

"...and Justice for All"

*DVRPC'S Strategy for
Fair Treatment and Meaningful
Involvement of All People*



DELAWARE VALLEY REGIONAL
PLANNING COMMISSION

Fair Treatment

of All People

Meaningful Involvement

SEPTEMBER 2001

“...and Justice for All”

DVRPC's Strategy for Fair Treatment and Meaningful Involvement
of All People



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Created in 1965, the Delaware Valley Regional Planning Commission (DVRPC) is an interstate, intercounty and intercity agency that provides continuing, comprehensive and coordinated planning to shape a vision for the future growth of the Delaware Valley region. The region includes Bucks, Chester, Delaware, and Montgomery counties, as well as the City of Philadelphia, in Pennsylvania; and Burlington, Camden, Gloucester and Mercer counties in New Jersey. DVRPC provides technical assistance and services; conducts high priority studies that respond to the requests and demands of member state and local governments; fosters cooperation among various constituents to forge a consensus on diverse regional issues; determines and meets the needs of the private sector; and practices public outreach efforts to promote two-way communication and public awareness of regional issues and the Commission.



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

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

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Executive Summary

The Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization for the nine-county, bi-state Philadelphia-Camden-Trenton Region. DVRPC uses federal transportation and environmental funds to undertake a continuous planning process to develop regional plans and programs, in accordance with an annual Planning Work Program, and to fulfill its mission “to plan for the orderly growth and development of the Delaware Valley Region.” In furtherance of its on-going public involvement and information activities and in response to recent federal guidance, DVRPC has developed this **environmental justice (EJ)** assessment to mitigate potential direct and disparate impacts of its plans, programs and planning process on defined minority, handicapped and lower income populations in the Delaware Valley Region.

This report provides background information about what EJ is; summarizes DVRPC's existing EJ-related plans, policies and public involvement activities, and describes a quantitative and qualitative methodology for evaluating the long-range plan, the Transportation Improvement Program (TIP) and other programs. Recommended policies and implementation strategies to enhance DVRPC's EJ responsibilities are proposed, including an annual monitoring and evaluation process to ensure that the policies and implementation strategies remain effective.

The **qualitative** review of DVRPC's existing plans and programs, includes a summary of EJ-related policies and goals from the adopted long-range plan (both the Year 2020 Plan (1995) and the recently adopted Year 2025 Plan); the adopted Year 2025 Regional Airport Systems Plan; and the Regional Job Access and Reverse Commute Transportation Plan (1999). Other planning documents reviewed include the Southeastern Pennsylvania and Southern New Jersey Bicycle and Pedestrian Mobility Plans, a study of regional elderly mobility needs, the TIP and the annual Planning Work Program.

The more technical, **quantitative methodology** relies primarily upon available U.S. Census data, analyzed at the nine-county, regional scale (by municipality or census tract), for various indicators of disadvantage: concentrations of minorities (Hispanic and Non-Hispanic) the elderly, the handicapped, as well as car less and poverty households. The number of these factors that apply in a given census tract or municipality represent the “Degrees of Disadvantage.” “Quality of Life Factors” are also defined, including arterial highways, transit service, hospitals, employment centers and job access/reverse commute transportation services. The resulting “Degrees of Disadvantage” and “Quality of Life Factors” maps are then combined to reflect the positive and negative influences of the region's infrastructure systems (transit and highway access) and key services. These factors and data sources will be expanded over time, particularly following the release of additional Census information.

Executive Summary (continued)

The Transportation Plan and the TIP were evaluated separately using the combined map of Quality of Life and Degrees of Disadvantage factors as an overlay. The resulting maps can be evaluated from a geographic perspective (but also incorporating service and quality factors) to identify gaps or areas of lower quality service. Such areas can become the focus of additional actions or mitigation efforts through future DVRPC planning and implementation activities, working with county and local officials and the public. The identified disadvantaged areas also serve as an “early warning” of the need to do additional local area EJ analysis as part of any subsequent environmental assessment of individual projects.

In general, DVRPC’s Year 2025 Transportation Plan and TIP are geographically extensive in terms of the scope and scale of their recommended projects and implementation funding. Few gaps or areas of lower quality service were found using the defined overlay methodology. In fact, many of the areas having four or more degrees of disadvantage are well-located with respect to planned and programmed transportation improvements and public transit service. However, most of the region’s outlying, rural areas are not well served by public transportation, are located farther from the region’s major employment centers and have lower quality of life factors than the more urban and suburban communities. Where possible, one way to enhance the transportation accessibility of such areas is to focus on introducing new or additional paratransit service and expanding job access services that connect outlying areas to nearby employment centers or the region’s core transit network.

The next section of the report summarizes DVRPC’s existing public involvement program and implementation strategies. These activities form a sound basis for the enhanced efforts recommended in the subsequent section, which presents a **Policy Statement and Action Strategies** to address environmental justice issues. A continuous monitoring and evaluation process is also established to ensure that the evaluation methodology and the focus of implementation activities remain up-to-date and effective.

The **Appendix** includes the purpose and current membership of the EJ Technical Advisory and Task Force, respectively; two committees formed during the initial work program. A proposed *DVRPC Employee Handbook* page on EJ is also proposed that is intended to better promote EJ concepts and obligations among DVRPC staff. The Appendix concludes with six maps of the socioeconomic factors used to develop the composite Degrees of Disadvantage Map.

Section I Introduction and Background

What is Environmental Justice?

An assessment of environmental justice (EJ) impacts applies to agencies receiving federal funds, and describes a combination of individual and agency attitudes, sensitivities and responsibilities to ensure that policies, programs, funds and actions do not result in direct or disparate negative impacts on any racial, ethnic or socio-economic group. The US Environmental Protection Agency defines EJ as:

“...the fair treatment and meaningful involvement of all people, regardless of race, color, national origin or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic groups should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.”¹

At its most basic level, the concept and intent of EJ seems quite simple: federal funds should not be used to support intentional and willfully discriminatory practices or effects on low income and minority persons. In reality, the circumstances of policy and project implementation, and the degree of negative impacts that form the basis for EJ challenges can be quite subtle. A more complete understanding requires the investigation and evaluation of “disparate impact” circumstances: *“To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.”²* This kind of impact can include failure to take action, as well as the relative degree or effects of a neutral action, regardless of the initial intentions or motivations.

To implement EJ concerns, agencies must enhance their public involvement programs to *“ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.”³* Specifically, agencies need to address the identified groups, and evaluate the extent to which their current programs or activities may cause direct or disparate impacts. Gaps, unmet needs or inconsistent policies can then be modified in response to the outcome of the evaluation.

Environmental justice also applies at the project level (such as the construction of an interchange, for example) and has been institutionalized as part of the environmental

¹ Interim Environmental Justice Policy, US Environmental Protection Agency, Region 2, May 15, 2001, (<http://www.epa.gov/region02/community/ej/overview.htm>).

² An Overview of Transportation and Environmental Justice, U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, FHWA Publication No. FHWA-EP-00-013, 2000, p. 1.

³Ibid., p. 2.

assessment and impact statement process governed by the National Environmental Policy Act (NEPA) of 1969. Demographic analysis of the geographic area affected by a proposed project needs to be undertaken to determine the socioeconomic and racial composition of the neighborhood or area, and whether there will be direct or disparate impacts on the defined groups. Mitigation or avoidance actions can then be proposed to ameliorate any potential negative impacts. However, this project-level analysis is not the subject of this report. Instead, this report focuses on the regional scale and assessments of regionwide documents (i.e., DVRPC's long-range plan and the Transportation Improvement Program).

Purpose of This Report

The Delaware Valley Regional Planning Commission (DVRPC) has prepared this report to: (1) provide background information about environmental justice issues; (2) explain DVRPC's mission and roles; (3) summarize pertinent agency plans, programs and projects; (4) introduce DVRPC's EJ assessment methodology and the outcome of its application to the long-range plan and Transportation Improvement Program (TIP); (5) explain current agency public involvement activities; and (6) define recommended policies and action strategies to achieve EJ compliance. This report represents DVRPC's initial response to EJ concerns; the report will be updated and refined over time to incorporate new information (such as additional results from the Year 2000 Census), public comments and changing policy or strategy approaches.

The Evolving Legal Context for Environmental Justice

The legal basis for EJ is not new, since it is derived from Title VI of the Civil Rights Act of 1964. Title VI states that: *"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance."*

Title VI was amplified by President Clinton's February 11, 1994, Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations. The Executive Order states that *"each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations."* Subsequent federal guidance documents from the US Department of Transportation (a Memorandum to field offices on October 7, 1999 and a Notice of Proposed Rule making for the Metropolitan and Statewide Planning Regulations on May 25/26, 2000), make it clear that EJ applies not only to implementing specific projects (to be addressed during project development), but equally to the processes and products of planning and environmental analysis. In this regard, the Federal Highway Administration and the Federal Transit Administration are charged with ensuring that Metropolitan Planning Organizations, like DVRPC, comply with Title VI as part of their annual certification

review process, and in reviewing the State Transportation Improvement Program. This emphasis on EJ implementation through the MPO certification process and the statewide TIP is new and reflects the importance of EJ compliance from a federal perspective.

The focus of Title VI (through Section 601 and 602, respectively) is on both intentional discrimination and disparate impact discrimination (defined as a neutral policy or practice that has a disparate impact on low income and minority groups). The former issue (direct discrimination) has been clearly framed by legal precedent and is more easily understood by the public. The latter issue (disparate impacts) has also developed a body of case law through both governmental and private lawsuits. As the result of recent (2001) litigation and judicial intervention, however, the concept of disparate impact suits by private parties to correct alleged environmental justice concerns is subject to further clarification by the federal courts. The focus of the debate involves two court cases, one of which is in the Delaware Valley.

On April 24, 2001, the US Supreme Court, in a 5 to 4 vote, decided that environmental justice related disparate impact lawsuits could not be brought by private parties under Title VI.⁴ While affirming the use of Title VI for intentional discrimination lawsuits (brought either by the federal government or by private parties), the Court's majority determined that only the federal government could bring disparate impact suits. Many commentators viewed this outcome as severely weakening the environmental justice movement.

However, on May 13, as a result of on-going litigation in Camden City between a predominantly African-American and Latino neighborhood group and the New Jersey Department of Environmental Protection over the negative health impacts of a recently completed \$50 million cement plant, a federal judge determined that an alternative avenue for private disparate impact lawsuits is available. In his Supplemental Opinion following the US Supreme Court opinion in *Sandoval*, he cited Section 1983 of the Civil Rights Act, which has been in existence since 1871. This section states:

“Every person who, under color of any statute, ordinance, regulation, custom, or usage, of any State or Territory or the District of Columbia, subjects, or causes to be subjected, any citizen of the United States or other person within the jurisdiction thereof to the deprivation of any rights, privileges, or immunities secured by the Constitution and laws, shall be liable to the party injured in an action at law, suit in equity, or other proper proceeding for redress.”

⁴Supreme Court of the United States. Syllabus. Alexander, Director, Alabama Department of Public Safety, Et Al. v Sandoval, 532 U.S. (2001).

The judge used this section to craft a rationale to support his earlier order to place an injunction on operation of the plant.⁵ However, on June 16, a federal appeals court overturned the injunction, allowing the plant to begin operation while the court reviews the case, citing the economic impact on the plant owner and on local residents.⁶ This issue may be furthered clarified later this year, when the Appeals Court renders its opinion, or through subsequent litigation or appeals to the US Supreme Court. The unsettled legal situation does not, however, relieve DVRPC from its responsibilities to implement a sound program to deal with the overall EJ issue.

DVRPC's Mission, Governance and Responsibilities

The Delaware Valley Regional Planning Commission (DVRPC) is the federally designated Metropolitan Planning Organization (MPO) for the nine-county, bi-state, Philadelphia-Camden-Trenton region. The sixth largest metropolitan area in the United States, the DVRPC region had more than 5.4 million people and 2.7 million jobs as of the year 2000. The DVRPC region is 3,833 square miles in area and includes 353 townships, boroughs and cities within its nine counties.

Mission: DVRPC's mission is to provide continuous, coordinated and comprehensive planning to guide the future growth and development of the Delaware Valley Region. In fulfilling its responsibilities as the region's MPO, DVRPC's 105-person staff prepares and maintains an adopted, long-range Land Use and Transportation Plan (currently the *Horizons Year 2025 Plan*) and an adopted Transportation Improvement Program (TIP) that includes Pennsylvania and New Jersey components. In addition, DVRPC prepares an annual Planning Work Program that details all of the projects and studies that will be undertaken by DVRPC staff, member governments and operating agencies during the fiscal year (July 1 to June 30). These primary DVRPC products are discussed in more detail in Section II.

Governance: Created in 1965 by interstate compact, DVRPC is governed by an 18 member Board which establishes and adopts regional plans, programs and policies and a 10 member Executive Committee which deals with general operations and financial matters. The Board's 18 voting members are: three state representatives from each state (a Governor's representative; the Pennsylvania and New Jersey Departments of Transportation; the Pennsylvania Governor's Policy Office; and the New Jersey Department of Community Affairs); one each from the counties of Bucks, Chester, Delaware and Montgomery, as well as the cities of Philadelphia and Chester, in Pennsylvania; and one each from the counties of Burlington, Camden, Gloucester and Mercer, as well as the cities of Camden and Trenton, in New Jersey.

Participating Non-Voting members include the Chair of the Regional Citizens

⁵ South Camden Citizens in Action, et al v New Jersey Department of Environmental Protection, et al ___ F. Supp 2d ___, No. 01-702, 2001 WL 392472 (D.N.J. April 19, 2001) (Orlofsky, J.) and Supplemental Opinion (May 10, 2001).

⁶ "Plant Starts Work in Polluted Camden Area," William Van Sant, Philadelphia *Inquirer*, June 19, 2001.

Committee; the region's three public transit agencies (Southeastern Pennsylvania Transportation Authority, New Jersey TRANSIT and the Port Authority Transit Corporation); the Delaware River Port Authority; the New Jersey Office of State Planning; the Pennsylvania and New Jersey Departments of Environmental Protection and the Pennsylvania Department of Community and Economic Development. Federal agency representatives include the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency and the Department of Housing and Urban Development.

Board decision-making at DVRPC is generally by consensus with opportunities for staff-level technical and citizen reviews and revisions to proposed action items through the committee process, during the month preceding the Board meeting. The DVRPC Compact includes state veto provisions, which are rarely exercised. In those instances where there have been differences over a particular issue or project, action is usually delayed to allow more time for resolution.

Responsibilities: The DVRPC Board meets 10 times a year. All meetings are open to the public and anyone can be added to the Commission's mailing list by request. The meeting agendas usually include amendments to the Transportation Improvement Program, review, discussion and action on related highway, transit and land use planning issues and consideration of amendments to the Tri-County Water Quality Management Plan in New Jersey and, for example, applications for PennVest sewer and water loans in Pennsylvania. The Planning Work Program is adopted by the Board annually, the Plan must be updated every three years and a revised TIP is prepared every two years for New Jersey and annually for Pennsylvania. Staff presentations on current studies of interest are usually a part of each agenda. Guest speakers from transportation, planning and governmental fields are invited to present topics of interest, particularly at the Annual Board Retreat in December.

Opportunities for public comments and questions are provided at the beginning of each meeting, and during the discussion of particular action or information items. The DVRPC Regional Citizens Committee, discussed in more detail in Section IV, also meets at least 10 times a year (with separate subcommittee meetings on special topics), and reviews those action and information items that appear on the Board meeting agenda. Special committees on such diverse topics as Ozone Action, Goods Movement, Airports, Land Use and Development, Housing, Environmental Justice and Information and Technology applications provide additional opportunities for citizen participation in the development of regional policies, programs and implementation strategies.

During the preparation of studies and projects, particularly those involving specific geographic areas or corridors in the nine-county region, DVRPC staff coordinates with county and local municipal officials and the public. Study advisory committees are the usual venue for this level of involvement. Sometimes, as with the Schuylkill Valley

Metro Corridor Station Area Planning and Implementation project, the creation of a citizen-based task force and the goal of achieving direct public involvement is the primary study purpose, resulting in more local consideration of recommendations for land use change around the selected station sites.

DVRPC's Perspective on Environmental Justice

As a condition of the receipt of federal funding, DVRPC is subject to and responsible for enforcing pertinent EJ policies and regulations. EJ evaluations are often initiated in response to complaints or lawsuits alleging that a given action violates EJ concerns.

- DVRPC believes that an effective EJ policy and implementation strategy should not be based solely on a defensive, anti-litigation approach. Although the legal context for EJ must not be overlooked, DVRPC believes it should not be allowed to dominate the discussion of EJ issues.
- Instead, DVRPC believes it is more positive and effective to develop an affirmative and proactive EJ policy and accompanying implementation strategies with the overall goal of involving more people in the regional planning process. The policies and strategies should strive to achieve greater public understanding and participation, while simultaneously yielding a sound legal foundation should a potential EJ challenge be raised.

Guiding Principles

DVRPC has derived the following principles to guide development of the EJ policy statement, implementation strategies and monitoring process:

- A methodology to accomplish an MPO's EJ evaluation cannot rely solely on quantitative, technical factors.
- It is also essential to address qualitative issues, developed through the regional planning process, especially in relation to the policies and goals in the long-range plan and the recommendations included in various policy reports and technical studies.
- In addition, DVRPC believes a more proactive (rather than reactive) EJ implementation posture can be achieved through an agency-wide commitment to action, including a comprehensive perspective on EJ issues and public involvement opportunities.
- Rather than "reinventing the wheel" or creating a separate EJ approach, the focus of EJ implementation efforts should be through on-going enhancement of DVRPC's existing public information and involvement programs.
- DVRPC stands ready to assist our project implementation partners (the state departments of transportation (DOT's) and the operating agencies) to accomplish project-level environmental justice analyses, either through or outside of the NEPA process. This task can be accomplished through the provision of data, maps and related information. DVRPC can also assist the respective state

DOT's to fulfill their required assessment of their respective Statewide Transportation Improvement Program (STIP).

- DVRPC's intentions in initiating the EJ assessment and public involvement enhancement processes are not predicated on merely fulfilling another MPO federal certification requirement. Instead, it is the firm commitment of DVRPC's Board and staff that an expanded EJ implementation program is needed because **it is the right thing to do.**

Section II

Summary and Evaluation of DVRPC's Existing Policies, Plans and Programs

A Qualitative Evaluation of Current Practices

While the terminology and focus of EJ planning is relatively new for DVRPC, the underlying issues have been an integral part of DVRPC's planning process throughout the agency's long history. DVRPC reports have incorporated sensitivity to the needs of the disadvantaged in the long-range plan and in various policy reports and project-level analyses. As examples of these past and current efforts, key DVRPC plans, programs and projects are summarized below, with excerpts of pertinent goals and policies that highlight environmental justice-related policies and recommendations. Based on the qualitative review of these documents, DVRPC believes that the agency already has a sound foundation to address EJ concerns (supplemented and enhanced by the addition of the policies and action strategies contained in this report). Clearly, however, any agency can do a better job of addressing the serious needs and aspirations of the defined groups. Through the publication of this report and a shared commitment to action, the DVRPC Board and staff pledge to continue to expand the present foundation.

HORIZONS: The Year 2025 Land Use and Transportation Plan for the Delaware Valley

This series of four reports, prepared between 1999 and 2001, define DVRPC's adopted (April 2001) long-range Land Use and Transportation Plan for the Delaware Valley to the year 2025 (The 2025 Land Use Plan and the 2025 Transportation Plan are shown on Maps 1 and 2). In planning for the 21st Century, traditional planning issues such as physical form, population and employment changes and the location and scale of transportation improvements, have been supplemented by advanced telecommunications, computer technologies and the role of the Delaware Valley region in light of expanded global markets. The 2025 Plan supports the region's diversity and encourages local actions in a regional context. Plan Report five, scheduled for public review in the fall of 2001, will consolidate the previous plan reports into a single plan summary.

The Land Use Plan identifies four different geographic areas that vary in the types of planning approaches and investments needed. These include: Core Cities, First Generation Suburbs, Growing Suburbs, and Rural Areas.

Core Cities are characterized by declining population and jobs, loss of tax base, aging and deteriorated housing stock, minority and poverty concentrations, and other social problems. The primary land use policies recommend revitalization and renewal. These policies build upon the earlier recommendations in a Year 2020 Plan report, *Reinvesting in Cities: Transportation Improvements in Urban Areas*, which called for a higher priority for maintenance, improvement and expansion of infrastructure in the region's urban places and developed areas.

First Generation Suburbs are located adjacent to the core cities (often referred to as “inner ring” suburbs) or in outlying areas along the region’s passenger and freight rail network. Portions of these mature suburbs are experiencing some of the same decline as the core cities. Key plan policies for these areas are community stabilization, maintenance and restoration, including focused infrastructure investment.

Growing Suburbs are those communities that have been the fastest growing, in both jobs and housing, in the region since the 1970’s. Their concerns include sprawl, demands for expanded municipal services, increased traffic congestion, and loss of open spaces. The plan calls for implementing growth management programs and enhanced community design policies for these communities, with new infrastructure investment targeted in designated growth areas.

Rural Areas are located in the region’s periphery, and are characterized by active farming, limited development, and significant natural resources. Rural areas are vulnerable to future development pressures emanating both from within and outside the region. Policies for these areas encourage preservation and limited growth with selective and limited infrastructure investment.

The Land Use Plan also recommends a Centers-based strategy. **Centers** are intended to provide a focal point in the regional landscape that can serve to reinforce or establish a sense of community for local residents, preserve open space and prevent sprawl. These Centers (Metro Center, Metro Sub-Centers and the Regional Centers (County, Revitalizing and Growth centers) also create more density to accommodate transit, thus improving mobility for all persons.

The Transportation Plan lists specific transportation improvement projects that are consistent with overall regional goals and policies. A map of clearly defined and conceptual transportation projects can be compared to the locations of disadvantaged populations. In addition, transportation projects are categorized according to the four geographic area types, so the level and location of investment in each of these areas can also be compared to the disadvantaged population locations. Projects are divided into cost categories of less than \$15 million, \$15 to \$150 million, and more than \$150 million. A host of recommendations related to environmental justice are included with the goals and policies of the 2025 Plan, which are summarized below.

LAND USE GOALS

- *To recognize, support and preserve the diverse character and need of the region’s natural resources, levels of development, economy, local and county governments and citizens.*
- *To provide greater choices and equal opportunities for lifestyles, transportation modes, housing stock and community character.*
- *To enhance the region’s overall environmental quality through implementation of more sensitive plans, programs and projects.*

Map 1: 2025 Land Use Plan

- 1995 Developed
- Future Growth Area
- Parkland 2000
- Preserved Farmland
- Proposed Open Space
- Rural or Agricultural

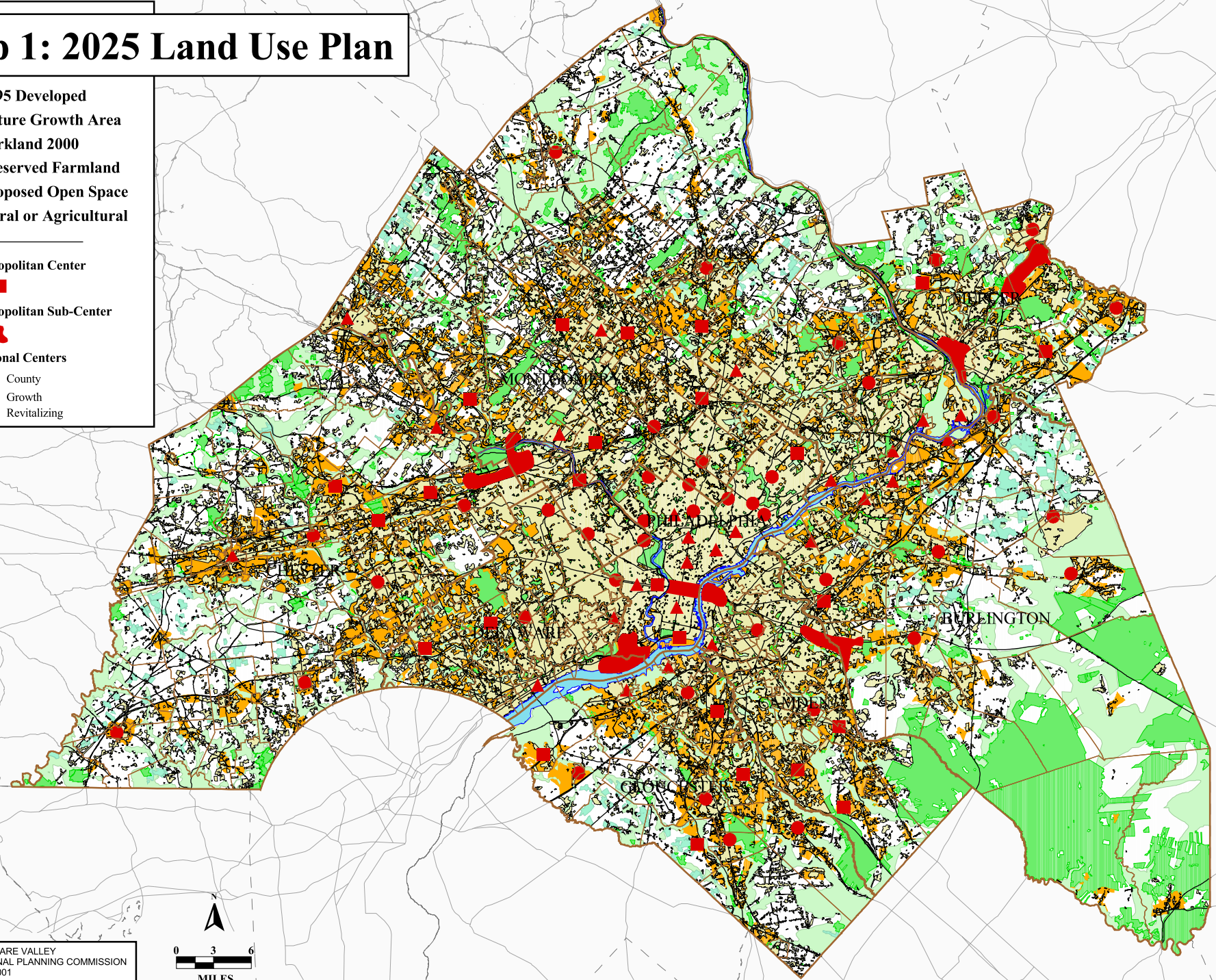
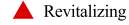
Metropolitan Center



Metropolitan Sub-Center








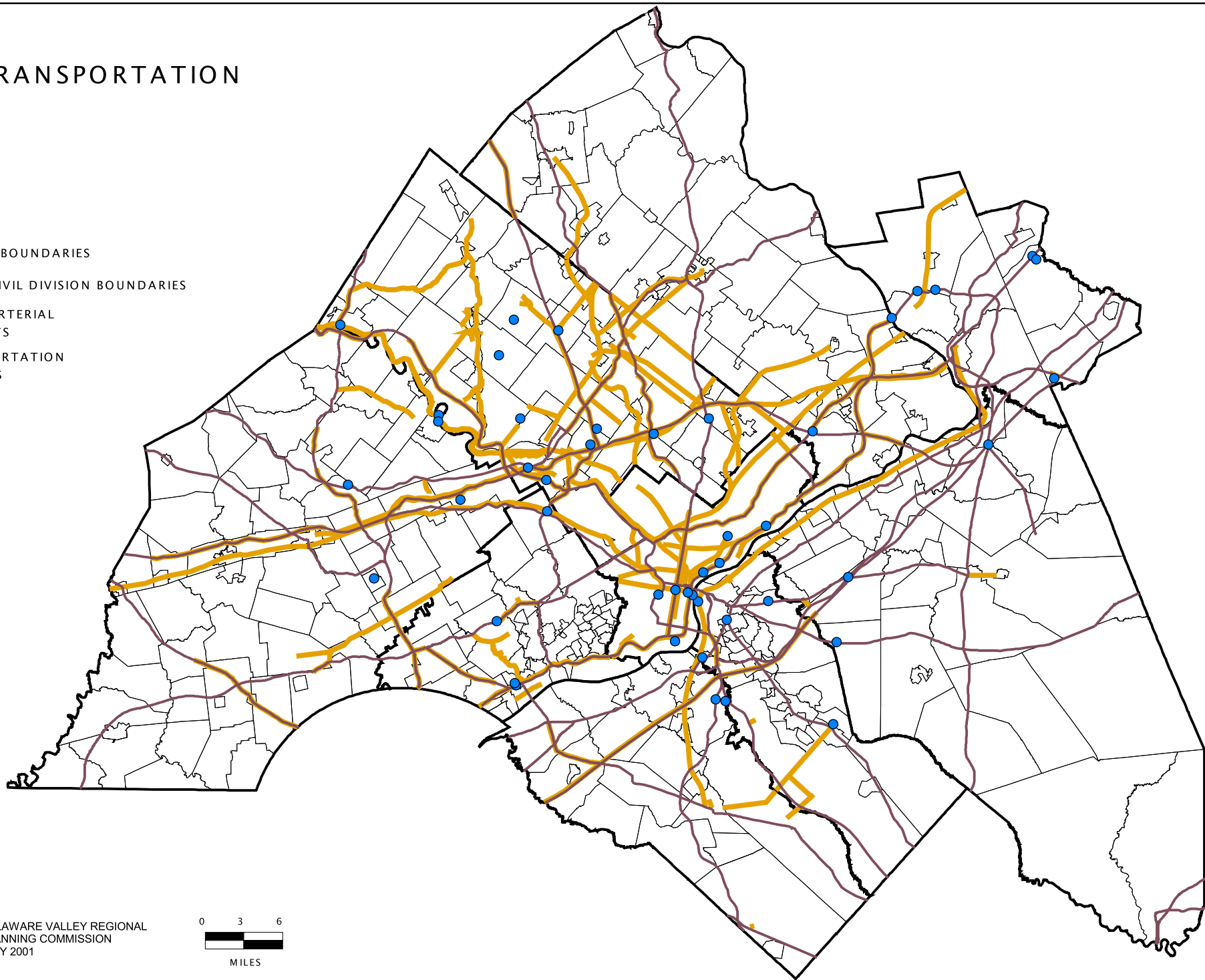
Regional Centers



MAP 2

2025 TRANSPORTATION PLAN

-  COUNTY BOUNDARIES
-  MINOR CIVIL DIVISION BOUNDARIES
-  MAJOR ARTERIAL HIGHWAYS
-  TRANSPORTATION PROJECTS
-  TRANSPORTATION PROJECTS



- *To provide for essential infrastructure systems and community services that support and maintain existing communities, while allowing for regional growth and community development.*
- *To support local and regional economic development projects and strategies, including programs and services such as Job Access/Reverse Commute and Greater Philadelphia Works.*

LAND USE POLICIES

- *Preserve, revitalize and renew the region's Core Cities to restore their economic well being, community vitality and attractiveness.*
- *Recentralize a share of forecasted population and employment growth.*
- *Restore and maintain existing infrastructure systems, services and capacities to support existing development and to attract new growth.*
- *Rebuild and buttress threatened neighborhoods and communities (noting deteriorated and abandoned housing stock, vacant lots and inappropriate land uses) to stem decline.*
- *Promote Center-based planning that strives to create a greater sense of place and community identity while preserving the character of existing communities.*

TRANSPORTATION GOALS

- *Travel will be safer than today.*
- *All effects upon the environment will be considered.*
- *Greater choice of travel mode will be available to all users.*
- *Disadvantaged populations will enjoy much greater mobility.*
- *Congestion and delay will be minimized for system users.*
- *Deterioration of transportation infrastructure will be reversed.*
- *Land use goals will be supported by transportation decisions.*
- *Travel will be easier due to the application of new technologies.*

TRANSPORTATION POLICIES

- *Implement a coherent strategy for delivering more transit options for commuters.*
- *Optimize efficiency of existing transportation systems.*
- *Encourage the reduction of use of modes of travel which contribute significantly to air pollution.*
- *Encourage the use of other transportation control measures throughout the region.*
- *Promote coordination and integration of all transportation systems.*
- *Provide system accessibility for all population segments.*
- *Ensure the safety and security of highway and transit users.*
- *Maximize the use of non-motorized modes for non-recreational trips.*
- *Accommodate bicycles on public transportation to the greatest degree possible.*

2025 PLAN APPROACHES – Equity

- *To create a truly competitive, equitable and sustainable region, the 2025 Plan must address issues that most directly affect the region's citizens, providing opportunity for all Delaware Valley Citizens.*
- *Access to jobs, education, affordable housing and transportation services should not be restricted on the basis of race, income, class or lifestyle.*
- *Inequalities that now exist due to past practices must be corrected and barriers to opportunity for all residents of the region removed.*

Access to Opportunities in the Delaware Valley Region: Regional Job Access and Reverse Commute Transportation Plan

Access to jobs, including welfare-to-work and reverse commuting, is truly a regional issue. With job opportunities throughout a regional labor market, new workers must be willing and able to use the region's extensive transit network to access available employment opportunities. This regional plan, prepared in response to the Federal Transit Administration's Job Access and Reverse Commute Competitive Grant Program, identifies current regional initiatives, transit dependent populations and transportation needs and service gaps. The plan establishes a basis for defining project priorities and recommendations on a regional basis.

The plan contains a regional strategy addressing access-to-jobs and reverse commuting, adopted by the DVRPC Board in June 1999. The overriding goal of the strategy is to eliminate transportation barriers that make it more difficult for welfare recipients and other transit dependent individuals to enter the workforce. The outcome of the project review process has been a major expansion of public transit and transportation management agency-provided services that fill in some of the gaps in the region's comprehensive array of transportation services and projects. The policy recommendations are grouped under six strategic objectives (with specific action steps).

Promote transit affordability with TransitChek and other pass programs.

- Continue pass programs for people receiving Targeted Assistance to Needy Families (TANF).
- Create transitional transit subsidies for persons leaving TANF.
- Market TransitCheks to employers and new workers as a welfare-to-work tool.
- Make bi-state commutes more affordable with joint fares.

Promote job retention with transportation-related support services to individuals.

- Invest in child transportation linkages.
- Promote emergency ride home coverage.
- Train job coaches and case workers to function as mobility managers.

Expand transit education to increase ridership.

- Improve communication between transit agencies, case workers and job trainers.
- Establish transit information centers in “One Stop Career Centers”.
- Provide better education about city-suburban trips.
- Provide better education about bi-state trips.

Improve accessibility with new transit and ridesharing initiatives.

- Expand hours on key routes to support non-traditional work shifts.
- Invest in last mile connector service to augment the existing transit system.
- Develop partnerships to establish small vehicle service in areas that do not have sufficient density to support transit service.
- Develop neighborhood-based ridesharing programs.
- Explore non-traditional transportation initiatives, like bicycling and demand responsive services.

Promote the long-term viability of new transportation service.

- Promote blended ridership, not TANF-only vans and buses.
- Fund TMAs to undertake access-to-jobs activities.
- Develop the capacity of Community Development Corporations (CDCs) to serve as transportation advocates for city residents.
- Facilitate partnerships between transit agencies, TMAs and non-profit service providers.

Develop strategies for more effective access-to-jobs coordination and collaboration.

- Regional transportation and workforce entities should strengthen their access-to-jobs partnership.
- Pennsylvania should accelerate inter-departmental coordination at the state level.
- New Jersey should work with DVRPC to encourage regional access-to-jobs planning.
- SEPTA, NJ Transit and PATCO should work together to improve connections between the transit systems.

The Year 2020 Land Use and Transportation Plan: *The Policy Agenda*

The region’s previous long-range plan, Direction 2020, adopted in 1995, represented a major update, building upon the 1990 Census results. The extensive plan reports included *The Policy Agenda*, which summarizes the goals, policies, actions and implementation strategies. The regional goals and policies are focused on eight issue areas: physical form, traffic congestion, environment, air quality, economic development, freight movement, mobility and housing.

The following illustrate the 2020 goals, policies and action steps that support environmental justice goals:

Goal: *Encourage land use patterns that enhance community character, provide for a mix of residential, commercial, employment and recreational opportunities; and link these activities with transportation facilities.*

- *Concentrate development within existing and emerging centers and corridors.*
- *Encourage population and employment stability or growth in urban areas*
- *Provide sufficient public open and recreational space.*
- *Upgrade or expand public services and infrastructure in appropriate growth areas.*
- *Preserve and enhance key elements of the existing transportation system.*

Goal: *Ease traffic congestion through the reduction of single occupant vehicles by better integrating automobile, public transit, bicycle and pedestrian facilities; encouraging changes in commuters' travel habits; and improving the efficiency of existing transportation services.*

- *Provide more non-auto options for commuters.*
- *Improve area coverage and operation of transit service.*
- *Increase the number of multi-modal transportation centers and park & ride facilities.*
- *Encourage pedestrian, bicycle and transit-oriented land use and mixed-use development.*

Goal: *Assure a clean and sustainable environment for existing and future residents of the region, and integrate environmental protection objectives in all planning activities.*

- *Encourage the use of safe and efficient waste management and reduction programs.*
- *Encourage recycling programs in all communities.*
- *Reduce the amount and percentage of waste going to landfills.*

Goal: *Improve the region's air quality by reducing the number of single occupant vehicles, promoting alternative travel modes and encouraging other measures that will limit emissions from mobile sources.*

- *Encourage the use of alternative transportation modes.*
- *Promote the use of public transit and ridesharing.*
- *Improve and expand bicycle and pedestrian facilities.*

Goal: *Ensure a diverse and competitive regional economy by supporting the retention and expansion of existing business and by encouraging new enterprises that create employment opportunities in close proximity to the labor force.*

- *Expand the regional market for both labor and goods.*
- *Promote retention and expansion of existing businesses.*
- *Expand job training and labor force participation.*
- *Improve access to areas of major employment concentration.*
- *Preserve and promote historical and cultural resources.*

Goal: *Improve access to and efficiency of the region's transportation network, and ensure the safety and security of system users.*

- *Promote coordination and integration of all transportation systems.*
- *Establish opportunities for connections among transportation modes.*
- *Improve scheduling and operations to accommodate intermodal movements.*
- *Provide system accessibility for all population segments.*
- *Increase the affordable mobility options for the young, the elderly, the handicapped and the poor.*
- *Comply with the regulations of the Americans with Disabilities Act.*
- *Ensure safety and security of highway and transit users.*
- *Reduce the number of accidents and fatalities which occur on highways and transit systems.*
- *Reduce transit-related crime.*
- *Increase public awareness of security programs*

Goal: *Develop an adequate supply of quality housing affordable to all income groups in the region, located in accordance with regional land use and transportation goals.*

- *Develop an ample supply of all housing types.*
- *Improve the ratio of jobs to housing by county.*
- *Improve and maintain quality of housing stock.*
- *Reduce the percentage of substandard housing units.*
- *Provide new housing units in designated growth areas and infill and rehabilitation in urban areas.*
- *Provide a variety of housing affordable to all income groups.*
- *Increase the number of municipalities where housing options are available to those earning the regional median income.*
- *Provide for the special housing needs of low-income and homeless citizens.*

The Year 2025 Regional Airport System Plan

DVRPC is partially funded by the Federal Aviation Administration (FAA) for the purpose of maintaining aviation system planning activities for the twelve-county, four-state Philadelphia metropolitan area. An element of this effort involves developing and revising, as necessary, a long-range airport system plan for future mobility and economic development, with optimal safety and minimal cost to the public.

The 2025 Regional Airport System Plan (RASP), also adopted in April 2001, contains a series of policies for implementation of aviation system improvements. Specifically, Policy 6 states:

- *Action in support of increased public participation in and understanding of aviation development decision-making, as a way to build consensus and insure movement toward implementation of the RASP recommendations.*

Additionally, the RASP states that coordination with citizen committees will be maintained to help identify issues, develop policy and regional direction and anticipate and plan for the region's future aviation needs.

Southeastern Pennsylvania and Southern New Jersey Bicycle and Pedestrian Mobility Plans

An important element of DVRPC's multi-modal transportation planning are the Bicycle and Pedestrian Mobility Plans. These efforts are part of Horizons 2025, the Commission's long-range land use and transportation plan for the Delaware Valley. The pedestrian element of the Plans addresses general concerns related to pedestrian access. The Bicycle component uses existing and proposed bicycle facilities to develop a regional bicycle network.

The Bicycle and Pedestrian Mobility Plans contain a series of goals and strategies necessary to implement the plans. Strategies with an environmental justice-related theme include:

- *Involve the bicycling and walking community at the earliest stages of planning and implementation of improvements to transportation and recreation facilities in order to ensure full consideration of the needs of bicyclists and pedestrians.*
- *Conduct a universal pedestrian and bicycle skill training education program for children.*
- *Develop and conduct a public information and awareness campaign targeted towards all roadway users with the intent of modifying behavior and attitudes to create a sense of compatibility among all users.*
- *Establish local citizens advisory groups to advocate policies, programs and facility improvements that will enhance and promote bicycling and walking.*
- *Develop and conduct a public awareness campaign promoting bicycling and walking, emphasizing the virtues of bicycling and walking as a means of solving community problems, improving personal health and wellness, and enhancing the quality of life.*

Aging and Mobility in the Delaware Valley

Getting Older and Getting Around, prepared in 1999, provides profiles of the nation and the Delaware Valley region's existing and future elderly population. Implications of the projected growth of the elderly population are presented, including the possible effects on travel and mobility and the implications of reduced mobility on this segment of the population's quality of life. Recommendations for improving the mobility of the region's

elderly are included in the report, focusing on the different mobility needs of the region's distinct geographic settings (urban, suburban and rural).

Various strategies are recommended, including: revisions to municipal plans and zoning regulations (higher densities and mixed-use); creating more affordable housing opportunities; encouraging clustering of services and facilities with coordinated scheduling of activities to reduce multiple trips; redesigning highways to respond to the changing capabilities of elderly drivers; redesigning and marketing safer cars; making safety improvements in urban areas; increasing the coverage and accessibility of the regional transit network; expanding supportive paratransit services; and improving access to night-time and weekend activities.

The Transportation Improvement Program

The Transportation Improvement Program (TIP) reflects the transportation capital improvement priorities of the region (See Map 3). In terms of plan implementation, decision-making responsibility and authority, the TIP is DVRPC's most significant product. The TIP is required by federal transportation legislation (currently the Transportation Equity Act for the 21st Century or TEA-21), and it includes all projects in the Delaware Valley that intend to use federal funds, along with non-federally funded projects that are regionally significant. Regionally significant projects must be derived from the region's long-range plan and all projects in the TIP must help to implement the goals of the plan.

The TIP is authorization to seek funding. A project's presence on the TIP represents a critical step in the authorization of funding for a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds. The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it has a high probability of implementation during the TIP time period.

Public involvement is an integral part of developing the TIP for the Delaware Valley. To assist public understanding, DVRPC has created *Transportation Improvement Program: A Guide for Municipal Officials, Special Interest Groups and Citizens*. The Guide details the components of the TIP; its relationship to other plans and policies; a summary of TIP funding sources; creation of the TIP; and ways in which the public can participate in its development. Public input is identified during a variety of important project development steps.

- Initially, concerned citizens may assist in identifying potential projects for inclusion on the TIP, either directly, or by contacting their local elected representatives or planning agency staff.

- As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning agencies and staff.
- Citizens are also invited to participate in special task forces to review transportation improvement concepts at the area, corridor, county and regional levels.
- Finally, after a project on the TIP is funded, it begins the implementation process. Depending on the scale of the project, detailed environmental review affords ample opportunity for the public to offer their views, including comments on needed right-of-way acquisition, environmental impacts and related project mitigation improvements.

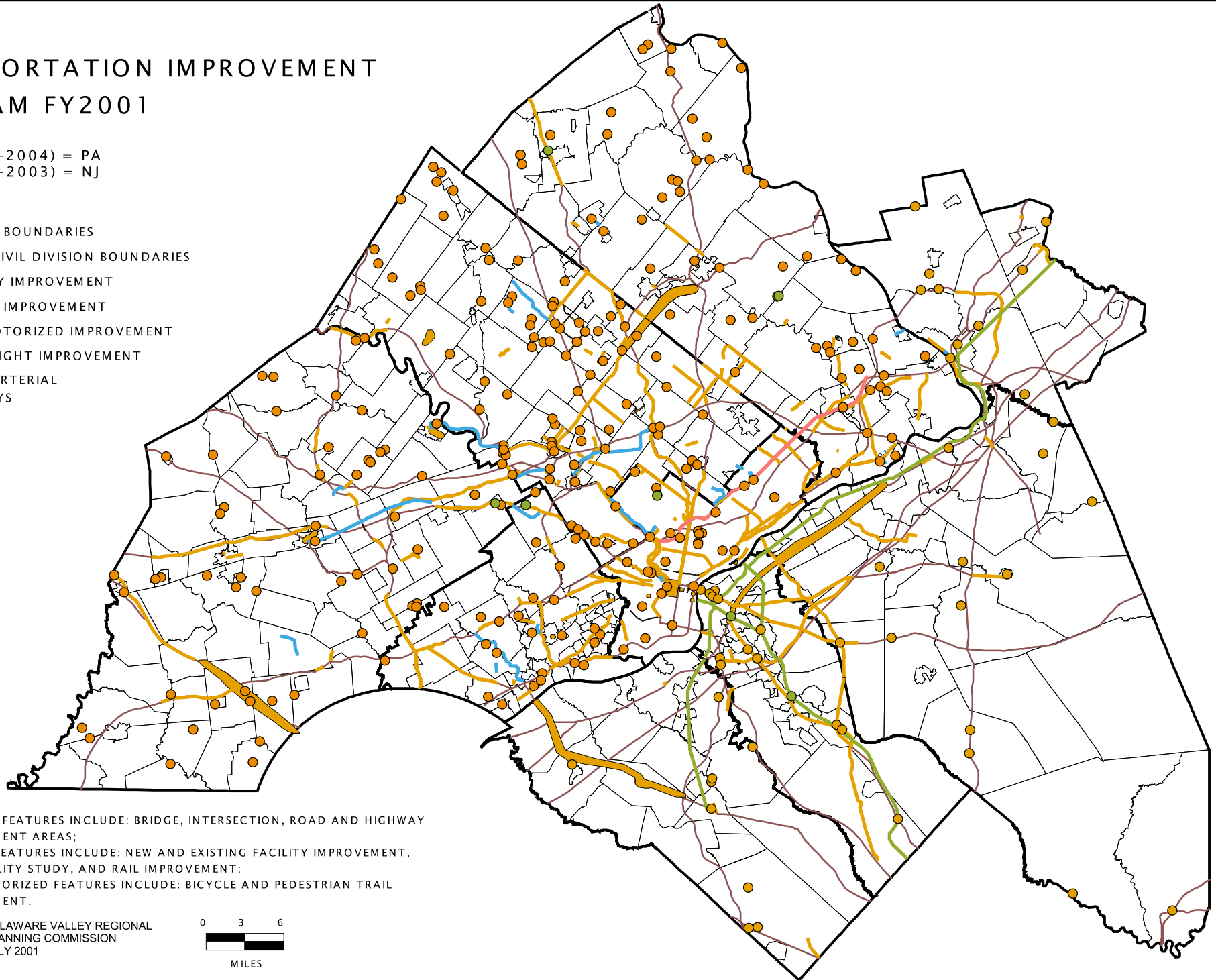
The Planning Work Program

One of the most important documents published by DVRPC is the annual *Planning Work Program*. This document incorporates the planning programs and support activities in the region that DVRPC will undertake during a given fiscal year. Funding sources, project budgets, project descriptions, tasks, and work products are identified within the Work Program. Public involvement is an important aspect in the development of the Work Program. From the outset, citizens are afforded an opportunity to suggest projects and themes for consideration. Moreover, during the public comment period (usually 30 days), DVRPC staff solicits comments from the RCC and from more than 100 local organizations including community action groups, community development corporations and local environmental groups. Each public comment is addressed by a staff response, and presented to the DVRPC Board for consideration for inclusion in the final Work Program document.

TRANSPORTATION IMPROVEMENT PROGRAM FY2001

(YEARS 2001-2004) = PA
(YEARS 2001-2003) = NJ

-  COUNTY BOUNDARIES
-  MINOR CIVIL DIVISION BOUNDARIES
-  HIGHWAY IMPROVEMENT
-  TRANSIT IMPROVEMENT
-  NON-MOTORIZED IMPROVEMENT
-  RAIL FREIGHT IMPROVEMENT
-  MAJOR ARTERIAL HIGHWAYS



*HIGHWAY FEATURES INCLUDE: BRIDGE, INTERSECTION, ROAD AND HIGHWAY IMPROVEMENT AREAS;
TRANSIT FEATURES INCLUDE: NEW AND EXISTING FACILITY IMPROVEMENT, NEW FACILITY STUDY, AND RAIL IMPROVEMENT;
NON-MOTORIZED FEATURES INCLUDE: BICYCLE AND PEDESTRIAN TRAIL IMPROVEMENT.

Section III

Regional Environmental Justice Technical Analysis and Evaluation

Developing a Methodology

This section summarizes the technical methodology that DVRPC has developed to analyze the long-range Transportation Plan and the TIP. The methodology incorporates both demographic and transportation information from the U. S. Census. During this initial year of the release of Year 2000 Census information, the methodology employs both 1990 Journey-to-Work data and 2000 population and minority concentration data. Future updates of this report will incorporate all of the information from the 2000 Census, as it is released over the next few years. Thus, the methodology and the outcome must be viewed as a “work in progress” that, of necessity, is subject to further refinements over time.

Both Title VI of the Civil Rights Act and Executive Order 12898 do not provide specific methods to evaluate environmental justice within a region’s transportation planning process. Metropolitan planning organizations must therefore devise their own method for ensuring environmental justice in transportation decision-making. This is a challenging assignment, and serious consideration must be given to the types of quantifiable data that are available, as well as how the data is to be used and interpreted.

Broadly speaking, DVRPC’s methodology identifies the impacted groups, locates them in the region, plots key destinations - such as employment or health care - they would access, overlays these destinations with the region’s existing and proposed transportation network, and then determines what transportation service gaps exist for these disadvantaged groups. This analysis illustrates the existing accessibility conditions for residents of the region. DVRPC’s long-range transportation plan and capital program of transportation projects are then evaluated to determine how they fill these accessibility gaps. Specifically, DVRPC’s Year 2025 long-range plan, *Horizons*, identifies priority areas for transportation investment consistent with the goals and policies of the regional land use plan. The Transportation Improvement Program (TIP) is the regionally agreed upon list of priority projects, required by federal law, listing all federally funded and regionally significant projects. A companion plan, *The Regional Job Access and Reverse Commute Transportation Plan*, describes strategies to overcome job access barriers for welfare recipients and lower income workers seeking regional employment opportunities. Projects developed from this plan are included in the overlays to determine whether they support the accessibility needs of the region’s minority and poverty populations.

Thus, 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. Quantifiable data

is used to locate these groups, while qualitative analysis assesses the metropolitan planning organization's environmental justice performance.

Regional Demographics

Environmental justice is concerned with the impacts of disparate funding and disparate services on defined minority and low-income groups. In addition, DVRPC assesses elderly, disabled and car less populations who have special travel needs and may adversely be affected by transportation planning decisions. Using U.S. Census data for the year 2000 (depending on data availability) and 1990, these groups are identified and located by the smallest and best unit of analysis possible, in most cases by census tract (the elderly population was only available by municipality).

The impacted demographic groups are defined as follows.

Minority

The U.S. DOT Order (5610.2) on Environmental Justice defines "Minority" as:

1. Black: a person having origins in any of the black racial groups of Africa.
2. 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.
3. 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.

Data on minority status is derived from the year 2000 Census. The 2000 Census question on race differed from the 1990 Census question by offering respondents the option of selecting one or more racial categories. There are now 57 possible racial categories. Because of this change, 2000 census data on race are not directly comparable with data from the 1990 census. Thus, caution should be used in interpreting changes in racial composition over time. However, the overwhelming majority, 98% of respondents in the U.S. population, reported only one race. See Appendix Map C-1 for the region's Minority Concentrations.

Hispanic

Hispanic ethnic origin, though often included in the minority definition, deserves special mention, since it is not a racial category. *Hispanics are defined 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.)

DVRPC has prepared a separate map for persons of Hispanic origin (See Appendix Map C-2); consequently, the Minority concentrations map does not include persons of Hispanic origin.

Poverty (Low Income)

“Low income” is defined as a person whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. These poverty guidelines are updated annually, and are used as eligibility criteria for federal programs, such as Community Services Block Grants. The 2001 poverty guidelines only reflect cost changes through 2000; therefore, they are approximately equal to the Census Bureau poverty thresholds for calendar year 2000. Census year 2000 poverty data, however, is not yet available. The HHS poverty guidelines for 1990 and 2001 are shown in Figure I. See Appendix Map C-3 for the Poverty concentrations.

Figure I: **Poverty Guidelines by Family Size – 1990 and 2001**

Size of Family Unit	1990 Household Income	2001 Household Income
1	\$6,280	\$8,590
2	\$8,420	\$11,610
3	\$10,560	\$14,630
4	\$12,700	\$17,650
5	\$14,840	\$20,670
6	\$16,980	\$23,690
Each additional person	Add \$2,140	Add \$3,020

*Note: These figures are for the 48 contiguous states and D.C. Figures for Alaska and Hawaii are higher.

Source: *Federal Register*, Vol. 66, No. 33, February 16, 2001, pp. 10695-10697.

Elderly

In assessing elderly populations, DVRPC has chosen to define only those considered extremely old, age 85 and older. This data is derived from the 2000 Census, using MCD (minor civil division) level data. Age by census tract for the 2000 Census is not yet available. See Appendix Map C-4 for the region’s Elderly population concentrations.

Car Less

Car less households are defined in the 1990 Census as having zero 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. Again, 2000 Census data is not yet available. See Appendix Map C-5 for the Car Less Household concentrations.

Handicapped (Disabled)

The region's handicapped (disabled) population is defined in the 1990 Census as persons with a self-care or mobility limitation (as opposed to a work disability). Mobility limitation is defined as an inability to go outside the home alone, such as to shop or visit a doctor's office, because of a health condition that has lasted for six or more months. Self-care limitation is defined as an inability to take care of one's personal needs, such as bathing, dressing or getting around inside the home, because of a health condition that has lasted for six or more months. Year 2000 Census information is not yet available.

Evaluation Methodology – Using Regional Thresholds

The sequence of steps in the DVRPC methodology is summarized in Figure 2. Using the identified demographic groups, a "regional threshold" (average) is determined to assess whether each census tract meets or exceeds this average. A total of all persons in the specified demographic group in the nine-county region is divided by the total nine-county population to obtain this average. Each census tract or MCD that meets or exceeds the regional average is considered an "environmental justice area", and is highlighted on the corresponding map. These tracts are areas of concern and sensitivity, based on their population composition, and form the basis for the remainder of the geographic analysis.

- The regional threshold for the non-Hispanic, minority population for the year 2000 is 24% (as compared to 22% in 1990). Therefore, any census tract that contains a concentration of minority, non-Hispanic residents that is equal to or greater than 24%, is shaded on the map.
- The regional threshold for the Hispanic population for the year 2000 is 5% (as compared to 4% in 1990).
- The regional threshold for low-income persons by household for the year 1990 is 10%. Year 2000 poverty data is not yet available, but is likely to be about the same.
- The regional threshold for elderly, or extremely old, persons is 2% in the 2000 Census, based on a municipality (MCD) classification.
- The regional threshold for car less households is 18% in the 1990 census. Similar data for the year 2000 is not yet available, but it is likely to be lower.
- The regional threshold for handicapped (disabled) persons is 6% in the 1990 Census.

Figure 2: Environmental Justice Technical Analysis: A Snapshot

Year 1

Step 1: Identify census tracts at or above the regional threshold for the following indicators: Minority (Black, Asian American, American Indian/Alaskan Native); Hispanic ethnicity; Poverty (Low-Income based on Health and Human Services definition); Car less Households (zero vehicle availability); Elderly (extremely old elderly, age 85 or over) and Disabled (self-care or mobility limitation).

Step 2: Overlay these indicator coverages to obtain a measure of “degrees of disadvantage” by census tract. Those tracts that contain the most indicators are the most disadvantaged.

Step 3: Overlay SEPTA, NJT, and PATCO rail and bus system maps. Create ¼ mile buffers on both sides to create service areas. Overlay the region’s arterial highway network. Overlay Job Access/Reverse Commute transportation services, hospitals and employment centers to create a Quality of Life Factors map.

Step 4: Overlay the combined map of Degrees of Disadvantage and Quality of Life Factors on the Regional Transportation Plan and the TIP.

Step 5: Assess gaps or areas of lower quality transportation accessibility or areas lacking recommended projects. Evaluate TIP projects in highly disadvantaged census tracts.

Step 6: Recommend mitigation activities or projects to address the identified service or project gaps.

Step 7: Simultaneously assess how the adopted land use and transportation plan addresses these disadvantaged areas qualitatively. Are there significant differences between the planning and investment recommendations for core cities, first generation suburbs, growing suburbs and rural areas?

Step 8: Recommend policy or program recommendations to address any issues found in the qualitative analysis.

Year 2

Update Census data as required; undertake more fine-grained analysis of Core Cities, consider adding community centers, day care centers and transit levels of service; prepare isochron (time/distance) maps.

Source: DVRPC, June 2001

Degrees of Disadvantage (DOD)

To evaluate the locations of the six “**disadvantaged**” indicators (minority, Hispanic, low income, elderly, car less and handicapped populations), the respective municipality and census tract maps are overlaid, using geographic information systems (GIS) technology. As a next step, a map was created showing which census tracts meet all six indicators and which tracts meet four to six, one to three or zero. The result indicates “**degrees of disadvantage**,” with those census tracts meeting the most indicators (four or more) identified as those with the greatest environmental justice concerns. The six component maps are included in Appendix C and the Degrees of Disadvantage composite map is Map 4.

Transportation Network

Once the critical environmental justice tracts have been identified and analyzed according to degrees of disadvantage, the region’s transportation network, including transit and highways, is considered, since it serves as the primary means of access to jobs and services for the identified areas. Proximity to transit service and/or highways and roadways is used as the primary performance indicator. Levels of service may be evaluated in future analyses.

The region’s transit service consists of three main providers: SEPTA, New Jersey Transit, and PATCO. The Southeastern Pennsylvania Transportation Authority operates regional rail lines, bus lines, subways and trolleys and paratransit service throughout the five Pennsylvania counties, including part of Mercer County, New Jersey. New Jersey Transit operates bus routes and rail (Atlantic City line serving Camden County, Northeast Corridor line serving Mercer County) in the DVRPC region. The Port Authority Transit Corporation operates the Hi-Speed Line rail service between Philadelphia and Camden counties. AMTRAK primarily provides inter-city services to major Northeast Corridor locations, with limited commuter service to intermediate stops.





The region’s transportation network also includes major highways that provide access to services for those persons with access to vehicles. These arterial routes are included on the transportation network maps. The extensive network of local roads and urban streets is not shown.

To illustrate access to transit services, ¼ mile buffers (a diameter of ½ mile) are created around the rail and bus routes in the region. Research indicates most people are willing to walk 10-15 minutes or about a ¼ mile to access transit, depending on the nature of the walking experience. The mapping of these transit service areas, overlaid on the regional map of disadvantaged census tracts, illustrates how transit serves these most impacted populations. Areas that are not served by transit can also be clearly identified.

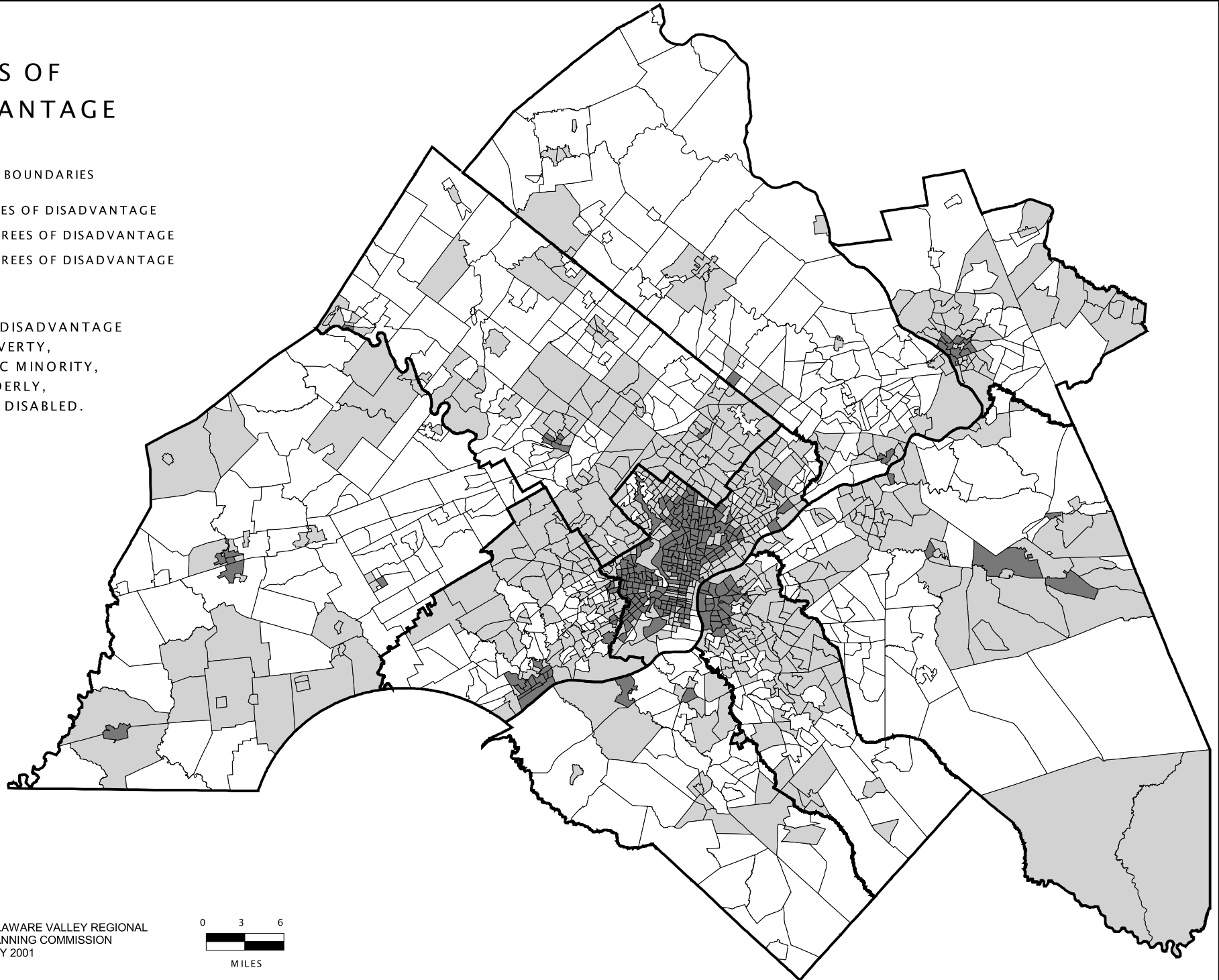
Quality of Life Factors

The locations of hospitals and significant employment sites are identified and overlaid to assess how the transportation network connects the disadvantaged census tracts to these sites. Can these populations access where they need to go for key services

DEGREES OF DISADVANTAGE

-  COUNTY BOUNDARIES
-  0 DEGREES OF DISADVANTAGE
-  1-3 DEGREES OF DISADVANTAGE
-  4-6 DEGREES OF DISADVANTAGE

* DEGREES OF DISADVANTAGE INCLUDE: POVERTY, NON-HISPANIC MINORITY, HISPANIC, ELDERLY, CARLESS AND DISABLED.



using the region's transportation network? What types of transit service provide connections to these services?

DVRPC believes that it is important, from an EJ perspective, to define not only geographic proximity but also the future quality of life effects for the defined disadvantaged areas. Thus, Quality of Life factors, such as employment centers and hospitals, as well as Job Access Reverse Commute projects, not only connect highly disadvantaged tracts to employment opportunities, but also enhance the livability of a broader area, neighborhood or community.

In addition, DVRPC's adopted Regional Job Access and Reverse Commute Transportation Plan: *Access to Opportunities in the Delaware Valley Region* recommends and selects regional priority projects that overcome job access barriers. These projects are then eligible to receive federal funding from the Federal Transit Administration. The locations of the job access projects proposed in the Delaware Valley region in Fiscal Years 1999, 2000 and 2001, are mapped and compared to the disadvantaged census tracts. These components comprise the "Quality of Life Factors" map (See Map 5).

Further analysis in Fiscal Year 2002 will look at the location of day care centers and community centers. Due to data limitations, these indicators are not included in the initial analysis. A more detailed demographic analysis of the region's Core Cities (Philadelphia, Camden, Trenton and Chester) and an assessment of transit levels of service are also possibilities for further study. As additional Year 2000 Census data becomes available, the demographic information will also be updated. Other applications of extrapolated spatial data will also be investigated.

Evaluation of Required Regional Planning Products

The next step in the evaluation process involved overlaying the combined map of Degrees of Disadvantage and Quality of Life Factors on the 2025 Transportation Plan and the Fiscal Year 2001 TIP. This process is described in more detail later in this section. A qualitative evaluation of the regional Land Use Plan can also be undertaken.

Long Range Plan: Establishing Regional Priorities

Horizons: The Year 2025 Plan for the Delaware Valley, the long-range land use and transportation plan for the region, is described in Section II. The plan guides the future direction of the region's transportation network and advocates a policy commitment to link land use and infrastructure investment decisions. The land use plan's strategies can be **qualitatively** evaluated for environmental justice needs, as reflected in the discussion in Section II of this report. The transportation plan maps existing and proposed projects within the region that can then be compared with the locations of disadvantaged areas.

Disadvantaged populations are most likely to be concentrated within the region's Core Cities and Rural Areas, though concentrations are also found in First Generation Suburbs, coinciding with some of the decline experienced by these areas. Fewer are expected to be in Growing Suburbs. Transportation investments in these areas should be reviewed carefully for environmental justice concerns.

Transportation Investments

The locations of transportation investments in the region greatly influence the level of mobility and accessibility of areas of the region. As described in Section II of this report, the Transportation Improvement Program (TIP) represents the region's transportation improvement priorities, in accordance with the requirements of the Transportation Equity Act for the 21st Century (TEA-21). The location and types of projects included in the TIP are mapped and compared with the concentrations of minority, Hispanic, low income, elderly, car less and disabled populations.

Key Findings, Gaps, Impacts and Recommendations for Change

Application of the methodology to the Transportation Plan and the TIP resulted in the following findings, gaps, impacts and recommendations.











Location of Disadvantaged Areas

Map 4: Degrees of Disadvantage displays the geographic distribution of census tracts with attributes of disadvantage. Tracts are colored when they have one to three indicators surpassing the regional threshold, or when four to six indicators are present. The presence of these attributes identify areas of concern as understood from Federal guidance.

The degrees of disadvantage indicators have not been prioritized in any functional sense. The identification follows Environmental Justice guidance outlined by the United States Department of Transportation (US DOT). Thus, for example, it is possible for a tract to exceed four DOD thresholds and not be found "in poverty". Clearly, ethnicity, disabilities, the aged and poverty are a complex mixture of attributes. Any attempt to define policies to ameliorate such conditions would need to examine the specific composition of the areas in question. As part of DVRPC's continuing Environmental Justice work program, it may be helpful to establish priorities for the various disadvantage indicators.

MAP 5

QUALITY OF LIFE FACTORS

-  COUNTY BOUNDARIES
-  MINOR CIVIL DIVISION BOUNDARIES
-  EMPLOYMENT CENTERS
-  JOB ACCESS REVERSE
COMMUTE ROUTES
-  QUARTER MILE TRANSIT-
ROUTE BUFFERS
-  MAJOR ARTERIAL
HIGHWAYS
-  COMMUTER RAIL
-  BUS ROUTES
-  PATCO
-  HOSPITALS

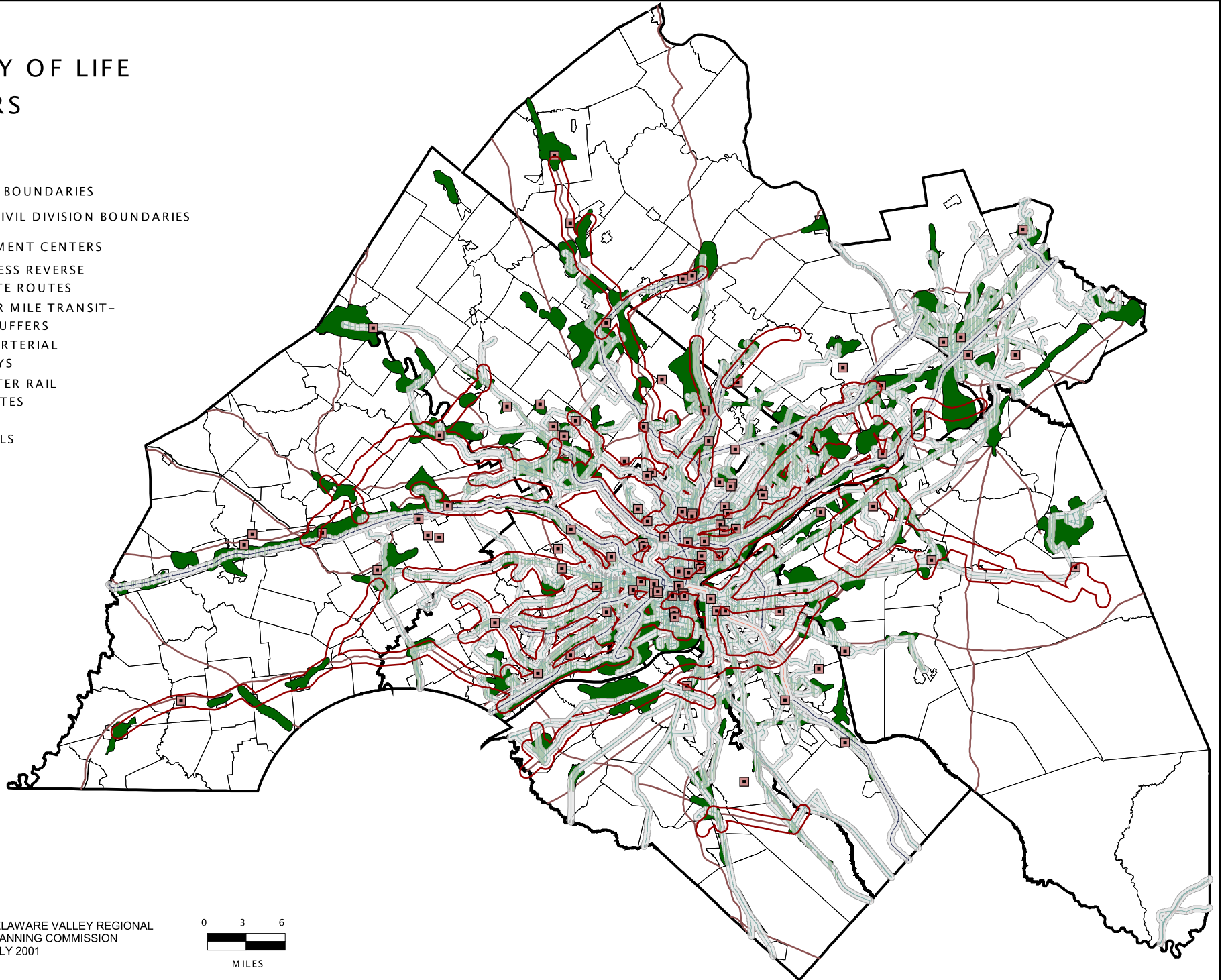


Figure 3. Regional Summary: Degrees of Disadvantage Census Tracts and Shares of Regional Population – 2000

Number of DOD Indicators	Number of Tracts N=1384	Population N=5,416,550	% Population of Region
Zero DOD Indicators	513	2,073,720	38%
1 to 3 DOD Indicators	598	2,228,972	41%
4 to 6 DOD Indicators	273	1,113,858	21%

Source: 2000 U.S. Census

Figure 3 summarizes the distribution of the DOD identified tracts throughout the region. The tracts which do not surpass a regional threshold for at least one DOD indicator may be characterized as rural, as parkland, or which have concentrations of industry located there (such as the Philadelphia International Airport). There are exceptions, such as some more affluent areas of Chestnut Hill in Philadelphia or Chadds Ford in Delaware County. Clearly there is an increase in the number of tracts and accompanying population in the areas identified with one to three DOD indicators. It was found that 41% of the population in the region lives in a tract identified with one to three DOD attributes.

Tracts having four to six DOD indicators are associated with about half the number of tracts with one to three DOD indicators. These tracts contain about 21% of the regional population. One fifth of the census tracts in the region have four or more degrees of disadvantage, and 243, or 89%, of the 273 four to six DOD tracts are located in the region's Core Cities of Philadelphia, Camden, Trenton and Chester.

The City of Philadelphia has the greatest concentration of disadvantaged tracts with four or more indicators. This might be expected since Philadelphia has the greatest concentration and diversity of people in the region. The West and Southwest, North, South and Germantown/Mt. Airy sections of the city are represented almost in their entirety. Philadelphia's Northeast, Chestnut Hill and a sliver of Center City escape with either zero or one to three indicators present. As pointed out previously, the make up and priority of those indicators is beyond the current discussion, but the defined characteristics may not necessarily represent a negative portrait of the areas. Rather, they may identify an aging population without access to an automobile, which is mitigated by a reduced need for an automobile in the dense and transit filled city neighborhoods.

Philadelphia is not, however, an area bereft of amenities and as a general matter of course does not appear to have any specific locational disadvantages. Philadelphia is well covered by transit services, hospitals and employment opportunities. Map 5: Quality of Life factors illustrate this fact with the distribution of employment centers, Job Access and Reverse Commute routes and hospitals. This is then overlaid on the

Degrees of Disadvantage to produce Map 6: Degrees of Disadvantage With Quality of Life Factors. In recent years some increases in transit ridership have been associated with solid reverse commute trips to jobs outside the city limits. Mobility does not appear to be a negative factor, due to the extensive Philadelphia transit system.

Three other urban areas are also identified as having four or more indicators. The cities of Chester, in Pennsylvania, and Camden and Trenton, in New Jersey, have their core urban areas almost completely defined by multiple degrees of disadvantage. Modern poverty theory is illustrated in these areas where out migration of the affluent has left the old, the infirm, minorities and the poor clustered together. In contrast to the suburban areas, the urban core is nearly consumed by the DOD indicators. The suburban settings typically have only parts of the incorporated areas identified with four or more disadvantaged indicators.













The Pennsylvania suburban areas identified with four or more indicators include sections of Norristown, Oxford and Coatesville. There are also areas in Delaware County such as Darby Borough and Darby Township which adjoin the West/Southwest Philadelphia areas and exhibit the same level of disadvantage as their urban neighbor. Functionally these areas are extensions of Philadelphia and ameliorative strategies should address issues across political boundaries. Coatesville and Oxford in Chester County both possess employment centers and a large hospital facility. Both are either unserved or inadequately served by transit, limiting the mobility of local residents. Norristown has an employment center, three hospitals and a public transportation center with bus, rail and light rail service. Bristol Township in Bucks County also is identified with four to six degrees of disadvantage, but it also appears to have multiple employment sites, two hospitals and public transit available.

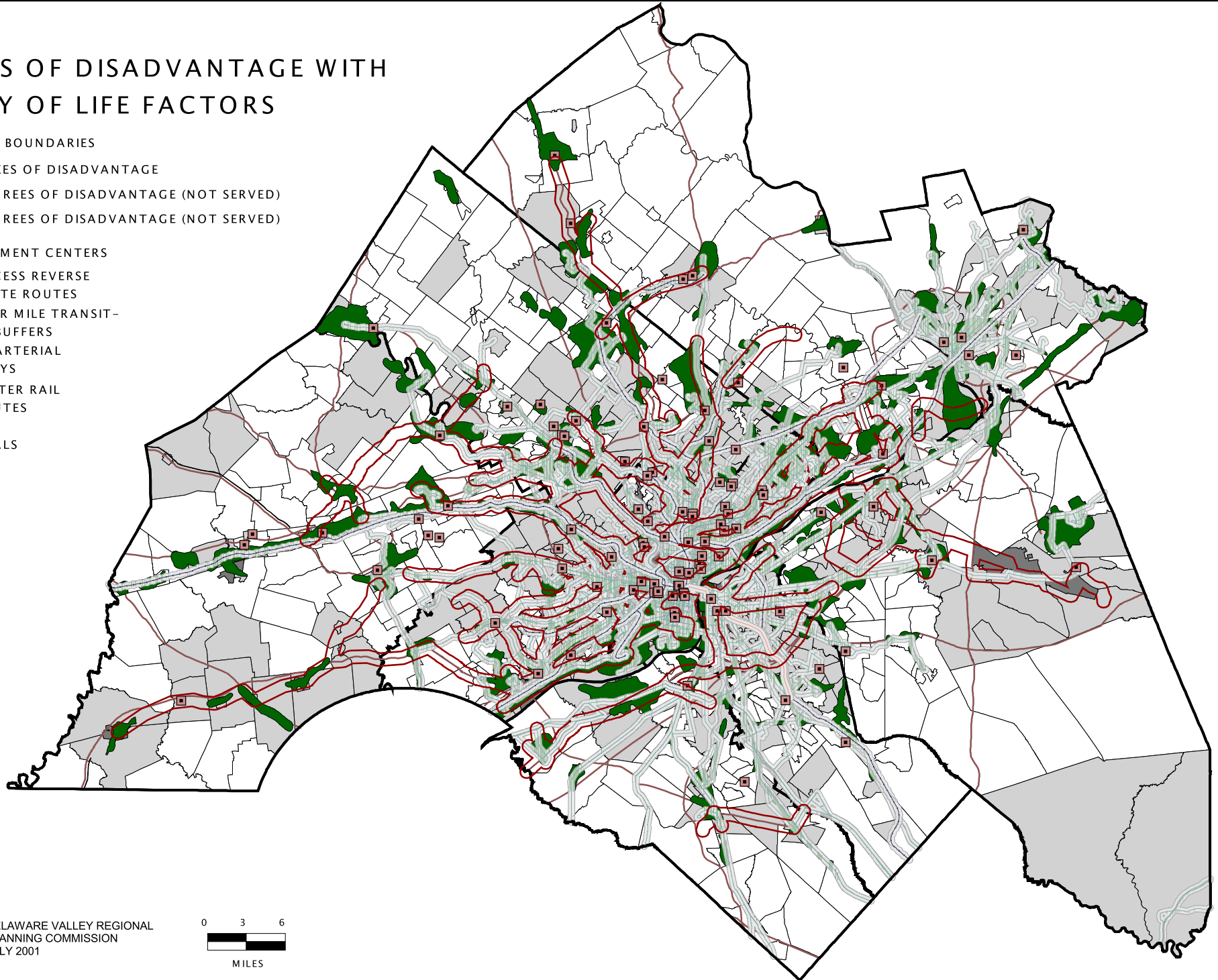
The representative New Jersey suburban areas identified with four to six indicators are Paulsboro and South Woodbury in Gloucester County, and Mount Holly and sections of Pemberton Township (Browns Mills) in Burlington County. Paulsboro does not possess any of the employment, hospital/health care and "quality of life" factors which might ameliorate the negatives of the DOD indicators. Mount Holly registers an employment center, a hospital and transit service. The Browns Mills area is rural in setting, surrounded by large pine groves and cranberry bogs. It does not have a hospital or an employment center. It does, however, possess limited transit and is proximate to the complex of military facilities to the north.

2025 Transportation Plan Evaluation

Map 7: 2025 Transportation Plan Evaluation, overlays the 2025 Transportation Plan over the Degrees of Disadvantage tracts and Quality of Life factors. Generally speaking, the transportation plan calls for corridor enhancements or service improvements along the main links in the existing transportation network. It also articulates a set of priority projects that will simultaneously modernize the existing system and address projected growth and changes in travel patterns. It lists specific















DEGREES OF DISADVANTAGE WITH QUALITY OF LIFE FACTORS

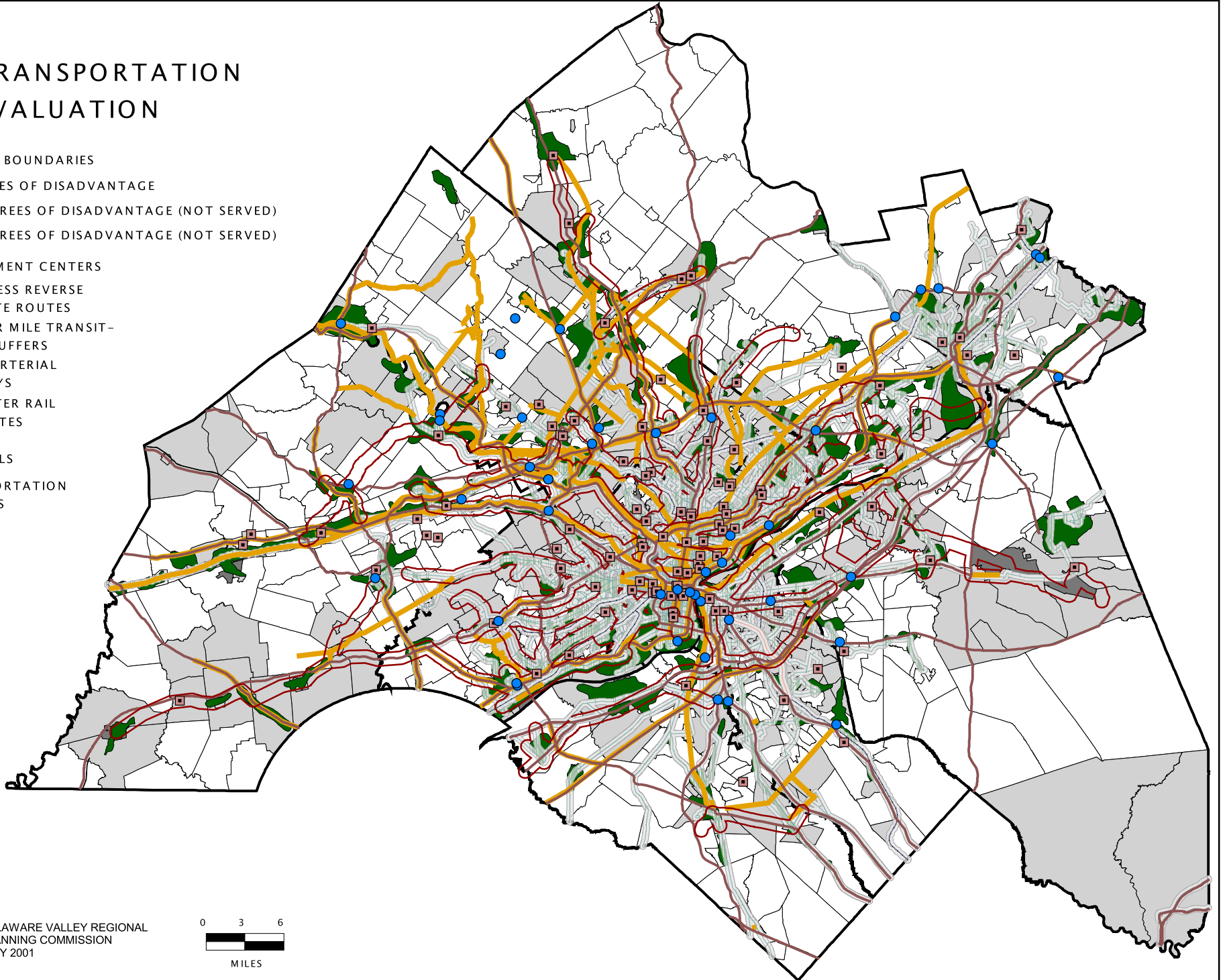
-  COUNTY BOUNDARIES
-  0 DEGREES OF DISADVANTAGE
-  1-3 DEGREES OF DISADVANTAGE (NOT SERVED)
-  4-6 DEGREES OF DISADVANTAGE (NOT SERVED)
-  EMPLOYMENT CENTERS
-  JOB ACCESS REVERSE
COMMUTE ROUTES
-  QUARTER MILE TRANSIT-
ROUTE BUFFERS
-  MAJOR ARTERIAL
HIGHWAYS
-  COMMUTER RAIL
-  BUS ROUTES
-  PATCO
-  HOSPITALS



MAP 7

2025 TRANSPORTATION PLAN EVALUATION

-  COUNTY BOUNDARIES
-  0 DEGREES OF DISADVANTAGE
-  1-3 DEGREES OF DISADVANTAGE (NOT SERVED)
-  4-6 DEGREES OF DISADVANTAGE (NOT SERVED)
-  EMPLOYMENT CENTERS
-  JOB ACCESS REVERSE
COMMUTE ROUTES
-  QUARTER MILE TRANSIT-
ROUTE BUFFERS
-  MAJOR ARTERIAL
HIGHWAYS
-  COMMUTER RAIL
-  BUS ROUTES
-  PATCO
-  HOSPITALS
-  TRANSPORTATION
PROJECTS
- 



transportation improvement projects that are consistent with overall land use policies. These projects appear to connect a number of the significant suburban employment centers in a spoke and wheel pattern. Although Oxford Borough (Chester County), Pemberton Township (Burlington County), and Paulsboro (Gloucester County) do not have specific transportation plan projects, each will be served by one of the new Job Access and Reverse Commute services. The overall mobility of each community is also enhanced from a regional perspective. This occurs because many of the improvements facilitate reverse and inter-county commuting patterns. Consequently, while there may not be any projects planned directly in such high DOD areas (with the exception of Philadelphia), the region's overall mobility and local accessibility are enhanced.

Transportation Improvement Program Evaluation

An assessment of the Transportation Improvement Program in relation to the location of disadvantaged areas is necessary to identify possible gaps in mobility and accessibility in the region. (See Map 8). Figure 4 lists the Transportation Improvement Program (TIP) categories which intersect with the identified high degree of disadvantage areas (municipalities or general areas made up of several census tracts). The table breaks the projects out by highway (including intersections, bridges and roads), transit, non-motorized (bicycle and pedestrian) and rail/freight. This table lacks the detail with which to determine the appropriateness of the TIP projects with respect to the ameliorative qualities they may possess. In the same way that the DOD indicators are not prioritized, the TIP projects are not broken out, only allowing a general analysis of trends and gaps.

Figure 4. Transportation Improvement Program Categories Represented in Selected Highly Disadvantaged Areas

High Degree of Disadvantage Areas (# of Census Tracts)	Highway Project	Transit Project	Non-motorized Project	Rail/Freight Project
Bristol Borough (1)	3		1	
Camden City (5)	8	3		
Chester City (12)	7		1	
Coatesville Borough (4)	3			
Norristown Borough (5)	5			
L. Oxford Township (1)	1			
Pemberton Township (2)	1			
Philadelphia City (195)	46		2	1
Trenton City (10)	5	2	1	

Source: 2000 U.S. Census

















Generally speaking, highway projects dominate in the identified disadvantaged areas. This is in keeping with the overall number of highway projects comprising the TIP. There are no TIP projects intersecting with the Oxford Borough census tract, though some highway work is shown nearby on the map and this area will be served by a Job Access and Reverse Commute initiative. All of the other disadvantaged areas have some type of highway project programmed, with Philadelphia dominating with 46 projects. Both Camden and Trenton have transit projects programmed, while Chester, Trenton, Bristol and Philadelphia all have bicycle projects programmed. Philadelphia also has a rail/freight project programmed. The utility of such projects in lessening disadvantage is speculative, although such projects do support continued economic development activity and employment opportunities in the City and the region.

Figure 5. TIP Projects Associated with Sample Highly Disadvantaged Census Tracts

County	Municipality	TIP Project Category	TIP Project ID #	Project Description
Philadelphia	Philadelphia	Highway	9750	West Philadelphia park and ride
Philadelphia	Philadelphia	Road	9765	I-76/Schuylkill Expressway ITS Improvements
Philadelphia	Philadelphia	Bridge	9684A	South St. bridge rehabilitation
Philadelphia	Philadelphia	Bridge	9684 B	South St. bridge rehab. over AMTRAK
Philadelphia	Philadelphia	Bridge	9684C	South St. bridge rehab. over SEPTA
Montgomery	Norristown	Road	8699	Traffic signal coordination
Montgomery	Norristown	Bridge	8754	Main St. bridge rehabilitation
Mercer	Trenton	Intersection	X185D	Sidewalk installation at train station
Mercer	Trenton	Road	551	New boulevard connector for Route 29
Mercer	Trenton	Bike	551B	Bike/ped path along Delaware River
Camden	Camden	Intersection	9377	Baird Blvd. drainage improvements
Camden	Camden	Road	713	Traffic signal improvements
Camden	Camden	Transit	N035	Southern N.J. Light Rail Transit System
Camden	Camden	Intersection	98392	Atlantic Ave. drainage improvements
Camden	Camden	Intersection	9108	ML King Blvd. ramp and road widening
Camden	Camden	Bridge	D95005	State St. bridge replace/rehab

Source: DVRPC FY2001 Transportation Improvement Program; 2000 U.S. Census

TRANSPORTATION IMPROVEMENT PROGRAM EVALUATION

-  COUNTY BOUNDARIES
-  HIGHWAY IMPROVEMENT
-  TRANSIT IMPROVEMENT
-  NON-MOTORIZED IMPROVEMENT
-  RAIL FREIGHT IMPROVEMENT
-  0 DEGREES OF DISADVANTAGE
-  1-3 DEGREES OF DISADVANTAGE *
-  4-6 DEGREES OF DISADVANTAGE *
-  EMPLOYMENT CENTERS
-  JOB ACCESS REVERSE COMMUTE ROUTES
-  QUARTER MILE TRANSIT-ROUTE BUFFERS
-  MAJOR ARTERIAL HIGHWAYS
-  COMMUTER RAIL
-  BUS ROUTES
-  PATCO
-  HOSPITALS

* SOME DISADVANTAGED AREAS ARE NOT DISPLAYED DUE TO TRANSIT ROUTE BUFFERS.

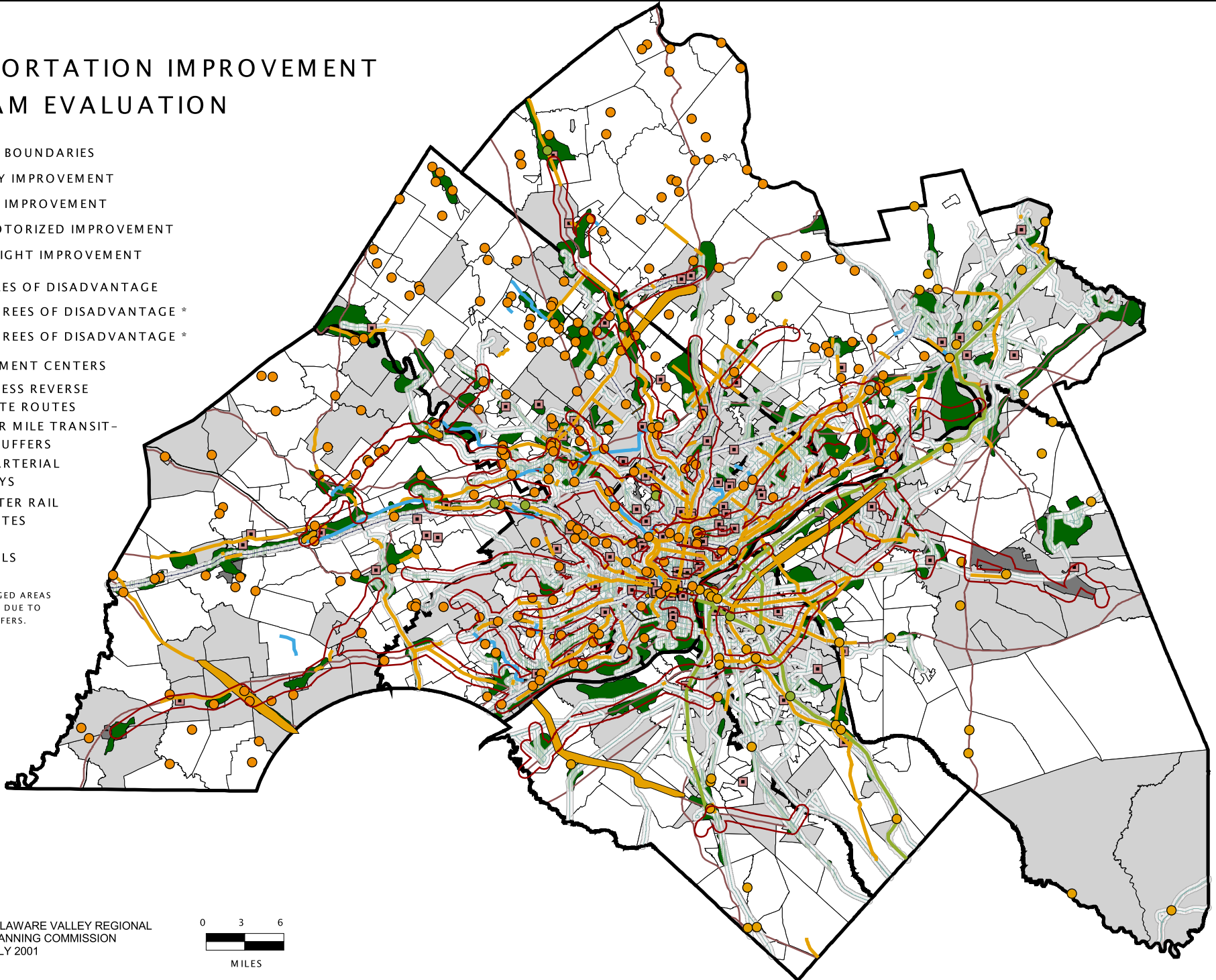


Figure 5 is a sample of TIP projects distributed throughout the region. These projects do not need to be directly located at an area of high disadvantage for a tangible benefit to be realized. A road or traffic signal improvement at an intersection or along a stretch of road improves the quality of access or general mobility along the length of the targeted road. Bridge replacements or widenings particularly provide broad benefits outside the specific locale, since they facilitate travel over bodies of water or transit lines.

As mentioned previously, Quality of Life Factors (Map 5) illustrate the distribution of employment centers, Job Access and Reverse Commute routes, and hospitals in the region. This map addresses the amenities which best fill the gaps for disadvantaged populations: proximate health care, potential employment and a means to access the region's decentralized job centers. By this measure, disadvantaged areas which may not be directly touched by TIP projects, such as Oxford Borough in Chester County, are covered by these quality of life factors (in this case, by the Job Access Reverse Commute Program). This can be seen in Map 8, Transportation Improvement Program Evaluation. It is also evident that health care is widely spread to nearly every populated part of the region.

This report has examined the macro-level population aggregations and scheduled TIP projects which recognize the generalized needs of the disadvantaged within the region. However, the macro-level analysis of transportation needs, supply, and the provision of TIP projects to bridge gaps between need and supply omits a number of special characteristics relevant to the transportation system. Future analysis might further examine the micro-level characteristics of the special needs which exist in the region. An analysis undertaken at a smaller scale might focus on the diversity of population distributions within the tract level areas. This could be approached with land use coverages to better disaggregate the density distributions within tracts as well as the nature of those distributions. This kind of study provides distinctions between detached, attached, and multi-unit residential buildings, and what targeted groups are living in those areas. Such a micro-level analysis would be supported by the 2000 Census data as it becomes available.

The supply of specialized transportation or relevant transportation policy is another area of analysis which warrants further study. Specialized modes such as paratransit and taxi-cabs, policies relating to transit fare structures or automobile insurance rates, and ancillary issues such as safety and security all make a difference to the mobility of disadvantaged groups. Paratransit and both regulated and gypsy taxi-cabs services, constitute a specialized layer of mobility which serves unique niche markets within the region. The provision of paratransit is mandated by Federal law, but how it provides service, who it serves, and the nature of those services is valuable information for future planning and potential integration of service needs in the region. Taxi-cabs, while not a large factor in the regional context, provide significant mobility in the Philadelphia, Trenton, and Camden Central Business Districts, for those unable to afford a car or who

only require limited car-length trips. Non-registered or “gypsy” taxi-cabs also supply large numbers of specialized trips in particular areas of the CBD. A taxi-cab survey proposed for the FY2003 work program could in part address this issue.





Policies relating to transit fare structures, car rentals or automobile insurance rates may also affect the ability of disadvantaged groups to access work or services. Regressive transit fare structures or zonal payments which make reverse commutes or cross county transferring onerous are legitimate barriers to mobility. Automobile insurance rates may not permit the working poor to own a car. High premiums or inequitable distribution of premiums across economic strata may create special situations limiting the ability of disadvantaged groups to afford cars. Some rental car companies in other regions are beginning to institute short-term (hourly) rentals to encourage alternatives to car ownership. These issues, as they relate to EJ guidelines, are ripe for future or revisited study and recommendations.

Safety, security and information concerns have been shown to be significant barriers to mobility for specific groups. Women in particular are subject to safety concerns when traveling late at night or alone on transit. Isolated bus stops and Night Owl service have the potential for security concerns. To what extent the fear or perception of safety on transit inhibits ridership or movement may not be obvious, but such concerns also affect discretionary riders’ choices to either use transit or to travel to specific areas of the region. The ready access to information regarding mobility options, times and frequencies of connections, or simple locational directions to work areas in previously unvisited parts of the region all pose barriers to disadvantaged groups.

Map 9, Disadvantaged Census Tracts With Or Without TIP Projects, illustrates that of the region’s most highly disadvantaged tracts (273 tracts), 211 tracts, or 77%, have TIP projects, while 62 tracts, or 23%, do not have TIP projects. Census tracts that are traversed by one of the 14 Job Access and Reverse Commute routes are included as having a TIP project. These Federally funded Job Access projects are generated by county and local agencies to meet access needs in getting area residents to job locations. Of those census tracts with 1-3 degrees of disadvantage (598 tracts), 432 tracts, or 72%, have TIP projects, while 166 tracts, or 28%, do not have TIP projects. A total of 228 degrees of disadvantage census tracts lack a TIP project, representing a population of 834,809 (15% of the region’s total population in 2000). Most of the remaining census tracts that do not have a TIP project are located in urban areas, like Philadelphia. However, residents of these tracts benefit from their proximity to existing transportation facilities and services that are concentrated in the region’s Core Cities.

In summary, 643 (74%) of the total degrees of disadvantage census tracts have a TIP project, whereas 367 (72%) of the non-degrees of disadvantage census tracts have a current TIP project. This demonstrates that DVRPC’s actions through the programming of transportation improvements give equal priority consideration to meeting the mobility and access needs of the region’s disadvantaged communities.

DISADVANTAGED CENSUS TRACTS WITH OR WITHOUT TIP PROJECTS

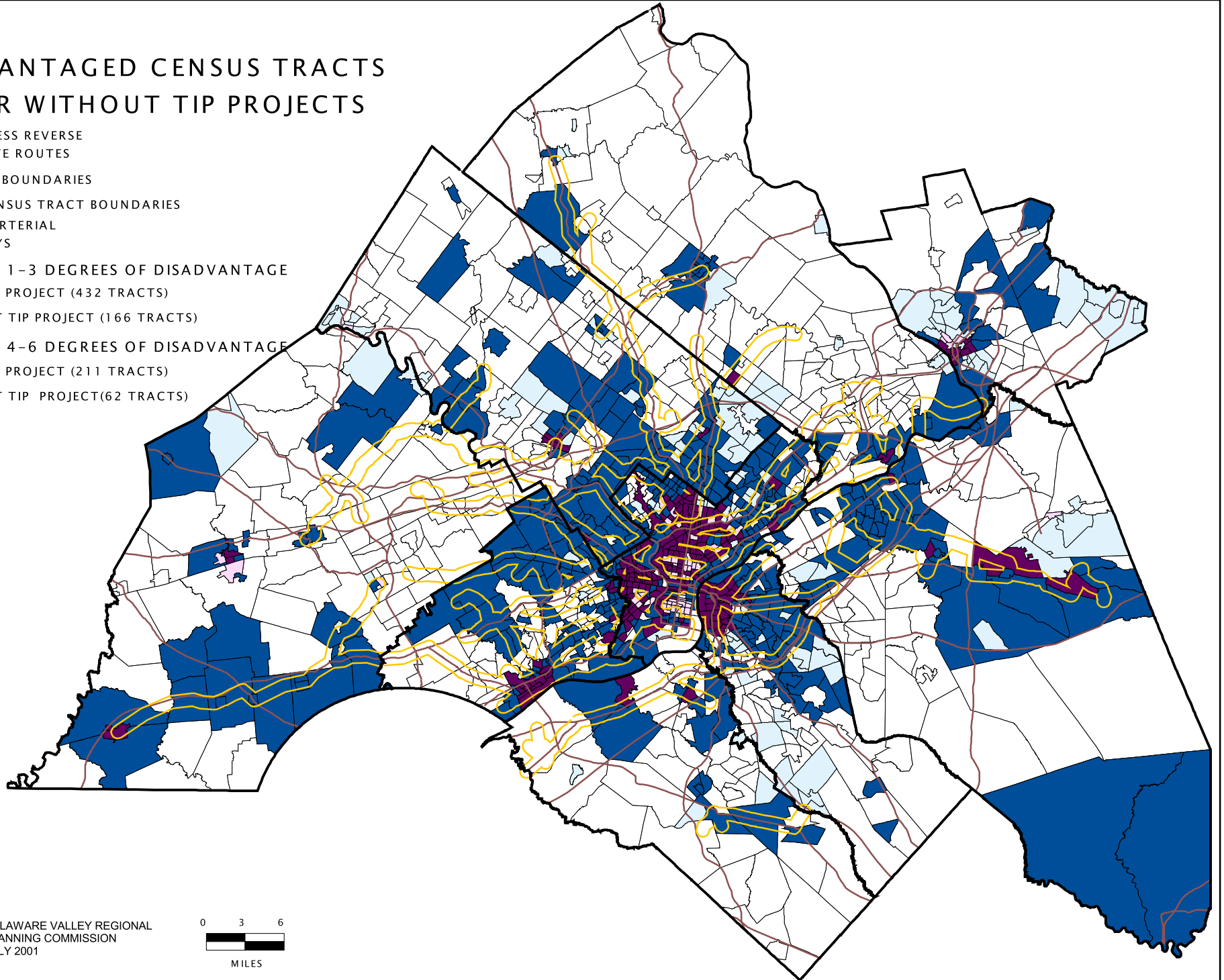
-  JOB ACCESS REVERSE COMMUTE ROUTES
-  COUNTY BOUNDARIES
-  2000 CENSUS TRACT BOUNDARIES
-  MAJOR ARTERIAL HIGHWAYS

TRACTS WITH 1-3 DEGREES OF DISADVANTAGE

-  HAVE TIP PROJECT (432 TRACTS)
-  WITHOUT TIP PROJECT (166 TRACTS)

TRACTS WITH 4-6 DEGREES OF DISADVANTAGE

-  HAVE TIP PROJECT (211 TRACTS)
-  WITHOUT TIP PROJECT (62 TRACTS)



Other Uses of This Information

There are a number of potential extensions and applications for the EJ methods employed here. One extension could be to either change or produce a set of parallel indicators to better determine degrees of disadvantage. This could include adding factors which are less dependent upon race and which reflect more specific measures of disadvantage. These could include factors such as percent female head of household with children under 18 present, educational attainment, and TANF client populations.

Another extension could be to try other methods for determining the thresholds which identify DOD areas. Raising the threshold might differentiate merely diverse tracts from those with debilitating concentrations of disadvantaged indicators, and thus better reflect current sociological thought regarding the nature of disadvantage. It also might provide more exact EJ parameter profiles of the identified areas, and help to avoid false assumptions based on aggregating relationships among disparate factors to specific geographic locations. More in-depth analysis of regional mobility could also be undertaken to assess the relative advantages or disadvantages which specific locations provide for local residents.

One application of the data could use the Degrees of Disadvantage Map as an "early warning" indicator of potential EJ-sensitive areas. Individual projects in these disadvantaged areas should be further analyzed during the environmental assessment process to determine impacts on the surrounding community and potential mitigation strategies. Although an individual project may traverse only a portion of a larger, multi-census tract area, project impacts may be felt throughout a community or even in several communities (with or without areas of disadvantage). As noted in Section I, this project level review process is governed by NEPA (National Environmental Policy Act) procedures, which now incorporate EJ concerns.

Another application could be to develop the region's database of Environmental Justice information. This could result in DVRPC becoming the broker of technical guidance in the development of EJ initiatives, including facilitating multi-jurisdictional infrastructure investments, or coordination of transportation projects with complementary infrastructure or social service projects. Another application could be to develop relations between transportation and housing policy makers to enable closer linkages between mobility and urban development.

Other possible uses of this information include the following:

- Providing input for guidance on establishing national standards and a more uniform methodology for assessing EJ compliance.
- Analysis of other MPO EJ projects to determine trends and recommended changes in criteria.

- At the regional level, seeking closer ties with the Delaware Valley Child Care Council and the PA Department of Public Welfare's initiative for an internet mapping project.
- Enhancing the mapping and analysis approaches.

In summary, DVRPC is abiding by the federal goals set out for Environmental Justice analysis through the Transportation Improvement Program and long range transportation plan. The identified areas with limited accessibility have mitigating quality of life factors that lessen the impact of such gaps. All of the highly disadvantaged (four or more indicators) census tracts are touched by the transportation plan, a TIP project, or a Job Access Reverse Commute project, or are located in proximity to such projects. In the future, the EJ analysis can also serve as an early warning system for DVRPC in the development of plans and programs. Working with member governments, DVRPC will strive to ensure that disadvantaged areas are addressed in plans, projects (including the Job Access Reverse Commute program), studies and policy recommendations.

Section IV

DVRPC's Public Involvement Program: Current Practices and New Approaches

DVRPC has a proud history of public participation, beginning in the 1970's when federal mandates outlined the basics of citizen involvement. Then, as now, the Commission went far beyond the minimal standards, establishing three citizen committees focused on the environment, transportation and housing, which eventually evolved into what we now know as the Regional Citizens Committee.

While today's public is far more sophisticated and modern standards are more all-inclusive, the basic tenet of public participation remains the same – to reach out to and satisfy as many populations as possible and to do so in an equitable and timely manner. Public participation is the only real way to ascertain the needs of a wide variety of citizens – the underinvolved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials and the physically and economically disadvantaged. DVRPC believes that planning must be done *with* the public's full involvement and consensus. For this reason, the Commission's Public Affairs Office drafted a *Public Participation Policy Statement*, adopted by the DVRPC Board in 1994, which has served as the agency's guide for public involvement over the past seven years.

New Guidance

A newly revised *Public Participation Plan and Strategy for Citizen Involvement* has been prepared in 2001, and authorized by the Board for public review and comment. This document embodies an overall philosophy that states:

“DVRPC believes that effective public involvement is a dynamic and ongoing process that is essential to meeting the future needs of all citizens in the Delaware Valley. We assert that good government cannot be achieved without the consideration, cooperation and consent of citizens throughout this region. We respect and promote the rich diversity that exists throughout this area. And further, we encourage opportunities to involve many and various audiences. Therefore, this Commission commits to promote and sustain a responsive public participation program that supports citizen input and timely response at all levels of planning.”

The Public Participation Plan also outlines objectives for future public involvement:

- The dissemination of information will be thorough to ensure the education of the public and to promote the broadest understanding of the region's needs, as a means of strengthening regional policy-making;

- DVRPC's constituency will be broadened by increasing public and private sector and inter-governmental communications, and by reaching out to those who are underserved in this region; and
- The interested public will be ensured of ample opportunity to participate in the policy-making process for regional projects and plans, as well as the Transportation Improvement Program (TIP).

This strategy provides guidance for DVRPC's Board, staff and the general public by defining steps to ensure access to information and meetings; to document comment and review periods and the use of public comments; to outline efficient committee management; and to evaluate overall public involvement.

The Plan proposes many guidelines which the public will welcome. Some of these include the following in the areas of public meetings and public review:

- Public meetings will be held prior to the adoption of DVRPC's long-range plan, TIP and major amendments. Authorization to proceed with public distribution of pertinent materials and to hold public meetings must be sought from DVRPC's Board.
 - Notice of such meetings will be placed in newspapers of general circulation via legal advertisement at least ten (10) days prior to the event. Every effort will be made to reach the underserved.
 - Notification via legal advertisements in newspapers of general circulation is required for DVRPC long-range plan public meetings, both adoption and amendment, as well as for TIP public meetings and adoption.
 - The initial public meeting or activity used to kick off a major public involvement effort for a project, plan or the TIP will be announced broadly to the news media, as well as to the state, county and municipalities involved most directly by the event. Announcement should be early enough in the process to allow public input on initial decisions such as project definition and goals.
 - Mailing and e-mail lists will be updated regularly to ensure proper notification to as many audiences as possible.
 - Public meetings, open houses, workshops, charrettes and informational sessions will be scheduled, when deemed appropriate, to allow the greatest opportunity for attendance by the general public and interested groups (i.e., evening or lunch meetings) based upon available staff and resources.

- Meetings will be conducted in locations that are ADA accessible and convenient to alternative modes of transportation.
- Under-represented audiences should be considered when selecting a meeting location.
- DVRPC will make information available in languages relevant to local populations, when possible.
- DVRPC will provide adequate time for public review of draft documents and staff recommendations prior to opportunities for public comment. The length of review and comment periods may vary depending upon the nature of the plan or project but generally should be at least thirty (30) days.
 - All public input should be derived from as diverse a range of sources as possible. As appropriate and whenever possible, public comments should be used to revise work scopes, plans and programs.
 - DVRPC staff is responsible for responding to comments received during a public review period in a timely manner and/or for forwarding these comments to appropriate regional agencies for their response.
 - If a final document, plan or TIP varies substantially from the one made available for public comment and review, an additional opportunity for public involvement will be made available.
 - Prior to review and action by DVRPC's Board, all regional plans, TIPs and major amendments will be subject to review and comment by the following standing committees: the Regional Citizens Committee, Regional Transportation Committee and Planning Coordinating Committee; with review, as appropriate, by the Regional Aviation Committee, Regional Air Quality Committee, Tri-County Water Quality Management Board and other such committees as the Board establishes.

A copy of the Public Participation Plan is available upon request.

Reaching Out to the Public

DVRPC uses various committees and communications media to reach out to the public:

- DVRPC's major means of interacting with the public at this time is the **Regional Citizens Committee (RCC)**. The RCC meets monthly to review and comment on DVRPC policies and plans. This open avenue of communication gives the Commission the chance to hear many voices, ideas and concerns on major decisions that will affect the way our citizens live, work and travel. The RCC

includes approximately 75 members representing the private sector, social service agencies, environmental activists and other interest groups. Voting Members must attend at least three consecutive RCC meetings, or have attended at least four meetings in the past 12 months. Corresponding Members do not attend regular meetings, but remain on the mailing list.

Committee membership is open to anyone who wishes to join. To maintain balance, no more than one representative of any organization or company is permitted to cast votes. Members on the RCC prior to 1990 are grandfathered and may continue to vote, regardless of organizational quota.

- DVRPC has also established **two Environmental Justice Task Forces**: one is a technical committee designed to review staff work in the area of mapping transportation improvements with the goal of overlaying low income and minority population data; the second committee is a public participation focus group comprised of organizations throughout the region that represent minority, low income, disabled, economic, religious, housing and educational groups. Membership on this committee is open to anyone wishing to join. Representatives of the Regional Citizens Committee sit in on EJ discussions to facilitate interaction and to utilize contacts for expansion of the RCC's membership.
- DVRPC publishes **DVRPC News** at least three times per year. This newsletter provides timely information about the Commission's projects, programs and actions and information about how to reach the agency and its staff. The newsletter is mailed to all individuals and organizations on DVRPC's mailing lists.
- DVRPC also issues **media releases**, as deemed appropriate, to the region's 350-plus electronic and print media outlets. In addition to information about DVRPC programs and activities, media releases are provided to the media regarding major upcoming events and actions, and whom to contact as a regional resource or for more information.
- The Commission provides an **annual report** that summarizes the activities of the agency for the prior fiscal year. Encompassing environmental, transportation, regional planning and public outreach issues, this publication has been issued in a calendar format for the past two years.
- DVRPC often publishes and makes available **special brochures** such as *A Citizen's Guide to the Regional Planning Process* and *The TIP Handbook: A Guide for Municipal Officials and Citizens*. Additional publications will be issued as the need arises or as citizens voice an interest in a specific planning area.
- DVRPC's extensive **Web site** (www.dvrpc.org) is a viable source for information on nearly every aspect of the regional and transportation planning process.

Once you access the Web site, you will discover a wide scope of resource material at your fingertips. Visitors have access to DVRPC's meeting calendar, staff list and Board members and links to DVRPC's Regional Planning, Transportation and Public Affairs divisions. A Year 2025 Web page and the full TIP are also available. In addition, a guide to related agencies and links can be found here.

Finally, DVRPC has created a new position and hired an experienced individual as the Public Outreach Manager, who reports to the Office of Public Affairs, to further develop contacts and to promote the Environmental Justice/Title VI initiative. This individual will also work with the Regional Citizens Committee to enhance its membership.

Section V

Recommended Environmental Justice Policy Statement and Action Strategies

Our Philosophy

The Delaware Valley Regional Planning Commission (DVRPC), through its annual Planning Work Program, has undertaken the supportive technical analyses and coordination activities to prepare this Environmental Justice (EJ) Policy Statement, accompanying Implementation Strategies and technical report. DVRPC Board and staff, both collectively as an agency and as individuals, believe that sensitivity to environmental justice issues and concerns is the right thing to do, in response to the affirmative and proactive approaches advocated by Title VI of the Civil Rights Act of 1964. To implement our shared responsibilities and commitment, DVRPC will strive to:

- **First**, address the intent of US Department of Transportation Guidance (1999) and the Draft Metropolitan Planning Organization (MPO) Certification Statement Guidance (2000), and any subsequent revisions, that MPOs address environmental justice concerns in their plans, programs and public involvement activities.
- **Second**, acting in our role as the region's MPO, assist our Federal and State partners to be responsive to President Clinton's Executive Order (12898) of 1994, directing federal agencies to implement Title VI through agency policies, programs and funding.
- **Third**, establish multi-faceted and flexible programs and activities that reflect the diversity of the region's population, needs and governing structure.
- **Fourth**, enhance our existing public outreach and involvement approaches, in concert with the goals of the Transportation Equity Act for the 21st Century.
- **Fifth**, establish and maintain appropriate methodologies and monitoring and evaluation processes to facilitate performance reporting and to identify needed changes in current practices.
- **Sixth**, set a positive example for the other public, non-profit and private sector participants in the MPO planning process in terms of our commitment to environmental justice awareness and implementation activities.
- **Seventh**, attain the recognition, confidence and comfort of the region's citizens that DVRPC's environmental justice approaches yield "fair treatment and meaningful involvement of all people."

Implementing the Policy Statement – Action Strategies

Actions: DVRPC is responsible for implementation of the Policy Statement. The following action strategies reflect a combination of new and existing activities that will be undertaken to fulfill this charge. This initial list of strategies will be refined over time based on experience and public comments.

1. Equity

Seek equitable treatment and outcomes for the region's citizens, from all planning activities, regardless of race, color, ethnic origin, personal disability or income level.

- a.** Recognize and respond to disparities in economic circumstances, accessibility and mobility among the region's diverse population and communities.
- b.** Develop and propose pertinent study work descriptions that address EJ-related issues for consideration by the DVRPC Board and inclusion in the annual Planning Work Program.
- c.** Attract and sustain a diverse work force at DVRPC and implement greater employee awareness of EJ issues.

2. Proaction

Strive to actively engage the public (including various area and local interests, the minority communities and others not traditionally involved in the planning and project development process), in the development and presentation of plans, programs and projects, enabling them to participate, review and respond.

- a.** Target mailings, public meeting notices and other communication outlets to organizations and geographic areas composed of the defined groups.
- b.** Identify and highlight planning recommendations and appropriate plans, programs, studies and projects that affect neighborhoods and communities with concentrations of the defined groups.
- c.** Where gaps are identified, work with service providers, local organizations and governmental agencies to develop appropriate strategies for change.
- d.** Incorporate EJ issues and sensitivity in DVRPC reports, projects and public involvement programs.

3. Involvement

Employ a variety of traditional and innovative approaches, techniques and media to enhance public participation and understanding of projects, programs and plans by all of the region's citizens.

- a.** Enhance existing communications media and corresponding technical capabilities as needed.
- b.** Provide continuous EJ-related training and information programs for staff and interested citizens.

- c. Develop an inventory of innovative public participation approaches, including case studies, demonstration projects and results.

4. Communication

Expand and maintain committee and project mailing lists, agency contacts, media outlets, the DVRPC web site and non-traditional resources, focusing on the needs of the defined groups, including multi-lingual approaches, as required.

- a. Expand existing EJ contact/ mailing lists of organizations and individuals to include representatives from regional and local organizations and geographic areas with concentrations of the defined groups.
- b. Develop and use project-level and study-specific mailing lists, including representatives of the defined organizations and interests.
- c. Maintain and expand current regional and local media outlets and contacts to include pertinent multi-lingual media.
- d. Explore use of multi-lingual approaches for selective reports, brochures and other communications approaches, such as the DVRPC web site.

5. Sensitivity

Present and review public meeting interactions, agency reports, staff presentations, the web site and other communication tools in terms of their understandability and impressions on the defined groups.

- a. Define additional staff presentation and report guidelines related to EJ concerns and sensitivity.
- b. Inform staff about the need for EJ sensitivity and ways of attainment through a variety of techniques (Employee Handbook, internal memoranda, e-mails and staff meetings).
- c. Continue to consult with the EJ Technical Advisory Committee, the EJ Task Force, federal and state partners and specific organizations for advice and feedback on current best practices, success stories, barriers to change, legal precedents and proposed policy changes.

6. Information

Strive to fully and clearly explain reports, news releases, the web site and other communication tools and techniques through their content, scope and geographic coverage.

- a. Create opportunities to orient report highlights, findings and recommendations to the defined groups.
- b. Review project and study scopes of work for opportunities to apply EJ strategies and involvement approaches.
- c. Provide media and citizen-oriented summaries of plans, studies, reports and similar end products oriented to the defined groups, including multi-lingual versions as required.

7. Responsiveness

Accept, review and respond to comments and proposals generated by agency public involvement processes, either by incorporating the viewpoint or proposal in the pertinent plan, program or report; by clearly explaining the rationale for non-acceptance; or by recommending further study and analysis.

- a. Continue and expand timely feedback to interested organizational and citizen reviews, comments and meeting participants.
- b. Provide technical assistance and staff coordination opportunities with interested citizens, organizations and representatives of the defined groups.
- c. In both formal and informal settings, provide constructive comments and support for citizen-derived proposals and recommendations.

8. Outreach

Maintain contacts, coordination and monitoring process for environmental justice planning and implementation activities with federal, state and local partners.

- a. Maintain an active EJ Technical Advisory Committee and emphasize cooperative discussion and information sharing on implementation issues.
- b. Consult with organizational representatives from the defined groups on additional resources and suggestions to increase the effectiveness of existing approaches and suggestions for change.
- c. Continue to monitor and evaluate the EJ practices and changes occurring in the EJ field through attendance at conferences, review of the literature and other coordination mechanisms.

9. Evaluation

Continue to monitor and assess the region's changing demographics to determine the locations and evolving needs of the defined groups; to identify ways to expand their awareness and participation; and to help define the focus of pertinent public involvement strategies.

- a. Continue to evaluate the technical components of the region's changing demographic, development and travel trends as they relate to EJ concerns.
- b. Evaluate the long-range plan, the TIP and the annual Planning Work Program for EJ concerns.
- c. Maintain the EJ work program and monitoring process as an integral component of the required, annual self-certification process.
- d. Develop an integrated listing of pertinent minority, poverty and handicapped organizations and individuals that can be tied to the various TIP projects through GIS links and recalled by project type or geographic location.

10. Accountability

DVRPC's EJ work program activities and policy statement will be accountable to the Board and federal and state agencies.

- a.** Prepare performance reports on EJ activities, progress made to expand public outreach levels and implementation of the action strategies.
- b.** Delegate responsibility to project managers and supervisors for EJ awareness by their staff and development of appropriate implementation measures
- c.** Report progress on EJ activities to the Board and federal and state transportation agencies, including US DOT's required annual certification process.

Section VI

Monitoring and Continuing Work Program

Completion of the current work program and release of the *Strategy for Fair Treatment and Meaningful Involvement of All People* does not represent the end of DVRPC's EJ planning process. Instead, it serves as the foundation for continuous monitoring and evaluation to ensure that the adopted policies and strategies remain comprehensive, clear and responsive.

As a starting point, DVRPC's Fiscal Year 2002 annual Planning Work Program includes a project description and three year funding level for a continuing environmental justice work program. The primary emphasis of the continuing work program is to monitor and evaluate implementation of the recommended policies and action strategies, including appropriate updates, as new 2000 Census information is released over the next few years. The continuing work program also affords the opportunity to further refine the methodology developed for the initial evaluation of the long-range plan and the TIP. The following reports, plans and programs will also be monitored and evaluated by staff:

- DVRPC's adopted *Public Participation Plan and Strategy for Citizen Involvement* will be evaluated annually to respond to changing needs and requirements.
- Pending projects and studies, as defined in the annual Planning Work Program, will be reviewed at their initiation for opportunities to implement the recommended EJ policies and action strategies.
- An EJ evaluation of the Transportation Improvement Program will be conducted every one to two years, in concert with the respective capital program updates by the New Jersey and Pennsylvania Departments of Transportation.
- An EJ evaluation of the adopted long-range plan will be conducted in conjunction with the required, three-year plan update cycle.

Through the monitoring and evaluation process, DVRPC's committees and the public will have the opportunity to participate, voice their opinions and contribute to the changes. The end result should be flexible and more responsive policies, processes and approaches with the overall goal of ensuring **"fair treatment and meaningful involvement for all people."**

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Appendix A

Purpose and Membership: Environmental Justice Technical Advisory Committee and Environmental Justice Task Force

A. Environmental Justice Technical Advisory Committee (EJ TAC)

Purpose: The purpose of the EJ Technical Advisory Committee is to:

- Review and comment on technical products prepared by DVRPC as a key aspect of the development of the Regional Environmental Justice Policy Statement and Implementation Strategy; and,
- Share information and experiences with DVRPC staff and other task force members concerning environmental justice issues and solutions for mutual benefit.

Membership: The following agency representatives comprise the EJ TAC. The TAC membership will be expanded over time.

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Manager, Center for Program
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Transportation
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215-592-1800

B. Environmental Justice Public Participation Task Force (EJ Task Force)

Purpose: The purpose of the DVRPC Environmental Justice Public Participation Task Force is to:

- Guide the Commission's efforts in reaching out to the many and diverse people who comprise the Delaware Valley; and
- Educate these citizens regarding their role in the planning process.

Membership: The membership of the Task Force will be expanded over time.

Mr. Blane Stoddart
The Partnership CDC
Philadelphia, PA

Ms. Nilda Ruiz
Asociacion de Puertoriquenos
en Marcha
Camden, NJ

Mr. Robert Sorrell
Urban League of Philadelphia
Philadelphia, PA

Ms. Ellen Somakawa
Asian Americans United
Philadelphia, PA

Mr. Jerome Mondesire
NAACP-Philadelphia
Philadelphia, PA

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Moylan, PA

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Philadelphia, PA

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Community Justice
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Coalition
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Appendix B Proposed *DVRPC Employee Handbook Addition*

Environmental Justice and You

The Delaware Valley Regional Planning Commission (DVRPC), as one component of its responsibilities and required self-certification as the region's Metropolitan Planning Organization (MPO), ensures that its plans, programs and projects are responsive to the goals of Title VI of the Civil Rights Act of 1964. The law is intended to avoid both direct and disparate impacts on identified groups, such as African-Americans, Asians, Hispanics, Native Americans, the poor and disabled, through implementation of DVRPC's long-range Land Use and Transportation Plan (the Year 2025 Plan); the shorter-range Transportation Improvement Program (TIP) and the annual Planning Work Program. Each of these documents is evaluated annually, as part of the required self-certification process, to ensure that the Plan, TIP and Work Program, as a whole, comply with the spirit and intent of Title VI. In furtherance of this process, during 2001, the DVRPC Board adopted the following policy statement:

Our Philosophy: The Delaware Valley Regional Planning Commission (DVRPC), through its Annual Planning Work Program, has undertaken the supportive technical analyses and coordination activities to prepare this Environmental Justice (EJ) Policy Statement, accompanying Implementation Strategies and Summary Report. DVRPC Board and staff, both collectively as an agency and as individuals, believe that sensitivity to environmental justice issues and concerns is **the right thing to do**, in response to the affirmative and proactive approaches advocated by Title VI of the Civil Rights Act of 1964. To implement our shared responsibilities and commitment, DVRPC is striving to:

- **First**, address the intent of US Department of Transportation Guidance (1999) and the Draft Metropolitan Planning Organization (MPO) Certification Statement Guidance (2000) that MPOs address environmental justice concerns in their plans, programs and public involvement activities.
- **Second**, acting in our role as the region's MPO, assist our Federal and State partners to be responsive to President Clinton's Executive Order (12898) of 1994 directing federal agencies to implement Title VI through agency policies, programs and funding.
- **Third**, establish multi-faceted and flexible programs and activities that reflect the diversity of the region's population, needs and governing structure.

- **Fourth**, enhance our existing public outreach and involvement approaches, in concert with the goals of the Transportation Equity Act for the 21st Century (TEA-21).
- **Fifth**, establish and maintain an appropriate monitoring and evaluation process to facilitate performance reporting and to identify needed changes in current practices.
- **Sixth**, set a positive example for the other public, non-profit and private sector participants in the MPO planning process in terms of our commitment to environmental justice awareness and implementation activities.
- **Seventh**, attain the recognition, confidence and comfort of the region's citizens that DVRPC's environmental justice approaches yield "Fair treatment and meaningful involvement of all people."

It is the responsibility of each DVRPC staff member, through their personal behavior, public interaction and direct involvement in technical studies and programs, to strive to achieve the spirit and intent of this adopted Policy Statement. Please consult with the Office of Human Resources, the Office of Communications and Public Affairs and this report if you have any questions or need additional guidance.

Appendix C

Degrees of Disadvantage Component Maps

The following maps represent the six impacted groups that comprise the Degrees of Disadvantage composite map.

Map C-1: Minority Concentrations (Non-Hispanic) – Year 2000

Minority concentrations include persons of Black, Asian American, and American Indian or Alaskan Native descent. The regional threshold for minority population, non-Hispanic, for the year 2000 is 24% (as compared to 22% in 1990). Regional threshold represents the average for the nine-county Delaware Valley region. Therefore, any census tract that contains a 24% or above concentration of minority non-Hispanic residents, is an area of concern and is shaded on the maps.

Map C-2: Hispanic Population Concentrations – Year 2000

Hispanic population concentrations include persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race. The regional threshold for the Hispanic population for the year 2000 is 5% (as compared to 4% in 1990).

Map C-3: Poverty Concentrations – 1990

Poverty, or low income, concentrations include persons whose household income is at or below the Department of Health and Human Services poverty guidelines. In 1990, a family of four qualified as low income if their household income was at or below \$12,700. The regional threshold for low income persons for the year 1990 is 10%. Year 2000 poverty data is not yet available, but the percentage of poverty is likely to be about the same.

Map C-4: Elderly Population Concentrations –Year 2000

Elderly population concentrations include persons who are extremely old, or 85 and older. The regional threshold for elderly, or extremely old, persons is 2% in the 2000 census, based on MCD (minor civil division) classification. Age by census tract for the 2000 census is not yet available.

Map C-5: Car Less Household Concentrations – 1990

Car less households are households defined in the 1990 U.S. Census as having zero vehicle availability. The regional threshold for car less persons is 18% in the 1990 census. Similar data for the year 2000 is not yet available, but it is likely to be lower.

Map C-6: Disabled Population Concentrations – 1990





Disabled population concentrations are persons with a self-care or mobility limitation. The regional threshold for handicapped or disabled persons is 6% in the 1990 Census.

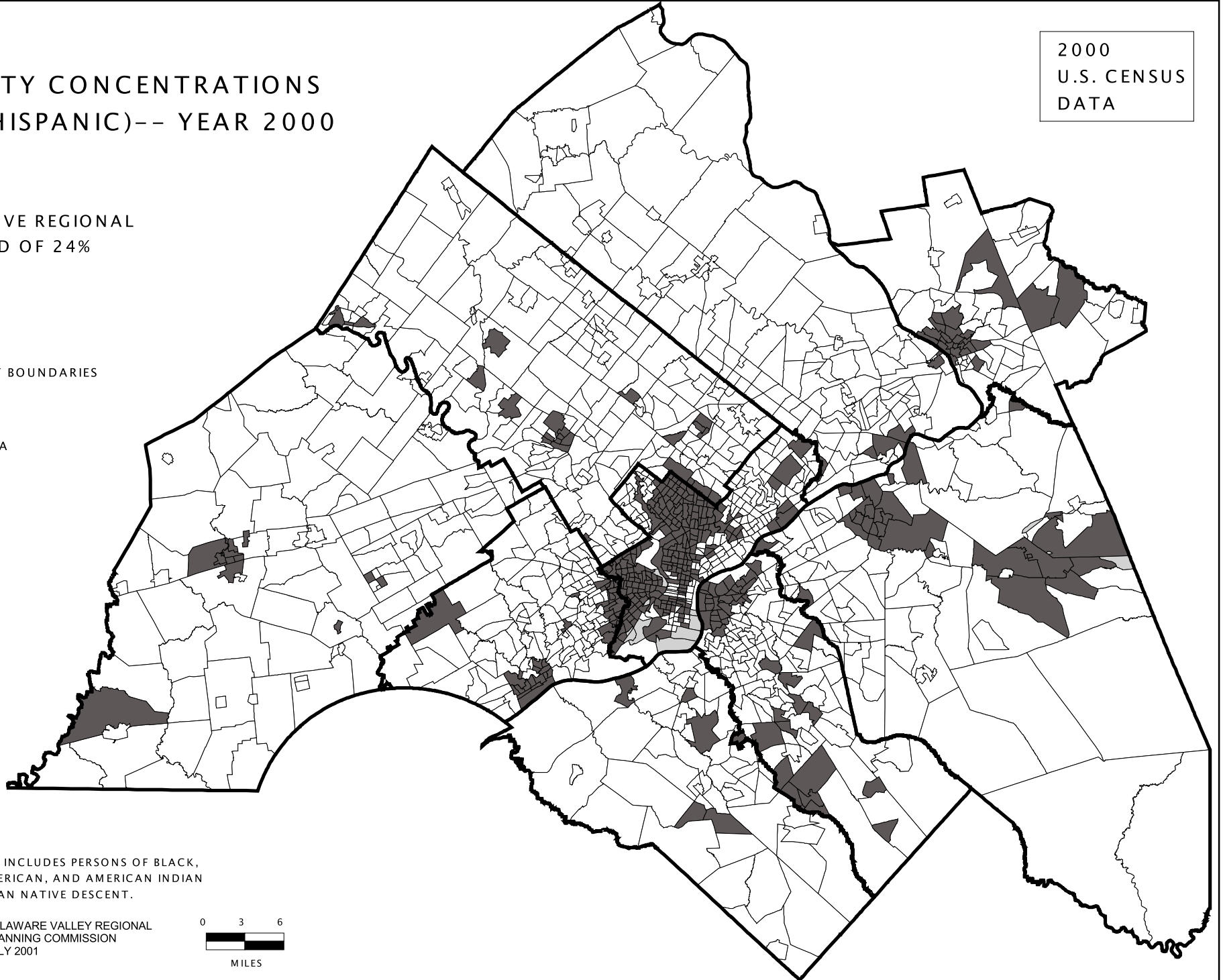
MAP C-1

MINORITY CONCENTRATIONS (NON-HISPANIC)-- YEAR 2000

2000
U.S. CENSUS
DATA

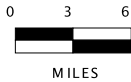
AT OR ABOVE REGIONAL
THRESHOLD OF 24%

-  COUNTY BOUNDARIES
-  NO
-  YES
-  NO DATA



*MINORITY INCLUDES PERSONS OF BLACK,
ASIAN AMERICAN, AND AMERICAN INDIAN
OR ALASKAN NATIVE DESCENT.

 DELAWARE VALLEY REGIONAL
PLANNING COMMISSION
JULY 2001







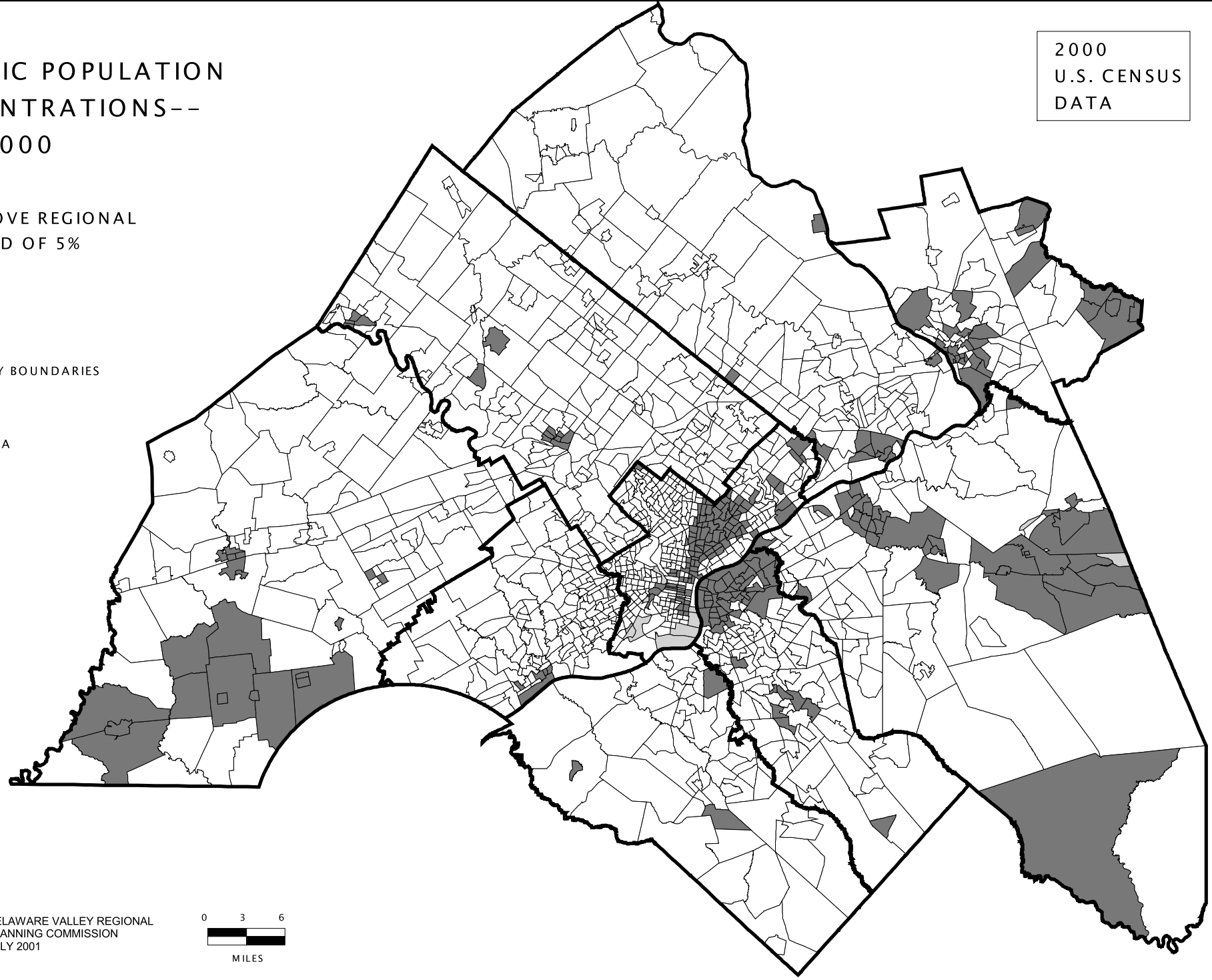
MAP C-2

HISPANIC POPULATION CONCENTRATIONS-- YEAR 2000

2000
U.S. CENSUS
DATA

AT OR ABOVE REGIONAL
THRESHOLD OF 5%





-  COUNTY BOUNDARIES
-  NO
-  YES
-  NO DATA

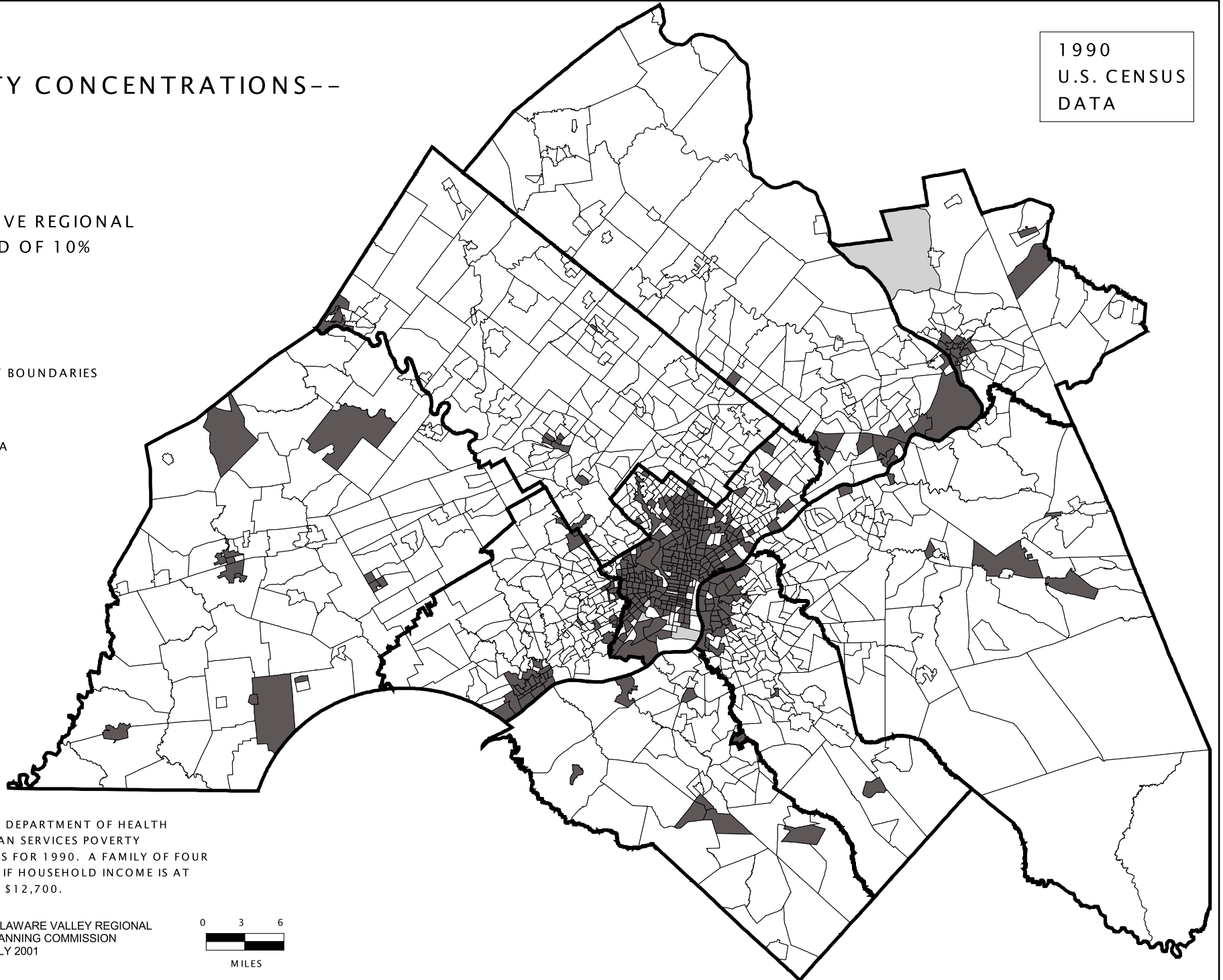


POVERTY CONCENTRATIONS-- 1990

1990
U.S. CENSUS
DATA

AT OR ABOVE REGIONAL
THRESHOLD OF 10%

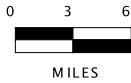
-  COUNTY BOUNDARIES
-  NO
-  YES
-  NO DATA



*BASED ON DEPARTMENT OF HEALTH
AND HUMAN SERVICES POVERTY
GUIDELINES FOR 1990. A FAMILY OF FOUR
QUALIFIES IF HOUSEHOLD INCOME IS AT
OR BELOW \$12,700.



DELAWARE VALLEY REGIONAL
PLANNING COMMISSION
JULY 2001






MAP C-4

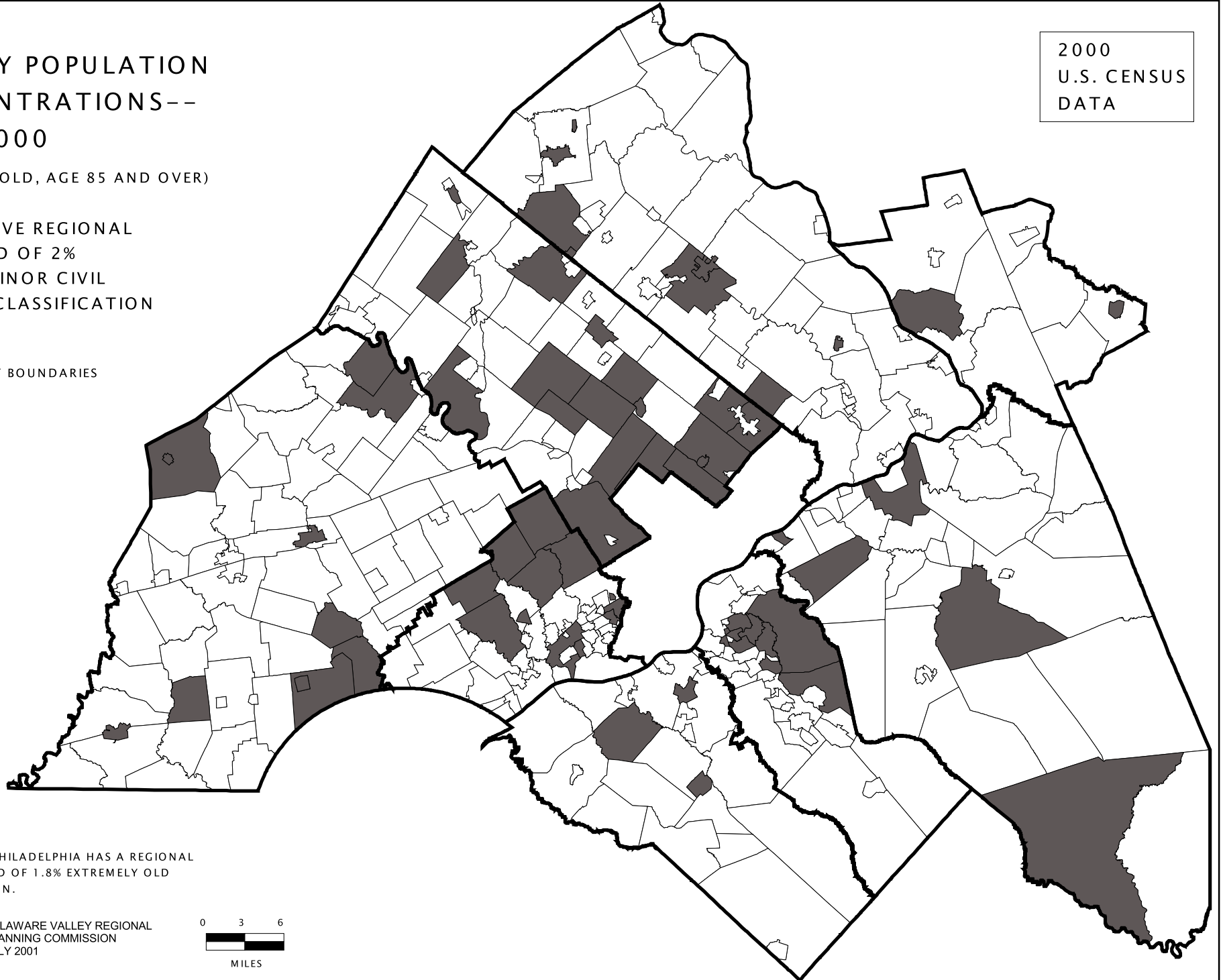
ELDERLY POPULATION CONCENTRATIONS-- YEAR 2000

(EXTREMELY OLD, AGE 85 AND OVER)

AT OR ABOVE REGIONAL
THRESHOLD OF 2%
BY MCD (MINOR CIVIL
DIVISION) CLASSIFICATION

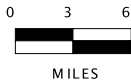
2000
U.S. CENSUS
DATA

-  COUNTY BOUNDARIES
-  NO
-  YES



*CITY OF PHILADELPHIA HAS A REGIONAL
THRESHOLD OF 1.8% EXTREMELY OLD
POPULATION.





 DELAWARE VALLEY REGIONAL
PLANNING COMMISSION
JULY 2001

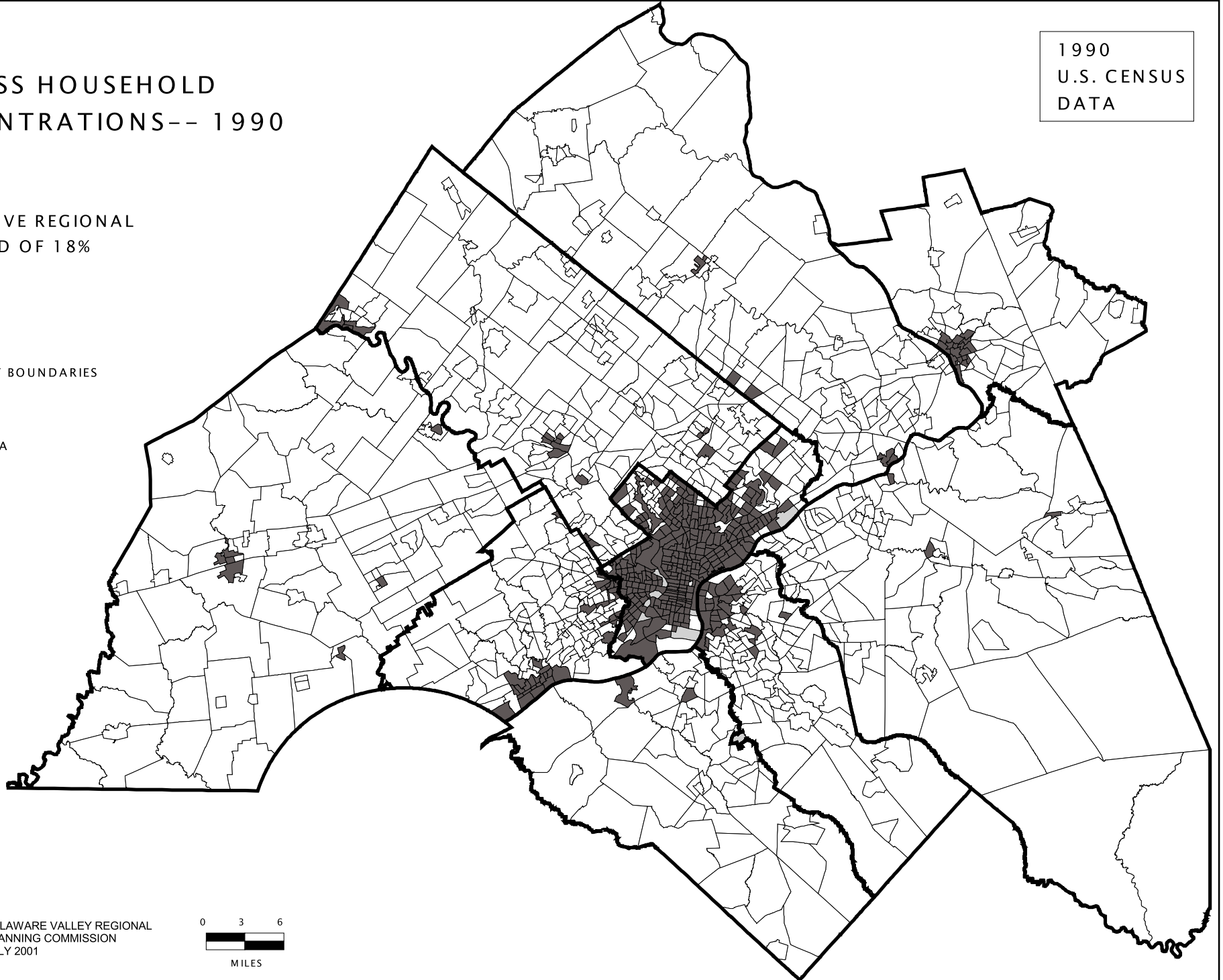


CAR LESS HOUSEHOLD CONCENTRATIONS-- 1990

1990
U.S. CENSUS
DATA

AT OR ABOVE REGIONAL
THRESHOLD OF 18%





-  COUNTY BOUNDARIES
-  NO
-  YES
-  NO DATA

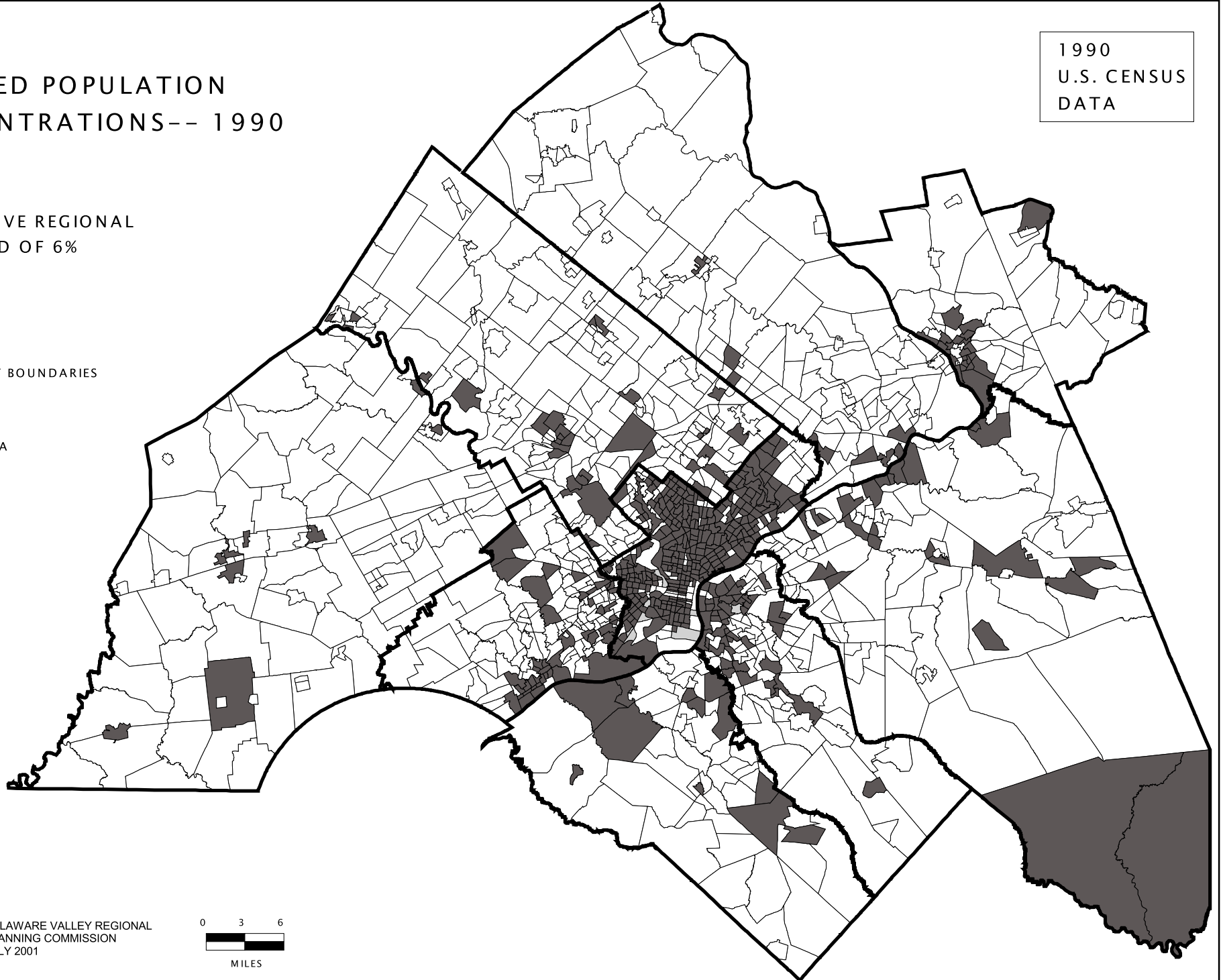


DISABLED POPULATION CONCENTRATIONS-- 1990

1990
U.S. CENSUS
DATA

AT OR ABOVE REGIONAL
THRESHOLD OF 6%

-  COUNTY BOUNDARIES
-  NO
-  YES
-  NO DATA



**Title of Report: “...and Justice for All”
DVRPC’s Strategy for Fair Treatment and Meaningful Involvement of all People**

Publication No.: 01022

Date Published: September 2001

Geographic Area Covered: Nine-County Delaware Valley Region, including the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey.

Key Words: environmental justice (EJ), Title VI, Executive Order 12898, Section 1983, minorities, lower income, handicapped, elderly, car less, intentional and disparate impacts, Year 2025 Regional Land Use and Transportation Plan, Transportation Improvement Program (TIP), annual Planning Work Program, degrees of disadvantage, quality of life factors, EJ policies and implementation strategies, public involvement, monitoring and evaluation

ABSTRACT:

DVRPC has developed this environmental justice (EJ) assessment to avoid, minimize and mitigate potential direct and disparate impacts on defined minority, handicapped and lower income populations in the Delaware Valley Region. The assessment also fulfills a federal certification requirement for Metropolitan Planning Organizations that use federal funds to undertake a planning process to develop regional plans and programs. The report provides background information about EJ; summarizes DVRPC’s existing EJ-related plans, policies and public involvement activities; describes a quantitative and qualitative methodology for evaluating the long-range land use and transportation plan, the TIP and other programs; recommends policies and implementation strategies to enhance DVRPC’s public involvement program to incorporate EJ responsibilities; and recommends an annual monitoring and evaluation process to ensure that the proposed policies and implementation strategies remain effective.

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Fair Treatment

of All People

Meaningful Involvement