Chapter 3:

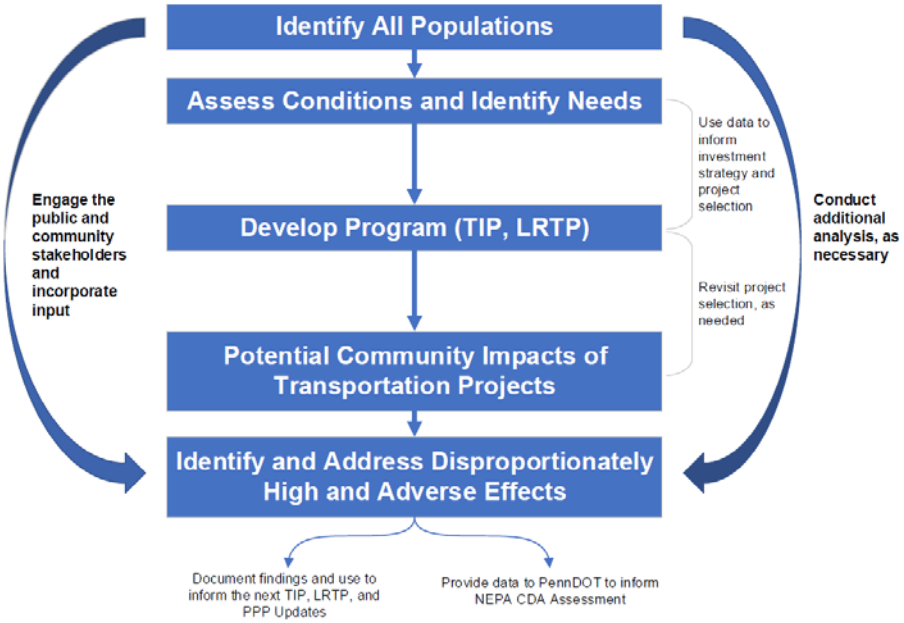
Title VI and Community Impact Analysis

As the region's MPO, DVRPC is mandated to ensure non-discrimination in all of its programs and projects, including the TIP. This chapter reviews regional population data, transportation asset conditions, and programmed investments to help ensure all communities have access to transportation benefits and are not negatively affected by projects.

The primary federal guidelines DVRPC follows in its planning efforts are dictated by Title VI of the Civil Rights Act of 1964, a federal nondiscrimination statute that states "no person in the United States shall, on the ground 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". Additional guidance from FTA and FHWA encourages transportation agencies to follow nondiscrimination guidelines based on sex, age, and disability, according to Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability).

In addition to federal guidance, DVRPC also follows guidance from PennDOT and the Commonwealth of Pennsylvania, which helps to identify and evaluate transportation impacts on all communities. Figure 4 outlines the key steps of the Community Demographic Assessment Framework according to this guidance.

Figure 4: PennDOT Community Demographic Assessment Framework in Transportation Planning



Source: PennDOT 2025

The programming process that DVRPC facilitates during TIP updates seeks to meaningfully address regional needs and legal requirements, ensuring all communities benefit from transportation projects and

that adverse impacts are avoided or mitigated as feasible. In addition to Title VI, TIP programming considers:

- Ensuring consistency with DVRPC's Long-Range Plan vision, goals, and objectives
- Distributing resources to different geographic areas
- Supporting federal performance-based planning and programming measures
- Balancing different transportation modes and project types
- Satisfying eligibility requirements of various funding sources (e.g., HSIP versus CMAQ)
- Staying within the constraints of the level of transportation funding that the region expects to receive

Regional Population and Infrastructure Context

Regional Population Estimates

Table 9 provides an overview of demographic data pertaining to Title VI and community impact analysis, from the U.S. Census Bureau for the five DVRPC-PA region counties of Bucks, Chester, Montgomery, Delaware, and Philadelphia.

Table 9: Title VI Population Estimates in the DVRPC Pennsylvania Region

Population for DVRPC-PA Counties	**Population Estimate †**	**Regional Percentage †**
Total Population	4,221,802	
		Title VI Protected Classes
Low-Income Population*	1,060,130	26%
People of Color	1,719,396	41%
Ethnic Minority	421,908	10%
Foreign Born	527,046	13%
Limited English Proficiency (LEP)	295,603	7%
Persons with a Disability	561,473	28%
Female	2,176,620	52%
Youth	896,509	21%
Older Adults (65 years or older)	726,292	17%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

** DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.†*

Note: Title VI Protected Classes are reported as separate categories, and individuals may identify with more than one in the Census. As a result, regional percentages will not sum to 100%, and population estimates for each class will not sum to the total regional population.

Maps displaying the geographic distribution of populations can be found in Appendix F.

Infrastructure Context: Asset Condition

Assessing conditions is important for Performance-Based Planning and Programming (PBPP; detailed in Chapter 4). MAP-21 and the subsequent FAST Act and IIJA/BIL require state DOTs and MPOs to use the

PBPP approach in transportation decision making. This includes establishing baseline performance metrics for the transportation network, setting data-driven targets, selecting projects to help meet those targets, and tracking progress. The goal of PBPP is to ensure targeted investment of transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on outcomes related to goals, including safety, infrastructure preservation, congestion reduction, and system reliability.

Bridge Conditions

Tables 10 and 11 show bridge conditions and concentrations of low-income and Title VI protected classes, respectively. The data indicates that bridge conditions are not being maintained to the same extent in all communities. This analysis helps understand where underinvestment is occurring so that projects can be identified to maintain critical infrastructure throughout the region. The FFY 2027 TIP for Pennsylvania includes 98 bridge projects.

Table 10: Bridge Conditions and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition †	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition †	Percent of Deck Area in Poor Condition
Well Above Average	586,462	13.9%	61	13.3%	552,235	11.8%
Above Average	646,413	15.3%	92	11.3%	422,493	7.5%
Average	1,308,506	31.0%	245	10.3%	1,169,123	8.6%
Below Average	1,674,845	39.7%	459	10.7%	869,778	6.2%
DVRPC-PA Region	**4,216,226**	**100.0%**	**751**	**10.0%**	**2,595,690**	**6.9%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT, 2025.

**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*

† Note: Bridge totals may exceed regional values due to features intersecting multiple census tracts. When a bridge lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 11: Bridge Conditions and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition †	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition †	Percent of Deck Area in Poor Condition
Well Above Average	815,221	19.3%	73	14.6%	439,566	14%
Above Average	548,471	13.0%	76	11.5%	394,087	12%
Average	1,852,174	43.9%	407	9.8%	1,290,124	5.8%
Below Average	1,000,360	23.7%	283	10.7%	633,007	7.2%
DVRPC-PA Region	**4,216,226**	**100.0%**	**751**	**10.0%**	**2,595,690**	**6.9%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT, 2025.

† Note: Bridge totals may exceed regional values due to features intersecting multiple census tracts. When a bridge lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Pavement Conditions

Tables 12 and 13 show pavement conditions and concentrations of low-income and Title VI protected populations, respectively. Like bridges, pavement conditions are not being maintained to the same level in all communities. Pavement conditions in the region are addressed in multiple ways: through the TIP and through various state programs that fund maintenance projects but are not programmed in the TIP document. The FFY 2027 TIP for Pennsylvania includes 27 Roadway Rehabilitation projects. See Chapter 4 for more information about pavement projects and programs.

Table 12: Pavement Conditions and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	586,462	13.9%	20.0%	24.8%	48.0.%
Above Average	646,413	15.3%	26.8%	30.0%	30.9%
Average	1,308,506	31.0%	29.3%	30.1%	25.3%
Below Average	1,674,845	39.7%	30.0%	33.1%	16.4%
DVRPC-PA Region	**4,216,226**	**100.0%**	**30.0%**	**31.7%**	**19.8%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT, 2025.
**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*

Table 13: Pavement Conditions and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	1,000,360	19.3%	17.2%	30.3%	41.2%
Above Average	1,852,174	13.0%	22.3%	27.9%	41.7%
Average	548,471	43.9%	27.5%	31.6%	19.8%
Below Average	815,221	23.7%	34.1%	34.6%	15.8%
DVRPC-PA Region	**4,216,226**	**100.0%**	**30.0%**	**31.7%**	**19.8%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT, 2025.

Safety Including Fatal and Suspected Serous Injury Crashes

DVRPC analyzed PennDOT crash data from 2020 to 2024 and census data for low-income (Tables 14 and 15) and Title VI protected class populations (Tables 16 and 17) for the same period. This data includes total crashes, fatal and suspected serious injuries, and crashes involving bicycles and pedestrians. DVRPC's analysis normalized crash data by adjusting for the size of each population group, calculating crash rates per 10,000 residents.

Analysis of this data indicates an over-representation of fatal and suspected serious injury crashes in communities with higher concentrations of both low-income, and to a slightly lesser extent, Title VI protected class populations. The trend is particularly alarming for Vulnerable Road User (bicycle and pedestrian) crashes in communities with well above average concentrations of low-income populations (see Table 17).

Update: Connections 2050 includes a Regional Vision Zero 2050 goal. In January of 2022, the DVRPC Board voted to adopt regional safety targets to meet that goal. Per federal regulations, if an MPO adopts regional safety targets, the adopted targets must cover the entire MPO region. The adopted regional safety targets represent fatal and suspected serious injury data for the combined nine-county bi-state DVRPC region. In taking this action, DVRPC's member governments and agencies agreed to plan and program projects that contribute toward meeting or exceeding the regional safety targets. As part of the Regional Vision Zero (RVZ) planning process, DVRPC released a data-driven Regional High Injury Network (RHIN) which distilled 27,000 regional roadway miles down to 1/2 mile or greater segments where two or more killed and serious injury crashes have occurred. The resulting data layer identifies 4% of the non-limited access roadway network where 52% of the KSI crashes occurred. The RHIN is being used by DVRPC and county partners as the starting point for deeper safety analyses and is foundational to DVRPC's RVZ corridor studies. As of April 2026, five counties and 16 municipalities in the region have received SS4A grants aimed at addressing crash safety needs at the local and county levels. DVRPC provided letters of support to applicants and coordinated with them to ensure consistency with the RVZ effort.

As noted in Chapter 4, "Performance-Based Planning and Programming," there are multiple approaches for funding transportation projects that produce safety benefits. One core approach is developing projects that are funded with HSIP funds. PennDOT funds a Statewide HSIP Set-Aside Program and the DVRPC-PA region, working with PennDOT District 6, also funds a program of Regional HSIP projects. Many of the projects in this pipeline will address pedestrian and bicycle crashes.

Table 14: Crashes and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Total Crashes †	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	586,462	13.9%	22,075	376.4	6.1	21.8
Above Average	646,413	15.3%	29,331	453.8	5.5	20.9
Average	1,308,506	31.0%	56,283	430.1	4	15.7
Below Average	1,674,845	39.7%	72,179	431	3.1	13.8
DVRPC-PA Region	**4,216,226**	**100%**	**154,560**	**366.6**	**3.5**	**14.3**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT 2020-2024.

**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*

† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 15: Bicycle and Pedestrian-Involved Crashes and Low-Income Populations

Low-Income Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes †	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	586,462	13.9%	574	9.8	3	7
Above Average	646,413	15.3%	513	7.9	2.1	6.1
Average	1,308,506	31.0%	598	4.6	1.2	3.4
Below Average	1,674,845	39.7%	387	2.3	0.6	1.8
DVRPC-PA Region	**4,216,226**	**100%**	**1679**	**4**	**1.1**	**3**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT 2020-2024.
DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.
**Vulnerable Road Users (VRUs) include bicycle users and pedestrians*
***Killed and Severely Injured (KSI)*
† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 16: Crashes and Title VI Protected Classes

Low-Income* Intervals	Population	Population as a Percent of the Region	Total Crashes †	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	815,221	19.3%	26,970	330.8	5.1	19.7
Above Average	548,471	13.0%	23,110	421.4	5	18
Average	1,852,174	43.9%	80,373	433.9	3.4	14.7
Below Average	1,000,360	23.7%	45,333	453.2	3.3	14.6
DVRPC-PA Region	**4,216,226**	**100%**	**154,560**	**366.6**	**3.5**	**14.3**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT 2020-2024.
† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 17: Bicycle and Pedestrian-Involved Crashes and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes †	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	815,221	19.3%	669	8.2	2.3	6.1
Above Average	548,471	13.0%	390	7.1	2	5.2
Average	1,852,174	43.9%	654	3.5	0.9	2.7
Below Average	1,000,360	23.7%	228	2.3	0.6	1.8
DVRPC-PA Region	**4,216,226**	**100%**	**1679**	**4**	**1.1**	**3**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT 2020-2024.
**Vulnerable Road Users (VRUs) include bicycle users and pedestrians*

***Killed and Severely Injured (KSI)*
*† Note: Crash totals may exceed regional values due to features in*tersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Regional Transit Access

To analyze access to transit, DVRPC uses mapping developed in the region's Coordinated Human Services Transportation Plan (CHSTP). The CHSTP transit accessibility map layer shows a composite measure of regional public transit accessibility, considering how many areas a person could access in a 45-minute transit trip, the general number of essential services accessible in a 45-minute transit trip, frequency of service, and walkability of the block group to transit stations/stops. Using accessibility data at the block group level, the four characteristics were combined and ranked 1 through 10. Higher values were assigned to areas that are less accessible by transit, and lower values were assigned to areas that are more accessible by transit. A map showing transit accessibility in the DVRPC-PA region is included in Appendix F.

Program Investment and Community Impact Analysis

Evaluation of Geographic Allocation of Investments

Although many projects were excluded from the analysis due to their inability to be geographically mapped, conducting Geographic Information Systems (GIS) analysis is a best practice for evaluating the spatial distribution of TIP investments. A 50-foot buffer was applied to the mapped projects (points and lines) to help determine which communities are included or excluded from TIP investments.

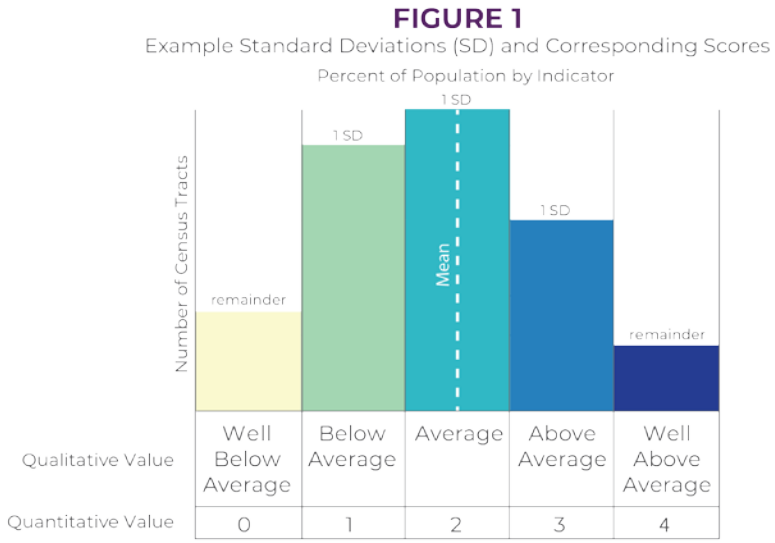
To understand the geographic distribution of TIP projects and assess Title VI compliance, DVRPC uses the Title VI Compliance Tool for the Greater Philadelphia Region. This tool identifies populations covered under Title VI using American Community Survey (ACS) 2020-2024 five-year estimates data, maps these populations in each of the census tracts in the region, and generates a score, which is then used to ensure plans meet Title VI nondiscrimination requirements.

Based on the legal statute referenced at the beginning of this chapter, the Title VI analysis currently includes nine protected population groups:

- People of Color
- Ethnic Minority
- Low-Income
- Foreign-Born
- Limited English Proficiency
- Disabled
- Older Adults
- Female
- Youth

The score calculation is determined by standard deviations relative to an indicator's regional average. This score classifies the concentration of the populations covered under Title VI and are present in every census tract in the region. The data for each of the indicators in this analysis are split into five bins: well below average (score of 0); below average (score of 1); average (score of 2); above average (score of 3); and well above average (score of 4). See Figure 5 below. A summary score of all nine indicators for each census tract (ranging from 0-36) is used to show regional concentrations of populations of interest under Title VI.

Figure 5: Title VI Compliance Tool Scoring Methodology



Source: DVRPC, 2026

Please visit www.dvrpc.org/webmaps/titlevi/ for further details about the Title VI Compliance Tool for the Greater Philadelphia Region.

Table 18 illustrates the investment distribution of 255 mappable projects with funding totaling slightly more than $12 billion over a 12-year period (FY27-FY38) for the DVRPC FFY 2027 TIP for Pennsylvania. The mappable projects are organized by individual indicator scores for concentrations of low-income and Title VI protected classes.

Table 18: TIP Economic Investment Distribution (FFY27-FFY38)

Population	Cost (In Thousands)	Percentage of Investment (mappable projects only)*
Low-Income (Score)		
Well below average (0)	$ -	0.0%
Below Average (1)	$ 2,429,867	19.7%
Average (2)	$ 4,803,659	38.9%
Above Average (3)	$ 1,543,789	12.5%
Well Above Average (4)	$ 3,462,284	28.0%
All Indicators (Score)		
Well below average (0-7)	$ -	0.0%
Below Average (8-14)	$ 504,742	4.1%
Average (15-21)	$ 8,060,074	65.3%
Above Average (22-28)	$ 3,196,822	25.9%
Well Above Average (29-36)	$ 477,962	3.9%
Total Number of Mappable Projects	Total 12-Year Cost (FY27 – FY38) ($000)	Percentage of Total Investment
255	$ 12,350,410	44.9%
Total Number of Unmappable Projects	Total 12-Year Cost (FY27 – FY38) ($000)	Percentage of Total Investment
89	$ 15,150,394	55.1%
Total Number of Projects (mappable and unmappable)	Total 12-Year Cost (FY27 – FY38) ($000)	Percentage of Total Investment (mappable and unmappable)
344	$ 27,500,804	100%

Source: DVRPC, 2026

** Note that the percentage of investment for mappable projects in the five bins used in the Title VI Compliance Tool do not add up to 100% due to four mapped projects located in census tracts without any measurable Title VI indicators.*

DVRPC is not able to assign indicator scores and/or population percentages to projects that are not mappable or that are located in census tracts that lack statistically significant residential census data. For example, many projects in the Transit Program are either systemwide, equipment related, or program line items with no mappable, physical locations. Twenty percent of the unmappable projects are in the Transit Program. Most of the other unmappable projects are line items for specific fund codes, which hold funds until specific projects are broken out, or TIP-funded planning projects or pass-through grant programs for the DVRPC Unified Planning Work Program (UPWP). As shown in Table 18, of the total 344 projects in this TIP, 89 are unmappable, totaling over $15 billion of the funding for the 12-year period (FFY27-FFY38) of the

DVRPC FFY 2027 TIP for Pennsylvania. Unmappable projects make up 55.1% of the $27.5 billion total TIP investment.

The economic investment analysis shown in Table 18 demonstrates that communities in the DVRPC-PA region will experience varying levels of investment from the FFY 2027 TIP for Pennsylvania. However, these values are impacted by the fact that many transit network projects, which represent significant investments and reach a wide range of communities, are unmappable, including the Trolley Modernization Program ($2.45 billion), Regional Rail Silverliner IV Vehicle Replacement & Infrastructure project ($2.019 billion), and Communications, Signals, & Technology Improvements program ($1.512 billion).

DVRPC will continue to work with regional stakeholders to ensure that all communities benefit from transportation investments.

Evaluation of Program Impacts on Community Conditions

Categorizing projects by their potential benefits or adverse impacts is an important aspect of community impact analysis. Knowing a project's impact type clarifies the likely implications of that project for the communities in its vicinity and helps project implementation staff prepare impact mitigation strategies.

Potential Impacts Based on Project Type

According to the United States Department of Transportation (US DOT), "adverse impacts" from transportation projects may include, but are not limited to, noise, water pollution, soil contamination, a denial of or a reduction in transportation services, increased difficulty in raising children in a safe and stable environment, and destruction of community cohesion, safety, or economic vitality.

The US DOT also encourages transportation agencies to maximize benefits afforded by transportation investments, including "economic opportunities, such as increased access to jobs, healthcare facilities, recreational activities, commercial activity, or any actions or project components that will help alleviate poverty, enhance safety, and primarily benefit families and communities by improving the quality of their lives, raising their standard of living, or enabling them to participate more fully in our economy" (Duffy 2025, p. 2).

DVRPC assigns a primary project type for each TIP project based on its project description and assigns project types into three levels of potential impact: high, medium, and low, as shown in Table 19.

Table 19: TIP Project Type and Potential Impacts

Project Type	Potential Impact Level
• New Right-of-Way Roadway • Roadway Expansion	• Projects of concern: High potential for adverse impacts
• Roadway and Bridge Maintenance • Bridge Repair or Replacement • Roadway New Capacity (minor) • Roadway Rehabilitation	• Low potential for adverse impacts or is potentially beneficial
• Transit Improvements • Bike/Pedestrian Improvements • Signal/ITS Improvements • Streetscape • Intersection/Interchange improvements • Local County & Municipal Aid • Safety • Studies	• Lowest potential for adverse impacts or is inherently beneficial

Source: DVRPC, adapted from the Alan M. Voorhees Transportation Center at Rutgers University, 2025

Community Impact Analysis Results

The impact analysis results in Table 20 indicate that the majority of funds programmed in the FFY 2027 TIP for Pennsylvania support projects that do not have a high potential for adverse impacts on nearby communities. The 19 projects categorized in the analysis as "Projects of Concern" represent 5.2% of total projects and 4.6% of total programmed investment in this TIP, along with any projects in the "Other" category where impact is unknown.

There are 19 projects classified in the "Projects of Concern" category, which consists of "Roadway New Capacity" projects. Projects within this category, while they may also provide benefits in terms of reduced travel time and increased access to opportunities, are considered to have a higher potential for adverse impacts such as noise, pollution, and destruction of community cohesion. Therefore, DVRPC works with regional planning partners to ensure that such impacts are addressed. For example, one project falling under this category is the US 322 project from Featherbed Lane to Chelsea Parkway. This project involves widening and improving US 322 to a four-lane typical section with a grass median in Delaware County. Due to the project's expansion of single-occupancy vehicle facilities, DVRPC continues to work with PennDOT, SEPTA, The Delaware County Transportation Management Association (DCTMA), and local stakeholders to implement strategies to complement the additional roadway capacity and mitigate community impacts as a part of the Congestion Management Process (CMP). These strategies include reconstructing the intersection of US 322 and Creek Parkway/Bethel Commercial Road to implement new adaptive traffic signals, adding sidewalks along US 322 northbound from Creek Parkway to Chelsea Parkway to enhance pedestrian accommodations, and coordinating with SEPTA on access and placement of bus stops at various intersections to increase transit access.

Over 80% of the programmed funds have a “low” or “lower” potential for adverse impacts, with over 60% of those funds supporting “inherently beneficial” projects. “Inherently beneficial” projects provide benefits such as safety improvements, community enhancement, and congestion relief with low potential for the adverse impacts noted above.

There are 308 projects in the “Lower” and “Low” potential for adverse impact/inherently beneficial categories. The following are examples of inherently beneficial projects:

- The North Delaware Riverfront Greenway Section 3 (MPMS #79832) project will expand trail infrastructure.
- The I-95 Noise Abatement project (MPMS #108910) will evaluate and implement noise abatement measures along I-95 between US 322 and I-476 in the City of Chester and Chester Township, Delaware County.
- The 5th Street Improvements project (MPMS #118035) will design and construct complete street improvements, and the Spring Garden Connector project (MPMS #118034) will develop a complete street design to better and more safely accommodate all road users.
- The 25th Street: Washington Avenue to Passyunk Avenue project (MPMS #81219) will restore the roadway and provide street lighting, intersection improvements, and bicycle infrastructure to improve roadway conditions and safety.
- The DeKalb Street Two-Way Reconstruction project (MPMS #118032) in Norristown, Montgomery County, will reconstruct a critical roadway, provide operational and safety improvements, and offer pedestrian amenities.
- The Hulmeville Road & Brown Avenue Intersection Improvement project (MPMS #81295) will provide operational and safety improvements at a high-volume intersection in Bensalem Township, Bucks County.

TIP projects categorized as “Other” are often programs that set aside funding for a subset of projects without specific geographic locations or that include funding not yet committed to specific projects at the time of TIP development. Some examples of projects categorized as “Other” include Regional GIS Coordination, Travel Monitoring, Transportation Systems Management and Operations, and the Travel Options Program.

Table 20: TIP Project Type and Potential Impacts to Communities

Project Type	Potential Impact Level	Number of Projects in FFY 2027 TIP	Percentage of Projects in FFY 2027 TIP	Percentage of Total FFY 2027 TIP Investment
• Roadway New Capacity	Projects of concern: High potential for adverse impacts	19	5.5%	4.7%
• Bridge Repair/Replacement • Roadway Rehabilitation	Lower potential for adverse impacts/potentially beneficial	119	34.6%	15.6%
• Bicycle/Pedestrian Improvement • Intersection/Interchange Improvements • Signal/ITS Improvements • Streetscape • Transit Improvements	Low potential for adverse impact/inherently beneficial	157	45.7%	78.1%
• Other	Unknown or little-to-no potential for adverse impact/inherently beneficial	49	14.2%	1.6%
	TOTAL	344	100%	100%

Source: DVRPC, 2026

Statewide IMP

The IMP is part of the Pennsylvania STIP. As detailed in Chapter 2, it was created to proactively address the maintenance and reconstruction of the state's aging Interstate infrastructure. Funds are allocated to specific projects selected by PennDOT at the statewide level. For the TIP Investment Analysis, DVRPC analyzed 19 IMP projects in the DVRPC-PA region, totaling more than $3 billion over FFY27–FFY38. Those highway projects, including projects to repair and improve I-95 in the City of Philadelphia, I-76 in Montgomery County, I-476 in Delaware County, and the I-95/322 interchange in Delaware County, are listed in a separate IMP section of the TIP document.

It is important to acknowledge that some Interstate highways divided communities when constructed and have since had many negative impacts including air quality, noise, and visual quality. At the same time, these facilities have come to provide critical access to destinations, ports and airports, and major employment centers. Maintaining a state of good repair on the Interstate system in terms of bridge and

pavement condition is an essential component of federal performance management goals, as is improving the reliability of the Interstate system, including for freight movements. (See Chapter 4 for more information.) As decisions are made about redesigning and rebuilding these structures, planners and community groups are exploring ideas to mitigate negative impacts in the neighborhoods along these corridors, where feasible. See page 447 for more information about the IMP in the DVRPC-PA Region.

There is one new IMP project in the FFY 2027 TIP for Pennsylvania. The 7th Street On-Ramp to I-76 West (MPMS #82183) in Philadelphia will improve traffic flow for freight vehicles traveling to and from South Philadelphia.

Most of the projects fall under the lower potential for impact (21.1 percent) or low potential for impact (57.9 percent) categories. There are two roadway expansion projects in the FFY 2027 TIP IMP that fall under the projects of concern category.

Table 21: IMP Project Type and Potential Impact to Communities

Project Type	Potential Impact Level	Number of Projects in FFY2027 TIP	Percentage of Projects in FFY2027 TIP	Percentage of Total FFY2027 TIP Investment
• Roadway New Capacity	Projects of concern: High potential for adverse impacts	2	10.5%	14.4%
• Bridge Repair/Replacement • Roadway Rehabilitation	Lower potential for adverse impacts/potentially beneficial	4	21.1%	12.5%
• Intersection/Interchange Improvements • Signal/ITS Improvements	Low potential for adverse impact/inherently beneficial	11	57.9%	73.0%
• Other	Unknown or little-to-no potential for adverse impact/inherently beneficial	2	10.5%	0.1%
	TOTAL		100%	110%

Source: DVRPC, 2026

Minimizing Adverse Impacts through Purposeful Planning

DVRPC is dedicated to ensuring all communities enjoy the benefits of transportation investments and identifying and addressing potential adverse impacts from transportation projects. This chapter's impact

analysis was conducted at a regional level to identify possible negative effects on communities and to determine appropriate actions to mitigate them.

The DVRPC FFY 2027 TIP for Pennsylvania does not appear to have an overall potential adverse impact on communities. However, for projects with the potential for adverse impacts, one of the ways DVRPC can support mitigation efforts is by coordinating with the project sponsor to develop supplemental commitments as part of the regional Congestion Management Process (CMP), ensuring that the project team includes multimodal strategies to mitigate negative impacts within the project scope, such as signal upgrades and retiming, ITS systems, transit improvements, and pedestrian improvements, among other strategies.

DVRPC may pursue the following actions when adverse impacts are identified:

- Re-evaluate the projects in the TIP with planning partners
- Assist with additional planning and outreach to better understand community impacts and needs
- Explore and implement mitigation strategies
- Use this information to inform the next TIP update

DVRPC will continue to follow best practices to minimize adverse impacts and ensure that all communities receive the benefits of transportation investments.

Early Public Engagement in the Regional Planning Process

Public engagement throughout the planning process is an important part of avoiding and mitigating adverse impacts from transportation projects. DVRPC invites members of community organizations to participate in specific projects and on standing committees, such as the Public Participation Task Force (PPTF), to expand opportunities for engagement in the planning process. DVRPC's PPTF provides ongoing access to the regional planning and decision-making process, serves as a conduit for DVRPC information to organizations and communities, and assists with implementing public outreach strategies.

More broadly, members of the public are encouraged to engage with local municipalities, county planners, DVRPC, and PennDOT in the early stages of problem identification and project development.

National Environmental Protection Act (NEPA)

PennDOT evaluates potential adverse impacts as part of the NEPA process. This analysis identifies and discusses both direct impacts and indirect/cumulative effects that would result from a given project, then determines if there are potential adverse effects on communities. If it is determined that there are adverse impacts that cannot be offset by project benefits, where feasible, strategies to minimize those effects are incorporated into the project. Appendix F contains various maps that illustrate mappable highway and transit projects in the TIP along with Title VI protected classes. Although the NEPA process is focused on avoiding and mitigating adverse impacts of transportation projects, it is also important to recognize the clear benefits of many projects on the TIP for the communities where the projects are located.

PennDOT Connects

Highway-funded candidate projects also undergo screening through PennDOT's local outreach initiative, PennDOT Connects. This process considers community support, potential historic preservation, cultural resource, bicycle and pedestrian, transit, or environmental resource impacts, among other topics that can be identified prior to developing project scopes and estimates. The Connects process also offers an opportunity for local stakeholders to meet with PennDOT project managers to voice local priorities and concerns, which may then be addressed in project scopes.

Supporting Communities

In August 2023, DVRPC launched a new program, Supporting Communities, which aims to provide local governments in the region with funding and technical assistance opportunities to advance transportation planning and project implementation efforts. This program is intended to support local governments in different ways across the planning and project development pipeline. In general, there are three types of support DVRPC staff can provide through this program—public engagement, planning, and implementation. Supporting Communities is an evolving, collaborative program incorporating lessons learned each year to enhance the program and better meet the needs of local governments and their residents.

TASA Assistance

Thanks to additional funding from the IIJA/BIL, DVRPC hired a consultant to carry out pre-application engineering tasks for projects eligible for the Transportation Alternatives Set Aside Program (TASA). These services are provided at no cost to the municipalities. The TASA program funds projects classified as transportation alternatives, including pedestrian and bicycle facilities, better access to public transportation for non-drivers, trails serving transportation needs, and initiatives like safe routes to school projects.