

Justiça

Environmental Justice at DVRPC

Fiscal Year 2007



Правосудие



DELAWARE VALLEY
REGIONAL PLANNING
COMMISSION

August 2007

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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.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

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Introduction

Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898) state that no person or group shall be excluded from participation in, or denied the benefits of, any program or activity utilizing federal funds. Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, Metropolitan Planning Organizations (MPO's), as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for environmental justice sensitivity, including expanding their outreach efforts to low-income, minority, and other disadvantaged populations.

The Delaware Valley Regional Planning Commission (DVRPC) is the MPO for the nine-county, bistate Philadelphia-Camden-Trenton region. To further DVRPC's mission "to plan for the orderly growth and development of the Delaware Valley region," and to respond to federal guidance on Environmental Justice (EJ), the agency published "*...and Justice for All: DVRPC's Strategy for Fair Treatment and Meaningful Involvement of All People*" in September 2001. This initial EJ report provided background information and defined EJ, summarized DVRPC's existing EJ-related plans, policies, and public involvement activities, and described a quantitative and qualitative methodology for evaluating the long-range plan, the Transportation Improvement Program (TIP), and other planning programs. DVRPC has since published annual updates, providing a summary of activities conducted by the Commission and new data and analysis related to EJ.

Since the introduction of the EJ report in 2001, planning activities relating to EJ have grown and evolved. Initially used to evaluate the TIP, DVRPC's EJ 'degrees of disadvantage' (DOD) methodology has been included in many projects, programs, and studies, with more applications being explored each year. This document includes the current DOD methodology, with descriptions and maps of each population group analyzed. Descriptions for each project or program that utilize the EJ methodology in FY2007 are included, such as the TIP analysis, the Transportation and Community Development Initiative (TCDI) program, and corridor studies. Title VI and Public Outreach applications and new procedures are also included.

DVRPC Environmental Justice

Degrees of Disadvantage Methodology

In 2001, DVRPC developed the initial “...and Justice for All” report to identify impacts of disparate funding and services on defined low-income and minority groups. Six initial population groups were included in this report: non-Hispanic minorities, Hispanics, elderly (over 85), persons with physical disabilities, carless households, and households in poverty. This report utilized the most recent 2000 U.S. Census information available for each population group, though 1990 census data had to be used for three categories. Also in this report are quality-of-life factors, including regional transit routes, Job Access and Reverse Commute (JARC) routes, and hospitals. In 2002, two new demographic factors were added to the methodology: Female head of household with child and limited English proficiency, thus expanding the degrees of disadvantage (DOD) from six to eight indicators. This update added day care centers to expand the number of quality-of-life factors. By 2003, the final demographic information was released from the US census, and all eight categories now could be analyzed using Census 2000 data.

The EJ DOD methodology has not changed since 2003, the year that the final census information was released. As the 2001, 2002, and 2003 reports each contain parts of the methodology, it is prudent to place the final methodology in a single document. The following section outlines the existing methodology.

Developing a Methodology

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

This section summarizes the technical methodology that DVRPC initially developed to analyze the long-range transportation plan and the Transportation Improvement Program (TIP) in 2001. DVRPC’s long-range plan, *Destination 2030*, identifies priority areas for transportation investment consistent with the goals and policies of the regional land use plan. The TIP is the regionally agreed upon list of priority projects, required by federal law, listing all federally funded and regionally significant projects. Since

that time, DVRPC's EJ methodology has been incorporated into many more programs and projects, highlighted later in the report.

Broadly speaking, DVRPC's methodology:

- identifies the impacted groups
- locates them in the region
- plots key destinations—such as employment or health care locations—that they would access
- overlays these destinations with the region's existing and proposed transportation network
- 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 plan and the TIP are then evaluated to determine how they fill these accessibility gaps.

The DVRPC EJ methodology is also used in a 2007 companion plan, *Improving Access to Opportunities in the Delaware Valley Region: Coordinated Human Services Transportation Plan (CHSTP)*, which succeeds the earlier *Regional Job Access and Reverse Commute Transportation Plan (JARC)*. This plan is geared towards transportation services provided to senior citizens, people with disabilities, and people with low incomes. Please see page 14 for additional information.

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 (EJ) is concerned with the impacts of disparate funding and disparate services on defined minority and low-income groups. Initially, six population groups that have special travel needs, or may adversely be affected by transportation planning decisions, were identified and analyzed. DVRPC currently assesses the following eight population groups: Non-Hispanic minorities, Hispanic, elderly over 85 years, persons with physical disabilities, limited English proficiency, female head of household with child, carless households, and households in poverty.

Using U.S. Census data for the year 2000, these groups are identified and located at the census tract level. Data is gathered at the regional level, combining populations from each of the nine counties, for either individuals or for households, depending on the indicator. From there, the total number of persons in each demographic group is divided by the total population for the nine-county region, arriving at a regional average for that population group. Any census tract that meets or exceeds the regional average level, or threshold, is considered to be an EJ area and is illustrated on a map along with areas of concern and sensitivity for that particular population group.

By overlaying each individual population group, any census tract can therefore contain various levels of sensitivity, or degrees of disadvantage (DOD). Points are then assigned to identify the number of sensitive population groups in the census tract, ranging from zero to eight.

The impacted demographic groups are defined in the following sections, which include a brief explanation of the population group as well as the regional threshold. Maps A-1 through A-8, which depict which census tracts are considered significant for each population group, are located in Appendix A.

Population Group: Non-Hispanic Minority

Regional Threshold: 24%

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

- Black: a person having origins in any of the black racial groups of Africa.
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands.
- American Indian and Alaskan Native: a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

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. Map A-1 illustrates which census tracts are significant for non-Hispanic minority concentrations

Population Group: Hispanic**Regional Threshold: 5%**

Though often included in many minority definitions, Hispanic is an ethnicity, not a racial category; but it deserves separate consideration nevertheless. Hispanics are defined by the US Census as *persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race*. Persons in the 2000 census were asked, “Is this person Spanish, Hispanic, Latino?” Thus, persons of Hispanic origin can be of any race. (Hispanics should have indicated their origin in the Hispanic origin question, not in the race question, because in federal statistical systems ethnic origin is considered to be a separate concept from race. This interpretation is based on changes made by the Office of Management and Budget in October 1997, requiring all federal agencies that collect and report data on race and ethnicity to follow these new standards.). Map A-2 illustrates which census tracts are significant for Hispanic concentrations

Population Group: Limited English Proficiency**Regional Threshold: 2%**

Executive Order 13166 of 2000 on limited English proficiency charges all federally funded agencies to make services more accessible to eligible persons who are not proficient in the English language. “Limited English Proficiency” is defined in the U.S. Census as “primary language spoken at home other than English and speak English not very well.” This captures the populations with a primary language other than English spoken at home, such as Spanish or one of many Asian languages, and of these, those who cannot speak English very well. It is assumed that an inability to speak English well can be a barrier to accessing goods and services, including transportation. In addition, identifying these populations and their locations is important to DVRPC’s outreach efforts, particularly in assessing the need to make the agency’s publications and written materials available in additional languages.

Limited English proficiency status does not include those households whose primary language is other than English but who do speak English well. It would be false to assume, for instance, that all “primary language spoken at home other than English” households do not speak English well or have multiple fluencies. Map A-3 illustrates which census tracts are significant for limited English proficiency concentrations.

Population Group: Persons with a Physical Disability

Regional Threshold: 7%

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

Recognizing that each agency may have slightly different definitions, this analysis of the distribution of persons with physical disabilities relies on data from the US Census, which defines a physical disability as “a condition that substantially limits one or more basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying.” Map A-4 illustrates which census tracts are significant for concentrations of persons with a physical disability.

Population Group: Elderly over 85 years

Regional Threshold: 2%

In 1900, seniors over 65 years accounted for less than 5% of the total population of the United States. Now numbering over 35 million, seniors currently account for over 12% of the nation’s population. By 2030, the senior population will double to more than 70 million, or 20% of the U.S. population. According to the 2000 Census, Pennsylvania contained the third highest proportion of elderly residents in the country, trailing only Florida and West Virginia. At 19th, New Jersey ranks lower, but ranks 9th if the number of persons over the age of 60 is counted. Statewide, the number of people over the age of 60 in New Jersey grew by 3.5% between 1990 and 2000 to 1.4 million, and is expected to climb to 2.4 million by 2025.

In assessing elderly populations, DVRPC has chosen to define only those considered extremely old (age 85 and over). The number of extremely old residents will be higher than ever before in coming decades. This is of particular interest to local, state, and federal lawmakers attempting to plan for future service provisions for the “oldest of the old,” given that these residents are more likely to have physical and mental impairments and will demand an increased level of service from transportation and health care providers. Map A-5 illustrates which census tracts are significant for Elderly concentrations.

Population Group: Households in Poverty

Regional Threshold: 11%

Poverty, or low income, is defined as personal or household income at or below the US Department of Health and Human Services (HHS) poverty guidelines, established as a relationship between income and the size of the family unit. These poverty guidelines are updated annually and are used as eligibility criteria for federal programs, such as Community Services Block Grants. 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. In 2001, a family of four qualified for poverty status if its household income was at or below \$17,650. By 2007, poverty status income for a family of four had risen to \$20,650 in 2007. The HHS poverty guidelines for 2001 (approximately equal to the 2000 census) and 2007 are shown in Figure 1. Map A-6 illustrates which census tracts are significant for concentrations of households in poverty.

Figure 1: Poverty Guidelines by Family Size: 2001 and 2007

Size of Family Unit	2001 Household Income	2007 Household Income
1	\$8,590	\$10,210
2	\$11,610	\$13,690
3	\$14,630	\$17,170
4	\$17,650	\$20,650
5	\$20,670	\$24,130
6	\$23,690	\$27,610
7	\$26,710	\$31,090
8	\$29,730	\$34,570
Each Additional Person:	\$3,020	\$3,480

Source: US Department of Health and Human Services, 2006

Population Group: Carless Households

Regional Threshold: 16%

Carless households are defined in the U.S. 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. It is recognized that not owning a personal automobile may be a lifestyle choice for some, but for others owning an automobile is unattainable due to various constraints. Additionally, many carless individuals may take transit to one destination then continue their trip as a

pedestrian. Map A-7 illustrates which census tracts are significant for concentrations of carless households.

Population Group: Female Head of Household with Child

Regional Threshold: 8%

“Female head of household with child” is defined in the 2000 census as a “female maintaining a household with no husband present, and with at least one child under 18 years old who is a son or daughter by birth, marriage (a stepchild), or adoption, residing in the home.” This factor was chosen to add gender and children into the analysis, as well as to acknowledge the strong correlation between female heads of household with child and poverty status. In addition, this group exhibits different travel patterns and needs. Map A-8 illustrates which census tracts are significant for female head of household with child concentrations.

Degrees of Disadvantage

Degrees of disadvantage (DOD), as illustrated on Map 1, shows concentrations of disadvantaged populations, with categories of zero DOD, one to two DOD, three to four DOD, five to six DOD, and seven to eight DOD. Previously produced maps illustrated DOD broken into 1-4 degrees and 5-8 degrees. Additional categories allow for closer inspection of the varying DOD and those geographic areas with the greatest Environmental Justice concerns.

Figure 2 displays the DOD and the number of census tracts in each category. This table illustrates that of the total 1,387 census tracts in the region, the majority, or 74%, have at least one DOD, which is not surprising given the multiple demographic categories. The largest percent of tracts have 1-2 DOD, followed by zero DOD, and then 5-6 DOD. 92 tracts have 7-8 DOD, and these are mostly found in the core cities of Philadelphia, Camden, Chester, and Trenton, as well as older boroughs like Oxford, Coatesville, and Pottstown.

Figure 2: Degrees of Disadvantage (DOD) and Number of Census Tracts

Number of DOD	Number of Census Tracts	Percent of Tracts
0	361	26
1-2	468	33
3-4	205	15
5-6	261	19
7-8	92	7

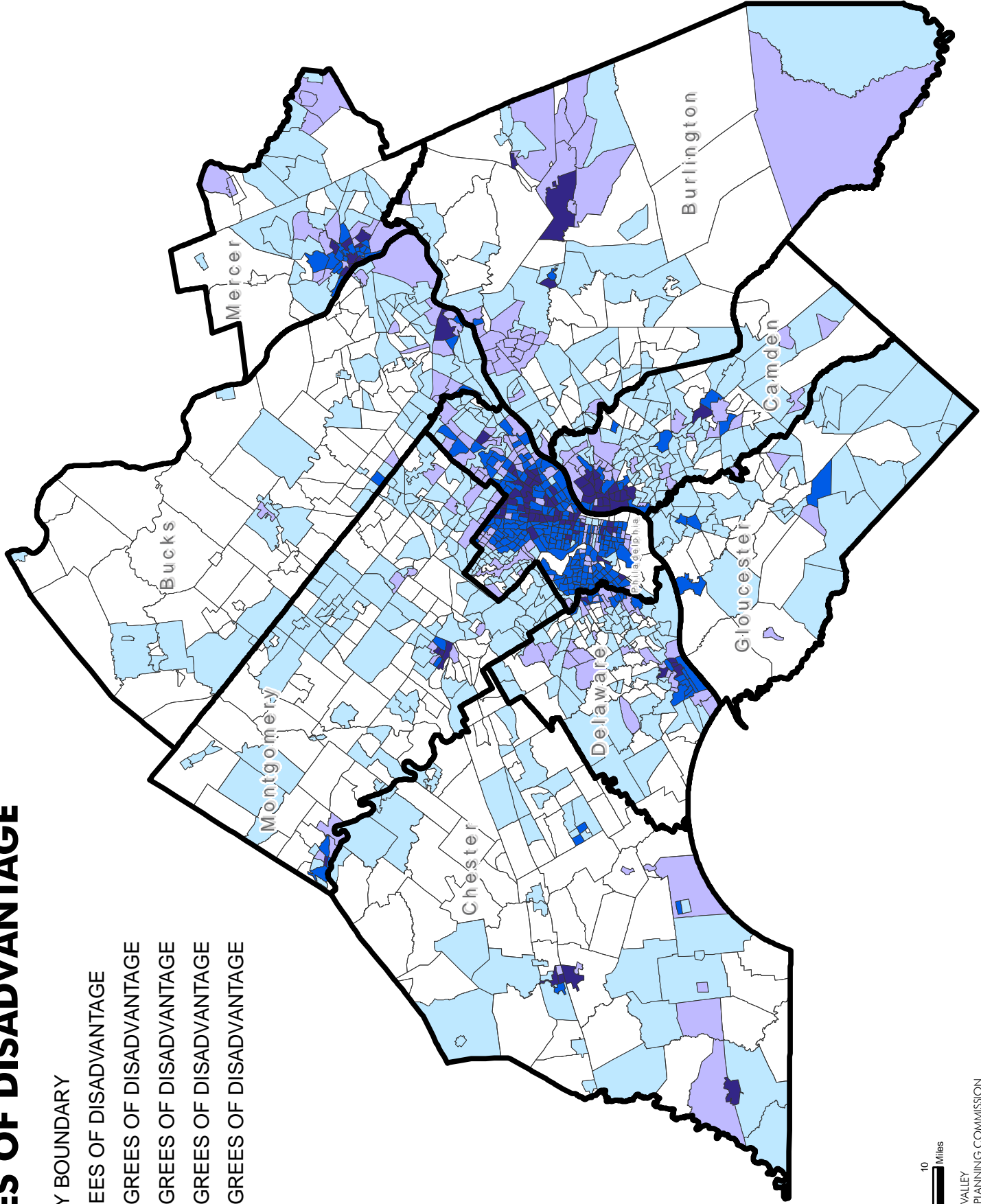
Source: DVRPC 2003

The region's four core cities of Philadelphia, Chester, Camden, and Trenton, contain 295, or 83%, of the 353 highly disadvantaged (5-8 DOD) census tracts in the nine-county region. Philadelphia has 243 highly disadvantaged tracts, which constitute 69% of the region's total highly disadvantaged tracts; Chester has 12 highly disadvantaged tracts, which constitute 3% of the region's highly disadvantaged tracts; Camden has 20 highly disadvantaged tracts, which constitute 6% of the region's highly disadvantaged tracts; and Trenton has 20 highly disadvantaged tracts, which constitute 6% of the region's highly disadvantaged tracts.

Map 1

DEGREES OF DISADVANTAGE

-  COUNTY BOUNDARY
-  0 DEGREES OF DISADVANTAGE
-  1 - 2 DEGREES OF DISADVANTAGE
-  3 - 4 DEGREES OF DISADVANTAGE
-  5 - 6 DEGREES OF DISADVANTAGE
-  7 - 8 DEGREES OF DISADVANTAGE



Environmental Justice at Work in Projects and Programs

In 2001, the year of the initial Environmental Justice (EJ) report, the methodology was used extensively for analysis of the Transportation Improvement System (TIP). Since that time, many other DVRPC programs have adopted the methodology within their specific program or project. Furthermore, individual studies are now using the methodology as a basis for the study demographic evaluation, therefore being able to compare an individual place to the region in terms of which populations might live in that location and what challenges they may face. Several programs and projects incorporate EJ-related components or contain one of the eight DOD demographic categories. The following section provides a brief overview of DVRPC programs, plans, and studies that have incorporated the EJ methodology or have an EJ-related component in FY2007.

Environmental Justice in DVRPC Programs

Environmental Justice and the Transportation Improvement Program: Fiscal Year 2008

The Transportation Improvement Program (TIP) is the regionally agreed upon list of priority projects, as required by the federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), formerly the Intermodal Surface Transportation Efficiency Act (TEA-21). The TIP document must list all projects for which federally and non-federally funded projects are regionally significant. Also included are all other state-funded capital projects, including multimodal, bicycle, pedestrian, freight-related, air quality, as well as the more traditional highway and public transit projects.

The location of transportation investments can greatly influence the level of mobility and accessibility within and through the region. DVRPC's Environmental Justice (EJ) methodology is used to analyze the equitable distribution of the TIP for both highway and transit programs. Maps illustrating TIP locations are utilized to help determine the equitable distribution of projects. Not all TIP projects can be mapped due to the nature of the improvement. The TIP update occurs annually for New Jersey and every other year for Pennsylvania.

For Fiscal Year (FY) 2008, 70 highway and 63 transit programs have not been mapped; thus, they have not been included in this analysis. In the region's 353 most highly disadvantaged census tracts, those with 5-8 degrees of disadvantage (DOD), 188 tracts (53%), have a TIP project. Additionally, 311 (46%) out of the 673 census tracts with 1-4 DOD have a TIP project. As previous TIP analyses resulted in numbers that hover around 50%, the FY 2008 TIP is consistent with prior years.

EJ in the TIP can be further analyzed by each state. The Pennsylvania TIP did not change this year. It is updated every other year and will next be updated in 2008 for FY 2009. For the FY 2007-2010 Pennsylvania TIP, 154 tracts (53%) of the 290 census tracts with 5-8 DOD have a TIP project, while 220 (50%) of the 439 census tracts with 1-4 DOD have TIP projects. For the FY 2008-2011 New Jersey Transit and Highway TIP, 34 tracts (54%) of the 63 census tracts with 5-8 DOD have a TIP project, while 91 (39%) of the 234 census tracts with 1-4 DOD have a TIP project.

It should be noted that while a TIP project may not occur in an EJ-sensitive area, disadvantaged populations can still benefit positively from the proposed improvement, especially if the TIP occurs on a highway or within a transit project that is used by a particular disadvantaged population. Additional information on the TIP is located at www.dvrpc.org/transportation/capital/tip.htm. Maps B-1 through B-4, illustrating DOD and TIP projects for both Pennsylvania and New Jersey, can be found in Appendix B.

Tracking Progress Toward 2030: Regional Indicators for the DVRPC Long Range Plan

The Tracking Progress Toward 2030 report presents a systematic approach to evaluate progress toward the attainment of the long-range planning goals adopted in *Destination 2030* within six subject areas: Growth Management, Urban Revitalization, The Environment, Economic Development, Transportation, and Equity and Opportunity. A set of regional indicators was created with consultation from a diverse and interdisciplinary steering committee of regional stakeholders during a two-year period. *Tracking Progress* is an ongoing, outcome-based effort to align DVRPC's planning with implementation activities. Specifically, indicator six, Equity and Opportunity, relied heavily on the Environmental Justice (EJ) degrees of disadvantage (DOD) methodology. The following question and indicator aims to correlate open space with equality:

En-6: Are recreation and open space accessible to everyone in the region equally?

Indicator: Percent of census tracts with 5 DOD within a ¼ mile of public open space or recreation facility

This indicator first uses the DVRPC Open Space Inventory and Land Use GIS layers, separating parkland into "active recreation" (ball fields, recreation centers, and basketball courts), and "passive recreation" (preserved open space along stream corridors and conservation lands). From there, tracts with five or more DOD are selected, and a quarter-mile buffer is created around the active and passive recreation

lands. Figure 3 illustrates an example of this analysis for passive open space near Chester, PA. For this analysis, any DOD tracts with less than 50% of the tract within a buffer are considered to be underserved for recreation and open space. It was found that all tracts with five DOD were touched by a parkland buffer, but many residents live well beyond the buffer and have difficulties accessing the facilities.

Figure 3: Passive Open Space near Chester, PA



Source: Tracking Progress Toward 2030, DVRPC 2007

Out of the 354 census tracts with five or more DOD, 116 tracts (33%) lacked access to passive recreation, while 81 tracts (23%) lacked access to active recreation. 40 tracts (11%) were underserved by both active and passive recreation.

Transportation and Community Development Initiative (TCDI)

The Transportation and Community Development Initiative (TCDI) is an opportunity for DVRPC to support local development and redevelopment efforts in individual municipalities of the Delaware Valley that implement municipal, county, state, and regional planning objectives. While the region continues to prosper, there are still communities that face ongoing challenges, having seen a loss of population or jobs. The TCDI program is intended to reverse the trends of disinvestment and decline in many of the region's core cities and first generation suburbs. To identify these communities, census tracts that represent at least two degrees of disadvantage (DOD) are eligible for a TCDI grant; and, in all cases, areas that are appropriate for future growth are targeted.

TCDI provides funding of up to \$125,000 to eligible municipalities to undertake planning activities, analyses, or design initiatives that enhance development or redevelopment and improve the efficiency or

enhance the regional transportation system. For the 2007 funding round, over 200 municipalities, as well as Community Development Corporations (CDC) within the city of Philadelphia, were eligible to apply for funds. To date, the TCDI program has now funded 100 different projects over the past five years, with \$9 million in grants leveraging over \$160 million dollars in additional public funding and over \$2.5 billion in private funding.

Coordinated Human Services Transportation Plan

Enacted in 2005, SAFETEA-LU - the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users - authorized \$45.3 billion in transportation funding over a four-year period (2005 – 2009). Under the new regulations, the previous area-wide Job Access and Reverse Commute Program (JARC) are now a component of the Coordinated Human Services Transportation Plan (CHSTP). The intent of the CHSTP remains the same; however, it has been expanded to include low-income persons, as well as the elderly and disabled. Within this new plan, three programs must be coordinated to address transportation barriers: JARC (Section 5316), the New Freedoms Initiative (Section 5317), and Elderly Individuals and Individuals with Disabilities (Section 5310).

In order for CHSTP stakeholders to develop a strategy for the region, a transportation service gap analysis is required. By using the DVRPC Environmental Justice (EJ) methodology, which locates persons with the most need and the proximity of the regional transportation system, a larger analysis of the needs for these specific populations can be conducted. In the initial EJ studies completed at DVRPC in 2001, 2002 and 2003, a thorough assessment and spatial analysis was conducted using 2000 Census data that analyzed the region using DOD indicators.

A quality-of-life analysis is also conducted that includes the proximity of the region's transportation network, including arterial highways, transit systems, access to employment centers through job access services, fixed-transit service, and paratransit service. Locations of employment, health, and childcare services are also identified. The resulting DOD and quality-of-life factors are combined to reflect the positive and negative influences of these three special grant programs and the services they provide. Based on the CHSTP analysis, services applied for under these grant programs can target areas where various populations are located that have little or no transportation services that meet their specific needs.

Congestion Management Process

The *Congestion Management Process* (CMP) is a multifaceted approach to minimize highway congestion and advance toward regional goals. DVRPC's CMP defines 29 congested corridors, divided into

subcorridors, and followed by “appropriate” and “secondary” congestion management strategies for each subcorridor. Census tracts containing higher Environmental Justice (EJ) concentrations were considered when defining strategies for congested subcorridors. Almost all EJ-significant tracts, defined in this process as census tracts with 5-8 degrees of disadvantage (DOD), are targeted for appropriate transportation investments.

Over 100 congestion management strategies are contained in *Congestion Management Process*. Several strategies were further explained in terms of EJ sensitivity and then correlated to a specific disadvantaged group or groups. For example, one strategy states that outreach should be conducted at unconventional locations and hours to reach segments of the population that ordinarily cannot attend meetings at traditional hours or locations. This strategy is targeted to specific disadvantaged groups including non-Hispanic minority, Hispanic, poverty, limited English proficiency, and female head of household with child.

The report also includes outreach implementation steps to audiences not always incorporated in planning efforts. DVRPC will prepare a newsletter each year for two priority congested subcorridors (one in each state) oriented to participants in nonprofit organizations, interested citizens, and municipal officials. It will briefly and clearly explain what a person can do to address congestion in their community. DVRPC’s CMP website resources include a summary and the entire report, while an online clickable map to improve communication and coordination is currently in production.

Environmental Justice in DVRPC Plans and Studies

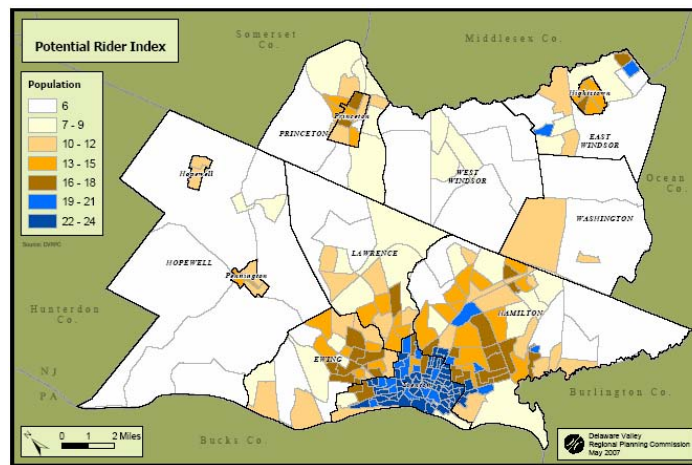
Mercer County Human Services Transportation Coordination Plan

As discussed previously regarding CHSTP, SAFETEA-LU requires that agencies participate in a local transportation service coordination plan to remain eligible for the following Federal Transit Administration (FTA) grant programs: Job Access and Reverse Commute (JARC), Elderly and Individuals with Disabilities (Section 5310), and The New Freedom Initiative (Section 5317). New Jersey Transit has assigned the responsibility for developing the transportation coordination plans to the counties. DVRPC partnered with Mercer County to create their local coordination plan. The *Mercer County Human Service Transportation Coordination Plan* was created through stakeholder meetings, analyzing demographics, compiling existing service data. The plan also includes a service directory for use by providers and referral agencies.

The degrees of disadvantage (DOD) methodology was incorporated into the study, but modifications were made to facilitate a more detailed analysis. The modifications include:

- The analysis was performed at the block group level instead of at the census tract level.
- Only six population groups were analyzed (elderly over 65 years, persons with physical disabilities, persons with sensory disabilities, persons with mental disabilities, households in poverty, and carless households).
- Population groups were broken into weighted quartiles, instead of a ‘yes / no’ category, depending on the concentration level.
- Each population group was illustrated and analyzed using total numbers as well as population density.
- The final analysis resulted in a potential rider index, as illustrated in Figure 4

Figure 4: Potential Rider Index



Source: Mercer County Human Service Transportation Coordination Plan, DVRPC 2007

A separate analysis correlated existing fixed-route transportation services with the modified EJ analysis to discover locations that have residents who may need service but live in areas where service is not currently being provided. By looking at different demographics at a much smaller unit of analysis and correlated to existing services, this modified EJ analysis resulted in identifying sections of Mercer County that may need additional transportation services.

Impacts of Gaming in Greater Philadelphia

DVRPC's *Impacts of Gaming in Greater Philadelphia* recommends transportation, land use, and signage improvements around proposed sites for eight gaming facility proposals in the region. For each community or neighborhood, a detailed demographic analysis was performed, specifically exploring race and ethnicity, English proficiency and languages spoken, means of transportation to work, and current unemployment rates. Each site also included a degrees of disadvantage (DOD) analysis for census tracts within one mile of each proposed facility.

US 30 Corridor Study

US 30 Corridor Study along White Horse Pike analyzes 9.8 miles on US 30 between NJ 73 and the Atlantic County border, including Waterford and Winslow Townships and Chesilhurst Borough in Camden County. The corridor's major issues are development, access, and safety.

An Environmental Justice (EJ) degrees of disadvantage (DOD) analysis was performed, as recommendations could have EJ implications. Of the twelve census tracts contained in the study area, three tracts contained no DOD, nine tracts contained one to two DOD, and four tracts contained three to four DOD. No census tracts in the study area contained concentration levels at or above the regional threshold for carless households.

The Aging of the Baby Boomers: Housing Seniors in the Delaware Valley

The number of elderly residents has increased dramatically throughout the nation and the region in recent years, and is expected to continue at a record pace. DVRPC's *The Aging of the Baby Boomers* presents several recommendations for expanding housing options and creating communities where residents can successfully "age in place." The Delaware Valley region's elderly demographics were analyzed and a detailed discussion of the elderly population is presented as well as projections to 2025. Issues and challenges for the elderly are also discussed, including descriptions of various housing choices. Also included are existing programs, strategies, and services currently offered for seniors both nationally and at the local level.

To expand the stock of accessible, affordable housing options for seniors, the study provides many recommendations, including revising plans and zoning codes to allow a variety of housing types, increasing densities, integrating land uses, providing property tax relief and energy assistance programs to elderly homeowners, expanding transit and paratransit services, and enhancing and securing the pedestrian environment. Finally, policies geared toward protecting the rights and enhancing the quality of

life of the region's elderly, including suburban baby boomers who want "to age in place," should be promoted.

The Aging of the Baby Boomers: Elderly and Near-Elderly Population Characteristics

This separate DVRPC data bulletin (ADR 13, 2007) is a companion piece to the report and contains additional tables, charts, and maps of demographics for the elderly (defined as people aged 65 years and older), near elderly (people between 55 and 65 years old), and very old (people 85 years and over). Besides discussing where the elderly are located, both in terms of total numbers and as a percent of the total population, there are also statistics on poverty, homeownership, and housing costs as a percent of total income for the elderly.

Title VI Updates, Staff Education, Training, and Outreach

Title VI Updates

Equity and Opportunity: Title VI Compliance Plan

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have had a longstanding policy of actively ensuring nondiscrimination under Title VI of the 1964 Civil Rights Act in federally funded activities. During the past six years, Title VI and Environmental Justice (EJ) have become an integral focus of the transportation planning and programming process.

As the Metropolitan Planning Organization (MPO) for the Delaware Valley, DVRPC is required to adopt a Title VI Compliance Plan that responds to Title VI requirements for project selection in the DVRPC Work Program, the TIP, and our Long Range Plan. The plan must also provide evidence of public outreach that involves all of the region's citizens. A framework for DVRPC's efforts to ensure compliance with Title VI and related statutes regarding nondiscrimination and EJ in DVRPC's Work Program, publications, communications, public involvements efforts, and general way of doing business are also included.

The draft *Equity and Opportunity: Title VI Compliance Plan* was released on October 2, 2006 for a 45-day public comment period that ended on November 17, 2006. The plan was publicized through public notification to approximately 2,500 citizens, business leaders, governments and organizations; documentation in regional libraries; legal notices; media outreach; a public meeting; and placement on the commission's website. The draft *Equity and Opportunity: Title VI Compliance Plan*, along with the Board's Self-Certification Resolution and a Title VI assurance letter, was submitted to the New Jersey Department of Transportation (NJDOT) and Pennsylvania Department of Transportation (PennDOT) as part of their Compliance Report to FHWA. The DVRPC board adopted the plan in January 2007.

This plan identifies four program areas from DVRPC's Work Program that are applicable to Title VI regulations. They include: Communications and Public Involvement; Planning and Technical Services; Consultant Contracts; and Human Resources, Education and Training. Within each of these program areas, a Title VI liaison has been named to oversee the day-to-day administration of the Title VI program, including implementation of the plan and Title VI compliance, program monitoring, reporting, and education within his or her program area.

Each year, an annual report and update will be submitted to the state departments of transportation's (DOT's) Bureau of Equal Opportunity. The document is to include a report on the previous year's Title VI-related activities and efforts, including accomplishments and program changes, and an update on Title VI-related goals and objectives for the upcoming year. In preparing for the annual report and update, the Title VI compliance manager and liaisons will review the commission's Title VI program to assure compliance with the law. In addition, they will review Commission operational guidelines and publications, including those for contractors, to ensure that Title VI language and provisions are incorporated, as appropriate.

Title VI Compliance Manager

DVRPC created a position of Title VI compliance manager to manage the overall administration of the Title VI program, plan, and assurances. The Title VI compliance manager is responsible for supervising the Title VI liaisons in implementing, monitoring, and reporting on DVRPC's compliance with Title VI regulations. Responsibilities include meeting with Title VI liaisons quarterly to monitor and discuss progress, implementation, and compliance issues, and assessing communications and public involvement strategies to ensure adequate participation of impacted Title VI protected groups and address additional language needs, as necessary. The responsibilities of the Title VI compliance manager are defined in the *Equity and Opportunity: Title VI Compliance Plan*.

Title VI Statements

As part of the Title VI Compliance Plan, all DVRPC public documents will now contain a Title VI statement relating to plan compliance. After receiving several comments, it was determined that two statements were needed, depending on the type of document.

The following statement should be added to any meeting announcement to which the public and/or outside agencies or organizations may attend (such as public meetings and open houses, both onsite and offsite, seminars, and DVRPC committee meetings.)

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

The following statement should be added to all DVRPC public documents (such as meeting minutes) and publications. For publications, the statement can be added at the bottom of the DVRPC page.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian, and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages or formats, if requested. For more information, please call (215) 238-2871.

Staff Education and Training

Title VI and Environmental Justice Quick Reference Guide

In the spring of 2007, the *Title VI and Environmental Justice Quick Reference Guide* was distributed to planning staff at DVRPC. The one-page sheet summarizes important EJ elements, including the DOD methodology, the *Title VI Compliance Plan*, examples of programs and projects with an EJ element, updated meeting notice language, and EJ-related ideas for outreach and research. On the opposite side is the DOD map, complete with the eight population category thresholds. A copy of the EJ guide has been included in Appendix C.

EJ and Title VI Staff Training

Environmental Justice (EJ) and Title VI-related documents are part of the extensive orientation materials distributed to new DVRPC employees. All employees are provided copies of the *Public Participation Plan* and the *DVRPC EJ Protocol*. Revised copies will be distributed to staff as they are released. In addition to those documents, the *Title VI Plan* and the *Title VI and Environmental Justice Quick Reference Guide* are also now included in orientation materials.

The new staff orientation program was expanded this past year to assist new employees in quickly understanding DVRPC missions, operations, and goals. Within their first 90 days of employment, new employees now meet with 23 key staff members for 15-minute one-on-one overviews of that staff member's department, program, or services. New employees meet with EJ and Title VI staff to discuss what EJ and Title VI are, how they have been historically incorporated into planning activities, and how they relate to the new employee's position. New employees also meet with the communications specialist to discuss outreach options.

Additionally, an overview of EJ policies and procedures was presented to all planning staff at the winter 2006 staff meeting. This presentation focused on which laws and executive orders guide EJ planning, a brief recap of the degrees of disadvantage (DOD) methodology, which programs currently use the DOD methodology, and some suggestions on how EJ can be incorporated into projects and programs.

Outreach

Executive Order 13166 compels federally funded agencies to make services more accessible to eligible persons who are not proficient in the English language. DVRPC has made a conscious effort to reach out to populations with limited English proficiency. The following projects include communication components relating to this and other outreach concerns.

Air Quality

Air pollution affects everyone. Groups especially sensitive to air quality and air pollution include children, the elderly, people with heart and lung disease, and, in the summer, people who work or exercise outside. Thus, outreach occurs in many forms to reach as many individuals as possible. The Air Quality Partnership (AQP) is a public / private coalition dedicated to improving air quality in the Delaware Valley through air quality initiatives and advisories. The Partnership implements the Air Quality Action program to notify the public when air quality is forecast to be unhealthy and to encourage the public to take action to reduce air pollution, especially on Air Quality Action days. The AQP is administered by the Delaware Valley Regional Planning Commission.

Air Quality Action ads ran for five weeks in *Al Dia*, a Spanish language newspaper, in June 2007. The ads alerted a significant portion of the Hispanic community about ways to reduce air pollution and protect their health on high ozone or particle pollution days. DVRPC also provides a daily Air Quality Index forecast on the *Al Dia* website. Additionally, a Spanish language option has been included on the AQP air quality hotline to advise the public of high ozone or particle pollution days, and an Air Quality brochure has been printed in Spanish.

Other outreach includes purchasing Air Quality Action ads in *Milestones*, a publication for senior citizens, and the *Philadelphia New Observer*, a magazine focusing on the African American community. Radio messages were purchased on WRTI during the classical and jazz programs to improve outreach to the elderly and African American community. The AQP was a sponsor of WDAS Unity Day on the Parkway, which attracts a largely African American audience.

DVRPC Core Documents

The process has begun to professionally translate core DVRPC documents into other languages. The initial documents chosen include introductory sections of the Fiscal Year 2007 Annual Planning Work Program, the initial *...and Justice for All* report, the *Citizen's Guide*, the *Marketing Guide*, and the *DVRPC Newsletter*. These documents are now available online in Spanish, Chinese, and Russian on DVRPC's website. The Spanish language *Citizen's Guide* is also available in hard copy. Other resources, such as the *Year 2030 Long Range Plan* and future newsletters, will be translated once those documents are finalized.

DVRPC Website

As online communication continues to increase, DVRPC's website now offers online translations of the DVRPC website through *WorldLingo*. Online translations were launched in the summer of 2006.

Environmental Justice Task Force

DVRPC's Environmental Justice (EJ) Task Force was established in 2001 to share public participation strategies and techniques and to discuss EJ issues of interest. The Task Force was instrumental in clarifying ethnic and social issues, as well as helping staff to define an EJ protocol for staff and the public. A change was made this past year, as EJ Task Force members will directly participate in the Regional Citizens Committee and in other DVRPC programs to bring a more holistic approach to the commission's public participation activities. EJ Task Force members, as well as other individuals and organizations, will continue to act as resources for staff planners, participate in upcoming workshops or events, and take part in potential specific topics focus groups related to items in our Work Program.

Transportation Enhancements Program (TE)

Transportation Enhancement (TE) projects are mandated by Congress in SAFETEA-LU for the funding of "nontraditional" projects designed to strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. Typical TE projects include bicycle and pedestrian trails, restoration of historic train stations, downtown streetscape improvements, roadside beautification, and preservation of scenic vistas. As a part of the approval process, each project must obtain environmental clearance. In order to obtain that clearance, the National Environmental Policy Act (NEPA) guidelines must be followed, which include at least one public meeting that allows citizen concerns to be voiced. DVRPC does not hold this public meeting, but rather it facilitated by the individual project sponsor. In addition, the environmental clearance takes into account cultural resources and socioeconomic project

impacts. Since the inception of the program in 2000, a total of 157 projects have been awarded funding. The latest TE round, in 2005, awarded funding to 33 projects.

Future Direction

Forthcoming Reports

The following documents are currently in process and will be released during Fiscal Year 2008.

NJ Route 47 Corridor Study

DVRPC is currently conducting a study on ten miles of NJ Route 47 in Westville Borough, Deptford Township, and Washington Township in Gloucester County. The study will include an Environmental Justice analysis similar to the Route 30 study.

US 1 Roosevelt Boulevard Corridor Study

Currently underway is the *US 1 Roosevelt Boulevard Corridor Study*, in Philadelphia from 9th Street to Grant Avenue, which includes an Environmental Justice analysis. An additional demographic analysis at the block group level was also included. These analyses informed a crosswalk analysis in the study.

Corridor Planning Guide: Towards a More Meaningful Integration of Transportation and Land Use

This study is designed to review how corridor studies are completed at DVRPC and to explore innovative approaches to corridor planning. An Environmental Justice (EJ) section discusses how EJ can be used in corridor planning. The report recommends that a standard EJ analysis be conducted as part of the overall demographic analysis. When corridor study areas include tracts with individual DOD concentration levels that are double the regional average, the project should be brought to the attention of DVRPC's Title IV compliance manager. Also included in this report are examples of EJ elements from previous corridor studies.

Further Projects and Processes

FY2008 Programs and Projects

Beginning in FY2008, Environmental Justice (EJ) technical services and public participation, previously in separate projects in DVRPC's work program, will now be one EJ megaproject. This shift to a larger project with smaller tasks will help bridge the gap between technical research elements and outreach. Additionally, with increased communication between the planning, public participation, and Title VI staff, additional synergies will be created.

Planners Methodology

DVRPC will develop a procedure manual for the commission's Title VI, Environmental Justice and public participation programming. The *Planner's Methodology* will incorporate the day-to-day procedures necessary to satisfy Title VI compliance and other public outreach requirements. The methodology will be updated regularly.

Public Participation Database

DVRPC staff is currently in the process of updating and expanding the Public Participation database, a list of regional human service, cultural, ethnic, senior citizen, and non-profit organizations. This database will be used to expand the Regional Citizens Committee membership and for other public outreach opportunities.

Other Activities

Additionally, DVRPC will continue to implement Environmental Justice activities as part of its annual work program, fulfilling federal certification requirements, as well as attaining regional goals. DVRPC will also:

- Keep abreast of legal developments related to Title IV and other Executive Orders;
- Monitor the effectiveness of the policy statement and policy participation strategies developed in Fiscal Years 2001-2007;
- Assess DVRPC studies and processes, including the Transportation Improvement Program (TIP) for Pennsylvania and New Jersey and the *Destination 2030 Long-Range Land Use and Transportation Plan* to identify the regional benefits and challenges of different socioeconomic groups;
- Continue outreach to limited English speaking populations and strengthen efforts to include those citizens in the planning process;
- Pursue additional online translations of the DVRPC website and core documents;
- Participate and collaborate in regional and national programs that will allow DVRPC to exchange fresh ideas with others; and
- Continue EJ education and training for DVRPC staff to heighten the awareness of EJ in the planning process.

Fiscal Year 2007
Environmental Justice
Technical Report

Appendix A

- **Degrees of Disadvantage Maps**

Map A-1

NON-HISPANIC MINORITY POPULATION CONCENTRATIONS

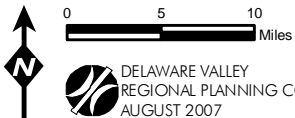
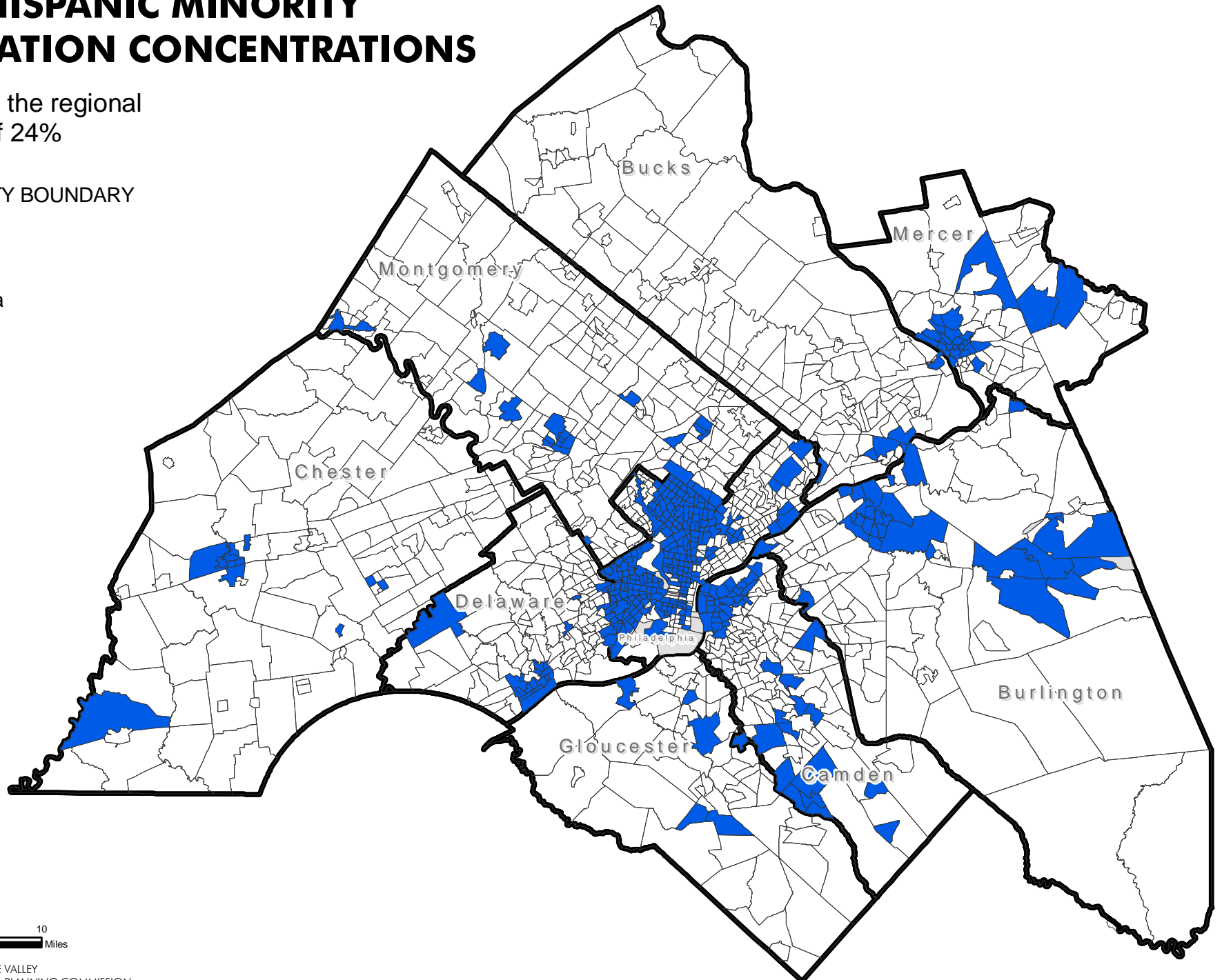
At or above the regional
threshold of 24%

 COUNTY BOUNDARY

 No

 Yes

 No Data



Map A-2

HISPANIC POPULATION CONCENTRATIONS

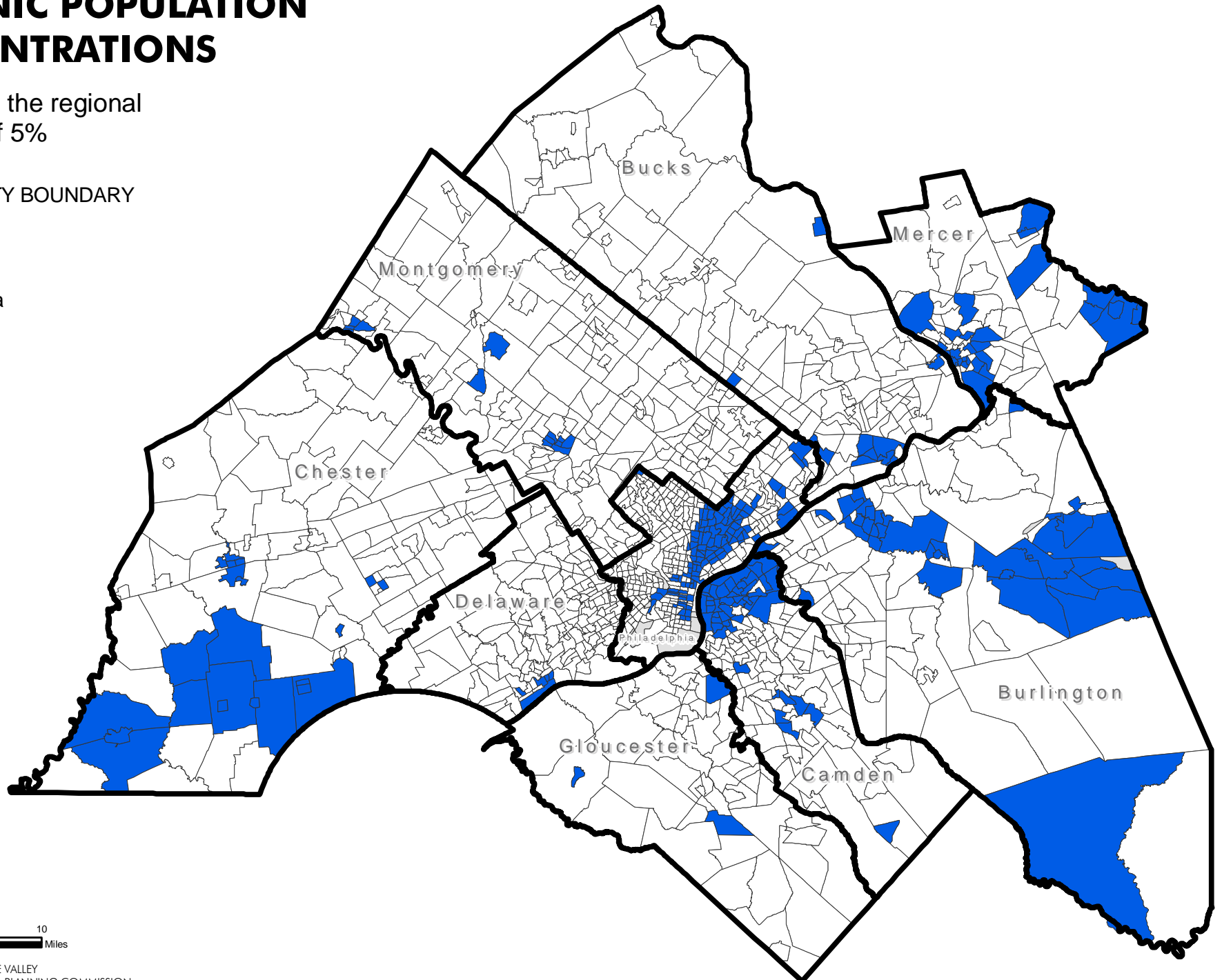
At or above the regional
threshold of 5%

 COUNTY BOUNDARY

 No

 Yes

 No Data



0 5 10
Miles




DELAWARE VALLEY
REGIONAL PLANNING COMMISSION
AUGUST 2007

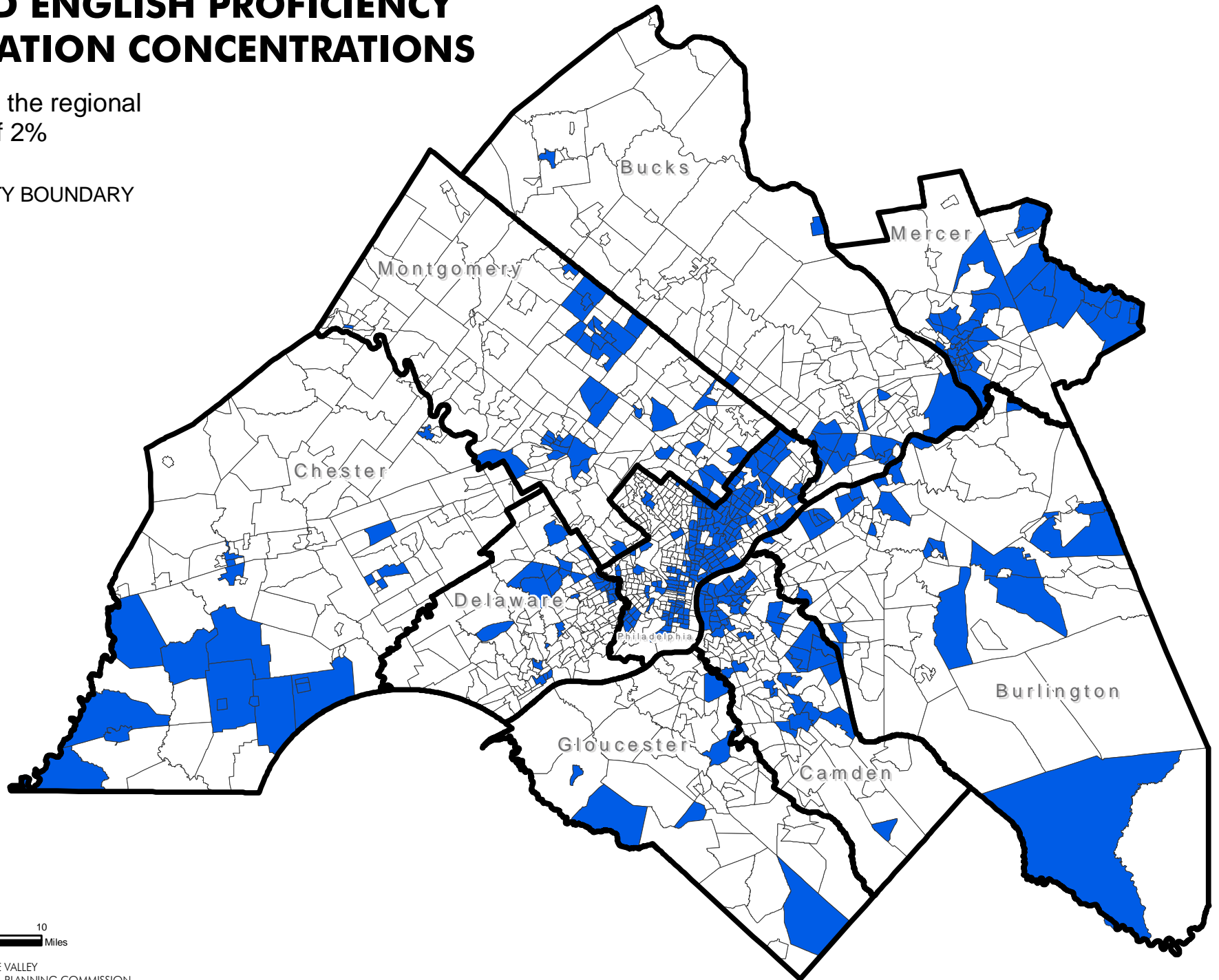
Source: 2000 Census Data

Map A-3

LIMITED ENGLISH PROFICIENCY POPULATION CONCENTRATIONS

At or above the regional
threshold of 2%

-  COUNTY BOUNDARY
-  No
-  Yes



Source: 2000 Census Data

Map A-4

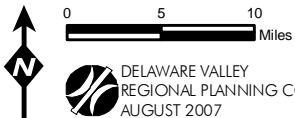
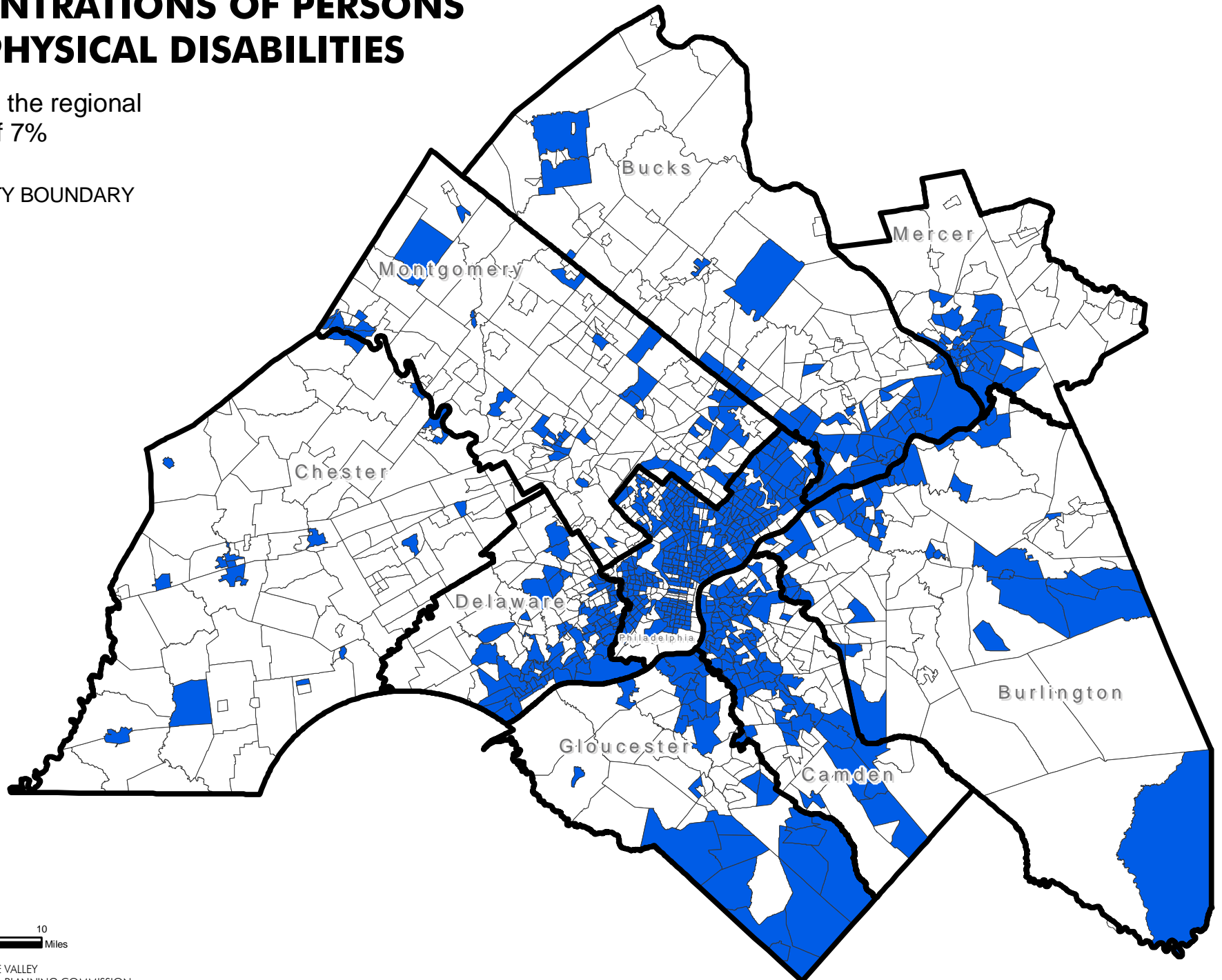
CONCENTRATIONS OF PERSONS WITH PHYSICAL DISABILITIES

At or above the regional threshold of 7%

 COUNTY BOUNDARY

 No




 Yes

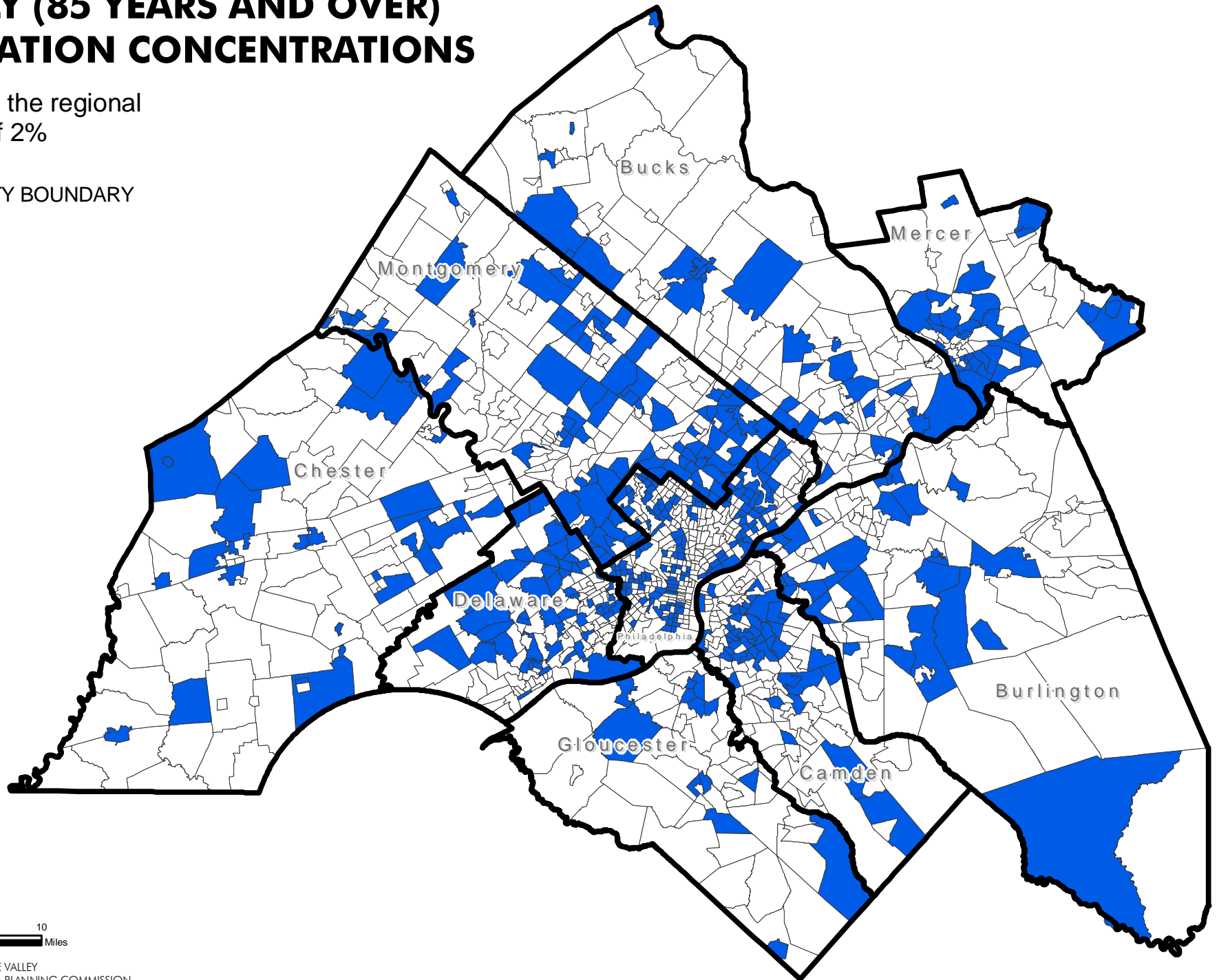


Map A-5

ELDERLY (85 YEARS AND OVER) POPULATION CONCENTRATIONS

At or above the regional
threshold of 2%

-  COUNTY BOUNDARY
-  No
-  Yes



0 5 10
Miles




DELAWARE VALLEY
REGIONAL PLANNING COMMISSION
AUGUST 2007

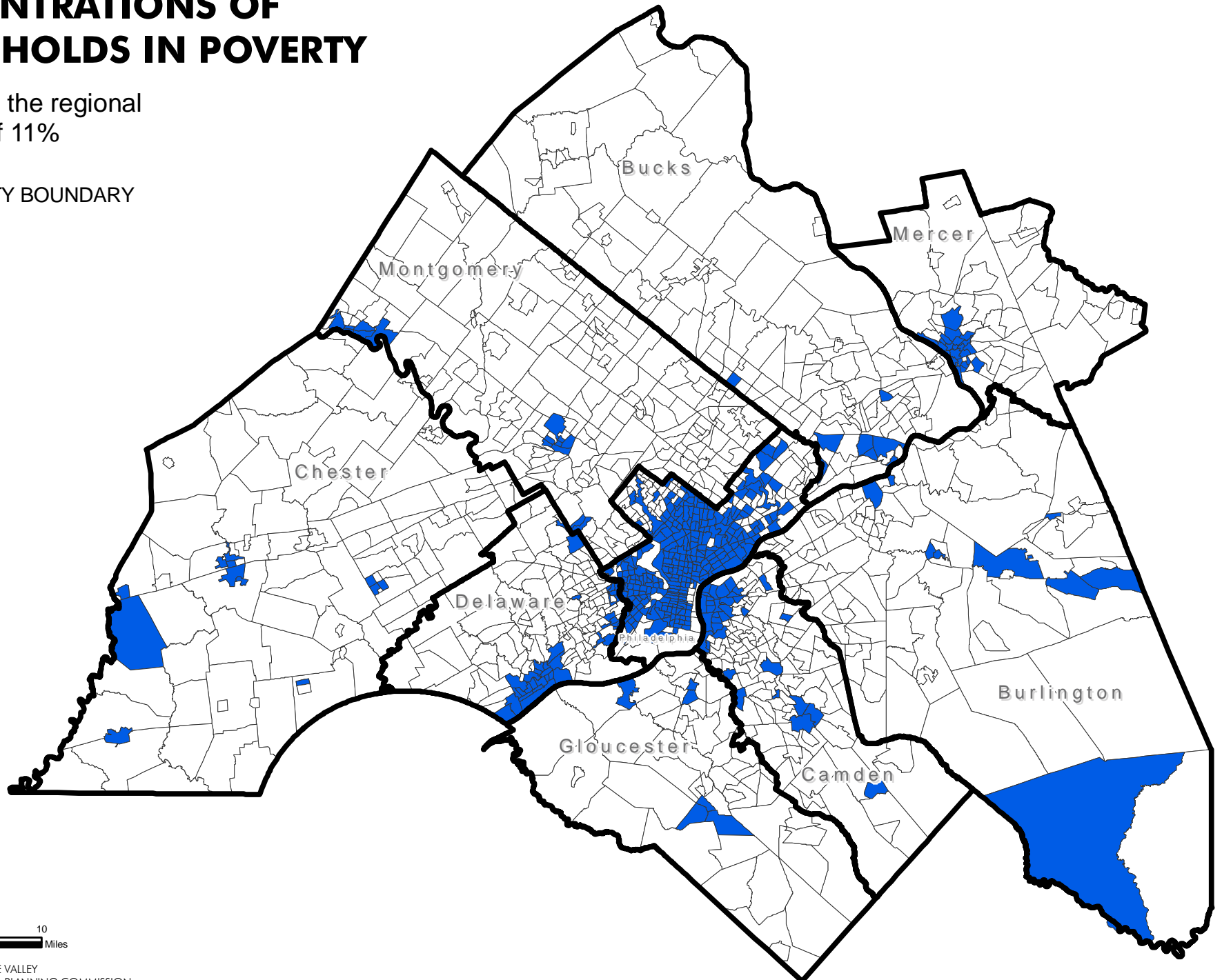
Source: 2000 Census Data

Map A-6

CONCENTRATIONS OF HOUSEHOLDS IN POVERTY

At or above the regional threshold of 11%




-  COUNTY BOUNDARY
-  No
-  Yes

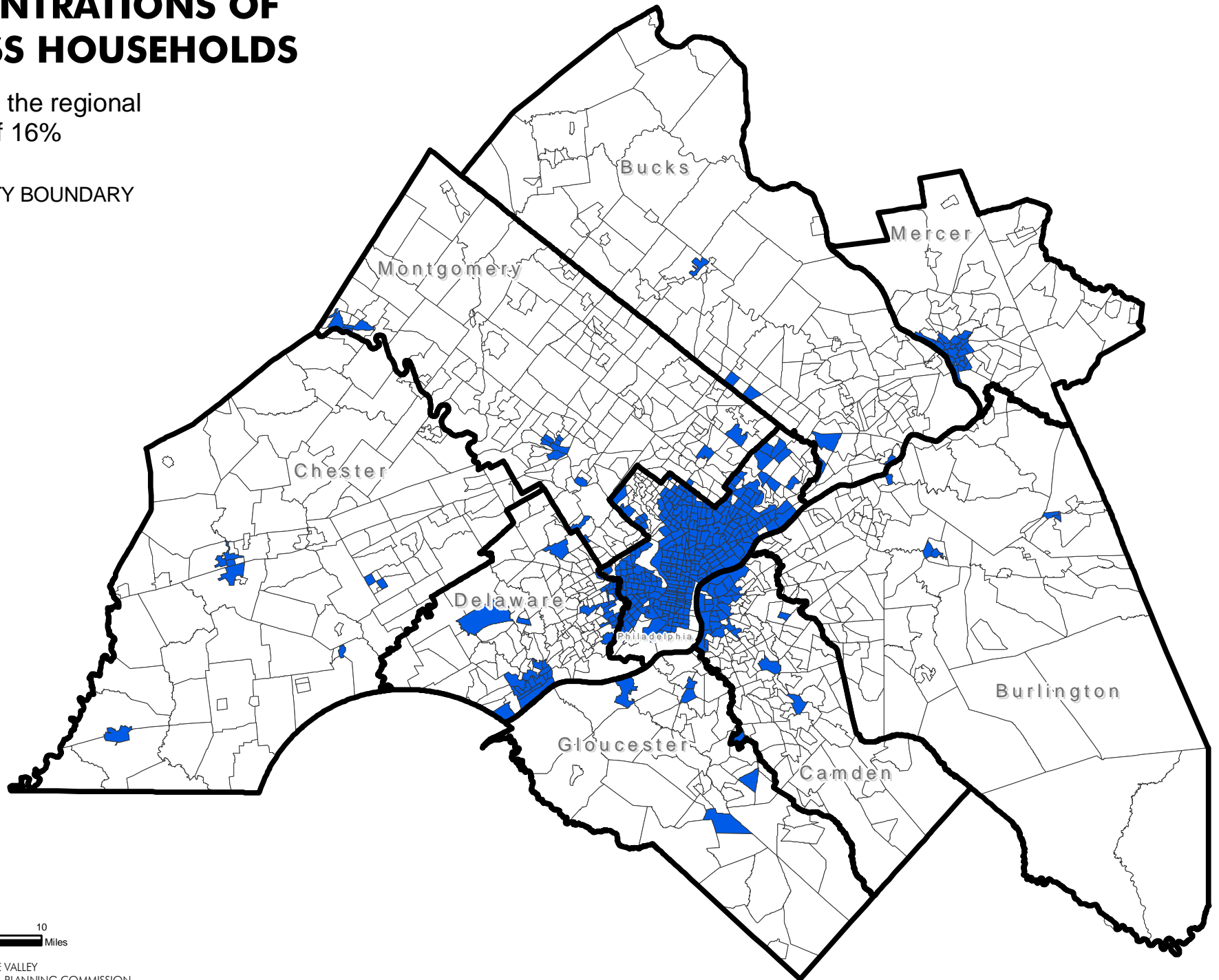


Map A-7

CONCENTRATIONS OF CARLESS HOUSEHOLDS

At or above the regional
threshold of 16%





-  COUNTY BOUNDARY
-  No
-  Yes

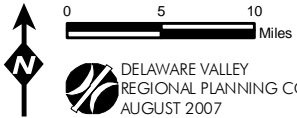
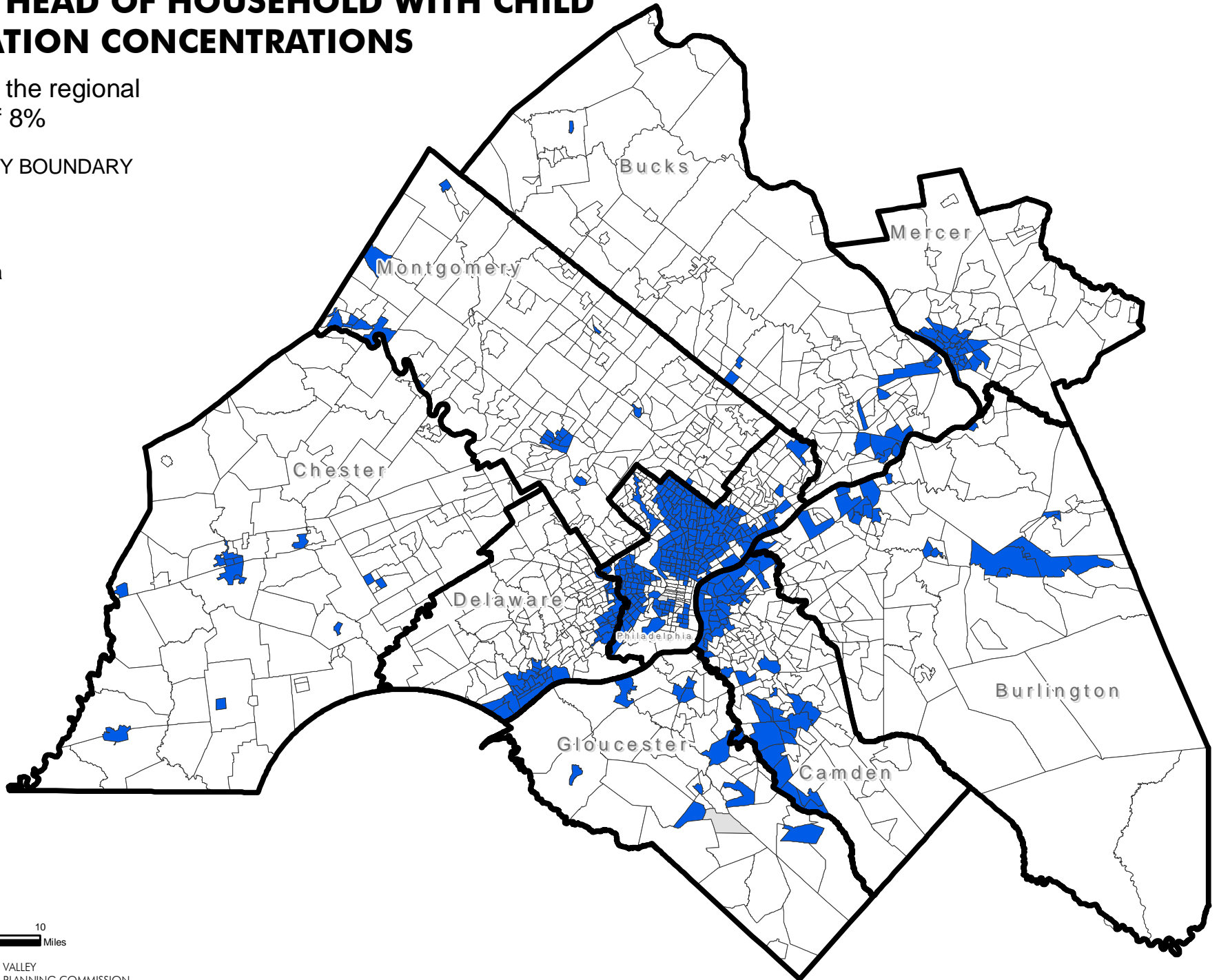


Map A-8

FEMALE HEAD OF HOUSEHOLD WITH CHILD POPULATION CONCENTRATIONS

At or above the regional
threshold of 8%

-  COUNTY BOUNDARY
-  No
-  Yes
-  No Data

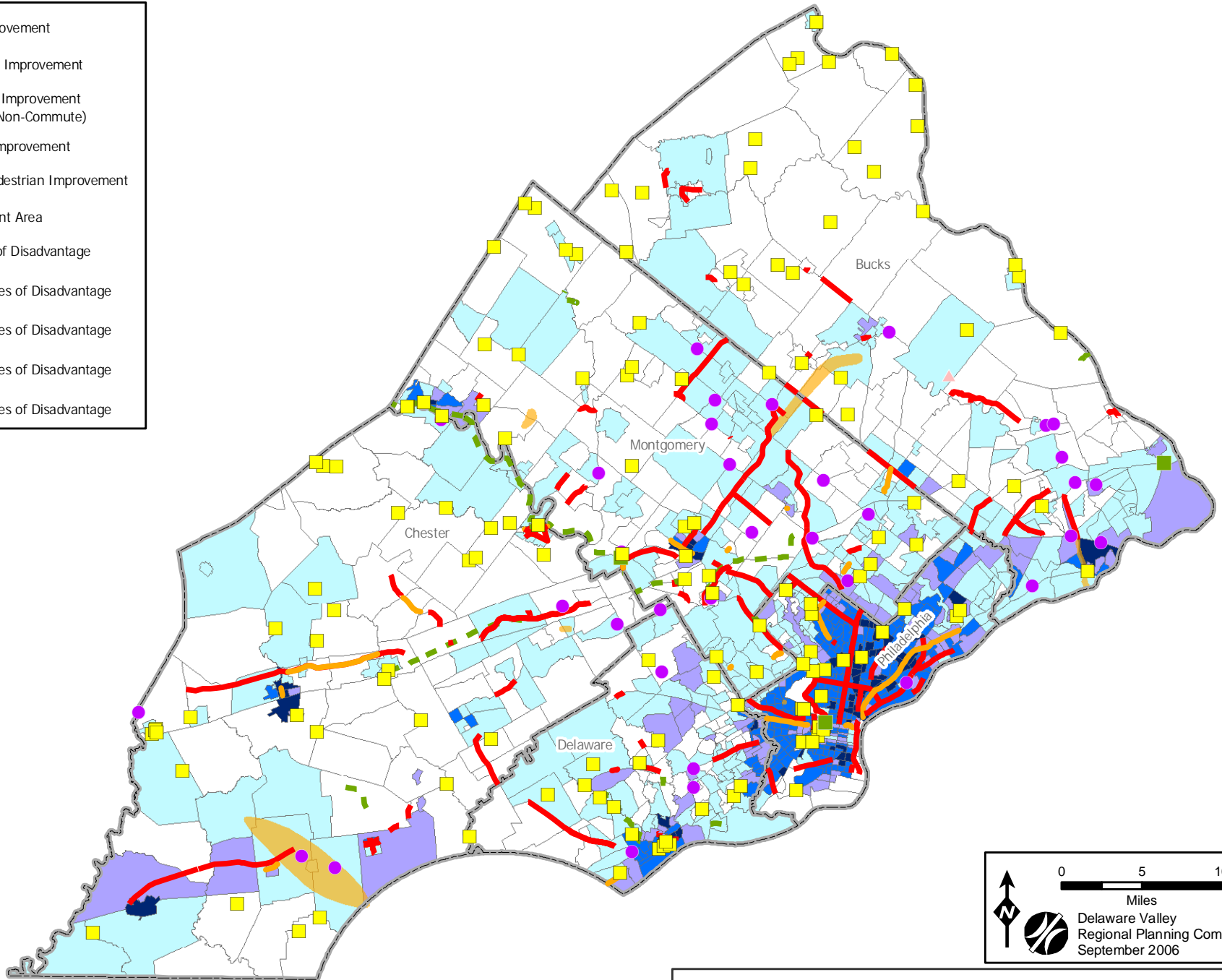
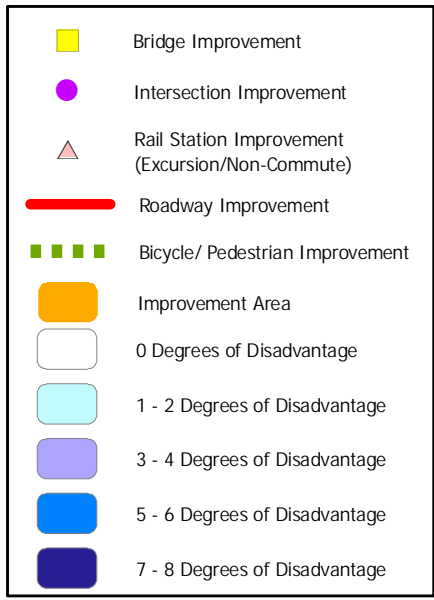


Fiscal Year 2007
Environmental Justice
Technical Report

Appendix B

- TIP Maps

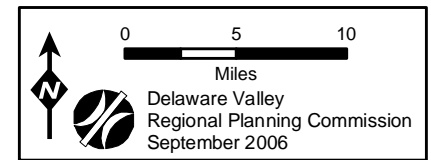
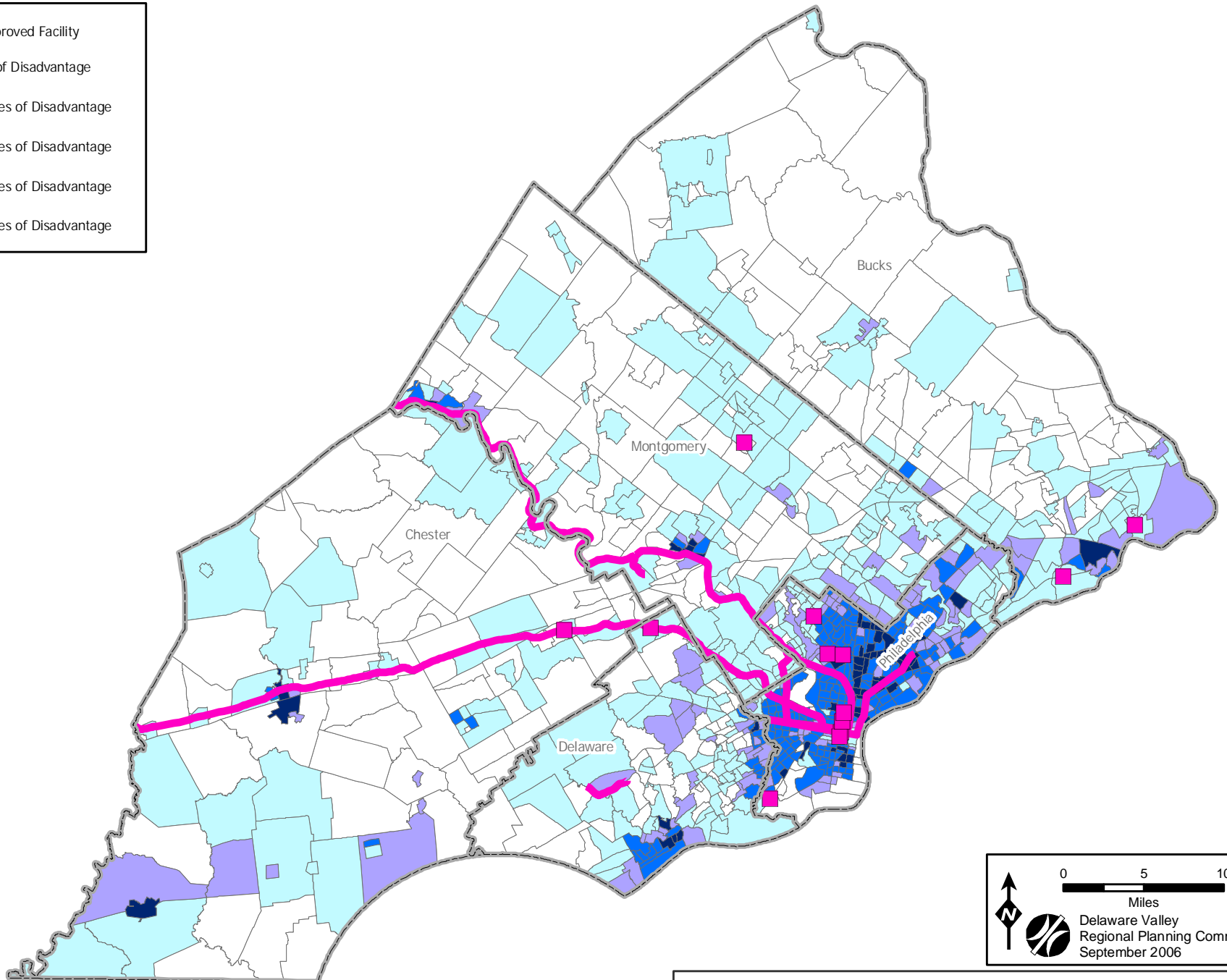
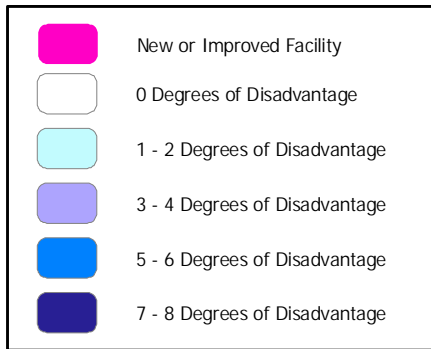
Degrees of Disadvantage and TIP Projects for the Regional Highway Program (FY2007-2010)



Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

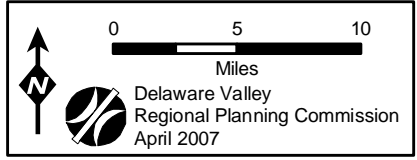
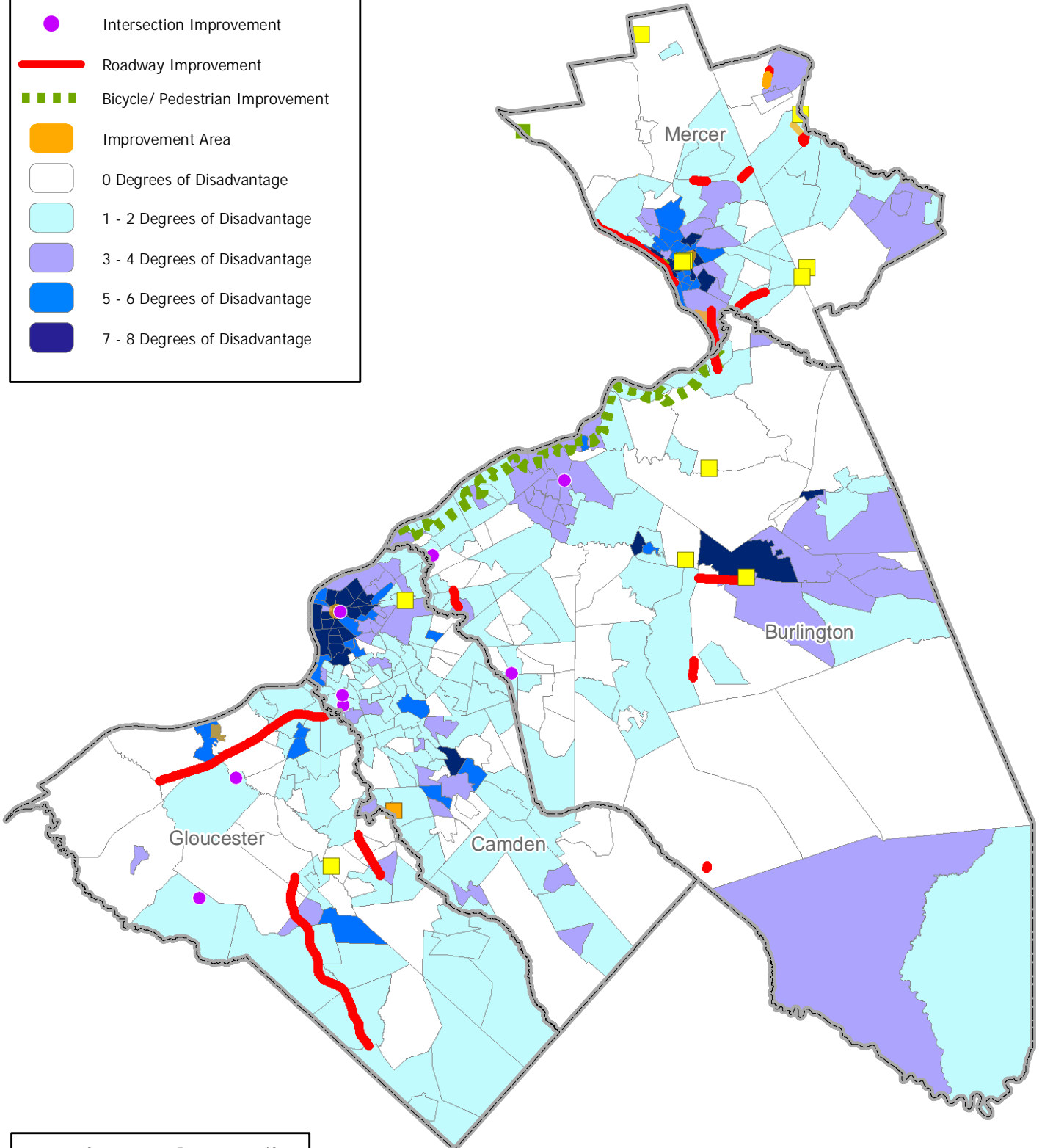
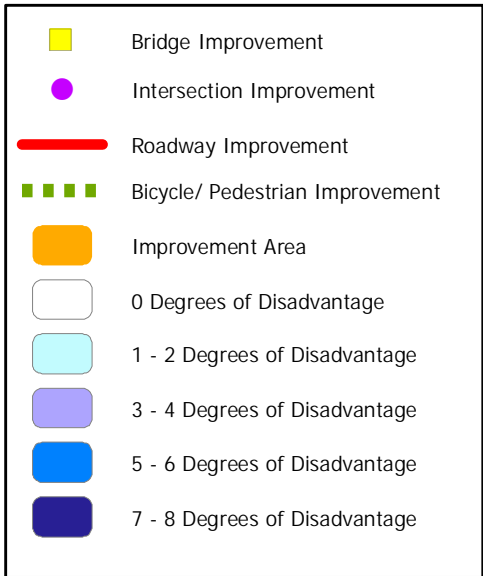
0 5 10
Miles
Delaware Valley
Regional Planning Commission
September 2006

Degrees of Disadvantage and TIP Projects for the Regional Transit Program (FY2007-2010)









Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

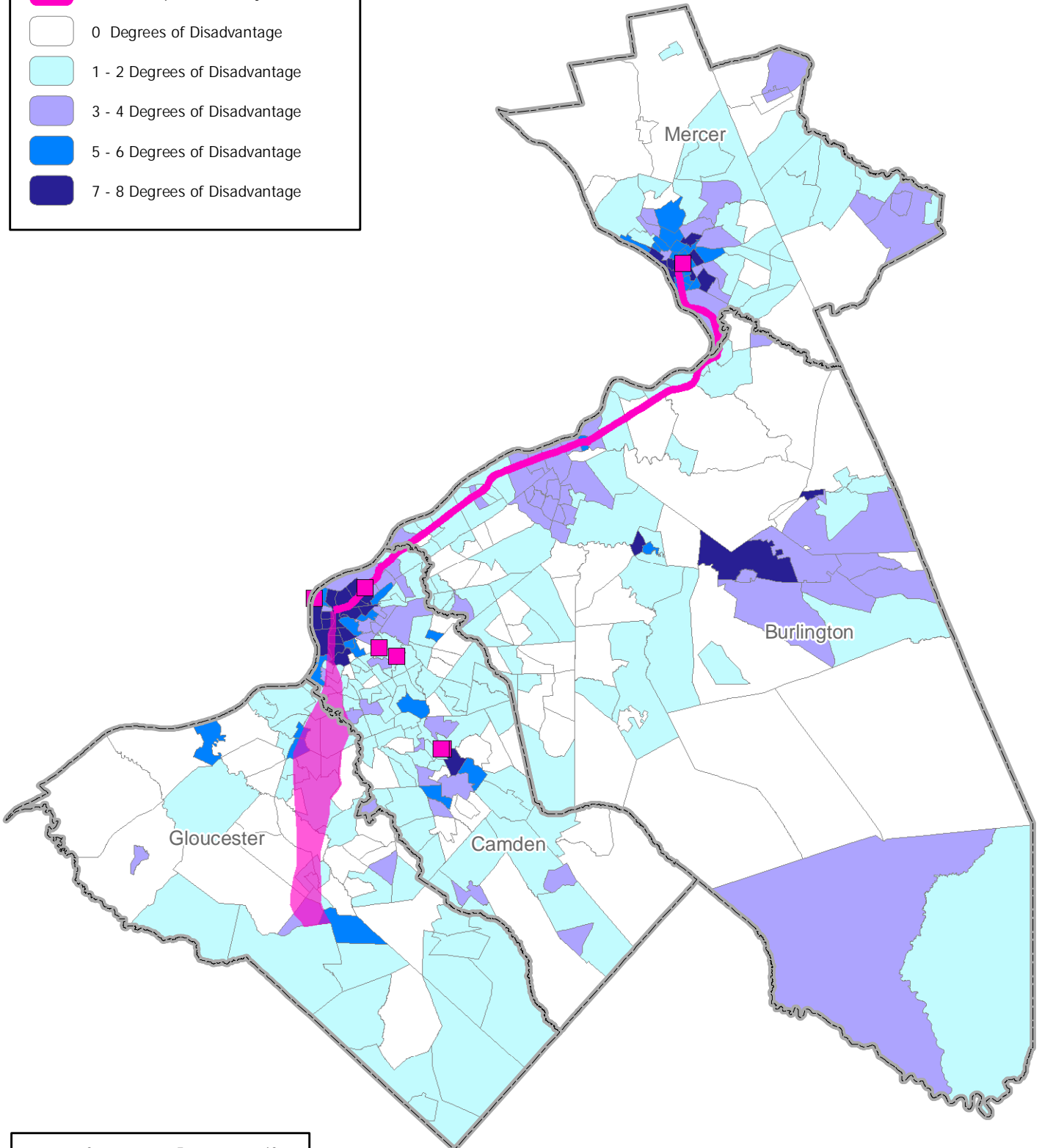
Degrees of Disadvantage and TIP Projects for the Regional Highway Program (FY2008-2011)



Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

Degrees of Disadvantage and TIP Projects for the Regional Transit Program (FY2008-2011)

-  New or Improved Facility
-  0 Degrees of Disadvantage
-  1 - 2 Degrees of Disadvantage
-  3 - 4 Degrees of Disadvantage
-  5 - 6 Degrees of Disadvantage
-  7 - 8 Degrees of Disadvantage



0 5 10
Miles
Delaware Valley
Regional Planning Commission
April 2007

Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown

Fiscal Year 2007
Environmental Justice
Technical Report

Appendix C

- **Title VI and Environmental Justice
Quick Reference Guide**

Title VI and Environmental Justice

quick reference guide

Title VI and Environmental Justice

Title VI of the Civil Rights Act of 1964 and the 1994 Executive Order on Environmental Justice (#12898) state that no person or group shall be excluded from participation in, or denied the benefits of, any program or activity utilizing federal funds. Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, Metropolitan Planning Organizations (MPO), as part of the U.S. Department of Transportation's certification requirements, are charged with evaluating their plans and programs for environmental justice sensitivity, including expanding their outreach efforts to low-income, minority, and other disadvantaged populations.

What does this mean to you as a planner or engineer?

It means that you may need to approach a planning project with more sensitivity, to address the needs of the underserved or disenfranchised. This may mean including extra elements or public outreach activities in the Work Program. When additional efforts are required, this guide is meant to help DVRPC staff further understand Environmental Justice (EJ) and Title VI.

DVRPC addresses Environmental Justice through our technical work and public outreach. The technical Environmental Justice methodology identifies potential disadvantaged populations and attempts to mitigate adverse project or program consequences. Public outreach ensures that information is accessible to all residents in the Delaware Valley.

Title VI Compliance Plan

DVRPC has recently adopted a Title VI Compliance Plan. This document outlines DVRPC's objective to comply with federal non-discrimination laws and stipulates that all Commission projects must utilize Environmental Justice and Title VI regulations.

The Plan focuses on process and delivery of activities, products and services. It outlines to whom and when they were delivered, whether the outcome is a benefit or burden to the eligible population, what was done to mitigate any disparate or disproportionate impacts, and action documentation.

The Commission has recently assigned a staff person in the Public Affairs office to the position of Title VI Compliance Manager, to ensure implementation of the Commission's Title VI federally-funded transportation program. Additionally, Title VI liaisons have been assigned for each division to assist with carrying out program area responsibilities.

Degrees of Disadvantage Methodology

One of the primary outcomes of DVRPC's *...and Justice for All* technical report, was the creation of an internal methodology to identify disadvantaged populations within the Delaware Valley region. Using 2000 US Census data, DVRPC currently analyzes eight possible Degrees of Disadvantage (DOD), including poverty, non-Hispanic minority, Hispanic, elderly, carless households, physically disabled, Limited English Proficiency, and female head of household with child.

Census tracts that have higher concentrations of a particular population than the regional average are considered to be at a disadvantage, and should be further analyzed to uncover challenges and concerns that relate to the population group. Studies with EJ population groups more than twice the concentration level of the regional threshold should be brought to the attention of the EJ planning staff for further assistance.

The Degrees of Disadvantage map, located on the back of this guide, illustrates the census tracts and their degrees of disadvantage. Additional maps are available that can identify both total numbers and percentages for all eight criteria.

DVRPC Programs

The DOD methodology is incorporated into several projects and studies. Programs that contain EJ elements include:

TIP Analysis: Analysis done after the allocation of the FY07-09 TIP shows that in the region's 353 most highly disadvantaged census tracts (those with 5-8 DOD) 190 tracts (54%) have a TIP project. Additionally, 309 (46%) out of the 673 census tracts with 1-4 DOD contain a TIP project.

Transportation and Community Development Initiative (TCDI): Municipalities with Census tracts containing two or more DOD are eligible for grants intended to support growth or redevelopment in the region's disadvantaged communities.

Congestion Management Process (CMP): The CMP contains several congestion management strategies that are explained in terms of EJ sensitivity and correlated to a specific disadvantaged group or groups.

Coordinated Human Service Transportation Plan (CHSTP): This program utilizes the DOD analysis to measure how CHSTP services connect disadvantaged populations to the regional transit system, employment opportunities, and hospitals, and helps to define future CHSTP routes.

2030 Long Range Plan: An Equity and Opportunity section was included in *Destination 2030*, acknowledging barriers to opportunity due to challenges in affordable housing, quality of education, access to resources, and transportation choices.

Meeting Notices

All DVRPC public meeting notifications and other informational items released to the public must include the following Title VI notice. This applies to all Board and Committee meeting notices as well as to announcements of project-specific meetings.

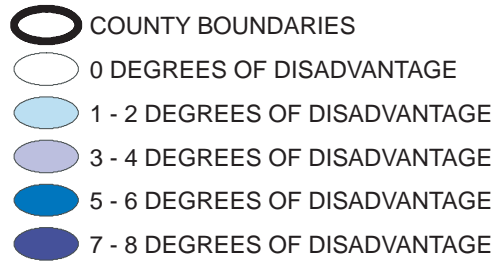
"DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please call (215) 238-2871."

Next Steps: Technical and Outreach Ideas

When starting most planning projects, the EJ DOD methodology can be used to understand the study area demographics. Once population groups are identified, the next step is to incorporate their needs and wants into the project and plan. While each study is different, the underlying principles are universal. Some ideas are listed below.

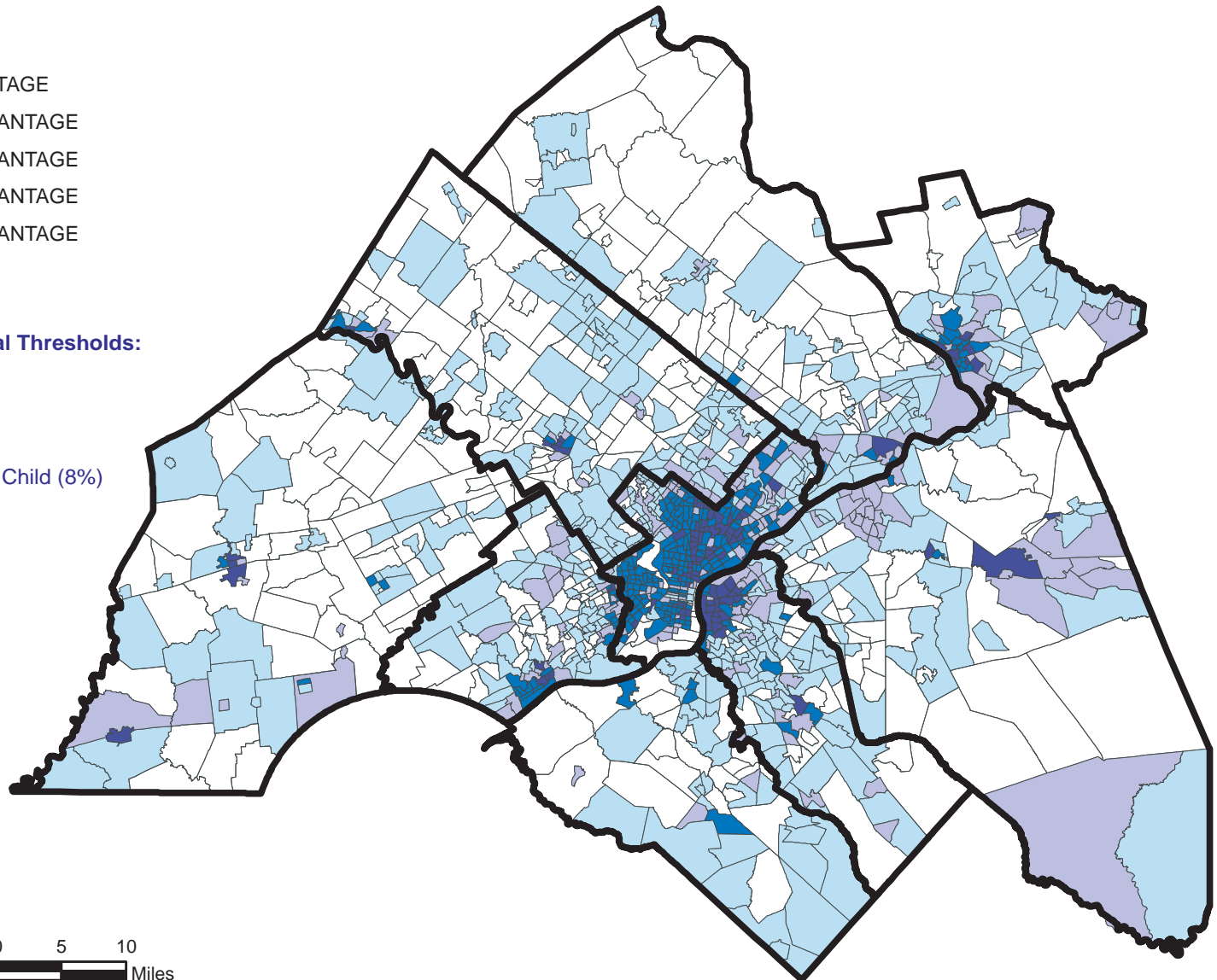
- If a particular population stands out as being twice the regional threshold, contact an organization that works with that EJ-related population to ascertain how the project or program affects that group. The Public Affairs Office can assist with identifying the appropriate organization.
- Once EJ-related organizations are identified, you can invite them to be a part of the study advisory committee. They can advocate for the needs and wants of that particular population.
- Many individuals in our region do not speak or read English. The study and other outreach information can be printed in different languages for limited English speaking populations and also be sent to organizations that work with these individuals.
- The demographics may uncover a large population that does not own a car. As these individuals may therefore be transit-dependent, public meetings should be conducted near major transit stops.
- Do not recommend increasing roadway speeds or roadway crossings if there are significant numbers of transit-dependent pedestrians.
- In areas with elderly populations, constructing wider sidewalks, larger lettering on signs, and more lighting could be recommended.
- All meeting places must be ADA compliant and wheelchair accessible. Furthermore, additional assistance may be provided for the hearing or visually impaired if requested.

DEGREES OF DISADVANTAGE



Population Groups and Regional Thresholds:

- Non-Hispanic Minority (24%)
- Carless Households (16%)
- Poverty (11%)
- Female Head of Household with Child (8%)
- Physically Disabled (7%)
- Hispanic (5%)
- Elderly: over 85 (2%)
- Limited English Proficiency (2%)



DELAWARE VALLEY REGIONAL
PLANNING COMMISSION
JULY 2003



SOURCE: U.S. CENSUS 2000

Environmental Justice at DVRPC: Fiscal Year 2007

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Key Words: Environmental Justice, Title VI, Executive Order 12898, minority populations, persons with disabilities, households in poverty, Hispanic, elderly, carless households, limited English proficiency, demographics, Transportation Improvement Program (TIP), Transportation and Community Development Initiative (TCDI), Coordinated Human Services Transportation Plan (CHSTP), corridor studies, Title VI plan, air quality, public outreach,

Abstract: In 2001, DVRPC published the . . . *and Justice for All* report to identify impacts of disparate funding and services on defined low-income and minority groups. A methodology was created, refined in subsequent years, to identify populations that may be adversely affected by transportation planning decisions. This report is an annual update of that initial report and catalogues DVRPC's fiscal year 2007 programs and plans that contain Environmental Justice (EJ) elements. Descriptions for each project or program that utilize DVRPC's EJ methodology are discussed, including a TIP analysis and corridor studies. Additional Title VI and Public Outreach efforts are incorporated into this report, as are forthcoming procedures for EJ and Title VI.

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