Chapter 3: Title VI and Community Impact Analysis

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

The primary federal guidelines DVRPC follows in its planning efforts are dictated by Title VI of the Civil Rights Act of 1964, a federal nondiscrimination statute that states "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Additional guidance from FTA and the FHWA encourages transportation agencies to follow nondiscrimination guidelines based on sex, age, and disability, according to Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability).

The programming process that DVRPC facilitates during TIP updates seeks to meaningfully address regional needs and legal requirements, ensuring all communities benefit from transportation projects and that adverse impacts are avoided or mitigated as feasible. In addition to Title VI, some other considerations in TIP programming include:

- ensuring consistency with DVRPC's Long-Range Plan vision, goals, and objectives;
- distributing resources to different geographic areas;
- supporting federal performance-based planning and programming measures;
- balancing different transportation modes and project types;
- satisfying eligibility requirements of various funding sources (e.g., HSIP versus CMAQ); and
- staying within the constraints of the level of transportation funding that the region expects to receive.

Regional Population and Infrastructure Context

Regional Population Estimates

Table 11 provides an overview of demographic data pertaining to Title VI and community impact analysis, from the U.S. Census Bureau for the four DVRPC-NJ region counties of Burlington, Camden, Gloucester, and Mercer counties.

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Table 11: : Title VI Population Estimates in the DVRPC New Jersey Region

Population for DVRPC-NJ Counties	Population Estimate †	Regional Percentage †
Total Population	1,676,058	
Title VI Protected Classes		
Low-Income Population*	344,466	21%
People of Color	648,340	39%
Ethnic Minority	249,931	15%
Foreign Born	230,057	14%
Limited English Proficiency (LEP)	126,814	8%
Persons with a Disability	205,146	12%
Female	854,425	51%
Youth	364,773	22%
Older Adults (65 years or older)	278,219	17%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.
** DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*
† Note: Title VI Protected Classes are reported as separate categories, and individuals may identify with more than one in the Census. As a result, regional percentages will not sum to 100%, and population estimates for each class will not sum to the total regional population.

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

Infrastructure Context: Asset Condition

Assessing conditions is important for Performance-Based Planning and Programming (PBPP; detailed in Chapter 4). MAP-21 and the subsequent FAST Act and IIJA require state DOTs and MPOs to use the PBPP approach in transportation decision making. This includes establishing baseline performance metrics for the transportation network, setting data-driven targets, selecting projects to help meet those targets, and tracking progress. The goal of PBPP is to ensure targeted investment of transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on outcomes related to goals, including safety, infrastructure preservation, congestion reduction, and system reliability.

Bridge Conditions

Tables 12 and 13 show bridge conditions and concentrations of Low-Income and Title VI protected populations, respectively. It is clear that bridge conditions are not being maintained to the same extent in all communities, particularly when considering communities with higher concentrations of low-income populations. This analysis helps understand where underinvestment is occurring so that projects can be identified to maintain critical infrastructure throughout the region. The FFY2026 TIP for New Jersey includes 40 bridge projects.

Table 12: Conditions and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition †	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition †	Percent of Deck Area in Poor Condition
Well Above Average	94,643	5.7%	12	13.6%	98,904	5.1%
Above Average	182,163	10.9%	16	9.5%	115,044	2.8%
Average	632,636	37.9%	40	6.7%	298,884	4.0%
Below Average	758,980	45.5%	58	8.1%	225,886	3.6%
DVRPC- NJ Region	**1,668,422**	**100%**	**102**	**8%**	**560,632**	**3.5%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT, 2021.
**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*
† Note: Bridge totals may exceed regional values due to features intersecting multiple census tracts. When a bridge lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 13: Bridge Conditions and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition †	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition †	Percent of Deck Area in Poor Condition
Well Above Average	272,023	16.3%	24	12.2%	148,711	3.3%
Above Average	273,210	16.4%	21	7.6%	111,295	2.3%
Average	952,941	57.1%	60	7.1%	369,807	4.3%
Below Average	170,248	10.2%	18	9.6%	30,830	2.4%
DVRPC- NJ Region	**1,668,422**	**100%**	**102**	**8%**	**560,632**	**3.5%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT, 2021.
† Note: Bridge totals may exceed regional values due to features intersecting multiple census tracts. When a bridge lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Pavement Conditions

Tables 14 and 15 show pavement conditions and concentrations of Low-Income and Title VI protected populations, respectively. Like bridges, pavement conditions are not being maintained to the same level in all communities. Pavement conditions in the region are addressed in multiple ways: through the TIP and through various state programs that fund maintenance projects but are not programmed in the TIP document. The FFY2026 TIP for New Jersey includes 32 Roadway Rehabilitation projects. See Chapter 4 for more information about pavement projects and programs.

Table 14: Pavement Conditions and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	94,643	5.7%	25%	29%	45%
Above Average	182,163	10.9%	36%	36%	29%
Average	632,636	37.9%	47%	31%	22%
Below Average	758,980	45.5%	51%	31%	19%
DVRPC- NJ Region	**1,668,422**	**100%**	**44%**	**31%**	**24%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT, 2021.
**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*

Table 15: Pavement Conditions and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	272,023	16.3%	18.50%	24.90%	48.7%
Above Average	273,210	16.4%	18.30%	32.90%	40.3%
Average	952,941	57.1%	28.80%	31.80%	25.4%
Below Average	170,248	10.2%	29.90%	32.60%	17.6%
DVRPC- NJ Region	**1,668,422**	**100%**	**29.20%**	**32.30%**	**21.3%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT, 2021.

Safety Including Fatal and Suspected Serious Injury Crashes

DVRPC analyzed New Jersey DOT crash data from 2018 to 2022 and census data for low-income (Tables 16 and 18) and Title VI protected class populations (Tables 17 and 19) for the same period. This data includes total crashes, fatal and suspected serious injuries, and crashes involving bicycles and pedestrians. DVRPC's in-house analysis normalized crash data by adjusting for the size of each population group, calculating crash rates per 10,000 residents.

As noted in Chapter 4, "Performance-Based Planning and Programming," there are multiple approaches for funding transportation projects that produce safety benefits. One core approach is developing projects that are funded with HSIP funds. NJDOT manages a Statewide Highway Safety Improvement Program (HSIP) program. DVRPC administers a New Jersey Local Safety Program (LSP) to build a project pipeline for this funding. The LSP provides consultant-supported Local Concept Development (LCD) work on county-sponsored safety projects that are then positioned to utilize HSIP funds as they become available. The FFY2025 round of the LSP includes corridor projects located in Camden and Mercer counties. See Chapter 4 for more information about safety projects and programs.

Table 16: Crashes and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Total Crashes †	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	94,643	5.7%	11,350	1,199	7.3	15.4
Above Average	182,163	10.9%	31,471	1,728	5.9	19.5
Average	632,636	37.9%	92,629	1,464	6.5	20.1
Below Average	758,980	45.5%	87,603	1,154	4.5	15.3
DVRPC-NJ Region	**1,668,422**	**100%**	**203,429**	**1,219**	**5**	**15.7**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT Crash Records, 2018-2022.
**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*
† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 17: Crashes and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Total Crashes †	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	272,023	16.3%	30,187	1,110	5.8	13.2
Above Average	273,210	16.4%	44,595	1,632	5.5	20.2
Average	952,941	57.1%	116,508	1,223	5	16.8
Below Average	170,248	10.2%	18,266	1,073	5.6	16.1
DVRPC-NJ Region	**1,668,422**	**100%**	**203,429**	**1,219**	**5**	**15.7**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT Crash Records, 2018-2022.
† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

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Table 18: Bicycle- and Pedestrian-Involved Crashes and Low-Income Populations

Low-Income Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes †	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	94,643	5.7%	74	7.8	4.6	3.3
Above Average	182,163	10.9%	131	7.2	3.1	4.1
Average	632,636	37.9%	319	5	2.2	2.9
Below Average	758,980	45.5%	211	2.8	1.1	1.8
DVRPC-NJ Region	**1,668,422**	**100%**	**644**	**3.9**	**1.7**	**2.2**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT Crash Records, 2018-2022.
DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.
**Vulnerable Road Users (VRUs) include bicycle users and pedestrians*
***Killed and Severely Injured (KSI)*
† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 19: Bicycle and Pedestrian-Involved Crashes and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes †	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	272,023	16.3%	160	5.9	3.2	2.7
Above Average	273,210	16.4%	133	4.9	1.9	3
Average	952,941	57.1%	321	3.4	1.4	2
Below Average	170,248	10.2%	46	2.7	1.2	1.6
DVRPC-NJ Region	**1,668,422**	**100%**	**644**	**3.9**	**1.7**	**2.2**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; New Jersey DOT Crash Records, 2018-2022.
**Vulnerable Road Users (VRUs) include bicycle users and pedestrians*
***Killed and Severely Injured (KSI)*
† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Regional Transit Access

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

Program Investment and Community Impact Analysis

Evaluation of Geographic Allocation of Investments

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

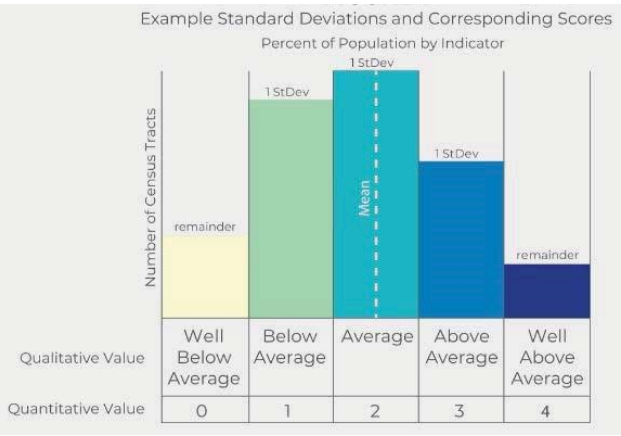
To understand the geographic distribution of TIP projects and assess Title VI compliance, DVRPC uses the Title VI Compliance Tool for the Greater Philadelphia Region. This tool identifies populations covered under Title VI using American Community Survey (ACS) 2018-2022 five-year estimates data, maps these populations in each of the census tracts in the region, and generates an Indicators of Potential Disadvantage (IPD) score, which is then used to ensure plans meet Title VI nondiscrimination requirements.

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

1. People of Color
2. Ethnic Minority
3. Low-Income
4. Foreign-Born
5. Limited English Proficiency
6. Disabled
7. Older Adults
8. Female
9. Youth

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

Figure 4: IPD Scoring Methodology



Source: DVRPC, 2025

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

Table 20 illustrates the investment distribution of 91 mappable projects with funding totaling slightly more than $2.972 billion over a 10-year period (FY26—FY35) for the DVRPC FFY2026 TIP for New Jersey. The mappable projects are organized by individual indicator scores for concentrations of Low-Income and Title VI protected classes.

Table 20: TIP Economic Investment Distribution (FFY26 – FFYY37)

Population	Cost (in millions)	Percentage of Investment (mappable projects only)
Low Income (Score)		
Well below average (0)	$ -	0.0%
Below Average (1)	$985.90	33.2%
Average (2)	$361.31	12.2%
Above Average (3)	$759.37	25.5%
Well Above Average (4)	$865.90	29.1%
All Title VI Indicators (Score)		
Well below average (0-7)	$ -	0.0%
Below Average (8-14)	$46.55	1.6%
Average (15-21)	$1,713.23	57.6%
Above Average (22-28)	$941.30	31.7%
Well Above Average (29-36)	$271.40	9.1%
Total Number of Projects	**Total 10-year Cost (FFY26 – FFY37) ($000)**	**Percentage of total investment**
Mappable Projects		
91	$2,972.47	15.3%
Unmappable Projects		
169	$16,415.12	84.7%
ALL PROJECTS (MAPPABLE AND UNMAPPABLE)		
261	$19,387.59	100%

Source: DVRPC, 2025

DVRPC is not able to assign IPD scores and/or population percentages to projects that are not mappable or that are located in census tracts that lack statistically significant residential census data, so those projects were excluded from the analysis. For example, most projects in the Transit Program are either systemwide, equipment related, or program line items with no mappable, physical locations. Fifteen percent of the unmappable projects are in the Transit Program. Projects that are in the Study and Development Program have no funding in the Highway or Transit Programs, so they are also excluded from the analysis. Most of the other unmappable projects are statewide programs that provide funding for improvements such as signal and guiderail replacements, consultant services, etc. As shown in Table 20, of the total 261 projects in this TIP, 169 are unmappable, totaling $16.415 billion of the funding for the 10-year period (FFY26—FFY35) of the DVRPC FFY2026 TIP for New Jersey. Unmappable projects make up 84.7% of the $19.387 billion TIP investment.

The economic investment analysis shown in Table 20 did not find that communities with higher populations of Title VI protected classes were excluded from investments programmed in the FFY2026 TIP for New Jersey. These values are further impacted by the fact that many transit network projects,

which reach a wide range of communities, are unmappable, including the Bus Acquisition Program, Rail Rolling Stock Procurement, Safety Improvement Program, and Preventative Maintenance

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

Evaluation of Program Impacts on Community Conditions

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

Potential Impacts Based on Project Type

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

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

DVRPC assigns a primary project type for each TIP project based on its project description and assigns project types into three levels of potential impact: high, medium, and low, as shown in Table 21.

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Table 21: TIP Project Type and Potential Impacts

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

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

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Table 22: TIP Project Type and Potential Impacts to Communities

Project Type	Potential Impact Level	Number of Projects in NJ FFY2026 TIP	Percentage of Projects in FFY2026 TIP	Percentage of Total FFY2026 TIP Investment
• Roadway New Capacity	Projects of concern: High potential for adverse impacts	7	2.7%	3.0%
• Bridge Repair/Replacement • Roadway Rehabilitation	Lower potential for adverse impacts/potentially beneficial	71	27.2%	33.8%
• Bicycle/Pedestrian Improvement • Intersection/Interchange Improvements • Local County & Municipal Aid • Signal/ITS Improvements • Streetscape • Transit Improvements	Low potential for adverse impact/inherently beneficial	116	44.4%	32.6%
• Other	Unknown or little-to-no potential for adverse impact/inherently beneficial	67	25.7%	30.6%
	TOTAL	**261**	**100%**	**100%**

Source: DVRPC, 2025

Community Impact Analysis Results

The impact analysis results in Table 22 indicate that the majority of funds programmed on this TIP support projects that do not have a high potential for negative impacts on nearby communities. The seven projects categorized in the analysis as “Projects of Concern” represent 2.7% of total projects and 3.0% of total programmed investment in this TIP, along with any projects in the “Other” category where impact is unknown.

There are seven projects classified in the “Projects of Concern” category, which consists of “Roadway New Capacity” projects. Projects within this category, while they may also provide benefits in terms of reduced travel time and increased access to opportunities, are considered to have a higher potential for adverse impacts such as noise, pollution, and destruction of community cohesion. Therefore, DVRPC works with regional planning partners to ensure that such impacts are addressed. For example, one project falling under this category is the Route 295/42/I-76 Direct Connection project, which accounts for

two of the seven Roadway New Capacity projects. This project aims to improve safety and reduce congestion by eliminating ramp movements on mainline I-295 as well as eliminating the merge of I-295 traffic with I-76 and NJ 42 traffic. Due to the project's expansion of single-occupancy vehicle facilities, DVRPC continues to work with NJ DOT, NJ Transit, Cross County Connection Transportation Management Association, and other stakeholders to implement strategies to complement the additional road capacity and mitigate community impacts as part of the regional Congestion Management Process (CMP). For example, expansion of the Avandale park-and-ride, construction of the Pennsauken commuter rail station, and installation of a variety of ITS equipment including adaptive traffic signals, dynamic message signs, and various cameras have been completed in coordination with this project.

Over 66% of the programmed funds have a "low" or "lower" potential for adverse impacts, with roughly half of those funds supporting "inherently beneficial" projects. "Inherently beneficial" projects provide benefits such as poverty alleviation, safety improvements, community enhancement, and congestion relief with low potential for the adverse impacts noted above.

There are 187 projects in the "Lower" and "Low" potential for adverse impact/inherently beneficial categories. Some specific examples of inherently beneficial projects include:

- Intersection Improvements to Clayton Road (CR610) and Franklinville Road/Corkery Lane (CR 612) (DB #D2504);
- Intersection Improvements to Paulsboro Road (CR 653) and Repaupo Station Road/Asbury Station Road (CR 684) (DB #2500);
- Circulation Improvements around Trenton Transit Center (DB #D2023);
- Kaighn Avenue (CR 607), Bridge over Cooper River (Roadway and Bridge Improvements) (DB #D1709);
- Transportation Alternative Set Aside: Greenwood Avenue Streetscape Project (DB #X107);
- Pedestrian and Bike Lane Improvements for Access to the Ashland PATCO Station (DB #X065);
- ADA South, Contract 4 (DB #1542);
- Parkway Avenue (CR 634), Scotch Road (CR 611) to Route 31 (Pennington Road) Safety Improvements and Mobility Improvements for Cyclists and Pedestrians (DB #D1910);
- Northeast Corridor (NEC) Improvements (DB #T44); and
- Lincoln Ave/Chambers Street (CR 626), Bridge over Amtrak & Assunpink Creek (DB #D1710)

TIP projects categorized as "Other" are often programs that set-aside funding for a subset of projects without specific geographic locations or that include funding not yet committed to specific projects at the time of TIP development. Some examples of projects categorized as "Other" include Program Implementation Costs, Legal Costs for Right of Way Condemnation, Planning and Research, Airport Improvement Program, Local Aid Consultant Services, and Storm Water Asset Management. See Chapter 8 for a full list of projects programmed in this TIP.

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Minimizing Adverse Impacts through Purposeful Planning

DVRPC is dedicated to ensuring all communities enjoy the benefits of transportation investments and identifying and addressing potential adverse impacts from transportation projects. This chapter's impact analysis was conducted at a regional level to identify possible negative effects on communities and to determine appropriate actions to mitigate them.

The DVRPC FFY2026 New Jersey TIP does not appear to have an overall potential adverse impact to communities. However, for projects with the potential for adverse impacts, one of the ways DVRPC can support mitigation efforts is by coordinating with the project sponsor to develop supplemental commitments as part of the regional Congestion Management Process (CMP), ensuring that the project team includes multimodal strategies to mitigate negative impacts within the project scope, such as signal upgrades and retiming, ITS systems, transit improvements, and pedestrian improvements, among other strategies.

Other actions DVRPC may pursue when adverse impacts are identified include:

- Re-evaluating the projects in the TIP with planning partners
- Assisting with additional planning and outreach to better understand community impacts and needs
- Exploring and implementing mitigation strategies
- Using this information to inform the next TIP update

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

Better Engage the Public Early and Often in the Regional Planning Process

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

All members of the public are also encouraged to join a scheduled NJDOT public information center (PIC) to learn more about any NJDOT sponsored project that they are interested in at www.nj.gov/transportation/community/meetings. More broadly, members of the public are encouraged to engage with local municipalities, county planners, DVRPC, and NJDOT in the early stages of problem identification and project development.

National Environmental Protection Act (NEPA)

NJDOT evaluates potential adverse impacts as part of the NEPA process. This analysis identifies and discusses both direct impacts and indirect/cumulative effects that would result from a given project, then determines if there are potential adverse effects on communities. If it is determined that there are adverse impacts that cannot be offset by project benefits, where feasible, strategies to minimize those

effects are incorporated into the project. Appendix F contains various maps that illustrate mappable highway and transit projects in the TIP along with Title VI protected classes. Although the NEPA process is focused on avoiding and mitigating adverse impacts of transportation projects, it is also important to recognize the clear benefits of many projects on the TIP for the communities where the projects are located.

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