Coordinated Human Services Transportation Plan Summary

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Executive Summary

The following document is a summary of the May 2007 *Improving Access to Opportunities in the Delaware Valley Region: Coordinated Human Services Transportation Plan* (Publication 07008). This summary is a streamlined, user-friendly source of important information about the Delaware Valley Regional Planning Commission's (DVRPC) regional Coordinated Human Services Transportation programs and priorities. As federal policy regarding coordinated human services transportation is updated and adjusted, a more extensive review of regional policy and priorities will be necessary. In the meantime, this is intended as a guidance document for use by *local and regional policy makers and transportation providers*.

Introduction

Coordinated Human Services Transportation Plan

The Federal Coordinating Council on Access and Mobility defines the coordination of specialized transportation services as "a process through which representatives of different agencies and client groups work together to achieve any one or all of the following goals: more cost-effective service delivery; increased capacity to service unmet needs; improved quality of service; and services which are more easily understood and accessed by riders."

Two programs must be coordinated through the regional plan: the Job Access and Reverse Commute Program (JARC) (Section 5316) and the New Freedom Initiative (NFI) (Section 5317). According to the National Resource Center for Human Service Transportation Coordination, projects selected for JARC and NFI funding must be "derived from a locally developed, coordinated public transit-human services transportation plan...and the plan was developed through a process that included representatives of public, private and nonprofit transportation and human services providers and participation by the public."[1]

This Coordinated Human Services Transportation Plan (CHSTP) summary document includes:

▶ Chapter 1 – Introduction; with definitions of the Federal Transit Administration's (FTA) CHSTP programs

▶ Chapter 2 – Policy Goals and Strategies; to serve as guidance

▶ Chapter 3 – Demographic Profile; based on the 2000 Census and related estimates

▶ Chapter 4 – Service Profile; with summary of existing service

▶ Chapter 5 – JARC and NFI Funding - Guidance Materials, Conduct of Process

This summary plan outlines regional priorities and strategies contained in the original document. In addition to guiding the JARC and NFI project selection

[1] National Resource Center for Human Resource Transportation Coordination: http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=1827

process, these priorities and strategies can be used as guidance at the state level in selecting regional recipients for the 5310 grant program, which focuses on providing transportation for elderly individuals and persons with disabilities.

Program History

In response to the 1996 federal and state welfare reform and grant program initiatives, the Delaware Valley Regional Planning Commission (DVRPC) embarked on a multi-year program to assess its plan for transportation-related services and support activities in relation to welfare-to-work, access-to-jobs, and reverse commute initiatives. As a result of this "head start," particularly the availability of the draft Access to Jobs Regional Strategy, DVRPC and the bi-state region of southeastern Pennsylvania and southern New Jersey were well-positioned to respond quickly and effectively to the FTA's 1998 program guidance announcing the Job Access and Reverse Commute Competitive Grant program, which was later changed to the Job Access and Reverse Commute (JARC) program. This program, included in the Transportation Equity Act for the 21st Century (TEA-21), provided five years (FYs 1999–2003) of escalating funding for transportation services and supportive programs to facilitate job access and reverse commuting. The region's initial plan, *Access to Opportunities in the Delaware Valley Region: Regional Job Access and Reverse Commute Transportation Plan* (Publication 99005), was developed and accepted by the DVRPC Board in 1998, then refined, updated, and adopted in 1999, incorporating the first year of access to jobs initiatives that had occurred since the initial plan was completed. The initial and updated plan supported applicant selection and project consistency evaluations for FYs 1999 through 2003.

In 2003, the FTA further refined the JARC program guidance to require large metropolitan planning organizations (MPOs) to develop an *Areawide Job Access and Reverse Commute Transportation Plan* (Publication 04009) to serve as the focal point for the identification of potential projects for program funding, as well as to provide a regional strategy for access-to-jobs and reverse commuting.

Enacted in August 2005, SAFETEA-LU—the Safe, Accountable, Flexible, and Efficient Transportation Equity Act–A Legacy for Users—requires that projects funded from the JARC and New Freedom programs be derived from a locally developed, Coordinated Human Services Transportation Plan (CHSTP). A coordinated plan should maximize the programs' collective coverage by minimizing duplication of services.

United We Ride Initiative

In 2004, the Federal Interagency Transportation Coordinating Council on Access and Mobility launched the United We Ride (UWR) program to encourage government and nonprofit organizations to share resources in order to provide

the best human service transportation. This program is intended to eliminate overall service duplication and gaps and to mainstream people with their communities. As part of the UWR Initiative, a special committee was formed to look at various barriers with the current federal transportation programs and to examine duplication. The two areas that UWR is concerned with deal with vehicle sharing and reporting. Recipients of federal dollars for transportation will now be required to adhere to guidelines for reporting purposes as well.

Job Access and Reverse Commute Program (Section 5316)

In October 1998, the FTA announced the Job Access and Reverse Commute Grant Program. This program, authorized by the Transportation Equity Act for the 21st Century (TEA-21), provided five years (FYs 1999–2003) of escalating funding (up to $150 million annually) for transportation services and supportive programs that facilitate job access and reverse commuting. The two major goals of the program were to provide transportation services in urban, suburban, and rural areas to assist welfare recipients and low-income individuals in gaining access to employment opportunities, and to increase collaboration among transportation providers, human service agencies, employers, metropolitan planning organizations (MPOs), states, and communities in providing access to employment.

The MPO is responsible for carrying out an open and fair application process, and preparing and adopting a regional access-to-jobs plan. In addition to maintaining the area-wide plan, DVRPC facilitates the JARC program annual grant cycle, which includes soliciting projects, project review, selecting qualified applicants, prioritizing projects for funding, and adding selected projects to the Transportation Improvement Program (TIP).

The Job Access and Reverse Commute Program is now a component of the CHSTP under the federal United We Ride Initiative. JARC funds are now distributed based on a formula program as follows: sixty percent of funds will go to designated recipients in areas with populations over 200,000; twenty percent of funds will go to states for areas under 200,000; and the remaining twenty percent of funds will go to states for non-urbanized areas. In cases in which the designated recipient is a statewide agency, such as NJ Transit, states may transfer funds between urbanized and non-urbanized area programs.

Most of the DVRPC region is urbanized. Parts of Bucks, Chester, and Montgomery counties in Pennsylvania, and parts of Gloucester, Camden, Burlington, and Mercer counties in New Jersey, are outside of the Philadelphia Urbanized Area or are in different urbanized areas. For the Philadelphia Urbanized Area in Pennsylvania, SEPTA is the designated recipient for all JARC and New Freedom funds; in Pennsylvania, PennDOT is the designated recipient for small urbanized areas under 200,000 in population and non-urbanized areas.

DVRPC solicits applications in these areas and forwards applications to PennDOT. Because it is a statewide agency, NJ Transit is the designated recipient for all JARC and NFI in the entire state of New Jersey.

New Freedom Initiative (Section 5317)

The New Freedom Initiative (NFI) is a grant program under SAFETEA-LU intended to provide transportation services for people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. This formula-based program is measured by the number of persons with disabilities by state and urbanized area. NFI program funds are distributed at sixty percent to urban transportation systems in areas with populations of 200,000 or more, twenty percent to states in areas with populations between 50,000 and 200,000, and twenty percent for use in rural areas. A statewide competitive solicitation for projects awards funds to state or local governments, nonprofit organizations, or operators of public transportation services. The NFI program also provides funds for capital projects such as vehicles and facilities. For capital projects, there is an 80/20 split between federal and matching dollars. For operating projects, there is a 50/50 split between federal and matching dollars. All NFI projects are selected through the locally developed Coordinated Human Services Transportation Plan. New Freedom funds are allocated based on population of persons with disabilities by Urban Area designation.

Elderly Individuals and Individuals with Disabilities Program – (Section 5310)

The Section 5310 program provides federal capital assistance to private nonprofit or government organizations for funding transportation needs of people with disabilities and elderly adults. Funds are distributed based on each state's population of these groups. The application process and distribution of funding is facilitated by PennDOT in Pennsylvania, and by NJ Transit in New Jersey (both statewide agencies). Section 5310 applications in the DVRPC region may refer to the goals and objectives outlined in this regional CHSTP as guidance.

Policy Goals and Strategies

Coordinated Transportation Strategies

To help improve transportation options and provide better service to transportation-disadvantaged rider services, better coordination and collaboration is essential. Part of the CHSTP process is to improve the flexibility of the system in order to meet the demands of transportation-disadvantaged riders. There are a range of strategies and services that can help make it easier for targeted populations to use transit. As the MPO for the nine-county region, DVRPC provides a Coordinated Human Services Transportation Plan and facilitates the selection process to recommend applicants and projects that should receive funding through the Job Access and Reverse Commute program and New Freedom Initiative to the DVRPC Board. Our region comprises urban and rural counties, fixed-route systems, and demand-responsive systems, as well as large countywide transportation initiatives versus small, transportation management association (TMA)-led initiatives.

The Delaware Valley region's adopted 2007 Coordinated Human Services Transportation Plan (CHSTP) presents a strategy developed in coordination with various transportation, workforce, and human service organizations, nontraditional transportation providers, and other interested partners in Pennsylvania and New Jersey. The overriding goal of this strategy was to eliminate transportation barriers that make it difficult for welfare recipients, other people in poverty, persons with disabilities, the elderly, and other transit-dependent individuals to find and maintain employment, as well as access to employment and other necessary trips.

This section lays the foundation for the CHSTP services for the region. This strategy will serve as the basis to select eligible JARC and New Freedom projects for the five-county southeastern Pennsylvania region and the four-county southern New Jersey region.

Regional Strategy Development

DVRPC recognized the need for collaboration and full participation from human service and transportation providers since the beginning of the access-to-jobs programs. Under the SAFETEA-LU legislation, each state has opted to develop a

different, locally coordinated plan. In Pennsylvania, the local plan is based on the five-county MPO region. The CHSTP committee for Pennsylvania includes representatives from each of the five counties, as well as nonprofit and advocacy organizations. In New Jersey, each of the four counties has developed a local county plan, and each county has its own CHSTP steering committee. DVRPC coordinates all CHSTP efforts through each county and works with the state transit agency, NJ Transit, to ensure compliance to the federal guidelines.

Public Participation and Title VI

Through public participation, organizations can ascertain the needs of a variety of citizens—the private sector, educators, and the physically and economically disadvantaged. DVRPC places emphasis on public participation through the Title VI Executive Order. 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 discriminations under any program or activity receiving Federal assistance." The Title VI Act was used as the basis of all outreach and participation within the development of the coordinated human services transportation plan.

The development of the local Coordinated Human Services Transportation Plan is intended to improve services for people with disabilities, low-income individuals, elderly adults, and other disadvantaged individuals. In October 2006, DVRPC invited over 300 constituents from throughout the region to a meeting with Pennsylvania's *United We Ride* Ambassador, Rex Knowlton. This was followed by a Pennsylvania meeting of all transportation and non-transportation providers in the region in February 2007 to help identify additional transit providers and stakeholders, prioritize regional strategies, and work through a self-assessment for the five-county southeastern Pennsylvania region. Each of the four New Jersey counties held individual stakeholder meetings in which the same process was undertaken. This process was coordinated with DVPRC and NJ Transit.

Regional Goals and Strategies

Successfully meeting the needs of transit-dependent populations requires the coordination and cooperation of private, public, and nonprofit entities willing to share resources in order to maximize their effectiveness and efficiency. Based on the self-assessment exercise, participation of meeting attendants, and past experience of the program, goals and strategies have been prioritized for the region. These were originally categorized according to three levels: High, Medium, and Low Priority. None of the goals and strategies are actually a low priority, but are ranked according to their relative importance. In order to clarify the hierarchy in this summary document, these categories have been renamed

as: Tier One, Tier Two, and Tier Three. These strategies are the basis for all JARC and New Freedom services.

Tier One:

- Improve Job Access
- Promote Better Coordination
- Expand Resources for Persons with Disabilities
- Promote Job Retention

Tier Two:

- Expand Transit Education and Technology
- Promote Service Viability
- Encourage Environmental Considerations
- Encourage Cost-Effective Services
- Encourage Better Services for Elderly Persons

Tier Three

- Promote Transit Affordability
- Expand Services for Persons with Disabilities and Elderly
- Promote Alternative Transportation Programs for Individuals Not Served

Tier One

Improve Job Access

Access to opportunities within the region should be improved by maximizing the existing fixed-route network. CHSTP program funds should be used to expand early morning and late evening hours on key routes, invest in last-mile connectors, and develop partnerships to serve areas not served by traditional transit.

- ▶ Expand hours on key routes to support nontraditional works hours and shifts.
- ▶ Invest in last-mile connector service.
- ▶ Develop partnerships to establish service in areas that are not served by traditional transit.
- ▶ Explore nontraditional transportation.

Promote Better Coordination

Better coordination between local and regional partners is a high priority for the region. A regional operating policy should be enforced to help implement the goals of the CHSTP.

▶ Encourage regional transportation and workforce entities to partner.

▶ Encourage county-level job access planning in Pennsylvania to serve as an umbrella agency for local efforts.

Expand Resources for Persons with Disabilities

In order to expand the resources for persons with disabilities, the transportation community should work cooperatively with human service and other transportation providers. Further modifications to the funding allocation system for additional dedicated funds should be explored due to the high costs incurred.

▶ Explore partnerships for services that cross geographic boundaries.

Promote Job Retention

To help certain populations maintain employment, transportation-related services are critical. Investments in childcare and transportation linkages should be made. To help persons who commute to the suburbs from the city for employment, emergency ride home coverage should be mandated as well as the use of mobility managers. More non-English speaking educational brochures are also important.

▶ Invest in childcare and transportation linkages.

▶ Invest in multi-trip services.

▶ Mandate emergency ride home coverage.

▶ Train job coaches and caseworkers to function as mobility managers.

▶ Create bilingual services for non-English speaking persons.

▶ Provide travel instruction so individuals may use public transit independently.

Tier Two

Expand Transit Education and Technology

Expanding transit education will help to increase ridership by improving coordination among transit agencies, caseworkers, job trainers, and human service providers. Technology advancements should be considered, such as geographic information systems (GIS) for efficient route mapping, real-time central dispatching for immediate response times, and online information. Existing transit agencies that have these capabilities should share their resources.

▶ Improve communication among transit and human service agencies, caseworkers, and job trainers.

▶ Support One Stop Career Centers with brochures on nontraditional commuting patterns.

▶ Provide better education about city to suburb and suburb to suburb trips.

▶ Provide instruction for nontraditional transportation and commutes.

Promote Service Viability

Blended ridership on all shuttle services should be promoted to help the long-term viability of transportation service. The capacity of smaller coalitions should be strengthened so they may fill the role of mobility manager responsibilities. The facilitation of partnerships between transportation and non-transportation providers is also encouraged.

- ▶ Promote transit services to be used by all populations.
- ▶ Fund TMAs and/or human service agencies to undertake transportation management activities.
- ▶ Develop the capacity of the Community Development Corporations (CDCs) to serve as transportation advocates.
- ▶ Facilitate partnerships between traditional and nontraditional providers.
- ▶ Utilize technologies for more efficient services.

Encourage Environmental Considerations

To help make advancements in environmental stewardship efforts, all services funded through the CHSTP programs should strive to improve and preserve the natural environment by using low-emission vehicles where possible.

- ▶ Update van fleets with low-polluting fuel vehicles.
- ▶ Implement best management practices such as improved pedestrian connections for walking, removal of barriers to taking bicycles on trains and buses, and stormwater management at transportation facilities.

Encourage Cost-Effective Services

As the funding for CHSTP services falls short of past programs, transportation should be coordinated based on geographic area, not by funding agencies.

- ▶ Locate services, facilities, and activities in proximity and schedule trips appropriately.
- ▶ Establish call centers and mobility managers to identify best transportation alternatives.

Encourage Better Services for Elderly Persons

Transit services should be made more attractive for senior citizens by improving signage, providing additional street furniture and lighting, increasing security, and enhancing weekend services. Community leaders should help to locate elderly services in proximity to where they live. In addition, to help ensure their safety, a physician-reporting system should be implemented to mandate that any condition that may impair someone's ability to drive safely must be reported.

- ▶ Work with the community to locate seniors and help provide information on transportation.
- ▶ Mandate that any condition that may impair someone's ability to drive be reported.

Tier Three

Promote Transit Affordability

Transportation for low-income individuals and elderly and disabled persons can be a barrier to getting around independently, particularly in this bi-state region. Expansion of TransitChek should be explored, as well as programs from the transit agencies. Additional transitional subsidies should be provided, and a fare and pass program that provides for seamless transitions between transit systems should be implemented.

- ▶ Expand pass programs for low-income persons.
- ▶ Create transitional transit subsidies for persons leaving welfare.
- ▶ Expand marketing to employers as well as a welfare-to-work tool.
- ▶ Continue to explore fare and pass options for seamless transitions.

Expand Services for Persons with Disabilities and Elderly

Services for persons with disabilities begin with fostering awareness and improving policies on the use of paratransit services. Information for the hearing and visually impaired is also important for independent use of the transit system.

- ▶ Improve transit stations to provide a safer environment for disabled individuals and seniors.
- ▶ Eliminate qualifying paratransit definitions in order to provide better service and provide blended ridership.

Promote Alternative Transportation Programs for Individuals Not Served

A key transportation service for low-income persons must provide for multi-trip uses. This is particularly important for a portion of the population that is not served by transit, such as single mothers who must make multi-seat trips for day care and employment.

Demographic Profile

Demographic Analysis

In 2001, DVRPC developed the initial "…and Justice for All" (Publication 01022) report to identify impacts of disparate funding and services on federally defined low-income and minority groups. By 2002, DVRPC identified eight demographic factors as indicators of disadvantage: non-Hispanic minorities, Hispanics, elderly (over 75), persons with physical disabilities, carless households, households in poverty, female head of household with child, and limited English proficiency. Metropolitan planning organizations must devise their own methods for ensuring Environmental Justice (EJ) in transportation decision making. DVRPC initially developed an EJ method to analyze the long-range transportation plan and the Transportation Improvement Program (TIP) according to general guidance included in Title VI of the Civil Rights Act and Executive Order 12898.

Broadly speaking, DVRPC's Environmental Justice method:

▶ Identifies groups that may be negatively impacted (based on both Federal guidance and analysis developed by DVRPC)

▶ Locates them in the region

▶ Plots key destinations, such as employment or health care locations, that they would access

▶ Acknowledges nearby land use patterns

▶ Overlays these destinations with the region's existing and proposed transportation network

▶ Determines what transportation service gaps exist for these disadvantaged groups

This regional technical analysis is a people- and place-based approach that locates the people most in need and determines how the regional transportation system and DVRPC's programs, policies, and investments impact these groups. Therefore, the DVRPC EJ method is also used to assess transportation access needs and develop a regional profile. All eight degrees of disadvantage listed above are considered, and this plan focuses in particular on transportation

services provided to senior citizens, people with disabilities, and people with low incomes.

Using U.S. Census data for the year 2000, these 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, arriving at a regional average for that population group. Any census tract that meets or exceeds the regional average level, or threshold, is considered an EJ-sensitive tract for that group.

The impacted demographic groups are defined in the following sections, which include an explanation of the population group as well as the regional threshold. Figures A-1 through A-8, which depict census tracts considered significant for each population group, are located in Appendix A. Tables A-1 through A-8 accompany the figures with details about the census tract rankings, by both population and percent.

Population Group: Non-Hispanic Minority
Regional Total: 1,339,000 people
Regional Threshold: 24.9%
County Thresholds: 6.5% to 49.0%
The U.S. DOT Order (5610.2) on Environmental Justice (EJ) defines "Minority" as:

▶ Black: a person having origins in any of the black racial groups of Africa.

▶ Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.

▶ American Indian and Alaskan Native: a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

In addition to the groups mentioned above, the U.S. Census also recognizes two more racial categories: Some Other Race Alone and Two or More Races. All five racial categories have been included in this analysis. The census also recognizes a difference between race and ethnicity, creating separate minority categories for Hispanic or Latino and race. The population group recognized in this category is non-Hispanic minorities. Hispanic ethnicity regardless of race is recognized as a separate category. Figure A-1 illustrates which census tracts are significant for non-Hispanic minority concentrations.

Population Group: Carless Households
Regional Total: 323,500 households
Regional Threshold: 16.0%
County Thresholds: 5.1% to 35.7%
Carless households are defined in the U.S. Census as having zero motor vehicle availability. This population is often referred to as "transit dependent," i.e., those who must rely on public transit for their daily travel needs and who have limited

mobility. It is recognized that not owning a personal automobile may be a lifestyle choice for some in urban areas that do not require cars, but for others owning an automobile is unattainable due to various constraints, including income or disability. Additionally, many carless individuals may take transit to one destination then continue their trip as a pedestrian. Figure A-2 illustrates which census tracts are significant for concentrations of carless households.

Population Group: Households in Poverty
Regional Total: 219,200 households
Regional Threshold: 10.9%
County Thresholds: 4.7% to 21.8%

Poverty, or low income, is defined as personal or household income at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines, established as a relationship between income and the size of the family unit. These poverty guidelines are updated annually and are used as eligibility criteria for federal programs, such as Community Services Block Grants. However, the maps presented in this report were created with 2000 census data, as this is the most recent information available that is aggregated on the census block level for the entire DVRPC region. Figure A-3 illustrates which census tracts are significant for concentrations of households in poverty.

Population Group: Persons with a Physical Disability
Regional Total: 387,900 people
Regional Threshold: 7.7%
County Thresholds: 5.1% to 10.7%

A definition for "people with disabilities" varies from agency to agency. The U.S. Census identifies six disability categories: sensory, physical, mental, going outside of the home, self-care, and employment. The Americans with Disabilities Act provides comprehensive civil rights protection for "qualified individuals with disabilities." An individual with a disability, according to the ADA, is a person who has: (A) a physical or mental impairment that substantially limits one or more of the major life activities of such individual; (B) a record of such impairment; or (C) being regarded as having such an impairment.

DVRPC identifies persons with a physical disability for the disability indicator, but recognizes that each disability type presents 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. Figure A-4 illustrates which census tracts are significant for concentrations of persons with a physical disability.

Population Group: Female Head of Household with Child
Regional Total: 149,500 households
Regional Threshold: 7.4%
County Thresholds: 4.0% to 11.0%

"Female head of household with child" is defined in the 2000 census as a "female maintaining a household with no husband present, and with at least one child under 18 years old who is a son or daughter by birth, marriage (a stepchild), or

adoption, residing in the home." 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 exhibits different travel patterns and needs. Figure A-5 illustrates which census tracts are significant for female head of household with child concentrations.

Population Group: Elderly over 75 years
Regional Total: 353,300 people
Regional Threshold: 6.6%
County Thresholds: 5.3% to 7.9%

Several DVRPC programs work closely with the elderly community. Mobility barriers and age are linked together. Not every elderly individual has mobility challenges, but the likelihood of a challenge increases as an individual ages. Seniors at 75 years qualify for most mobility programs that have an age requirement.

According to the 2000 Census, Pennsylvania has the third highest proportion of elderly residents in the country, trailing only Florida and West Virginia. At 19th, New Jersey ranks lower, but ranks 9th if the number of persons over the age of 60 is counted. Statewide, the number of people over the age of 60 in New Jersey grew by 3.5 percent between 1990 and 2000 to 1.4 million and is expected to climb to 2.4 million by 2025. Figure A-6 illustrates which census tracts are significant for concentrations of the population age 75 years and older.

Population Group: Hispanic
Regional Total: 288,300 people
Regional Threshold: 5.4%
County Thresholds: 1.5% to 9.7%

Though often included in many minority definitions, Hispanic is an ethnicity, not a racial category; but it deserves separate consideration nevertheless. 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. Persons in the 2000 census were asked, "Is this person Spanish, Hispanic, Latino?" Thus, persons of Hispanic origin can be of any race. (Hispanics should have indicated their origin in the Hispanic origin question, not in the race question, because in federal statistical systems ethnic origin is considered to be a separate concept from race. This interpretation is based on changes made by the Office of Management and Budget in October 1997, requiring all federal agencies that collect and report data on race and ethnicity to follow these new standards.) Figure A-7 illustrates which census tracts are significant for Hispanic concentrations.

Population Group: Limited English Proficiency
Regional Total: 121,700 people
Regional Threshold: 2.4%
County Thresholds: 0.8% to 3.9%

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed by the president in 2000. This requires all federally funded agencies to make services more accessible to eligible persons

who are not proficient in the English language. "Limited English Proficiency" is defined in the U.S. Census as "primary language spoken at home other than English and speak English not very well." This captures the populations with a primary language other than English spoken at home, including Spanish, Asian, and Pacific Island languages, other Indo-European languages, and other languages. This category includes those who cannot speak English very well or cannot speak English at all, while the census universe includes only the population five years and older.

Limited English proficiency 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. Figure A-8 illustrates which census tracts are significant for limited English proficiency concentrations.

Degrees of Disadvantage

DVRPC developed an EJ method of analysis based on the demographic groups outlined above. Each census tract that contains a concentration greater than the regional average for any individual population group is considered EJ sensitive for that group. DVRPC defines the Degrees of Disadvantage (DOD) as the total number of EJ sensitive groups in each census tract. Thus any census tract can contain from zero to eight DOD. Of the region's 1,378 census tracts, 76 percent have at least one DOD, which is not surprising given the multiple demographic categories. Over a quarter of the census tracts contain five to eight DOD; these areas are categorized as "highly disadvantaged tracts".

Note that all indicators may not be equally important in specific analyses. In the JARC and NFI selection processes, emphasis is placed on transportation services provided to senior citizens, people with disabilities, and people with low incomes as the most relevant indicators.

Table 1 displays the DOD and the number of census tracts in each category. The largest percentage of tracts have one to two DOD (36 percent), followed by zero DOD, and then five to six DOD. Ninety-three tracts have seven to eight DOD, and these are mostly found in the core cities of Philadelphia, Camden, Chester, and Trenton, as well as older boroughs such as Oxford, Coatesville, and Pottstown.

Table 1:   Degrees of Disadvantage (DOD) and Number of Census Tracts

Number of DOD	Number of census tracts	Percent of tracts in region
0	328	24%
1-2	501	36%
3-4	195	14%
5-6	261	19%
7-8	93	7%
Source: DVRPC, 2003		

Table 2 illustrates that over 80 percent of all highly disadvantaged tracts are concentrated in four communities, and these communities represent a third of the region's population.

Table 2:   Core City DOD Details—Highly Disadvantaged Tracts

Core City Statistics	Number of census tracts	Percent in region
Philadelphia tracts with 5–8 DOD	240 tracts	68%
Chester City tracts with 5–8 DOD	13 tracts	3%
Camden tracts with 5–8 DOD	20 tracts	6%
Trenton tracts with 5–8 DOD	20 tracts	6%
Total Core City tracts with 5–8 DOD	293 tracts	83%
Total Core City Population	1.72 million people	32%
Source: DVRPC, 2003		

The Appendix A figures illustrate variations in the overall population concentrations in relation to the regional threshold. This approach was first introduced in the Mercer County Human Service Transportation Coordination Plan, and later refined in the Demographic Trends and Forecasts in the Philadelphia Region.

The maps are illustrated using the following formula:

▶ 0 percent to ½ of the threshold = no color

▶ ½ of the threshold to the threshold = gray

▶ The threshold to 1.5x the threshold = pink

▶ 1.5x the threshold to 2x the threshold = purple

▶ 2x the threshold and over = dark purple

This format illustrates the overall DOD concentration levels to identify the EJ-sensitive tracts for each population group. Each map also contains the DOD averages for each county. This assists the agency in identifying particular census tracts that may be considered disadvantaged in a particular county, but not in the region as a whole; these numbers provide an assessment of DOD specific to the county levels. As an example, in Census Tract 1030.01, Richland Township, Bucks County, 9.8 percent of households are carless households. The regional DOD threshold for carless households is 16.0 percent, whereas Bucks County is 5.1 percent. In this example, the Richland Township tract would not be identified in a regional carless households analysis, but it is significant at the county level.

Appendix A also includes tables that summarize highest regional and county totals and percentages for each DOD. These tables help illustrate how each population group is represented within the region as they relate to each county.

For example, Census Tract 151 in Philadelphia has the greatest number of households in poverty out of all census tracts in the region. Census Tract 6008 in Camden City has the 21st highest number of households in poverty, but the greatest number of households in poverty in Camden City. Further down the list, Census Tract 5004 in Paulsboro Borough, Gloucester County is ranked 149th in the region for households in poverty, but is highest in Gloucester County. Rankings by percent, rather than count, are organized in the same way in the adjacent table.

Transportation Improvement Program and Long-Range Plan

This EJ DOD analysis is applied to both the Transportation Improvement Program (TIP) and the Long-Range Plan. The TIP is a regionally agreed upon list of priority projects, as required by SAFETEA-LU. The TIP document includes all federally and non-federally funded projects that are regionally significant, and state-funded capital projects, including multimodal, bicycle, pedestrian, freight, air-quality, transit, and highway projects. The location of transportation investments can greatly influence the level of mobility and accessibility throughout the region. Distribution of TIP transit and highway projects is analyzed to assess impact on environmental justice-sensitive communities.

DVRPC's Long Range Plan provides a blueprint for future regional transportation facilities and services in 2035. Recent long-range planning policies have emphasized sustainable growth and recentralization. In a recentralization scenario, most forecasted population and employment growth in the region from 2005 to 2035 would locate in the region's core cities or inner ring suburbs. Supporting and maintaining transit and increasing the local job base are positive outcomes of the recentralization scenario for communities located in transit-accessible areas (whereas a sprawl scenario predicts a significant loss of the existing regional job base).

Service Profile

The primary goal of the FTA's United We Ride Program is to assist states and local organizations in developing new and expanded transportation services that connect disadvantaged populations to jobs and employment-related activities. The CHSTP identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and ranks transportation services for funding and implementation. In order for CHSTP stakeholders to develop a strategy for the region, a transportation service gap analysis is required. By using the DVRPC EJ method, which locates persons with the most need and with proximity to the regional transportation system, a larger analysis of the needs for these specific populations can be conducted. Analysis includes proximity of the region's transportation network, including arterial highways, transit systems, access to employment centers through job access services, fixed-route service, and paratransit service. Locations of employment, health, and childcare services are also identified. Based on these analyses, JARC and NFI services can target transportation services in areas with the greatest need.

To develop effective projects in the Delaware Valley region, it is important to understand existing regional transit services and accessibility of potential employment opportunities for transit-dependent and disabled populations.

Existing Services

The region's bi-state transit system has three major public transportation operators and several commercial and nonprofit organizations that provide transportation services. The regional network of rail, trolley, and bus routes has historically offered a high level of transit service to commuters traveling during peak hours and those traveling to the core cities from suburban locations. However, the region's public transportation infrastructure funnels large numbers of riders to a select number of transit hubs, typically located in downtown business districts of the region's core cities and first-generation suburbs. The relatively low-density residential and commercial development that characterizes the region's growing townships is not served as well by the transit system.

Southeastern Pennsylvania Transportation Authority (SEPTA)

SEPTA is the fifth largest transit system in the nation, with a 2,200-square-mile service area covering southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties). SEPTA operates over one hundred bus routes and many trolley and regional rail lines throughout Philadelphia and the Pennsylvania counties in the DVRPC region, with connections to interstate service in New Jersey and Delaware. Its hub of operations in Center City Philadelphia enables Philadelphia residents to transfer from SEPTA to NJ Transit or to the PATCO High-Speed Line. Commuters can also connect through Amtrak in Philadelphia and Trenton.

In accordance with the Americans with Disabilities Act (ADA), SEPTA also provides service for individuals with disabilities. SEPTA's ADA service, Customized Community Transportation (CCT), includes paratransit service and a shared-ride program. The CCT Connect paratransit service provides transit for individuals who are functionally unable to use regular accessible fixed-route service throughout the five-county service region. The Shared-Ride Program provides door-to-door advance reservation service on a space-available basis to senior citizen residents of Philadelphia within the city, and outside the city limits up to three miles from its border. Non-SEPTA service providers coordinate shared-ride transit in the suburban counties.

New Jersey Transit (NJ Transit)

NJ Transit, a statewide transit agency, is the third largest transit system in the nation. Approximately ten percent of its ridership is in the four-county DVRPC region. NJ Transit operates over fifty bus routes in the DVRPC region; at least half are interstate bus routes that provide service to Philadelphia or New York City[2]. Buses traveling from New Jersey to Philadelphia make stops at designated Center City corners. NJ Transit service to Trenton Transit Center provides additional connections to SEPTA bus and rail service and Amtrak service. The NJ Transit Atlantic City Line connects Philadelphia's 30th Street Station, Cherry Hill, Lindenwold, and Atco to points in Atlantic County. The NJ Transit RiverLine provides light rail service between Camden and Trenton.

As New Jersey's public transportation provider, NJ Transit is also required to provide ADA paratransit service to individuals with disabilities. Access Link, NJ Transit's paratransit service, is a public transportation service comparable to the NJ Transit local fixed-route bus system. Access Link service is a reservation-based, shared-ride, curb to curb service. It is comparable to other NJ Transit bus service, and pickup and dropoff points are within a ¾-mile radius of eligible bus routes. All customers are required to come to the curb to meet transit vehicles.

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[2] NJ Transit Bus Routes by County, www.njtransit.com, October 2003.

Port Authority Transit Corporation (PATCO)

PATCO provides direct service between Center City Philadelphia and Lindenwold, New Jersey. The High-Speed Line makes four stops in Philadelphia and nine stops in New Jersey. NJ Transit and shuttle services, including paratransit service, are available at several of the PATCO stations. Disabled individuals and senior citizens may ride PATCO during specified times for half fare. Five PATCO stations are handicap accessible with elevators.

Service Gap Analysis for Delaware Valley Region

In order to analyze the gaps in transportation and transportation-related activities, a people- and place-based approach was used. By using Environmental Justice criteria that locates people most in need, and the proximity of the regional transportation system, a larger analysis of the needs and gaps within the existing fixed-transit system can be performed.

Environmental Justice is concerned with the impacts of disparate funding and services on defined minority and low-income groups as well as the elderly, disabled, and carless (transit-dependent) populations having special travel needs. Through studies completed at DVRPC in 2001, 2002, and 2003, a thorough assessment and spatial analysis was conducted using U.S. Census data (at the census tract level) that analyzed various indicators. This analysis provides data for the following populations: poverty, non-Hispanic minority, Hispanic elderly, carless, disabled, limited English proficiency, and female head of household. The number of these factors that apply in a given census tract or municipality are accumulated to represent DOD. For example, if a census tract was found to be below the poverty threshold, has a high concentration of carless households, and a high concentration of non-Hispanic minority households, then the tract would have three degrees of disadvantage.

An analysis of quality-of-life factors was also conducted. These quality-of-life factors include attributes related to the proximity of the region's transportation network, including arterial highways and transit systems, as well as access to employment centers through JARC services, fixed transit service, and paratransit service. Locations of employment, health, and childcare services were also mapped. The resulting degrees of disadvantage and quality-of-life factors were combined to reflect the positive and negative influences of the region's infrastructure systems and key services. This also provides a picture of what and where various populations are located that have little or no transportation services.

Figure 1 shows census tracts by degrees of disadvantage for the Delaware Valley region. Most of the highly disadvantaged tracts (5 to 8 degrees of disadvantage) are located in the region's four core cities (Philadelphia, Trenton, Chester, and Camden), whereas most of the rural and suburban tracts have 1 to

4 or zero degrees of disadvantage. This pattern is not surprising, considering the high concentration of poverty and minority populations in the core cities compared to rural and suburban areas. However, the core cities are not completely bereft of amenities, particularly given their greater public transit access

Figure 2 shows the quality-of-life factors for the region. The core cities, especially Philadelphia, have the greatest concentration of highly disadvantaged tracts (5 to 8 indicators), but are well served by transit services, hospitals and employment opportunities. In general, the rural and suburban areas are not as well served as the core cities. However, it is evident that JARC services play a significant role in providing transit coverage in rural and suburban areas. For example, consider the southern portion of Chester County on **Figure 2**. There are four employment centers and two hospitals along Route 1 and, aside from JARC services, there are no transit services providing access to them. The JARC services provide critical connections from the regional bus and commuter rail system to this area, increasing access for the transit-dependent population, while helping to promote overall transit ridership and reduced traffic on local roads.

Degrees of Disadvantage, 2002

Figure 1

Legend:
- 0 Degrees of Disadvantage
- 1 - 2 Degrees of Disadvantage
- 3 - 4 Degrees of Disadvantage
- 5 - 6 Degrees of Disadvantage
- 7 - 8 Degrees of Disadvantage

* Degrees of Disadvantage Include:
Poverty, Non-Hispanic Minority,
Hispanic, Elderly, Carless,
Disabled, Limited English
Proficiency, and Female Head
of Household with Child.

Bucks

Mercer

Montgomery

Chester

Philadelphia

Delaware

Burlington

Camden

Gloucester

N

0   5   10   15
Miles

Delaware Valley
Regional Planning Commission
May 2007

Source: U.S. Census Bureau, DVRPC.
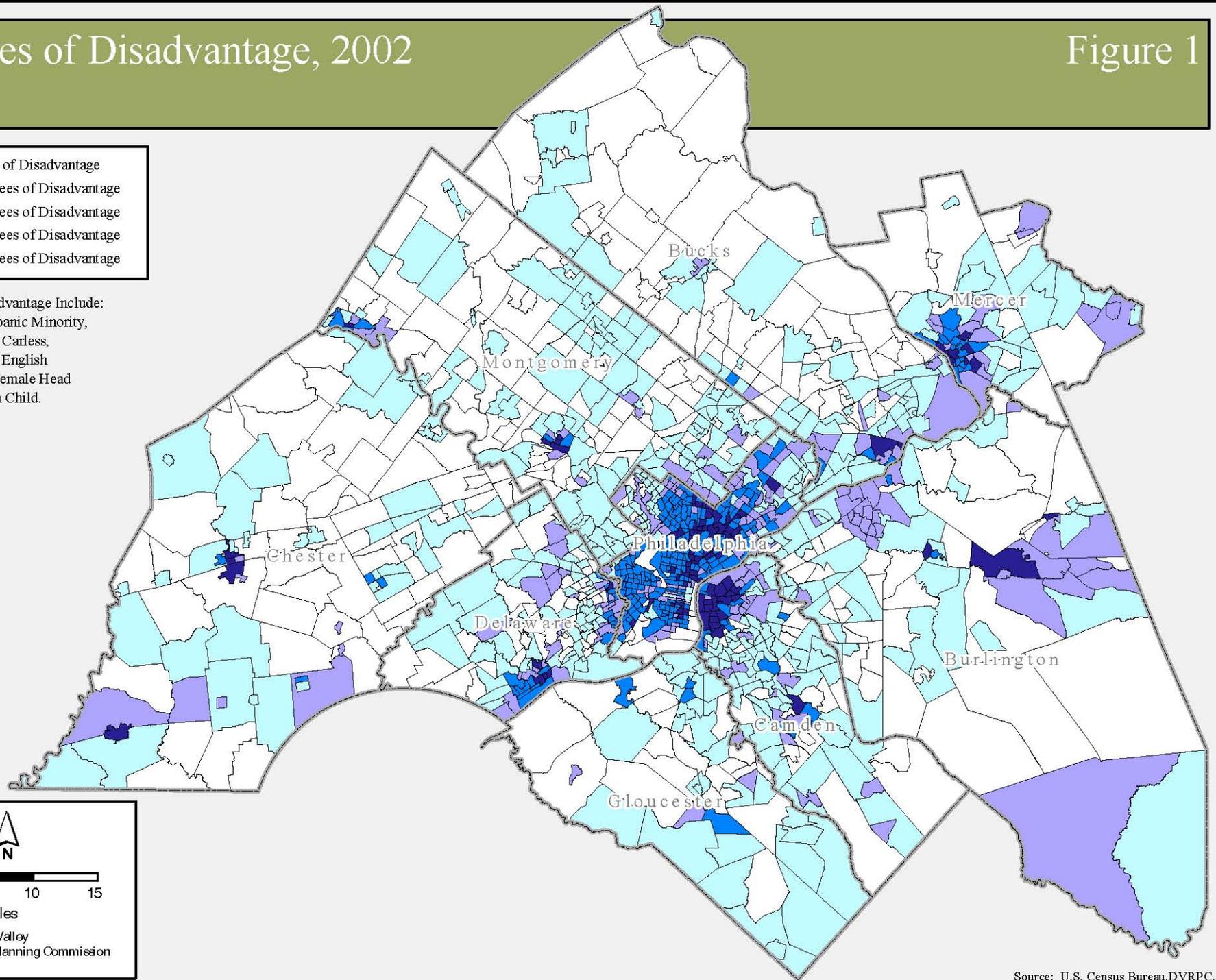
Quality of Life Factors, 2002

Figure 2

Legend:
- Hospital
- Employment Centers
- Job Access Reverse Commute Routes
- Quarter-Mile Transit Route

Bucks

Mercer

Montgomery

Chester

Philadelphia

Delaware

Burlington

Camden

Gloucester

N
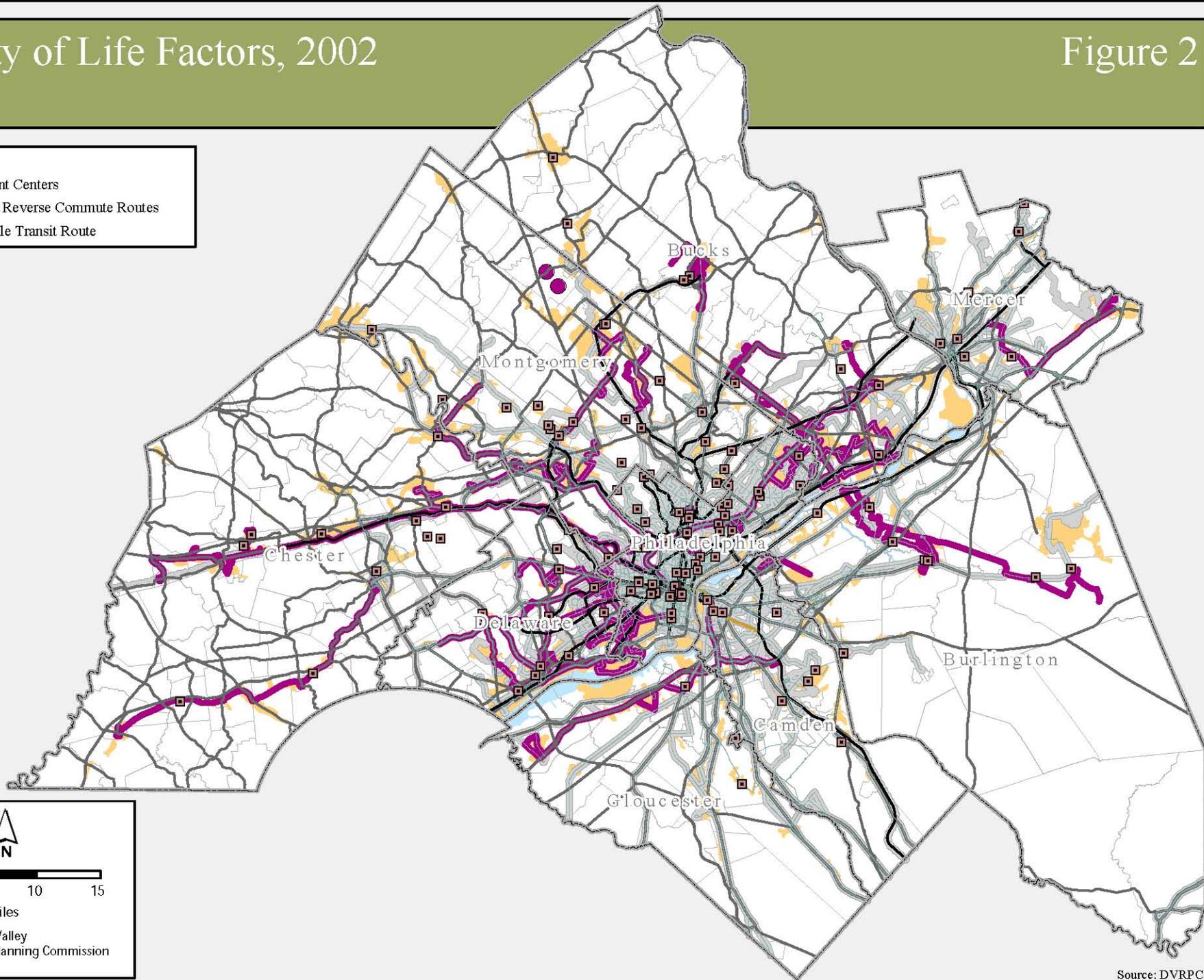
0   5   10   15
Miles

Delaware Valley
Regional Planning Commission
May 2007

Source: DVRPC.

Transit-Dependent Population Service Gaps and Unmet Needs

Available travel characteristics suggest that a significant number of people in the Delaware Valley region are transit-dependent. Therefore, the likelihood of finding and maintaining employment or sustaining participation in an employment-related activity is dependent on how well the region's transit system meets their transportation needs. The region's transit system has historically offered a high level of service to commuters traveling during peak hours. However, the system mainly funnels large numbers of people to a select number of transit hubs, typically located in the downtown business districts of the region's core cities and older suburbs.

A review of the existing transit system and accessibility-related studies suggests that the transit system provides a substantial level of accessibility to jobs and residents (including transit-dependent populations concentrated in the core cities) around selected transit hubs during peak travel times. However, it also suggests that the system provides a much lower level of accessibility during non-peak travel times in most of the region's suburban areas. Unfortunately, many job opportunities that lower-income groups are qualified for are located in low-density suburban areas and require commuting during non-peak travel times. Addressing this deficiency and eliminating transportation barriers for transit-dependent people clearly requires more than proximity to a transit line. Other key issues include:

▶ The right bus—because a worker lives within one-quarter mile of a bus route—does not mean this is the "best" route for the appropriate job opportunity.

▶ Reasonable travel times—each transfer increases total travel time and poses an additional challenge to job retention. It is not reasonable to expect someone to commute two or more hours a day with two or three transfers to a minimum wage job.

▶ Affordable transit fares—similarly, it is not reasonable to expect that persons can afford to buy a pass on minimum wage.

▶ More off-peak services—including early morning, late night, and weekend services where appropriate.

▶ Transit for last-mile connections or ride share programs should be considered. More service to growing suburban job centers—the areas that are home to the greatest job growth need to become more transit accessible.

▶ More support services to make the commute easier—support services such as daycare facilities are important in job retention for female head of household with child families.

Disabled Population and Unmet Needs

Coordination can substantially increase the availability of accessible transportation for people with disabilities. The ADA legislation mandates that persons with disabilities cannot be denied access to public transportation facilities and services, and those services must be comparable to those provided for the general public. ADA provisions also require all newly acquired and modified vehicles operated by public or private transportation providers to be accessible, and that ADA paratransit services must complement their fixed-route services. ADA recommends that public providers identify all other providers of transit services in their area as part of their plan.

SAFETEA-LU requirements mandate that paratransit services be inclusive of the human services transportation plan and providers of paratransit be included in the planning process. DVRPC's DOD analysis (see Demographic Profile, Chapter 3) identifies the region's physically disabled population. Table 3 outlines the percent of disabled persons per county.

Table 3:   Persons with Disabilities in the Delaware Valley, 2000

County	Persons with disabilities (ages 21–64)	Persons with disabilities (over age 65)	Percent Employed
Burlington	35,010	18,148	63.9
Camden	53,943	24,547	56.3
Gloucester	23,128	11,689	61.4
Mercer	33,096	15,445	61.0
Bucks	52,063	24,354	64.2
Chester	31,126	15,517	64.6
Delaware	48,533	23,391	60.0
Montgomery	52,286	33,494	66.1
Philadelphia	223,058	97,078	47.5
Source: DVRPC, 2007			

Elderly Population and Unmet Needs

The number of elderly has increased dramatically in the Delaware Valley in recent years and is expected to continue to increase at a record pace. By the year 2030, almost one in five of the region's residents will be over 64 years of age and living in suburban communities. In many of these areas, public transit is not in service. The nine-county Delaware Valley region was home to over three-quarters of a million elderly in the year 2000.

Regional Service Overview

Access-to-jobs services are managed differently in New Jersey and Pennsylvania.

New Jersey Programs

New Jersey employs a state-initiated framework for their County Transportation Coordination Planning process. Since the implementation of New Jersey's welfare reform program, Work First New Jersey (WFNJ), New Jersey has been a leader in statewide coordination efforts to address accessibility challenges faced by low-income individuals. Through an innovative partnership of various state agencies, the Project Oversight Group (POG) was developed. The POG facilitates interdepartmental planning and assists counties and communities in developing solutions to local job access and other accessibility issues.

This state-level coordination and partnership has led to and supports several statewide transportation initiatives designed to address transportation barriers for low-income and transit-dependent individuals. The initiatives include New Jersey Community Transportation Coordination Planning, regional coordination efforts, WFNJ Transportation Block Grant, Monmouth and Gloucester County demonstration projects, New Jersey Transportation Innovation Fund, the WorkPass and Business Pass and *Get a Job/Get a Ride* programs. Following is a detailed description of these initiatives.

NJ Transportation Coordination Planning

Since 1998, New Jersey's transportation, human services, labor, employment, and training agencies have been working together and planning at the state level for welfare-to-work and workforce-related transportation issues. Together, these agencies have provided financial and technical support to each of DVRPC's four New Jersey counties in the development and implementation of local planning efforts. These efforts have centered on forming local interagency steering committees to develop a countywide Community Transportation Plan for each county.

The framework for local coordinated planning was created at the state level, but a majority of the work has been done at the county level. The initial step was for each county to create an interagency steering committee consisting of, at minimum, members from the Workforce Investment Boards (WIBs), which are the equivalent of private industry councils, county planners, county welfare agencies, childcare agencies (organized by county), local transportation providers, and other local stakeholders.[3]

Once established, the committees defined local transportation gaps, developed strategies for addressing those gaps, and identified opportunities for increased

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[3] DVRPC participated on the Burlington, Camden, Gloucester, and Mercer counties steering committees at various points throughout the process.

coordination of existing transit services. Based on the steering committee findings, each county developed a Community Transportation Plan that provided a framework for the planning and development of new local transportation programs and services to improve accessibility for low-income individuals and other transit-dependent populations.

The New Jersey Community Transportation Coordination Planning process is an ambitious undertaking for individual counties. To encourage buy-in to this process, the state has made submission of a county-level plan a precondition for eligibility to apply for state or federal welfare-to-work transportation implementation dollars, including funding through the FTA JARC Grant Program, the Transportation Innovation Fund, and the WFNJ Transportation Block Grant. The latter two are discussed in further detail later.

In addition to the state coordination, New Jersey has enacted a Council on Affordability and Mobility (NJCAM). Since 2004, this diverse group of transportation and human service agencies from throughout the state have been working to gather the various needs of the state and further coordinate and collaborate between all local and regional partners. This group has created a statewide survey that was distributed to each county in order to find out existing services and to analyze any duplicative services. The surveys for Burlington, Camden, and Gloucester counties have been conducted by the Cross County Connection (CCC) TMA. Mercer County has undertaken this survey individually.

Pennsylvania Programs

Access-to-jobs activities in southeastern Pennsylvania are driven primarily by SEPTA, the counties, and individual Transportation Management Associations (TMAs). In addition to providing a majority of the required matching funds for JARC routes, the Pennsylvania Department of Public Welfare (DPW) and Pennsylvania Department of Transportation (PennDOT) have collaborated with a number of organizations on several transportation initiatives.

Department of Public Welfare

Under the FTA's JARC program, initiated in 1999, funding was expanded to include Philadelphia and Pittsburgh. The Department of Welfare (DPW) has provided all of the matching funds for JARC projects in Pennsylvania. Because of the targeted population for JARC services-welfare recipients, this guaranteed match has played a critical role in securing FTA JARC funds. The Department of Public Welfare continued to provide JARC matching funds through FY 2003.

Reverse Commute and Off-Peak Services

In response to shifting employment patterns and ongoing job decentralization, SEPTA found ways to serve the emerging employment centers throughout the region. By 2000, 21 percent of SEPTA routes were prevailing reverse-commute routes. This total includes 28 bus routes and the Route 100 Norristown High-Speed Line, which collectively serve 25,000 riders. Together these trips amounted to about 4 percent of overall system ridership. In addition to implementing reverse commute initiatives, SEPTA also implemented several off-

peak service initiatives, which provide employment access during nontraditional work hours (such as early morning or late night).

Since many low-skill jobs require employees to work nontraditional hours, these off-peak service initiatives are critical to improving their access to employment. Examples of reverse commute and off-peak services implemented by or in coordination with SEPTA include the "200 Series" bus routes, which function as extensions of the regional rail system.

In response to requests from the suburban counties, SEPTA utilizes JARC funds to expand or establish new reverse commute and off-peak services that improve employment access for lower-income groups and Temporary Assistance for Needy Families (TANF) participants.

Customer Information and Outreach

SEPTA facilitates an information program that focuses on how to use the system, including route, service, and fare information. The transit authority has run several transit training sessions reaching approximately 150 caseworkers and job-placement professionals. Eight neighborhood-specific, as well as multilingual, "How to Ride Guides" for reverse commuting have been published and distributed through negotiations and partnership with the Department of Public Welfare (DPW) for a variety of human services and job placement outlets.

JARC and NFI Funding - Guidance Materials, Conduct of Project Selection Process

The Delaware Valley Regional Planning Commission (DVRPC) is the federally designated Metropolitan Planning Organization (MPO) for the Greater Philadelphia Region, and is responsible for allocating federal funds for transportation and transportation-related improvements in the region. SAFETEA-LU directs MPOs to program and prioritize projects on a regional basis. DVRPC facilitates the separate selection processes for both the JARC and New Freedom programs in both Pennsylvania and New Jersey. The Southeastern Pennsylvania Transportation Authority (SEPTA) acts as the designated recipient of the federal funds, administers the program, and also is a provider of specified services in the Pennsylvania side of the region, while New Jersey Transit provides a similar function for the New Jersey Counties in the region.

JARC and the New Freedom programs are authorized under the provisions set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), enacted on August 10, 2005. JARC is codified at 49 U.S.C. 5316 and the New Freedom Program is codified at 49 U.S.C. 5317. Further program information on JARC is located in FTA Circular 9050.1 and for the New Freedom Program in FTA Circular 9045.1, both issued on May 1, 2007. Most of the following information concerning JARC and New Freedom is taken directly from the FTA Circulars. We strongly advise all potential applicants to review the FTA JARC Circular Guidance Summary for further clarification, located on the DVRPC CHSTP web site, along with other application materials:

http://www.dvrpc.org/CoordinatedHumanServices/

This CHSTP Summary document, which is the result of regional outreach in 2006 and 2007, serves as the guiding document for JARC and New Freedom, and includes policy goals and strategies for the region. All Pennsylvania applicants in the DVRPC region must reference this plan and identify how their application is consistent with the goals and priorities in this plan. All New Jersey applicants in the DVRPC region must reference this regional plan *and* their applicable county coordination plan.

Job Access Reverse Commute (JARC) Program

JARC was established as part of TEA-21 to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to find and retain jobs. The goal of the Job Access and Reverse Commute program (JARC) is to improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals, and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. Toward this goal, the Federal Transit Administration provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of eligible low-income individuals, and of reverse commuters regardless of income.

New Freedom

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. The program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. Individuals who are transportation-disadvantaged face different challenges in accessing services depending on whether they live in urban, rural, or suburban areas. The geographic dispersion of transportation-disadvantaged populations also creates challenges for human service programs hoping to deliver transportation for their passengers.

Eligibility

Eligible Organizations and Agencies

The following organizations and entities are eligible to apply for funding:

- ▶ Private nonprofit organizations;

- ▶ State or local governmental authorities; and

- ▶ Operators of public transportation services, including private operators of public transportation service.

Eligible Activities

Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and

activities related to their employment, and to support reverse commute projects. New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA, designed to assist individuals with disabilities in accessing transportation services. Activities identified by FTA as potential projects for both programs are detailed below. Because local priorities vary, not all eligible projects may be recommended for funding. Historically, regional priorities and preferences have favored direct transportation services over other indirect and support programs in the selection process. Additionally, due to liability concerns, any submitted projects are subject to legal review by the designated recipient. Liability issues may limit eligibility for some project applications and should be discussed and arranged in advance.

ADA Service

Applications for projects that provide fixed-route transit service may also be required to provide comparable service under ADA regulations.

Funding

Anticipated Philadelphia Urban Area Funding Levels

Funding totals are not guaranteed and are subject to change based on available matching funds.

FTA Funding Ratio

The Federal share of eligible costs may not exceed the following:

▶ 80 percent of the net cost for capital expenses and planning activities

▶ 50 percent of the net operating expenses

The FTA further explains differences between capital and operating expenses. The basic definition of an operating cost is something that does not have a useful life of more than one year. In contrast, a capital cost is usually a tangible item that has a useful life of more than one year. For example, vouchers are considered an operating expense, consistent with FTA program requirements; insurance is considered an operating expense; and funds used to pay the administrative costs of loan programs are operating expenses. The construction of bus stops, the installation of elevators, or the purchase of buses are examples of capital expenses.

Not more than ten percent of the recipient's total fiscal year apportionment may be used to fund program administration costs. Allowable administrative costs may include, but are not limited to, general administrative and overhead costs, staff salaries, office supplies, marketing, and development of specifications for vehicles and equipment.

Local Match

A non-federal local match is required for all projects. To date, state agencies such as PennDOT in Pennsylvania and Department of Human Services in New Jersey have provided matching funds for projects; however, adequate matching funds are not guaranteed if a project is selected. Project applications that evidence sustainability, where they identify external matching funds other than those from a state agency, will receive higher scores.

Application Requirements

All JARC and New Freedom applicants are required to contact their applicable county planning office prior to the submission of an application. This will inform the county of the proposed project and provide an opportunity to discuss any potential challenges the project may pose. In addition, if a project is located in more than one county (i.e., user origins in one county and destinations in another), please contact DVRPC. County planning agency contacts are provided to applicants upon the beginning of the application process. Applications are typically due in late fall or early winter, preceding the upcoming fiscal year.

One application is requested for each project or service. The application provides the information required for this selection process and for funding by FTA and PennDOT. Funding periods are defined at the outset of the application process. Applicants must provide information about the proposed project—intended beneficiaries, eligibility requirements, area to be served, additional funding, how FTA funding will be used, evidence of coordination, and organizational capacity. Specific details concerning the proposed project are also requested.

Application Review Process

▶ JARC and New Freedoms applications will be made available electronically.

▶ DVRPC will hold a kickoff meeting for potential Pennsylvania applicants. This meeting will present information on both programs and answer questions any applicant may have.

▶ All completed applications must be returned to DVRPC by the application deadline.

- ▶ DVRPC and the CHSTP Sub-Committee will read and score each application, and scores will be compiled for review. The Sub-Committee will then vote on a recommended funding list.

- ▶ The Sub-Committee will forward the recommended list to DVRPC's Regional Transportation Committee, Regional Citizens Committee, and the DVRPC Board for approval.

- ▶ After Board approval, recommendations are forwarded to FTA, SEPTA, and PennDOT for final distribution of grant funds.

Application Evaluation and Criteria

All applications will be evaluated by a selection sub-committee using scoring criteria developed by DVRPC. This takes into account input from FTA, PennDOT, member governments and agencies, as well as precedents established through previous selection rounds. The CHSTP Sub-Committee (composed of county planning representatives; advocates for disabled peoples, elderly, and low-income communities; and a member of DVRPC's Regional Citizens Committee) reviews applications and makes recommendations to the DVRPC Board. Cost per rider, number of riders/users, and sub-committee application notes may used as tiebreakers.

Eligible JARC Activities

Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment, and to support reverse commute projects. The DVRPC region has historically expressed a preference for projects that provide direct transportation services, rather than projects providing indirect services. Therefore, eligible projects may include, but are not limited to, capital, planning, and operating assistance to support activities such as those listed below.

- ▶ Late-night and weekend service

- ▶ Guaranteed ride home service

- ▶ Shuttle service

- ▶ Expanding fixed-route public transit routes

- ▶ Demand-responsive van service

This does not mean, however, that an eligible project is guaranteed for selection, since regional priorities focus on funding specific activities to the exclusion of others.

Eligible New Freedom Activities

New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA, designed to assist individuals with disabilities in accessing transportation services. Both new public transportation services and new public transportation alternatives are required to go beyond the requirements of the ADA and must (1) target individuals with disabilities; and (2) meet the intent of the program by removing barriers to transportation and assisting persons with disabilities with transportation, including transportation to and from jobs and employment services. The partial list of eligible activities is intended to be illustrative, not exhaustive. This does not mean, however, that an eligible project is guaranteed for selection, since a region may have priorities focusing on funding specific activities to the exclusion of others.

New Public Transportation Services Beyond the ADA.

The following activities are examples of eligible projects meeting the definition of new public transportation.

▶ Enhancing paratransit beyond minimum requirements of the ADA:

◆ (a) Expansion of paratransit service parameters beyond the three-fourths of a mile required by the ADA

◆ (b) Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services

▶ Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations, so long as the projects are clearly intended to remove barriers that would otherwise have remained. This may include:

◆ (a) Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals, or other accessible features

◆ (b) Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA

◆ (c) Improving signage, or wayfinding technology

◆ (d) Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS)

▶ Travel training. New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options

available in their communities. This includes travel instruction and travel training services.

Application Process for Fiscal Year 2011

▶ DVRPC will announce JARC/New Freedom application round on the web site (www.dvrpc.org). A public notice will be sent to potential applicants alerting them to the web site posting and inviting them to a kickoff meeting. All materials, including application, will be located electronically on DVRPC's web site. Print copies will be available at an applicant's request.

▶ Applicants are required to contact their respective county planner responsible for Coordinated Human Service Transportation Planning prior to submitting an application. This meeting will allow the county to understand the application, and to assist the applicant with proper completion of the application. A list of contacts for each county is provided with the application materials.

▶ Applications are subject to legal review by the Designated Recipient (SEPTA or NJ Transit), in order to assess issues regarding liability. If a project is deemed problematic due to liability issues, then another designated recipient must be arranged in order to be eligible for funding.

▶ The applicant will submit a completed project application to DVRPC by application deadline. DVRPC reviews the applications for completeness and adherence to guidelines. DVRPC will then fill in required sections of the score sheet and forward materials to the selection committee for review and scoring.

▶ The selection committee (composed of county planning representatives; advocates for disabled people, elderly, and low-income communities; and a member of DVRPC's Regional Citizens Committee) will read and score each application. All individual application scores will be added for a cumulative total.

▶ Each County will submit a ranked list of the top three (3) JARC projects based on individual county priorities. These will be assigned additional points, and added to the individual application score totals.

▶ DVRPC staff will review and summarize the completed score sheets, put the totaled results into a matrix, and submit copies to the Selection Committee for review.

▶ The CHSTP selection committee will then convene to review the composite application scores and recommend a project list based on the available budget. Applicants may be asked to be available to answer committee questions. At that time, committee members may revisit and revise application scores. The lowest ranked projects are removed until a list of projects fits the assigned budget.

▶ The CHSTP selection committee's list of projects recommended for funding are forwarded to the DVRPC Regional Citizen's Committee (RCC), and Regional Transportation Committee (RTC) for review and approval, and then on to the DVRPC Board for final approval. Each committee may request additional information prior to approval, and may ask for modifications prior to approval.

▶ Final recommendations are forwarded to the designated recipient (SEPTA or NJ Transit), the appropriate state agency (PennDOT or NJDOT) and the FTA.

▶ The designated recipient (SEPTA or NJ Transit) will then work with the recommended project applicants for their application to the state agency (PennDOT or NJDOT) and FTA.

▶ DVRPC will continue to work with the CHSTP committee to clarify the application and selection process.

Degrees of Disadvantage Tables and Figures

Table A-1: Non-Hispanic Minority Census Tract Rankings

Ranking by Population	Census Tract	County	Municipality	Total Non Hispanic Minority Population in Census Tract	Percent of Non Hispanic Minority Population in Census Tract	Ranking by Percent	Census Tract	County	Municipality	Total Non Hispanic Minority Population in Census Tract	Percent of Non Hispanic Minority Population in Census Tract
1	C.T. 172	Philadelphia	Philadelphia	8531	98.7%	1	C.T. 148	Philadelphia	Philadelphia	633	100.0%
2	C.T. 81	Philadelphia	Philadelphia	8166	98.5%	2	C.T. 46	Philadelphia	Philadelphia	177	100.0%
3	C.T. 71	Philadelphia	Philadelphia	8014	96.4%	3	C.T. 152	Philadelphia	Philadelphia	5149	99.7%
4	C.T. 151	Philadelphia	Philadelphia	7938	99.0%	4	C.T. 106	Philadelphia	Philadelphia	1505	99.6%
5	C.T. 201	Philadelphia	Philadelphia	7553	97.7%	5	C.T. 95	Philadelphia	Philadelphia	3569	99.5%
23	C.T. 11	Mercer	Trenton	5725	84.8%	14	C.T. 4051	Delaware	Chester	2175	98.8%
37	C.T. 4021	Delaware	Yeadon	4910	82.1%	41	C.T. 4029	Delaware	Darby	3293	97.6%
46	C.T. 6015	Camden	Camden	4536	70.6%	69	C.T. 15	Mercer	Trenton	2807	95.3%
54	C.T. 6014	Camden	Camden	4369	91.2%	76	C.T. 6065	Camden	Lawnside	2570	94.3%
71	C.T. 22	Mercer	Trenton	3906	66.3%	80	C.T. 14.02	Mercer	Trenton	2496	94.0%
80	C.T. 4045	Delaware	Chester	3695	72.6%	88	C.T. 2024.01	Montgomery	Cheltenham	3127	93.2%
118	C.T. 2024.01	Montgomery	Cheltenham	3127	93.2%	96	C.T. 6014	Camden	Camden	4369	91.2%
129	C.T. 7028.03	Burlington	Willingboro	2889	70.8%	142	C.T. 7028.11	Burlington	Willingboro	2180	79.0%
131	C.T. 7028.06	Burlington	Willingboro	2844	70.5%	149	C.T. 7028.10	Burlington	Willingboro	1082	76.6%
139	C.T. 2063	Montgomery	Collegeville	2738	34.1%	153	C.T. 2067.02	Montgomery	Skippack	77	75.5%
157	C.T. 3055	Chester	Coatesville City	2540	72.2%	171	C.T. 3055	Chester	Coatesville City	2540	72.2%
204	C.T. 5004	Gloucester	Paulsboro	2113	34.3%	214	C.T. 3058	Chester	South Coatesville	612	61.4%
239	C.T. 1057.04	Bucks	Morrisville	1808	27.0%	252	C.T. 1004.03	Bucks	Bristol	1031	48.0%
240	C.T. 1003.03	Bucks	Bristol	1788	34.4%	271	C.T. 5014.02	Gloucester	Glassboro	1444	43.7%
247	C.T. 5010.02	Gloucester	Woodbury	1668	39.4%	296	C.T. 5010.02	Gloucester	Woodbury	1668	39.4%
280	C.T. 3056	Chester	Coatesville City	1520	55.9%	324	C.T. 1003.03	Bucks	Bristol	1788	34.4%

Sources: DVRPC, U.S. Census Bureau

Figure A-1: Non-Hispanic Minority Population Concentrations
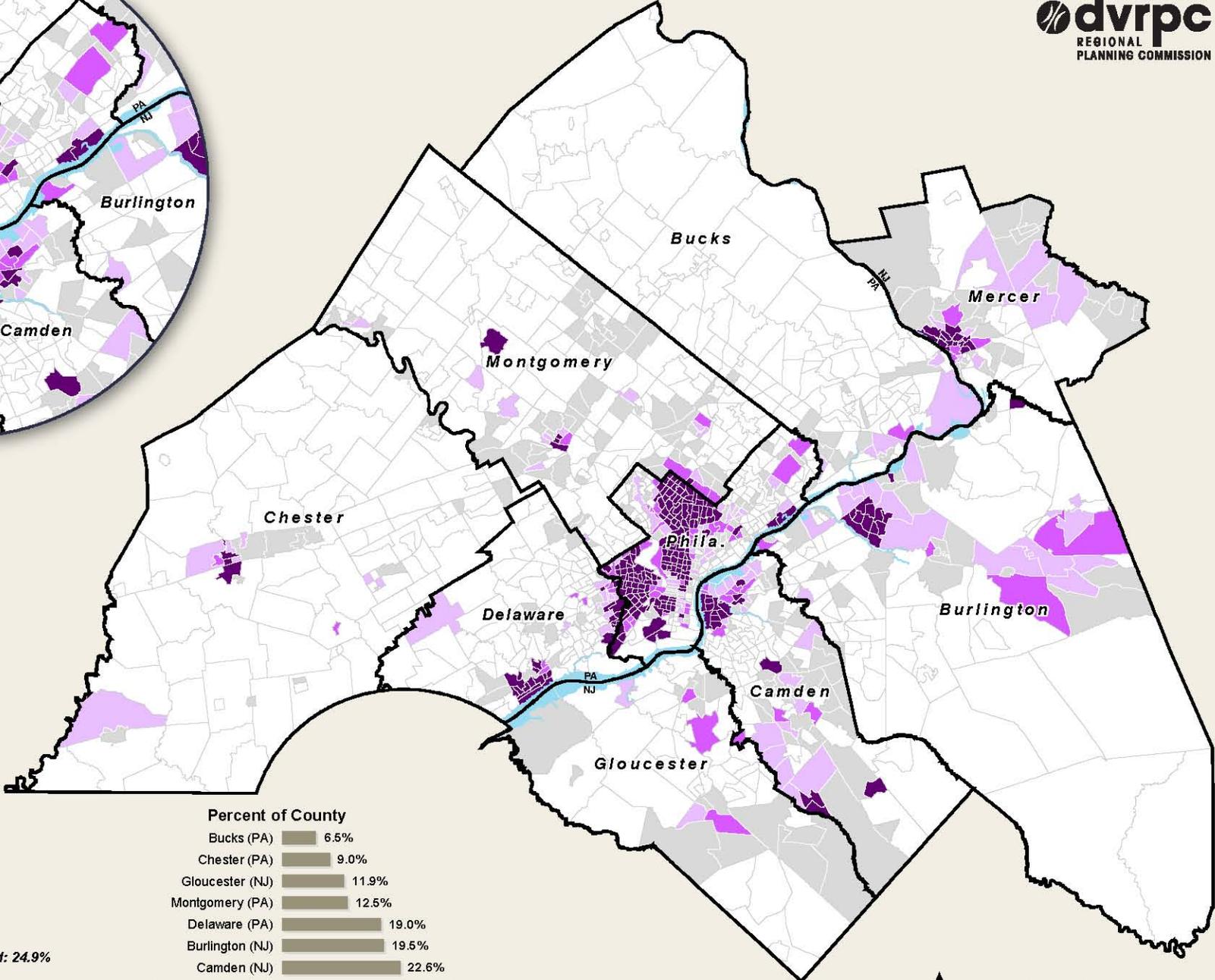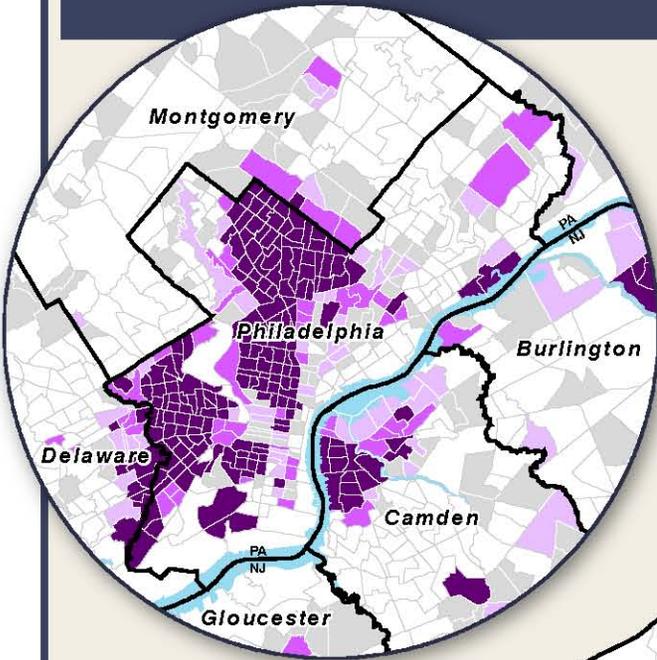
County Boundary

Percent of Population by Tract (2000)

- 0 - 12.3
- 12.4 - 24.8
- 24.9 - 37.2
- 37.3 - 49.6
- 49.7 - 100

Regional Threshold: 24.9%

Percent of County

County	Percent
Bucks (PA)	6.5%
Chester (PA)	9.0%
Gloucester (NJ)	11.9%
Montgomery (PA)	12.5%
Delaware (PA)	19.0%
Burlington (NJ)	19.5%
Camden (NJ)	22.6%
Regional Threshold	24.9%
Mercer (NJ)	26.1%
Philadelphia (PA)	49.0%
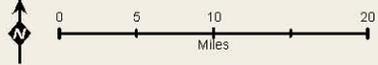
Sources: DVRPC, U.S. Census Bureau

Table A-2: Carless Household Census Tract Rankings

Ranking by Households	Census Tract	County	Municipality	Total Carless Households in Census Tract	Percent of Carless Households in Census Tract	Ranking by Percent	Census Tract	County	Municipality	Total Carless Households in Census Tract	Percent of Carless Households in Census Tract
1	C.T. 8	Philadelphia	Philadelphia	3207	52.4%	1	C.T. 76	Philadelphia	Philadelphia	2	100.0%
2	C.T. 9	Philadelphia	Philadelphia	2430	76.1%	2	C.T. 328	Philadelphia	Philadelphia	1	100.0%
3	C.T. 12	Philadelphia	Philadelphia	2399	48.2%	3	C.T. 5	Philadelphia	Philadelphia	243	88.0%
4	C.T. 4	Philadelphia	Philadelphia	2226	73.4%	4	C.T. 89	Philadelphia	Philadelphia	430	87.4%
5	C.T. 11	Philadelphia	Philadelphia	2181	56.5%	5	C.T. 127	Philadelphia	Philadelphia	208	85.6%
41	C.T. 6008	Camden	Camden	1088	59.6%	14	C.T. 6017	Camden	Camden	678	69.3%
50	C.T. 11	Mercer	Trenton	1039	38.8%	28	C.T. 6005	Camden	Camden	328	62.6%
76	C.T. 21	Mercer	Trenton	885	44.2%	87	C.T. 10	Mercer	Trenton	623	52.0%
77	C.T. 6015	Camden	Camden	884	42.3%	111	C.T. 4058	Delaware	Chester	425	48.5%
128	C.T. 4003.01	Delaware	Upper Darby	687	27.3%	116	C.T. 4024	Delaware	Darby	563	48.0%
172	C.T. 3055	Chester	Coatesville City	568	42.8%	143	C.T. 9	Mercer	Trenton	668	45.5%
176	C.T. 4024	Delaware	Darby	563	48.0%	162	C.T. 3055	Chester	Coatesville City	568	42.8%
197	C.T. 1047.01	Bucks	Doylestown	527	30.0%	163	C.T. 2039.01	Montgomery	Norristown	451	42.7%
208	C.T. 2038.03	Montgomery	Norristown	506	25.0%	198	C.T. 3105	Chester	Pennsbury	131	38.1%
213	C.T. 5010.02	Gloucester	Woodbury	500	28.9%	221	C.T. 2039.02	Montgomery	Norristown	444	35.3%
243	C.T. 2039.01	Montgomery	Norristown	451	42.7%	252	C.T. 7021.12	Burlington	Wrightstown	6	31.6%
252	C.T. 7012.04	Burlington	Burlington	277	27.2%	264	C.T. 1047.01	Bucks	Doylestown	527	30.0%
274	C.T. 5004	Gloucester	Paulsboro	382	16.2%	268	C.T. 5010.02	Gloucester	Woodbury	500	28.9%
282	C.T. 7004.06	Burlington	Maple Shade	370	9.0%	287	C.T. 7012.04	Burlington	Burlington	277	27.2%
296	C.T. 3080	Chester	Oxford	348	20.4%	380	C.T. 1016.05	Bucks	Warminster	299	19.6%
297	C.T. 1002.11	Bucks	Bensalem	347	12.9%	397	C.T. 5014.02	Gloucester	Glassboro	219	18.1%

Sources: DVRPC, U.S. Census Bureau

Figure A-2: Carless Household Concentrations

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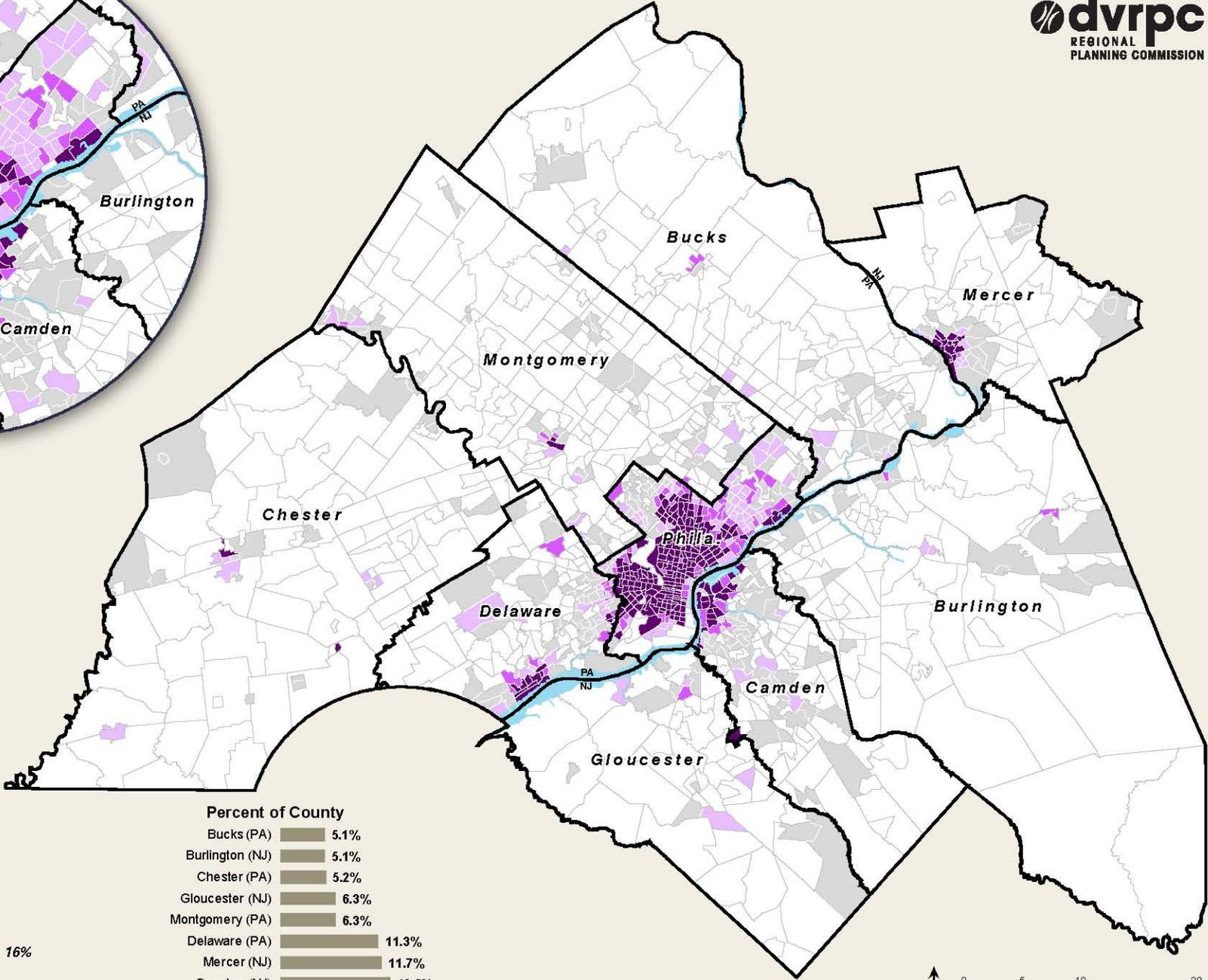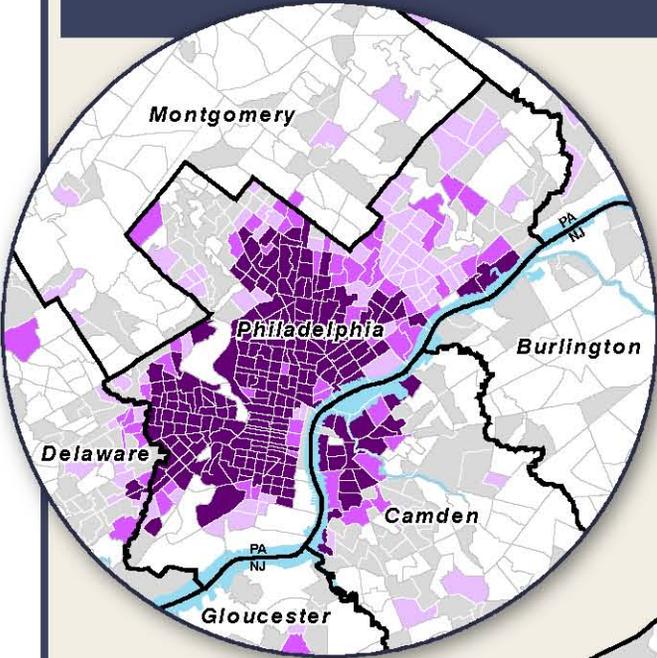
☐ County Boundary

**Percent of Housing Units
by Tract (2000)**

☐	0 - 7.9
▨	8 - 15.9
▨	16 - 23.9
▨	24 - 31.9
▨	32 - 100

Regional Threshold: 16%

Percent of County

County	Percent
Bucks (PA)	5.1%
Burlington (NJ)	5.1%
Chester (PA)	5.2%
Gloucester (NJ)	6.3%
Montgomery (PA)	6.3%
Delaware (PA)	11.3%
Mercer (NJ)	11.7%
Camden (NJ)	12.6%
Regional Threshold	16.0%
Philadelphia (PA)	35.7%

Sources: DVRPC, U.S. Census Bureau

0   5   10   20
Miles
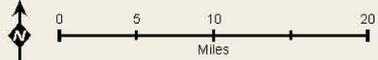
Table A-3: Households in Poverty Census Tract Rankings

Ranking by Households	Census Tract	County	Municipality	Total Households in Poverty in Census Tract	Percent of Households in Poverty in Census Tract	Ranking by Percent	Census Tract	County	Municipality	Total Households in Poverty in Census Tract	Percent of Households in Poverty in Census Tract
1	C.T. 151	Philadelphia	Philadelphia	1441	47.4%	1	C.T. 6001	Camden	Camden	10	100.0%
2	C.T. 88	Philadelphia	Philadelphia	1371	63.6%	2	C.T. 46	Philadelphia	Philadelphia	49	79.0%
3	C.T. 177	Philadelphia	Philadelphia	1332	50.2%	3	C.T. 88	Philadelphia	Philadelphia	1371	63.6%
4	C.T. 195	Philadelphia	Philadelphia	1279	49.5%	4	C.T. 2	Philadelphia	Philadelphia	317	62.8%
5	C.T. 175	Philadelphia	Philadelphia	1248	55.9%	5	C.T. 89	Philadelphia	Philadelphia	315	60.9%
21	C.T. 6008	Camden	Camden	890	48.9%	16	C.T. 6017	Camden	Camden	478	51.7%
40	C.T. 11	Mercer	Trenton	682	25.4%	28	C.T. 10	Mercer	Trenton	588	48.8%
41	C.T. 6013	Camden	Camden	680	42.8%	60	C.T. 4049	Delaware	Chester	233	40.1%
65	C.T. 10	Mercer	Trenton	588	48.8%	74	C.T. 5014.04	Gloucester	Glassboro	252	36.3%
73	C.T. 3026	Chester	West Chester	567	35.4%	75	C.T. 20	Mercer	Trenton	159	36.1%
144	C.T. 3055	Chester	Coatesville City	413	32.0%	79	C.T. 3026	Chester	West Chester	567	35.4%
149	C.T. 5004	Gloucester	Paulsboro	405	17.1%	80	C.T. 4047	Delaware	Chester	361	35.4%
156	C.T. 5010.02	Gloucester	Woodbury	395	22.7%	110	C.T. 3055	Chester	Coatesville City	413	32.0%
163	C.T. 1001.04	Bucks	Bensalem	383	21.5%	169	C.T. 2039.01	Montgomery	Norristown	284	26.9%
179	C.T. 4045	Delaware	Chester	362	19.5%	199	C.T. 2090	Montgomery	Pottstown	154	23.3%
180	C.T. 4047	Delaware	Chester	361	35.4%	210	C.T. 5010.02	Gloucester	Woodbury	395	22.7%
207	C.T. 1002.07	Bucks	Bensalem	318	21.7%	212	C.T. 7020	Burlington	Wrightstown	64	22.5%
225	C.T. 2038.03	Montgomery	Norristown	303	15.0%	220	C.T. 1002.07	Bucks	Bensalem	318	21.7%
227	C.T. 2035	Montgomery	Norristown	303	12.2%	223	C.T. 1001.04	Bucks	Bensalem	383	21.5%
297	C.T. 7022.05	Burlington	Pemberton	232	8.2%	271	C.T. 7022.04	Burlington	Pemberton	101	17.2%
305	C.T. 7004.06	Burlington	Maple Shade	222	5.4%						

Sources: DVRPC, U.S. Census Bureau

Figure A-3: Concentrations of Households in Poverty
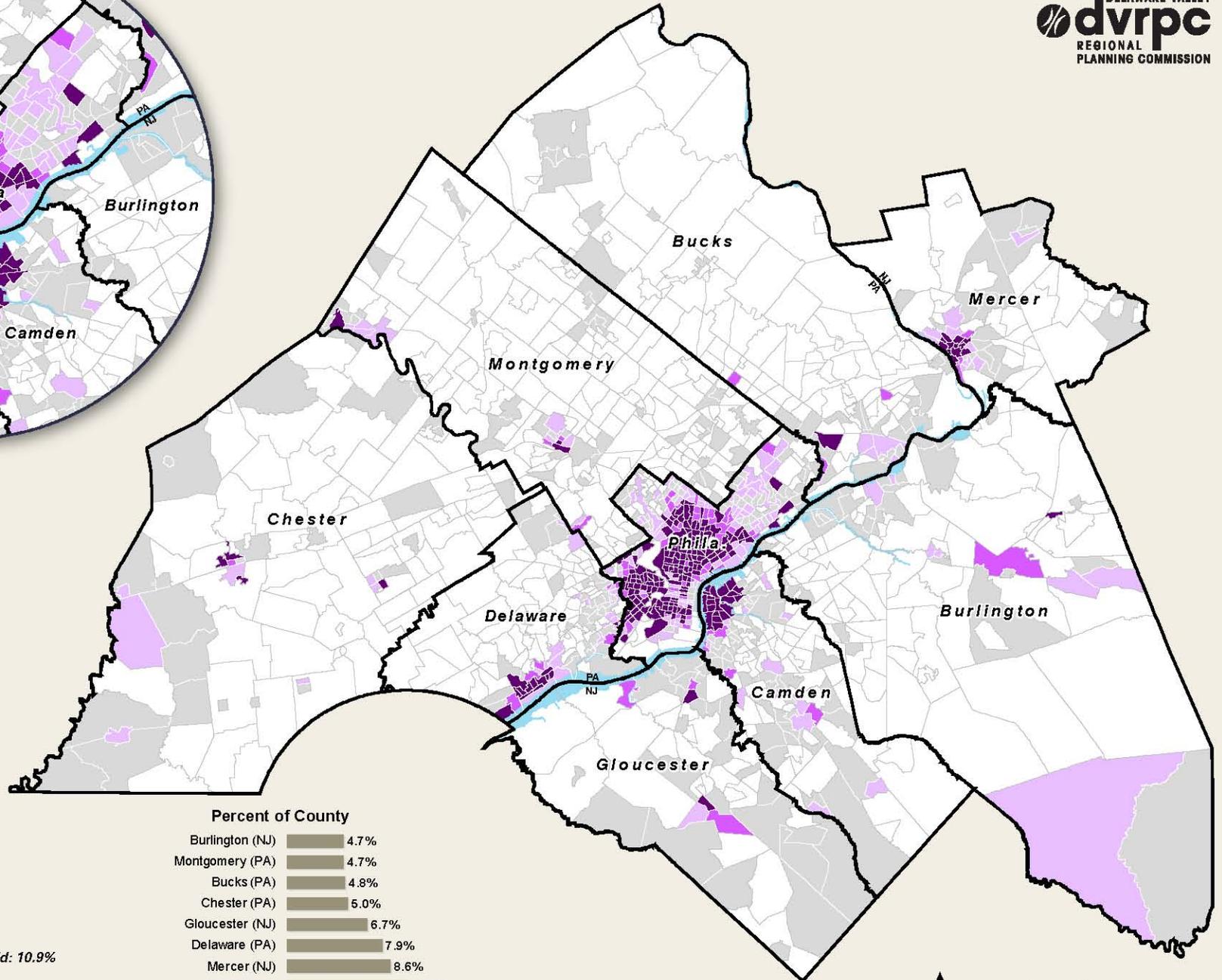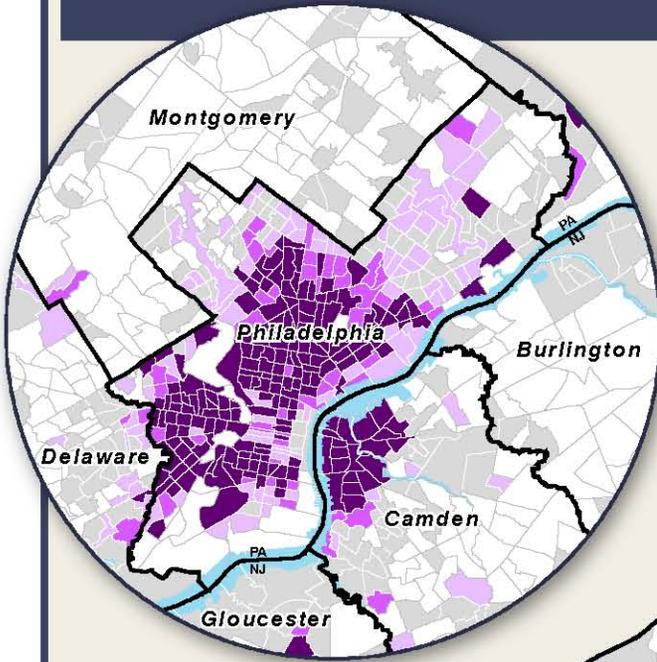
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Montgomery

Philadelphia

Delaware

Burlington

Camden

Gloucester

PA
NJ

Bucks

Montgomery

Mercer

Chester

Phila.

Delaware

Burlington

PA
NJ

Camden

Gloucester

☐ County Boundary

**Percent of Households
by Tract (2000)**

☐	0 - 5.3
▨	5.4 - 10.8
	Regional Threshold: 10.9%
▨	10.9 - 16.2
▨	16.3 - 21.6
▨	21.7 - 100

Percent of County

County	Percent
Burlington (NJ)	4.7%
Montgomery (PA)	4.7%
Bucks (PA)	4.8%
Chester (PA)	5.0%
Gloucester (NJ)	6.7%
Delaware (PA)	7.9%
Mercer (NJ)	8.6%
Camden (NJ)	10.0%
Regional Threshold	10.9%
Philadelphia (PA)	21.8%

0   5   10   20
Miles

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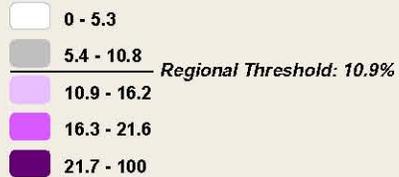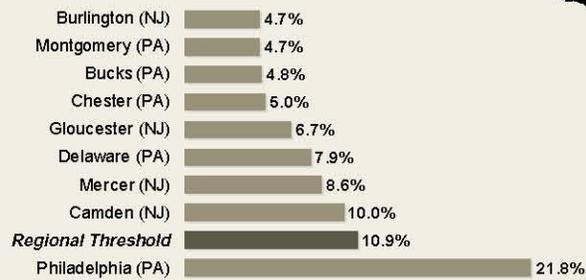
Sources: DVRPC, U.S. Census Bureau

Table A-4: Persons with Physical Disabilities Census Tract Rankings

| Ranking by Population	Census Tract	County	Municipality	Total Persons with Physical Disabilities in Census Tract	Percent of Persons with Physical Disabilities in Census Tract	Ranking by Percent	Census Tract	County	Municipality	Total Persons with Physical Disabilities in Census Tract	Percent of Persons with Physical Disabilities in Census Tract
1	C.T. 28	Philadelphia	Philadelphia	1401	16.1%	1	C.T. 354	Philadelphia	Philadelphia	5	100.0%
2	C.T. 337	Philadelphia	Philadelphia	1371	15.5%	2	C.T. 6025.01	Camden	Pennsauken	96	55.5%
3	C.T. 345	Philadelphia	Philadelphia	1147	14.3%	3	C.T. 148	Philadelphia	Philadelphia	183	30.4%
4	C.T. 151	Philadelphia	Philadelphia	1136	15.4%	4	C.T. 6005	Camden	Camden	200	26.9%
5	C.T. 27	Philadelphia	Philadelphia	1114	15.4%	5	C.T. 1058.06	Bucks	Falls	24	23.5%
30	C.T. 6008	Camden	Camden	830	15.8%	16	C.T. 1047.01	Bucks	Doylestown	532	18.2%
51	C.T. 11	Mercer	Trenton	711	11.5%	18	C.T. 3105	Chester	Pennsbury	117	17.9%
53	C.T. 35	Mercer	Ewing	697	10.8%	19	C.T. 2088.01	Montgomery	Pottstown	182	17.8%
66	C.T. 6075.01	Camden	Voorhees	664	8.8%	26	C.T. 10	Mercer	Trenton	516	16.9%
70	C.T. 5004	Gloucester	Paulsboro	645	11.3%	29	C.T. 7022.06	Burlington	Pemberton	286	16.5%
86	C.T. 7004.06	Burlington	Maple Shade	618	8.6%	30	C.T. 7014.02	Burlington	Mansfield	271	16.4%
90	C.T. 4041.01	Delaware	Ridley	611	10.1%	31	C.T. 20	Mercer	Trenton	213	16.3%
91	C.T. 1004.01	Bucks	Bristol	611	9.9%	35	C.T. 4066	Delaware	Marcus Hook	342	16.0%
97	C.T. 1057.04	Bucks	Morrisville	597	9.6%	51	C.T. 2039.02	Montgomery	Norristown	397	15.2%
98	C.T. 7032.03	Burlington	Southampton	595	15.8%	56	C.T. 3058	Chester	South Coatesville	138	14.9%
110	C.T. 4033	Delaware	Clifton Heights	577	9.1%	57	C.T. 5016.05	Gloucester	Monroe	491	14.9%
115	C.T. 5016.07	Gloucester	Monroe	567	7.5%	62	C.T. 5011.01	Gloucester	Deptford	555	14.7%
207	C.T. 2025	Montgomery	Cheltenham	467	9.5%	104	C.T. 4084	Delaware	Haverford	257	13.7%
223	C.T. 2019.02	Montgomery	Abington	452	8.2%						
240	C.T. 3049	Chester	Honey Brook	435	7.5%						
245	C.T. 3055	Chester	Coatesville City	429	13.2%						

Figure A-4: Concentrations of Persons with Physical Disabilities

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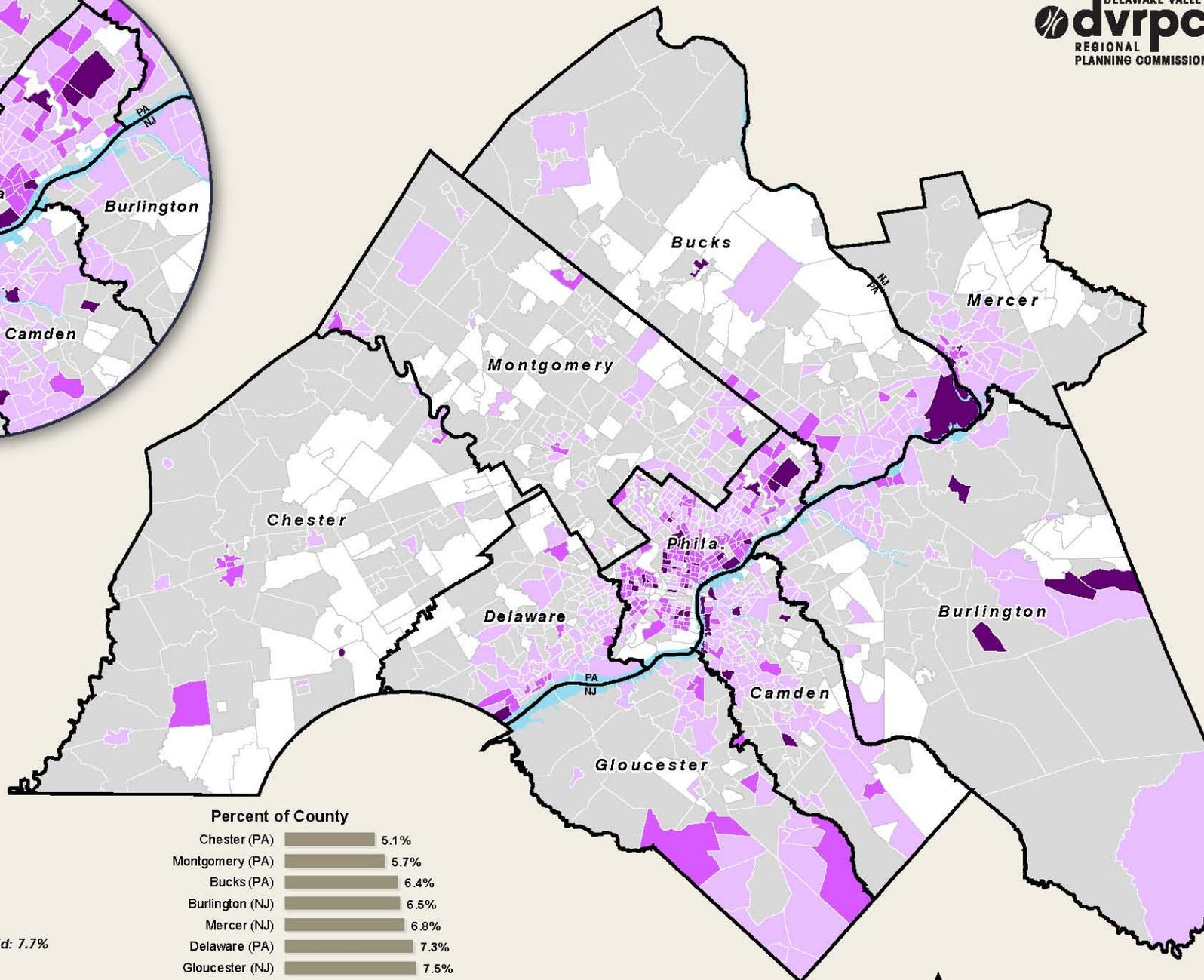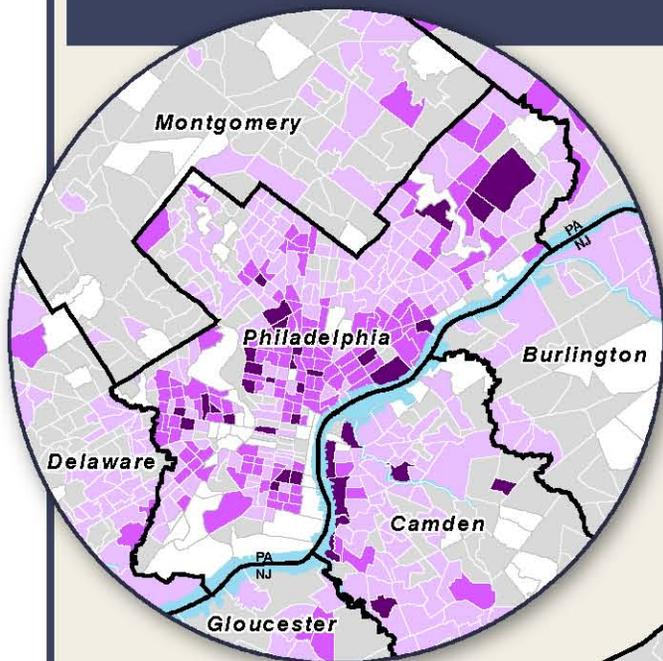
County Boundary

**Percent of Population*
by Tract (2000)**

- 0 - 3.7
- 3.8 - 7.6
  Regional Threshold: 7.7%
- 7.7 - 11.4
- 11.5 - 15.3
- 15.4 - 100

*Five Years and Older

Percent of County

Chester (PA)	5.1%
Montgomery (PA)	5.7%
Bucks (PA)	6.4%
Burlington (NJ)	6.5%
Mercer (NJ)	6.8%
Delaware (PA)	7.3%
Gloucester (NJ)	7.5%
Regional Threshold	7.7%
Camden (NJ)	7.8%
Philadelphia (PA)	10.7%

Sources: DVRPC, U.S. Census Bureau

Miles
0   5   10   20

Table A-5: Female Head of Household with Child Census Tract Rankings

| Ranking by Households	Census Tract	County	Municipality	Total Female Head of Household with Child Households in Census Tract	Percent of Female Head of Household with Child Households in Census Tract	Ranking by Percent	Census Tract	County	Municipality	Total Female Head of Household with Child Households in Census Tract	Percent of Female Head of Household with Child Households in Census Tract
1	C.T. 177	Philadelphia	Philadelphia	825	31.1%	1	C.T. 6001	Camden	Camden	10	100.0%
2	C.T. 151	Philadelphia	Philadelphia	708	23.3%	2	C.T. 46	Philadelphia	Philadelphia	40	64.5%
3	C.T. 195	Philadelphia	Philadelphia	692	26.8%	3	C.T. 6019	Camden	Camden	463	40.2%
4	C.T. 286	Philadelphia	Philadelphia	627	28.9%	4	C.T. 69	Philadelphia	Philadelphia	433	39.1%
5	C.T. 274	Philadelphia	Philadelphia	618	18.6%	5	C.T. 6017	Camden	Camden	353	38.2%
20	C.T. 6015	Camden	Camden	528	25.1%	11	C.T. 20	Mercer	Trenton	145	32.9%
24	C.T. 11	Mercer	Trenton	480	17.9%	19	C.T. 14.01	Mercer	Trenton	421	29.6%
29	C.T. 4003.01	Delaware	Upper Darby	471	18.7%	26	C.T. 4052	Delaware	Chester	298	28.0%
30	C.T. 6019	Camden	Camden	463	40.2%	30	C.T. 4053	Delaware	Chester	333	27.1%
43	C.T. 14.01	Mercer	Trenton	421	29.6%	67	C.T. 3054	Chester	Coatesville City	199	22.5%
61	C.T. 7022.05	Burlington	Pemberton	385	13.6%	68	C.T. 2039.01	Montgomery	Norristown	237	22.5%
79	C.T. 2024.01	Montgomery	Cheltenham	338	20.7%	85	C.T. 3055	Chester	Coatesville City	274	21.2%
81	C.T. 4053	Delaware	Chester	333	27.1%	93	C.T. 2090	Montgomery	Pottstown	138	20.9%
127	C.T. 2087.04	Montgomery	Lower Pottsgrove	285	19.1%	154	C.T. 7028.09	Burlington	Willingboro	108	17.8%
129	C.T. 5010.02	Gloucester	Woodbury	284	16.3%	170	C.T. 7022.04	Burlington	Pemberton	100	17.1%
130	C.T. 1058.01	Bucks	Falls	284	11.2%	185	C.T. 1016.05	Bucks	Warminster	250	16.4%
132	C.T. 7031.01	Burlington	Lumberton	280	8.2%	188	C.T. 5010.02	Gloucester	Woodbury	284	16.3%
140	C.T. 3055	Chester	Coatesville City	274	21.2%	212	C.T. 5014.02	Gloucester	Glassboro	187	15.2%
151	C.T. 5004	Gloucester	Paulsboro	266	11.2%	241	C.T. 1007	Bucks	Bristol	157	13.7%
157	C.T. 1057.04	Bucks	Morrisville	257	9.4%						
215	C.T. 3054	Chester	Coatesville City	199	22.5%						

Figure A-5: Female Head of Household with Child Population Concentrations

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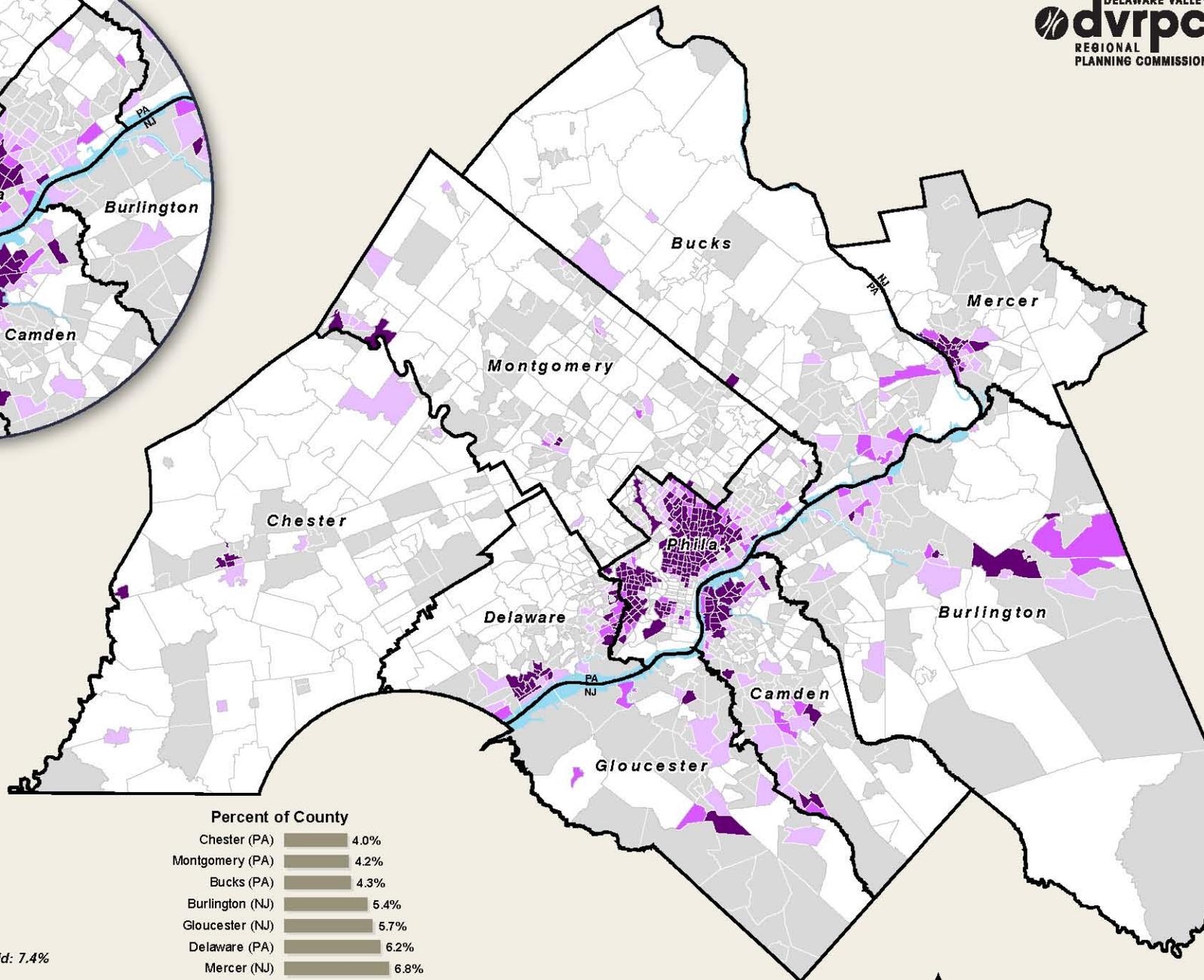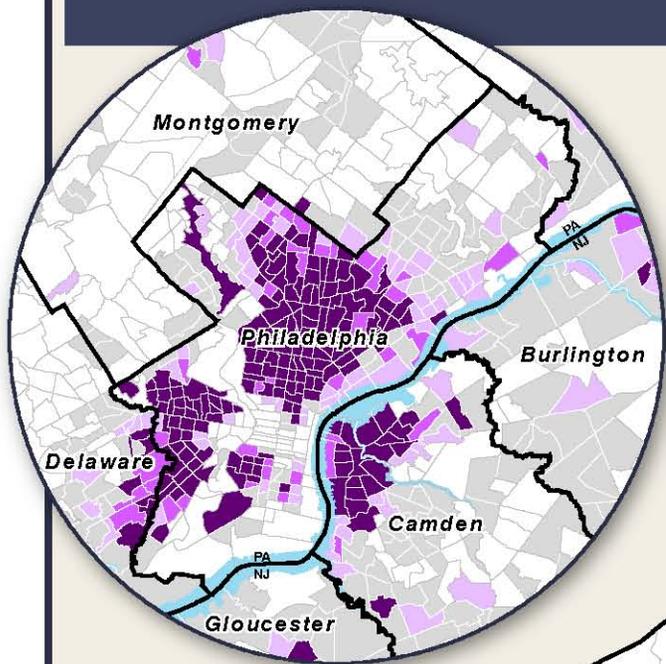
□ County Boundary

**Percent of Households
by Tract (2000)**

☐	0 - 3.6
▨	3.7 - 7.3
	─── Regional Threshold: 7.4%
▨	7.4 - 11
▨	11.1 - 14.7
▨	14.8 - 100

Percent of County

County	Percent
Chester (PA)	4.0%
Montgomery (PA)	4.2%
Bucks (PA)	4.3%
Burlington (NJ)	5.4%
Gloucester (NJ)	5.7%
Delaware (PA)	6.2%
Mercer (NJ)	6.8%
Regional Threshold	7.4%
Camden (NJ)	8.5%
Philadelphia (PA)	12.0%

Sources: DVRPC, U.S. Census Bureau

0   5   10   20
Miles

Table A-6: Elderly (75 Years and Over) Census Tract Rankings

Ranking by Population	Census Tract	County	Municipality	Total Elderly Population in Census Tract	Percent of Elderly Population in Census Tract	Ranking by Percent	Census Tract	County	Municipality	Total Elderly Population in Census Tract	Percent of Elderly Population in Census Tract
1	C.T. 4072.01	Delaware	Middletown	2019	37.1%	1	C.T. 3105	Chester	Pennsbury	553	84.7%
2	C.T. 122	Philadelphia	Philadelphia	1966	24.5%	2	C.T. 6025.01	Camden	Pennsauken	139	80.3%
3	C.T. 7032.03	Burlington	Southampton	1522	39.6%	3	C.T. 3109	Chester	Pocopson	549	61.1%
4	C.T. 337	Philadelphia	Philadelphia	1451	15.6%	4	C.T. 3012.01	Chester	East Vincent	130	43.0%
5	C.T. 345	Philadelphia	Philadelphia	1449	17.2%	5	C.T. 7032.03	Burlington	Southampton	1522	39.6%
12	C.T. 1046.04	Bucks	Doylestown	1037	15.6%	6	C.T. 4072.01	Delaware	Middletown	2019	37.1%
14	C.T. 2104	Montgomery	Springfield	968	20.1%	7	C.T. 6101	Camden	Pennsauken	10	37.0%
16	C.T. 2025	Montgomery	Cheltenham	916	18.3%	8	C.T. 226	Philadelphia	Philadelphia	164	35.1%
17	C.T. 6032	Camden	Cherry Hill	904	14.9%	9	C.T. 7014.02	Burlington	Mansfield	573	34.8%
19	C.T. 4081.01	Delaware	MARPLE	876	17.0%	10	C.T. 220	Philadelphia	Philadelphia	518	32.9%
29	C.T. 1047.01	Bucks	Doylestown	788	25.5%	12	C.T. 4084	Delaware	Haverford	611	31.4%
31	C.T. 37.05	Mercer	Ewing	772	11.6%	15	C.T. 2012.03	Montgomery	Lower Gwynedd	790	28.3%
34	C.T. 6035.07	Camden	Cherry Hill	768	11.0%	17	C.T. 2018	Montgomery	Abington	853	27.3%
37	C.T. 3049	Chester	Honey Brook	723	11.5%	20	C.T. 1047.01	Bucks	Doylestown	788	25.5%
41	C.T. 3028.03	Chester	East Goshen	706	31.5%	27	C.T. 1015.04	Bucks	Upper Southampton	690	23.2%
49	C.T. 7029.08	Burlington	Mount Laurel	688	15.1%	91	C.T. 5011.01	Gloucester	Deptford	540	13.7%
50	C.T. 27.02	Mercer	Hamilton	681	10.3%	92	C.T. 5013.03	Gloucester	Pitman	379	13.7%
117	C.T. 5011.01	Gloucester	Deptford	540	13.7%	100	C.T. 30.08	Mercer	Hamilton	656	13.4%
120	C.T. 5010.02	Gloucester	Woodbury	536	12.7%	139	C.T. 37.05	Mercer	Ewing	772	11.6%

Figure A-6: Elderly (75 Years and Over) Population Concentrations
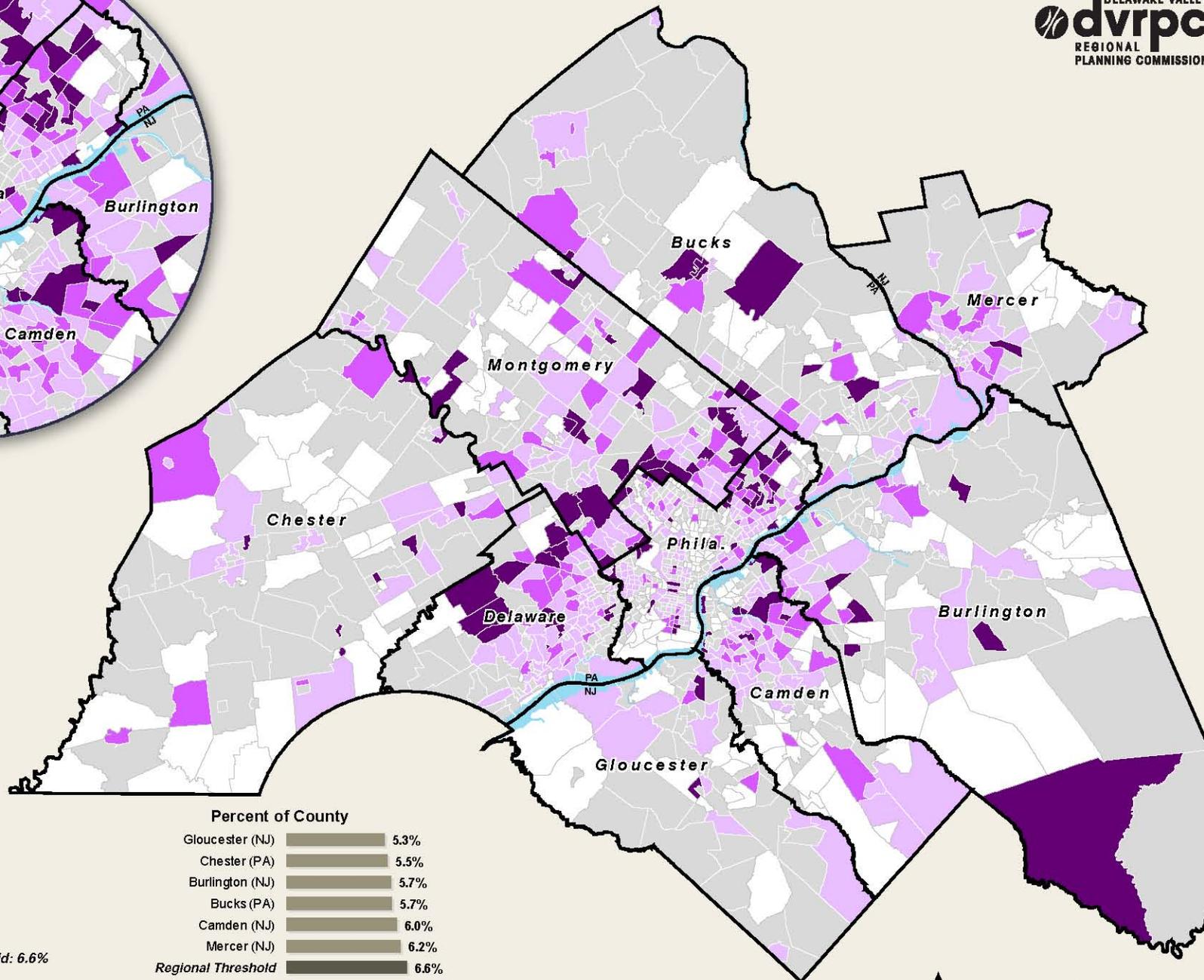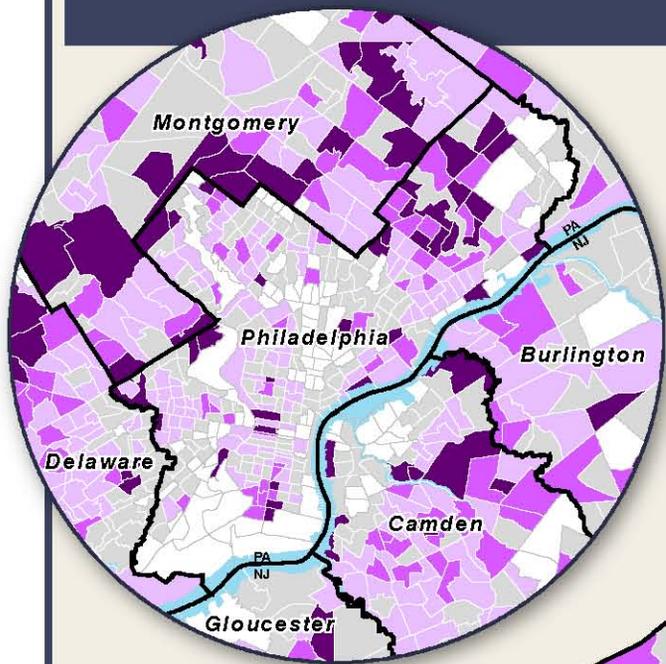
Percent of County

Gloucester (NJ)	5.3%
Chester (PA)	5.5%
Burlington (NJ)	5.7%
Bucks (PA)	5.7%
Camden (NJ)	6.0%
Mercer (NJ)	6.2%
Regional Threshold	6.6%
Philadelphia (PA)	7.0%
Montgomery (PA)	7.4%
Delaware (PA)	7.9%

County Boundary

Percent of Population by Tract (2000)

- 0 - 3.2
- 3.3 - 6.5
  Regional Threshold: 6.6%
- 6.6 - 9.7
- 9.8 - 13
- 13.1 - 100

Sources: DVRPC, U.S. Census Bureau

Table A-7: Hispanic Census Tract Rankings

Ranking by Population	Census Tract	County	Municipality	Total Hispanic Population in Census Tract	Percent of Hispanic Population in Census Tract	Ranking by Percent	Census Tract	County	Municipality	Total Hispanic Population in Census Tract	Percent of Hispanic Population in Census Tract
1	C.T. 195	Philadelphia	Philadelphia	6802	78.7%	1	C.T. 176.01	Philadelphia	Philadelphia	5223	89.1%
2	C.T. 176.01	Philadelphia	Philadelphia	5223	89.1%	2	C.T. 195	Philadelphia	Philadelphia	6802	78.7%
3	C.T. 177	Philadelphia	Philadelphia	5047	55.1%	3	C.T. 176.02	Philadelphia	Philadelphia	3000	77.6%
4	C.T. 175	Philadelphia	Philadelphia	4871	65.4%	4	C.T. 163	Philadelphia	Philadelphia	2908	77.0%
5	C.T. 289	Philadelphia	Philadelphia	4391	43.4%	5	C.T. 162	Philadelphia	Philadelphia	1840	75.3%
7	C.T. 6008	Camden	Camden	3660	63.6%	8	C.T. 6009	Camden	Camden	3028	69.5%
9	C.T. 6010	Camden	Camden	3576	63.0%	10	C.T. 6008	Camden	Camden	3660	63.6%
24	C.T. 3065	Chester	New Garden	1980	21.8%	22	C.T. 8	Mercer	Trenton	1118	47.2%
27	C.T. 4	Mercer	Trenton	1874	40.8%	24	C.T. 1	Mercer	Trenton	1369	46.7%
30	C.T. 9	Mercer	Trenton	1677	38.7%	35	C.T. 3064	Chester	Avondale	430	38.7%
35	C.T. 7021.04	Burlington	New Hanover	1580	29.4%	46	C.T. 7021.04	Burlington	New Hanover	1580	29.4%
55	C.T. 1002.08	Bucks	Bensalem	1064	16.5%	47	C.T. 3034.01	Chester	Kennett Square	988	29.2%
59	C.T. 1016.05	Bucks	Warminster	1013	24.1%	61	C.T. 2039.01	Montgomery	Norristown	757	24.4%
62	C.T. 3034.01	Chester	Kennett Square	988	29.2%	63	C.T. 1016.05	Bucks	Warminster	1013	24.1%
70	C.T. 2039.01	Montgomery	Norristown	757	24.4%	64	C.T. 7035	Burlington	Washington	139	24.0%
77	C.T. 7022.05	Burlington	Pemberton	738	9.1%	88	C.T. 4049	Delaware	Chester	312	17.6%
89	C.T. 2038.03	Montgomery	Norristown	675	13.6%	95	C.T. 1002.08	Bucks	Bensalem	1064	16.5%
150	C.T. 4048	Delaware	Chester	372	13.7%	117	C.T. 2036.01	Montgomery	Norristown	381	13.8%
169	C.T. 4049	Delaware	Chester	312	17.6%	119	C.T. 4048	Delaware	Chester	372	13.7%
177	C.T. 5012.11	Gloucester	Washington	301	3.4%	185	C.T. 5023	Gloucester	Swedesboro	162	7.9%
200	C.T. 5004	Gloucester	Paulsboro	263	4.3%	198	C.T. 5010.01	Gloucester	Woodbury	158	7.1%

Sources: DVRPC, U.S. Census Bureau

Figure A-7: Hispanic Population Concentrations

Percent of County

County	Percent
Delaware (PA)	1.5%
Montgomery (PA)	2.1%
Bucks (PA)	2.3%
Gloucester (NJ)	2.4%
Chester (PA)	3.7%
Burlington (NJ)	4.1%
Regional Threshold	5.4%
Philadelphia (PA)	8.5%
Camden (NJ)	9.6%
Mercer (NJ)	9.7%

County Boundary

Percent of Population
by Tract (2000)

- 0 - 2.6
- 2.7 - 5.3
- Regional Threshold: 5.4%
- 5.4 - 7.9
- 8.0 - 10.6
- 10.7 - 100

Sources: DVRPC, U.S. Census Bureau

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Miles
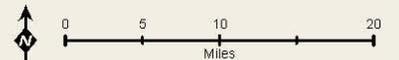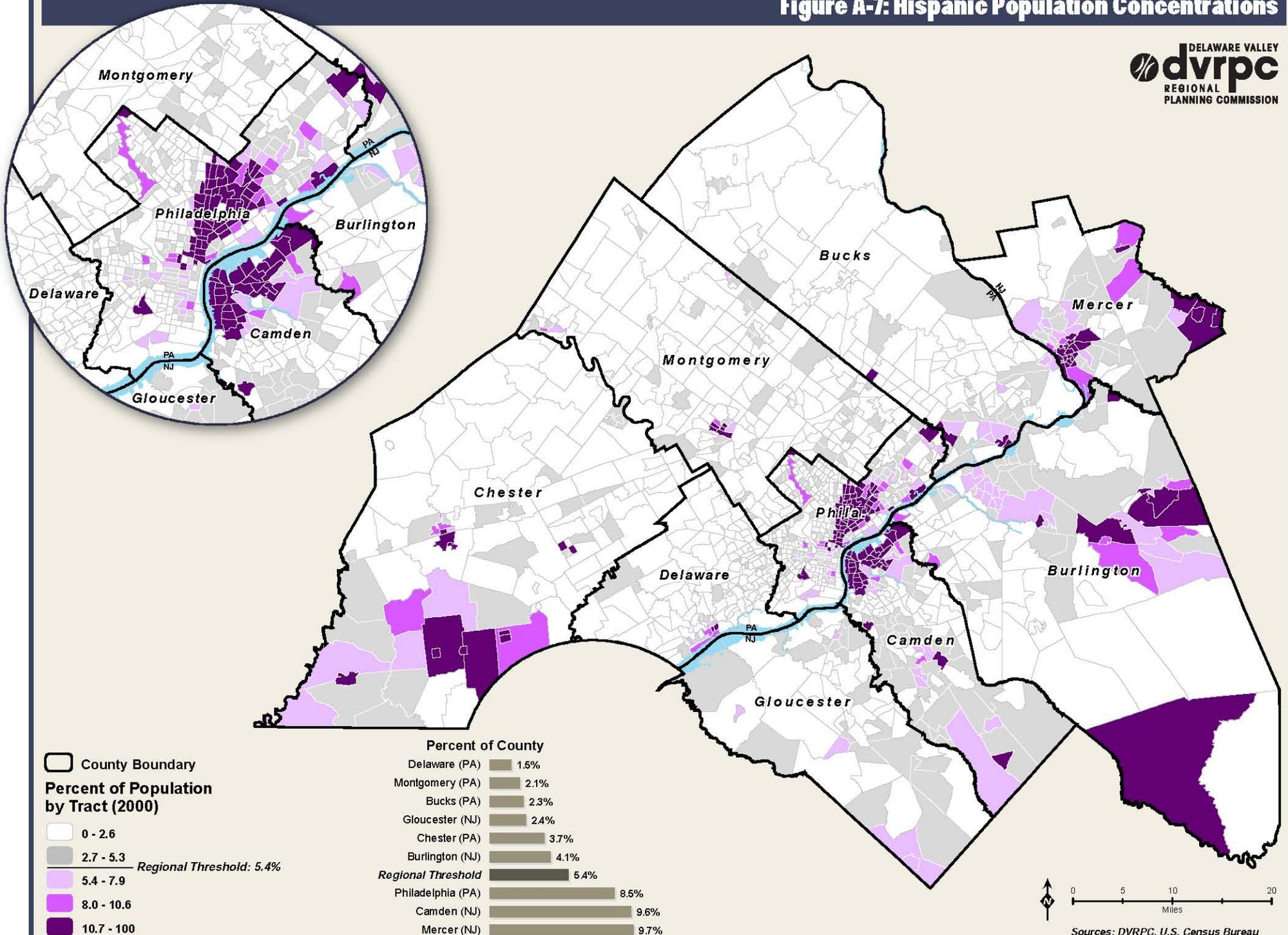
Table A-8: Limited English Proficiency Census Tract Rankings

Ranking by Population	Census Tract	County	Municipality	Total Limited English Proficiency Population in Census Tract	Percent of Limited English Proficiency Population in Census Tract
1	C.T. 28	Philadelphia	Philadelphia	1358	15.6%
2	C.T. 357	Philadelphia	Philadelphia	1342	15.9%
3	C.T. 195	Philadelphia	Philadelphia	1332	17.4%
4	C.T. 289	Philadelphia	Philadelphia	1330	14.4%
5	C.T. 274	Philadelphia	Philadelphia	1269	13.1%
11	C.T. 3065	Chester	New Garden	1030	12.3%
14	C.T. 6011.02	Camden	Camden	937	21.3%
15	C.T. 6008	Camden	Camden	936	17.8%
21	C.T. 4002	Delaware	Upper Darby	746	20.8%
31	C.T. 18	Mercer	Trenton	609	16.1%
32	C.T. 4	Mercer	Trenton	603	14.4%
35	C.T. 1001.04	Bucks	Bensalem	591	14.1%
37	C.T. 1002.08	Bucks	Bensalem	570	9.3%
46	C.T. 7021.04	Burlington	New Hanover	494	9.3%
57	C.T. 7006.03	Burlington	Delran	424	7.4%
74	C.T. 2039.01	Montgomery	Norristown	372	13.2%
84	C.T. 3062	Chester	London Grove	336	7.0%
88	C.T. 4004.01	Delaware	Upper Darby	327	7.4%
120	C.T. 2035	Montgomery	Norristown	257	4.6%
214	C.T. 5012.09	Gloucester	Washington	130	2.8%
303	C.T. 5012.11	Gloucester	Washington	94	1.2%

Ranking by Percent	Census Tract	County	Municipality	Total Limited English Proficiency Population in Census Tract	Percent of Limited English Proficiency Population in Census Tract
1	C.T. 2	Philadelphia	Philadelphia	478	37.1%
2	C.T. 6011.01	Camden	Camden	859	25.0%
3	C.T. 176.01	Philadelphia	Philadelphia	1218	23.4%
4	C.T. 3064	Chester	Avondale	223	21.9%
5	C.T. 6011.02	Camden	Camden	937	21.3%
6	C.T. 4002	Delaware	Upper Darby	746	20.8%
10	C.T. 8	Mercer	Trenton	375	17.6%
15	C.T. 7	Mercer	Trenton	390	16.4%
21	C.T. 4001	Delaware	Millbourne	132	15.1%
22	C.T. 1002.07	Bucks	Bensalem	544	14.9%
36	C.T. 1001.04	Bucks	Bensalem	591	14.1%
43	C.T. 3034.02	Chester	Kennett Square	230	13.2%
44	C.T. 2039.01	Montgomery	Norristown	372	13.2%
68	C.T. 2036.01	Montgomery	Norristown	250	9.8%
73	C.T. 7007.03	Burlington	Riverside	209	9.3%
74	C.T. 7021.04	Burlington	New Hanover	494	9.3%
222	C.T. 5023	Gloucester	Swedesboro	64	3.3%
272	C.T. 5012.09	Gloucester	Washington	130	2.8%

Sources: DVRPC, U.S. Census Bureau

Figure A-8: Limited English Proficiency Population Concentrations

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION
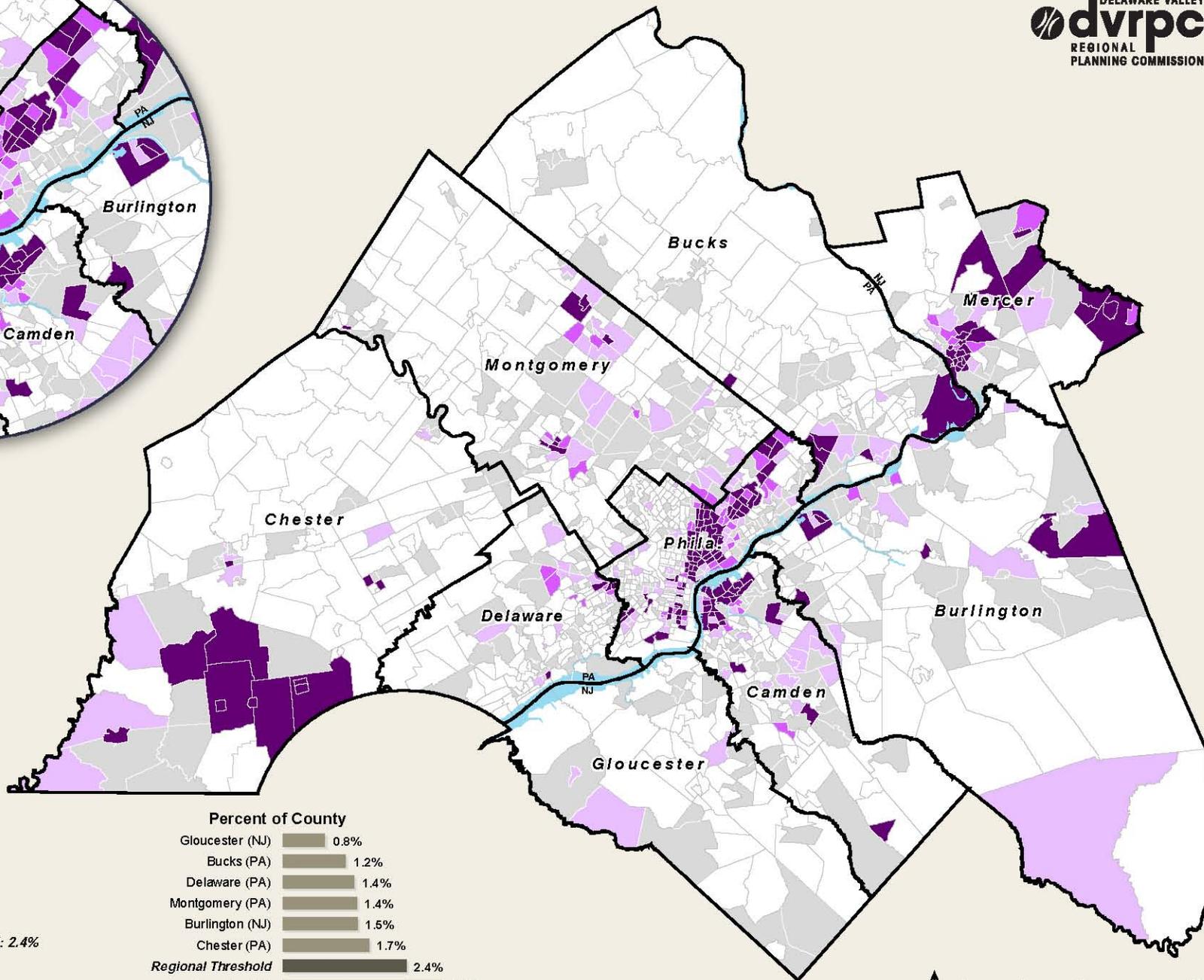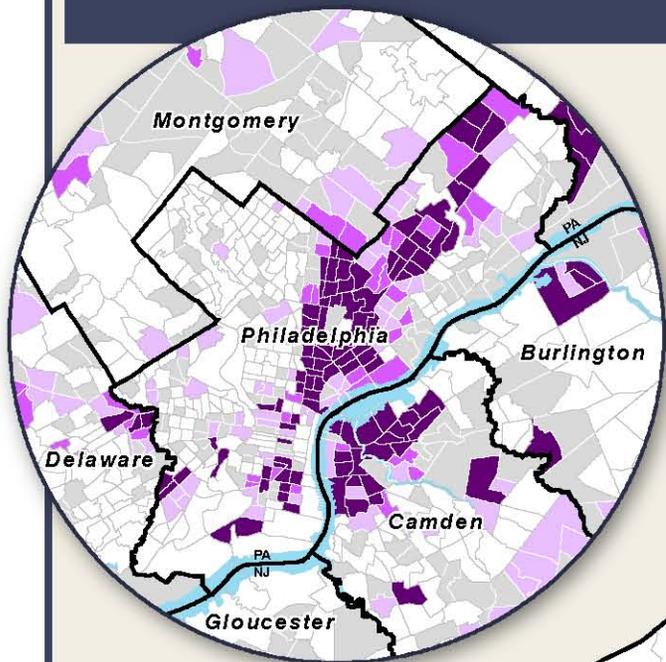
County Boundary

Percent of Population*
by Tract (2000)

- 0 - 1.1
- 1.2 - 2.3
  - *Regional Threshold: 2.4%*
- 2.4 - 3.5
- 3.6 - 4.7
- 4.8 - 100

*Five Years and Older

Percent of County

County	Percent
Gloucester (NJ)	0.8%
Bucks (PA)	1.2%
Delaware (PA)	1.4%
Montgomery (PA)	1.4%
Burlington (NJ)	1.5%
Chester (PA)	1.7%
Regional Threshold	2.4%
Camden (NJ)	3.1%
Mercer (NJ)	3.9%
Philadelphia (PA)	3.9%
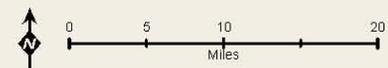
Sources: DVRPC, U.S. Census Bureau

Abstract

Enacted in August 2005, SAFETEA-LU—the Safe, Accountable, Flexible, and Efficient Transportation Equity Act a Legacy for all Users—authorized $45.3 billion in transportation funding over a 4-year period (2005–2009). Under these regulations, the Job Access and Reverse Commute (JARC) and New Freedom programs are now a component of a Coordinated Human Services Transportation Plan (CHSTP). This document provides a summary of the May 2007 regional CHSTP for policy makers and transportation providers, to serve as guidance until new federal programs are authorized.