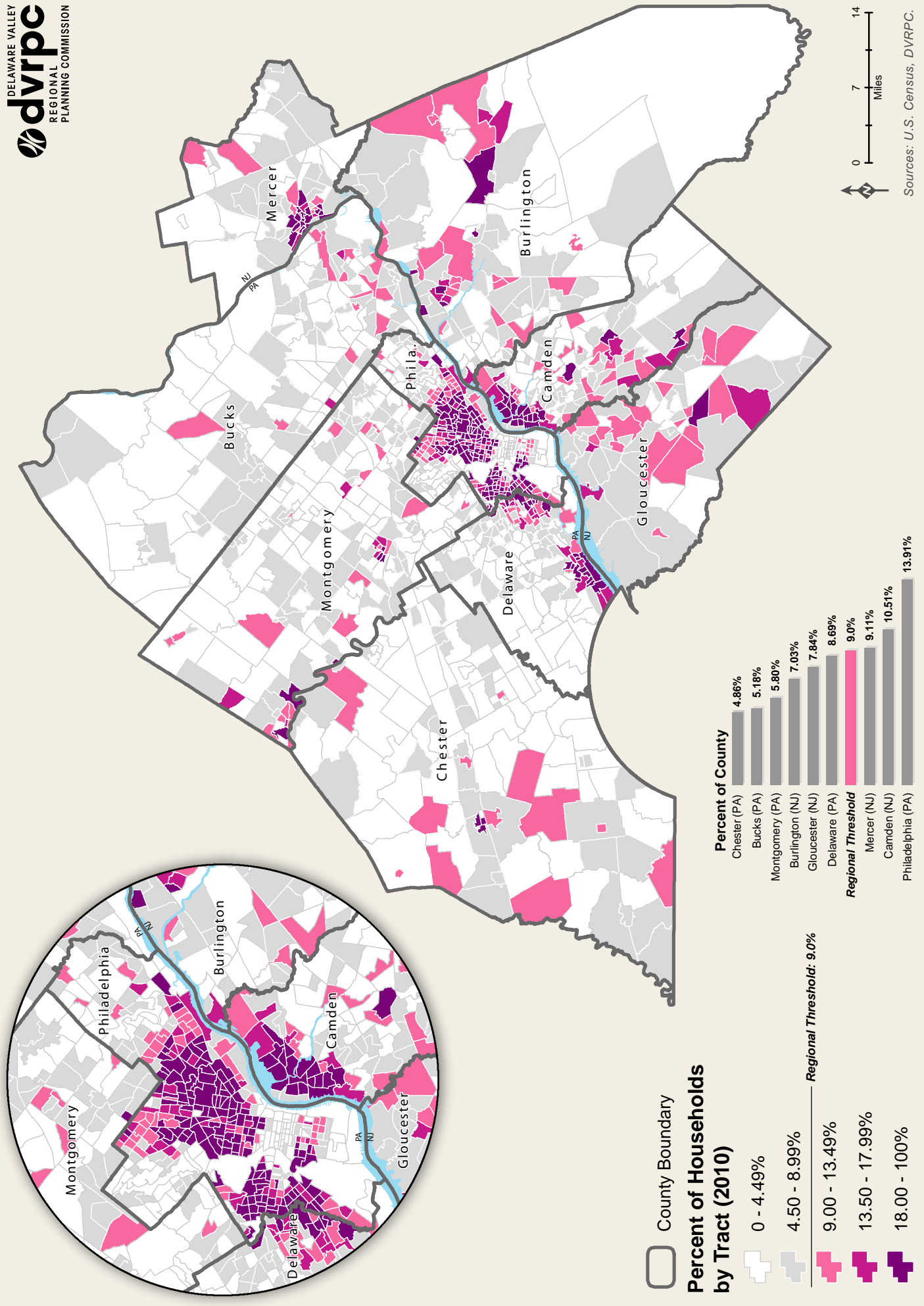


Figure 7: Elderly (75 Years and Over) Population Concentrations

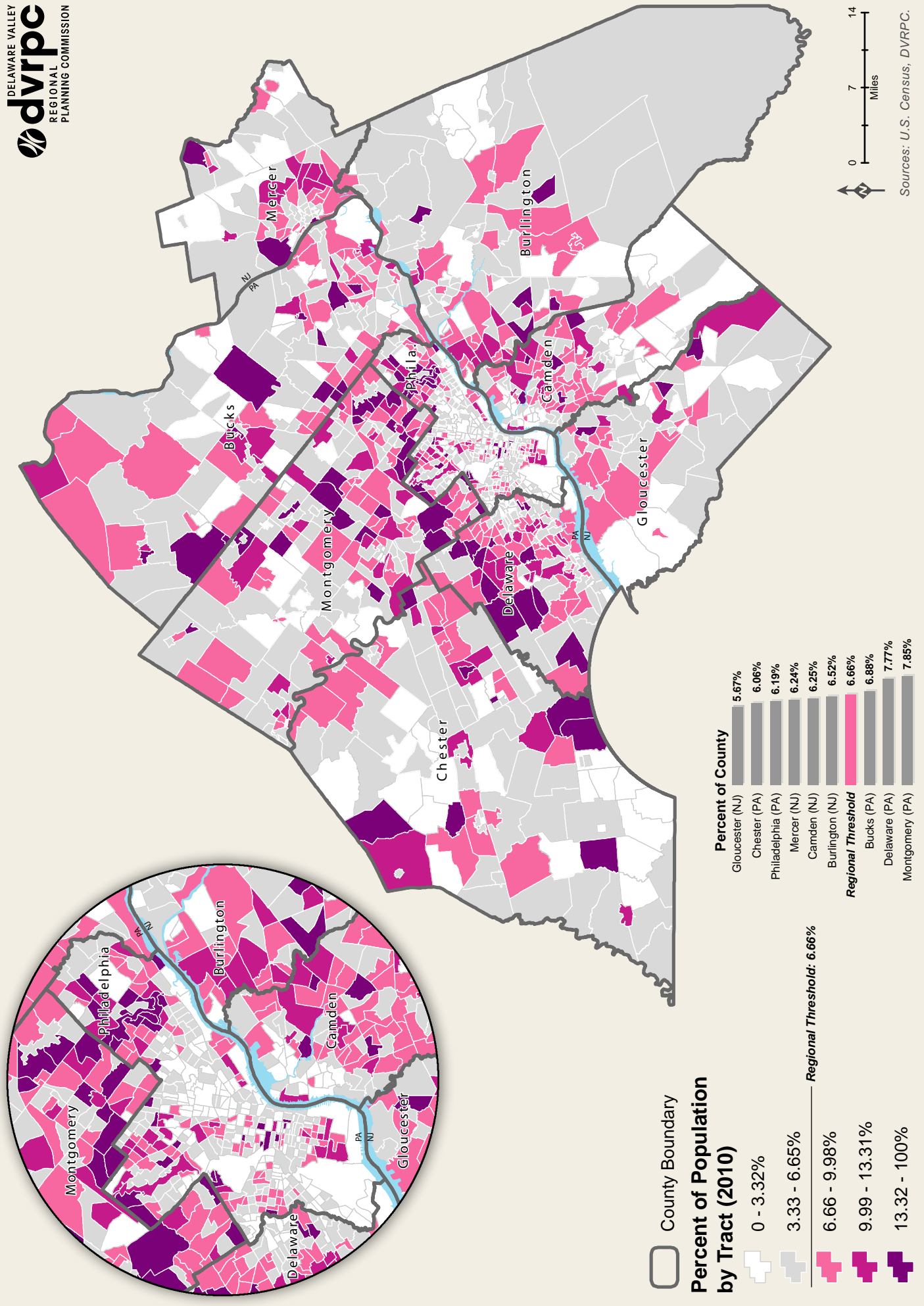


Figure 8: Carless Household Concentrations

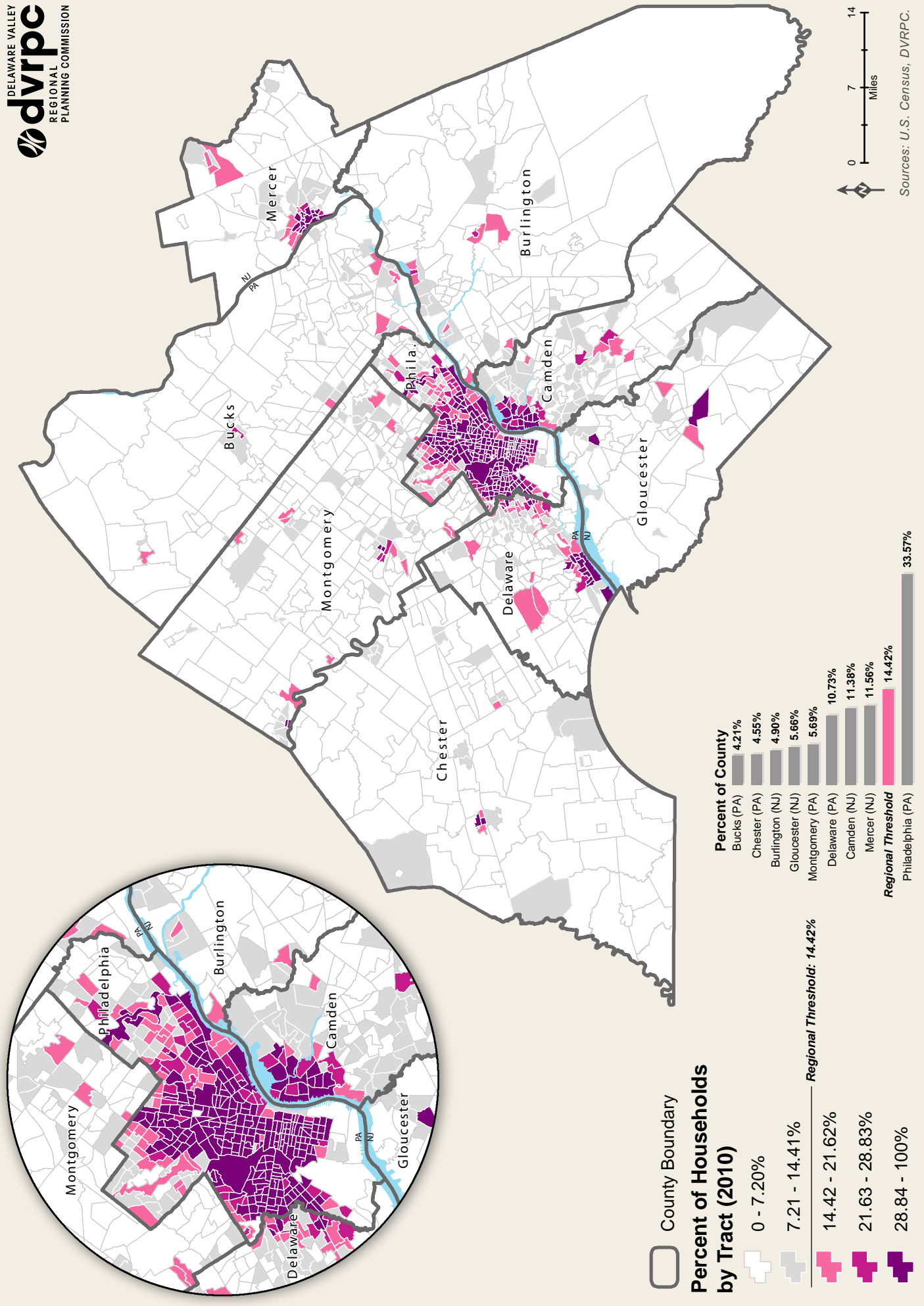
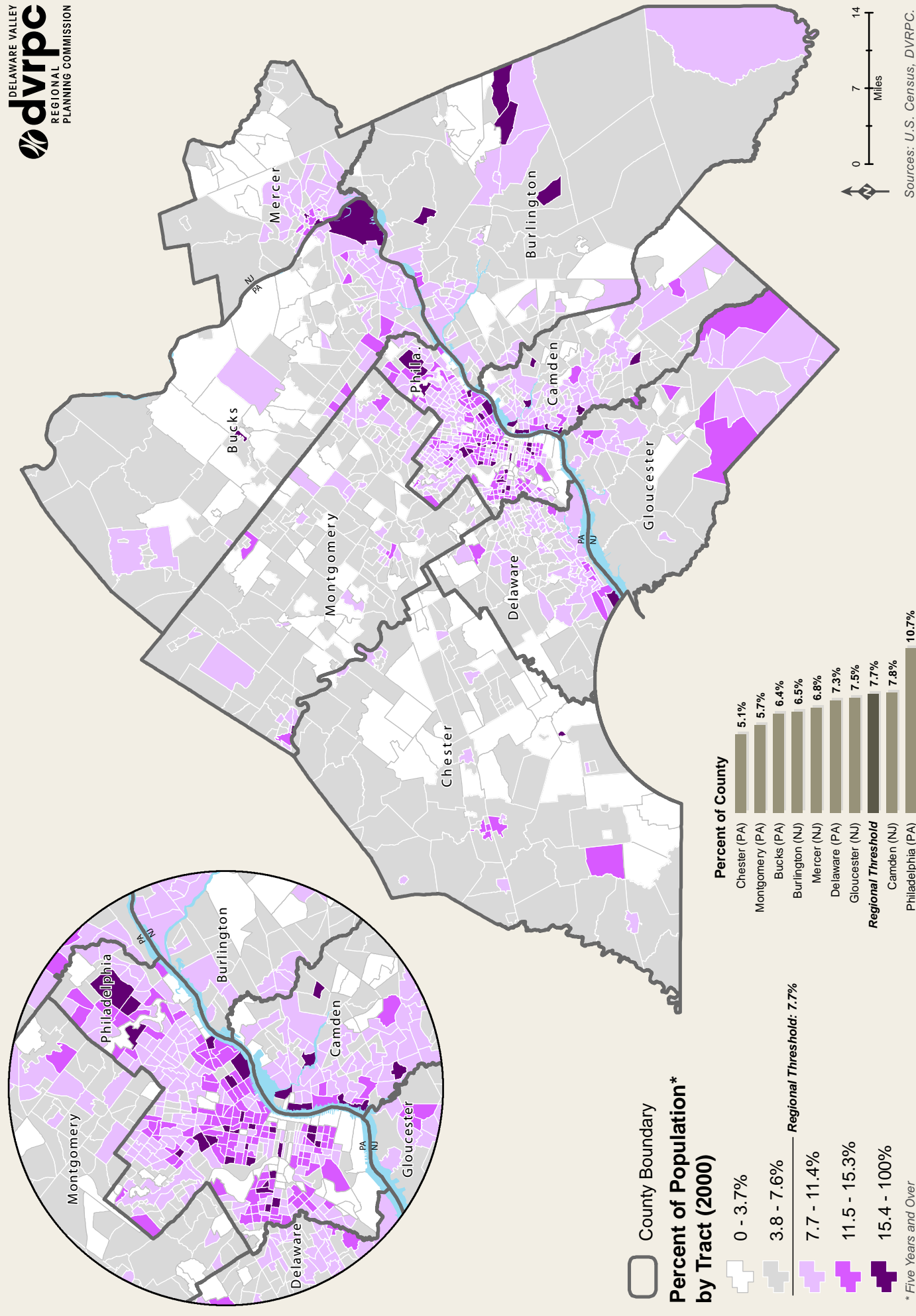


Figure 9: Concentrations of Persons with Physical Disabilities (2000)





The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation,

promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



The symbol in our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

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DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website (www.dvrpc.org) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.

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