



Environmental Justice

AT DVRPC

Fiscal Year 2012

Introduction

The 1994 President's Executive Order on Environmental Justice #12898 created a federal Environmental Justice (EJ) program to address EJ in minority and low-income populations. The federal government defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people or community should bear a disproportionate share of negative environmental consequences resulting from federal, state, or local programs and policies. Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority and low-income populations. In turn, Metropolitan Planning Organizations (MPOs) are charged with evaluating their plans and programs for EJ sensitivity and expanding outreach efforts to low-income, minority, and other potentially 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 Greater Philadelphia region. To further DVRPC's goal to respond to federal guidance on EJ, the Commission 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 method for evaluating the Long-Range Plan (LRP), the Transportation Improvement Program (TIP), and other programs. DVRPC has since published annual updates, which provide a summary of activities conducted by the Commission, as well as any 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 at the Commission, with more applications being explored each year. This technical memo provides an overview of the current EJ method, including updated population data, highlights selected projects or programs that utilized the EJ method in Fiscal Year (FY) 2012 or have a project component related to EJ planning, and lists EJ-related activities to be completed in FY 2013.

Title VI Compliance

DVRPC's work in EJ assists the Commission in meeting federal requirements related to Title VI compliance. Title VI of the Civil Rights Act states that "no person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." To meet the requirements of Title VI, the Commission must: enhance its analytical capabilities to ensure that the LRP and the TIP comply with Title VI; identify residential, employment, and transportation patterns of low-income and minority populations so that their needs may be identified and addressed, and the benefits and burdens of transportation be fairly distributed; and evaluate and improve the

public involvement process to eliminate barriers and engage minority, disabled, elderly, low-income, and other populations in regional decision-making.

Since its implementation in 2006, *Equity & Opportunity*, DVRPC's Title VI Compliance Plan, provides a framework for DVRPC's efforts to ensure compliance with Title VI and related statutes regarding nondiscrimination in DVRPC's Work Program, publications, communications, public involvement efforts, and general ways of doing business.

Public Participation

DVRPC has a long history of public participation and involvement in regional and transportation planning initiatives. To the Commission, the basic tenet of public participation has always remained the same: to reach out to and engage as many members of the public as possible in the decision-making process. Through a constructive dialogue, decision-makers, planners, and the public can share their opinions and mutually shape a vision for a community, county, or region. In order to implement any plan, there needs to be cooperative and coordinated action among the public, private, and nonprofit sectors and the general public.

As an MPO, DVRPC is required to maintain a public participation plan. DVRPC has published formal public participation plans since 2001, with additional iterations in 2004, 2008, and 2012. Federal transportation statutes require early, continued, and reasonable public access to information and the decision-making process. An MPO must provide:

- Adequate public notice of public participation activities and comment periods at key decision points;
- Timely notice of and reasonable access to transportation information;
- Employment of visualization techniques illustrating the Long-Range Plan, the TIP, and other MPO Work Program projects;
- Electronically available information (e.g., via the Internet);
- Public meetings held at convenient and accessible times and locations;
- Explicit consideration of public input received during the development of the Long-Range Plan and the TIP;
- Solicitation and consideration of the needs of those traditionally underserved by transportation;
- Additional public comment opportunities if the final Long-Range Plan or the TIP differs significantly from the draft version reviewed by the public;
- Coordination with statewide public participation activities;
- Periodic evaluation of the effectiveness of the public participation plan; and
- A summary of comments received and the disposition of those comments; consultation with federal, state, county, and local planning agencies impacting or affected by the transportation planning process.

Public Participation Task Force

DVRPC firmly believes that Title VI and EJ statutes are inherent to all work completed by the Commission, as well as guide public participation activities. DVRPC's Public Participation Task Force (PPTF) was formed in 2012 as one of the Commission's ongoing public outreach programs. The PPTF strives to represent the racial, ethnic, cultural, and income diversity of the region, with members from throughout Greater Philadelphia bringing their own individual experiences to the planning table.

Environmental Justice Work Group

The EJ Work Group provides DVRPC, planners, EJ advocates, and regional stakeholders the opportunity to discuss regional EJ planning issues, share resources, attend special events, and engage in collaboration with other EJ organizations in the region.

Limited English Proficiency

Executive Order #13166, "Improving Access to Services for Persons with Limited English Proficiency," 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 (LEP). DVRPC translates a number of Commission documents and takes all reasonable steps in providing Commission documents in alternative languages or formats. DVRPC's website may be translated using Google Translate. Online translations were launched in the summer of 2006, and additional languages were added to the DVRPC website in FY 2010, with 17 language translations now available.

DVRPC Environmental Justice Degrees of Disadvantage Method

In 2001, DVRPC developed the initial *...and Justice for All* EJ report to identify impacts of disparate funding and services on defined low-income and minority groups, and to introduce the Degrees of Disadvantage (DOD) method. Neither Title VI of the Civil Rights Act nor Executive Order #12898 provides specific guidance to evaluate EJ within a region's transportation planning process. Therefore, MPOs must devise their own methods for ensuring that EJ population groups and issues are represented 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. It should be noted that while DVRPC employs the DOD method to ascertain population data, the DOD method is one tool that is part of a larger strategy that includes public participation, stakeholder outreach, data sources, and other research utilized by DVRPC staff to plan for all residents in the Greater Philadelphia region.

The regional technical analysis developed by DVRPC is a people- and place-based approach that locates selected population groups in the region and determines how the regional transportation system and DVRPC's programs, policies, and investments impact these groups. While minority and low-income populations must be investigated, DVRPC expanded its list to additional population groups—carless households, persons with physical disabilities, female head of household with child, elderly over age 75, Hispanic persons, and LEP—that may have specific planning-related issues or challenges.

Starting in FY 2012, DOD information will now be derived from the American Community Survey (ACS) five-year estimates data set from the U.S. Census. The current data update included in this technical memo was derived from the ACS 2006–2009 five-year estimates. The ACS is conducted every year to provide up-to-date information about the social and economic needs of the country. ACS data is in one-year, three-year, and five-year estimates. The five-year estimates set was chosen as it provides the largest sample size, includes data for all areas, and information can be found at the census tract level.

Using this data, population 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, providing a regional average for that population group. Any census tract that meets or exceeds the regional average level, or threshold for that population group, is considered an EJ-sensitive tract for that group.

The number of sensitive groups that exceed the regional threshold in each census tract is referred to as its DOD. Each census tract can contain a concentration greater than the regional average for each individual population group, and any census tract can contain zero to seven categories that have been recognized as regionally sensitive. Figure 1 in the Appendix illustrates DOD by the number of census tracts that contain zero DOD, one to two DOD,

three to four DOD, five to six DOD, and seven DOD. Of the region’s 1,379 census tracts, 79 percent have at least one DOD, which is not surprising given the multiple demographic categories.

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

Number of DOD	Number of Census Tracts	Percentage of Census Tracts
0	288	20
1-2	573	42
3-4	277	20
5-6	235	17
7	6	Less than 1

Source: DVRPC, 2012

The region’s four core cities of Philadelphia, Chester, Camden, and Trenton contain 195, or 81 percent, of the 241 highly disadvantaged (five to seven DOD) census tracts in the nine-county region. There are 1.7 million people who live in these four cities, or 30 percent of the region’s 5.58 million residents. Over 44 percent of all the tracts in these four communities contain five to seven DOD, much higher than the regional average of 17 percent. Philadelphia has 155 highly disadvantaged tracts, which constitute 64 percent of the region's total of highly disadvantaged tracts and 40 percent of all Philadelphia census tracts; Chester has seven highly disadvantaged tracts, which constitute three percent of the region's highly disadvantaged tracts and 58 percent of all Chester census tracts; Camden has 17 highly disadvantaged tracts, which constitute seven percent of the region's highly disadvantaged tracts and 89 percent of all Camden tracts; and Trenton has 16 highly disadvantaged tracts, which constitute seven percent of the region's highly disadvantaged tracts and 64 percent of all Trenton tracts.

Regional Demographics

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 method 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.

The demographic groups that comprise the DOD are defined below, and include a definition of the population group, as well as the regional threshold and the range of county thresholds. Maps of each demographic group, with percent of population by tract, may be found in the Appendix.

Non-Hispanic minority

Regional Threshold: 27.23%

County Thresholds: 8.48% to 51.10%

Hispanic

Regional Threshold: 7.77%

County Thresholds: 2.70% to 14.06%

- Though often included in many minority definitions, Hispanic is an ethnicity, not a racial category. 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.” 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 standards.

Households in poverty

Regional Threshold: 11.72%

County Thresholds: 5.22% to 23.37%

- Since poverty is defined at the family level and not the household level, the poverty status of the household is determined by the poverty status of the householder. Households are classified as poor when the total income of the householder’s family is below the appropriate poverty threshold, which was established in the Office of Management and Budget’s *Statistical Policy Directive No. 14* and is adjusted for inflation.

Limited English Proficiency (LEP)

Regional Threshold: 3.24%

County Thresholds: 1.37% to 5.79%

- 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.

Female head of household with child

Regional Threshold: 9.0%

County Thresholds: 4.86% to 13.91%

- 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 may exhibit different travel patterns and needs from other population groups.

Elderly (over 75 years old)

Regional Threshold: 6.6%

County Thresholds: 5.67% to 7.85%

- In the last two years, several DVRPC programs have worked closely with the elderly community. Mobility barriers and age are linked. Not every elderly individual has mobility challenges, but the likelihood of a challenge increases as an individual ages. Seniors aged 75 years qualify for most, if not all, mobility programs that have an age requirement.

Carless households

Regional Threshold: 14.42%

County Thresholds: 4.21% to 33.57%

- 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 automobile ownership is unattainable due to various constraints, including income or disability.

Persons with physical disabilities

Regional Threshold: 7.7%

County Thresholds: 5.1% to 10.7%

- 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.
- Population counts for physically disabled have not yet been released for the 2006–2009 ACS five-year estimates. Until this DOD category is updated, the Commission will continue to use 2000 U.S. Census data. As there were updates to census tract boundaries between 2000 and 2010, the physically disabled DOD is not included in Figure 1. Staff will continue to utilize the existing physically disabled data for programs and projects.

Environmental Justice at Work in DVRPC Plans and Programs

EJ is incorporated into DVRPC’s plans and programs in a variety of ways. Many programs employ the EJ technical method 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. DVRPC’s Public Affairs office may also utilize the EJ analysis to assist in reaching out to specific groups during a planning process.

The following section provides a brief overview of selected DVRPC programs, plans, and studies that have incorporated the EJ method or have an EJ-related component in FY 2012.

African American Heritage Tour: Philadelphia’s 7th Ward and Mother Bethel A.M.E.

DVRPC’s Office of Transit, Bicycle, and Pedestrian Planning worked with local stakeholders to develop a brochure that details a walking tour dedicated to exploring African American life in Society Hill, or the "Seventh Ward," at the end of the 1800s. This free-black community was the largest of its kind in America and was the subject of W.E.B. DuBois' seminal work, *The Philadelphia Negro*. This tour was developed through a process of research and analysis with the goal of highlighting African American historic sites in Philadelphia. Work was guided by a steering committee comprised of professionals in the fields of historic preservation and tourism, such as the Preservation Alliance of Greater Philadelphia, National Trust for Historic Preservation and the Greater Philadelphia Tourism Marketing Corporation, as well as representatives from city agencies and active transportation groups. This brochure and tour was one deliverable from the larger Developing African American Heritage Tours in Philadelphia report that also produced a replicable approach for developing new tours under the African American Heritage Tour umbrella and a tour concept and draft route for the North Broad area.

Air Quality

The Air Quality Partnership (AQP) is dedicated to providing information regarding the health effects of ground level ozone and fine particle pollution, while encouraging individuals to take action to reduce polluting activities, throughout DVRPC’s service area. The partnership primarily delivers these messages through paid advertising and outreach in major regional newspapers, radio ads, and targeted (weather and traffic) television sponsorships. The AQP also sponsors and participates in numerous community events to disseminate educational materials and provide information to the general public.

In an effort to ensure that air quality information and health advisories are accessible to minority populations and communities in the region, the partnership purchases advertisements and event sponsorships that are targeted to or traditionally attended by largely minority audiences. Below is a list of targeted advertisements and sponsorships supported by the AQP in FY 2012:

- Series of ads in *Al Dia*: *Al Dia* is the leading Spanish language newspaper in the region. The AQP ran a series of air quality advertisements in *Al Dia* for 12 weeks in the months of June, July, and August;
- Spanish-language materials: The AQP distributes a Spanish translation of the *Air Quality in the Delaware Valley* educational brochure at public events;
- Sponsorships of diverse radio programming: The AQP sponsored programming on various radio stations to reach minority and older residents in the region; and
- Participated in the Yolanda Adams Health and Wellness Fair at Center in the Park, Germantown, Philadelphia, in fall 2011.

Advertisements and sponsorships provide basic air quality information and direct audiences to the AQP website and free telephone information line, where they can receive air quality forecasts, health information, and tips to reduce air pollution.

Central Jersey Transportation Forum

The diverse Central Jersey Transportation Forum has been meeting since 1999 to address concerns of municipalities along the US 1 corridor in central New Jersey. The key issues are improving east-west access, coordination of transportation and land use in this busy area, and transit.

This is a major employment corridor that includes regional shopping malls and medical facilities. It is also an area with a limited and relatively expensive housing base. A subject of interest to the forum is improving the ratio of housing to jobs and shortening commutes by making it possible for more people to live near their jobs in the area.

Congestion Management Process (CMP)

The CMP is a systematic process for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (TIP).

DVRPC's CMP defines congested corridors, divided into subcorridors, with "appropriate" and "secondary" congestion management strategies for each subcorridor. Census tracts containing higher EJ concentrations are considered when developing corridors and defining strategies for congested subcorridors. Virtually all EJ-significant tracts, defined in this process as census tracts with five to eight DOD, are targeted for appropriate multimodal transportation investments.

The CMP also includes outreach steps to engage diverse audiences. In addition to the Overview report, DVRPC uses an introductory newsletter about the CMP for the whole region and prepares two corridor-specific newsletters each year (one in each state) oriented to participants in nonprofit organizations, interested citizens, and municipal officials. In FY 2012, a newsletter was created for the U.S. 130/U.S. 206 corridor in New Jersey and the Wawa-Painters Crossroads area in Pennsylvania. These newsletters briefly and clearly explain what people can do to address congestion in their community. DVRPC's CMP website resources (www.dvrpc.org/CongestionManagement/) include the Overview and the full report, as well as online mapping features.

Congestion Mitigation and Air Quality Program (CMAQ)

DVRPC's Congestion Mitigation and Air Quality (CMAQ) Program seeks transportation related projects that can help the region reduce emissions from mobile sources and meet the National Clean Air Act Standards. CMAQ-eligible projects demonstrably reduce air pollution emissions and in many cases reduce traffic congestion. Examples of eligible CMAQ projects include pedestrian and bicycle projects, transit improvement programs, congestion reduction and traffic flow improvements, diesel retrofit projects, and funding of transportation demand management programs, among others. Public agencies and public-private partnerships with a public agency sponsor are eligible to apply for the Competitive CMAQ Program funds.

DVRPC has set aside funds to support a Competitive CMAQ Program. Beginning in Fiscal Year 2013, DVRPC will make a total \$8,000,000 in CMAQ funds available for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania. A total of \$2,600,000 will be available for projects in Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

In order for the funds to be available in FY 2013, a funding application process was conducted in FY 2012. Special consideration was given to eligible project applications that served EJ communities in the region as EJ communities suffer disproportionately from the health effects of air pollution. For CMAQ applications, an EJ community was defined as a census tract with three or more DOD identified through the DVRPC's EJ technical analysis mapping tool.

Coordinated Human Services Transportation Plan

Under federal transportation regulations, the previous area-wide Job Access and Reverse Commute (JARC), and the New Freedom Initiative (NFI) programs, are now components 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: the JARC (Section 5316) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment; NFI (Section 5317), which is a formula grant program that aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society; and the Elderly Individuals and Individuals with Disabilities (Section 5310) program that provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the existing transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. DVRPC facilitates the selection process for JARC and NFI and has been asked to participate in 5310 application evaluation.

In FY 2012, DVRPC facilitated the funding round for the FY 2013 and FY 2014 Pennsylvania New Freedom (Section 5317) Grant Program. DVRPC solicited project proposals, facilitated the selection process, conducted an informational public meeting, and evaluated the consistency of proposed projects with the adopted Coordinated Human Service Transportation Plan.

Darby Borough Grade Crossing Study

During FY 2012, DVRPC staff continued work on an integrated transportation and land use planning study in Darby Borough, Delaware County. Darby Borough is a historic community that possesses two highway-railroad grade crossings in close proximity to many homes, shops, and two neighborhood schools. The grade crossings on a busy CSX rail freight line are focal points of significant pedestrian, trolley, auto, and freight train activity. To support DVRPC's EJ, public involvement, and freight planning goals, the Darby Borough study has produced an

environmental assessment of the community, and a number of public involvement activities. A Transportation Expo was held at the Darby Borough Community Center in June 2012. The Transportation Expo included exhibitors from area organizations, such as CSX, Delaware County, and SEPTA, and also provided attendees the opportunity to learn about and comment on the grade crossing study underway in the Borough. Over 50 attendees participated in the event. Other activities related to the study included two community and school walkability assessments, as the grade crossings are located near an elementary and middle school.

Data Snapshots Series 3: Immigration, Number 1: Immigration in Greater Philadelphia

Greater Philadelphia's population is becoming more diverse. Immigration has helped many communities in the region replenish population losses. Greater Philadelphia's foreign-born population has grown and changed rapidly since 1990. This Data Snapshot examines the foreign-born population in Greater Philadelphia using 2010 American Community Survey five-year estimates from the U.S. Census Bureau.

DVRPC FY2013-FY2016 Transportation Improvement Program (TIP) for Pennsylvania

The TIP, required by federal law, is the regionally agreed-upon list of priority transportation projects. The TIP document must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant. Also included are all other state-funded capital projects. The projects are multimodal; that is, they include bicycle, pedestrian, ITS, and freight-related projects, as well as the more traditional highway and public transit projects. The TIP update usually occurs annually for New Jersey and every other year for Pennsylvania.

The location of transportation investments can greatly influence the level of mobility and accessibility within and throughout the region. DVRPC's EJ method is used to analyze the equitable distribution of the TIP for both highway and transit programs. Not all TIP projects can be mapped due to the scale and nature of the improvement. While a TIP project may not occur in an EJ-sensitive area, disadvantaged populations can still be impacted by the proposed investment, especially if the project focuses on a highway or transit corridor that is used by a particular disadvantaged population.

In FY 2012, the FY 2013–2016 TIP for Pennsylvania was approved by the DVRPC Board. For the FY 2013–2016 Pennsylvania Transit TIP, 14 tracts (10.6 percent) of the 132 tracts with five to seven DOD contain a TIP project, while 53 (8.1 percent) of the 657 tracts with one to four DOD contain a TIP project. For the FY 2013–2016 Pennsylvania Highway TIP, 46 (34 percent) of the 132 tracts with five to seven DOD contain a TIP Project, while 247 (37.6 percent) of the 657 tracts with one to four DOD contain a TIP project.

Engage, Outreach, Improve: Strategies to Connect with New PATCO Ridership

The Port Authority Transit Corporation (PATCO), which operates a transit line serving communities in Camden County, New Jersey, and Center City Philadelphia, asked DVRPC to investigate marketing strategies and other opportunities to increase and diversify its ridership, particularly among younger riders (ages 18–34) and discretionary riders. Recommendations presented in the report are broken into two categories: engage, which includes social media and other types of communication techniques; and outreach, which includes public involvement and participation techniques, including a section related to public outreach in low-income, transit-dependent communities. These strategies presented are designed to enhance PATCO's future marketing and communication campaigns, build the agency's public profile, and augment the agency's customer service and engagement.

Greater Philadelphia Economic Development Framework—2012 Annual Review and Update

This report is the annual review and update of the Greater Philadelphia Economic Development Framework, which was created in 2009 to satisfy provisions for a Comprehensive Economic Development Strategy (CEDS) for the Greater Philadelphia region. Co-authored by the Delaware Valley Regional Planning Commission (DVRPC), Select Greater Philadelphia, and the Ben Franklin Technology Partners of Southeastern Pennsylvania, the document was developed according to provisions outlined in section 13 CFR 303.7(c), Consideration of Non-EDA Funded CEDS, and was formally approved by the U.S. Department of Commerce, Economic Development Administration (EDA) as the CEDS for the Greater Philadelphia region on September 30, 2009. The current document is intended to satisfy EDA requirements for an annual review and update of the regional CEDS and was developed under the guidance of a CEDS Review Committee, which includes representatives of the county planning and economic development agencies, regional economic development organizations, educational institutions, and the private sector.

The *Framework* provides an overview of economic development in Greater Philadelphia. It includes a regional profile (including a historical overview, current economic and demographic characteristics, a discussion of economic disparities and EJ, and projected trends); a review of regional economic development organizations, programs, and resources; and summaries of key economic development documents, including numerous studies, reports, and analyses that have been developed over the last few years, which provide insight into challenges and opportunities for economic growth in Greater Philadelphia. Finally, the report identifies broad and inclusive recommended criteria for regional economic development projects, including focusing on growth in recognized centers; creating jobs that match workforce supply; improving education and educational attainment; and creating jobs in distressed areas and for populations most in need.

I-95/I-476 Interchange Feasibility Study

A DVRPC consultant conducted a study to document existing deficiencies and identify short- to medium-term operational improvements to the I-95/I-476 interchange and its immediate vicinity. Frequent congestion and higher-than-average crash rates are caused by the complexity of the interchange's ramp configuration. Potential recommendations under consideration include adding additional lanes to ramps through minor widening, reconfiguring lane drops and merges, peak-period shoulder use as a travel lane, relocating the Chestnut Street on-ramp, and improved signing, markings, and lighting. An EJ screening was conducted. In FY 2012, the second phase of the project was conducted in which the higher-priority improvement concepts were further evaluated. In May 2012, a public meeting was held in Chester, Pennsylvania with local community groups to update stakeholders on the project's progress and review current findings from the project.

Safety and Security Program

Safety matters to everyone, so DVRPC pursues an active, wide-ranging approach to improve it. Safety is incorporated in a great many of DVRPC's Work Program efforts, from safe routes to school, to use of technology for operations and incident management, to corridor studies. The broad Transportation Safety and Security Program helps coordinate these efforts and also includes many specific tasks, such as:

- The *Safety Action Plan* established seven key emphasis areas, including sustaining safe senior mobility and ensuring pedestrian safety, both of which directly matter to EJ populations;
- The Regional Safety Task Force, a wide-ranging group that meets quarterly, has held a meeting focused on each emphasis area over the last two years. The Regional Safety Task Force meetings are open for public participation;
- Road Safety Audits are focused analyses to make high-crash road sections safer for all users; and

- DVRPC enhances transportation security planning and communication efforts throughout the Delaware Valley to prepare the transportation system to deal with natural and man-made emergencies. The approach is based on *Fitting the Pieces Together: Improving Transportation Security Planning in the Delaware Valley*. A primary focus in FY 2012 was to add evacuation considerations in places of high population and employment densities.

Traffic-Calming Alternatives for Routes 130 and 206 in Bordentown, New Jersey

DVRPC’s Office of Corridor Planning conducted a study to address local stakeholder concerns for pedestrian and motorist safety within the Routes 130 and 206 corridor in New Jersey. Several short- and long-term concepts were conceived and developed as solutions to the safety and mobility needs for the study area. Some concepts were combined into corridor-wide alternatives, whereas others served as site-specific alternatives.

An EJ technical analysis was conducted in the study area, which contains three census tracts: Tract 7017 (Bordentown City), Tract 7015.02 (Bordentown Township), and Tract 7042 (Bordentown Township). Using ACS data, Tract 7017 and Tract 7042 do not have any DOD. Tract 7015.02 exceeds the regional thresholds for two DOD: elderly over age 75 and LEP. The extent of these DOD within this census tract is shown in Table 2.

Table 2: Degrees of Disadvantage Exceeding the Regional Threshold in Census Tract 7015.02

DOD Group	Regional Threshold	Percentage in Census Tract
Elderly (75 years and older)	6.66%	8.42%
Limited English Proficiency	3.24%	6.50%

Source: DVRPC 2012

Improvement projects recommended in the study area were evaluated based on the extent to which they may impact sensitive populations. Elderly persons often rely on alternative modes of transportation for their mobility needs, and accessible streets and sidewalks are especially important. As their rate of driving decreases with an increase in age, their mobility is dramatically impacted by the quality and connectivity of the pedestrian network, the breadth and frequency of transit service, and the availability and accessibility of local services.

LEP populations are defined in the ACS as individuals who speak English “not well” or “not at all.” It is assumed that an inability to speak English well can be a barrier to accessing goods and services, including transportation. LEP populations may impact how an agency or municipality reaches out to a particular audience, such as providing translated materials.

This corridor study also highlighted how the health of a community may be impacted by planning decisions. Planning with health considerations in mind positively impacts all communities but may be especially important to disadvantaged communities, which suffer disproportionately from adverse health impacts. The efforts of modern planning professionals have long been associated with the health of communities, beginning with sanitation services that removed wastewater and zoning laws that separated incongruous land-uses. Such efforts have dramatically reduced the rate of infectious diseases, but unfortunately, contemporary society is increasingly prone to chronic diseases, such as heart disease and diabetes, whose risk factors include obesity and physical inactivity. However, by increasing the opportunities for active transportation, mixed-use development patterns, and other health-planning

tools, planning can again serve as an instrument to reduce the occurrence of common diseases and thus improve the health of communities.

Health Planning Tools

Active Transportation Facilities

One tool to combat heart disease, obesity, and respiratory illnesses is an increase in the opportunities for active transportation. Increased potential for walking or cycling is facilitated by the presence of well-designed and maintained facilities. A comprehensive sidewalk network, highly visible crosswalks, and informative pedestrian signals are just a few of the potential facilities that encourage walking. The appeal and comfort of cycling is significantly improved by specific facilities, such as adequate bike lanes, formal bicycling routes, and targeted way-finding signage. Another benefit of these facilities is their ability to provide an alternative mode of travel to the automobile. Trips that can be completed entirely or even just partially via foot or bicycle place fewer vehicles on the roadway, thus decreasing the amount of pollutants that enter the immediate environment from vehicle emissions.

Mixed-Use and Neo-Traditional Design

The design and orientation of a community's built environment has a strong influence upon the travel behavior of its residents, employees, and visitors. When planned well, a mix of uses decreases the distance between destinations, while increasing their accessibility, thus reducing automobile dependence. Consequently, a physical design that encourages walking, cycling, and transit use will be helpful with reducing the levels of physical inactivity among adults and children. Elements of this design may be accomplished via shorter block lengths, a high level of street connectivity, reduced building setbacks, and traffic-calming measures. In addition, all of these measures are particularly effective for the elderly population, which was identified in the EJ analysis as having exceeded the regional threshold for a portion of the study area.

Transportation and Community Development Initiative (TCDI)

The Transportation and Community Development Initiative (TCDI) is a grant program of DVRPC that supports local development and redevelopment efforts in qualifying municipalities of the Delaware Valley. Begun in 2002 to reverse the trends of disinvestment and decline in many of the region's core cities and developed communities, TCDI provides a mechanism for municipalities to undertake locally directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the DVRPC long-range land use and transportation plan, *Connections 2035*. Communities that contain census tracts that comprise at least three DOD are eligible for a TCDI grant; and, in all cases, areas that are appropriate for future growth are targeted.

The TCDI program targets transportation investments in a sustainable way. Federal transportation funds are used to provide planning grants to local governments and select nonprofit organizations to create plans that link transportation improvements with land use strategies, enhance established communities, and build upon existing public and private assets. The adoption of TCDI set into motion the ideology of coordinating regional transportation planning with local land use planning and decision-making.

TCDI strives to create more vital and livable neighborhoods in the region's core cities and disadvantaged communities by:

- Supporting local planning projects that will lead to more residential, employment, or retail opportunities;

- Improving the overall character and quality of life within these communities to retain and attract businesses and residents;
- Enhancing and utilizing the existing transportation network infrastructure capacity in these areas to reduce the demands on the region's transportation network; and
- Reducing congestion and improving the efficiency of the region's transportation network.

A funding round was completed in FY 2012 for projects in both Pennsylvania and New Jersey. A newsletter, *Improving One Community at a Time*, was published in April 2012 and highlights the TCDI program. Each newsletter provides information on how DVRPC's investment has impacted the region and highlights a specific county and project.

Future Direction

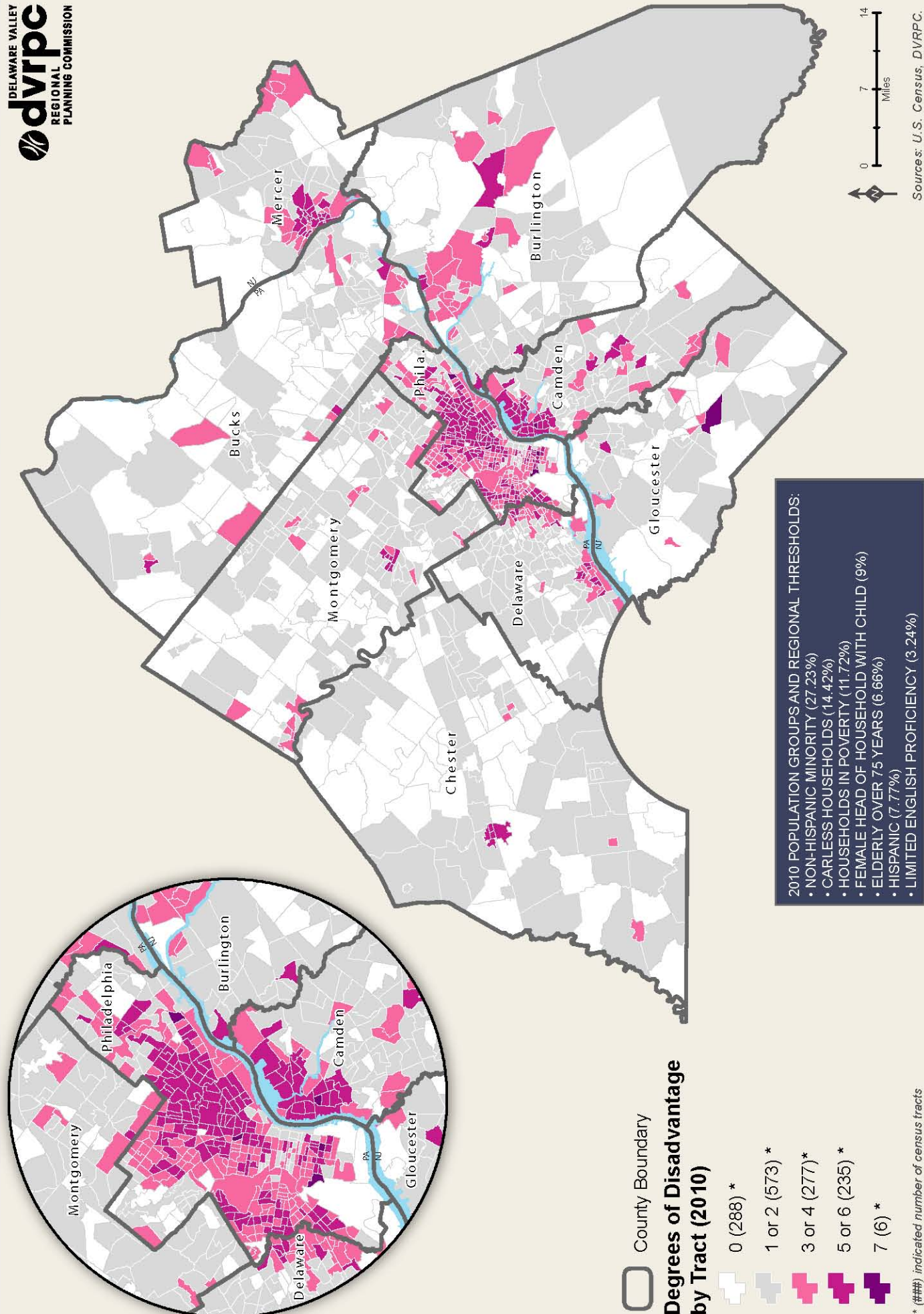
DVRPC will continue to implement EJ activities as part of its annual Work Program, fulfilling federal certification requirements, as well as attaining regional goals. The EJ program at DVRPC is constantly evolving. New programs or projects identify innovative ways to employ EJ, while existing programs include new requirements that call for expanded analysis. Finally, DVRPC internally strives to make the EJ program more effective over time, reaching into additional areas and strengthening current programs. DVRPC will:

- Keep abreast of legal developments related to Title VI and other nondiscrimination statutes;
- Assess DVRPC studies and processes to identify the regional benefits and challenges of different socioeconomic groups;
- Continue outreach to limited-English-proficient populations and strengthen efforts to include all residents of the Delaware Valley in the regional planning process;
- Participate and collaborate in regional and national programs that will allow DVRPC to exchange fresh ideas with others;
- Maintain and update DVRPC's online EJ Analysis mapping tool;
- Continue EJ education and training for DVRPC staff to heighten the awareness of EJ in the planning process and to continually incorporate EJ into DVRPC's day-to-day activities;
- Maintain and update, as necessary, the Title VI Compliance Plan, the Title VI and Environmental Justice Quick Reference Guide, and the Planner's Methodology. All documents are available at www.dvrpc.org/GetInvolved; and
- Maintain DVRPC's EJ, Public Participation, and Title VI resources page, located at www.dvrpc.org/Links/Public.htm.

APPENDIX



Figure 1: Degrees of Disadvantage (2010)



Degrees of Disadvantage by Tract (2010)

- County Boundary
- 0 (288) *
- 1 or 2 (573) *
- 3 or 4 (277) *
- 5 or 6 (235) *
- 7 (6) *

* (###) indicated number of census tracts

- 2010 POPULATION GROUPS AND REGIONAL THRESHOLDS:**
- NON-HISPANIC MINORITY (27.23%)
 - CARLESS HOUSEHOLDS (14.42%)
 - HOUSEHOLDS IN POVERTY (11.72%)
 - FEMALE HEAD OF HOUSEHOLD WITH CHILD (9%)
 - ELDERLY OVER 75 YEARS (6.66%)
 - HISPANIC (7.77%)
 - LIMITED ENGLISH PROFICIENCY (3.24%)

Sources: U.S. Census, DVRPC.

Figure 2: Non-Hispanic Minority Population Concentrations

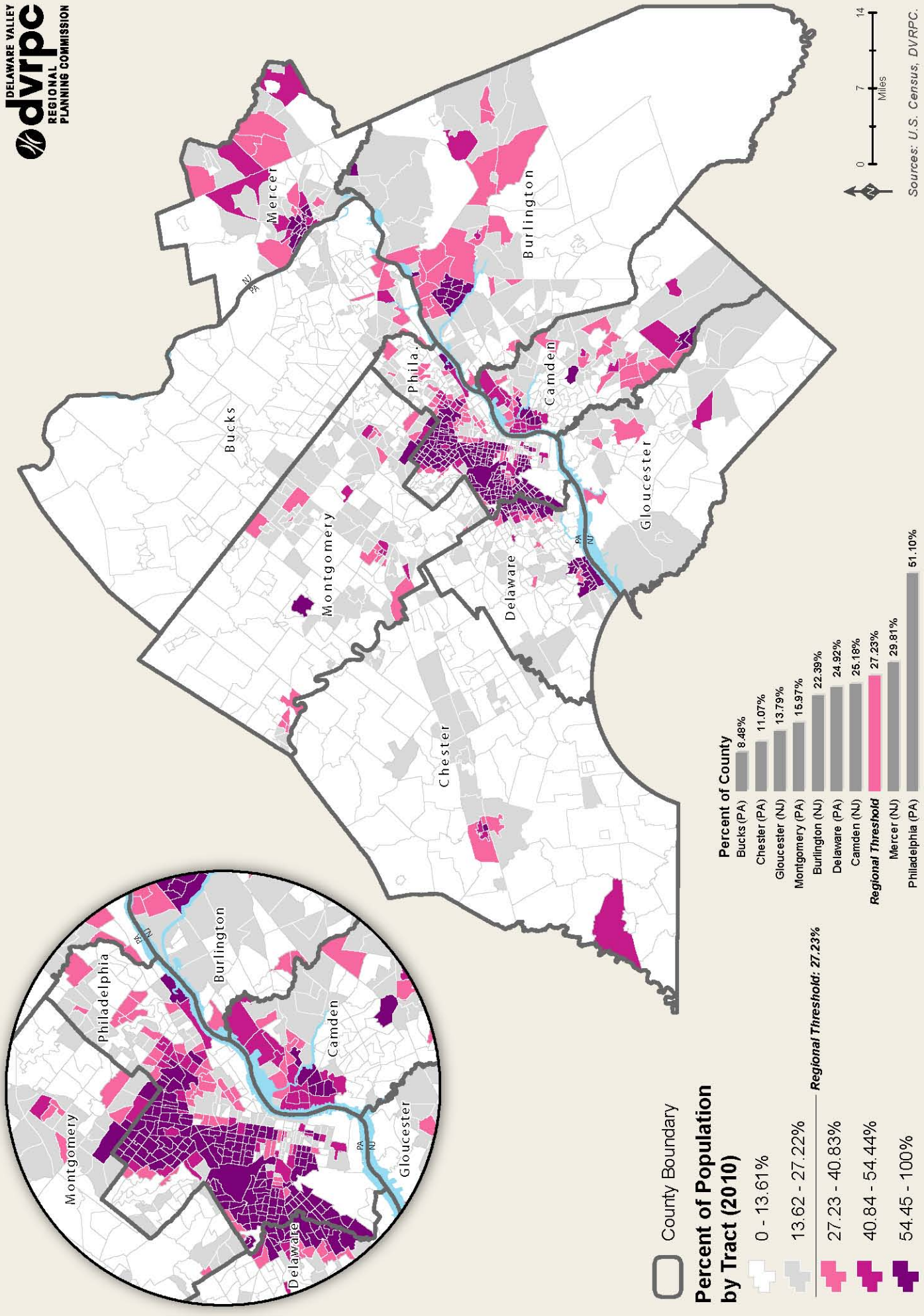


Figure 3: Hispanic Population Concentrations

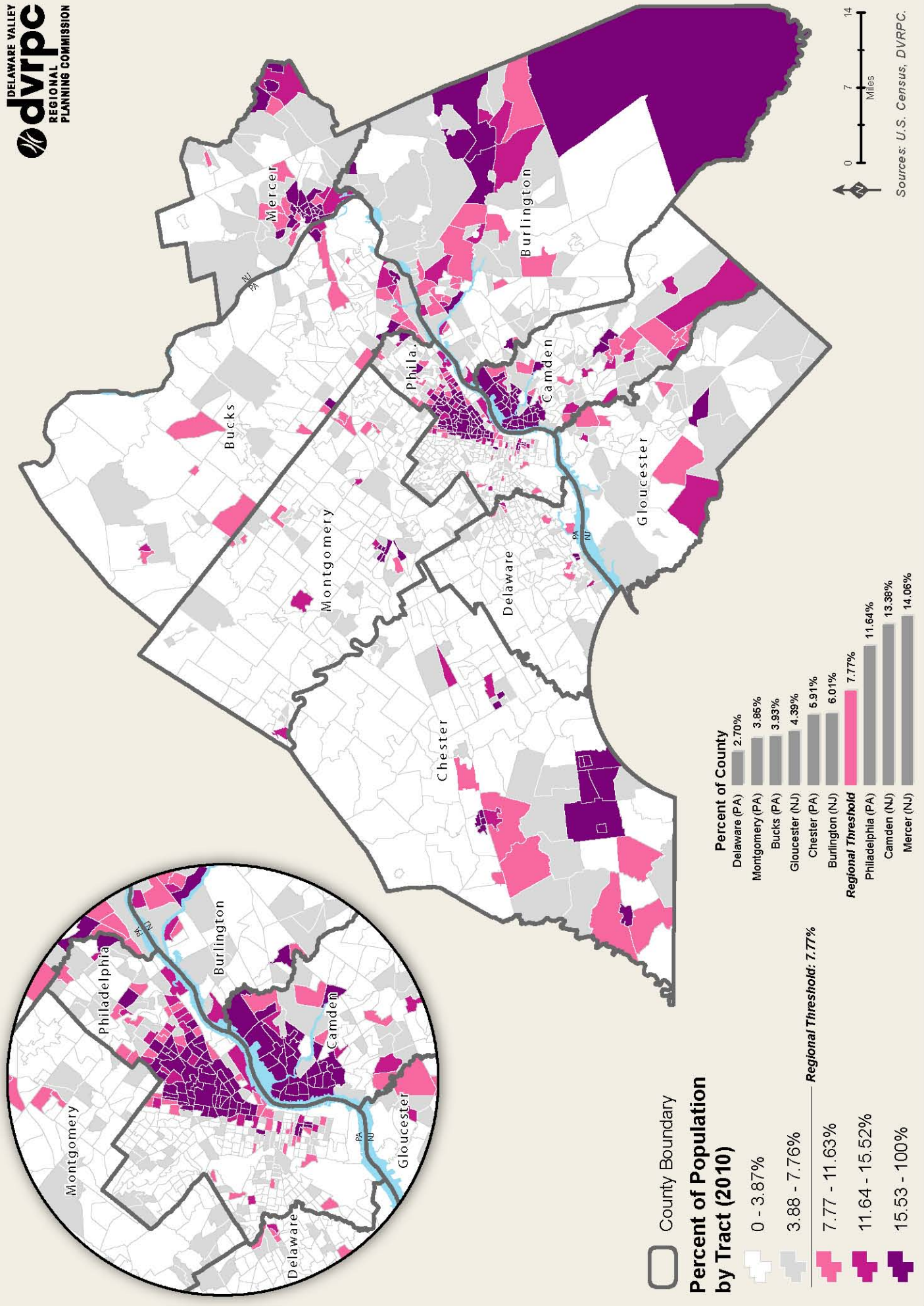


Figure 4: Concentrations of Households in Poverty

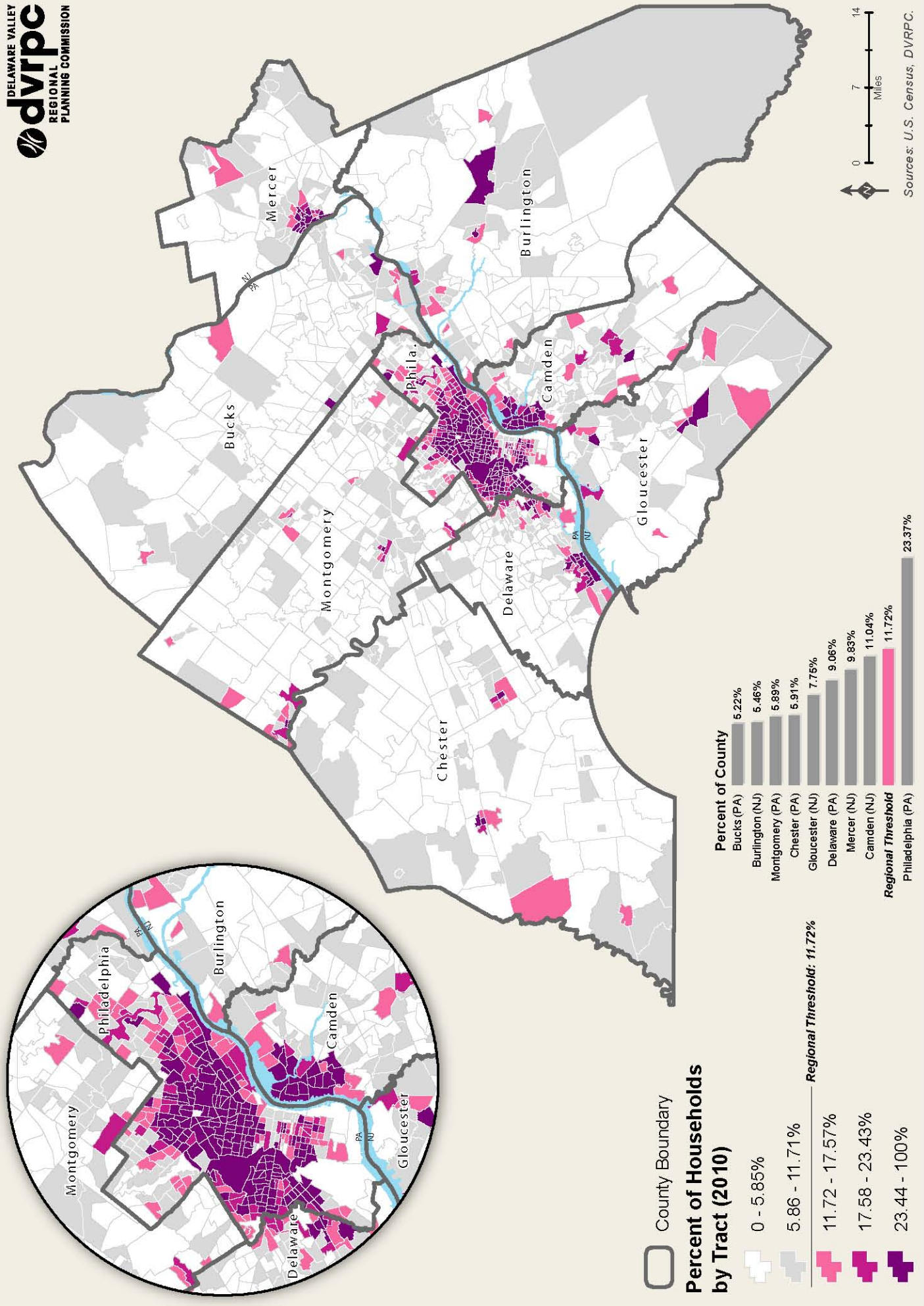


Figure 5: Limited English Proficiency Population Concentrations

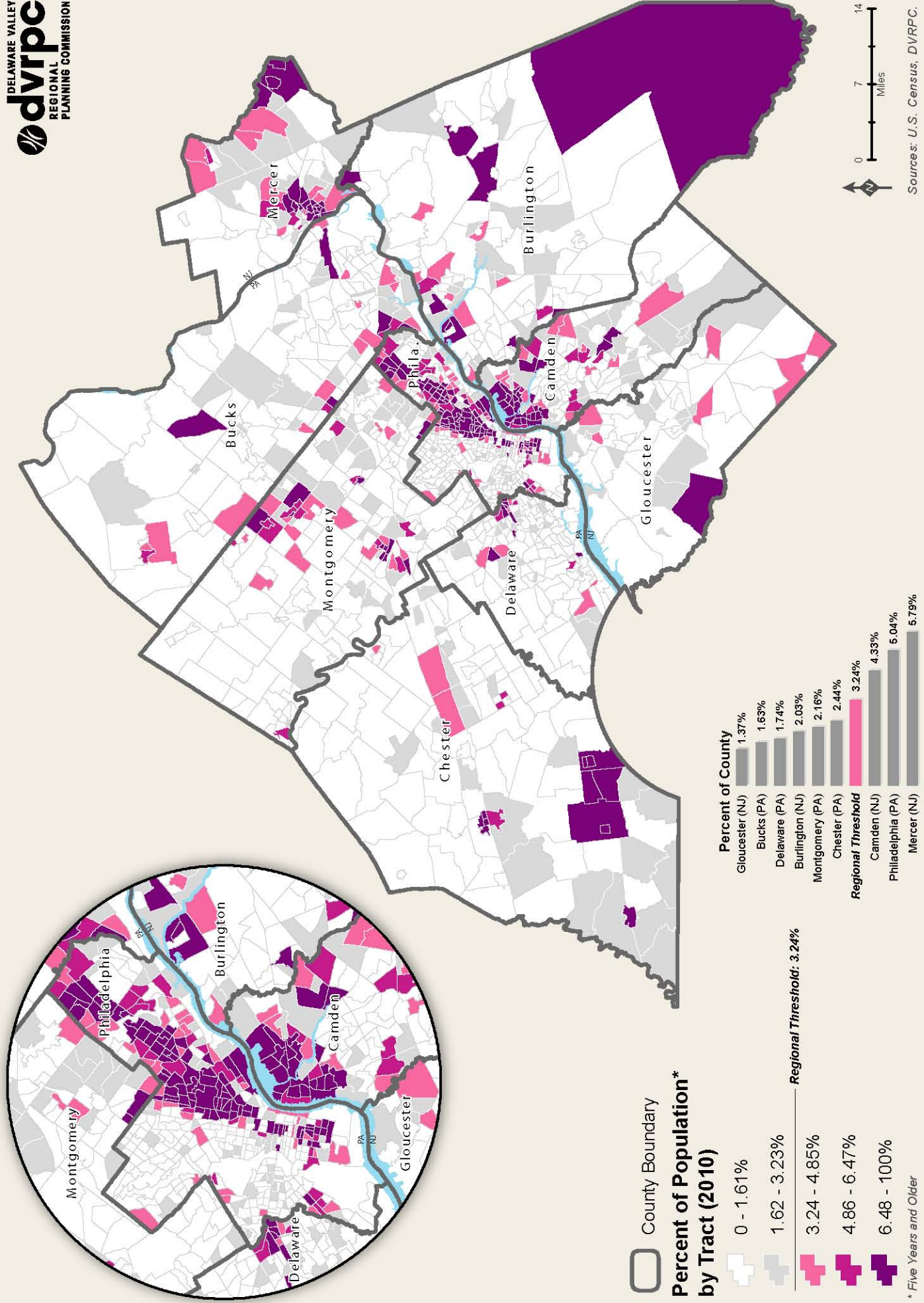


Figure 6: Female Head of Household with Child Population Concentrations

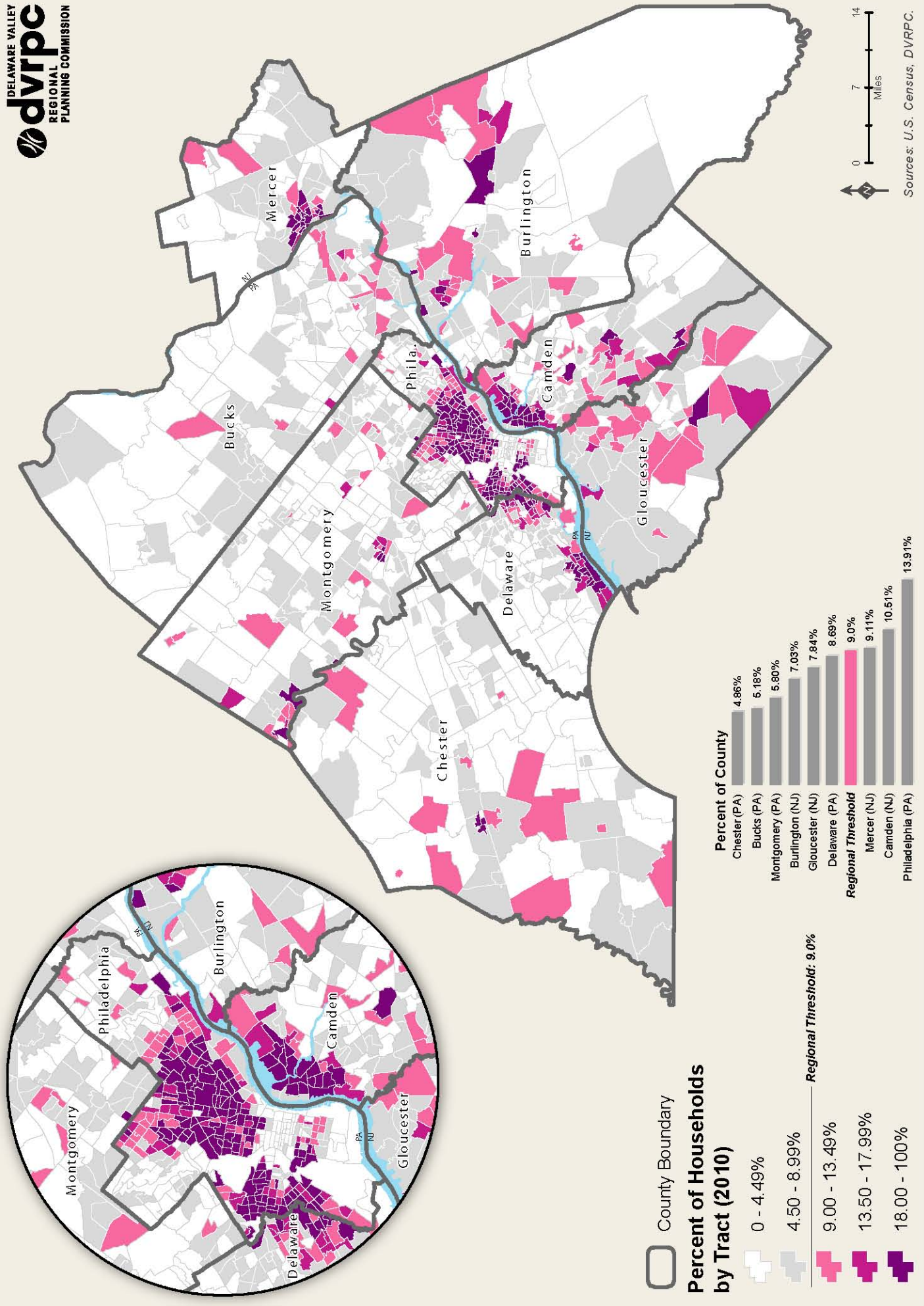


Figure 7: Elderly (75 Years and Over) Population Concentrations

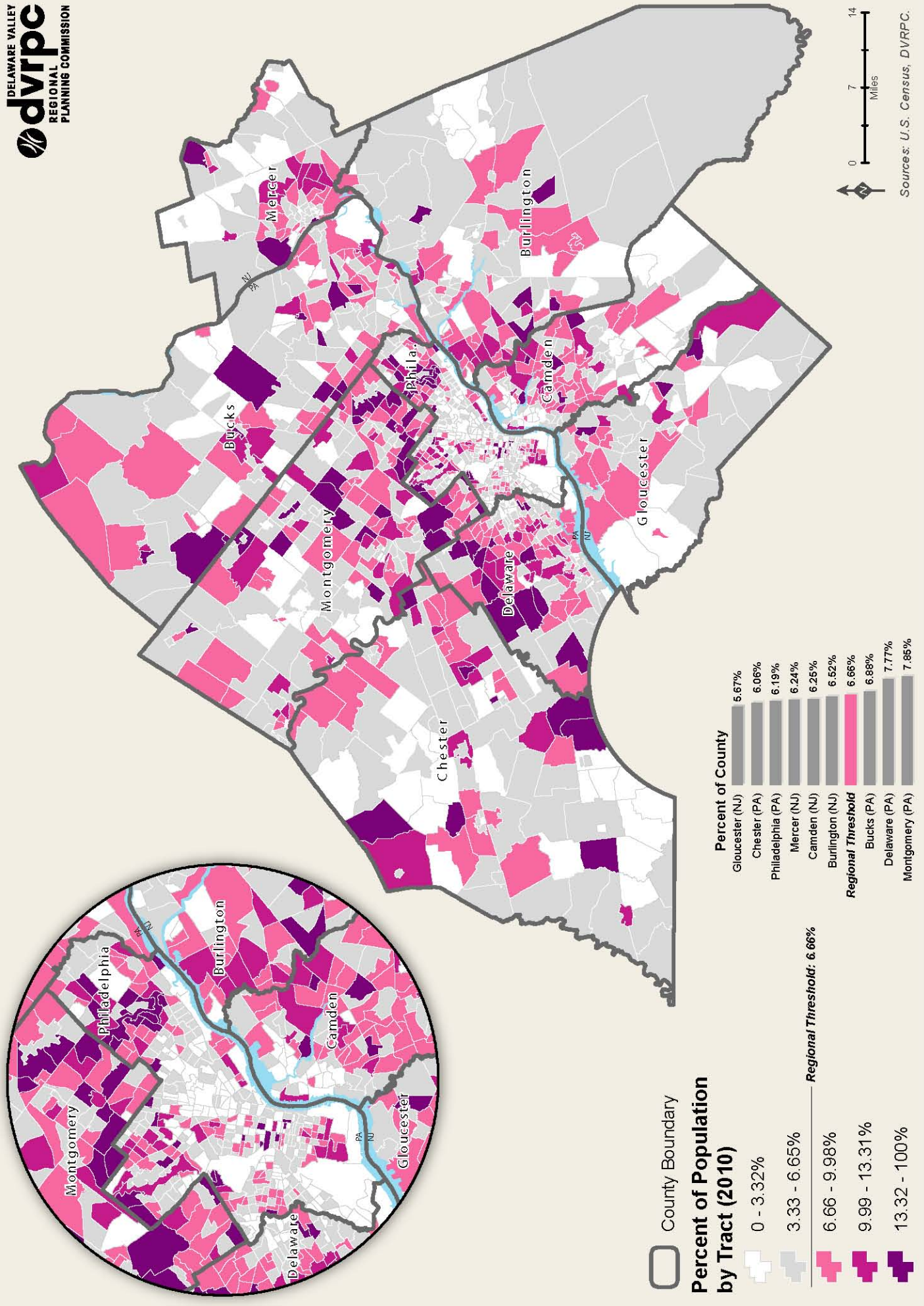


Figure 8: Carless Household Concentrations

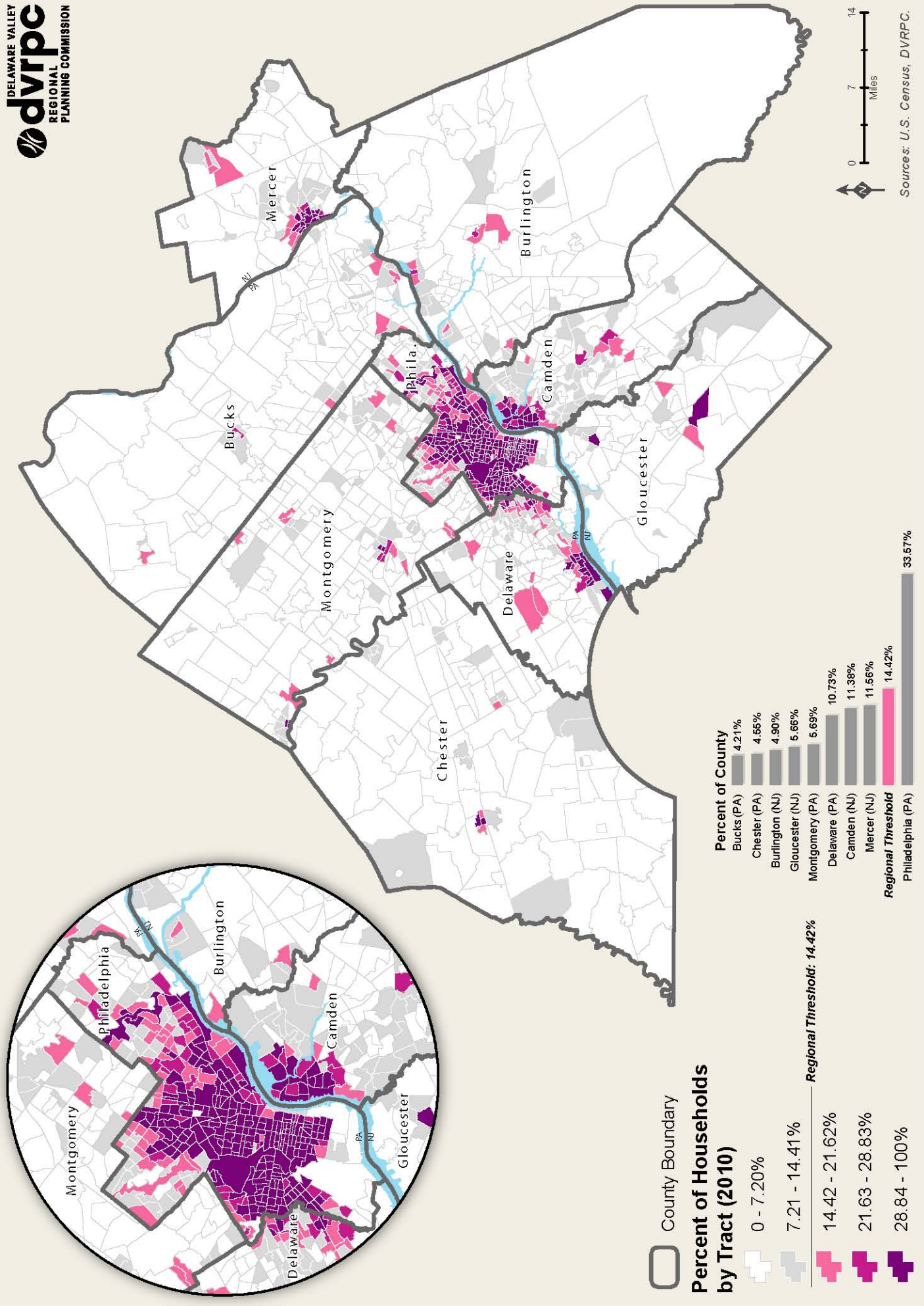
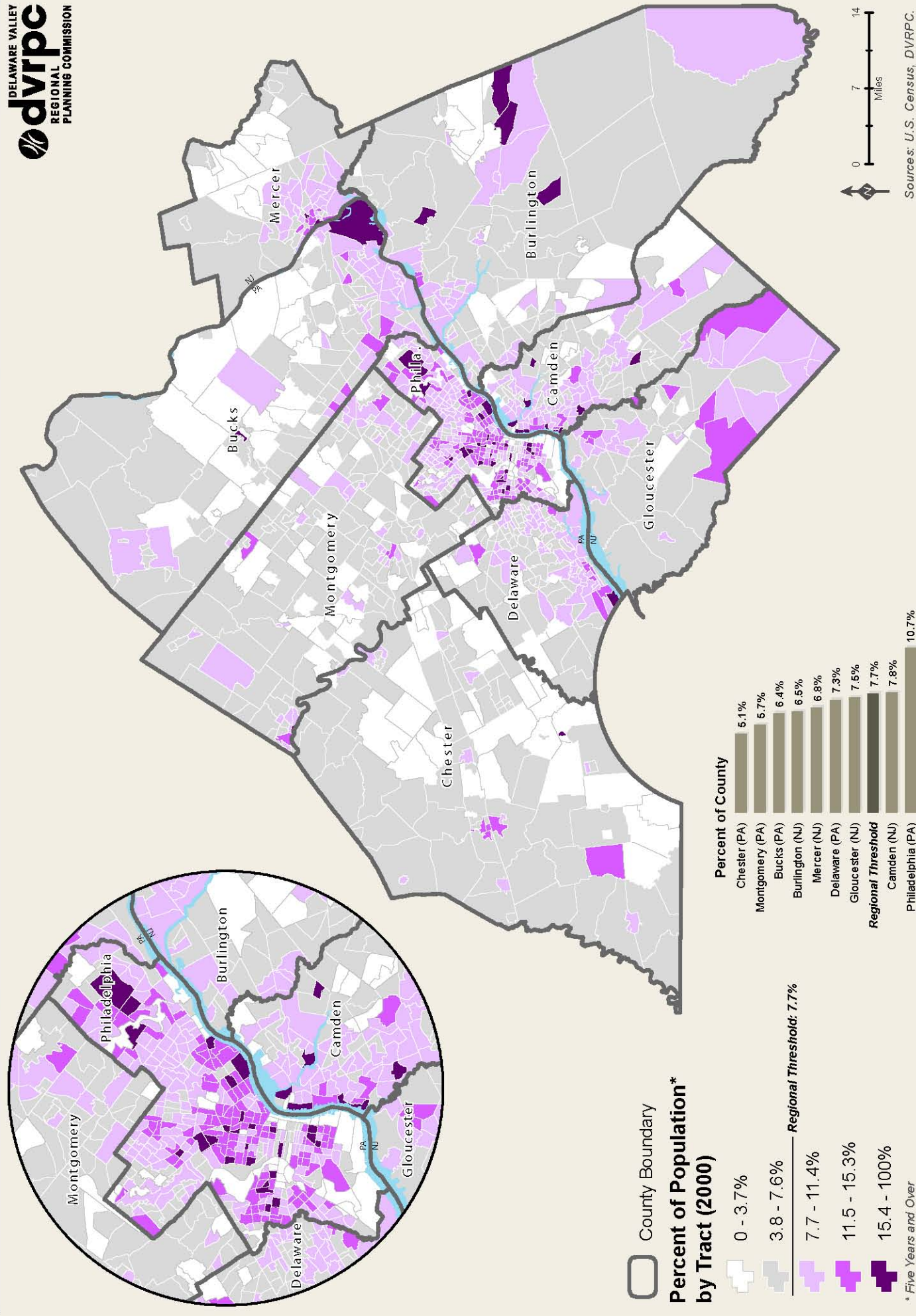


Figure 9: Concentrations of Persons with Physical Disabilities (2000)



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.

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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 (www.dvrpc.org) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.



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