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# Environmental Justice at DVRPC

Fiscal Year 2008



Правосудие



DELAWARE VALLEY  
REGIONAL PLANNING  
COMMISSION

2008

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.

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.

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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](http://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

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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 (MPOs), 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, as part of the United States Department of Transportation's certification requirements.

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.

The environmental justice program at DVRPC is constantly evolving. New programs or projects identify innovative ways to employ EJ, while existing programs include new requirements that call for expanded analyses. Finally, DVRPC internally strives to make the EJ program more effective over time, reaching into additional areas and strengthening current programs. One evolution is the integration of Environmental Justice with Public Affairs, linking the EJ methodology used to identify disadvantaged populations with outreach to those populations.

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 fiscal year 2008 are included, such as the TIP analysis and corridor studies. Title VI and Public Outreach applications and new procedures are also included.

# DVRPC Environmental Justice

## Degrees of Disadvantage Methodology

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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. By 2003, the US census released the final demographic information, and all eight categories now could be analyzed using Census 2000 data. Over time, slight adjustments have been made to particular categories to more accurately define the population groups.

### Developing a Methodology

Both Title VI of the Civil Rights Act and Executive Order 12898 provide no 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 2001, DVRPC’s EJ methodology has been incorporated into many more programs and projects, highlighted later in the report.

Broadly speaking, DVRPC's Environmental Justice methodology:

- identifies groups that may be negatively impacted
- locates them in the region
- plots key destinations, such as employment or health care locations, that they would access
- acknowledges nearby land use patterns
- overlays these destinations with the region's existing and proposed transportation network
- determines what transportation service gaps exist for these disadvantaged groups

This 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.

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.

### **Regional Demographics**

Environmental Justice (EJ) is concerned with the impacts of disparate funding and disparate services on defined minority and low-income groups. Many programs employ the EJ DOD methodology as the first step of a demographic analysis, identifying the potentially disadvantaged population groups first, and then using this knowledge as a planning tool for further recommendations. Additionally, DVRPC's Public Affairs office can then be employed to assist with outreach to specific population groups identified through the EJ analysis.

DVRPC currently assesses the following population groups: non-Hispanic minorities, Hispanic persons with physical disabilities, limited English proficiency, female head of household with child, carless households, households in poverty, and elderly. Each population groups have specific planning-related challenges.



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

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

**Population Group: Non-Hispanic Minority**

**Regional Total: 1,339,000 people**

**Regional Threshold: 24.9%**

**County Thresholds: 6.5% to 49.0%**

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

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

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

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 percent of the U.S. population, reported only one race. Figure A-1 illustrates which census tracts are significant for non-Hispanic minority concentrations

**Population Group: Carless Households**

**Regional Total: 323,500 households**

**Regional Threshold: 16.0%**

**County Thresholds: 5.1% to 35.7%**

Carless households are defined in the U.S. Census as having zero 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, including income or disability. Additionally, many carless individuals may take transit to one destination then continue their trip as a pedestrian. Figure A-2 illustrates which census tracts are significant for concentrations of carless households.

**Population Group: Households in Poverty**

**Regional Total: 219,200 households**

**Regional Threshold: 10.9%**

**County Thresholds: 4.7% to 21.8%**

Poverty, or low income, is defined as personal or household income at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines, established as a relationship between income and the size of the family unit. These poverty guidelines are updated annually and are used as eligibility criteria for federal programs, such as Community Services Block Grants. 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.

Poverty guidelines are updated every year by the Census Bureau, and an alternative poverty threshold is issued by the Department of Human Services. Poverty guidelines are used for eligibility by many government programs, such as Head Start, the Food Stamp program, and the National Free Lunch program. Many of these programs use a percentage multiplier for eligibility, such as 130 percent of poverty to be eligible for the Food Stamp program. By 2008, poverty status income for a family of four had risen to \$21,200. The HHS poverty guidelines for 2001 (approximately equal to the 2000 census) and

2008 are shown in Table 1. Figure A-3 illustrates which census tracts are significant for concentrations of households in poverty.

**Table 1: Poverty Guidelines by Family Size: 2001 and 2008**

Size of family unit	2001 household income	2008 Household income for 48 contiguous states and DC
1	\$8,590	\$10,400
2	\$11,610	\$14,000
3	\$14,630	\$17,600
4	\$17,650	\$21,200
5	\$20,670	\$24,800
6	\$23,690	\$28,400
7	\$26,710	\$32,000
8	\$29,730	\$35,600
Each Additional Person:	\$3,020	\$3,600

*Source: Federal Register, Vol. 73, No. 15, January 23, 2008, pp. 3971–3972*

**Population Group: Persons with a Physical Disability**

**Regional Total: 387,900 people**

**Regional Threshold: 7.7%**

**County Thresholds: 5.1% to 10.7%**

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

DVRPC has decided to identify persons with a physical disability for the disability indicator, but recognizes that each disability type has specific challenges. This analysis of the distribution of persons with physical disabilities relies on data from the U.S. Census, which defines a physical disability as “a condition that substantially limits one or more basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying.” The census universe for this category includes only the population five

years and older. Figure A-4 illustrates which census tracts are significant for concentrations of persons with a physical disability.

**Population Group: Female Head of Household with Child**

**Regional Total: 149,500 households**

**Regional Threshold: 7.4%**

**County Thresholds: 4.0% to 11.0%**

“Female head of household with child” is defined in the 2000 census as a “female maintaining a household with no husband present, and with at least one child under 18 years old who is a son or daughter by birth, marriage (a stepchild), or adoption, residing in the home.” This factor was chosen to add gender and children into the analysis, as well as to acknowledge the strong correlation between female heads of household with child and poverty status. In addition, this group exhibits different travel patterns and needs. Figure A-5 illustrates which census tracts are significant for female head of household with child concentrations.

**Population Group: Elderly over 75 years**

**Regional Total: 353,300 people**

**Regional Threshold: 6.6%**

**County Thresholds: 5.3% to 7.9%**

Beginning in this fiscal year, DVRPC staff lowered the elderly threshold from 85 years to 75 years, stemming from continued assessment and evaluation of how EJ is being used in work program projects and other DVRPC programs. In the last two years, several DVRPC programs have worked closely with the elderly community. Mobility barriers and age are linked together. Not every elderly individual has mobility challenges, but the likelihood that a challenge exist increases as an individual ages. The age threshold was lowered by ten years to acknowledge the mobility issues many seniors face regardless of whether they are still driving or rely on public transportation for some or all of their trips. Seniors at 75 years qualify for most if not all mobility programs that have an age requirement. Lowering the age requirement increases the percent of this population group as compared to the overall population, from two percent at 85 years to seven percent at 75 years.

In 1900, seniors over 65 accounted for less than five percent of the total population of the United States. Now numbering over 35 million, seniors currently account for over 12 percent of the nation’s population. By 2030, the senior population will double to more than 70 million, or 20 percent of the U.S. population. According to the 2000 Census, Pennsylvania has the third highest proportion of elderly residents in the

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

**Population Group: Hispanic**

**Regional Total: 288,300 people**

**Regional Threshold: 5.4%**

**County Thresholds: 1.5% to 9.7%**

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

**Population Group: Limited English Proficiency**

**Regional Total: 121,700 people**

**Regional Threshold: 2.4%**

**County Thresholds: 0.8% to 3.9%**

Executive Order 13166 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, including Spanish, Asian and Pacific Island languages, other Indo-European languages, and other languages. This category includes those who cannot speak English very well or cannot speak English at all, while the census universe includes only the population five years and older.

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

### Degrees of Disadvantage

Each census tract can contain a concentration greater than the regional average for each individual population group previously discussed, thus any census tract can contain zero to eight categories that have been recognized as regionally sensitive. The number of sensitive groups in each census tract is called their degrees of disadvantage (DOD). Figure 2 illustrates degrees of disadvantage by the number of census tracts that contain zero DOD, one to two DOD, three to four DOD, five to six DOD, and seven to eight DOD. Of the region’s 1,378 census tracts, 76 percent have at least one DOD, which is not surprising given the multiple demographic categories. Over a quarter of the census tracts contain five to eight DOD. These areas are recognized as potentially being highly disadvantaged; thus extra care should be taken when projects or programs occur there.

Table 2 displays the DOD and the number of census tracts in each category. The largest percent of tracts have one to two DOD (36 percent), followed by zero DOD, and then five to six DOD. Ninety-three tracts have seven to eight DOD, and these are mostly found in the core cities of Philadelphia, Camden, Chester, and Trenton, as well as older boroughs like Oxford, Coatesville, and Pottstown.

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

Number of DOD	Number of census tracts	Percent of tracts
0	328	24
1-2	501	36
3-4	195	14
5-6	261	19
7-8	93	7

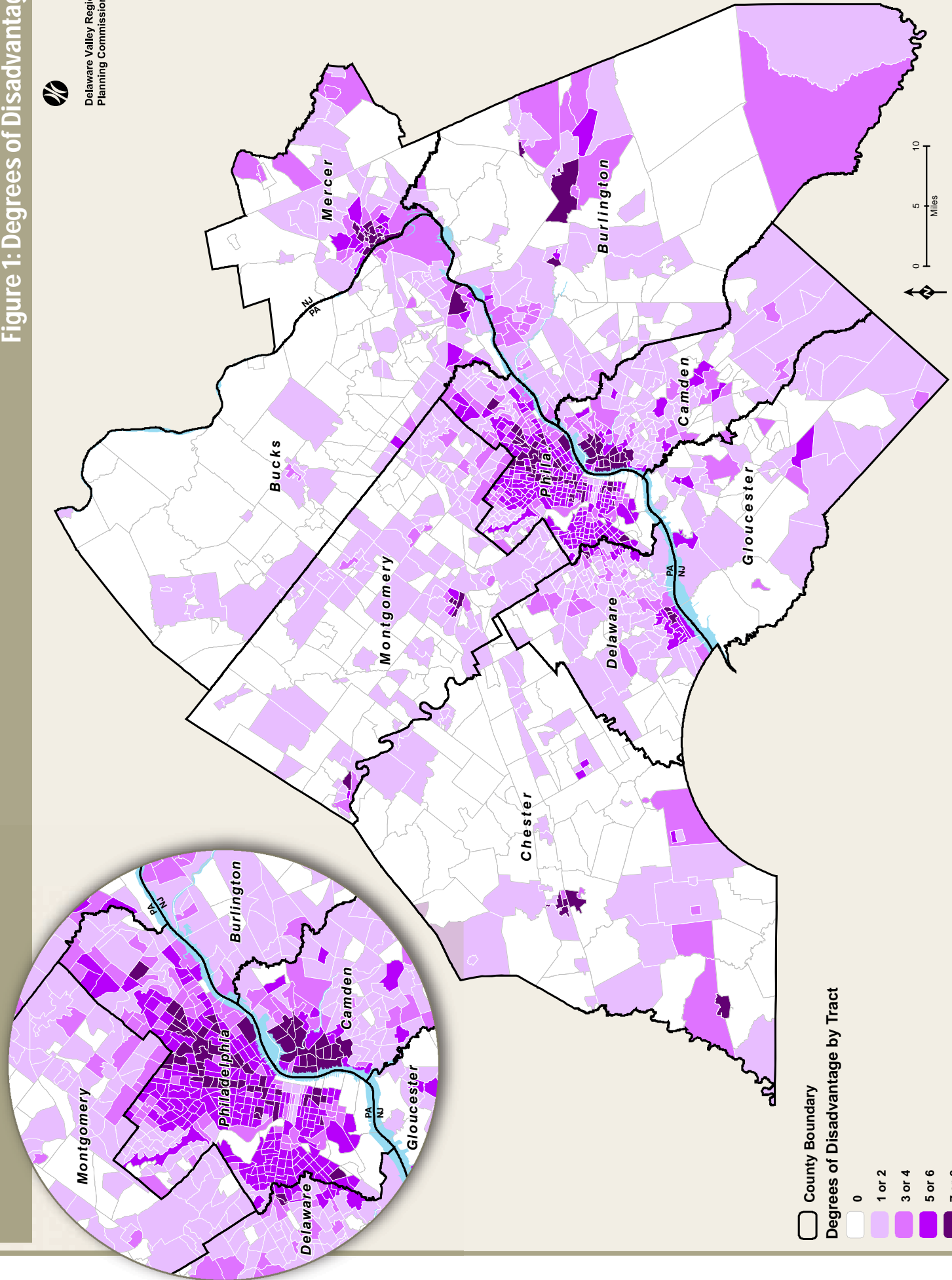
*Source: DVRPC, 2003*

The region’s four core cities of Philadelphia, Chester, Camden, and Trenton, contain 293, or 83 percent, of the 354 highly disadvantaged (five to eight DOD) census tracts in the nine-county region. There are 1.72 million people who live in these four communities, or 32 percent of the region’s 5.39 million

Figure 1: Degrees of Disadvantage



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residents. Over 65 percent of all the tracts in these four communities contain five to eight DOD, much higher than the regional average of 25 percent. Philadelphia has 240 highly disadvantaged tracts, which constitute 68 percent of the region's total of highly disadvantaged tracts and 63 percent of all Philadelphia census tracts; Chester has 13 highly disadvantaged tracts, which constitute three percent of the region's highly disadvantaged tracts and 92 percent of all Chester census tracts; Camden has 20 highly disadvantaged tracts, which constitute six percent of the region's highly disadvantaged tracts and 95 percent of all Camden tracts; and Trenton has 20 highly disadvantaged tracts, which constitute six percent of the region's highly disadvantaged tracts and 83 percent of all Trenton tracts. To summarize, over 80 percent of all highly disadvantaged tracts are concentrated in four communities, and these communities represent a third of the region's population.

### **Methodology Updates**

The DOD methodology relies on regional averages for each population group, specifically looking at whether a census tract is above or below the regional threshold. In some ways this yes / no approach does not paint a true picture of the region. It suggests that some areas just below the line may not have a disadvantage. A census tract where 12 percent of the households do not have vehicles is not considered disadvantaged (carless household threshold is 16 percent), but should these carless households somehow be considered a relevant factor? It also treats all tracts that are above the threshold the same. This is also a bit problematic, for there are differences in potential recommended strategies and outreach if a census tract has three or 15 percent of the population with a language barrier (LEP threshold is 2.4 percent).

As majority of the highly disadvantaged tracts are concentrated in four communities, these communities may be distorting the regional levels of disadvantage. For example, in Philadelphia the overall county averages are greater than each of the regional thresholds. Several population groups are highly concentrated here: 65 percent of all carless households in the region live in Philadelphia. In other categories, the county threshold is over twice the regional threshold, as illustrated in Table 3. If Philadelphia is removed from the regional analysis, a different picture is painted, for several population group thresholds are drastically lowered, as illustrated in Table 4.

If Philadelphia is removed, the regional threshold is lowered by ten percentage points for non-Hispanic minority, eight percentage points for carless households, and five percentage points for households in poverty. By lowering the threshold levels, more census tracts, and therefore more communities outside of Philadelphia, would be recognized as containing sensitive populations.



**Table 3: Regional and Philadelphia DOD Concentrations**

DOD Category	Total in category in Philadelphia	Percent of total in category in Philadelphia	Total in category in 9-county region	Philadelphia as a percent of regional total
Non-Hispanic Minority	743277	49.0%	1339011	55.5%
Carless Households	210866	35.7%	323494	65.2%
Poverty	128486	21.8%	219246	58.6%
Physically Disabled	151250	10.7%	387896	39.0%
Female Head of Household with Child	70955	12.0%	149454	47.5%
Elderly: Over 75	106095	7.0%	353321	30.0%
Hispanic	128300	8.5%	288291	44.5%
Limited English Proficiency	55314	3.9%	121671	45.5%

Source: DVRPC, 2008

**Table 4: Regional DOD Concentrations Excluding Philadelphia**

DOD Category	Total in category in region	Regional threshold	Total in category excluding Philadelphia	Regional threshold excluding Philadelphia
Non-Hispanic Minority	1,339,011	24.9%	595,734	15.4%
Carless Households	323,494	16.0%	112,628	7.9%
Poverty	219,246	10.9%	90,760	6.4%
Physically Disabled	38,7896	7.7%	236,646	6.5%
Female Head of Household with Child	149,454	7.4%	78,499	5.5%
Elderly: Over 75	353,321	6.6%	247,226	6.4%
Hispanic	288,291	5.4%	159,991	4.1%
Limited English Proficiency	12,1671	2.4%	66,357	1.8%

Source: DVRPC, 2008

The application of the traditional analysis has also has been modified. The Appendix A figures are updated to illustrate variations in the overall population concentrations in relation to the regional threshold. This approach was first introduced in the *Mercer County Human Service Transportation Coordination Plan*, and later refined in the *Demographic Trends and Forecasts in the Philadelphia Region*.

The maps are illustrated using the following formula:

0 percent to ½ of the threshold = no color

½ of the threshold to the threshold = grey

The threshold to 1.5x the threshold = pink

1.5x the threshold to 2x the threshold = purple

2x the threshold and over = dark purple

Using this format to illustrate the overall concentration levels more accurately assists the agency in identifying the sensitive tracts and helps relate one tract to another within that population group. In addition, each map contains the overall averages for each county. This assists the agency in identifying particular census tracts that may be considered disadvantaged in a particular county, but not in the region as a whole. As an example, in Census Tract 1030.01, Richland Township, Bucks County, 9.8 percent of households are carless households. The regional DOD threshold for carless households is 16.0 percent, while Bucks County is 5.1 percent. In this example, the Richland Township tract would not be identified in a carless households analysis at the regional level, but it is significant at the county level.

Finally, the five census tracts in the region and two census tracts in each county with the highest total number and percentage of people or households are included for each population group. This information is illustrated in tabular format in Appendix A and paired with the relevant population group figure. The number in the first column indicates the census tract ranking for that particular category. These tables help illustrate how each population group is represented within the region as they relate to each county.

As an example, Households in Poverty: Total Number of Households will be used. The first entry is Census Tract 151 in Philadelphia, with 1,441 households. This census tract contains the greatest number of households in poverty out of all the census tracts in the region. Census Tract 88 in Philadelphia, at 1,371 households contains the second largest number of households in poverty, and on through to the next three census tracts with the largest number of households in poverty. The sixth entry, Census Tract 6008, Camden City, Camden County, with 890 households in poverty, is ranked 21st. This tract contains the largest total number of households in poverty for Camden County, as this is the first time that Camden is listed in the table. The first time Gloucester County is mentioned is Census Tract 5004, Paulsboro Township, with 405 households in poverty, and a ranking of 149. From this entry, the reader learns that there are 148 census tracts that have a larger number of households in poverty than any census tract in Gloucester County and that no census tract in Gloucester County contains more than 405 households.

# Environmental Justice at Work in Projects and Programs

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In 2001, the year of the initial Environmental Justice (EJ) report, the methodology was used extensively for analysis of the Transportation Improvement Program (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 demographic evaluations, comparing individual places in 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 FY2008.

## Environmental Justice in DVRPC Programs

### Environmental Justice and the Transportation Improvement Program: FY2009 to FY2012

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 federally and nonfederally funded projects that are regionally significant. Also included are all other state-funded capital projects, including multimodal, bicycle, pedestrian, freight-related, and air quality, as well as the more traditional highway and public transit projects.

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 project occurs on a highway or within a transit line or service that is used by a particular population.

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. Figures illustrating TIP locations are utilized to help determine the equitable distribution of projects (see Appendix B). Not all TIP projects can be mapped due to the scale and nature of the improvement. The TIP update occurs annually for New Jersey and every other year for Pennsylvania.

For the Fiscal Year (FY) 2009 to 2012 TIP, 88 highway and 63 transit programs have not been mapped; thus, they have not been included in this analysis. Study and Development projects have also been

excluded. In the region's 354 most highly disadvantaged census tracts, those with five to eight degrees of disadvantage (DOD), 216 tracts (61 percent), have a TIP project. Additionally, 403 (57 percent) out of the 696 census tracts with one to four DOD have a TIP project.

Environmental justice in the TIP can be analyzed by each state. The four counties in New Jersey contain a total of 391 Census Tracts. For the FY 2009-2012 New Jersey Transit and Highway TIP, 37 tracts (56 percent) of the 66 census tracts with five to eight DOD have a TIP project, while 94 (40 percent) of the 233 census tracts with one to four DOD contain a TIP project. In New Jersey, 34 highway and 42 transit projects have not been mapped.

Included in the New Jersey analysis is a transit extension project: Transit Rail Initiatives. This project is mapped and funding has been allocated. There are currently three alternatives for the final location, and all three alternatives have been included in the analysis. Once the final design is selected, the remaining alternatives will be removed from the analysis, consequently lowering the number of census tracts with a TIP project.

For the FY 2009-2012 Pennsylvania Transit and Highway TIP; 180 tracts (62 percent) of the 288 census tracts with five to eight DOD have a TIP project while 315 (68 percent) of the 463 census tracts with one to four DOD have a TIP project. In Pennsylvania, 54 highway and 21 transit projects have not been mapped.

Previous EJ and TIP analyses found that roughly 50 percent of the highly disadvantaged census tracts had a TIP project. The FY 2009 – 2012 analysis finds that more than 60 percent of the highly disadvantaged census tracts have a TIP project. Since the EJ DOD threshold for elderly was lowered from 85 years and older to 75 years and over, and this adjustment changed the total DOD for several census tracts, it is consequently difficult to compare this year's TIP analysis to previous analyses.

### **The Long-Range Plan**

Work is underway on the year 2035 update to the Delaware Valley Regional Planning Commission's (DVRPC) long-range plan for the greater Philadelphia region, entitled *Connections – The Regional Plan for a Sustainable Future*. The long-range plan provides a vision of the region's future and serves as the blueprint for future transportation facilities and services. *Connections* will focus on strengthening the linkages between land use, the environment, economic development, and the transportation system. Recent long-range planning policies have emphasized sustainable growth, redeveloping existing regional

centers, and funding transportation projects that support the plan’s goals. Additionally, *Connections* will address new focus areas such as climate change and energy needs.

*Making the Land Use Connection: Regional What-If Scenario Analysis*, a precursor document that feeds into the forthcoming *Connections* plan and will be released in the fall of 2008, considers the effects of two extreme land-use forms on the transportation system, environment, energy needs, household expenditures, infrastructure costs, and other regional issues. This study compares the differences between two scenarios, one based on recentralization and a second on sprawl. For additional comparison, a “trend” scenario is considered, based on the Board-adopted population and employment forecasts.

Recentralization consists of most forecasted population and employment growth in the region from 2005 to 2035 locating in the region’s core cities or inner ring suburbs. The recentralization scenario incorporates many of the long-range planning principles that are included in the current Destination 2030 Plan. Sprawl is based on an acceleration of long-term trends of existing and new population and employment shifting away from the region’s centers and locating around the periphery.

Making the Land Use Connection: Regional What-If Scenario Analysis considered an environmental justice indicator based on the change in the number of jobs forecast for EJ communities. To perform this analysis, the number of jobs forecast for each EJ census tract for all the scenarios was subtracted from its base year 2005 estimate, as shown in Table 5.

**Table 5: Jobs Added to Environmental Justice Communities 2005 to 2035**

Indicator	Recentralization	Trend	Sprawl
Jobs Added to Environmental Justice Communities	79,401	17,313	- 151,494

*Source: DVRPC, 2008*

In 2005 there were 641,316 total jobs located in EJ communities. The Board-adopted trend scenario anticipates increasing this amount by approximately 3 percent over the 30-year planning period. The recentralization scenario would increase the current total by 12 percent, while the sprawl scenario is forecast to result in the loss of 24 percent of the existing job base.

This is one of more than 100 indicators that the study will use to analyze the impacts of these disparate land-use forms on the DVRPC region. Overall, the recentralization scenario has more efficient and sustainable impacts than the sprawl scenario. The findings from this study will be used to guide the update of the region's Long-Range Plan to offer strategies for sustainable growth that benefits the wellbeing of all residents.

### **Planner's Methodology and Checklist**

Integrating Title VI and EJ into programs and plans means that staff may need to approach a project with more sensitivity when addressing the needs of the underserved; it means that plans must not propose recommendations that may have adverse impacts on a specific population; and it can help assemble an audience to target public outreach activities. Incorporating public outreach and participation activities into programs and plans build upon DVRPC's philosophy and intent to place public participation at the forefront of the Commission's priorities. Public participation can help planners better understand a project's issues from the user's perspective and the issues related to a particular project, and it can assist in developing a range of solutions to a planning problem. Staff should encourage opportunities to involve many and various audiences, and allow for public comment and participation at different points during the planning process.

Starting in FY 2009, DVRPC planners and other staff may use the *Planner's Methodology and Checklist* as part of their Work Program projects. The guidance provided in the *Planner's Methodology* is a means of directing staff in how to help meet Title VI and environmental justice (EJ) mandates at the project or study level, as defined by the DVRPC Work Program. It offers background on Title VI and EJ and provides a protocol for DVRPC staff to meet standards set by federal mandates. It also contains information on utilizing DVRPC's Degrees of Disadvantage Methodology.

The *Planner's Methodology* offers easy-to-use access to information in DVRPC's *Title VI Compliance Plan* and *Environmental Justice at DVRPC*. In addition, the *Planner's Methodology* offers suggestions for meeting the Commission's goals and objectives for public participation, as set forth in the *DVRPC Public Participation Plan: A Strategy for Citizen Involvement*. How meaningful public participation is gathered and implemented into the planning process varies, depending on the type and scope of a project. The *Planner's Methodology* establishes a framework for developing individual public participation plans for Work Program projects and offers a "tool kit" of public participation strategies. Other elements of the *Planner's Methodology* highlight how staff can address Limited English Proficiency (LEP) populations through outreach and translation of documents, define objectives for and conduct a public involvement

effort, propose specific recommendations based on DVRPC Degrees of Disadvantage methodology findings, and evaluate public participation activities.

### **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. The most recent funding round was in 2007. 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 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 areawide Job Access and Reverse Commute Program (JARC) is now a component of the revised Coordinated Human Services Transportation Plan (CHSTP). The CHSTP identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and ranks transportation services for funding and implementation. 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). DVRPC facilitates the selection process for JARC and the New Freedoms Initiative.

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. 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-route 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.

During this past year, DVRPC facilitated a JARC and New Freedoms Initiative round in Pennsylvania for funds beginning in summer of 2008. Over \$7.9 million was available for JARC projects and over \$1.3 million for New Freedom funding from the Federal Transit Administration (FTA) and PennDOT. In this funding round, thirty-five JARC and four New Freedoms projects were selected for funding. Both Pennsylvania and New Jersey will conduct JARC and New Freedoms rounds in the fall of 2008.

### **Congestion Management Process**

The Congestion Management Process (CMP) is a multifaceted approach to minimize road congestion and advance toward regional goals. DVRPC's CMP defines 30 congested corridors, divided into subcorridors, with "appropriate" and "secondary" congestion management strategies for each subcorridor. Census tracts containing higher Environmental Justice (EJ) concentrations were considered when developing corridors and defining strategies for congested subcorridors. Almost all EJ-significant tracts, defined in this process as census tracts with five to eight degrees of disadvantage (DOD), are targeted for appropriate transportation investments.

Over 100 congestion management strategies are contained in the Congestion Management Process Report. 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 for the whole region and one 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 both a summary and the full report, as well as online mapping features.

## **Environmental Justice in DVRPC Plans and Studies**

### **U.S. 1 Roosevelt Boulevard Corridor Study**

The U.S. 1 Roosevelt Boulevard Corridor Study was conducted to address the transportation and safety issues within the corridor, a major north-south, twelve-lane artery that runs parallel to and serves as an alternate route for I-95 in north Philadelphia. The study area extends along U.S. 1 in Philadelphia, from Ninth Street to Grant Avenue, a distance of approximately eight miles.

This high volume roadway lies next to a dense urbanized population housed primarily in row homes and multifamily dwellings, which generates high pedestrian traffic. Conflict between pedestrian traffic and vehicular traffic has led to numerous fatalities over the years. In an effort to define improvement strategies for this corridor, a field assessment was conducted at nine intersection crosswalks and eleven midblock crosswalks along Roosevelt Boulevard. As a result of this assessment, improvements, such as installing pedestrian countdown signals with illuminated pedestrian push buttons, restriping all crosswalks using the international style, installing crosswalk safety educational signs, and retiming pedestrian crossing time allowance, were recommended as improvements.

A Degrees of Disadvantage (DOD) analysis was employed to assist in indentifying the potential candidates for the intersection and crosswalk analysis as well as clarifying the demographics in the study area. This analysis was conducted prior to the DOD revisions. Thirty-six out of forty-seven census tracts (77 Percent) have five or more DOD, and sixteen census tracts have seven to eight DOD, as illustrated in Table 6.

**Table 6: Degrees of Disadvantage in Roosevelt Boulevard**

	Regional threshold	Number of DOD census tracts	Percent DOD census tracts	Concentration level range	Tracts with 2x threshold	Tracts with 2x threshold percent
Non-Hispanic Minority	24 %	26	55%	1 – 96 %	13	28%
Carless Households	16%	41	87%	7 – 51 %	18	38%
Poverty	11%	35	75%	5 – 47 %	16	34%
Female Head of House with Child	8%	30	64%	1 – 23 %	20	43%
Physically Disabled	7%	42	89%	3 – 18 %	4	9%
Hispanic	5%	27	57%	1 – 62 %	23	48%
Limited English Proficiency	2%	37	79%	0 – 14 %	30	63%
Elderly: Over 85	2%	17	36%	1 – 9 %	9	19%

*Source: DVRPC, 2008*

While each EJ population group can be found in the corridor, several populations stand out:

- Forty-one tracts, or 87 percent, contain concentrations of carless households above the regional threshold of 16 percent, while 18 tracts (38 percent) contain concentration levels over twice as high as the regional threshold.
- Forty-two tracts, or 89 percent, contain concentrations of physically disabled residents above the regional threshold.
- Thirty tracts, or 63 percent, contain concentrations of limited English populations twice as high as the regional threshold of 2 percent.
- Twenty-three tracts, or 49 percent, contain concentrations of Hispanic populations twice as high as the regional threshold of 5 percent.

Geographically, south of Oxford Avenue (Route 232) contains more DOD census tracts than tracts to the north. In this area, the tracts have higher concentrations of school-aged children, higher public transportation use, and higher population densities.

### **New Jersey 42 Corridor Study**

The *NJ 42 Corridor Study*, identified by the Congestion Management Process (CMP), was undertaken to address the transportation and land use issues within the corridor. The corridor comprises parts of Washington and Monroe townships in Gloucester County and Gloucester and Winslow townships in Camden County. The purpose of this study is to develop a plan identifying specific strategies to improve

mobility, reduce congestion, and improve the safety of road users within the context of a sustainable environment. This study addresses these needs by identifying immediate and long-term context-sensitive solutions that can improve traffic mobility, circulation, and safety while protecting the integrity of the environment.

Nineteen census tracts are located wholly or partly within the study area. The overall occurrence of degrees of disadvantage (DOD) near New Jersey 42 is low, where two census tracts contain three DOD, the highest DOD count in the corridor, and six census tracts contain two DOD. No census tracts are sensitive for households in poverty, limited English proficiency, or Hispanic populations, while only one census tract is sensitive for carless households. Two census tracts in Winslow Township have minority concentrations of 62 and 71 percent, respectively, both twice the regional average.

Several census tracts have Female Head of Household with Child and physically disabled concentrations approaching twice the regional average. The higher concentrations of these two populations suggest that extra importance should be placed on the pedestrian environment, especially concerning ADA accessibility.

### **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 VI compliance manager. Also included in this report are examples of EJ elements from previous corridor studies.

### **Data Snapshots Series 1, Number 1: Bucks County Senior Mobility Assessment**

The number of elderly residents has increased dramatically throughout the nation and the Delaware Valley in recent years, and is expected to continue to increase at a record pace. As age increases, the likelihood of using mass transit for some or all trips also rises. *Bucks County Senior Mobility Assessment* was undertaken at the request of the Bucks County Commissioners' Senior Task Force and the Bucks County Area Agency on Aging (BCAAA). This report will assist BCAA in the development and completion of a survey aimed at assessing mobility issues facing older adults in Bucks County.

This report identifies the existing conditions of seniors in Bucks County, including an overview of senior demographics; senior housing and medical facilities, transportation facilities and services; and a discussion of transportation safety, including an analysis of senior-involved crash data.

### **Demographic Trends and Forecasts in the Philadelphia Region**

While the overall population and employment of the Philadelphia region has remained relatively stable in recent decades, the location of the region's people and jobs is shifting, with some areas realizing significant gains in residents and jobs and other areas experiencing losses. Socioeconomic characteristics of the population are likewise shifting, with many communities realizing significant changes in median income, household type and size, age, race, and ethnicity. The Philadelphia Cultural Management Initiative (PCMI) and the Greater Philadelphia Cultural Alliance plan to conduct primary market research on cultural participation in the Philadelphia region, with information on baseline arts activity compiled by the Philadelphia Cultural Data Project. To understand the impact of changing demographics on participation in the arts, an analysis of regional demographic trends and the forecasting of anticipated socioeconomic shifts were requested.

DVRPC's contribution to this overall effort resulted in the report *Demographic Trends and Forecasts in the Philadelphia Region*. This report includes baseline demographic data for 80 separate planning areas in a 10-county region, which includes DVRPC's nine member counties and New Castle County, Delaware. In addition to this baseline information, historic trends were analyzed and future changes in population and socioeconomic characteristics (including age, sex, race, ethnicity, household income, and household type) were projected through 2020. Included in the report are each of the Degrees of Disadvantage sensitive population maps and a brief discussion of the general distribution of each population group in the region. Census tracts are illustrated as a percentage tract that the population group comprises. The DOD maps, by portraying data at a geographic level much smaller than the forecasted data, will assist PCMI in targeting specific programs and outreach within the region.

# Title VI Updates, Staff Education, Training, and Outreach

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## 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 each state 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 ensure 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](http://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**

This 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.

### **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.

Within their first 90 days of employment, all new employees now meet with 23 key staff members for one-on-one overviews of that department, program, or service. As part of this program, 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.

## **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 DVRPC.

Air Quality Action ads ran for three weeks in *Al Dia*, a Spanish language newspaper, in June 2008. The ads alerted a significant portion of the Hispanic community about ways to reduce air pollution and protect citizens' health on high ozone or particle pollution days. 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, the air quality index is available in Spanish on the AQP website, 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 the Global Fusion Fest at Penn's Landing, which attracts a largely African American audience.

## **DVRPC Documents**

The process has begun to professionally translate core DVRPC documents into other languages. The initial documents chosen include introductory sections of the 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. The *2030 Long- Range Plan* was also translated in Russian, Chinese, and Spanish. The survey for the 2035 Connections plan was translated into these three languages. Posters advertising this survey and additional literature were also translated into these languages. Additionally, the *Mercer County Human Service Transportation Coordination Plan* was translated into Spanish.



## **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.

## **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. 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 is 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.

## **DVRPC's Environmental Justice Program and Activities presentation**

At the 2008 American Planning Association (APA) Annual Conference, DVRPC was invited to participate on a panel session on environmental justice and related social issues (like homelessness) called Overlooked America. For this panel session, attended by approximately 100 people, DVRPC presented an overview of DVRPC's environmental justice program and activities. The presentation focused on the environmental justice program, including the history of the program, guiding principles, and accomplishments to date. The Degrees of Disadvantage (DOD) methodology was summarized, as well as the application of the DOD methodology in current programs.



## Future Direction

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### Forthcoming Reports

The following documents are currently in process and will be released during fiscal year 2009.

#### **Route 611 and 263 Corridor Study**

The *Route 611 and 263 Corridor Study* provides an opportunity to address transportation, land use, and environmental challenges in a coordinated effort for five municipalities in Montgomery County: Cheltenham Township, Abington Township, Upper Moreland Township, Jenkintown Borough, and Hatboro Borough. Goals of this study include creating connections between residential neighborhoods and downtown areas, revitalizing older town centers, enhancing access to transit, supporting the pedestrian environment, and preserving and restoring natural resources. This two-year study began in July 2007 and will end in June 2009. In the first year of study, existing conditions will be explored, including a Degrees of Disadvantage analysis.

#### **U.S. 422 Corridor Study**

DVRPC has recently undertaken a Transportation Master Plan for a 25-mile corridor centered on U.S. 422. This study corridor contains 24 municipalities spanning Berks, Chester, and Montgomery counties. The plan will take into account changes that might be pursued to land use planning practices, highway access management practices, opportunities for new public bus routes, the extension of rail service into the corridor, and highway widening. An Environmental Justice DOD analysis will be included.

#### **Data Snapshots Series 1, Number 2: Bucks County Senior Survey on Mobility**

In the spring of 2008, DVRPC released the Bucks County Senior Mobility Assessment to assist the Bucks County Area Agency on Aging (BCAAA) in the development and completion of a survey aimed at assessing mobility issues facing older adults in Bucks County. With the completion of that report, a survey was distributed to Bucks County seniors. Demographic information and questions aimed primarily at transportation and mobility were asked. Later in 2008, the results of the survey will be completed.

#### **Seamless Regional Transit Access**

This report explores the feasibility of several specific transit connections proposed by DVRPC's Regional Citizens Committee (RCC). Six potential services were examined. Each project was analyzed by estimating the costs and benefits for the proposed service. Included in the report are potential new Job

Access Reverse Commute (JARC) routes to serve urban residents working at suburban locations. A summary of recommendations was prepared for each of the proposals with suggestions as to appropriate services.

### **Reclaiming Brownfields: A Primer for Municipalities**

This resource provides information about brownfields redevelopment targeted to municipal planners and decision-makers. The primer defines brownfields, identifies benefits and barriers involved in brownfield redevelopment, discusses related issues such as green building and project marketing, and describes Pennsylvania, New Jersey, and federal brownfields funding and technical assistance resources. Included in the primer is a fact sheet on Economic, Community, and Equitable Development, and discusses environmental justice and community involvement in brownfield development.

### **Other Activities**

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 2001-2008;
- Assess DVRPC studies and processes, including the Transportation Improvement Program (TIP) for Pennsylvania and New Jersey and the 2035 long range plan *Connections – The Regional Plan for a Sustainable Future* 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;
- 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.

Environmental Justice  
at DVRPC  
Fiscal Year 2008

## **Appendix A**

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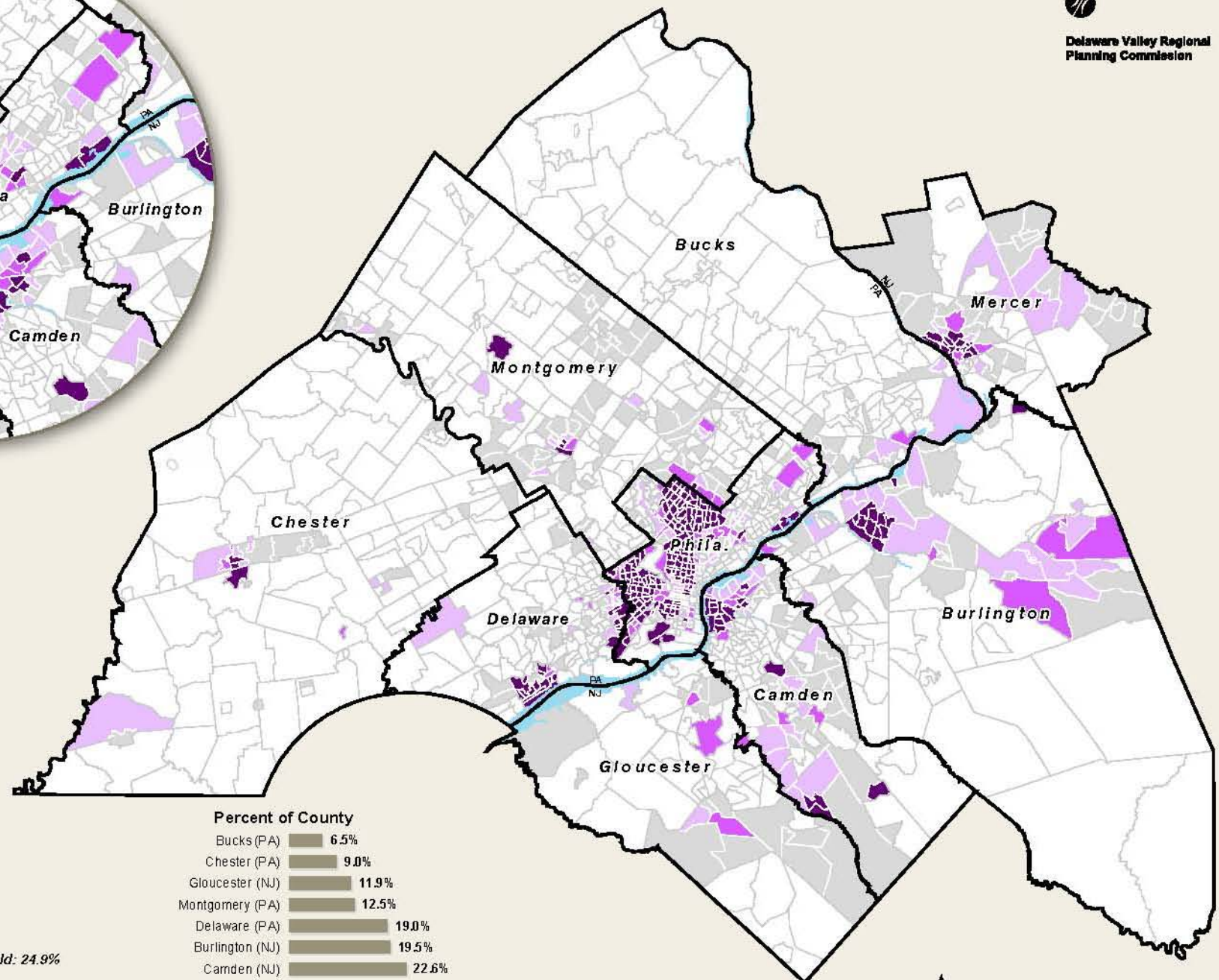
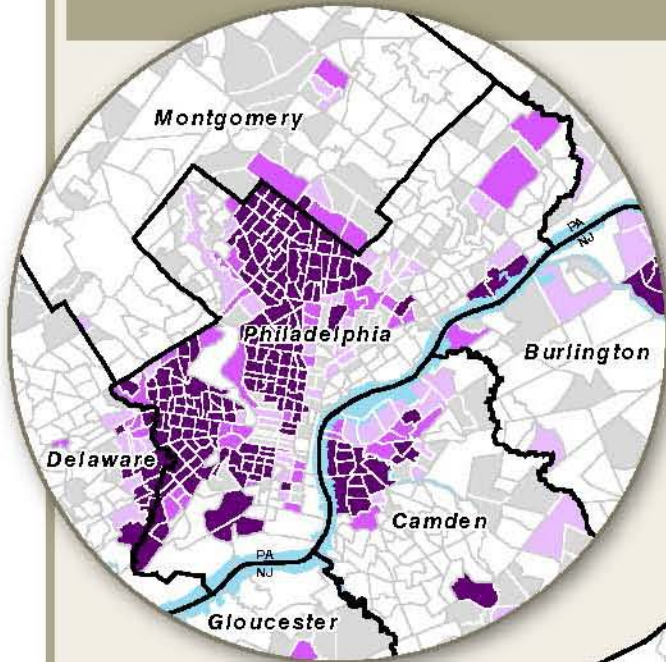
- **Degrees of Disadvantage Tables and Figures**

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

Ranking by Population	Census Tract	County	Municipality	Total Non Hispanic Minority Population in Census Tract	Percent of Non Hispanic Minority Population in Census Tract
1	C.T. 172	Philadelphia	Philadelphia	8531	98.7%
2	C.T. 81	Philadelphia	Philadelphia	8166	98.5%
3	C.T. 71	Philadelphia	Philadelphia	8014	96.4%
4	C.T. 151	Philadelphia	Philadelphia	7938	99.0%
5	C.T. 201	Philadelphia	Philadelphia	7553	97.7%
23	C.T. 11	Mercer	Trenton	5725	84.8%
37	C.T. 4021	Delaware	Yeadon	4910	82.1%
46	C.T. 6015	Camden	Camden	4536	70.6%
54	C.T. 6014	Camden	Camden	4369	91.2%
71	C.T. 22	Mercer	Trenton	3906	66.3%
80	C.T. 4045	Delaware	Chester	3695	72.6%
118	C.T. 2024.01	Montgomery	CHELTENHAM	3127	93.2%
129	C.T. 7028.03	Burlington	WILLINGBORO	2889	70.8%
131	C.T. 7028.06	Burlington	WILLINGBORO	2844	70.5%
139	C.T. 2063	Montgomery	Collegeville	2738	34.1%
157	C.T. 3055	Chester	Coatesville City	2540	72.2%
204	C.T. 5004	Gloucester	Paulsboro	2113	34.3%
239	C.T. 1057.04	Bucks	Morrisville	1808	27.0%
240	C.T. 1003.03	Bucks	BRISTOL	1788	34.4%
247	C.T. 5010.02	Gloucester	Woodbury	1668	39.4%
280	C.T. 3056	Chester	Coatesville City	1520	55.9%

Ranking by Percent	Census Tract	County	Municipality	Total Non Hispanic Minority Population in Census Tract	Percent of Non Hispanic Minority Population in Census Tract
1	C.T. 148	Philadelphia	Philadelphia	633	100.0%
2	C.T. 46	Philadelphia	Philadelphia	177	100.0%
3	C.T. 152	Philadelphia	Philadelphia	5149	99.7%
4	C.T. 106	Philadelphia	Philadelphia	1505	99.6%
5	C.T. 95	Philadelphia	Philadelphia	3569	99.5%
14	C.T. 4051	Delaware	Chester	2175	98.8%
41	C.T. 4029	Delaware	DARBY	3293	97.6%
69	C.T. 15	Mercer	Trenton	2807	95.3%
76	C.T. 6065	Camden	Lawnside	2570	94.3%
80	C.T. 14.02	Mercer	Trenton	2496	94.0%
88	C.T. 2024.01	Montgomery	CHELTENHAM	3127	93.2%
96	C.T. 6014	Camden	Camden	4369	91.2%
142	C.T. 7028.11	Burlington	WILLINGBORO	2180	79.0%
149	C.T. 7028.10	Burlington	WILLINGBORO	1082	76.6%
153	C.T. 2067.02	Montgomery	SKIPPACK	77	75.5%
171	C.T. 3055	Chester	Coatesville City	2540	72.2%
214	C.T. 3058	Chester	South Coatesville	612	61.4%
252	C.T. 1004.03	Bucks	BRISTOL	1031	48.0%
271	C.T. 5014.02	Gloucester	Glassboro	1444	43.7%
296	C.T. 5010.02	Gloucester	Woodbury	1668	39.4%
324	C.T. 1003.03	Bucks	BRISTOL	1788	34.4%

Figure A-1: Non-Hispanic Minority Population Concentrations

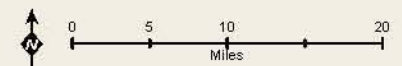


County Boundary  
**Percent of Population by Tract (2000)**

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

*Regional Threshold: 24.9%*

Percent of County	
Bucks (PA)	6.5%
Chester (PA)	9.0%
Gloucester (NJ)	11.9%
Montgomery (PA)	12.5%
Delaware (PA)	19.0%
Burlington (NJ)	19.5%
Camden (NJ)	22.6%
<b>Regional Threshold</b>	<b>24.9%</b>
Mercer (NJ)	26.1%
Philadelphia (PA)	49.0%



Sources: DVRPC, U.S. Census Bureau



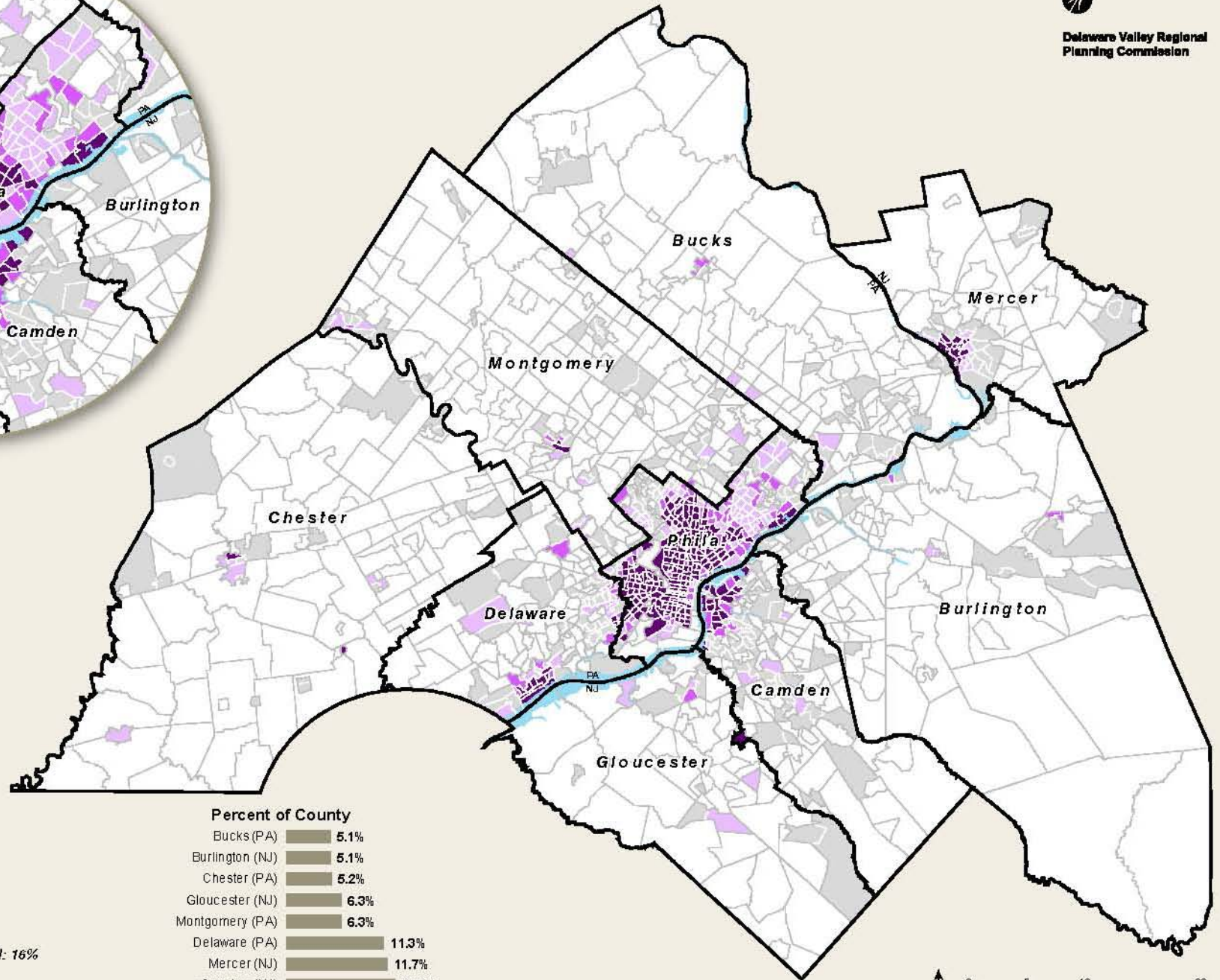
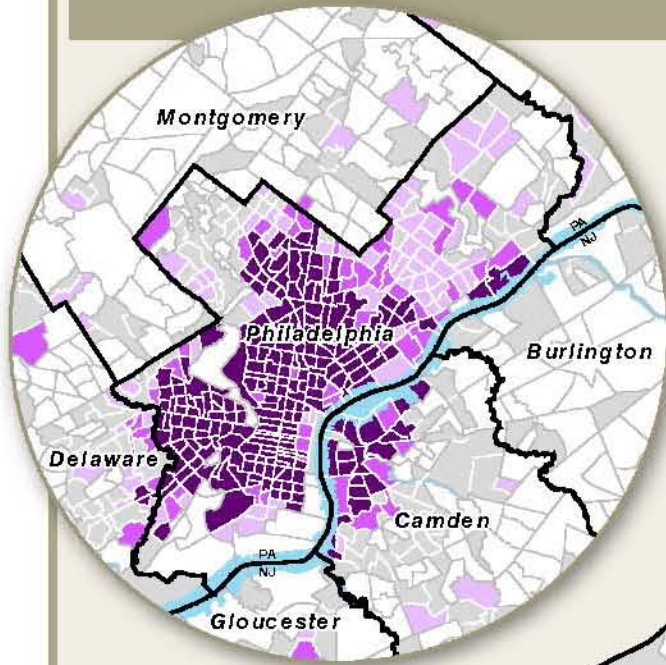
**Table A-2: Carless Household Census Tract Rankings**

Ranking by Households	Census Tract	County	Municipality	Total Carless Households in Census Tract	Percent of Carless Households in Census Tract
1	C.T. 8	Philadelphia	Philadelphia	3207	52.4%
2	C.T. 9	Philadelphia	Philadelphia	2430	76.1%
3	C.T. 12	Philadelphia	Philadelphia	2399	48.2%
4	C.T. 4	Philadelphia	Philadelphia	2226	73.4%
5	C.T. 11	Philadelphia	Philadelphia	2181	56.5%
41	C.T. 6008	Camden	Camden	1088	59.6%
50	C.T. 11	Mercer	Trenton	1039	38.8%
76	C.T. 21	Mercer	Trenton	885	44.2%
77	C.T. 6015	Camden	Camden	884	42.3%
128	C.T. 4003.01	Delaware	UPPER DARBY	687	27.3%
172	C.T. 3055	Chester	Coatesville City	568	42.8%
176	C.T. 4024	Delaware	Darby	563	48.0%
197	C.T. 1047.01	Bucks	Doylestown	527	30.0%
208	C.T. 2038.03	Montgomery	Norristown	506	25.0%
213	C.T. 5010.02	Gloucester	Woodbury	500	28.9%
243	C.T. 2039.01	Montgomery	Norristown	451	42.7%
252	C.T. 7012.04	Burlington	Burlington	277	27.2%
274	C.T. 5004	Gloucester	Paulsboro	382	16.2%
282	C.T. 7004.06	Burlington	MAPLE SHADE	370	9.0%
296	C.T. 3080	Chester	Oxford	348	20.4%
297	C.T. 1002.11	Bucks	BENSALEM	347	12.9%

Ranking by Percent	Census Tract	County	Municipality	Total Carless Households in Census Tract	Percent of Carless Households in Census Tract
1	C.T. 76	Philadelphia	Philadelphia	2	100.0%
2	C.T. 328	Philadelphia	Philadelphia	1	100.0%
3	C.T. 5	Philadelphia	Philadelphia	243	88.0%
4	C.T. 89	Philadelphia	Philadelphia	430	87.4%
5	C.T. 127	Philadelphia	Philadelphia	208	85.6%
14	C.T. 6017	Camden	Camden	678	69.3%
28	C.T. 6005	Camden	Camden	328	62.6%
87	C.T. 10	Mercer	Trenton	623	52.0%
111	C.T. 4058	Delaware	Chester	425	48.5%
116	C.T. 4024	Delaware	Darby	563	48.0%
143	C.T. 9	Mercer	Trenton	668	45.5%
162	C.T. 3055	Chester	Coatesville City	568	42.8%
163	C.T. 2039.01	Montgomery	Norristown	451	42.7%
198	C.T. 3105	Chester	PENNSBURY	131	38.1%
221	C.T. 2039.02	Montgomery	Norristown	444	35.3%
252	C.T. 7021.12	Burlington	Wrightstown	6	31.6%
264	C.T. 1047.01	Bucks	Doylestown	527	30.0%
268	C.T. 5010.02	Gloucester	Woodbury	500	28.9%
287	C.T. 7012.04	Burlington	Burlington	277	27.2%
380	C.T. 1016.05	Bucks	WARMINSTER	299	19.6%
397	C.T. 5014.02	Gloucester	Glassboro	219	18.1%



Figure A-2: Carless Household Concentrations



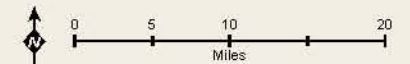
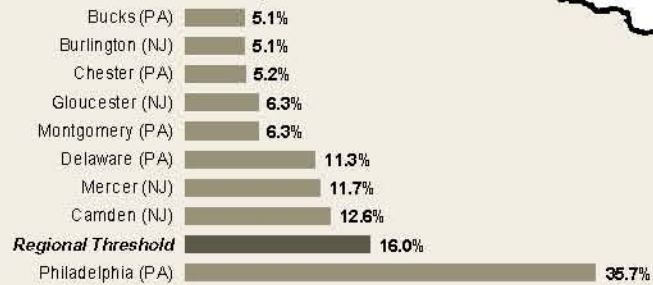
County Boundary

Percent of Housing Units  
by Tract (2000)



Regional Threshold: 16%

Percent of County



Sources: DVRPC, U.S. Census Bureau

**Table A-3:Households in Poverty Census Tract Rankings**

Ranking by Households	Census Tract	County	Municipality	Total Households in Poverty in Census Tract	Percent of Households in Poverty in Census Tract
1	C.T. 151	Philadelphia	Philadelphia	1441	47.4%
2	C.T. 88	Philadelphia	Philadelphia	1371	63.6%
3	C.T. 177	Philadelphia	Philadelphia	1332	50.2%
4	C.T. 195	Philadelphia	Philadelphia	1279	49.5%
5	C.T. 175	Philadelphia	Philadelphia	1248	55.9%
21	C.T. 6008	Camden	Camden	890	48.9%
40	C.T. 11	Mercer	Trenton	682	25.4%
41	C.T. 6013	Camden	Camden	680	42.8%
65	C.T. 10	Mercer	Trenton	588	48.8%
73	C.T. 3026	Chester	West Chester	567	35.4%
144	C.T. 3055	Chester	Coatesville City	413	32.0%
149	C.T. 5004	Gloucester	Paulsboro	405	17.1%
156	C.T. 5010.02	Gloucester	Woodbury	395	22.7%
163	C.T. 1001.04	Bucks	BENSALEM	383	21.5%
179	C.T. 4045	Delaware	Chester	362	19.5%
180	C.T. 4047	Delaware	Chester	361	35.4%
207	C.T. 1002.07	Bucks	BENSALEM	318	21.7%
225	C.T. 2038.03	Montgomery	Norristown	303	15.0%
227	C.T. 2035	Montgomery	Norristown	303	12.2%
297	C.T. 7022.05	Burlington	PEMBERTON	232	8.2%
305	C.T. 7004.06	Burlington	MAPLE SHADE	222	5.4%

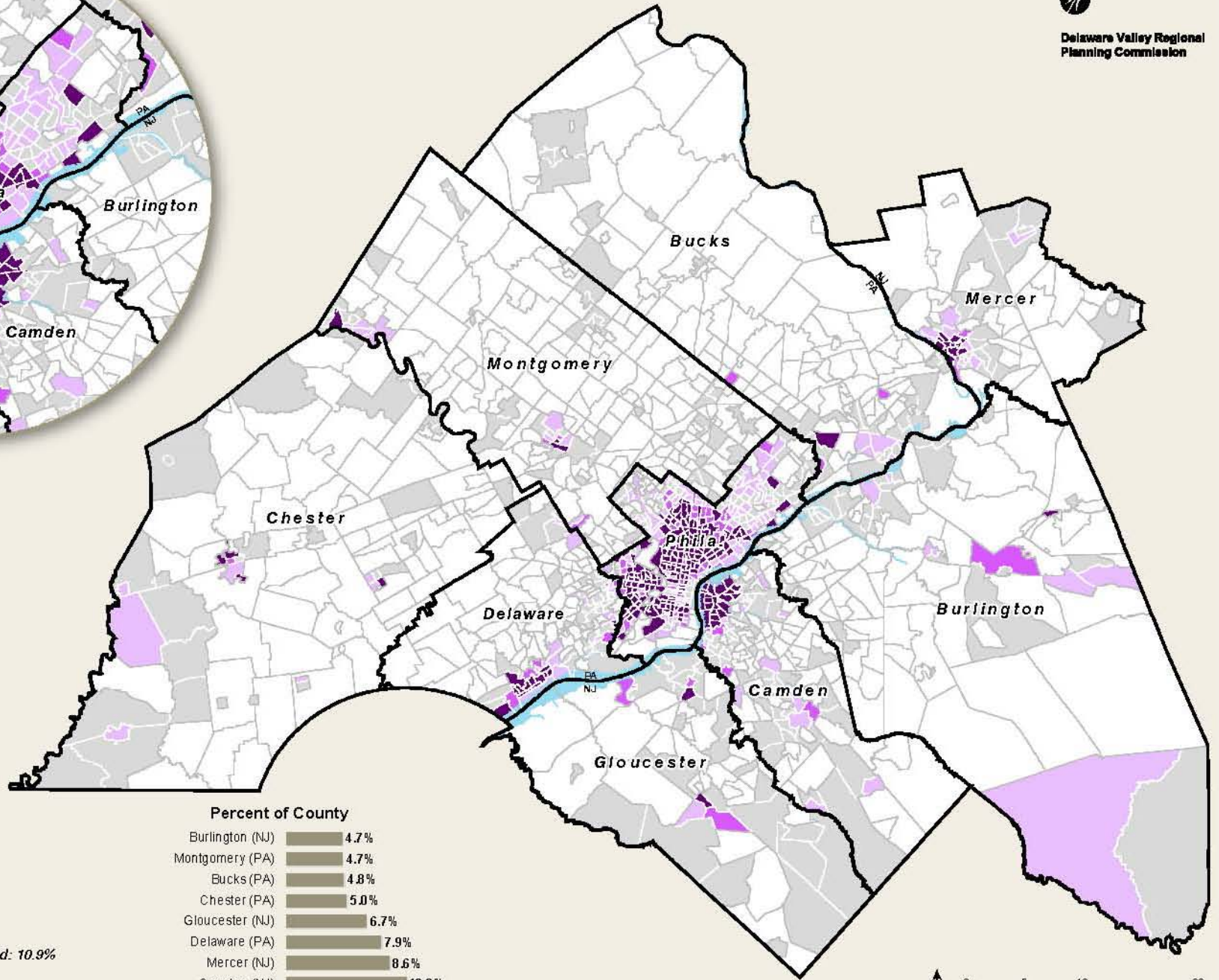
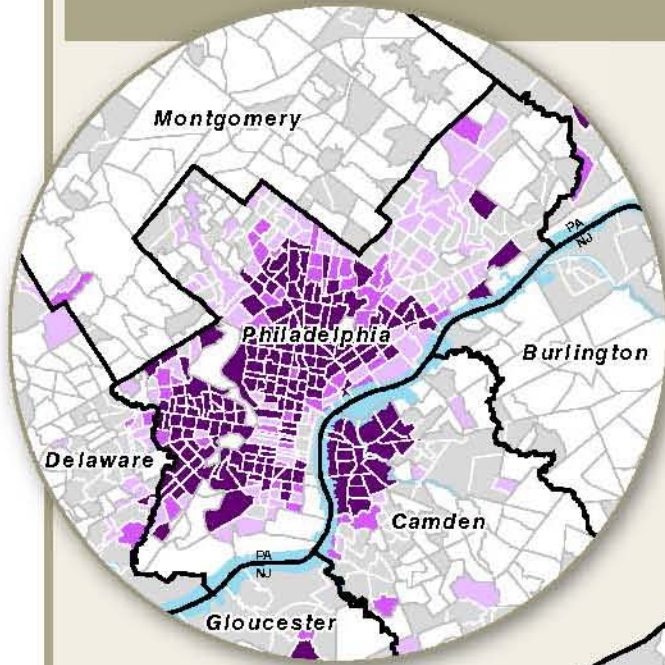
Ranking by Percent	Census Tract	County	Municipality	Total Households in Poverty in Census Tract	Percent of Households in Poverty in Census Tract
1	C.T. 6001	Camden	Camden	10	100.0%
2	C.T. 46	Philadelphia	Philadelphia	49	79.0%
3	C.T. 88	Philadelphia	Philadelphia	1371	63.6%
4	C.T. 2	Philadelphia	Philadelphia	317	62.8%
5	C.T. 89	Philadelphia	Philadelphia	315	60.9%
16	C.T. 6017	Camden	Camden	478	51.7%
28	C.T. 10	Mercer	Trenton	588	48.8%
60	C.T. 4049	Delaware	Chester	233	40.1%
74	C.T. 5014.04	Gloucester	Glassboro	252	36.3%
75	C.T. 20	Mercer	Trenton	159	36.1%
79	C.T. 3026	Chester	West Chester	567	35.4%
80	C.T. 4047	Delaware	Chester	361	35.4%
110	C.T. 3055	Chester	Coatesville City	413	32.0%
169	C.T. 2039.01	Montgomery	Norristown	284	26.9%
199	C.T. 2090	Montgomery	Pottstown	154	23.3%
210	C.T. 5010.02	Gloucester	Woodbury	395	22.7%
212	C.T. 7020	Burlington	Wrightstown	64	22.5%
220	C.T. 1002.07	Bucks	BENSALEM	318	21.7%
223	C.T. 1001.04	Bucks	BENSALEM	383	21.5%
271	C.T. 7022.04	Burlington	PEMBERTON	101	17.2%



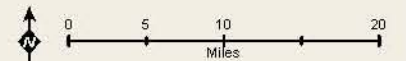
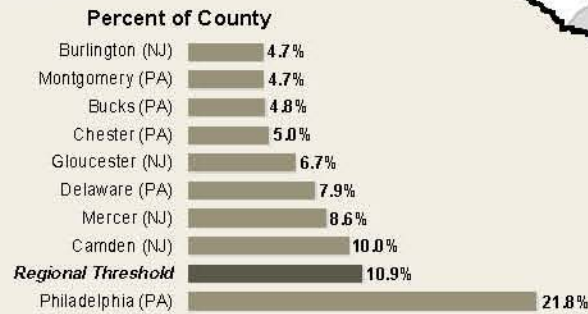
Figure A-3: Concentrations of Households in Poverty



Delaware Valley Regional  
Planning Commission



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



Sources: DVRPC, U.S. Census Bureau

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

Ranking by Population	Census Tract	County	Municipality	Total Persons with Physical Disabilities in Census Tract	Percent of Persons with Physical Disabilities in Census Tract
1	C.T. 28	Philadelphia	Philadelphia	1401	16.1%
2	C.T. 337	Philadelphia	Philadelphia	1371	15.5%
3	C.T. 345	Philadelphia	Philadelphia	1147	14.3%
4	C.T. 151	Philadelphia	Philadelphia	1136	15.4%
5	C.T. 27	Philadelphia	Philadelphia	1114	15.4%
30	C.T. 6008	Camden	Camden	830	15.8%
51	C.T. 11	Mercer	Trenton	711	11.5%
53	C.T. 35	Mercer	EWING	697	10.8%
66	C.T. 6075.01	Camden	VOORHEES	664	8.8%
70	C.T. 5004	Gloucester	Paulsboro	645	11.3%
86	C.T. 7004.06	Burlington	MAPLE SHADE	618	8.6%
90	C.T. 4041.01	Delaware	RIDLEY	611	10.1%
91	C.T. 1004.01	Bucks	BRISTOL	611	9.9%
97	C.T. 1057.04	Bucks	Morrisville	597	9.6%
98	C.T. 7032.03	Burlington	SOUTHAMPTON	595	15.8%
110	C.T. 4033	Delaware	Clifton Heights	577	9.1%
115	C.T. 5016.07	Gloucester	MONROE	567	7.5%
207	C.T. 2025	Montgomery	CHELLENHAM	467	9.5%
223	C.T. 2019.02	Montgomery	ABINGTON	452	8.2%
240	C.T. 3049	Chester	HONEY BROOK	435	7.5%
245	C.T. 3055	Chester	Coatesville City	429	13.2%

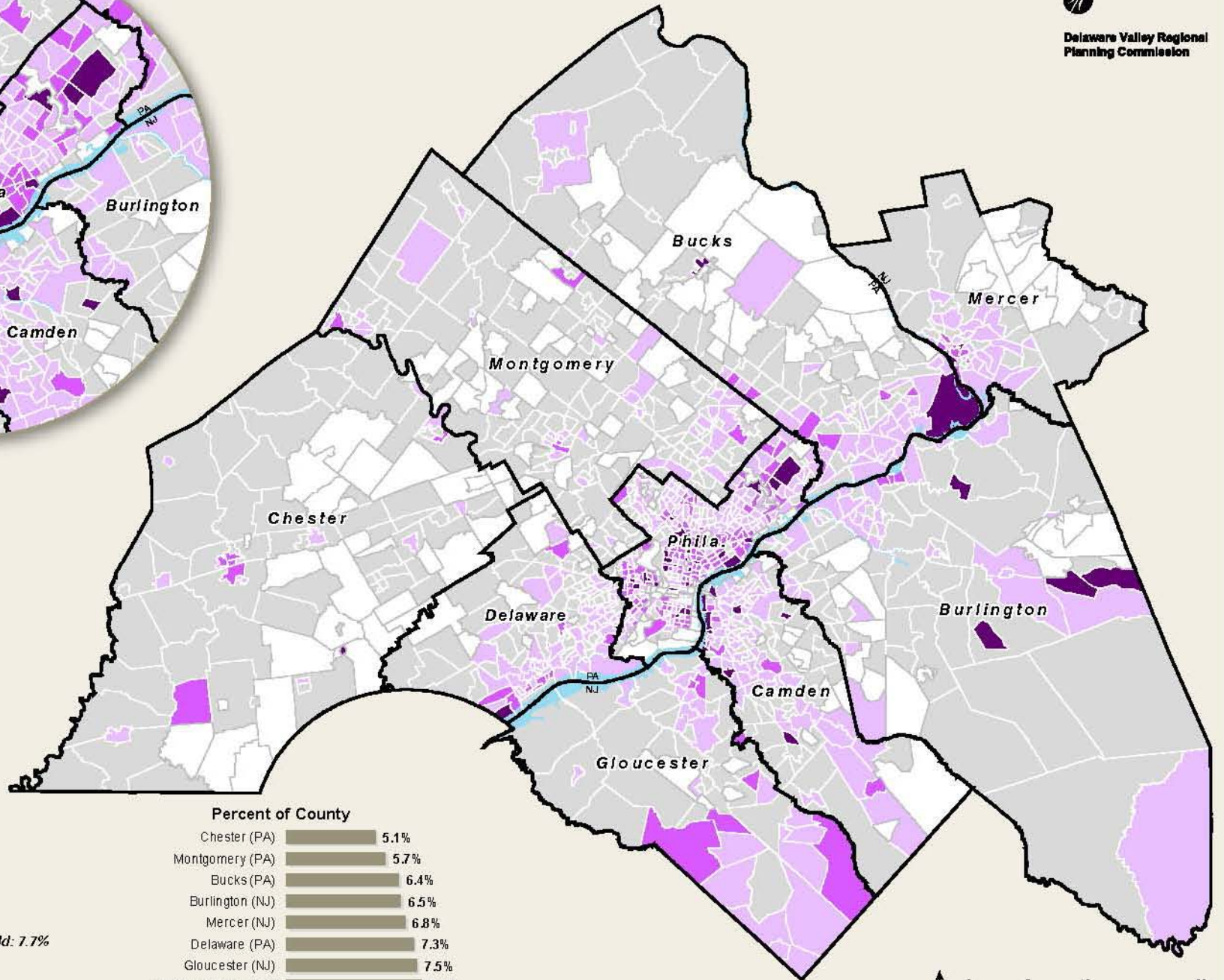
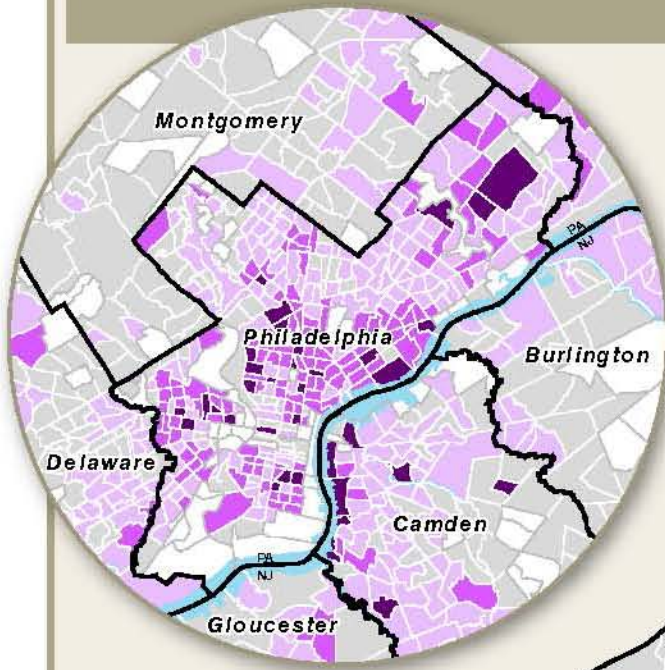
Ranking by Percent	Census Tract	County	Municipality	Total Persons with Physical Disabilities in Census Tract	Percent of Persons with Physical Disabilities in Census Tract
1	C.T. 354	Philadelphia	Philadelphia	5	100.0%
2	C.T. 6025.01	Camden	PENNSAUKEN	96	55.5%
3	C.T. 148	Philadelphia	Philadelphia	183	30.4%
4	C.T. 6005	Camden	Camden	200	26.9%
5	C.T. 1058.06	Bucks	FALLS	24	23.5%
16	C.T. 1047.01	Bucks	Doylestown	532	18.2%
18	C.T. 3105	Chester	PENNSBURY	117	17.9%
19	C.T. 2088.01	Montgomery	Pottstown	182	17.8%
26	C.T. 10	Mercer	Trenton	516	16.9%
29	C.T. 7022.06	Burlington	PEMBERTON	286	16.5%
30	C.T. 7014.02	Burlington	MANSFIELD	271	16.4%
31	C.T. 20	Mercer	Trenton	213	16.3%
35	C.T. 4066	Delaware	Marcus Hook	342	16.0%
51	C.T. 2039.02	Montgomery	Norristown	397	15.2%
56	C.T. 3058	Chester	South Coatesville	138	14.9%
57	C.T. 5016.05	Gloucester	MONROE	491	14.9%
62	C.T. 5011.01	Gloucester	DEPTFORD	555	14.7%
104	C.T. 4084	Delaware	HAVERFORD	257	13.7%



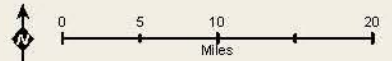
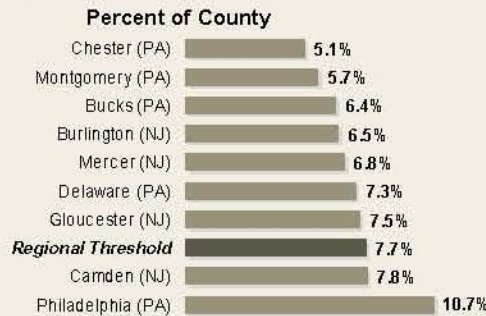
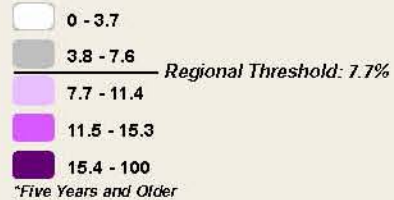
**Figure A-4: Concentrations of Persons with Physical Disabilities**



Delaware Valley Regional  
Planning Commission



County Boundary  
**Percent of Population\*  
by Tract (2000)**



Sources: DVRPC, U.S. Census Bureau

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

Ranking by Households	Census Tract	County	Municipality	Total Female Head of Household with Child Households in Census Tract	Percent of Female Head of Household with Child Households in Census Tract
1	C.T. 177	Philadelphia	Philadelphia	825	31.1%
2	C.T. 151	Philadelphia	Philadelphia	708	23.3%
3	C.T. 195	Philadelphia	Philadelphia	692	26.8%
4	C.T. 286	Philadelphia	Philadelphia	627	28.9%
5	C.T. 274	Philadelphia	Philadelphia	618	18.6%
20	C.T. 6015	Camden	Camden	528	25.1%
24	C.T. 11	Mercer	Trenton	480	17.9%
29	C.T. 4003.01	Delaware	UPPER DARBY	471	18.7%
30	C.T. 6019	Camden	Camden	463	40.2%
43	C.T. 14.01	Mercer	Trenton	421	29.6%
61	C.T. 7022.05	Burlington	PEMBERTON	385	13.6%
79	C.T. 2024.01	Montgomery	CHELTENHAM	338	20.7%
81	C.T. 4053	Delaware	Chester	333	27.1%
127	C.T. 2087.04	Montgomery	LOWER POTTS GROVE	285	19.1%
129	C.T. 5010.02	Gloucester	Woodbury	284	16.3%
130	C.T. 1058.01	Bucks	FALLS	284	11.2%
132	C.T. 7031.01	Burlington	LUMBERTON	280	8.2%
140	C.T. 3055	Chester	Coatesville City	274	21.2%
151	C.T. 5004	Gloucester	Paulsboro	266	11.2%
157	C.T. 1057.04	Bucks	Morrisville	257	9.4%
215	C.T. 3054	Chester	Coatesville City	199	22.5%

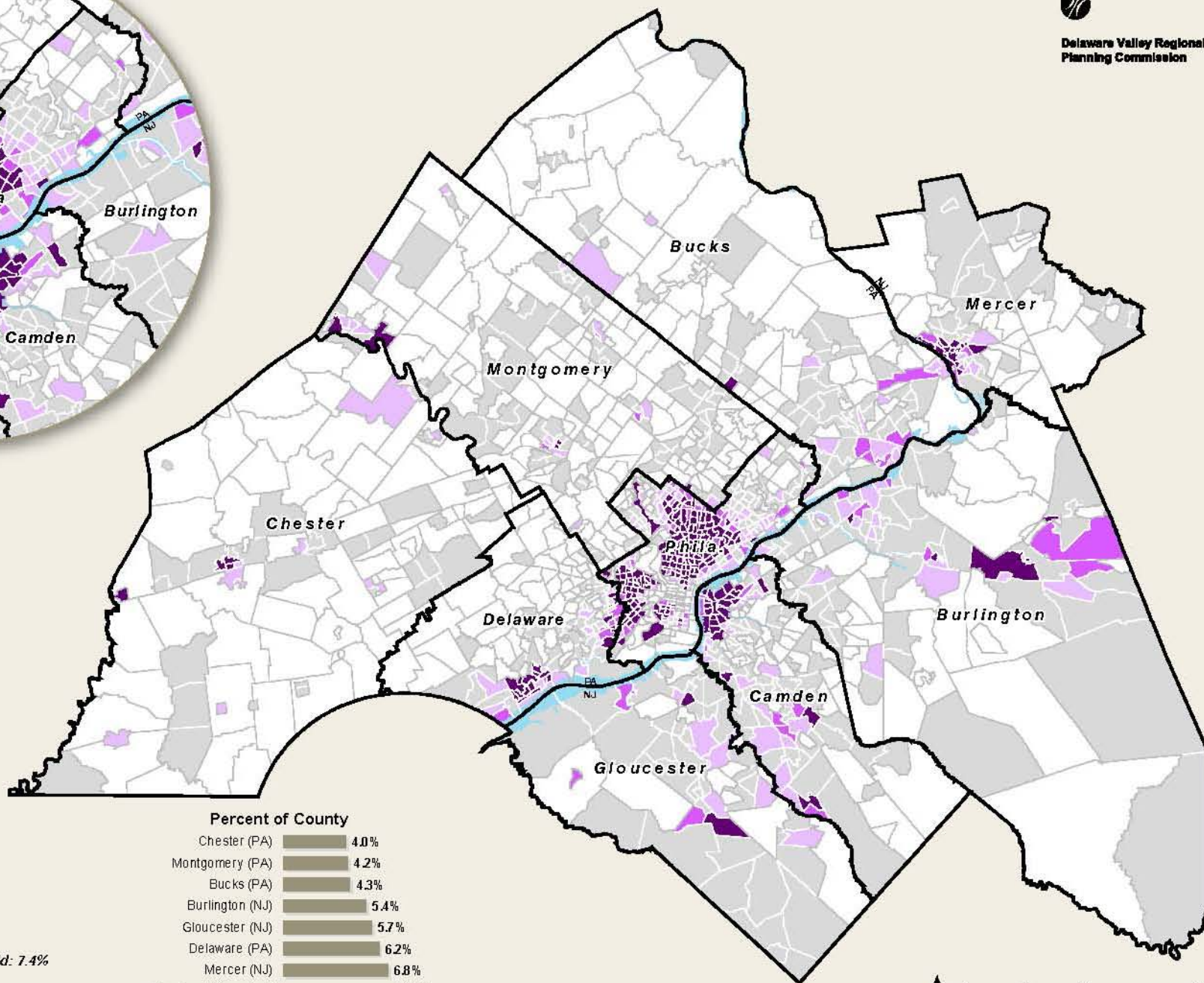
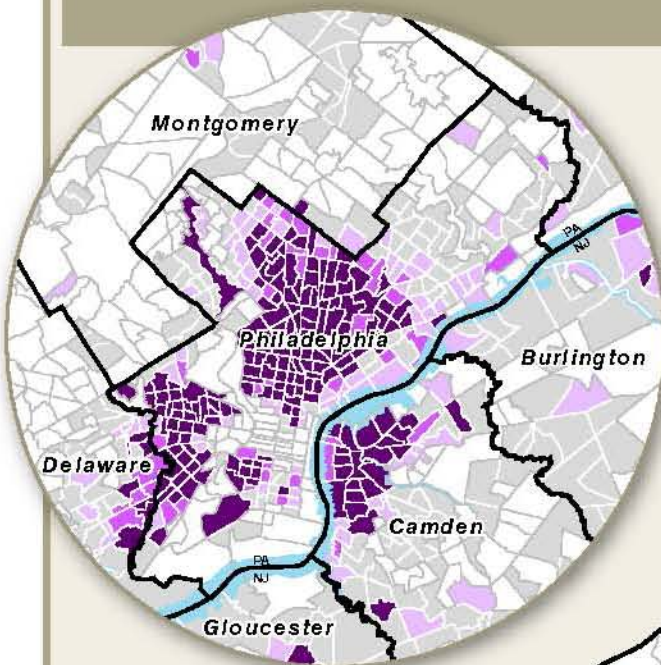
Ranking by Percent	Census Tract	County	Municipality	Total Female Head of Household with Child Households in Census Tract	Percent of Female Head of Household with Child Households in Census Tract
1	C.T. 6001	Camden	Camden	10	100.0%
2	C.T. 46	Philadelphia	Philadelphia	40	64.5%
3	C.T. 6019	Camden	Camden	463	40.2%
4	C.T. 69	Philadelphia	Philadelphia	433	39.1%
5	C.T. 6017	Camden	Camden	353	38.2%
11	C.T. 20	Mercer	Trenton	145	32.9%
19	C.T. 14.01	Mercer	Trenton	421	29.6%
26	C.T. 4052	Delaware	Chester	298	28.0%
30	C.T. 4053	Delaware	Chester	333	27.1%
67	C.T. 3054	Chester	Coatesville City	199	22.5%
68	C.T. 2039.01	Montgomery	Norristown	237	22.5%
85	C.T. 3055	Chester	Coatesville City	274	21.2%
93	C.T. 2090	Montgomery	Pottstown	138	20.9%
154	C.T. 7028.09	Burlington	WILLINGBORO	108	17.8%
170	C.T. 7022.04	Burlington	PEMBERTON	100	17.1%
185	C.T. 1016.05	Bucks	WARMINSTER	250	16.4%
188	C.T. 5010.02	Gloucester	Woodbury	284	16.3%
212	C.T. 5014.02	Gloucester	Glassboro	187	15.2%
241	C.T. 1007	Bucks	Bristol	157	13.7%



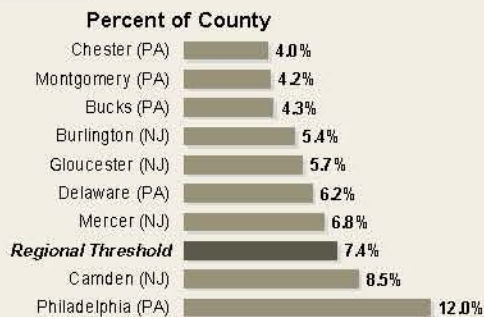
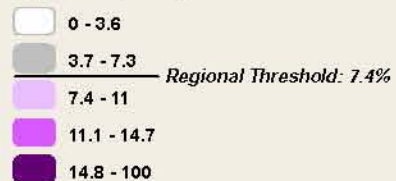
**Figure A-5: Female Head of Household with Child Population Concentrations**



Delaware Valley Regional  
Planning Commission



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



Sources: DVRPC, U.S. Census Bureau

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

Ranking by Population	Census Tract	County	Municipality	Total Elderly Population in Census Tract	Percent of Elderly Population in Census Tract
1	C.T. 4072.01	Delaware	MIDDLETOWN	2019	37.1%
2	C.T. 122	Philadelphia	Philadelphia	1966	24.5%
3	C.T. 7032.03	Burlington	SOUTHAMPTON	1522	39.6%
4	C.T. 337	Philadelphia	Philadelphia	1451	15.6%
5	C.T. 345	Philadelphia	Philadelphia	1449	17.2%
12	C.T. 1046.04	Bucks	DOYLESTOWN	1037	15.6%
14	C.T. 2104	Montgomery	SPRINGFIELD	968	20.1%
16	C.T. 2025	Montgomery	CHELTENHAM	916	18.3%
17	C.T. 6032	Camden	CHERRY HILL	904	14.9%
19	C.T. 4081.01	Delaware	MARPLE	876	17.0%
29	C.T. 1047.01	Bucks	Doylestown	788	25.5%
31	C.T. 37.05	Mercer	EWING	772	11.6%
34	C.T. 6035.07	Camden	CHERRY HILL	768	11.0%
37	C.T. 3049	Chester	HONEY BROOK	723	11.5%
41	C.T. 3028.03	Chester	EAST GOSHEN	706	31.5%
49	C.T. 7029.08	Burlington	MOUNT LAUREL	688	15.1%
50	C.T. 27.02	Mercer	HAMILTON	681	10.3%
117	C.T. 5011.01	Gloucester	DEPTFORD	540	13.7%
120	C.T. 5010.02	Gloucester	Woodbury	536	12.7%

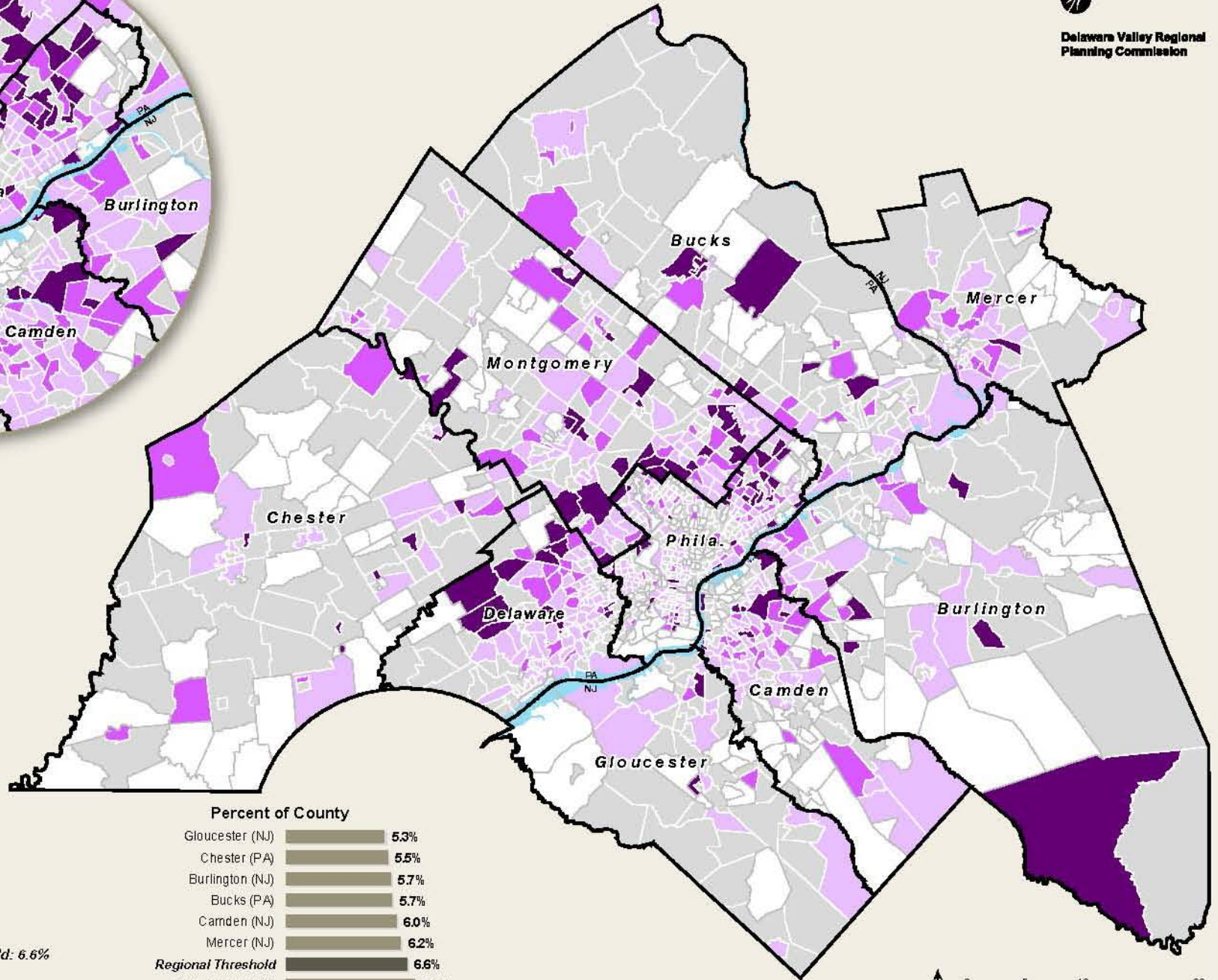
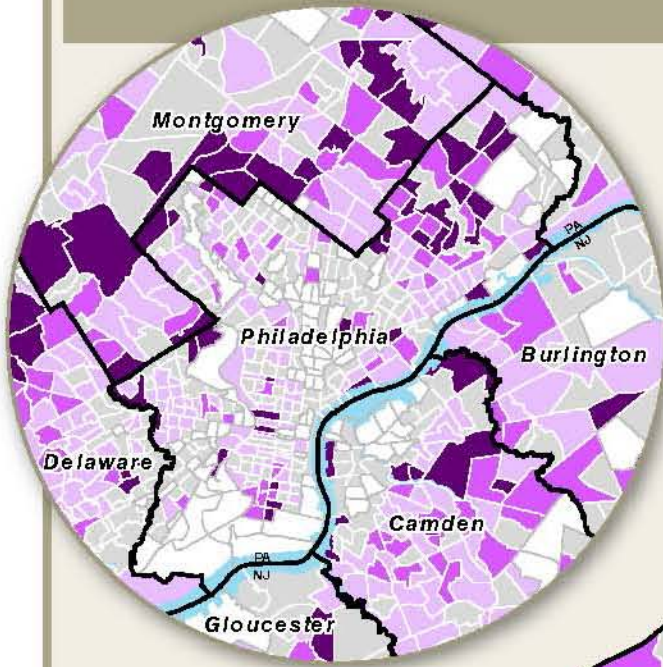
Ranking by Percent	Census Tract	County	Municipality	Total Elderly Population in Census Tract	Percent of Elderly Population in Census Tract
1	C.T. 3105	Chester	PENNSBURY	553	84.7%
2	C.T. 6025.01	Camden	PENNSAUKEN	139	80.3%
3	C.T. 3109	Chester	POCOPSON	549	61.1%
4	C.T. 3012.01	Chester	EAST VINCENT	130	43.0%
5	C.T. 7032.03	Burlington	SOUTHAMPTON	1522	39.6%
6	C.T. 4072.01	Delaware	MIDDLETOWN	2019	37.1%
7	C.T. 6101	Camden	PENNSAUKEN	10	37.0%
8	C.T. 226	Philadelphia	Philadelphia	164	35.1%
9	C.T. 7014.02	Burlington	MANSFIELD	573	34.8%
10	C.T. 220	Philadelphia	Philadelphia	518	32.9%
12	C.T. 4084	Delaware	HAVERFORD	611	31.4%
15	C.T. 2012.03	Montgomery	LOWER GWYNEDD	790	28.3%
17	C.T. 2018	Montgomery	ABINGTON	853	27.3%
20	C.T. 1047.01	Bucks	Doylestown	788	25.5%
27	C.T. 1015.04	Bucks	UPPER SOUTHAMPTON	690	23.2%
91	C.T. 5011.01	Gloucester	DEPTFORD	540	13.7%
92	C.T. 5013.03	Gloucester	Pitman	379	13.7%
100	C.T. 30.08	Mercer	HAMILTON	656	13.4%
139	C.T. 37.05	Mercer	EWING	772	11.6%



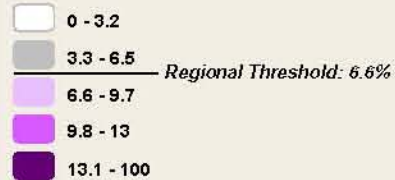
**Figure A-6: Elderly (75 Years and Over) Population Concentrations**



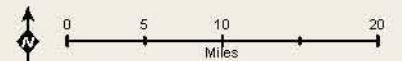
**Delaware Valley Regional  
Planning Commission**



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



Percent of County	
Gloucester (NJ)	5.3%
Chester (PA)	5.5%
Burlington (NJ)	5.7%
Bucks (PA)	5.7%
Camden (NJ)	6.0%
Mercer (NJ)	6.2%
<b>Regional Threshold</b>	<b>6.6%</b>
Philadelphia (PA)	7.0%
Montgomery (PA)	7.4%
Delaware (PA)	7.9%



Sources: DVRPC, U.S. Census Bureau

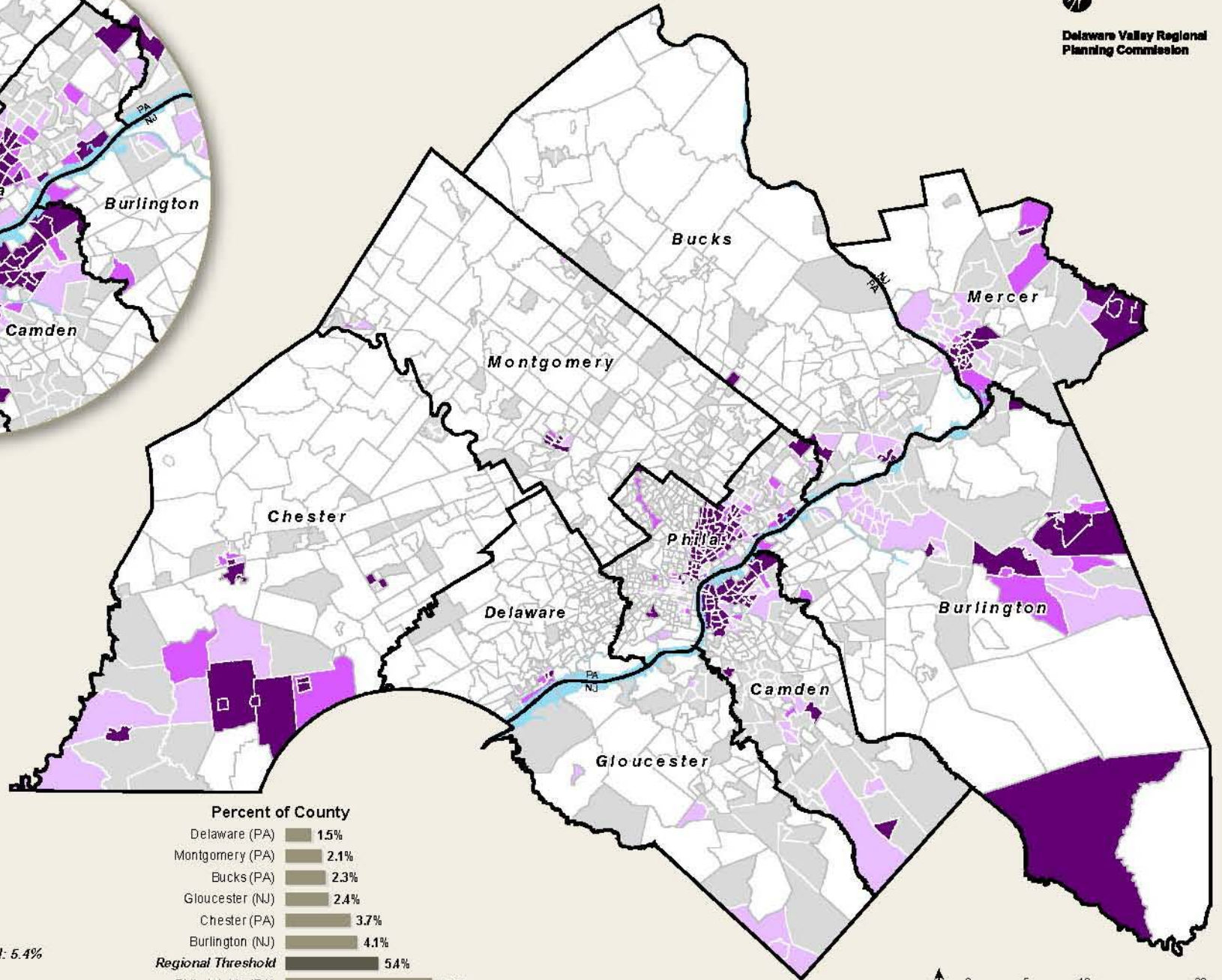
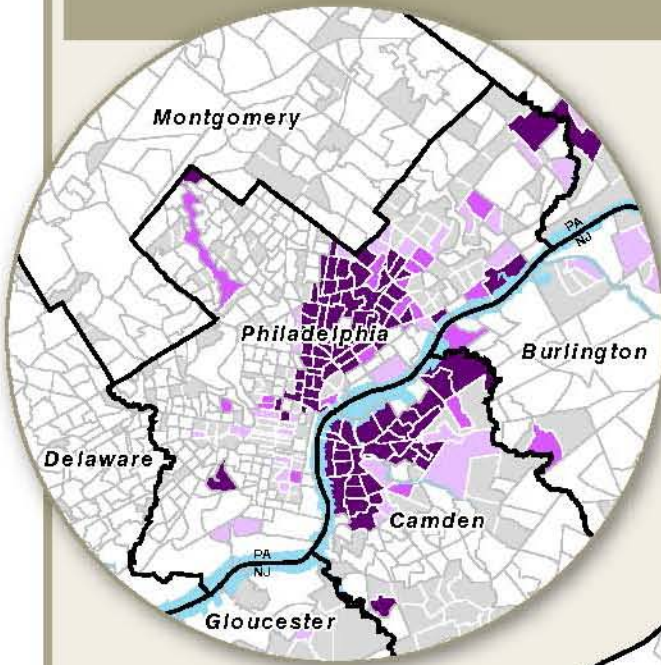
**Table A-7: Hispanic Census Tract Rankings**

Ranking by Population	Census Tract	County	Municipality	Total Hispanic Population in Census Tract	Percent of Hispanic Population in Census Tract
1	C.T. 195	Philadelphia	Philadelphia	6802	78.7%
2	C.T. 176.01	Philadelphia	Philadelphia	5223	89.1%
3	C.T. 177	Philadelphia	Philadelphia	5047	55.1%
4	C.T. 175	Philadelphia	Philadelphia	4871	65.4%
5	C.T. 289	Philadelphia	Philadelphia	4391	43.4%
7	C.T. 6008	Camden	Camden	3660	63.6%
9	C.T. 6010	Camden	Camden	3576	63.0%
24	C.T. 3065	Chester	NEW GARDEN	1980	21.8%
27	C.T. 4	Mercer	Trenton	1874	40.8%
30	C.T. 9	Mercer	Trenton	1677	38.7%
35	C.T. 7021.04	Burlington	NEW HANOVER	1580	29.4%
55	C.T. 1002.08	Bucks	BENSALEM	1064	16.5%
59	C.T. 1016.05	Bucks	WARMINSTER	1013	24.1%
62	C.T. 3034.01	Chester	Kennett Square	988	29.2%
70	C.T. 2039.01	Montgomery	Norristown	757	24.4%
77	C.T. 7022.05	Burlington	PEMBERTON	738	9.1%
89	C.T. 2038.03	Montgomery	Norristown	675	13.6%
150	C.T. 4048	Delaware	Chester	372	13.7%
169	C.T. 4049	Delaware	Chester	312	17.6%
177	C.T. 5012.11	Gloucester	WASHINGTON	301	3.4%
200	C.T. 5004	Gloucester	Paulsboro	263	4.3%

Ranking by Percent	Census Tract	County	Municipality	Total Hispanic Population in Census Tract	Percent of Hispanic Population in Census Tract
1	C.T. 176.01	Philadelphia	Philadelphia	5223	89.1%
2	C.T. 195	Philadelphia	Philadelphia	6802	78.7%
3	C.T. 176.02	Philadelphia	Philadelphia	3000	77.6%
4	C.T. 163	Philadelphia	Philadelphia	2908	77.0%
5	C.T. 162	Philadelphia	Philadelphia	1840	75.3%
8	C.T. 6009	Camden	Camden	3028	69.5%
10	C.T. 6008	Camden	Camden	3660	63.6%
22	C.T. 8	Mercer	Trenton	1118	47.2%
24	C.T. 1	Mercer	Trenton	1369	46.7%
35	C.T. 3064	Chester	Avondale	430	38.7%
46	C.T. 7021.04	Burlington	NEW HANOVER	1580	29.4%
47	C.T. 3034.01	Chester	Kennett Square	988	29.2%
61	C.T. 2039.01	Montgomery	Norristown	757	24.4%
63	C.T. 1016.05	Bucks	WARMINSTER	1013	24.1%
64	C.T. 7035	Burlington	WASHINGTON	139	24.0%
88	C.T. 4049	Delaware	Chester	312	17.6%
95	C.T. 1002.08	Bucks	BENSALEM	1064	16.5%
117	C.T. 2036.01	Montgomery	Norristown	381	13.8%
119	C.T. 4048	Delaware	Chester	372	13.7%
185	C.T. 5023	Gloucester	Swedesboro	162	7.9%
198	C.T. 5010.01	Gloucester	Woodbury	158	7.1%



Figure A-7: Hispanic Population Concentrations



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

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

Percent of County	
Delaware (PA)	15%
Montgomery (PA)	2.1%
Bucks (PA)	2.3%
Gloucester (NJ)	2.4%
Chester (PA)	3.7%
Burlington (NJ)	4.1%
<b>Regional Threshold</b>	<b>5.4%</b>
Philadelphia (PA)	8.5%
Camden (NJ)	9.6%
Mercer (NJ)	9.7%



Sources: DVRPC, U.S. Census Bureau

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

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

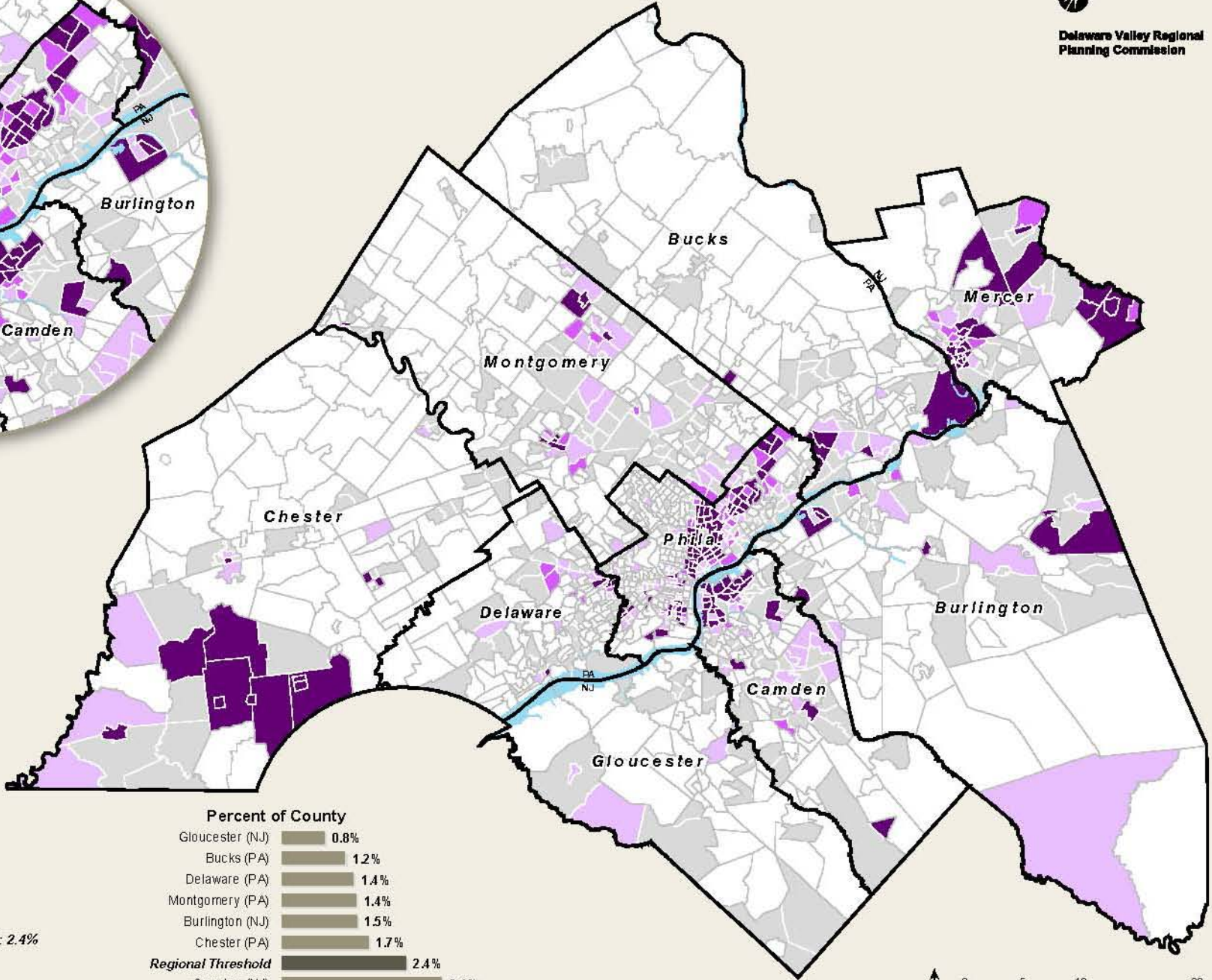
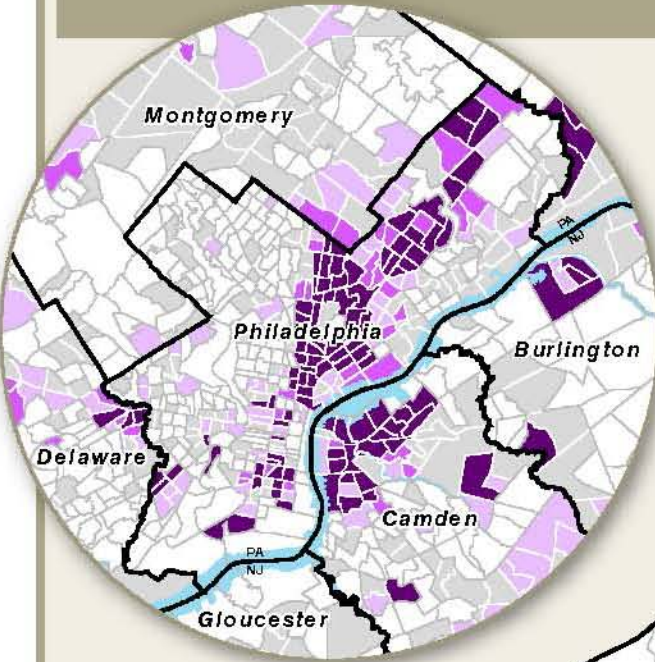
Ranking by Percent	Census Tract	County	Municipality	Total Limited English Proficiency Population in Census Tract	Percent of Limited English Proficiency Population in Census Tract
1	C.T. 2	Philadelphia	Philadelphia	478	37.1%
2	C.T. 6011.01	Camden	Camden	859	25.0%
3	C.T. 176.01	Philadelphia	Philadelphia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



Figure A-8: Limited English Proficiency Population Concentrations



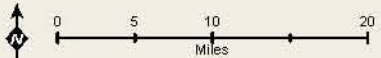
Delaware Valley Regional Planning Commission



County Boundary  
 Percent of Population\*  
 by Tract (2000)

- 0 - 1.1
  - 1.2 - 2.3
  - 2.4 - 3.5
  - 3.6 - 4.7
  - 4.8 - 100
- Regional Threshold: 2.4%*
- \*Five Years and Older

Percent of County	
Gloucester (NJ)	0.8%
Bucks (PA)	1.2%
Delaware (PA)	1.4%
Montgomery (PA)	1.4%
Burlington (NJ)	1.5%
Chester (PA)	1.7%
<b>Regional Threshold</b>	<b>2.4%</b>
Camden (NJ)	3.1%
Mercer (NJ)	3.9%
Philadelphia (PA)	3.9%



Sources: DVRPC, U.S. Census Bureau



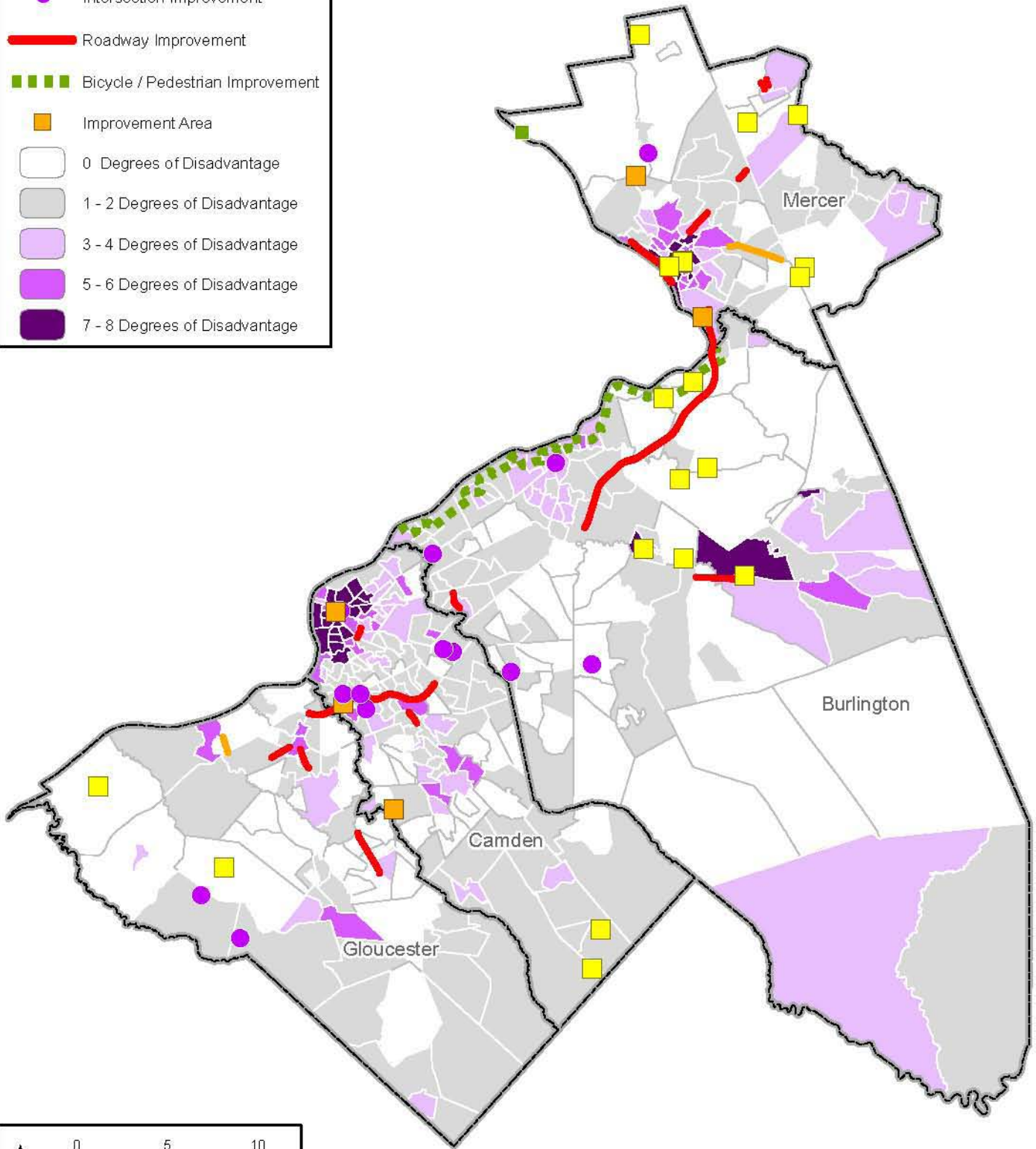
Environmental Justice  
at DVRPC  
Fiscal Year 2008

## **Appendix B**

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- **FY 2008 – 2012 TIP Figures**


# Degrees of Disadvantage and TIP Projects for the Regional Highway Program (FY2009-2012)




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





# Disadvantaged Census Tracts with or without TIP Highway Program Projects (FY2009 - 2012)

 TIP Highway Program Project


 Census Tract Boundary


Tracts with 1 - 4 Degrees of Disadvantage

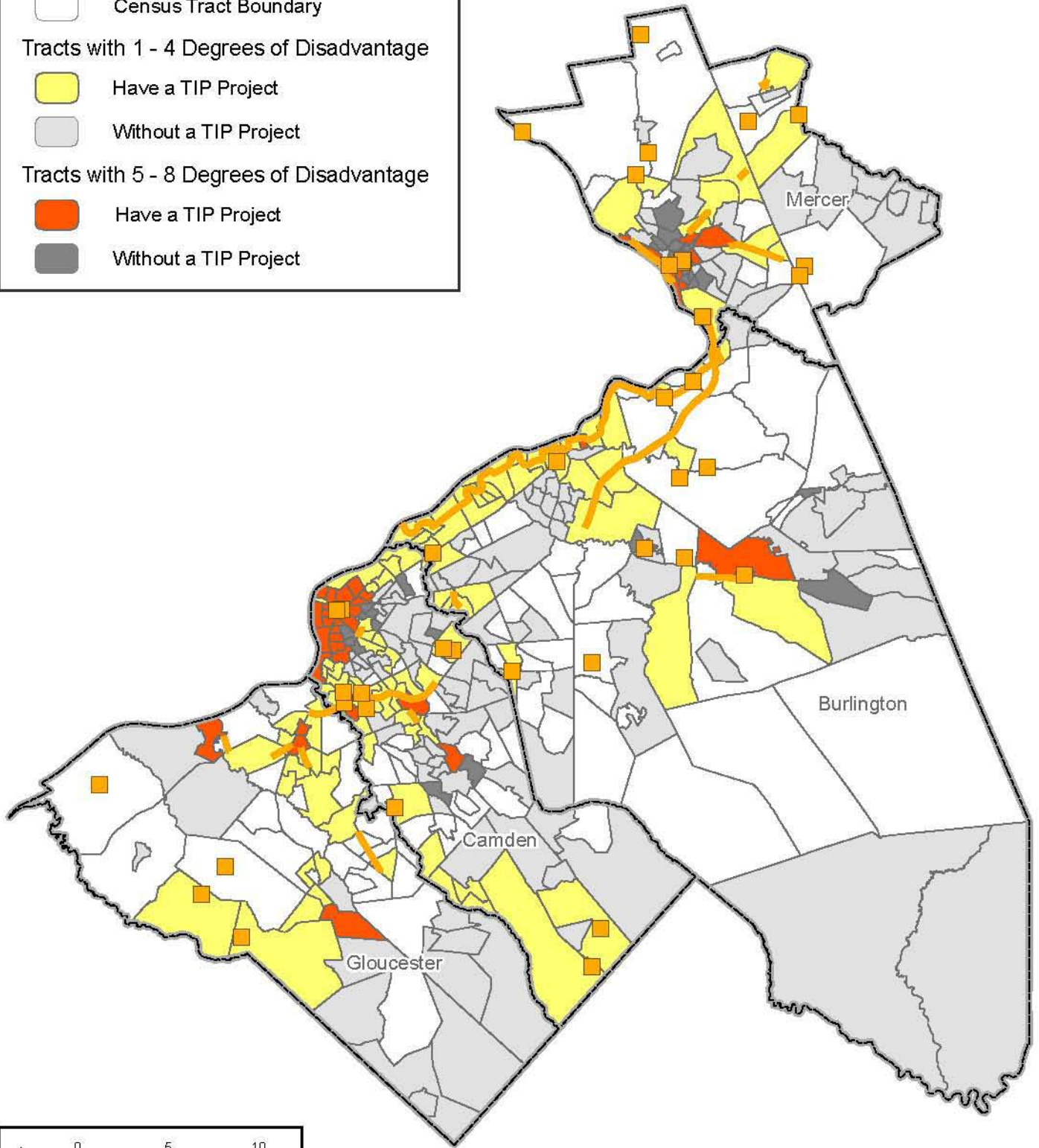
 Have a TIP Project

 Without a TIP Project

Tracts with 5 - 8 Degrees of Disadvantage

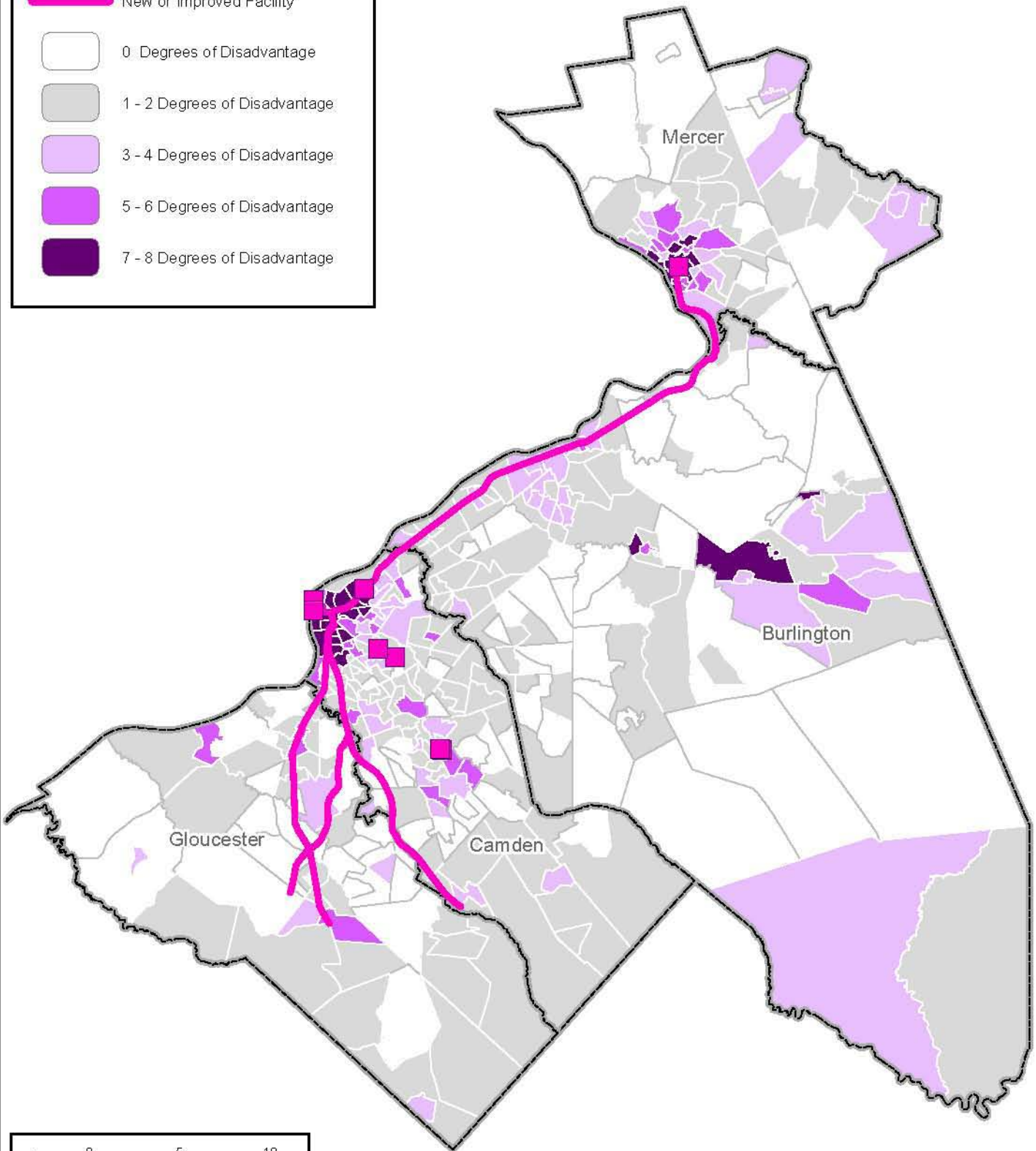
 Have a TIP Project

 Without a TIP Project



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 (FY2009-2012)

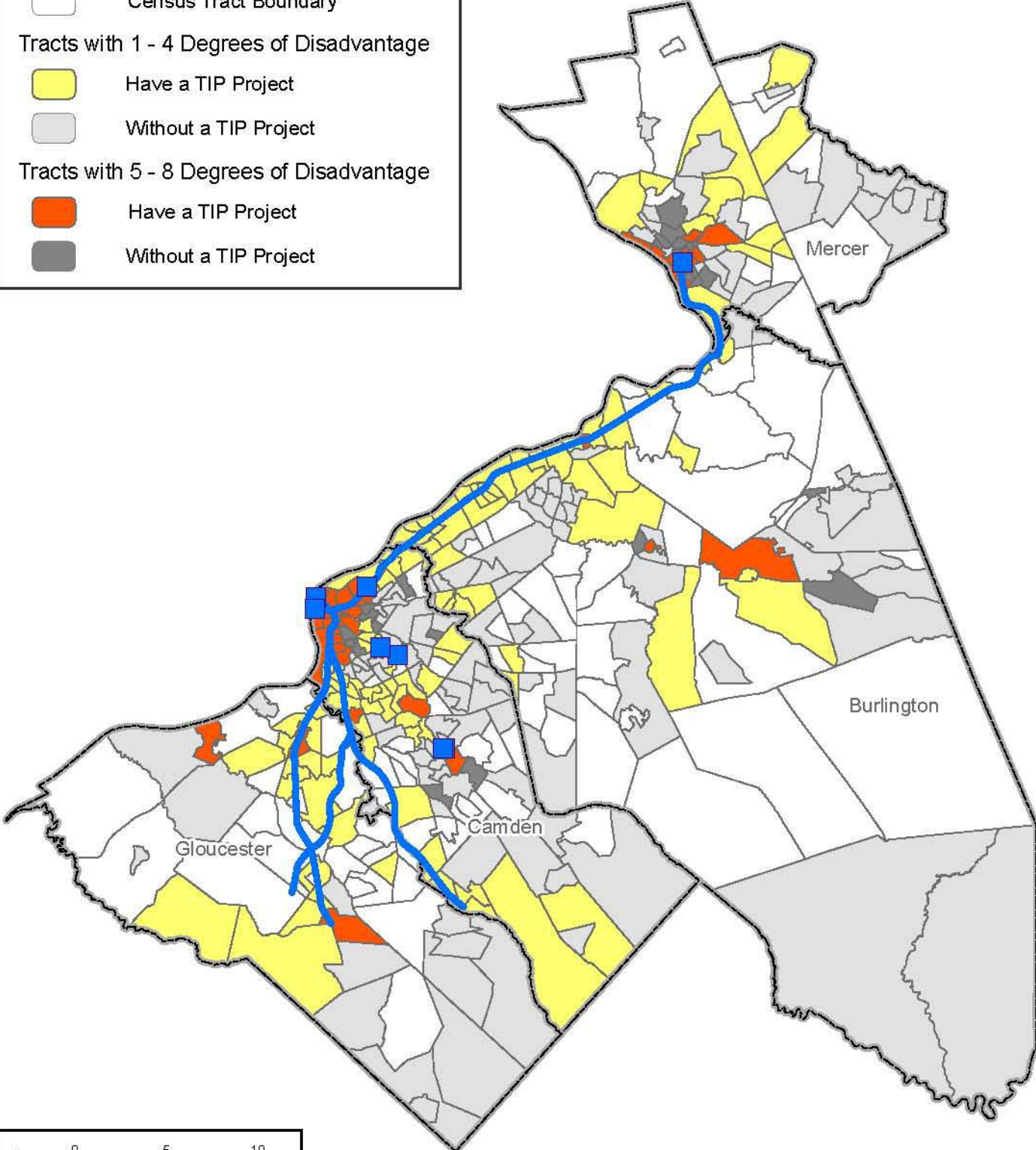


Note: Projects that are not mappable (i.e., roadway landscaping, preliminary studies, etc.) are not shown



# Disadvantaged Census Tracts with or without TIP Transit Program Projects (FY2009 - 2012)

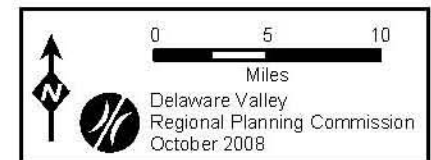
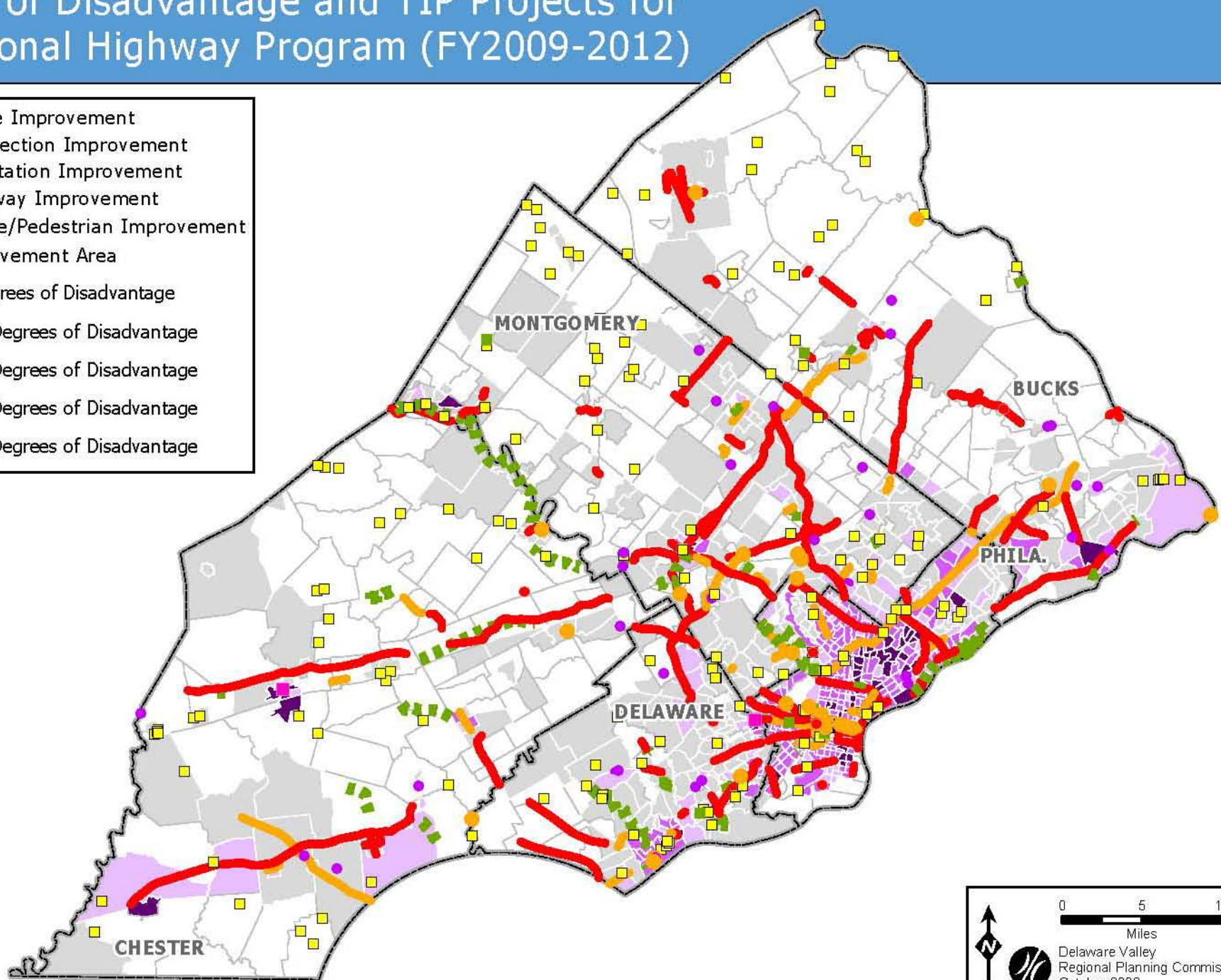
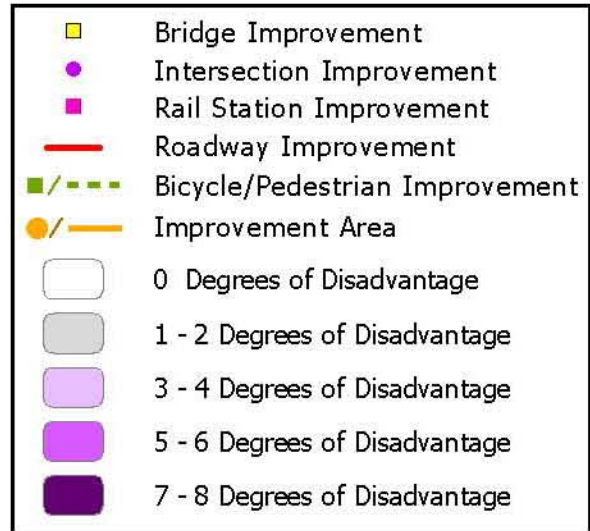
-  TIP Transit Program Project
-  Census Tract Boundary
- Tracts with 1 - 4 Degrees of Disadvantage**
  -  Have a TIP Project
  -  Without a TIP Project
- Tracts with 5 - 8 Degrees of Disadvantage**
  -  Have a TIP Project
  -  Without a TIP Project



0 5 10  
Miles  
Delaware Valley  
Regional Planning Commission  
October 2008


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 (FY2009-2012)







# Disadvantaged Census Tracts with or without TIP Highway Program Projects (FY2009-2012)

 TIP Highway Program Project


 Census Tract Boundary


Tracts with 1 - 4 Degrees of Disadvantage

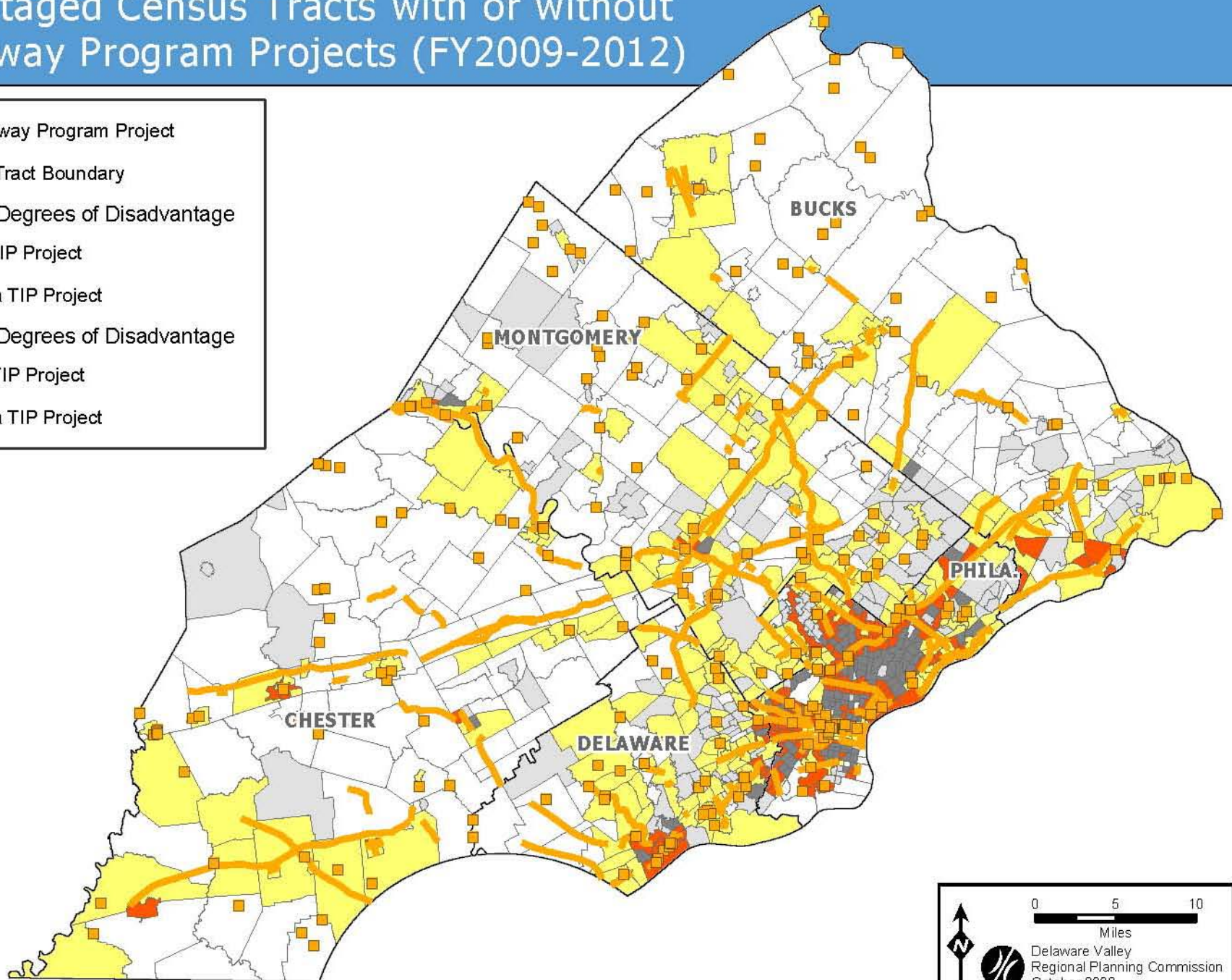
 Have a TIP Project

 Without a TIP Project

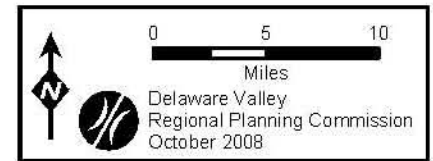
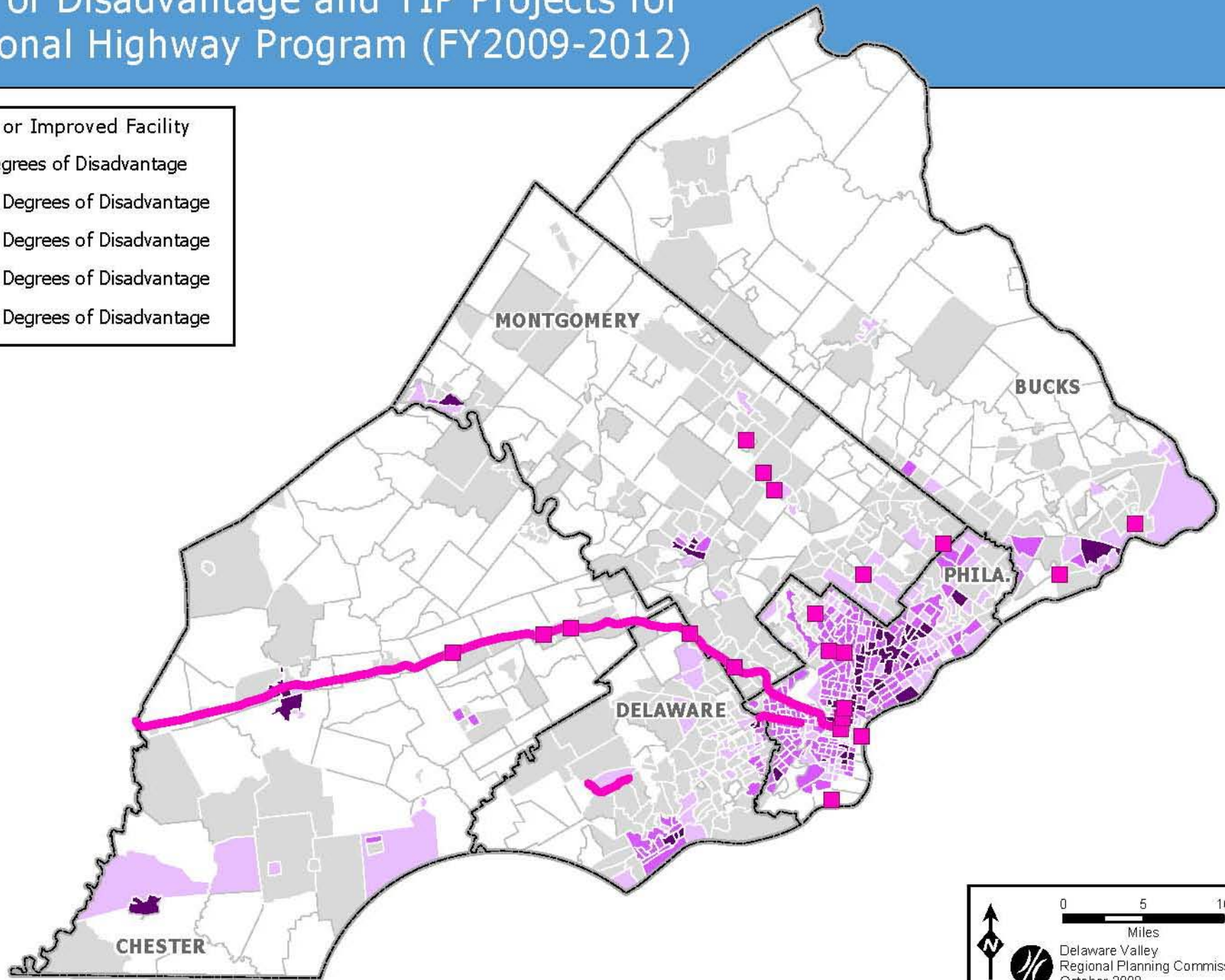
Tracts with 5 - 8 Degrees of Disadvantage

 Have a TIP Project

 Without a TIP Project




# Degrees of Disadvantage and TIP Projects for the Regional Highway Program (FY2009-2012)







# Disadvantaged Census Tracts with or without TIP Transit Program Projects (FY2009-2012)

 TIP Highway Program Project


 Census Tract Boundary


Tracts with 1 - 4 Degrees of Disadvantage

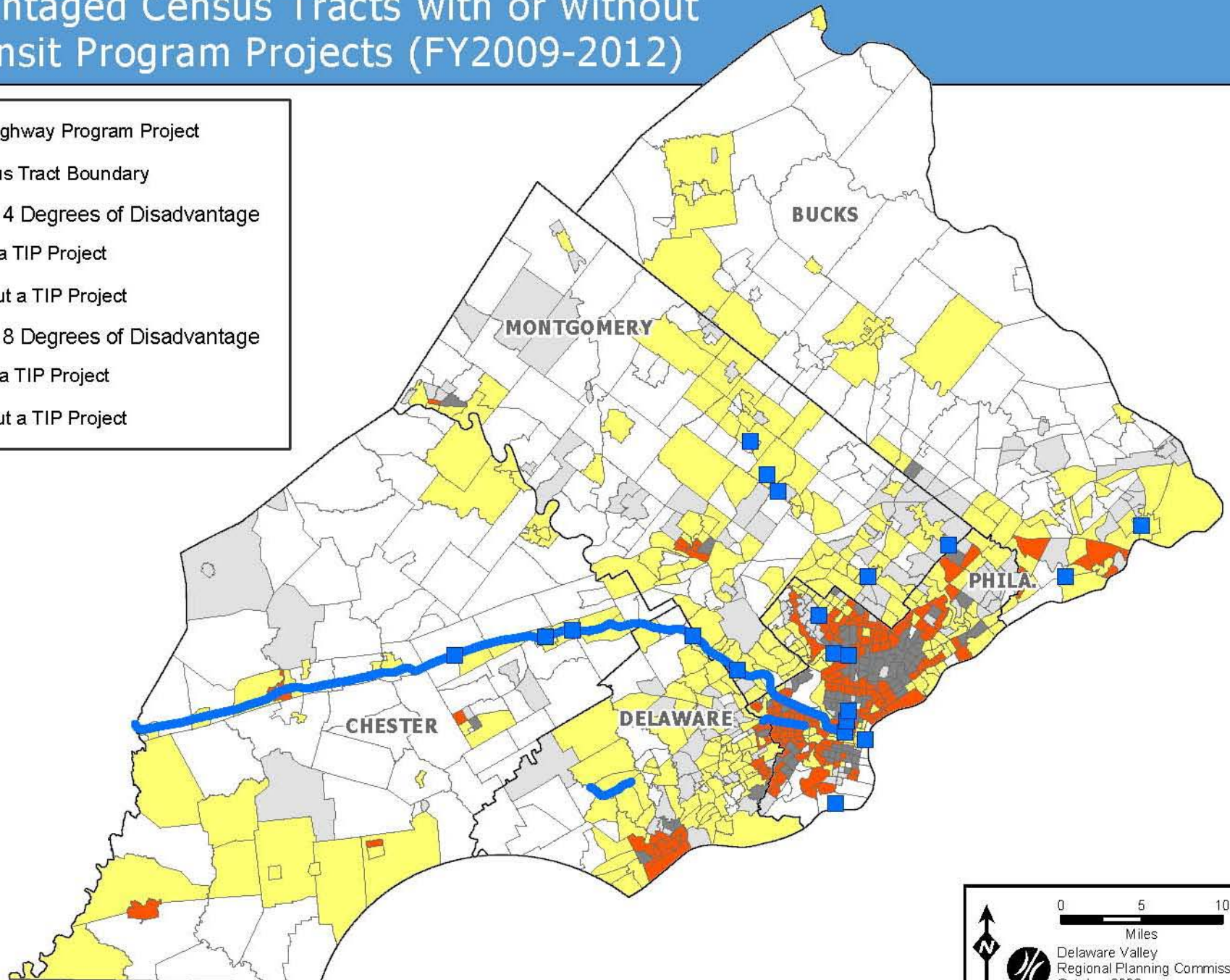
 Have a TIP Project

 Without a TIP Project

Tracts with 5 - 8 Degrees of Disadvantage

 Have a TIP Project

 Without a TIP Project







## Environmental Justice at DVRPC: Fiscal Year 2008

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**Publication Number:** 08088

**Date Published:** September 2008

**Geographic Area Covered:** DVRPC Nine-County Area

**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 2008 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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