



# Environmental Justice AT DVRPC

## 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, which 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 technical method, including updated population data; highlights selected projects or programs that used the EJ method in Fiscal Year (FY) 2014 or have a project component related to EJ planning or outreach; and lists EJ-related activities planned for FY 2015.

## TITLE VI COMPLIANCE

DVRPC's EJ work 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, DVRPC 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 2007, *Equity & Opportunity*, DVRPC's Title VI Compliance Plan, provides 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 way 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 updates in 2004, 2008, 2012, and 2014. 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; and
- ▶ a summary of comments received and the disposition of those comments; 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 they guide public participation activities. DVRPC's PPTF was formed in 2012 as part of the Commission's ongoing public outreach program. The PPTF strives to represent the racial, ethnic, cultural, and income diversity of the region, with members from throughout Greater Philadelphia bringing their own individual experiences to the planning table. The Task Force also helps to guide DVRPC's public participation program.

#### 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 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 (DOD) 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 to how the data is to be used and interpreted. It should be noted that while DVRPC employs the IPD method to ascertain population data, the IPD method 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—carless households, persons with physical disabilities,

female head of household with child, elderly over age 75, Hispanic persons, and Limited English Proficiency (LEP)—that may have specific planning-related issues or challenges.

Starting in FY 2012, IPD information is 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 2008–2012 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 in one-year, three-year, and five-year estimates. The five-year estimates set was chosen as it provides the largest sample size, data for all areas, and 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 eight 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 to eight IPD. Of the region’s 1,379 census tracts, 83 percent have at least one IPD, which is not surprising given the multiple demographic categories.

TABLE 1: INDICATORS OF POTENTIAL DISADVANTAGE (IPD) AND NUMBER

NUMBER OF IPD	NUMBER OF CENSUS TRACTS	PERCENTAGE OF CENSUS TRACTS
0	237	17
1–2	543	39
3–4	230	17
5–6	278	20
7–8	91	7

SOURCE: DVRPC, 2014.

## REGIONAL DEMOGRAPHICS

EJ is concerned with the impacts of disparate funding and disparate services on defined minority and low-income groups. Many plans and 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, may be found in the Appendix.

### NON-HISPANIC MINORITY

***Regional Threshold: 27.64 percent***

***County Thresholds: 8.92 percent to 50.87 percent***

This population group includes the following ACS racial categories: Black or African American alone, American Indian and Alaska Native alone, Asian alone, Native Hawaiian and other Pacific Islander alone, some other race alone, and two or more races.

### HISPANIC

***Regional Threshold: 8.3 percent***

***County Thresholds: 2.96 percent to 15.09 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."

### HOUSEHOLDS IN POVERTY

***Regional Threshold: 12.31 percent***

***County Thresholds: 5.81 percent to 24.34 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: 3.2 percent***

***County Thresholds: 1.28 percent to 5.53 percent***

It is assumed that an inability to speak and understand 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: 9.54 percent**

**County Thresholds: 4.78 percent to 13.70 percent**

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

#### ELDERLY (OVER 75 YEARS OLD)

**Regional Threshold: 6.5 percent**

**County Thresholds: 5.75 percent to 7.79 percent**

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: 14.67 percent**

**County Thresholds: 4.21 percent to 33.74 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 may 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: 12.92 percent**

**County Thresholds: 7.2 percent to 15.8 percent**

DVRPC identifies persons with a physical disability 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 a 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 five years and older.

---

### *EJ at Work in DVRPC Plans and Programs*

EJ is incorporated into DVRPC’s plans and programs in a variety of ways. 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 2014.

## 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 ensure 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 the public 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 2014:

- ▶ **Series of Ads in AL DÍA Spanish Language Newspaper:** The AQP ran a series of air quality advertisements in the *AL DÍA* 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 thirty-second TV commercial and purchased advertising time on channels targeted to children, senior citizens, and minorities. The commercial aired during June, July, and August 2013 on PonteAldia.com. The commercial was dubbed in Spanish, and the English version was run on Fox29 and Comcast Cable.
- ▶ **LaSalle University Community Health Fair:** This event in the Philadelphia neighborhood of Olney in October 2013 promoted a stronger, healthier community. The AQP educated people about air quality and health impacts.
- ▶ **Roundtable on Air Quality in Latino Communities:** The AQP, along with AL DÍA News Media, hosted a roundtable discussion in June 2014 about ongoing efforts to improve air quality and how local groups can work more closely with and effectively in Latino communities to reduce health disparities from air pollution.

## 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



**CONGESTION  
MANAGEMENT  
PROCESS (CMP)**

help improve and expand transit in the region. In FY 2014, the Forum continued to coordinate with a group of stakeholders working to provide transit access to warehouse jobs in the area surrounding Exit 7A of the New Jersey Turnpike.

---

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 2014, a newsletter was created for the Camden County Highway Master Plan in New Jersey and the Chester County Public Transportation Plan 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/](http://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, and project implementation is ongoing. Special consideration was given to eligible project applications that served EJ communities in the region, as 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.

**COORDINATED  
HUMAN SERVICES  
TRANSPORTATION  
PLAN**

Many lower income and transportation-disadvantaged people have a difficult time reaching the region's employment centers and other destinations. In order to bridge these gaps, DVRPC developed a Coordinated Human Services Transportation Plan (CHSTP), which 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. The Federal Transit Administration (FTA) and our state and regional partners have invested dedicated funds to help implement the CHSTP. The Pennsylvania Department of Transportation's Bureau of Multimodal Transportation and the New Jersey Department of Transportation's Job Access and Reverse Commute (NJ JARC) program help fund transportation services and supportive activities that facilitate access to jobs for welfare recipients, lower-income persons, and reverse commuters. These investments also supplement the region's public transportation system, by expanding early morning and evening services and providing shuttles connecting transit stations to employment sites. FTA's Section 5310 program funds additional tools for senior mobility, as well as for disabled individuals seeking integration into the workforce and society.

During FY 2014, DVRPC participated in project evaluations for the NJ JARC and New Jersey Transit (NJ TRANSIT) Section 5310 programs, and provided geographic information systems (GIS) assistance to CHSTP transit providers in Pennsylvania and New Jersey to assist with funding applications and performance tracking. DVRPC will continue to work with our planning partners to ensure that these types of investments are made in a coordinated way.

**THE  
CONNECTIONS  
2040 LRP FOR  
GREATER  
PHILADELPHIA**

---

DVRPC's Long-Range Land Use and Transportation Plan, *Connections 2040*, 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 the EJ community.

In FY 2014, in preparation for the next LRP update, the *Future of Scenario Planning* white paper was released. This report reviews current practices in scenario planning and DVRPC's scenario planning experience and lessons learned, makes recommendations about how DVRPC can improve its practices, and identifies options for the next round of scenario planning. These options include investigating underlying driving forces of change in the future, and identifying regional land use and transportation game changer(s). It recommends creating a futures working group from regional transportation, land use, environmental, and economic experts to drive the analysis, and to use social media and polling to engage the public and other key stakeholders. DVRPC staff conducted scenario visioning exercises with DVRPC's PPTF and EJ Work Group, and the stakeholder working group will convene in FY 2015.

**TRANSPORTATION  
IMPROVEMENT  
PROGRAM (TIP)**

-----  
DVRPC's TIP is an important component of the agency's EJ public involvement and technical Work Program activities. As the TIP is updated every other year, new EJ analyses and mapping are conducted, and public comment is received.

Technical EJ analysis and mapping of the TIP is based on the EJ methodology outlined in *Environmental Justice at DVRPC*. U.S. Census data is analyzed at the census tract level to identify demographic groups that may be underrepresented in the planning process, or might otherwise be disproportionately impacted by planning decisions. While a TIP project may not occur in an EJ-sensitive area, disadvantaged populations can still be impacted by the proposed investment, especially if the project focuses on a highway or transit corridor that is used by a particular disadvantaged population.

For the DVRPC FY 2014–2017 TIP for New Jersey, 13 tracts (24 percent) of the 55 tracts with five to seven IPD contain a TIP project, while 56 (23 percent) of the 245 census tracts with one to four IPD contain a TIP project. For the highway program of the DVRPC FY 2014–2017 TIP for New Jersey, 24 (44 percent) of the 55 tracts with five to seven IPD contain a TIP project, while 24 (11 percent) of the 245 census tracts with one to four IPD contain a TIP project. Only seven IPDs were mapped for this project as population counts for physically disabled were not released for the 2010 ACS data at the time of this report.

**GREATER  
PHILADELPHIA  
ECONOMIC  
DEVELOPMENT  
FRAMEWORK 2014**

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. Co-authored 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. DVRPC is currently in the process of preparing a comprehensive update of the regional CEDS, as required by EDA every five years.

**REVITALIZING  
SUBURBAN  
DOWNTOWN  
RETAIL DISTRICTS**

Many land use and zoning policies address retail and commercial development, but often fall short of creating and sustaining a thriving retail district that fits the needs of the surrounding population. Through the Strategies for Older Suburbs work program, staff compiled information about 71 downtown retail districts in an effort to learn what elements were common among successful older suburban retail districts. Short- and long-term strategies were then developed to help local officials maintain and revive these districts and further their economic development goals.

**PENNSAUKEN  
TRANSIT CENTER:  
IMPACTS AND  
OPPORTUNITIES**

This study was conducted by DVRPC to identify potential impacts and opportunities created by the opening of the Pennsauken Transit Center (PTC), a new rail transit facility being constructed by NJ TRANSIT in Pennsauken, New Jersey. The Transit Center is composed of two interconnected stations that will allow riders to transfer between the River LINE and Atlantic City Rail Line. The study includes an overview of existing conditions in the study area, as well as a variety of strategies designed to improve access to transit and promote economic development in the township.

An IPD analysis was conducted for the study area. The percentage of carless households in both census tracts in the study area is below the regional threshold of 14.4 percent. However, study area concentrations of three IPD factors significantly exceed regional averages: female heads of household with children, Hispanic, and non-Hispanic minority. Levels of LEP are also nearly

three times higher than the regional threshold in one census tract. High concentrations of disadvantaged populations within an area may translate into higher levels of transit dependency. The additional transit access provided by PTC will significantly improve job access and mobility for disadvantaged populations in the vicinity of the station. The relatively large Hispanic population, as well as the LEP characteristics of the population, may suggest that strategies used to market the station need to address potential language barriers in the surrounding neighborhoods.

---

### **DATA SNAPSHOTS SERIES 3, NO. 2:**

*Data Snapshots Series 3, No. 2: Immigration: Municipalities with High Numbers of Foreign-Born Residents: Philadelphia, Upper Darby, and East Windsor* examines the foreign-born population in Philadelphia, Pennsylvania; Upper Darby, Pennsylvania; and East Windsor, New Jersey, using 2010 ACS five-year estimates from the U.S. Census Bureau. Philadelphia was selected as the core city case study because it has the largest number of immigrants in our region. Upper Darby, a developed community in Delaware County, Pennsylvania, is the municipality with the third greatest number of foreign-born in Greater Philadelphia. The growing suburb of East Windsor in Mercer County, New Jersey, ranks eighth in number of foreign-born and sixth in percentage of foreign-born.

---

### **DATA SNAPSHOTS SERIES 3, NO. 3**

Greater Philadelphia's population is becoming more diverse. Immigration has helped many communities in the region replenish population losses. Greater Philadelphia's foreign-born population has grown and changed rapidly since 1990. *Data Snapshots Series 3, No. 3: Immigration: Municipalities With High Numbers of Foreign Born Residents: Trenton, Cherry Hill, Bensalem, and Lower Merion* examines the foreign-born population in those communities using 2011 ACS five-year estimates from the U.S. Census Bureau.

---

### **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 update of the Transportation Safety Action Plan got underway in 2014 and will be completed in 2015. Its eight key emphasis areas include 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, holds meetings focused on each emphasis area. These 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. In FY 2014, two audits were completed: Mt. Ephraim Avenue (CR 605) in Camden County and G Street and Kensington Avenue in Philadelphia.
- ▶ 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  
(TCDI)**

TCDI is a grant program that supports local development and revitalization efforts in the individual municipalities of the Delaware Valley. Begun in 2002, TCDI provides a mechanism for municipalities to undertake locally directed actions to improve their communities, which in turn implements county comprehensive plans and supports the goals and vision of the DVRPC Long-Range Land Use and Transportation Plan, *Connections 2040*.

The TCDI program targets transportation investments in a sustainable way. Federal transportation funds are used to create plans that link transportation improvements with land use strategies, enhance established communities, and build upon existing public and private assets. Central to this effort is to ensure greater quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning, through:

- ▶ supporting local planning projects that will lead to more residential, employment, or commercial opportunities in areas designated for growth or redevelopment;
- ▶ improving the overall character and quality of life within the region to retain and attract business and residents;
- ▶ enhancing and utilizing the existing transportation infrastructure capacity to reduce demands on the region's transportation network;
- ▶ reducing congestion and improving the transportation system's efficiency by promoting the use of transit, bike, and pedestrian transportation modes;
- ▶ building capacity in our older suburbs and neighborhoods;
- ▶ reinforcing and implementing improvements in designated Centers; and
- ▶ protecting our environment through growth management and land preservation.

A funding round was completed in FY 2012 for projects in both Pennsylvania and New Jersey. In FY 2014, the grants were managed and an interactive TCDI web map to search and view all TCDI grants was created. A newsletter, *Improving One Community at a Time*, was published in February 2014 and highlights the TCDI program. Each newsletter provides information on how DVRPC's investment has impacted the region and highlights a specific county and project.

---

**LAWTON  
CONFERENCE ON  
URBAN AGING**

DVRPC's Office of Smart Growth worked closely with the Philadelphia Corporation for Aging on co-planning and participating in the 2014 Lawton Conference on Urban Aging. The conference explored topics such as national models of aging in community programs, impacts of environment on the health and wellbeing of older adults, and perspectives on the future.

---

**PA 291 ACCESS  
MANAGEMENT  
STUDY**

This access management study examined the PA 291 corridor in Delaware County. The corridor extends from the Trainer Borough municipal line, through the City of Chester and Eddystone Borough, ending at the Darby Creek Bridge in Ridley Township. This section of PA 291, also known as the Industrial Highway, is a regionally significant thoroughfare, with close proximity to I-95, the Commodore Barry Bridge, I-476, and the Philadelphia International Airport.

The study examined several concerns of the municipal officials: providing access to the waterfront, seeking a balance between the concentration of industry and its impact on local residents, and creating a safer environment for all users of the corridor. A public meeting for this study was conducted in January 2014.

The IPD process was applied to the PA 291 study corridor using data from the 2010 U.S. Census. Census Tracts 4050 and 4107 in Chester City exhibited four indicators; Tract 4043 in Eddystone Borough exhibited three indicators, while 4041.3 in Ridley exhibited one indicator.

The severity of the Indicators for each census tract was also compared to the regional threshold. The percentages of carless households in tracts 4107 and 4043 both exceed the regional threshold of 41.4 percent. A high concentration of carless populations may translate into higher levels of transit dependency. Higher percentages of elderly, as found in Eddystone Borough, may result in pedestrian amenities that are more sensitive to senior citizens. By far the highest indicator in the study area is Non-Hispanic Minority in tracts 4107 and 4050, where levels are over three times the regional average. Also of concern is tract 4107, where 40 percent of the households are in poverty. These groups should be taken into account and given special consideration when considering transportation improvements in the PA 291 study area.

**BORDENTOWN  
TOWNSHIP  
REDEVELOPMENT  
CONNECTOR ROAD**

Bordentown Township and Burlington County officials tasked DVRPC with assessing the feasibility of one of several potential solutions to undesirable truck traffic on local roads: a new road connecting Dunns Mill Road with Rising Sun Road. The proposed road would accommodate tractor-trailer traffic that would otherwise be using Farnsworth Avenue to access Rising Sun Road due to the fact that the southbound off-ramp at Exit 56 of I-295 is missing. A public open house was conducted on April 11, 2014, in Bordentown, where the project recommendations were explained to the public. A wide cross-section of the community attended, and their opinions were noted.

**US 30 EASTERN  
RADNOR  
TOWNSHIP  
CORRIDOR STUDY**

This study examined existing, proposed, and potential pedestrian and vehicular traffic issues along the US 30 corridor in the vicinity of Villanova University (the “University”). The University currently has plans to redevelop the main parking lot on US 30 into residential student housing. The redevelopment also includes a small retail area, a parking garage, and a performing arts center. This study is an extension of the *US 30 (Lancaster Avenue) Corridor Study: Creating Linkages and Connecting Communities* (December 2011, DVRPC Publication No. 11003), as part of a follow-up effort to formalize the study’s recommendation into implementation. Several presentations were made to the municipal and county governing bodies explaining the scope of the study, identified improvement alternatives and preferred alternative(s). DVRPC’s participation on the meeting agenda was posted on the township website for the general public.

**PATCO'S  
ECONOMIC  
IMPACT ON THE  
DELAWARE  
VALLEY**

This study was undertaken at the request of PATCO to determine, and estimate, the economic impacts that PATCO has on the regional economy. The study area included the PATCO rider shed and the DVRPC region. DVRPC modeled the impacts that PATCO has on the regional economy in terms of access to jobs, effects on wages and taxes, PATCO's impact on property prices for properties near a station, the money and time that is saved due to PATCO easing congestion on area roadways and money saved by not having to add capacity to regional highways and transit services. It was determined that PATCO has a positive economic impact on the region. PATCO operates through several communities that are high on the IPD scale—Lindenwold, Somerdale, and Camden, New Jersey to name a few—and provides access for these communities to job opportunities in the region.

---

***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 (documents are available at [www.dvrpc.org/GetInvolved](http://www.dvrpc.org/GetInvolved)); and
- maintain DVRPC's EJ, Public Participation, and Title VI resources page, located at [www.dvrpc.org/Links/Public.htm](http://www.dvrpc.org/Links/Public.htm).





# Environmental Justice AT DVRPC

---

## APPENDIX

### *Regional IPD Maps*

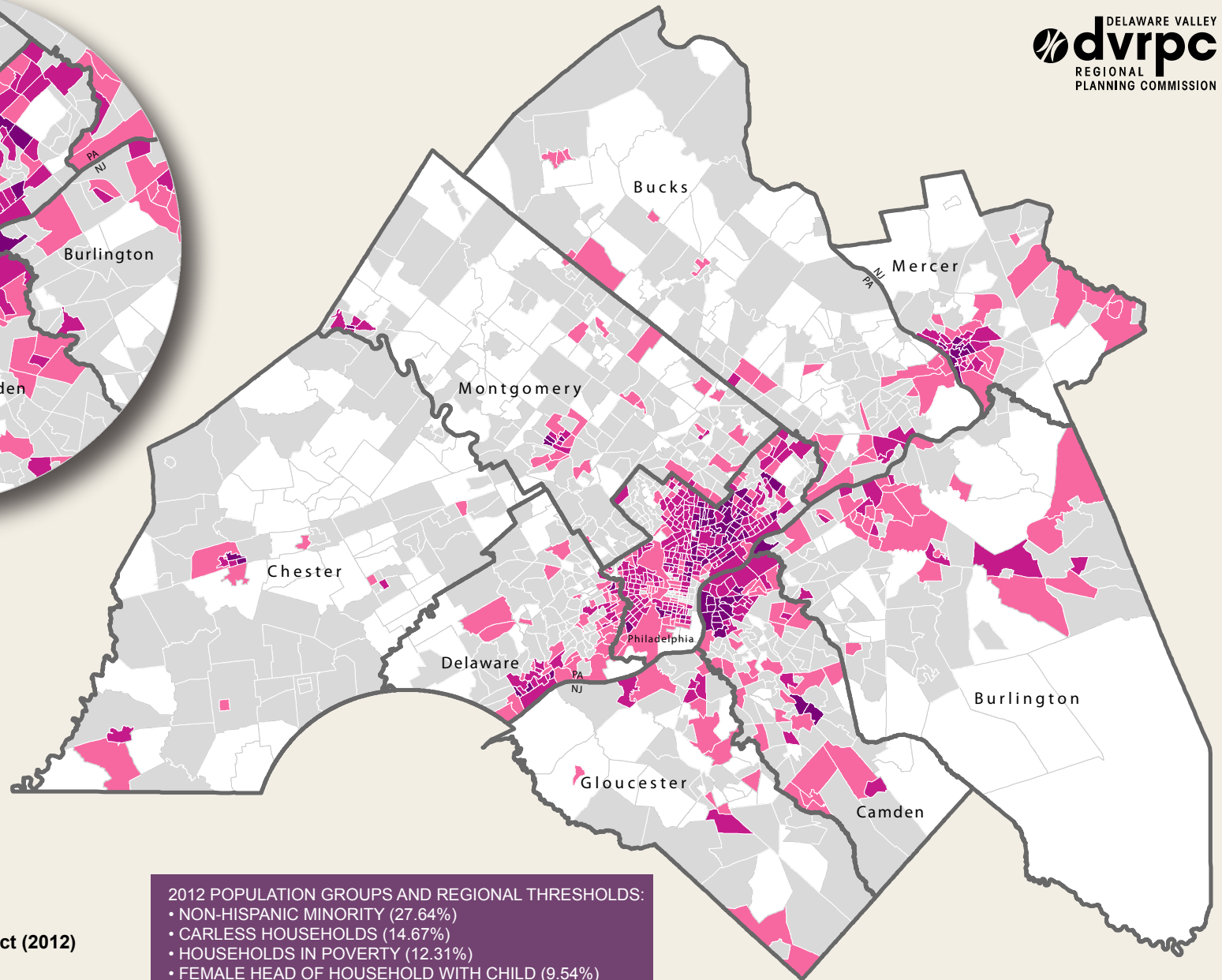
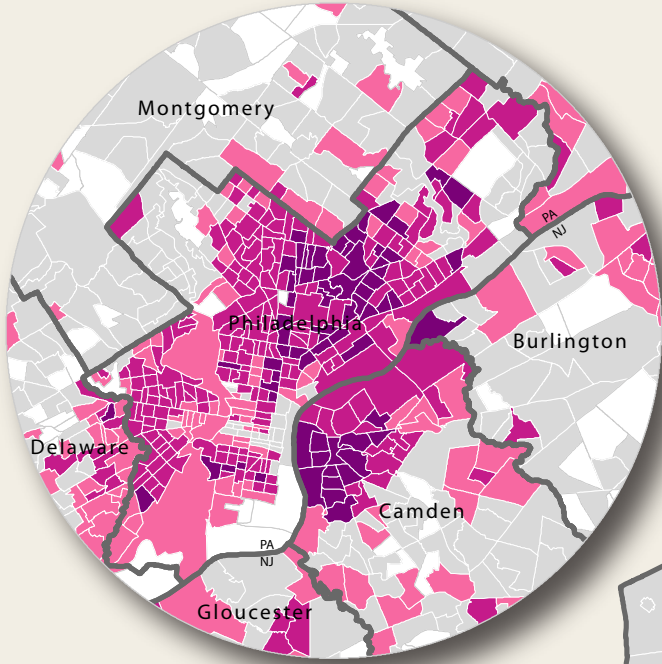




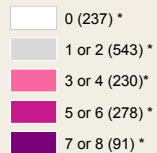
# Indicators of Potential Disadvantage



DELAWARE VALLEY  
**dvrpc**  
REGIONAL  
PLANNING COMMISSION

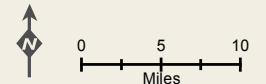


## Number of Indicators Present by Tract (2012)



## 2012 POPULATION GROUPS AND REGIONAL THRESHOLDS:

- NON-HISPANIC MINORITY (27.64%)
- CARLESS HOUSEHOLDS (14.67%)
- HOUSEHOLDS IN POVERTY (12.31%)
- FEMALE HEAD OF HOUSEHOLD WITH CHILD (9.54%)
- ELDERLY 75 YEARS AND OVER (6.5%)
- HISPANIC (8.33%)
- LIMITED ENGLISH PROFICIENCY (3.2%)
- PERSONS WITH PHYSICAL DISABILITIES (12.92%)

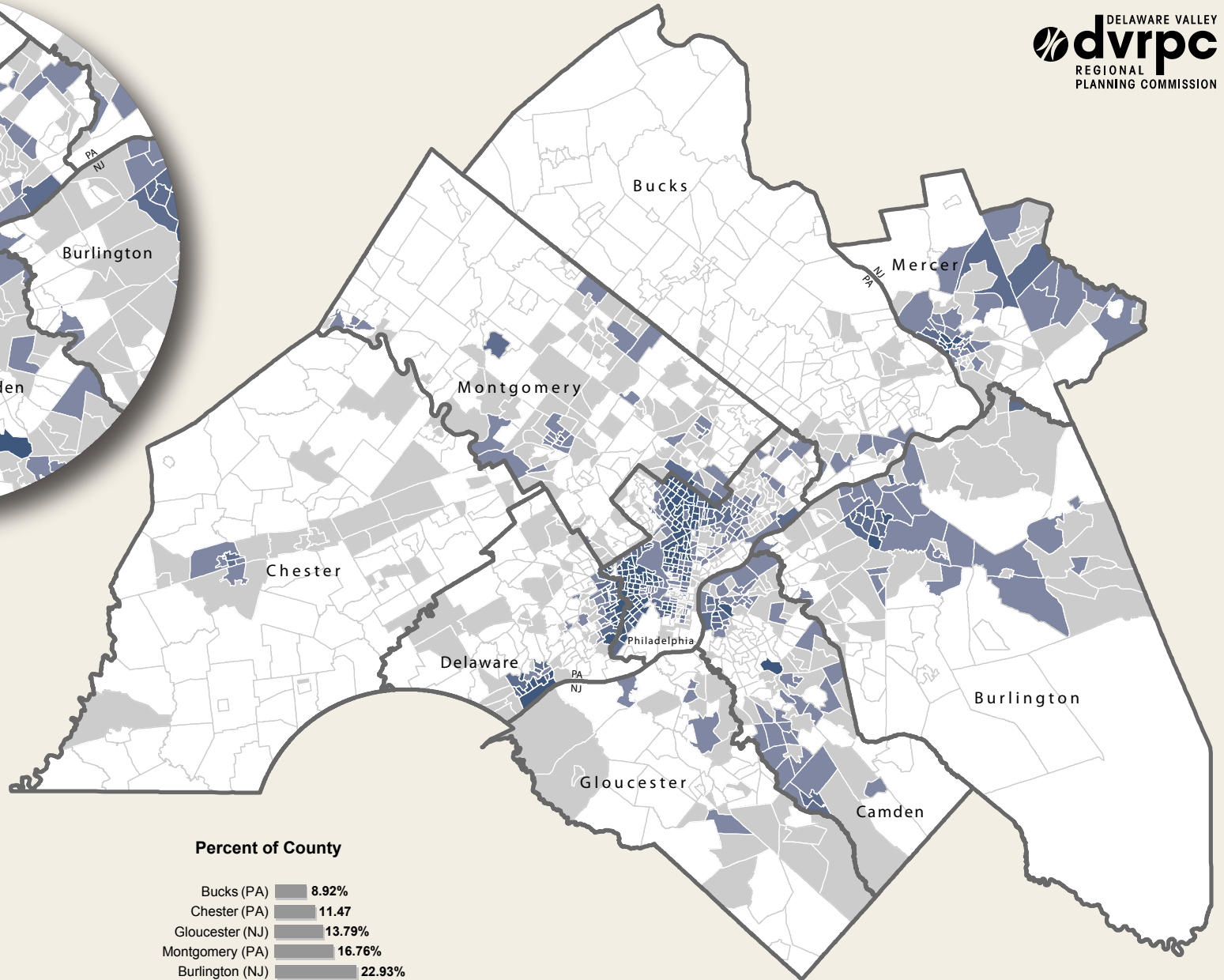
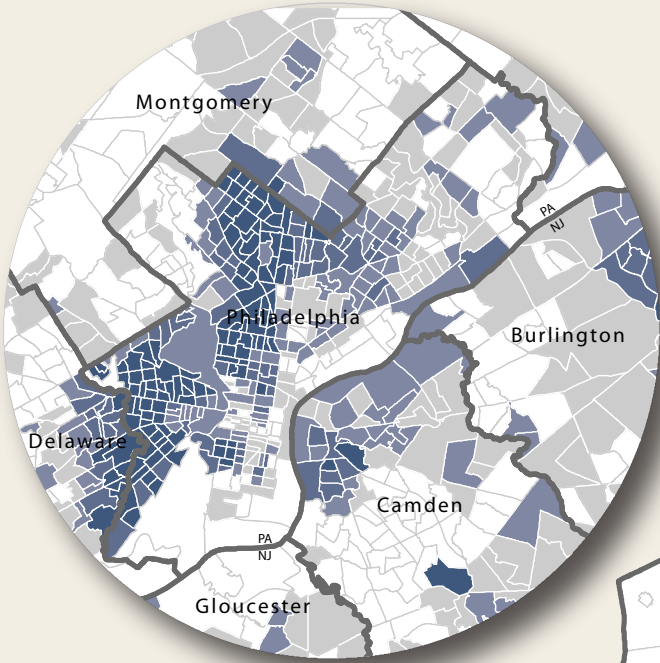


Sources: U.S. Census, DVRPC.

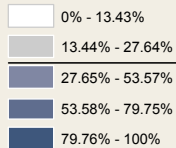


# Concentrations of Non-Hispanic Minority Population

nh

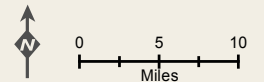


## Non-Hispanic Minority Population Percent of Population by Tract (2010)



Regional Threshold: 27.64%

Percent of County	
Bucks (PA)	8.92%
Chester (PA)	11.47%
Gloucester (NJ)	13.79%
Montgomery (PA)	16.76%
Burlington (NJ)	22.93%
Delaware (PA)	24.92%
Camden (NJ)	25.52%
<b>Regional Threshold</b>	<b>27.64%</b>
Mercer (NJ)	30.47%
Philadelphia (PA)	50.87%

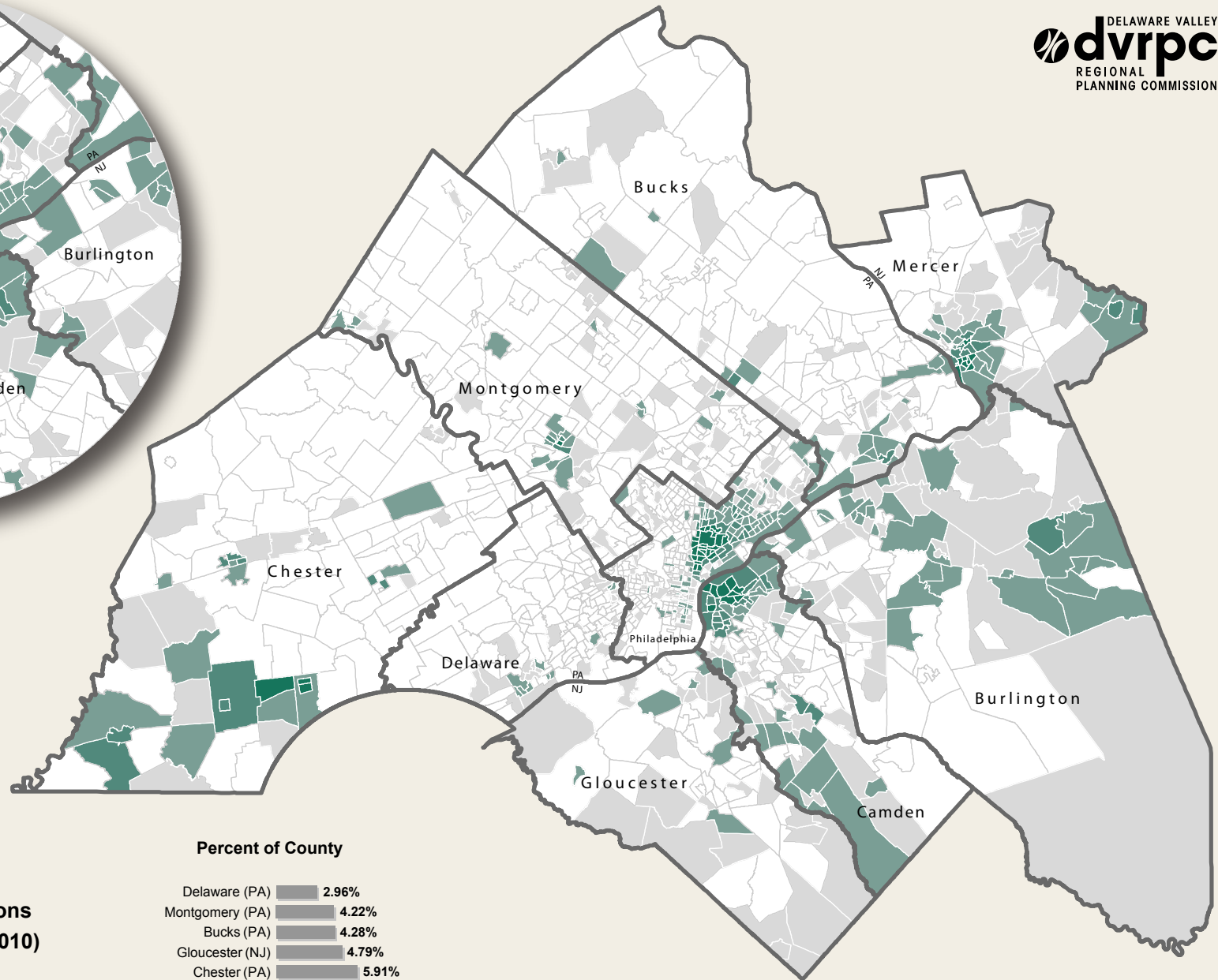
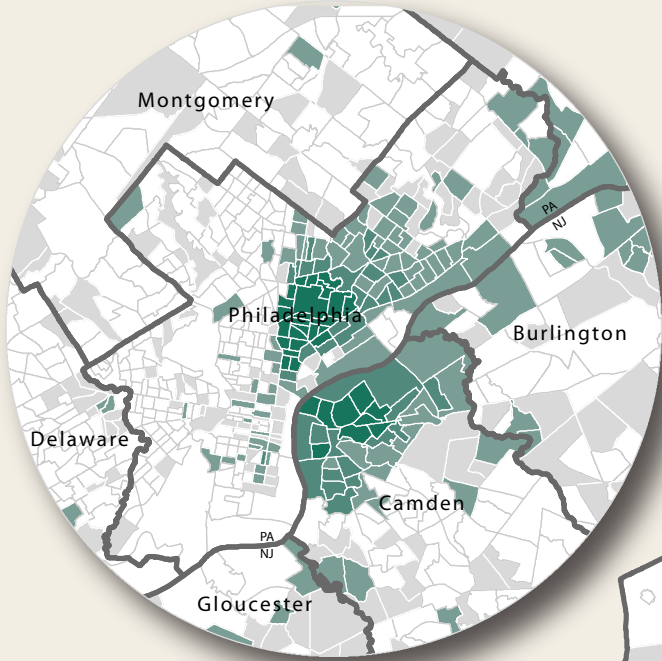


Sources: U.S. Census, DVRPC.

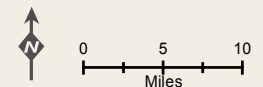
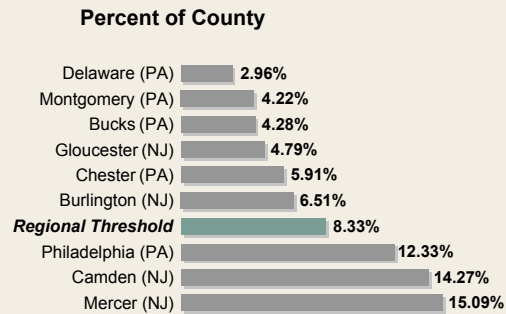
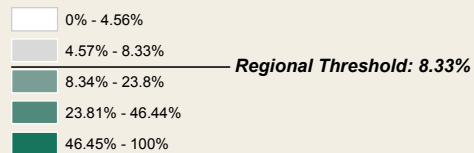




# Concentrations of Hispanic Population



## Hispanic Population Concentrations Percent of Population by Tract (2010)



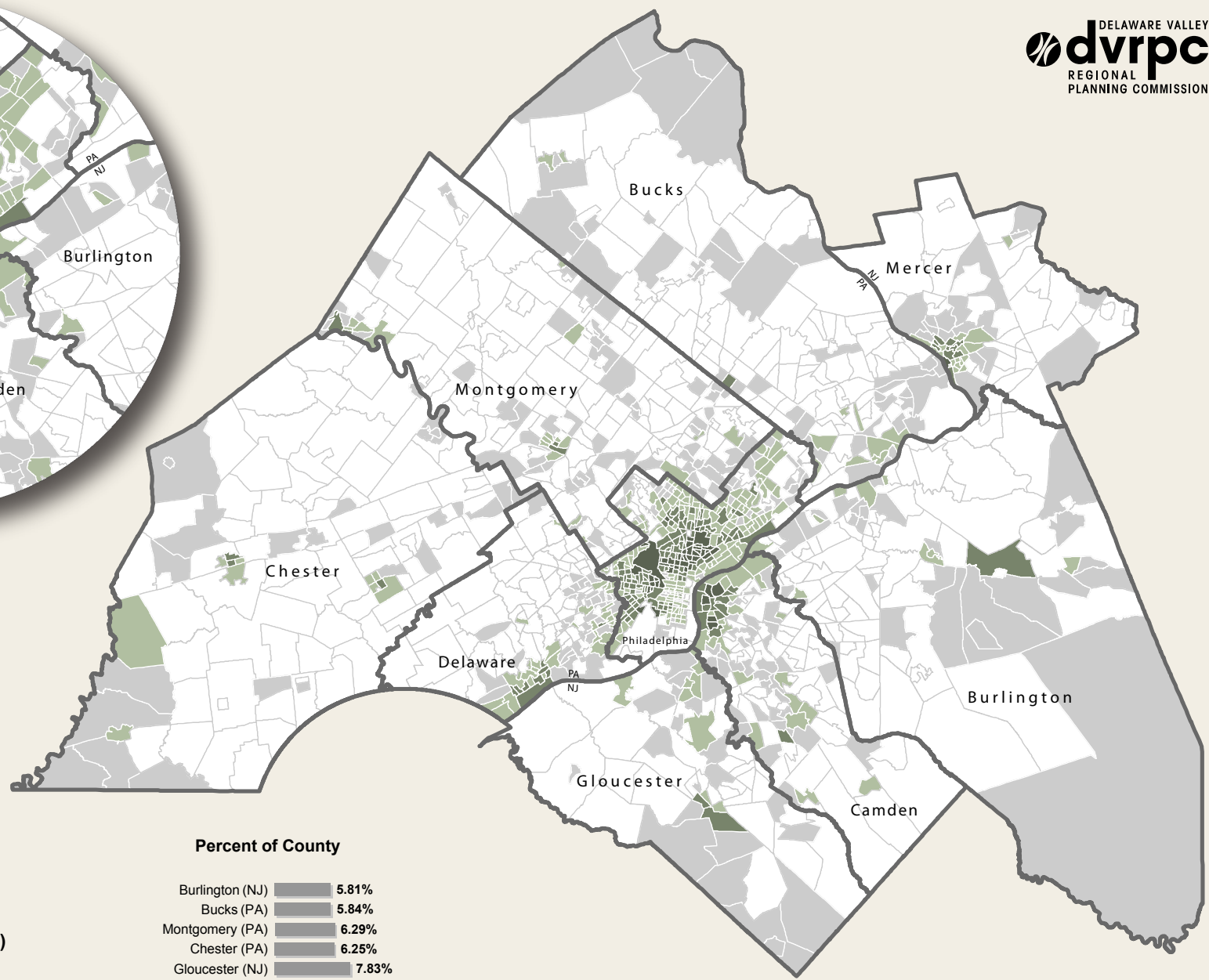
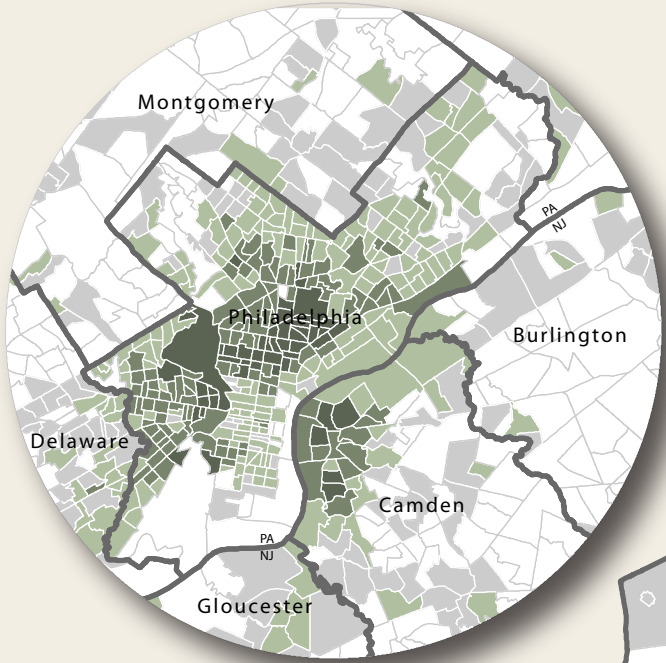
Sources: U.S. Census, DVRPC.



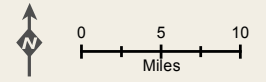
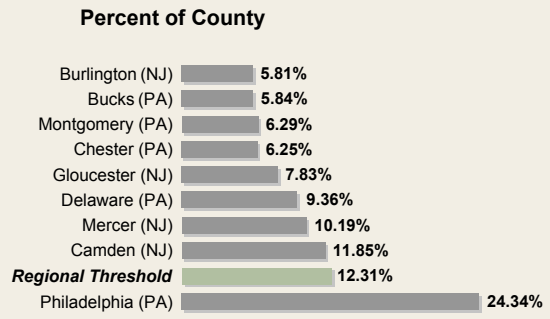
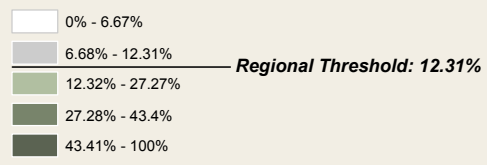
# Concentrations of Households in Poverty



DELAWARE VALLEY  
**dvrpc**  
 REGIONAL  
 PLANNING COMMISSION



## Households in Poverty Percent of Households by Tract (2010)

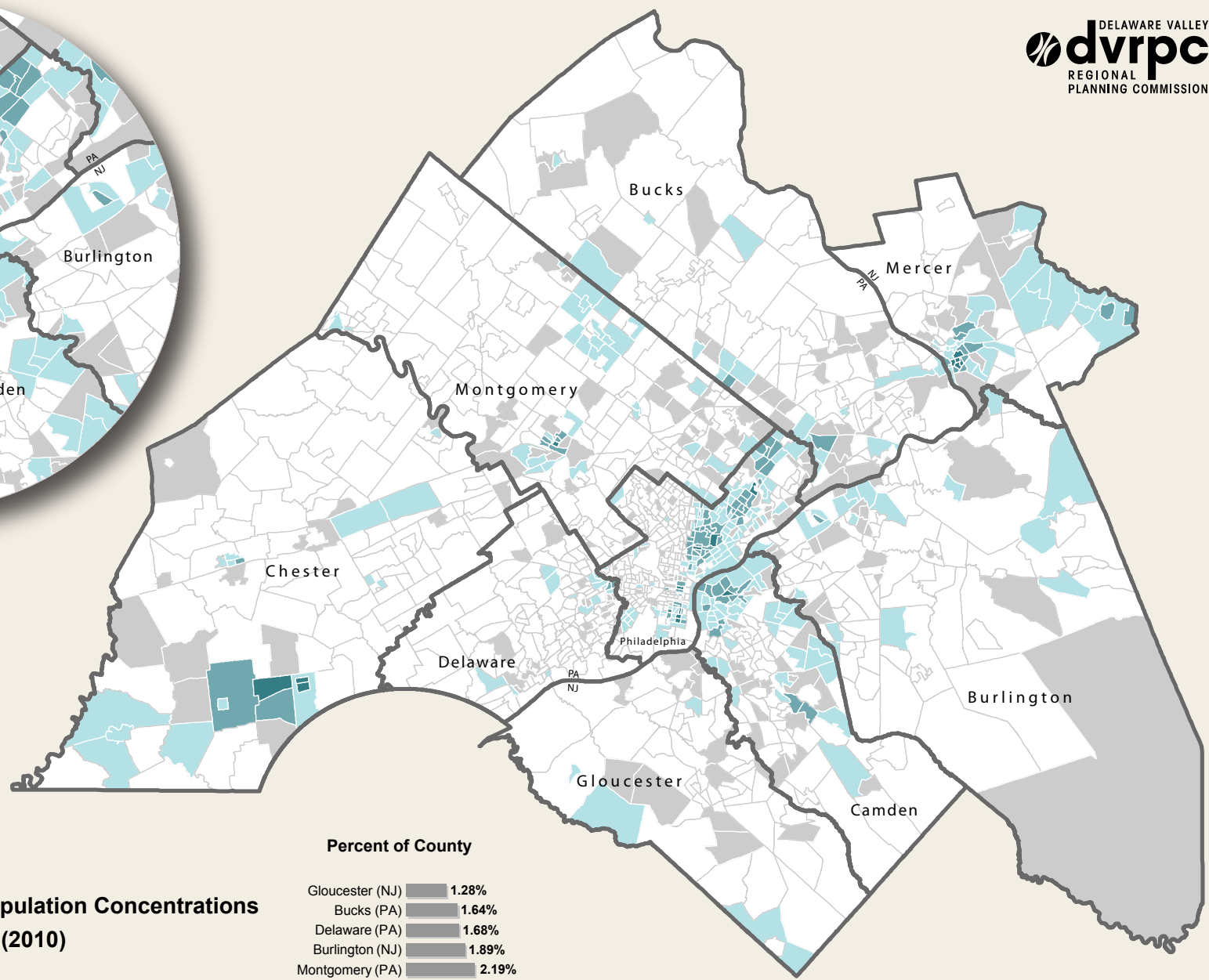
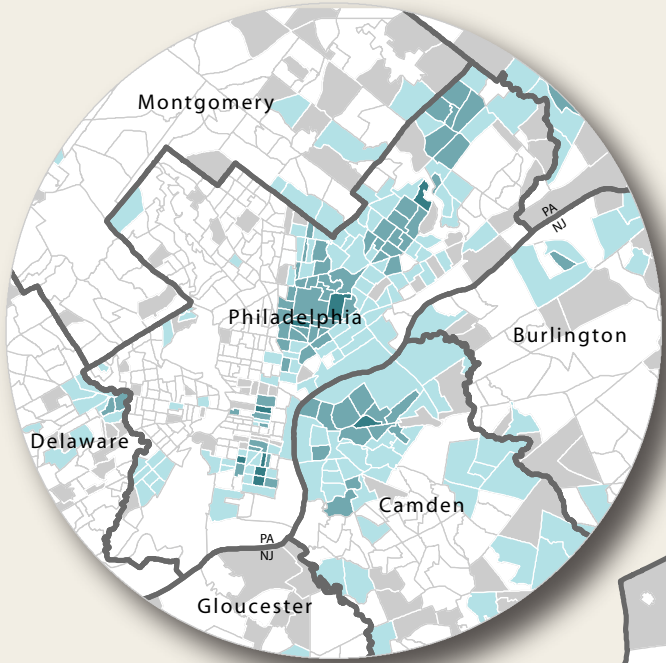


Sources: U.S. Census, DVRPC.

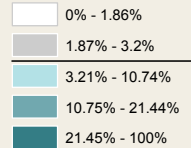


# Concentrations of Limited English Proficiency Population

eng



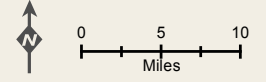
## Limited English Proficiency Population Concentrations Percent of Population by Tract (2010)



Regional Threshold: 3.2%

### Percent of County

Gloucester (NJ)	1.28%
Bucks (PA)	1.64%
Delaware (PA)	1.68%
Burlington (NJ)	1.89%
Montgomery (PA)	2.19%
Chester (PA)	2.52%
<b>Regional Threshold</b>	<b>3.2%</b>
Camden (NJ)	4.35%
Philadelphia (PA)	5.13%
Mercer (NJ)	5.53%

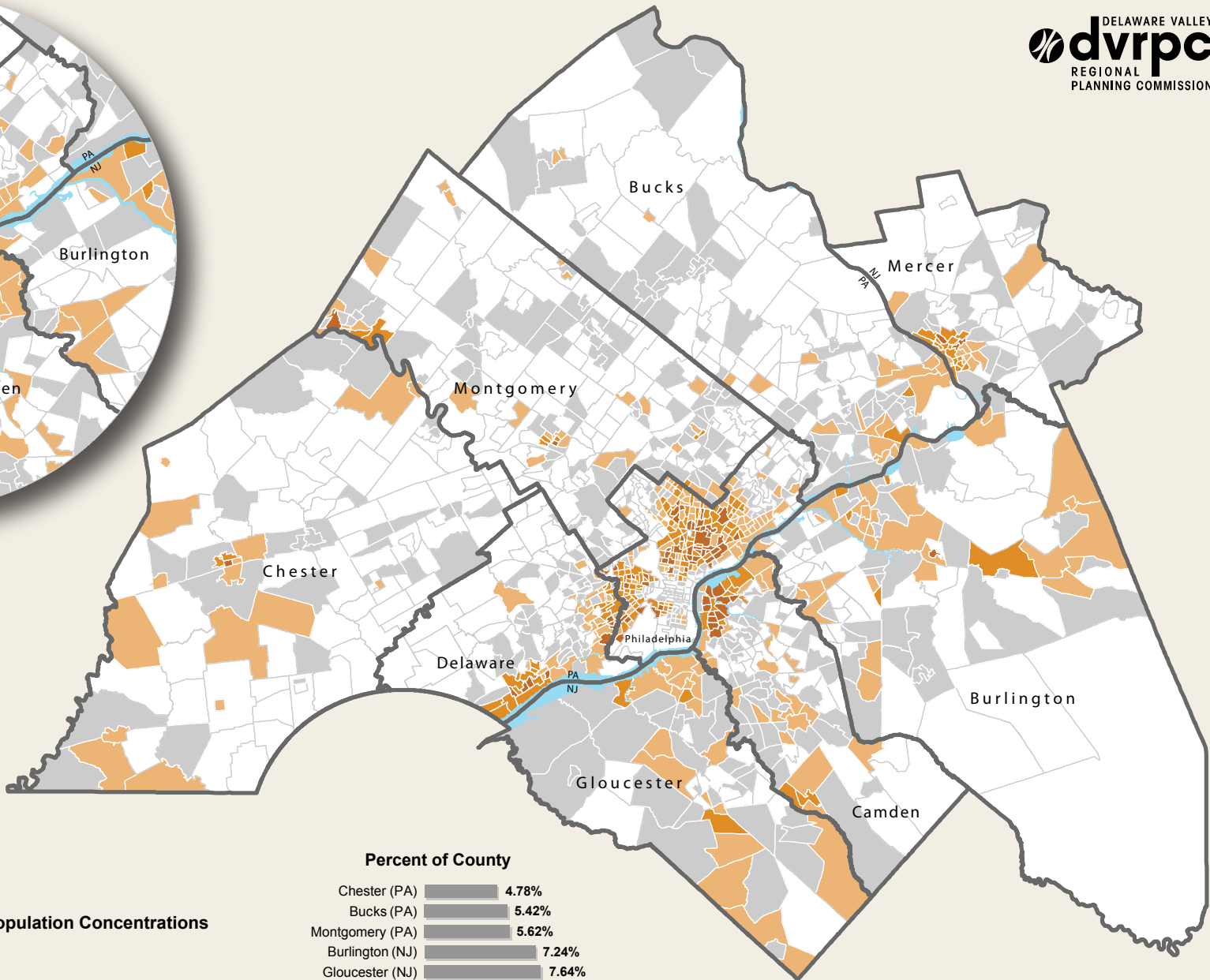
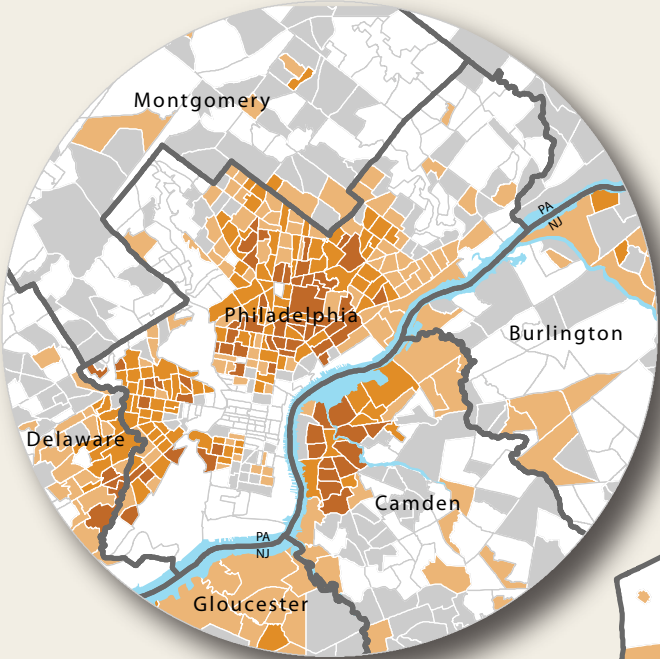


Sources: U.S. Census, DVRPC.

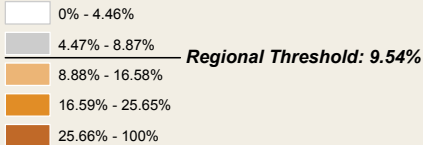




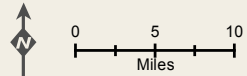
# Concentrations of Female Head of Household with Child



## Female Head of Household with Child Population Concentrations Percent of Households by Tract (2010)



Percent of County	
Chester (PA)	4.78%
Bucks (PA)	5.42%
Montgomery (PA)	5.62%
Burlington (NJ)	7.24%
Gloucester (NJ)	7.64%
Mercer (NJ)	8.04%
Delaware (PA)	8.92%
<b>Regional Threshold</b>	<b>9.54%</b>
Camden (NJ)	10.23%
Philadelphia (PA)	13.70%



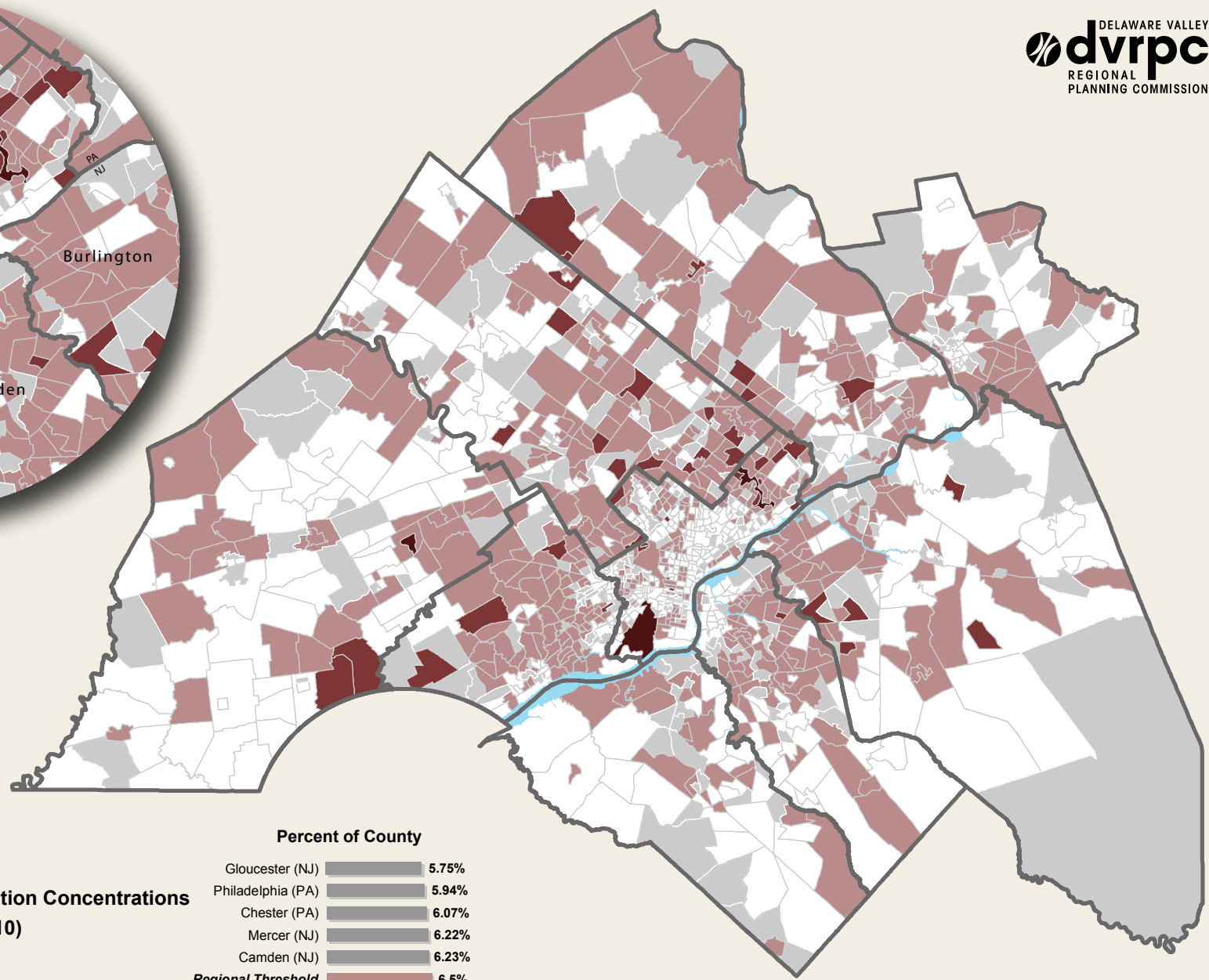
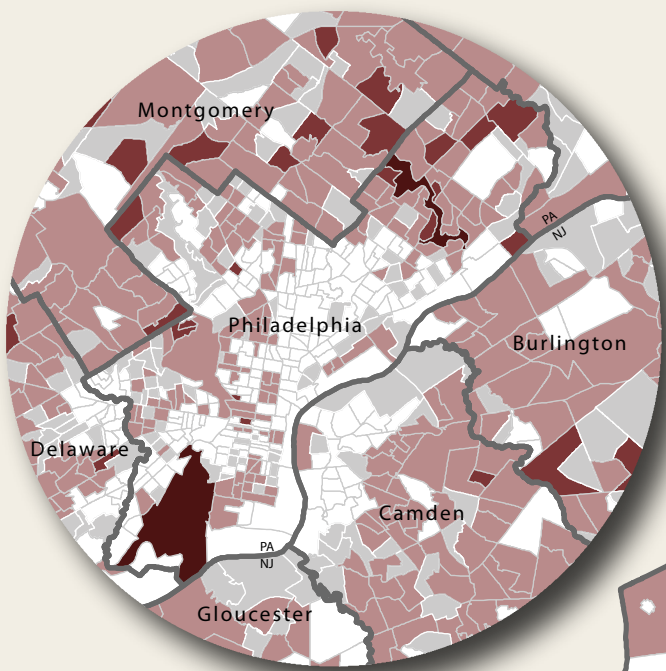
Sources: U.S. Census, DVRPC.





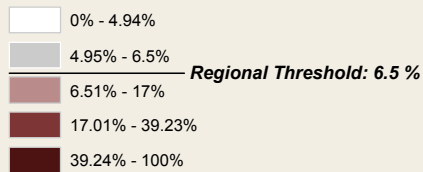
# Concentrations of Elderly (75 Years and Over)

75+



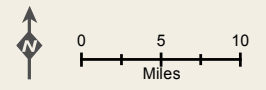
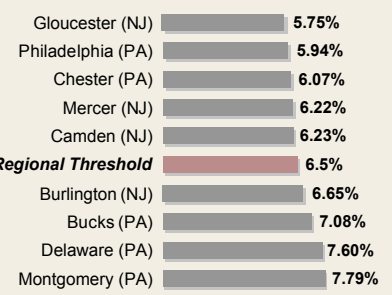
County Boundary

## Elderly (75 Years and Over) Population Concentrations Percent of Population by Tract (2010)



**Regional Threshold: 6.5%**

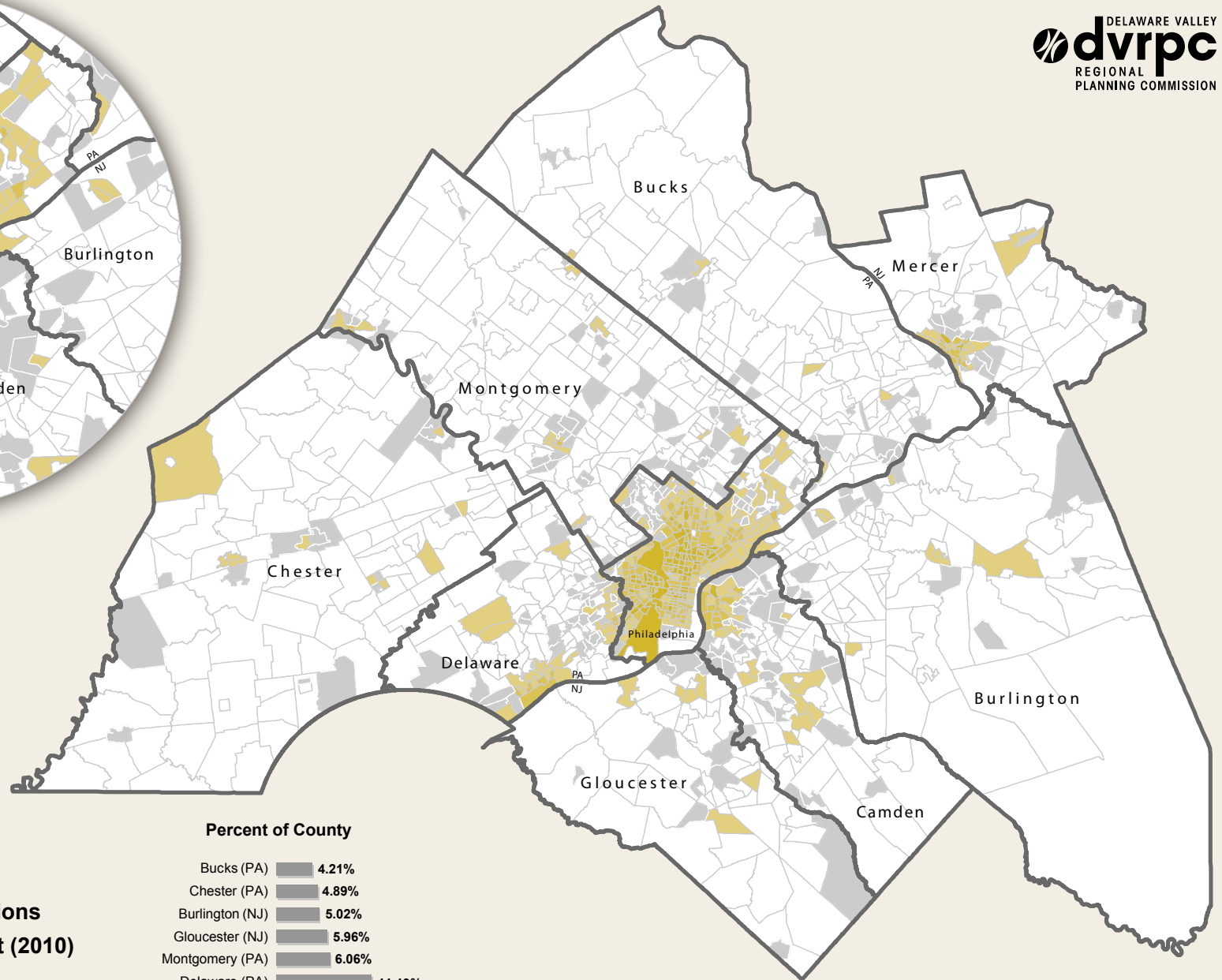
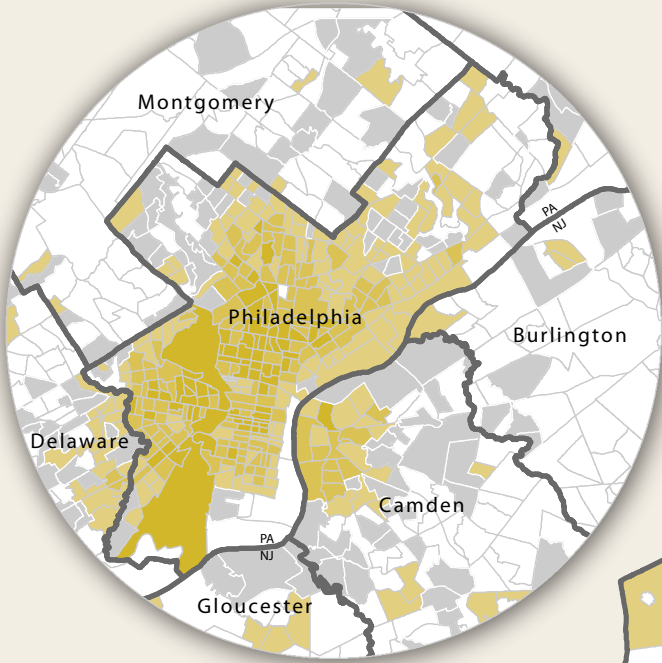
### Percent of County



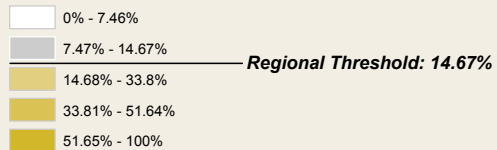
Sources: U.S. Census, DVRPC.



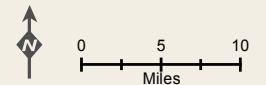
# Concentrations of Carless Households



## Carless Household Concentrations Percent of Households by Tract (2010)



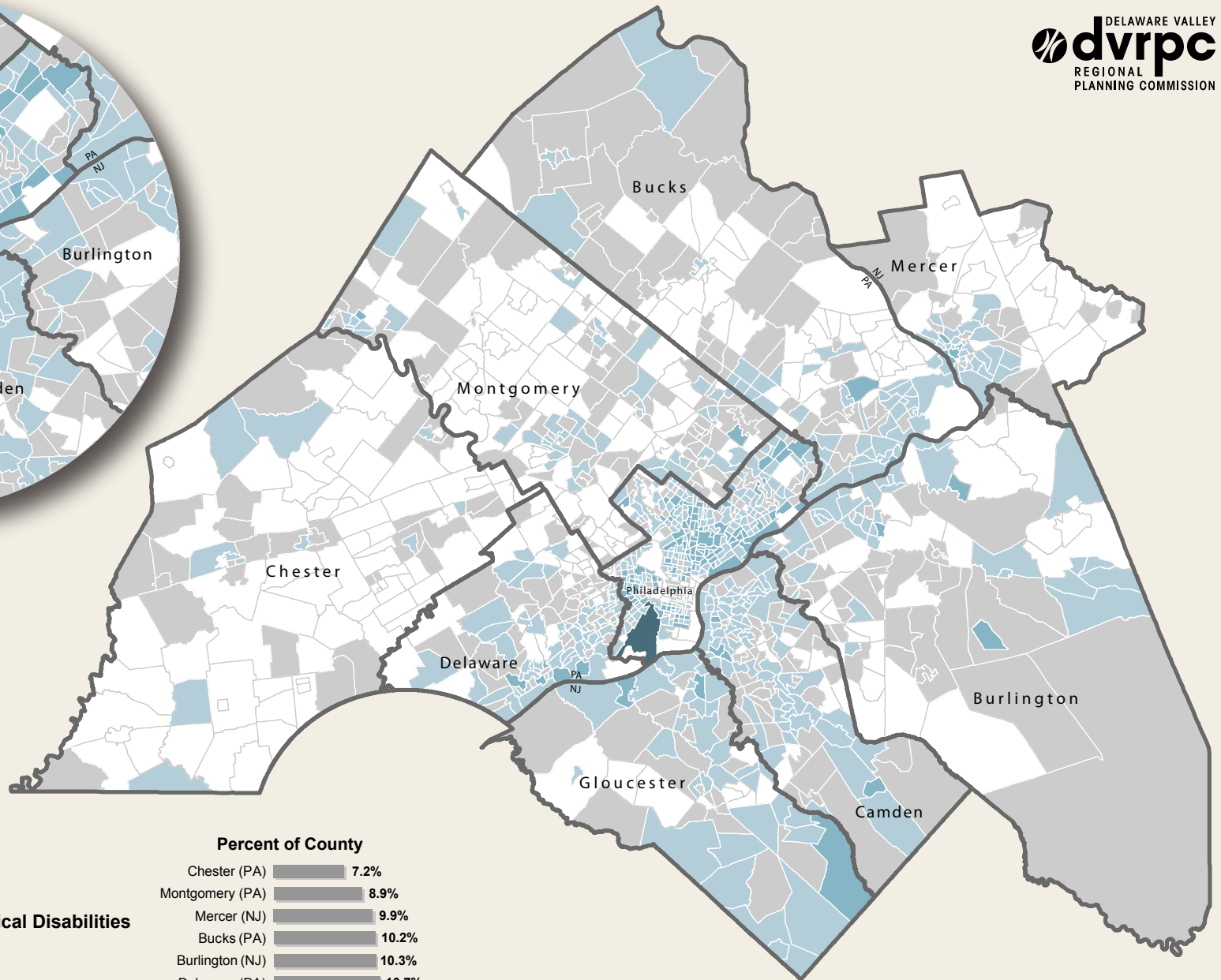
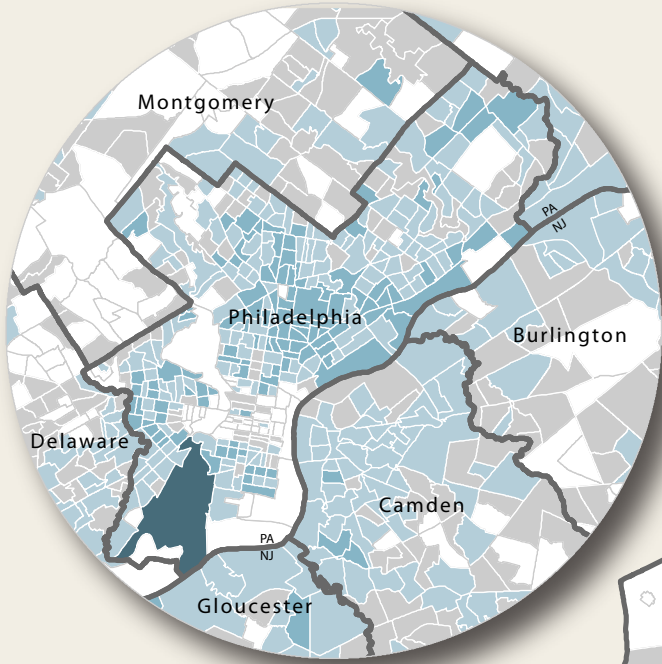
Percent of County	
Bucks (PA)	4.21%
Chester (PA)	4.89%
Burlington (NJ)	5.02%
Gloucester (NJ)	5.96%
Montgomery (PA)	6.06%
Delaware (PA)	11.19%
Camden (NJ)	11.38%
Mercer (NJ)	11.77%
<b>Regional Threshold</b>	<b>14.67%</b>
Philadelphia (PA)	33.74%



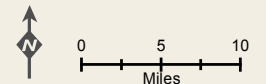
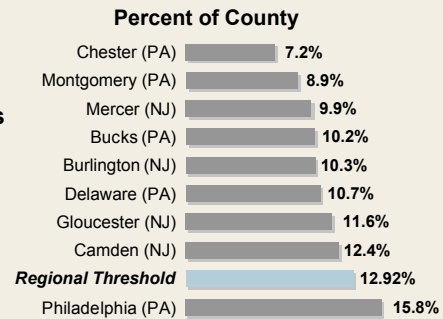
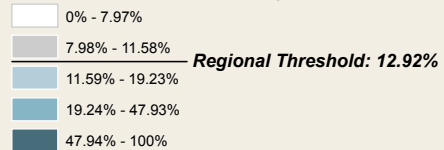
Sources: U.S. Census, DVRPC.



# Concentrations of Persons with Physical Disabilities



## Concentrations of Persons with Physical Disabilities Percent of Population by Tract (2010)



Sources: U.S. Census, DVRPC.





*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.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, [www.dvrpc.org](http://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. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email [public\\_affairs@dvrpc.org](mailto:public_affairs@dvrpc.org).

**Publication Number: TM 15017**

**Date Published:** September 2014

**Staff Contact:**

Jane M. Meconi, AICP

Public Involvement Manager

(215) 238-2871

[jmeconi@dvrpc.org](mailto:jmeconi@dvrpc.org)



190 N. Independence Mall West, 8th Floor

Philadelphia, PA 19106-1520

Phone: (215) 592-1800

Fax: (215) 592-9125

[www.dvrpc.org](http://www.dvrpc.org)