
ENVIRONMENTAL JUSTICE EVALUATION AND STRATEGY

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Notice

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1.0 INTRODUCTION

Title VI of the Civil Rights Act of 1964 outlawed discrimination in the conduct of all federal activities. Although progress against discrimination since then has been considerable, during the 1990s individuals inside and outside the Federal government recognized that the adverse environmental impacts of private or governmental actions have sometimes fallen disproportionately on populations protected by laws such as the Civil Rights Act.

The term “*environmental justice*” was created by people concerned that everyone within the United States deserves equal protection under the country’s laws. Executive Order 12898, issued in 1994, responded to this concern by organizing and explaining in detail the federal government’s existing commitments to promote environmental justice. Each federal agency was prompted to review its procedures and those of the offices over which they have oversight. The Executive Order directs agencies to make environmental justice part of its mission *by identifying and addressing* the effects of all programs, policies and activities on minority populations and low-income populations.

No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”
- **Title VI of the Civil Rights Act of 1964**

“Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994**

In 1997, the U.S. Department of Transportation issued its *Order to Address Environmental Justice in Minority Populations and Low-Income Population (DOT Order)* to summarize and expand upon the requirements of Executive Order 12898 on environmental justice. The *DOT Order* sets forth the transportation agency’s policy to promote the principles of environmental justice in all policies, programs and other activities that are undertaken, funded or approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or other U.S. DOT entities.

1.1 Fundamental Principles of Environmental Justice

There are three fundamental principles at the heart of environmental justice:

1. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
2. Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
3. Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

Some transportation planners may believe that environmental justice is a burdensome new requirement that was thrust upon state and local agencies. The truth, however, is that the recipients of Federal-aid have long been required to certify, and the U.S. DOT must ensure, nondiscrimination under Title VI of the Civil Rights Act of 1964 as well as under many other laws, regulations, and policies.¹ The Federal

¹ Nondiscrimination is embodied in several transportation and environmental laws that are closely related to the regional transportation planning functions including: the National Environmental Policy Act of 1969 (NEPA); the Uniform Relocation

Highway Administration (FHWA) and the Federal Transit Administration (FTA) have been working with their state and local transportation partners to make sure that the principles of environmental justice are fully integrated into all aspects of their transportation mission.

1.2 Environmental Justice in the Regional Transportation Plan Process

Although Title VI and environmental justice concerns are frequently raised during project development, Title VI applies equally to the processes and products of planning. FHWA and FTA gave clear notification of their intent to closely review the States and Metropolitan Planning Organization's (MPOs) implementation of Title VI during certification reviews in a joint FHWA/FTA memorandum issued to their field administrative offices on October 7th, 1999 (see Appendix I). The memo identifies a series of questions that certification reviewers may ask in the field to discern whether actions have been taken to support Title VI compliance. The memo outlines strategies and actions that can be taken to meet environmental justice goals, improve planning performance, and minimize the potential for subsequent corrective actions and complaints.

SJTPO recognizes that environmental justice is more than a set of legal and regulatory obligations. Integrating the principles of environmental justice's into regional transportation planning processes and procedures can be a means toward improving the transportation decision-making process. SJTPO recognizes that effective transportation decision-making today requires understanding and addressing the unique *needs* and *interests* of many different socioeconomic groups. As this report reflects, this understanding can be only partly gained through the use of secondary data sets, GIS mapping packages and analyses of travel network models. Agencies must critically assess their current public involvement programs and plans and focus on strategies to dismantle barriers to meaningful participation by diverse populations, including minority and low-income persons.

Early, inclusive, and meaningful public involvement in transportation decision-making is a proven means for learning about community needs and deficiencies and designing transportation facilities and services that fit more harmoniously into communities. The involvement of the potentially affected people in transportation projects offers many benefits and does not threaten the accomplishment of other priorities such as safety and mobility.

This study includes a discussion of the findings from an outreach and structured interview program directed toward community-based organizations, social service agencies and others who work with, or advocate on behalf of, low-income and/or minority populations. This interview program was viewed as a means to gain a better understanding of the diverse local community needs of the SJTPO region and to solicit preferred solutions (i.e., improvements and other strategies and actions). Individuals and organizations contacted for interviews were not generally long-standing participants in regional transportation planning processes so the outreach process itself brought fresh perspectives. The outreach process also provided an introduction to its participants into the roles and responsibilities of the SJTPO – an important step in establishing a dialogue, strengthening long-term relationships and building collaborative arrangements and partnerships that can leverage scarce resources toward shared objectives. The targeted outreach process is therefore a step toward formulating effective solutions for addressing the needs of low-income and minority populations and ensuring that their transportation systems do not unfairly burden any one segment of society and that benefits are equitably distributed.

SJTPO recognizes that achieving environmental justice is not a desktop exercise, but an active and continuing process that can be highly creative and challenging. At its core, environmental justice requires a commitment from its partners and stakeholders to be at once more *inclusive*-- to fully recognize and explore the needs of all its citizens when making transportation decisions--as well as more *comprehensive* in the assessment of how existing and prospective priorities and processes distribute the benefits and burdens across all socioeconomic groups including race and income.

1.3 Future Steps Toward Accomplishing Environmental Justice

Moving forward, the SJTPO recognizes that the accomplishment of environmental justice will require the agency to:

- deploy an array of public outreach strategies and involvement processes to fully engage and explore the needs of all affected populations in decision-making;
- integrate data collection, analysis and monitoring tools to assess the needs of, and analyze the potential impacts on minority and low-income population;
- promote community-based partnerships and other creative means by which minority and low-income populations can learn about and improve the quality and usefulness of transportation in their lives;
- partner with other public and private programs to leverage transportation agency resources as part of a common vision for communities;
- avoid disproportionately high and adverse impacts on minority and low-income populations;
- minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phases and promote offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

1.4 Organization of this Report

SJTPO has organized this report into several chapters to effectuate the purpose of this report.

Chapter 1 provides background on the origins of environmental justice concerns and why they are being addressed in this report.

Chapter 2 explains SJTPO's mission and role and summarizes pertinent agency plans, programs and projects as they relate to low-income and minority populations and the accomplishment of the principles of environmental justice.

Chapter 3 discusses the approach to identifying the minority and low-income communities in the SJTPO region, which are the "communities of concern" for evaluating environmental justice issues.

Chapter 4 reexamines data compiled from SJTPO's recently completed *Transportation for the 21st Century Household Travel Survey* and compares trip-generation rates for low-income and minority households with the overall population.

Chapter 5 reviews the findings of the travel demand modeling for the Regional Transportation Plan (RTP) and examines specific evaluation factors to determine if the investments and resulting accessibility benefits of the RTP create disproportionately high and adverse effects on low-income and minority populations.

Chapter 6 reviews the SJTPO's current Transportation Improvement Program (TIP) with particular attention to the distribution of funding for programs in categories that may be most beneficial to communities and promoting the enhancement and "livability" of communities.

Chapter 7 includes a summary discussion of the issues raised and findings of a structured outreach and interview program directed toward community-based organizations, social service agencies and other entities that work with, or advocate on behalf of, low-income and/or minority populations. This interview program was used as a tool for identifying “needs and deficiencies” and screening for potential solutions (i.e., improvements and other strategies and actions) to address issues of concern to low-income and minority populations and communities.

Chapter 8 reviews the findings from the various chapters and -- drawing from both local findings and national “effective practices” -- puts forward recommended policies, strategies and actions and other “next steps” to effectuate the fundamental principles of environmental justice.

2.0 REVIEW OF EXISTING POLICIES AND PLANS

In recent years, the SJTPO has recognized its obligation to identify and address issues related to environmental justice and Title VI of the Civil Rights Act in the formulation of its policies and plans. The Regional Transportation Plan (RTP) contains an overview of environmental justice issues and identifies the location of particular communities of concern (e.g. persons below the poverty level, minority persons, and elderly residents). The RTP also states that it is a goal of the organization to promote linkages between low-income households and employment opportunities; the SJTPO has conducted Job Access and Reverse Commute planning initiatives to further the accomplishment of this goal. These efforts, along with other key plans, projects, and policies are summarized below, with excerpts highlighting environmental justice-related policies and recommendations.

2.1 Regional Transportation Plan¹

The Regional Transportation Plan (RTP) serves as the official plan for the SJTPO region and guides the transportation decision-making for a projected twenty-five year horizon. It is updated periodically and was recently updated to plan for the years through 2025. The primary goals of the updated RTP are to:

- Improve safety
- Support the regional economy
- Reduce congestion
- Promote transportation choices for the movement of people and goods
- Protect and improve the environment
- Restore, preserve, and maintain the existing transportation system
- Secure dependable, reliable sources of funds
- Recognize the interrelationships between transportation and land use plans

While pursuing all of these goals are as important to low-income and minority populations as any other population of the SJTPO region, the goal “to promote transportation choices for the movement of people and goods” is particularly relevant to the organization’s recognition of the need to address access and quality of life for low-income, minority, and other disadvantaged populations. The policies supporting this goal include:

- Expand and improve non-auto elements of the transportation system;
- Advance projects that enhance mobility for bicyclists, pedestrians, and transit riders; and
- Provide affordable mobility options to the transportation disadvantaged (e.g., young, elderly, handicapped and poor) and support welfare to work initiatives.

In addition to including specific strategies to improve access and quality of life for disadvantaged populations, the RTP provides an overview of environmental justice issues, identifies the location of particular “populations of concern”, (e.g., persons below the poverty level, minority persons) and outlines a future strategy to address environmental justice issues. The strategy includes:

- *Provide for Demographic Profile Mapping:* Update the mapping of low-income and minority population concentrations using 2000 Census data and develop maps for specific minorities, as well as for elderly and disabled populations;
- *Expand and Target Outreach Activities:* Expand the SJTPO’s mailing lists to include numerous contacts with the populations of concern and add representatives of these populations to the official Citizen Advisory Committee (CAC);

¹ The RTP can be accessed in its entirety on the SJTPO website at <http://www.sjtpo.org/rtptable.html>.

- *Develop a Public Involvement Program Targeted at Populations of Concern:* Establish a process for engaging populations of concern in the transportation decision-making process, from need identification to project selection;
- *Conduct System Level Analysis:* Prepare an analysis using the South Jersey Travel Demand Model to evaluate if access to jobs and services is equitably distributed by race and income; and
- *Address Disproportionate Adverse Impacts or Low Benefits:* Develop strategies to address disproportionate adverse impacts or low benefits to populations of concern found in the system level analysis.

By funding this study, along with the Public Outreach Program (POP) and JARC plan update, which will both be discussed later in this section, the SJTPO has taken action to pursue the strategies highlighted above. Through this study, mapping of minority and low-income populations was accomplished, along with identifying communities of concern; the SJTPO's mailing list was also expanded to include representatives of low-income and minority communities who participated in an outreach survey; and a system level accessibility analysis was conducted and recommendations to address disproportionate high and adverse impacts were developed. The POP developed a public involvement program targeted at populations of concern and also expanded the SJTPO's mailing list. Additionally, the JARC plan update analyzed the transportation needs of welfare recipients and other low-income persons, and developed recommendations to help meet these needs.

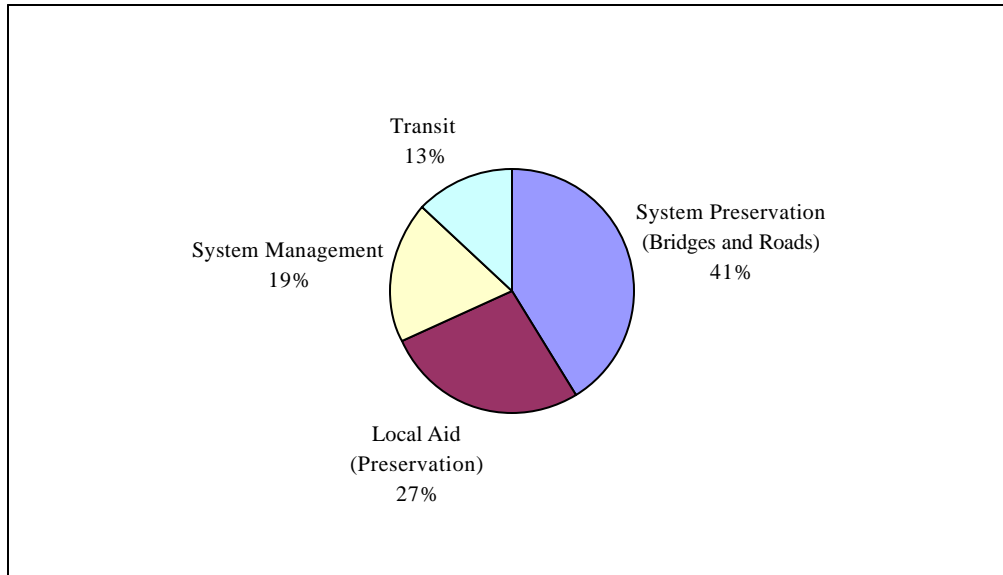
Public involvement was an essential component of developing the 2025 RTP. A public involvement program was instituted to ensure early and timely input from a wide range of participants, particularly at critical milestones in the plan development process. The program included a Citizens Advisory Committee (CAC) workshop, a CAC/TAC questionnaire, focus groups, public and agency meetings, and outreach through newsletters and the SJTPO website. For future updates and RTP development, the SJTPO has developed the Public Outreach Program mentioned above, which will enable them to more effectively reach low-income and minority populations and include these populations in the planning process.

2.2 Transportation Improvement Program

The SJTPO Transportation Improvement Program (TIP) reflects the transportation capital improvement priorities of the South Jersey region and serves as the link between the transportation planning process and implementation. It includes a list of transportation projects and programs, scheduled for implementation over a three-year period, which must be consistent with the goals and policies of the RTP. While inclusion in the TIP does not guarantee funding, it is an essential step in the authorization of funding for a project. Getting a project on the TIP is a critical step towards securing funding and implementation, therefore, it is important to ensure that all groups in the SJTPO region understand and have access to the TIP process, including representatives from low-income and minority communities.

The FY 2002-2004 SJTPO TIP is the most recent TIP and includes \$248.1 million of total funding. Of this funding, 41% was allocated to system preservation (bridges and roads), 27% to local aid (preservation), 19% to system management, and 13% to transit (see Figure 2.2.1). The FY 2002-2004 SJTPO TIP is discussed in more detail in chapter 6, where projects deemed to affect local access and quality of life were mapped and evaluated.

Figure 2.2.1
FY 2002-2004 SJTPO TIP Funding Allocation



2.3 Public Involvement

The SJTPO has a Public Involvement Policy (PIP), revised in 1999, which guides the organization's public involvement efforts. The intent of the PIP is to insure that the SJTPO has a provocative and meaningful public involvement process that provides complete information, timely public notice, full public access by all segments of the population to key decisions, and supports early and continuing involvement of the public in developing the RTP and TIP.

The PIP also responds to the inherent need of the organization to develop public understanding and support of its activities. To accomplish this, the SJTPO maintains procedures encompassing the following major strategies:

- Thorough dissemination of information;
- Active outreach; and
- Ample opportunity for the interested public to participate.

In addition to the PIP, the SJTPO is currently developing a Public Outreach Program (POP), which focuses on the RTP and is scheduled to be implemented in the summer of 2002 and beyond. The basic objectives of the program are to inform and educate citizens about the RTP, describe how citizens may provide input to assist with plan development, solicit and document local input, and to foster better public relations. To meet these objectives, the program will emphasize information exchange and worldwide web-based outreach, to compensate for the inherent difficulty in holding meetings and workshops for the general public in a region with low population density that is not well served by transit. The POP will also include innovative outreach approaches, such as visits to local advocacy groups, and identification of key interest groups throughout the region, which will then be targeted for inclusion in the SJTPO's planning processes.

The POP will also address public involvement as it relates to environmental justice. It will include a discussion of environmental justice and populations considered under the DOT order, identify barriers specific to reaching “environmental justice populations”, along with strategies to overcome them, and recommend public involvement activities that will enhance outreach efforts to disadvantaged populations.

2.4 Area-Wide Job Access and Reverse Commute Transportation Plan

In 2000, the SJTPO completed an area-wide Job Access and Reverse Commute Transportation Plan, entitled the *SJTPO Mobility Plan for Transit-Dependent Populations*. The plan was developed for two primary reasons. First, while counties completed individual job access plans in 1998, referred to as Community Transportation Plans, the SJTPO recognized that job access is truly a regional issue (with job opportunities dispersed throughout a regional labor market from Atlantic City to Wilmington, Delaware). The area-wide plan integrates the four county plans, creating a regional plan, and provides a forum for the counties to develop transportation services that provide access to the regional labor market. Secondly, the area-wide plan enables the counties to seek funding from the Federal Transit Administration’s Job Access and Reverse Commute Program, which, thus far, has helped fund projects in Atlantic and Cape May counties.

Currently, the SJTPO is updating the area-wide job access and reverse commute transportation plan. The purpose of the update is to support the implementation of a variety of transportation services that are needed to connect public assistant recipients and other low-income people to jobs and related employment activities. The update will include a summary of the geographic distribution of people, jobs, and transit service gaps, along with various strategies to address these gaps.

2.5 Unified Planning Work Program

Each year, the SJTPO, in cooperation with member agencies, prepares a Unified Planning Work Program (UPWP). The UPWP essentially serves as the master regional transportation planning funding application, emphasizing documentation of planning activities to be performed with funds provided to the SJTPO by the FHWA and FTA. It includes the work of member agencies and consultants, as well as the work done directly by the SJTPO staff. Public involvement is important to the development of the UPWP. From the outset, citizens are given an opportunity to suggest projects and other activities for consideration and the SJTPO staff solicits comments from the CAC.

Over \$1.5 million was programmed for use in the FY 2003 UPWP. Of these funds, over \$600,000 was programmed to support activities of the SJTPO staff, nearly \$230,000 was programmed for county activities, and over \$600,000 was programmed for technical studies. While a majority of this funding is needed for mandatory planning activities, such as the RTP, and support to carry them out, such as staff salaries and equipment, a notable amount of money is available to conduct studies and fund projects. For example, from the technical studies funds, a project to enhance pedestrian safety and signage in Cape May County was supported. As there continues to be a significant amount of money available through the UPWP to fund local studies and projects, it is critical for organizations and communities throughout the region to become familiar with the planning process and encourage the development of a work program responsive to the needs, concerns, and issues facing their communities.

3.0 IDENTIFYING COMMUNITIES OF CONCERN

Determining where communities of concern are located in the SJTPO region is essential to conducting a sound environmental justice evaluation and creating an effective environmental justice strategy. As discussed in the introduction, the DOT Order on Environmental Justice is specifically concerned with minority and low-income populations. Persons in poverty and low-income data from the 2000 US Census had not been released at the time of this study. Therefore, to locate communities of concern in the SJTPO region, race, income and other socio-economic characteristics, which can serve as proxy measures of current poverty, were analyzed. These characteristics include:

- Population
- Racial Composition
- Per Capita Income and Poverty
- TANF Households
- National School Lunch Program Eligibility
- Zero-Car Households

Following is a detailed discussion regarding the analyses of these characteristics, along with the identification of communities of concern in the SJTPO region.

3.1 Regional Socioeconomic Trends – An Overview

In the 1990s, the SJTPO region experienced moderate population growth, an increase of minority residents, and lower than average growth in per capita personal income. Below is a detailed discussion of these socioeconomic trends.

3.1.1 Population

In the SJTPO region, population grew by 8.2 percent between 1990 and 2000 (see Table 3.1.1). While the region as a whole experienced moderate population growth, population trends varied among counties. Atlantic County experienced rapid growth (12.6 percent) and Cape May and Cumberland counties experienced moderate growth (7.6 percent and 6.1 percent), while Salem County experienced a 1.5 percent loss in population (see Table 3.1.1).

Table 3.1.1
Population by County: 1990 & 2000
Atlantic, Cape May, Cumberland, and Salem Counties

	1990	2000	Absolute Change	Percent Change	Share of Regional Growth
Atlantic	224,327	252,552	28,225	12.6%	65.9%
Cape May	95,089	102,356	7,267	7.6%	17.0%
Cumberland	138,053	146,438	8,385	6.1%	19.6%
Salem	65,294	64,285	-1,009	-1.5%	-2.4%
SJTPO Region	522,763	565,601	42,838	8.2%	100.0%

Source: US Census Bureau

3.1.2 Minority Residents

From 1990 to 2000, the proportion of non-white residents and residents of Hispanic-origin in the SJTPO region grew from 20 percent and 7 percent to 27 percent and 11 percent respectively (see Tables 3.1.2 and 3.1.3). The proportional increase of non-white residents was primarily due to an increase in Asians (which grew from 1% to 3%) and other non-whites (which grew from 4% to 8%).

Of the four counties, Atlantic and Cumberland experienced the most notable proportional changes (see Tables 3.1.2 and 3.1.3). In Atlantic County, which accounts for almost half of the region's population, the share of non-whites grew from 23 percent to 32 percent, the share of Asians grew from 2 percent to 5 percent, and the share of Hispanic-origin residents grew from 7 percent to 12 percent. In Cumberland County, which accounts for approximately one-quarter of the region's population, the share of non-whites grew from 27 percent to 34 percent and the share of Hispanic-origin residents grew from 13 percent to 19 percent. The racial mix in Cape May and Salem counties remained relatively constant.

Table 3.1.2
Race by County: 1990
Comparison of Atlantic, Cape May, Cumberland, and Salem Counties

	SJTPO Region Counties									
	Atlantic		Cape May		Cumberland		Salem		SJTPO Region	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White alone	172,088	77%	88,097	93%	101,467	73%	54,394	83%	416,046	80%
Non-white alone	52,239	23%	6,992	7%	36,586	27%	10,900	17%	106,717	20%
Black or African American alone	39,064	17%	5,334	6%	23,318	17%	9,567	15%	77,283	15%
American Indian and Alaska Native alone	565	0%	213	0%	1,311	1%	218	0%	2,307	0%
Asian alone	4,782	2%	607	1%	1,134	1%	379	1%	6,902	1%
Other	7,828	3%	838	1%	10,823	8%	736	1%	20,225	4%
Total	224,327	100%	95,089	100%	138,053	100%	65,294	100%	522,763	100%
Hispanic-Origin	16,117	7%	1,855	2%	18,348	13%	1,436	2%	37,756	7%

Source: US Census Bureau, 1990.

Table 3.1.3
Race by County: 2000
Comparison of Atlantic, Cape May, Cumberland, and Salem Counties

	SJTPO Region Counties									
	Atlantic		Cape May		Cumberland		Salem		SJTPO Region	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White alone	172,632	68%	93,700	92%	96,478	66%	52,195	81%	415,005	73%
Non-white alone	79,920	32%	8,626	8%	49,960	34%	12,090	19%	150,596	27%
Black or African American alone	44,534	18%	5,178	5%	29,585	20%	9,498	15%	88,795	16%
American Indian and Alaska Native alone	669	0%	186	0%	1,419	1%	226	0%	2,500	0%
Asian alone	12,771	5%	661	1%	1,397	1%	396	1%	15,225	3%
Other	21,946	9%	2,601	3%	17,559	12%	1,970	3%	44,076	8%
Total	252,552	100%	102,326	100%	146,438	100%	64,285	100%	565,601	100%
Hispanic-Origin	30,729	12%	3,378	3%	27,823	19%	2,498	4%	64,428	11%

Source: US Census Bureau, 2000.

3.1.3 Per Capita Personal Income

Per capita personal income in the SJTPO region has lagged behind the state average. This gap widened during the 1990s. From 1989 to 1999, the per capita personal income (PCPI) and average annual growth rate were below the state average for the SJTPO region. While New Jersey as a whole experienced an average annual growth rate of 4.2 percent, the SJTPO region experienced an average annual growth rate of 3.6 percent (see Table 3.1.4). Of the four counties, Salem County fared the best, with an average annual growth rate of 4.1 percent (which was similar to the state average), while Atlantic County grew more slowly, with an average annual growth rate of 3 percent.

While Salem County kept pace with the state's average annual growth rate and overall percent increase of PCPI, the county had the third lowest PCPI in the SJTPO region and, based on 1999 figures, was ranked 19th out of 23 counties statewide. Atlantic County had the highest PCPI and was ranked 10th, followed by Cape May County (which was ranked 13th), and Cumberland County had the lowest PCPI and was ranked 21st (see Table 3.1.4).

Table 3.1.4
Per Capita Personal Income by County: 1989 & 1999
Atlantic, Cape May, Cumberland, and Salem Counties

	1989	1989 PCPI Ranking*	1999	1999 PCPI Ranking	Average Annual Growth Rate
Atlantic	\$23,838	8th	\$32,086	10th	3.0%
Cape May	\$20,301	15th	\$29,455	13th	3.8%
Cumberland	\$16,522	21st	\$22,894	21st	3.3%
Salem	\$18,166	20th	\$27,178	19th	4.1%
SJTPO Region	\$20,399		\$28,652		3.6%
New Jersey	\$23,595	3rd	\$35,612	3rd	4.2%

*The county ranking represents how an individual county compared to the remaining twenty-two New Jersey counties, with 1st representing the highest income levels and 23rd representing the lowest ranking by income. The SJTPO region was not ranked because there was not a ranking system established for multiple county regions. The state ranking represents how New Jersey compared to other states in the U.S., with 1st representing the highest and 50th representing the lowest.

Source: Bureau of Economic Analysis. 2002.

3.2 Location of Minority Populations

Differences in the way race and ethnicity were tabulated in the 1990 and 2000 Census make direct comparisons between them difficult.¹ Despite these differences, the data indicate there was a notable increase in the amount and proportion of minorities in the SJTPO region. The minority population increased by over 64 percent, going from 106,717 in 1990 to 175,297 in 2000, and the proportion of the population consisting of minorities increased by 11 percentage points, going from 20 percent to 31 percent (see Tables 3.2.1 and 3.2.2).²

¹ As a result of this difference, race/ethnicity classes representing minorities in this study varied between 1990 and 2000. For 1990, minority includes all non-whites and does not include white Hispanics. For 2000, minority includes all race/ethnicity classes except white non-Hispanics.

² Based on the Hispanic-origin population in 1990 (see Table 3.1.2) and considering approximately two-thirds of Hispanics were non-white in 2000, the magnitude of under-representation for 1990 figures was likely between 10,000 and 15,000 people. Based on this assumption, if white Hispanics were included in the 1990 figures, the increase of minorities between 1990 and 2000 would likely range from 44 percent (53,580) to 50 percent (58,580) and the percentage point change would range from 9 percent (31%-22%) to 8 percent (31% -23%).

Figures 3.2.1 and 3.2.2 show minority concentrations for 1990 and 2000 in the SJTPO region. While the amount and proportion of minorities for the region greatly changed, the distribution of minority populations generally remained the same, with a majority of minorities concentrated in the urban/town centers, such as the Atlantic City-Pleasantville area in Atlantic County and the Vineland and Bridgeton areas of Cumberland County.

Tables 3.2.1 and 3.2.2 provide a detailed look at minority concentrations by municipality for 1990 and the year 2000. Even though white Hispanics are not included in the 1990 minority figures, the municipalities with minority populations equal to or greater than the regional thresholds remained similar. In general, municipalities included in one of the two tables had minority proportions close to the regional threshold in both years. For example, Buena Vista Township had a minority proportion of 21 percent in 1990 and 27 percent in 2000, placing it over the threshold in 1990 but just under in 2000. In sum, these tables indicate the distribution of minority populations has remained relatively constant between 1990 and 2000.

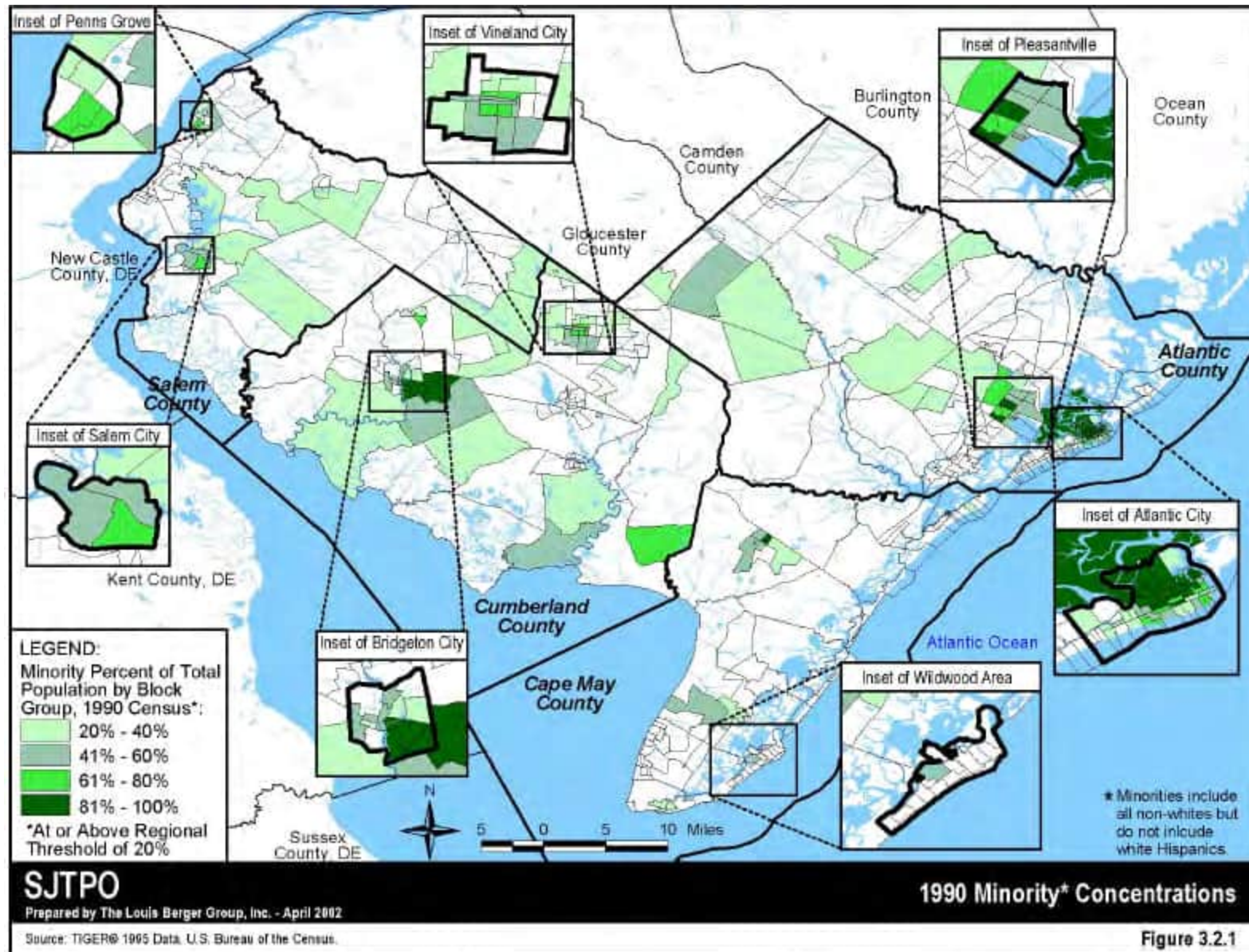
Table 3.2.1
Municipalities with Minority Populations Equal To or Greater Than the Regional Threshold: 1990*
Comparison of Municipalities and Counties within the SJTPO Region

Municipality	Minority Population**	Total Population	% Minority Population
<i>Atlantic County</i>	52,239	224,327	23%
Atlantic City	24,520	37,986	65%
Buena Vista Township	1,583	7,644	21%
Egg Harbor City	971	4,583	21%
Pleasantville Township	10,202	16,027	64%
<i>Cape May County</i>	6,992	95,089	7%
Wildwood	1,018	4,484	23%
Woodbine Borough	1,177	2,678	44%
<i>Cumberland County</i>	36,586	138,053	27%
Bridgeton	8,577	18,942	45%
Commercial Township	1,064	5,026	21%
Fairfield Township	3,409	5,699	60%
Maurice River Township	2,250	6,648	34%
Vineland	14,785	54,780	27%
<i>Salem County</i>	10,900	65,294	17%
Mannington Township	454	1,693	27%
Penns Grove Borough	2,180	5,245	42%
Quinton Township	530	2,558	21%
Salem	3,657	6,883	53%
SJTPO Region	106,717	522,763	20%

*The 1990 Regional Threshold for the SJTPO Region is 21%

**Minorities include all non-whites, but do not include white Hispanics

Source: 1990 US Census



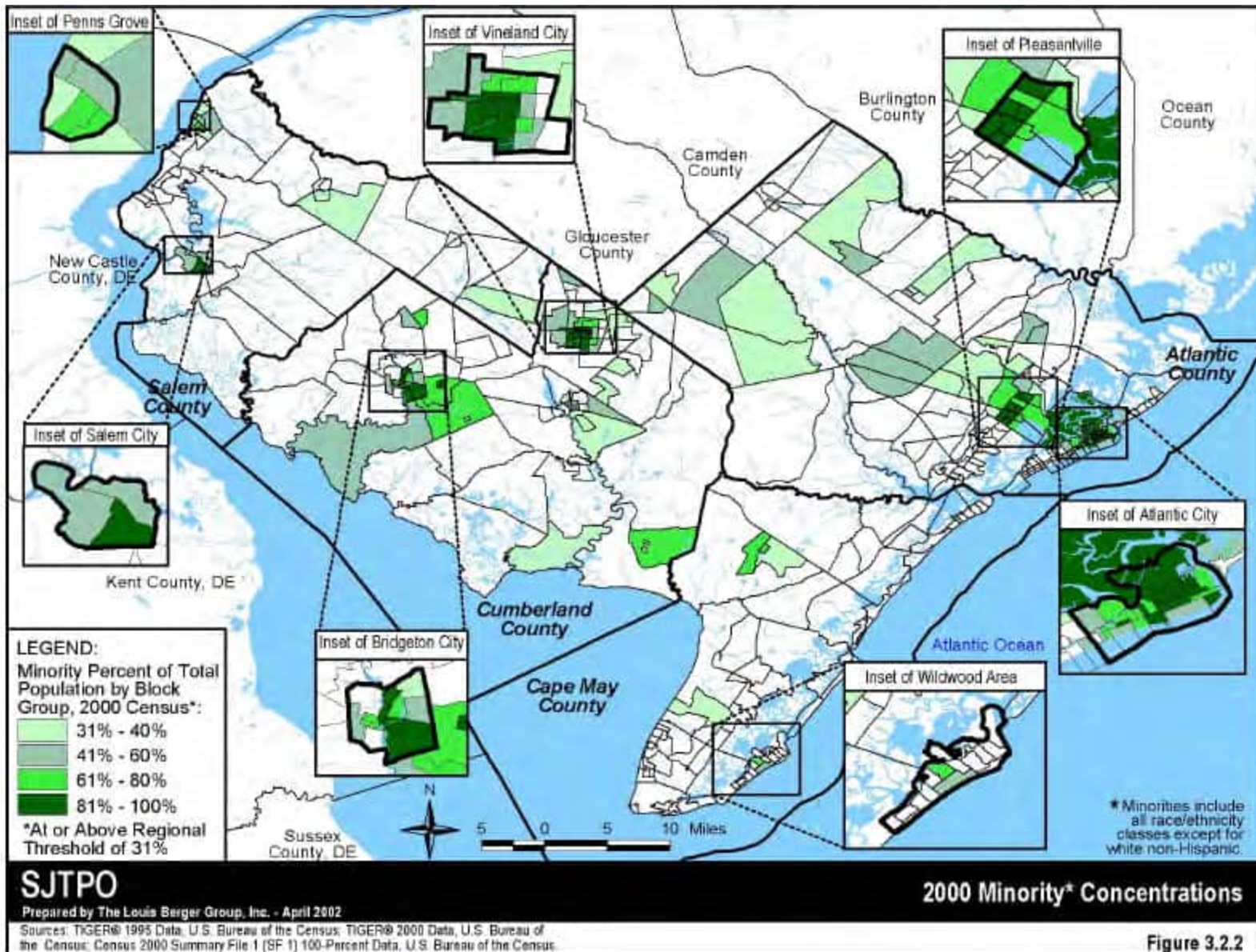


Table 3.2.2
Municipalities with Minority Populations Equal To or Greater Than the Regional Threshold: 2000*
Comparison of Municipalities and Counties within the SJTPO Region

Municipality	Minority Population**	Total Population	% Minority Population
<i>Atlantic County</i>	91,066	252,552	36%
Atlantic City	32,639	40,517	81%
Buena Borough	1,301	3,873	34%
Egg Harbor City	1,855	4,545	41%
Hamilton Township	6,547	20,499	32%
Pleasantville Township	14,221	17,299	82%
<i>Cape May County</i>	10,189	102,326	10%
Wildwood	1,982	5,436	36%
Woodbine Borough	1,463	2,716	54%
<i>Cumberland County</i>	60,928	146,438	42%
Bridgeton	15,662	22,771	69%
Fairfield Township	3,949	6,283	63%
Maurice River Township	3,020	6,928	44%
Vineland	25,429	56,271	45%
<i>Salem County</i>	13,114	64,285	20%
Penns Grove Borough	2,785	4,886	57%
Salem	3,756	5,857	64%
SJTPO Region	175,297	565,601	31%

*The 2000 Regional Threshold for the SJTPO Region is 31%

**Minorities include all race/ethnicity classes except for white, non-Hispanic

Source: 2000 US Census

3.3 Poverty and Low Income Areas

The Executive Order on Environmental Justice, along with subsequent DOT and FHWA orders, emphasize the need to identify the location and address the needs of minority and low-income populations. According to the FHWA’s environmental justice order³, “low-income” refers to people whose “household income is at or below the Department of Health and Human Services poverty guidelines.” The Department of Health and Human Services (HHS) poverty threshold was \$10,419 for a family of three in 1990 and \$13,738 for a family of three in 2000.

Understanding the distribution and identifying the concentrations of low-income households in the SJTPO region is critical in order to define and locate communities of concern. Ideally, income data from the 2000 Census would be used to accomplish this task. Unfortunately, these data were not available at the time of this study (April 2002). Therefore, income data from the 1990 Census, current TANF data, and current Free and Reduced Price Lunch Program data were utilized to better understand the distribution of low-income households throughout the region and to identify where concentrations of low-income households were located. The analyses of these data are presented in the remainder of this section.

³ Order number 6640.23 was established in 1998 by the FHWA to comply with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898), dated February 11, 1994. The order can be viewed on the FHWA website at http://www.fhwa.dot.gov/legsregs/directives/orders/6640_23.htm

3.3.1 Persons in Poverty

There are several areas in the SJTPO region with concentrations of persons in poverty equal to or greater than the regional threshold of 10 percent.⁴ The largest concentrations tend to be in the urban/town centers in each of the four counties. These include the areas of Penns Grove and Salem in Salem County; Bridgeton, Vineland, and Millville in Cumberland County; the Wildwood area and Woodbine Borough in Cape May County; and Atlantic City and Pleasantville in Atlantic County (see Figure 3.3.1).

While the largest concentrations tend to be in urban/town centers, there are several other areas throughout the region with poverty levels equal to or greater than the regional threshold. These include the Pennsville/Carneys Point area in Salem County; Commercial Township and areas along the coast (which include Downe, Fairfield, and Lawrence townships) in Cumberland County; the lower western coast and central areas of Cape May County; and the Egg Harbor Township, Buena Vista Township, and Egg Harbor City areas of Atlantic County.

Table 3.3.1 lists municipalities with a proportion of its population in poverty equal to or greater than the regional threshold (10 percent). Of the municipalities listed, Salem has the highest proportion of its population in poverty at 32 percent, followed by Penns Grove and Wildwood (27 percent respectively), and Bridgeton and Atlantic City (24 percent respectively). The remainder of the municipalities listed range from 15 percent down to the regional threshold.

3.3.2 Location of TANF Households

The Temporary Assistance for Needy Families (TANF) Program was created by the Welfare Reform Law of 1996 and became effective July 1, 1997, replacing the Aid to Families with Dependent Children (AFDC) and the Job Opportunities and Basic Skills Training (JOBS) programs. TANF provides assistance and work opportunities to needy families by granting states the federal funds and wide flexibility to develop and implement their own welfare programs. Since TANF provides assistance to low-income families and individuals, the location of households receiving TANF benefits can serve as a good proxy for identifying the concentrations of low-income persons in an area.

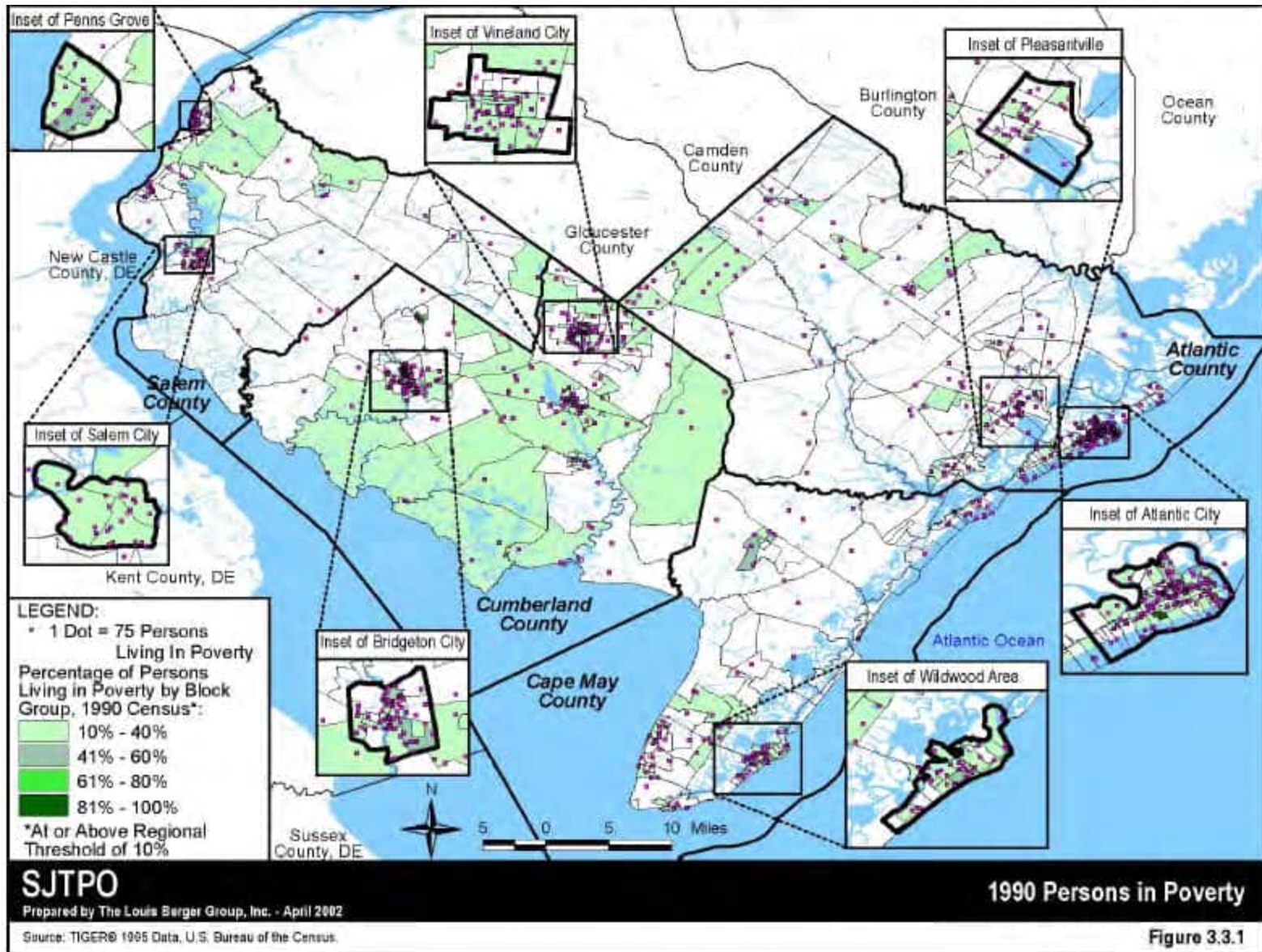
As of January 2002, there were 2,014 households receiving TANF benefits in the SJTPO region.⁵ The largest concentrations of TANF households were in Atlantic City and Pleasantville in Atlantic County; Wildwood in Cape May County; Bridgeton, Millville, and Vineland in Cumberland County; and Salem in Salem County (see Figure 3.3.2).⁶

A majority of TANF households (over 77 percent) are located in Cumberland and Atlantic counties, while less than one-fourth reside in Cape May and Salem counties (see Table 3.3.2). Atlantic City has the

⁴ Persons in poverty are defined as people whose household income was below the HHS 1990 poverty guidelines, which can be found online at <http://www.census.gov/hhes/poverty/threshld/thresh90.html>.

⁵ The NJ DHS defined a TANF household as a household receiving TANF benefits where an adult in the household was included on the case file.

⁶ Of the 2,014 households, approximately 72 percent (1,451 of 2,014) of them were mapped and are included in Figure 3.3.2.



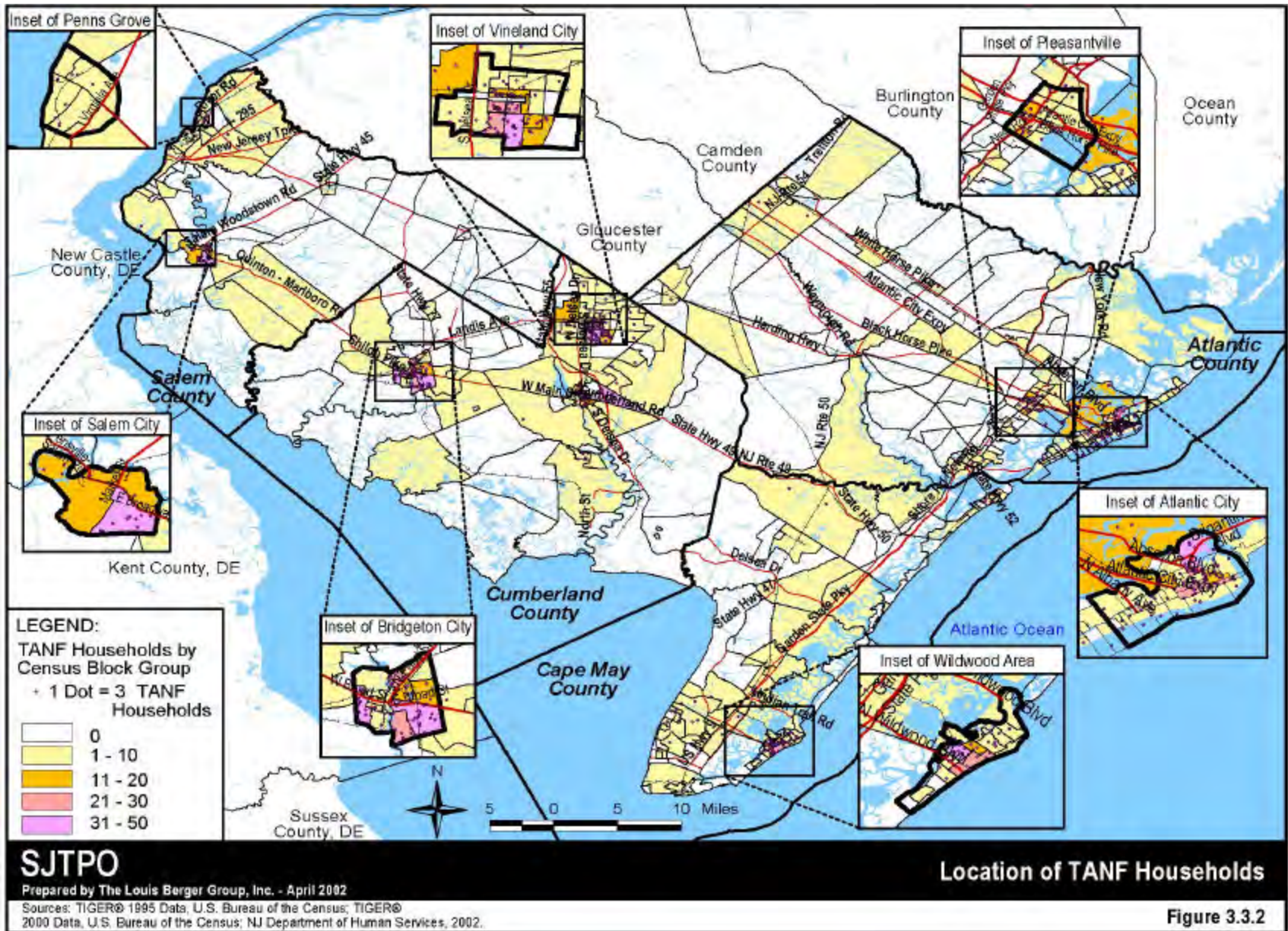


Table 3.3.1
Municipalities with Proportion of Population in Poverty
Equal To or Greater Than the Regional Threshold: 1990
Comparison of Municipalities and Counties within the SJTPO Region

Municipality	Persons in Poverty	Total Population	% of Population in Poverty
<i>Atlantic County</i>	20,464	224,327	9%
Atlantic City	9,211	37,986	24%
Buena Borough	477	4,441	11%
Buena Vista Township	964	7,644	13%
Pleasantville Township	1,873	16,027	12%
<i>Cape May County</i>	7,667	95,089	8%
North Wildwood	624	5,017	12%
Wildwood	1,210	4,484	27%
Woodbine Borough	396	2,678	15%
<i>Cumberland County</i>	17,086	138,053	12%
Bridgeton	4,587	18,942	24%
Commercial Township	758	5,026	15%
Downe Township	206	1,702	12%
Fairfield Township	865	5,699	15%
Lawrence Township	269	2,433	11%
Millville	2,951	25,992	11%
Vineland	5,740	54,780	10%
<i>Salem County</i>	6,735	65,294	10%
Penns Grove Borough	1,433	5,245	27%
Salem	2,198	6,883	32%
SJTPO Region	51,952	522,763	10%

* The 1990 Regional Threshold for the SJTPO Region is 10%

Source: 1990 US Census

largest amount of TANF households (381), followed by Vineland (293), Millville (220), Bridgeton (208), Pleasantville (99), Salem (86), and Wildwood (80). Together, these municipalities account for over two-thirds of the TANF households (67.9 percent or 1367 of 2014).

3.3.3 Free or Reduced Price Lunch Eligibility

The National School Lunch Program (NSLP) was created in 1946 to provide eligible students with free or reduced price lunch. Household income is used to determine eligibility. To receive a reduced price lunch, household income must be below 185 percent of the federal poverty level and to receive a free lunch, household income must fall below 130 percent of poverty. Since income is used to determine eligibility and only students from low-income households are eligible, analyzing NSLP eligibility can be helpful in understanding the distribution of low-income populations in the SJTPO region, particularly in the absence of more current poverty data from the 2000 US Census.

While schools with NSLP eligibility proportions equal to or greater than the regional threshold (41 percent) were scattered throughout the region, a majority of them were located in the urban areas of the four counties (see Figure 3.3.3). These include Atlantic City and Pleasantville in Atlantic County; Wildwood in Cape May County; Bridgeton, Millville, and Vineland in Cumberland County; and Penns Grove and Salem in Salem County.

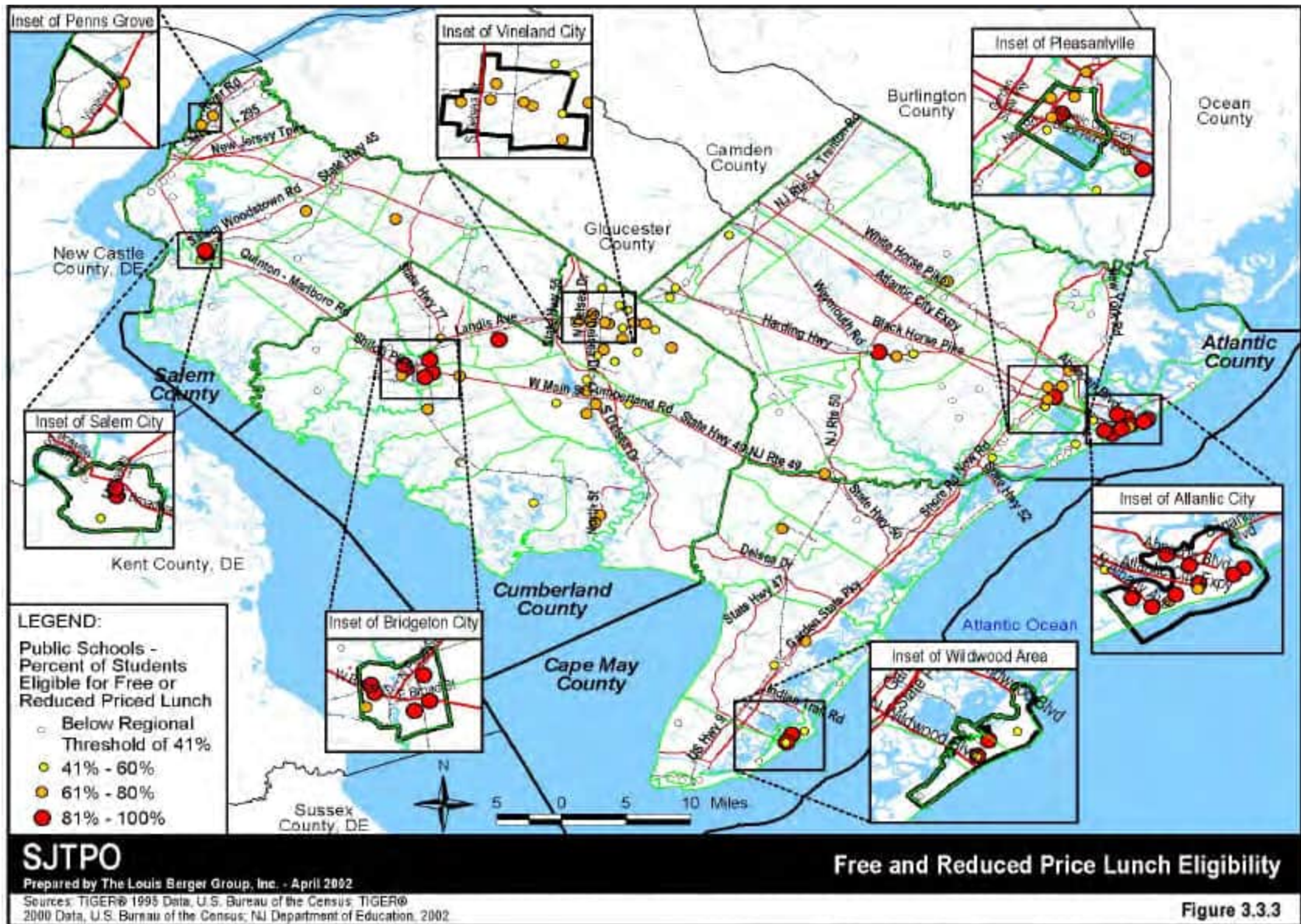


Table 3.3.2
TANF Households by Municipality: 2002
Comparison of Municipalities and Counties within the SJTPO Region

Municipality	Number of TANF Households	% of Region Total
<i>Atlantic County</i>	736	36.5%
Absecon	23	1.1%
Atlantic City	381	18.9%
Brigantine	14	0.7%
Egg Harbor	55	2.7%
Galloway	11	0.5%
Hammonton	23	1.1%
Mays Landing	33	1.6%
Pleasantville	99	4.9%
Somers Point	17	0.8%
Ventnor City	18	0.9%
*Other	62	3.1%
<i>Cape May County</i>	248	12.3%
North Wildwood	21	1.0%
Ocean City	27	1.3%
Rio Grande	15	0.7%
Villas	22	1.1%
Whitesboro	10	0.5%
Wildwood	80	4.0%
Woodbine	18	0.9%
*Other	55	2.7%
<i>Cumberland County</i>	818	40.6%
Bridgeton	208	10.3%
Millville	220	10.9%
Port Norris	17	0.8%
Seabrook	50	2.5%
Vineland	293	14.5%
*Other	30	1.5%
<i>Salem County</i>	212	10.5%
Carneys Point	33	1.6%
Penns Grove	46	2.3%
Pennsville	13	0.6%
Salem	86	4.3%
*Other	34	1.7%
SJTPO Region	2014	100.0%

*Other refers to municipalities with less than 10 TANF households

Source: New Jersey Department of Human Services, January 2002

Table 3.3.3
Percent of Public School Students Eligible for Free or Reduced Price Lunch
Comparison of Municipalities* with Eligibility Proportions Equal To or Greater Than the Regional Threshold**

Municipality	Number of Eligible Students	Total Student Population	% of Students Eligible
<i>Atlantic County</i>	16,471	42,827	38%
Atlantic City	5,053	6,883	73%
Corbin City	93	130	72%
Egg Harbor City	424	752	56%
Landisville	92	179	51%
Minotola	266	563	47%
Newfield	88	210	42%
Pleasantville	2,231	3,629	61%
Ventnor City	521	1,156	45%
<i>Cape May County</i>	4,389	14,939	29%
North Wildwood	199	408	49%
Wildwood	677	969	70%
<i>Cumberland County</i>	14,146	25,149	56%
Bridgeton	4,128	5,530	75%
Cedarville	208	420	50%
Millville	2,760	5,844	47%
Newport	116	243	48%
Port Norris	454	703	65%
Vineland	5,470	9,423	58%
<i>Salem County</i>	3,563	11,471	31%
Carneys Point	688	1,429	48%
Penns Grove	492	842	58%
Salem	1,079	1,992	54%
SJTPO Region	38,569	94,386	41%

*Municipal values were calculated by aggregating student eligibility and population numbers of schools located within the associated municipal boundary.

**The regional threshold equals the percentage of students eligible for the NSLP in the SJTPO region (41%).

Source: New Jersey Department of Education, March 2002.

The municipalities with the largest amount of eligible students and, for the most part, with the highest percentage of eligible students, were located in the urban areas listed above (see Table 3.3.3). While the amount of eligible students was generally much smaller, several rural or suburban municipalities, such as Minotola and Cedarville, had eligibility proportions greater than the regional threshold. Of the four counties, Cumberland County had the highest eligibility proportion at 56 percent and was the only county above the regional threshold. Overall, Cumberland and Atlantic counties accounted for nearly four-fifths of the NSLP eligible students in the region (30,617 of 38,569 or 79%), while accounting for just over two-thirds of the total population (398,990 of 565,601 or 71%).

3.4 Zero-Car Households

While the DOT Order on Environmental Justice does not explicitly address people without access to a reliable auto, it is an important characteristic to consider when identifying communities of concern. This is particularly important for the SJTPO region, which is predominantly rural and suburban and where having mobility is not easily accomplished through non-auto modes of travel (i.e. transit, walking, or

biking). This makes access to a reliable vehicle often essential to participate in important “life-maintenance” activities (i.e. work, health care, and education). Additionally, in a dispersed, auto-dependent area like South Jersey, auto ownership is highly correlated with income. Therefore, analyzing the location of zero-car households provides further insight into the distribution of low-income households.

While there were zero-car households scattered throughout the region, most of them were concentrated in eight urban/town centers. These include the areas of Penns Grove and Salem in Salem County; Bridgeton, Vineland, and Millville in Cumberland County; the Wildwood area and Woodbine Borough in Cape May County; and Atlantic City and Pleasantville in Atlantic County (see Figure 3.4.1).

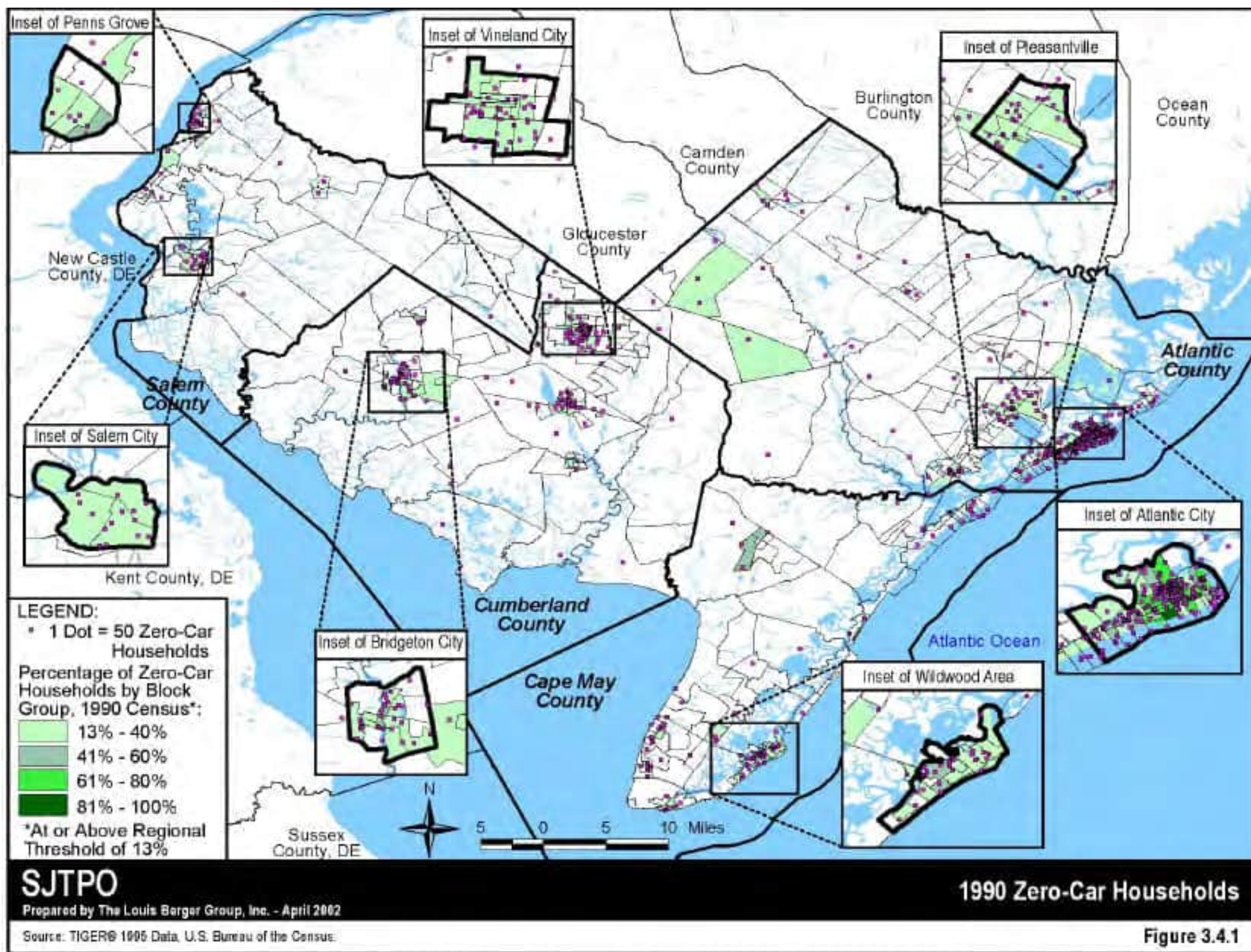
Table 3.4.1 lists the municipalities in the SJTPO region with a proportion of its population in zero-car households equal to or greater than the regional threshold of 13 percent. This table corresponds directly to the concentrations of zero-car households identified in Figure 3.4.1. Of the municipalities, Atlantic City had the highest proportion with over half of its population belonging to a zero-car household (52 percent), followed by Wildwood and Salem with approximately one-third (35 percent and 30 percent respectively), and the remaining municipalities, ranging from approximately one-fifth down to the regional threshold of 13 percent.

Table 3.4.1
Municipalities with Proportion of Population in Zero-Car Households
Equal To or Greater Than the Regional Threshold*: 1990
Comparison of Municipalities and Counties within the SJTPO Region

Municipality	Persons in Zero-Car		% of Population in Zero-Car Households
	Households	Total Population	
<i>Atlantic County</i>	34,778	224,327	16%
Atlantic City	19,589	37,986	52%
Pleasantville Township	3,284	16,027	20%
Ventnor City	2,139	11,005	19%
<i>Cape May County</i>	9,356	95,089	10%
North Wildwood	951	5,017	19%
Wildwood	1,588	4,484	35%
Woodbine Borough	396	2,678	15%
<i>Cumberland County</i>	16,386	138,053	12%
Bridgeton	3,857	18,942	20%
Millville	3,257	25,992	13%
Vineland	7,078	54,780	13%
<i>Salem County</i>	6,102	65,294	9%
Penns Grove Borough	1,144	5,245	22%
Salem	2,048	6,883	30%
SJTPO Region	66,622	522,763	13%

* The 1990 Regional Threshold for the SJTPO Region is 13%

Source: 1990 US Census



3.5 Defining and Identifying Communities of Concern

The five factors analyzed in sections 3.1 to 3.4 were utilized to define and identify communities of concern in the SJTPO region. These factors included: proportion of minorities, proportion of people in poverty, number of TANF households, percentage of students eligible for free or reduced price lunch, and proportion of zero-car households. The methodology is presented below along with the location of communities of concern in the SJTPO region.

3.5.1 Methodology Used to Define and Identify Communities of Concern

The Presidential Executive Order on Environmental Justice and the subsequent DOT and FHWA orders emphasize the need to identify the location and address the needs of minority and low-income populations. Therefore, the proportions of minorities and persons in poverty were used as the minimum criteria for identifying communities of concern. For this study, communities of concern were defined as individual or concentrations of traffic analysis zones (TAZs) that had proportions of minorities and/or persons in poverty at or above the regional threshold (see Table 3.5.1). The regional thresholds for proportions of minorities and persons in poverty were 31 percent and 10 percent respectively.

The three remaining factors were used as secondary criteria to further identify communities of concern. These factors reflect “additional degrees of disadvantage” and include the number of TANF households, percentage of students eligible for free or reduced price lunch, and proportion of zero-car households. The criteria used for these factors was:

- If a TAZ included 10 or more TANF households or was adjacent to a TAZ that included 10 or more TANF households, it was considered to exhibit an additional degree of disadvantage.⁷
- If a TAZ included a school or was adjacent to a TAZ with a school where the percentage of students eligible for free or reduced price lunch was at or above the regional threshold of 41 percent, it was considered to exhibit an additional degree of disadvantage.⁸
- If a TAZ had a proportion of zero-car households at or above the regional threshold of 13 percent, it was considered to exhibit an additional degree of disadvantage (see Table 3.5.1).

⁷ In general, TANF households were concentrated in TAZs located within the region’s urban/town centers, such as Bridgeton and Salem, and became less concentrated as you moved further away from these centers. For example, a TAZ in Salem contains 31-50 TANF households, while adjacent TAZs contain 1-10 and 11-20 TANF households. To capture this distribution pattern and the community connection between TAZs with 10 or more TANF households and their surrounding TAZs, TAZs adjacent to TAZs that included 10 or more TANF households were likewise considered to exhibit an additional degree of disadvantage.

⁸ School boundaries are not typically aligned with TAZ boundaries and often extend beyond the TAZ in which the school facility is located. Therefore, to better capture a school’s service area, TAZs adjacent to TAZs with a school exhibiting a high percentage of students eligible for free or reduced price lunch (i.e. above the regional threshold) were likewise allocated an “additional degree of disadvantage.”

**Table 3.5.1
Methodology for Identifying Environmental Justice Communities of Concern in the SJTPO Region**

Factors Present	Criteria	Geographic Unit	Category
Minority	At or above 2000 minority regional threshold of 31%	TAZ	Meets one Community of Concern Threshold
Poverty	At or above 1990 poverty regional threshold of 10%		
Minority <i>OR</i> Poverty <i>AND</i> one or more Additional Degrees of Disadvantage*	At or above minority <i>OR</i> poverty regional threshold <i>AND</i> at or above the regional threshold for one or more Additional Degrees of Disadvantage**	TAZ for minority, poverty, and zero-car households; TAZ and adjacent TAZ for TANF households and free or reduced price lunch eligibility	Meets one Community of Concern Threshold and Exhibits one or more Additional Degrees of Disadvantage
Minority <i>AND</i> Poverty	At or above minority <i>AND</i> poverty regional thresholds	TAZ	Meets both Community of Concern Thresholds
Minority, Poverty and one or more Additional Degrees of Disadvantage	At or above minority <i>AND</i> poverty <i>AND</i> one or more Additional Degrees of Disadvantage regional thresholds	TAZ for minority, poverty, and zero-car households; TAZ and adjacent TAZ for TANF households and free or reduced price lunch eligibility	Meets both Community of Concern Thresholds and Exhibits one or more Additional Degrees of Disadvantage

*Additional Degrees of Disadvantage include TANF households, Free or Reduced Price Lunch Program eligibility, and zero-car households.

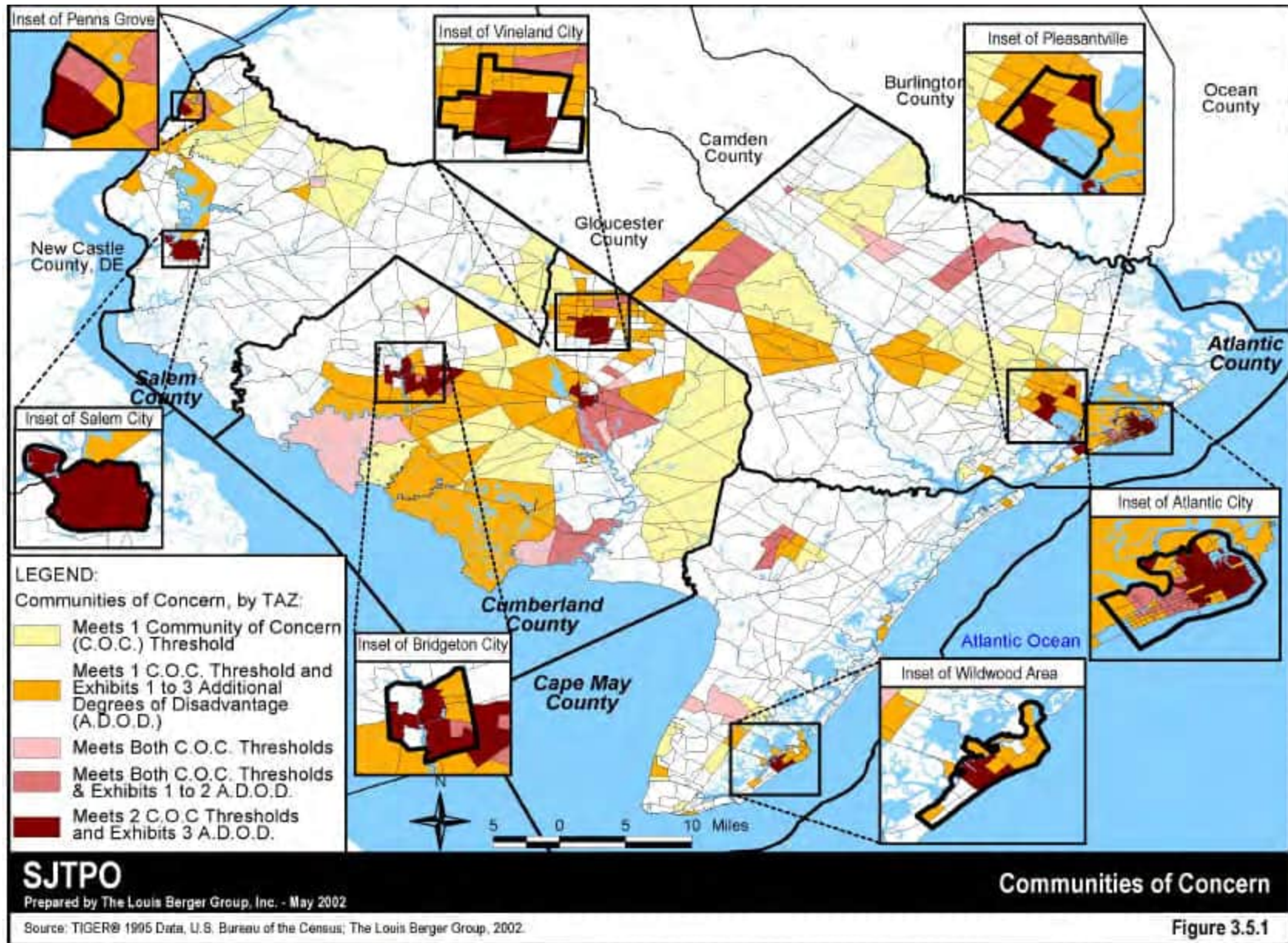
**The regional thresholds for Additional Degrees of Disadvantage are: 10 or more TANF households in a TAZ or an adjacent TAZ, 41% or more students of a school located in a TAZ or an adjacent TAZ eligible for free or reduced price lunch, and 13% or more zero-car households in a TAZ.

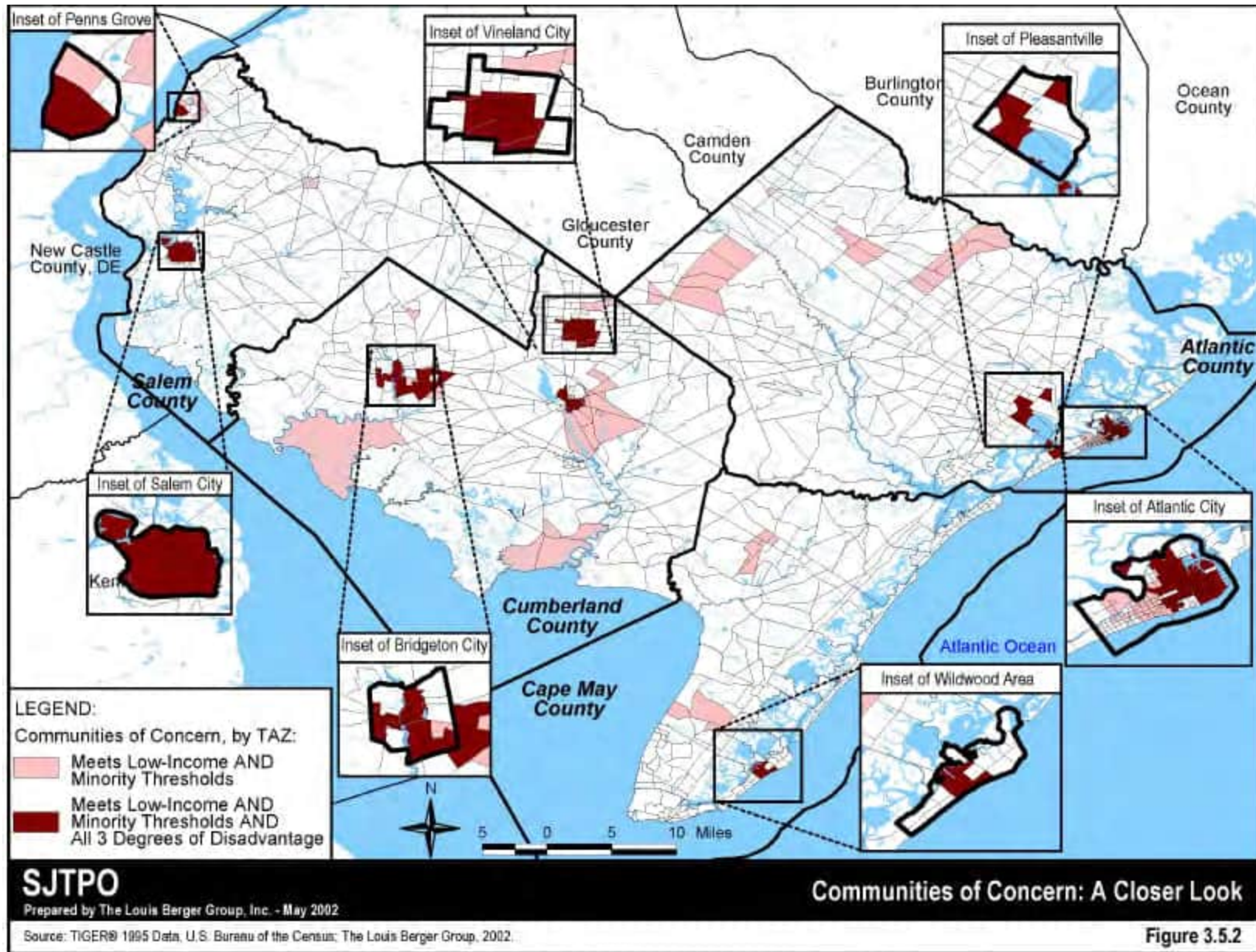
Source: The Louis Berer Group, Inc., 2002.

Based on the above methodology, four communities of concern categories were identified (see Table 3.5.1). The first category included TAZs that met or exceeded one community of concern threshold (minority *or* persons in poverty). This definition corresponds most directly with the DOT Order on Environmental Justice and the category provides the broadest or most inclusive definition of eligibility. The second category included TAZs that met or exceeded one community of concern threshold and exhibited one or more additional degrees of disadvantage (TANF households, free or reduced price lunch eligibility, and/or zero-car households). The third category included TAZs that met or exceeded both community of concern thresholds (minority *and* persons in poverty). The fourth category included TAZs that met or exceeded both community of concern thresholds and exhibited one or more additional degrees of disadvantage. This category is most stringent and includes indicators of transit dependency and distressed communities.

3.5.2 Location of Communities of Concern in the SJTPO Region

While communities of concern were scattered throughout the SJTPO region, TAZs meeting or exceeding both community of concern thresholds and exhibiting one or more additional degrees of disadvantage were primarily concentrated in the urban centers of the four counties (see Figures 3.5.1 and 3.5.2). The urban centers included Atlantic City, Pleasantville, and Ventnor City in Atlantic County; Wildwood in Cape May County; Bridgeton, Millville, and Vineland in Cumberland County; and Penns Grove and





Salem in Salem County. There were also TAZs that met or exceeded both community of concern thresholds and exhibited one or more additional degrees of disadvantage located in the Egg Harbor City, Buena Borough, Buena Vista, and Hammonton areas of Atlantic County; the Woodbine area of Cape May County; the Commercial, Fairfield, and Upper Deerfield areas of Cumberland County; and the Carneys Point area of Salem County.

In Cumberland and Atlantic counties, a majority of the TAZs met one (or both) community of concern threshold(s). This was not the case in Salem and Cape May counties, where approximately one-third (35%) and one-fourth (24%) of the TAZs met one (or both) community of concern thresholds (see Table 3.5.2). Below, major concentrations of communities of concern are summarized by county:

- *Atlantic County.* Nearly all of the TAZs in Atlantic City (98%) and all of the TAZs in Buena Borough, Egg Harbor City, and Pleasantville met one (or both) community of concern threshold(s). A large amount of these TAZs met both thresholds. Nearly three-fourths of them in Atlantic City, half in Buena Borough, all in Egg Harbor City, and half in Pleasantville.
- *Cape May County.* A substantial proportion of TAZs in North Wildwood (86%) and all of the TAZs in Wildwood and Woodbine met one (or both) community of concern threshold(s). At least half of these TAZs met both thresholds in Wildwood and Woodbine, while none of them met both thresholds in North Wildwood.
- *Cumberland County.* Several municipalities had a large proportion of TAZs that met one (or both) community of concern threshold(s). These included Bridgeton, Deerfield, Fairfield, Lawrence, Maurice River, Millville, and Vineland. Bridgeton was the only municipality where a majority of these TAZs (72%) met both community of concern thresholds.
- *Salem County.* Nearly all of the TAZs in Carneys Point and all of them in Penns Grove and Salem met one (or both) community of concern threshold(s). For Salem, all of these TAZs met both thresholds, while three-fourths of them did in Penns Grove and less than one-fifth of them did in Carneys Point.

3.5.3 Use of Defining and Identifying Communities of Concern

Defining and identifying communities of concern in the SJTPO region serves two primary functions:

- 1) It provides the SJTPO with the location and distribution of minority and low-income populations, which better equips the SJTPO to address the needs of these populations and is in accordance with the Environmental Justice orders previously described.
- 2) In addition to providing the location and distribution of minority/low-income populations, the analysis provided the location and distribution of non-minority/low-income populations. This information was utilized to compare each population's access to employment and other key destinations and opportunities (e.g. hospitals, vocational schools, etc.). This mapping also has been used to evaluate the SJTPO's current TIP, which provides a snapshot of the distribution of transportation spending throughout the region and the type of projects that are funded. The accessibility analysis and TIP evaluation are presented in chapters 5.0 and 6.0.

Table 3.5.2
Number of TAZs that Met One (or both) Community of Concern Threshold(s) by Municipality
Comparison of Municipalities and Counties within the SJTPO Region

	Meets <i>AT LEAST</i> one Comm. Of Concern Threshold	Meets <i>BOTH</i> Comm. Of Concern Thresholds	Meets <i>BOTH</i> Comm. Of Concern Thresholds AND exhibits all three Additional Degrees of Disadvantage	% of TAZs that meet <i>AT LEAST</i> one Comm. Of Concern Threshold	% of TAZs that meet <i>BOTH</i> Comm. Of Concern Thresholds AND exhibit all three Additional Degrees of Disadvantage
<i>Atlantic County</i>	271	141	81	62%	18%
Absecon	2	0	0	40%	0%
Atlantic City	165	120	75	98%	45%
Brigantine	3	0	0	27%	0%
Buena Borough	6	2	0	100%	0%
Buena Vista	7	4	0	41%	0%
Egg Harbor City	5	5	0	100%	0%
Egg Harbor	21	0	0	18%	0%
Galloway	4	0	0	13%	0%
Hamilton	25	0	0	58%	0%
Hammonton	3	1	0	15%	0%
Longport Borough	1	0	0	50%	0%
Margate	2	0	0	40%	0%
Mullica	9	3	0	17%	0%
Northfield	1	0	0	17%	0%
Pleasantville	10	5	5	100%	50%
Somers Point	4	0	0	11%	0%
Ventnor City	3	1	1	60%	20%
<i>Cape May County</i>	50	14	0	24%	2%
Cape May	2	0	0	17%	0%
Cape May Point	1	0	0	13%	0%
Lower Township	8	0	0	32%	0%
Middle Township	9	3	0	21%	0%
North Wildwood	6	0	0	86%	0%
Ocean City	3	0	0	12%	0%
Sea Isle City	1	0	0	17%	0%
Wildwood	7	5	5	100%	71%
Wildwood Crest	1	0	0	14%	0%
Woodbine	12	6	0	100%	0%
<i>Cumberland County</i>	166	53	0	65%	10%
Bridgeton	11	8	7	85%	54%
Commercial Township	6	4	0	38%	0%
Deerfield	5	0	0	83%	0%
Fairfield	16	7	3	100%	19%
Hopewell	2	0	0	20%	0%
Lawrence Township	17	0	0	100%	0%
Maurice River Township	18	0	0	62%	0%
Millville	33	16	4	80%	10%
Upper Deerfield	3	1	0	18%	0%
Vineland	55	17	12	65%	14%
<i>Salem County</i>	46	9	0	35%	4%
Carneys Point	11	2	0	85%	0%
Mannington Township	1	0	0	10%	0%
Oldmans Township	5	0	0	56%	0%
Penns Grove	4	3	2	100%	50%
Pennsville	2	0	0	18%	0%
Pilesgrove	9	0	0	56%	0%
Pittsgrove	9	0	0	26%	0%
Salem	3	3	3	100%	100%
Woodstown	2	1	0	67%	0%
SJTPO Region	533	217	117	51%	11%

Source: The Louis Berger Group, Inc., 2002.

4.0 GENERAL TRAVEL CHARACTERISTICS

The SJTPO, in cooperation with the Delaware Valley Regional Planning Commission (DVRPC), commissioned a household travel survey in 2000, which was completed in 2001. The survey provides information about the general travel characteristics of households in the SJTPO region, including low-income and minority households. This information was utilized to better understand the travel characteristics of low-income and minority populations in the SJTPO region, along with how their travel behavior compared to non-low-income and non-minority populations.

4.1 A Brief Introduction to the Household Travel Survey

Data obtained from the household travel survey provides detailed socio-economic and travel behavior characteristics (at the household-level) for the SJTPO region and will be used to update the regional travel demand forecasting model, which was utilized to conduct the accessibility analysis discussed in Chapter 5.0. The survey consisted of a travel diary, which asked respondents to record all travel for a 24-hour time period and basic socio-economic information (i.e. income and ethnicity).

A total of 1,460 households were surveyed in the SJTPO region, which, based on 1997 estimates, consisted of 193,940 households. Expansion and weighting factors were created and multiplied together to expand the survey data so it represented the total number of households.¹ Findings, based on the expanded data set, are discussed below.

4.2 Income Distribution for Minority and Non-Minority Households

In general, minority households had lower incomes than non-minority households did, which was expected given the strong relationship between minority and low-income populations found in Chapter 3.0 (see Table 4.2.1). Over one-third (37%) of minority households reported an annual income under \$15,000, compared to less than one-sixth (15%) of non-minority households. Additionally, over one-third (37%) of non-minority households had an annual income of \$50,000 or more, while less than one-eighth (12%) of minority households had an income of \$50,000 or more. In sum, minority households were two and half times more likely to have an income under \$15,000 and three times less likely to have an income of \$50,000 or more than non-minority households.

4.3 Vehicle Ownership for Minority and Non-Minority Households

Overall, non-minority households had much higher vehicle ownership rates than minority households (see Table 4.3.1). In total, over four-fifths (84%) of non-minority households owned one or more vehicles, while less than one-half (48%) of minority households did. Additionally, non-minority households were over three times more likely to own two or more vehicles than minority households (41% compared to 13%). These findings support the overlap between minority concentrations and zero-car household locations found in Chapter 3.0.

¹ For details regarding the calculation of expansion and weighting factors, along with the method used to expand the data, see *Transportation for the 21st Century Household Travel Survey*, NuStats Research and Consulting, May 2001.

Table 4.2.1
Income Distribution for Minority and Non-Minority Households
Comparison for the SJTPO Region

Income Category	Percentage of Minority Households	Percentage of Non-Minority Households
Under \$15,000	37%	15%
\$15,000 to \$24,999	19%	16%
\$25,000 to \$34,999	17%	17%
\$35,000 to \$49,999	15%	15%
\$50,000 to \$74,999	8%	21%
\$75,000 to \$99,999	3%	10%
\$100,000 to \$124,999	1%	4%
\$125,000 to \$149,999	0%	0%
\$150,000 or More	0%	2%
Total	100%	100%

*Minority includes African Americans, Asian, American Indian, and Hispanics.

**Non-minority includes whites.

Source: Transportation for the 21st Century Household Travel Survey, SJTPO, 2001.

Table 4.3.1
Vehicle Ownership for Minority and Non-Minority Households
Comparison for the SJTPO Region

Number of Vehicles Owned	Percentage of Minority Households	Percentage of Non-Minority Households
0 Vehicles	52%	16%
1 Vehicle	35%	44%
2 Vehicles	12%	35%
3+ Vehicles	1%	6%
Total	100%	100%

*Minority includes African Americans, Asian, American Indian, and Hispanics.

**Non-minority includes whites.

Source: Transportation for the 21st Century Household Travel Survey, SJTPO, 2001.

4.4 Vehicle Ownership by Income

In the SJTPO region, vehicle ownership was highly related to income (see Table 4.4.1). In general, as income goes up, vehicle ownership goes up as well. For example, consider the income distribution of households owning zero vehicles. Approximately two-thirds (66%) of households with annual incomes under \$15,000 did not own a vehicle, compared to approximately one-quarter (24%-26%) of households with annual incomes between \$15,000 and \$35,000. Additionally, nearly none of the households with annual incomes of \$50,000 or more were car-less (0%-4%, depending on the income category). These findings support the positive relationship found between low-income population concentrations and zero-car household locations in Chapter 3.0.

Table 4.4.1
Vehicle Ownership by Income Category
Comparison for the SJTPO Region

Income Category	Number of Vehicles Owned				Total
	0 Vehicles	1 Vehicle	2 Vehicles	3+ Vehicles	
Under \$15,000	66%	31%	2%	1%	100%
\$15,000 to \$24,999	25%	59%	14%	2%	100%
\$25,000 to \$34,999	24%	50%	22%	4%	100%
\$35,000 to \$49,999	17%	44%	34%	5%	100%
\$50,000 to \$74,999	4%	32%	52%	12%	100%
\$75,000 to \$99,999	4%	22%	55%	19%	100%
\$100,000 to \$124,999	0%	17%	61%	22%	100%
\$125,000 to \$149,999	0%	0%	59%	41%	100%
\$150,000 or More	0%	0%	82%	18%	100%
Total	25%	39%	29%	7%	100%

Source: Transportation for the 21st Century Household Travel Survey, SJTPO, 2001.

4.5 Trip Generation Rates for Minority and Non-Minority Households

Average trip generation rates increased as household size increased for minority and non-minority households (see Figure 4.5.1). Additionally, average trip generation rates were higher for non-minority households than for minority households across all household sizes. For example, minority households of two averaged a little over five trips per day while non-minority households of two averaged approximately six and one-half trips per day.

4.6 Trip Generation Rates by Income

There was a strong positive relationship between trip generation rates and annual household income. In general, average trip generation rates increased as income increased (see Figure 4.6.1). In comparing lower income households to those with moderate to high incomes, households with an annual income under \$15,000 made an average of two and one-half trips per day while households with an annual income of \$50,000 or more made an average of ten to twelve trips per day.²

² There are several legitimate reasons why trip generation rates generally increase as income increases; e.g. more disposable income often leads to more recreation and leisure trips. However, due to survey methodological issues, it is important to recognize that the magnitude of the difference in trip generation rates between low, moderate, and high-income groups can be exaggerated. Some common survey methodological issues that can contribute to exaggerated differences are the underreporting of non-auto trips, which low-income people are more likely to take than high-income people, and inadequate representation of low-income people in the survey sample.

Figure 4.5.1
Trip Generation Rates for Minority and Non-Minority Households
Comparison in the SJTPO Region

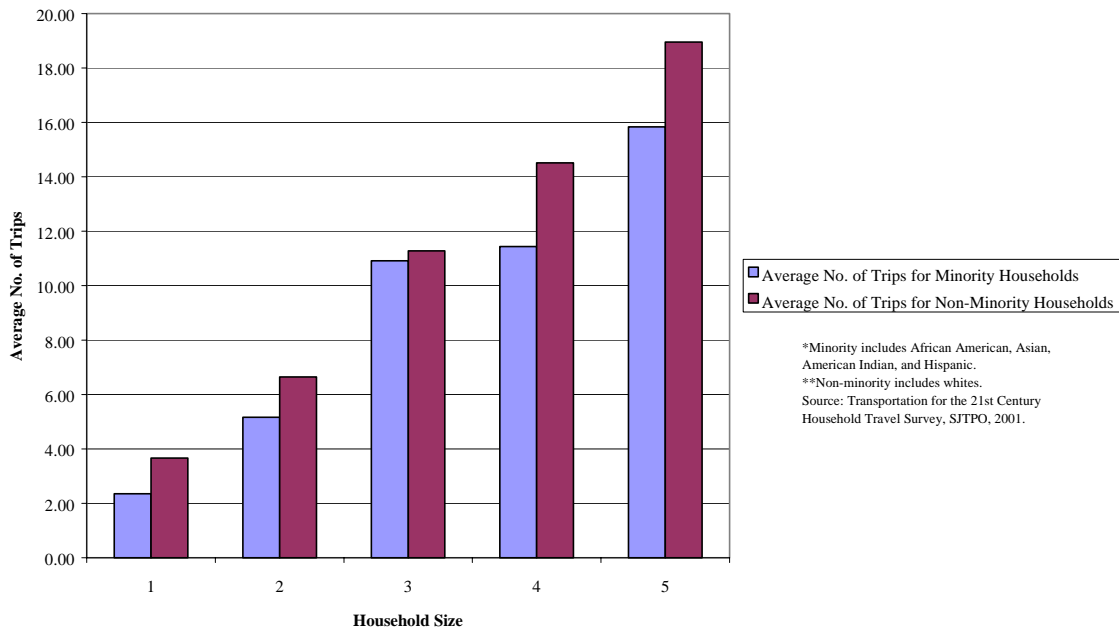
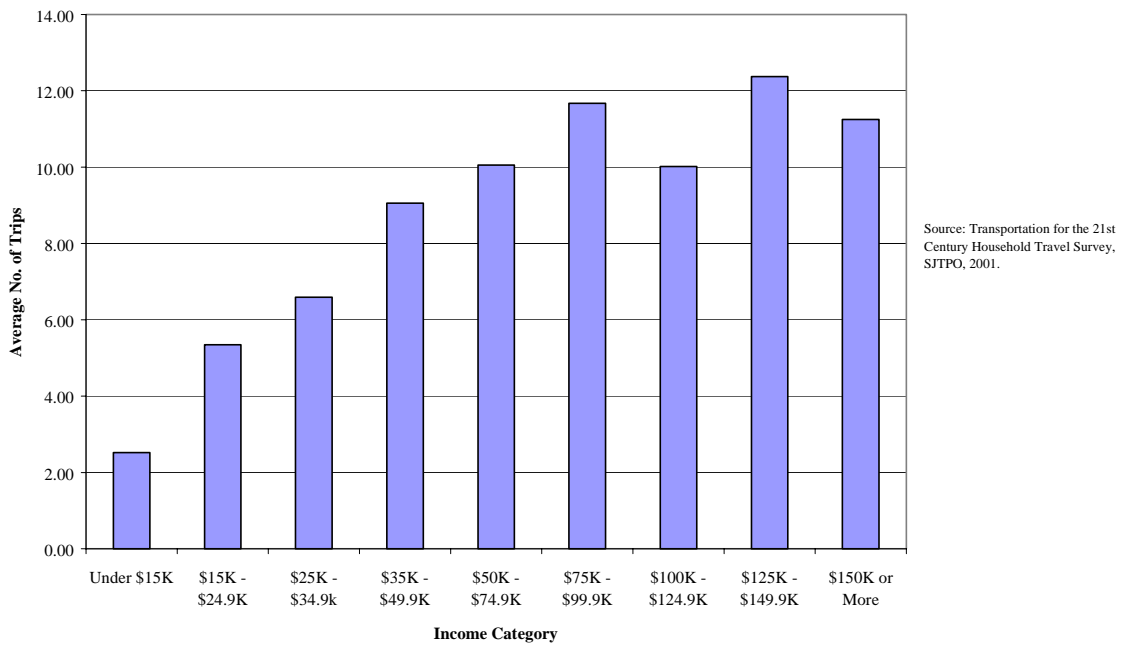


Figure 4.6.1
Trip Generation Rates by Income Category
Comparison for the SJTPO Region



4.7 Implications for Environmental Justice

The discrepancies in travel characteristics between low-income and non-low-income respondents and between minority and non-minority respondents presented in this chapter have notable implications for environmental justice. The discrepancies and associated implications include:

- *Minority and low-income households were much more likely to be zero-car households.* Minority respondents were over three times more likely to report belonging to a zero-car household than non-minority respondents were. Similarly, low-income households (which include those who reported an annual household income of less than \$15,000) were at least two and one-half times more likely to report belonging to a zero-car household than non-low-income households were. This discrepancy indicates that minority and low-income households are much more dependent on non-auto modes, such as transit and walking, than non-minority and non-low-income households are. Consequently, improving transit services, enhancing sidewalk and bicycle facilities, creating more pedestrian- and bicycle-friendly environments, and bringing goods and services closer to where people live are important transportation strategies to pursue that can greatly benefit low-income and minority (or “environmental justice” populations).
- *Trip generation rates for minority and low-income households were lower than for non-minority and non-low-income households.* For all household sizes, minority respondents reported generating fewer trips per day than non-minority respondents did. Additionally, low-income respondents had lower trip generation rates than moderate and high-income respondents. These discrepancies can be attributed to several factors, such as low-income people and minorities are much less likely to have access to a reliable vehicle, which need be analyzed in more detail. For example, if minorities and low-income people (or “environmental justice” populations) take fewer trips because they lack access to activities, such as employment opportunities, then it is important to pursue transportation strategies that improve their access to these activities.

While this is not a comprehensive list of the differences in travel characteristics between low-income and non-low-income people and between minorities and non-minorities, it does indicate that the travel characteristics and transportation needs of low-income and minority populations vary from the characteristics and needs of non-low-income and non-minority populations. Therefore, to develop effective and equitable transportation strategies for an economically and racially diverse region, such as South Jersey, it is critical to seek the participation and take into account the unique needs of low-income and minority populations.

5.0 ACCESSIBILITY ANALYSIS

Accessibility to employment and other essential activities, such as medical care and education, is the main benefit of the transportation system. Accessibility refers to the spatial distribution of potential destinations and the ability to reach desired destinations within a reasonable amount of time. This measure can be applied separately to compare the accessibility of low-income and minority communities to the accessibility of non-low-income and non-minority communities. Additionally, accessibility can further be disaggregated by travel mode: auto, transit, walking, and biking – recognizing that many accessibility issues are related to the quality and level of transit services to various destinations and the availability of a reliable auto. Impacts on accessibility are the focus of this chapter.

As stated in Chapter 1, one of the fundamental principles of environmental justice is *to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations*. Additionally, the October 7, 1999 FHWA/FTA memorandum, *Implementing Title VI Requirements in Metropolitan and Statewide Planning*, poses the following questions as part of the MPO certification review process:

“Does the planning process have an analytical process in place for assessing the regional benefits and burdens of transportation system investments for different socioeconomic groups? Does it have a data collection process to support the analysis effort? Does this analytical process seek to assess the benefit and impact distributions of the investments included in the plan and TIP?”

The accessibility analysis presented in this chapter addresses these issues/questions (with the exception of the TIP assessment, which is presented in the next chapter). The analysis compares the accessibility impacts of the 2025 Regional Transportation Plan (RTP) “plan” scenario to the “no-build” scenario for minority, low-income, non-minority, and non-low-income communities. The primary purpose of this analysis is to determine if the accessibility benefits derived from the “plan” scenario are equitably distributed. Any disproportionately high or adverse impacts, including an inequitable distribution of accessibility benefits, created by the RTP “plan” scenario would be of concern from an environmental justice perspective.¹

In the remainder of this chapter, an overview of the travel demand model and methodology used to conduct the analysis are provided and the results are presented.

5.1 Regional Travel Demand Model

The SJTPO maintains a regional travel demand model, which enables travel behavior to be forecasted given a set of future demographic and land use projections. Key transportation questions that can be assessed include:

- How many trips will be made in the future and for what purpose
- What is the travel mode people will use to make their trips
- How many trips will occur between travel analysis zones (TAZs)

¹ There is no official federal guidance on how to conduct a regional benefits and burdens or equity analysis for environmental justice. However, over the past few years several MPOs have conducted benefits and burdens or equity analyses to determine if benefits and burdens from future transportation investments (in the TIP and RTP) were equitably distributed. Many of these efforts are included in the *Case Study* and *Effective Practices* sections of the FHWA environmental Justice website, which can be viewed at <http://www.fhwa.dot.gov/environment/ej2.htm>. These past efforts were used as guidance to develop the methodology used to conduct the accessibility analysis presented in this chapter and the TIP evaluation presented in Chapter 6.

- How long it will take to travel between various TAZs
- What is the route or transit service that people will use to make their trip
- How long will the trip take

The SJTPO travel demand model provides a versatile tool for analyzing transportation related impacts. Of particular importance for this analysis is the fact that the analysis can be focused by reporting results for specific target zones that represent minority, low-income, non-minority, and non-low-income communities. This enables a comparison of changes in travel time by mode of travel associated with transportation improvements as they affect low-income, minority, non-low-income, and non-minority communities.

5.2 Analytical Methodology

The accessibility impacts of the RTP “plan” scenario were assessed through two evaluation factors:

1. *Accessibility to Jobs* – The number of all regional jobs accessible within 15, 30, and 45 minutes of the identified minority and low-income communities were compared to the number of jobs accessible from the identified non-minority and non-low-income communities. This comparison was made for auto and transit.
2. *Accessibility to Essential Services* – The percent of minority and low-income TAZs within 15, 30, and 45 minutes of essential service destinations were compared to the percent of non-minority and non-low-income TAZs within 15, 30, and 45 minutes of essential service destinations. Essential services included hospitals, colleges/vocational schools, and large supermarkets. This comparison was made for auto and transit.

The travel time thresholds of 15, 30, and 45 minutes were chosen based on a review of accessibility analyses conducted by other MPOs.² It is important to note that transit trips do not include walk and wait time, which means the number of jobs and essential service destinations actually accessible by transit, especially those within 15 minutes, are overstated. Employment information was obtained from the travel demand model and included 1996 actual employment and 2025 estimated employment. The locations of essential service destinations were obtained by mapping selected businesses found from ES-202 data provided by the New Jersey Department of Labor (NJDOL) for the year 2001.³

Each factor was analyzed under three scenarios. These scenarios included:

- Base Year⁴ – Represents existing conditions
- 2025 No-Build – Represents the modeled conditions of 2025 without new transportation improvements
- 2025 Plan – Represents the modeled conditions with the implementation of the transportation improvements specified in the 2025 RTP

² Accessibility analyses reviewed include, but are not limited to, *Community Link 21, 98 Regional Transportation Plan*, Southern California Association of Governments; *The 2001 Regional Transportation Plan: Equity Analysis and Environmental Justice Report*, Metropolitan Transportation Commission; the Mid-Ohio Regional Planning Commission Environmental Justice Report.

³ The ES-202 data only included businesses with twenty or more employees so essential service destinations with less than twenty employees were excluded from the analysis. The impact of this limitation is likely minimal given that most of the destination types chosen, with the exception of pharmacies, typically employ twenty or more people.

⁴ The baseline year was 1996, which is the latest year for which the SJTPO travel demand model was validated.

Results from the travel demand model were used to calculate the number of jobs and service destinations accessible within 15, 30, and 45 minutes for each of the three scenarios. The results of each of these analyses were used to separately compare the relative accessibility of minority and non-minority communities and low-income and non-low-income communities. More importantly, the impacts of the transportation improvements included in the “plan” scenario on the accessibility of the previous mentioned communities were compared to determine if the benefits of the impacts were equitably distributed.

Specifically, the analysis considered whether the results indicated that minority and low-income communities had levels of accessibility that were at least comparable to those for non-minority and non-low-income communities under the “plan” scenario. It also considered whether the minority and low-income communities experienced changes in accessibility that was comparable to those that were experienced by non-minority and non-low-income communities.

5.3 Accessibility to Jobs

This evaluation factor measured accessibility in the SJTPO region by auto and transit. The measure provided a comparison between the number of jobs accessible from minority and low-income communities to non-minority and non-low-income communities. Key findings include:

- By auto, minority and low-income communities had access to fewer jobs for all scenarios and travel time thresholds.
- By transit, minority communities had access to more jobs than non-minority communities for all scenarios and travel time thresholds.
- For all scenarios and travel time thresholds, the number of jobs accessible by auto was much greater (5 to 10 times greater) than the number of jobs accessible by transit.
- There were no notable job accessibility changes between the “no-build” and “plan” scenarios for either mode across all communities.

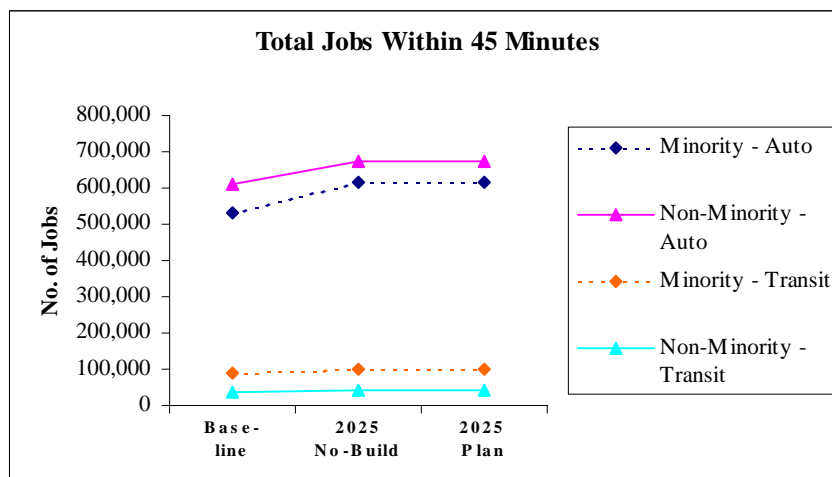
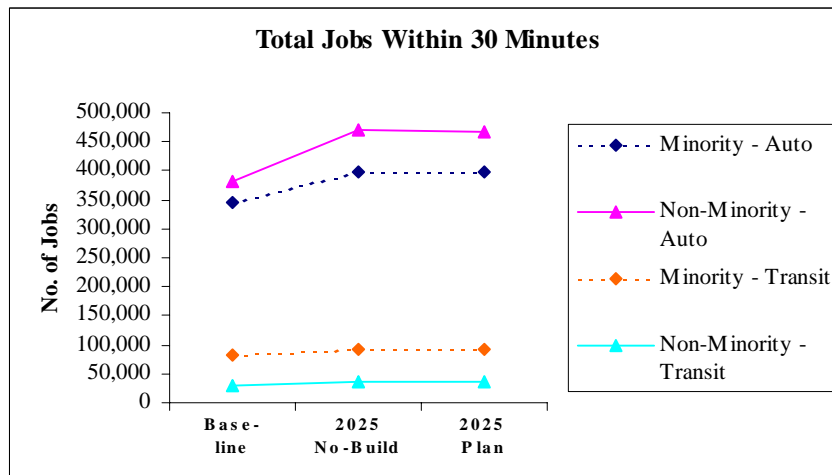
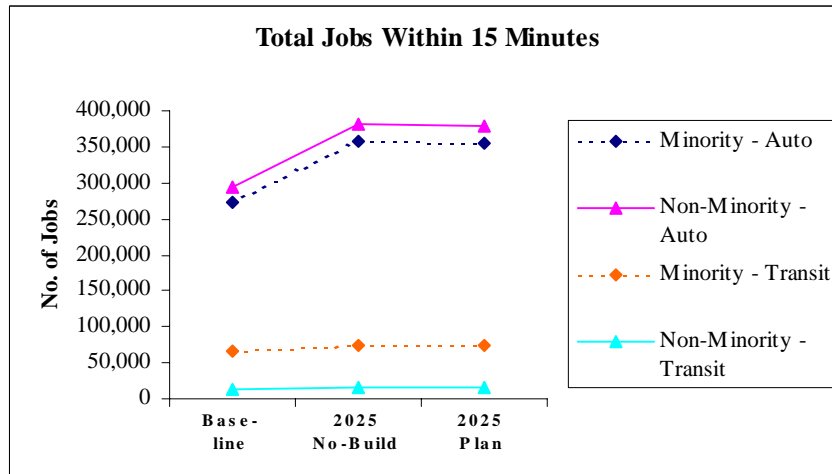
Details of the job accessibility analysis results are discussed below.

5.3.1 Comparison of Minority and Non-Minority Communities

In general, minority communities had access to fewer jobs by auto but had access to more jobs by transit than non-minority communities. These patterns were consistent for all three scenarios and time thresholds (see Figure 5.3.1). These patterns can be attributed to the growth in suburban employment (including the fact that several major employers are located in the suburbs), the concentration of transit services in the region’s urban cores/town centers, and that most minority communities are located in the urban core/town center areas.

While there was an increase in job accessibility by auto and transit from 1996 to 2025 (“no-build” and “plan”), there was no difference in accessibility between the “no-build” and “plan” scenarios. This pattern held for all time thresholds and indicates that the accessibility increases from 1996 to 2025 are primarily due to the projected growth in employment, and not the proposed transportation improvements included in the “plan” scenario.

Figure 5.3.1
Accessibility to Jobs by Auto and Transit for Minority and Non-Minority Communities



5.3.2 Comparison of Low-Income and Non-Low-Income Communities

For all scenarios and time thresholds, low-income communities had access to fewer jobs by auto than non-low-income communities. This pattern can be attributed to the growth in suburban employment and the fact that several major employers are located in the suburbs, while low-income communities are typically located in the urban core/town center areas.

In contrast, access to jobs by transit varied. For 30 and 45-minute time thresholds, low-income and non-low-income communities had relatively similar access to jobs by transit, while for the 15-minute time threshold low-income communities had access to more jobs than non-low-income communities (see Figure 5.3.2). These patterns held true across all scenarios.

The pattern for the 30 and 45-minute time thresholds can be attributed to the fact that low-income communities are more widespread and dispersed than the minority communities; their spatial distribution is more similar to non-low-income communities (see Figures 3.2.2 and 3.3.1). Therefore, their accessibility to jobs by transit is more similar to that of non-low-income communities. While the location of low-income communities was more widespread and dispersed than minority communities, the largest concentrations of people in poverty remained in the urban core/town center areas. This along with the fact that transit services are more concentrated in the urban core/town centers contributes to low-income communities having access to more jobs by transit than non-low-income communities for the 15-minute time threshold.

While there was an increase in job accessibility for low-income and non-low-income communities by auto and transit from 1996 to 2025 (baseline and future), there was no difference in accessibility between the “no-build” and “plan” scenarios. This pattern held for all time thresholds and indicates that the accessibility increases from 1996 to 2025 are primarily due to the projected growth in employment, not the proposed transportation improvements included in the “plan” scenario. These findings would suggest that the system benefits due to improvements were not inequitably distributed.

5.3.3 Accessibility by Auto and Transit for Minority and Low-Income Communities

Job accessibility by auto was much greater than by transit for all time thresholds across all scenarios (see Figure 5.3.3). While this pattern was similar for all communities throughout the region, it has a greater impact on minority and low-income communities because minorities and low-income people are much less likely to have access to a reliable auto than non-minorities and non-low-income people (see Tables 4.3.1 and 4.4.1).

Figure 5.3.2
Accessibility to Jobs by Auto and Transit for Low-Income and Non-Low-Income Communities

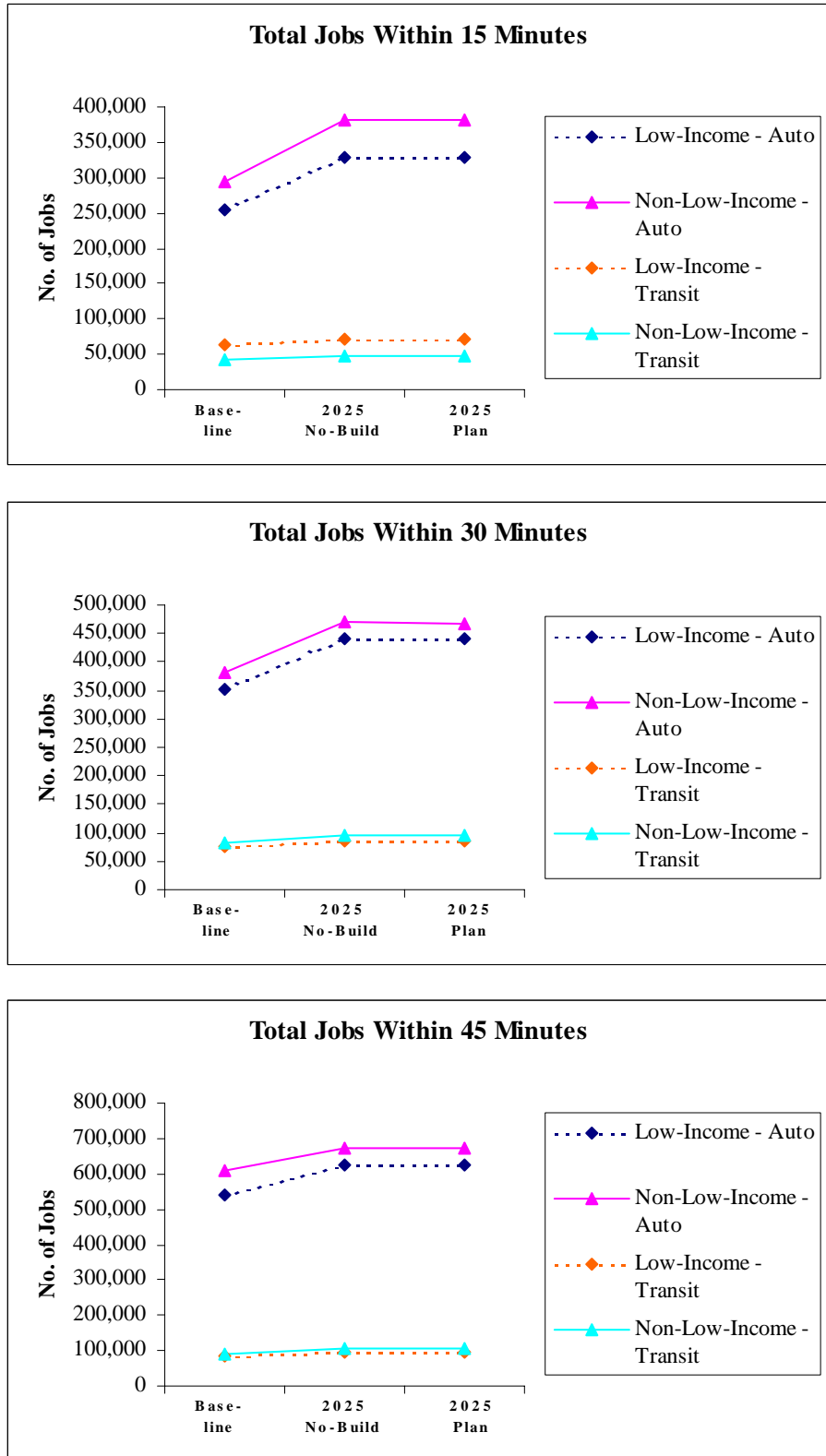
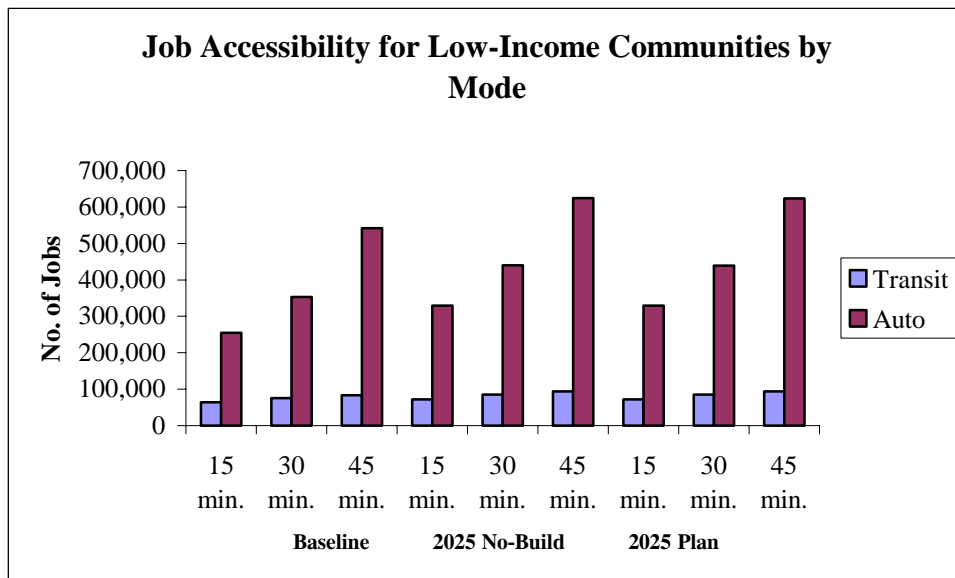
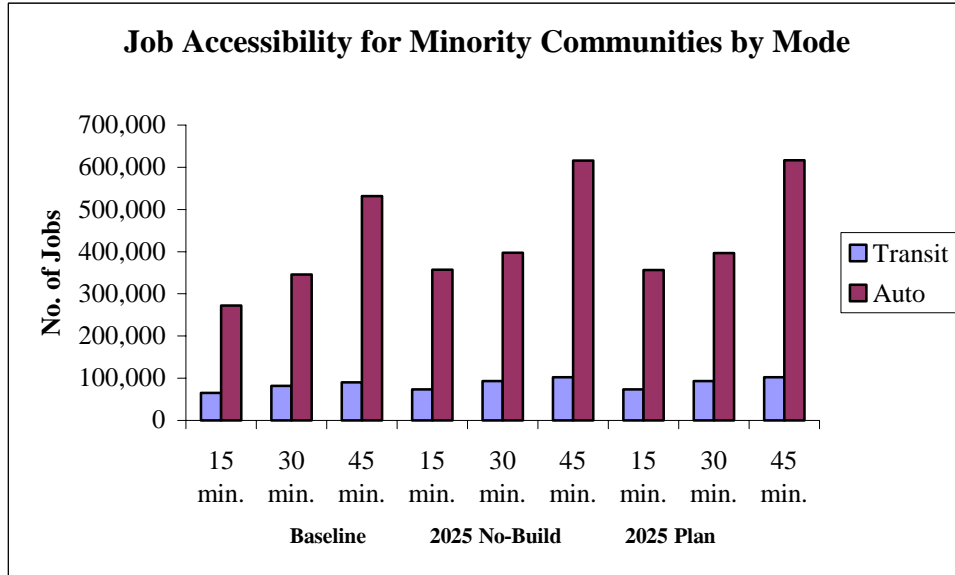


Figure 5.3.3
Accessibility to Jobs by Auto and Transit for Minority and Low-Income Communities



5.4 Accessibility to Essential Services

This evaluation factor measured accessibility in the SJTPO region by auto and transit. The measure provided a comparison between the percent of low-income and minority TAZs within 15, 30, and 45 minutes of essential service destinations and the percent of non-minority and non-low-income TAZs within 15, 30, and 45 minutes of essential service destinations. Essential service destinations included colleges/vocational schools, hospitals, and large supermarkets.⁵ Key findings include:

- By auto, a smaller percentage of minority and low-income communities had access to colleges/vocational schools and supermarkets than non-minority and non-low-income communities. This was true for all scenarios and travel time thresholds. However, a larger percentage of minority and low-income communities exhibited greater access to hospitals than non-minority and non-low-income communities.
- By transit, a smaller percentage of minority communities had access to colleges/vocational schools and supermarkets than non-minority communities did for all scenarios and travel time thresholds. However, a much larger percentage of minority communities had access to hospitals than non-minority communities, which were, in general, far less transit dependent.
- By transit, a larger percentage of low-income communities had access to colleges/vocational schools and hospitals than non-low-income communities did for all scenarios and travel time thresholds. In contrast, accessibility to supermarkets varied by time threshold. For the 15-minute time threshold, a larger percentage of low-income communities had access to supermarkets than non-low-income communities did for all scenarios, but for the 30 and 45-minute time thresholds, a smaller percentage of low-income communities had access to supermarkets than non-low-income communities did.
- Overall, essential services were much more accessible by auto than by transit.
- There was no notable change in accessibility to essential services between the “no-build” and “plan” scenarios for either mode across all communities.⁶

Details of the service accessibility analysis results are discussed below.

5.4.1 Comparison Between Minority and Non-Minority Communities

In general, a lower percentage of minority communities had access to colleges/vocational schools and supermarkets than did non-minority communities. This trend was consistent across all time thresholds and scenarios and for both modes (see Figures 5.4.1.1 and 5.4.1.2). In contrast, a much higher percentage of minority communities had access to a hospital than did non-minority communities. This was consistent across all time thresholds and scenarios and for both modes. These findings can be attributed to the fact that:

⁵ Many respondents of the Environmental Justice Survey, which is presented in Chapter 7, indicated that the low-income and/or minority communities they serve did not typically have reasonable access to large-scale, lower-priced supermarkets, such as an ACME or Super Fresh. Therefore, these types of supermarkets were included in the accessibility analysis. Based on an analysis of the NJDOL ES-202 data, large-scale, lower-priced supermarkets typically had 25 or more employees. As a result, supermarkets with 25 or more employees were included in the accessibility analysis.

⁶ Accessibility to essential destinations was analyzed for the future “no-build” and “plan” scenarios. The analysis indicated there was no accessibility changes between the current “baseline” scenario and future “no-build” and “plan” scenarios. Since no change occurred, accessibility under the future scenarios was not included. Please note that this analysis did not take into account the future building of new college/vocational schools, supermarkets, or hospitals. An increase in these services may impact accessibility to them depending on where they were built.

- A majority of colleges/vocational schools and supermarkets were located outside of the urban core/town center areas (see Figure 5.4.1.3);
- Several hospitals were located in the urban core/town center areas; and
- Most minority communities were located in the urban core/town center areas (see Figure 3.2.2)

5.4.2 Comparison Between Low-Income and Non-Low-Income Communities

By auto, a lower percentage of low-income communities had access to colleges/vocational schools and supermarkets than did non-low-income communities. In contrast, a much higher percentage of low-income communities had access to a hospital than did non-low-income communities. These patterns were consistent for all time thresholds (see Figure 5.4.2.1). These findings can be attributed to the fact that:

- A majority of colleges/vocational schools and supermarkets were located outside of the urban core/town center areas (see Figure 5.4.1.3);
- Several hospitals were located in the urban core/town center areas; and
- Most low-income communities were located in the urban core/town center areas (see Figure 3.2.2).

By transit, a higher percentage of low-income communities had access to colleges/vocational schools and hospitals than did non-low-income communities for all time thresholds. However, transit access to supermarkets varied across time thresholds. A higher percentage of low-income communities had access to supermarkets for the 15-minute time threshold, while a lower percentage had access to supermarkets for the 30 and 45-minute time thresholds (see Figure 5.4.2.2).

The underlying reasons for the accessibility patterns described for the auto are also relevant here. However, transit services are more concentrated in the urban core/town center areas, which is also where the low-income people are concentrated. Therefore, overall accessibility to essential destinations by transit for low-income communities was similar to or better than accessibility for non-low-income communities.

5.4.3 Accessibility by Auto and Transit for Minority and Low-Income Communities

Similarly to the findings from the job accessibility analysis, accessibility to essential services by auto was much higher than by transit for all time thresholds. While this pattern was similar for all communities throughout the region, it has a greater impact on minority and low-income communities because minorities and low-income people are much less likely to have access to a reliable auto than non-minorities and non-low-income people (see Tables 4.3.1 and 4.4.1).

Figure 5.4.1.1
Percent of Minority and Non-Minority TAZs with Access to Essential Services by Auto
For 15, 30, and 45 Minute Time Thresholds

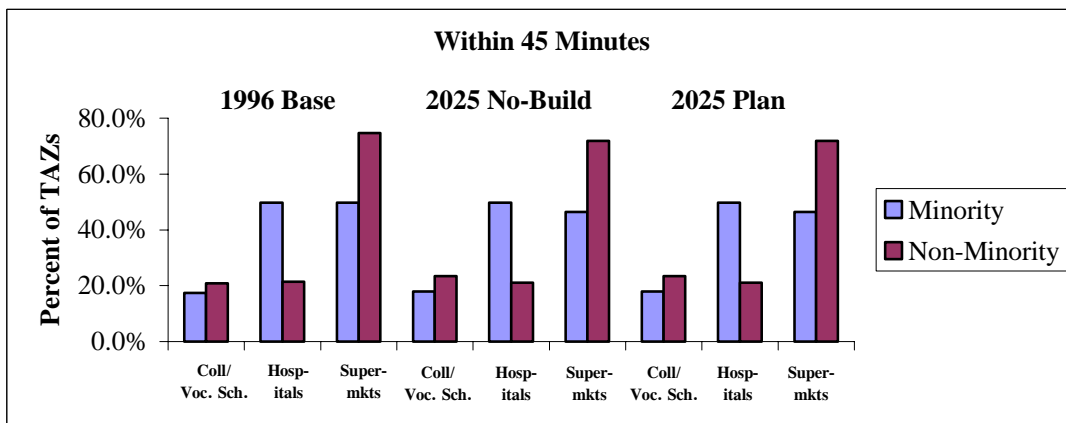
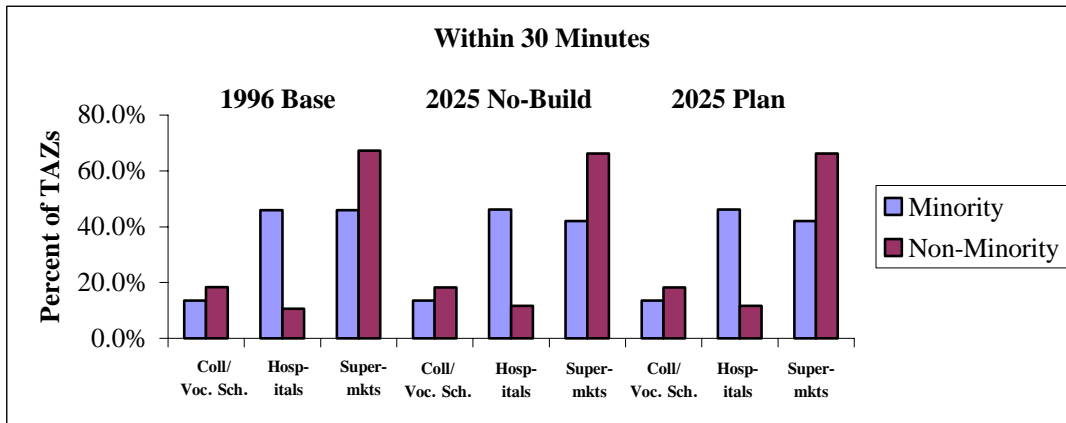
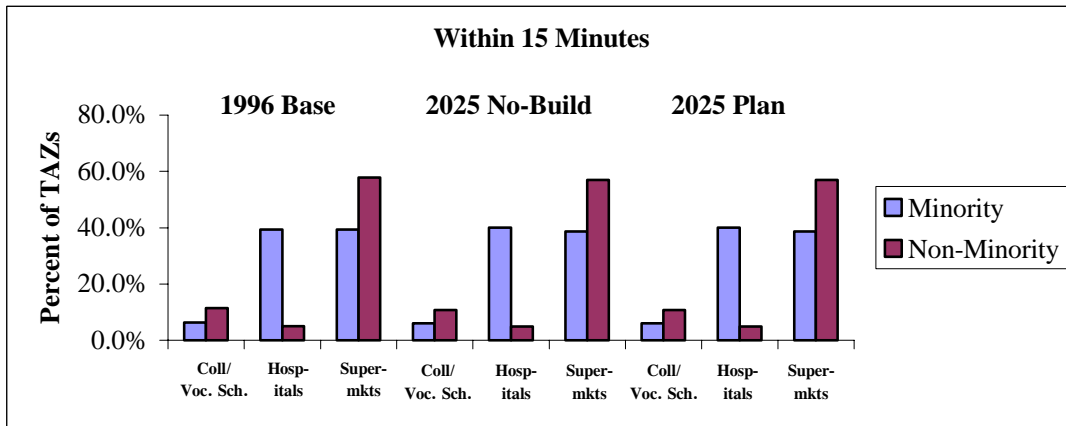
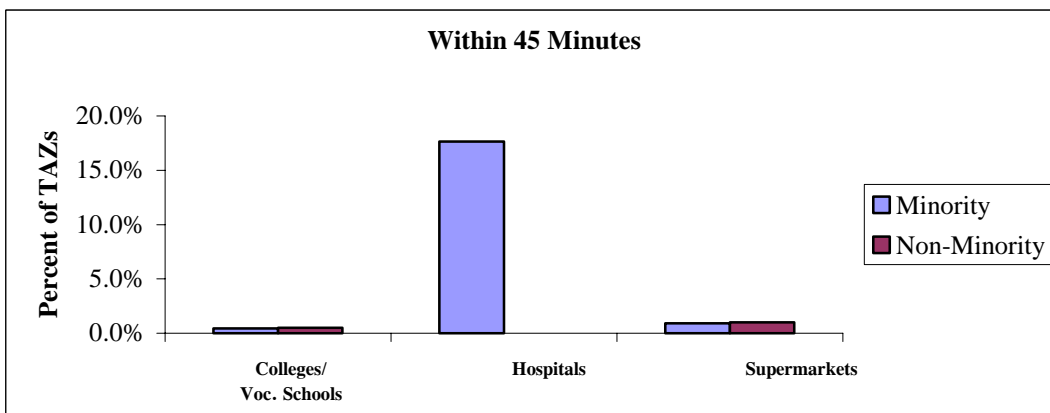
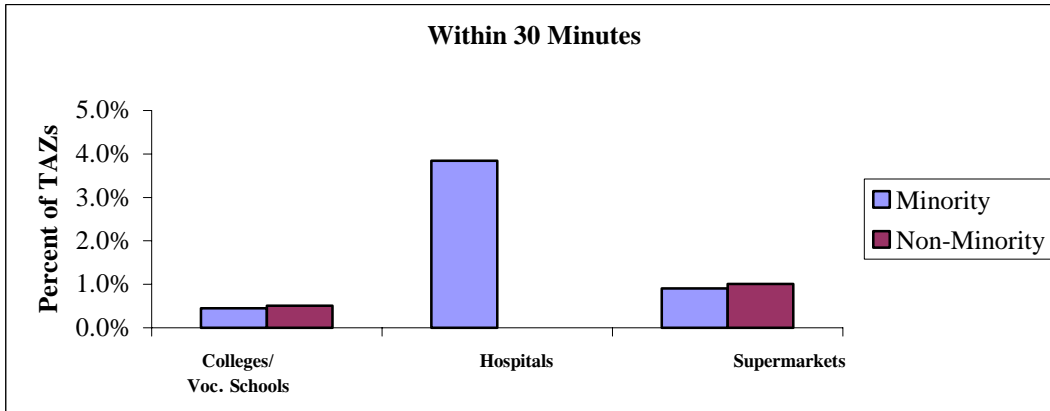
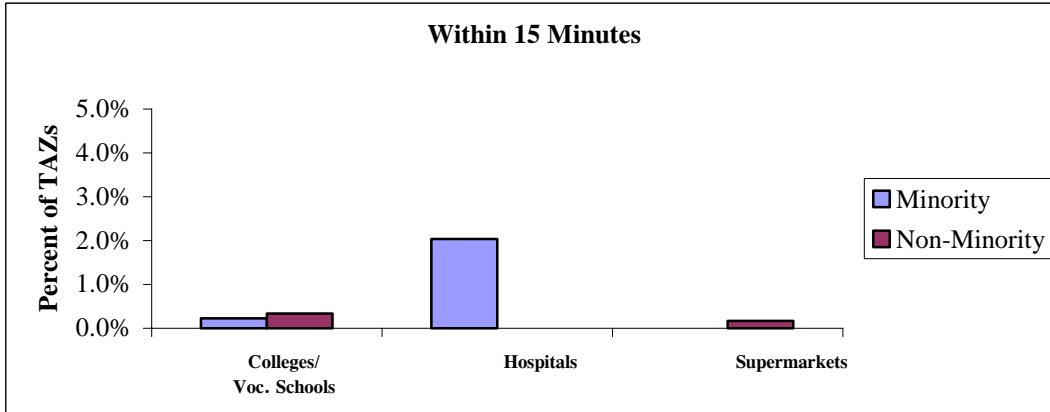


Figure 5.4.1.2
Percent of Minority and Non-Minority TAZs with Access to Essential Services by Transit
For 15, 30, and 45 Minute Time Thresholds



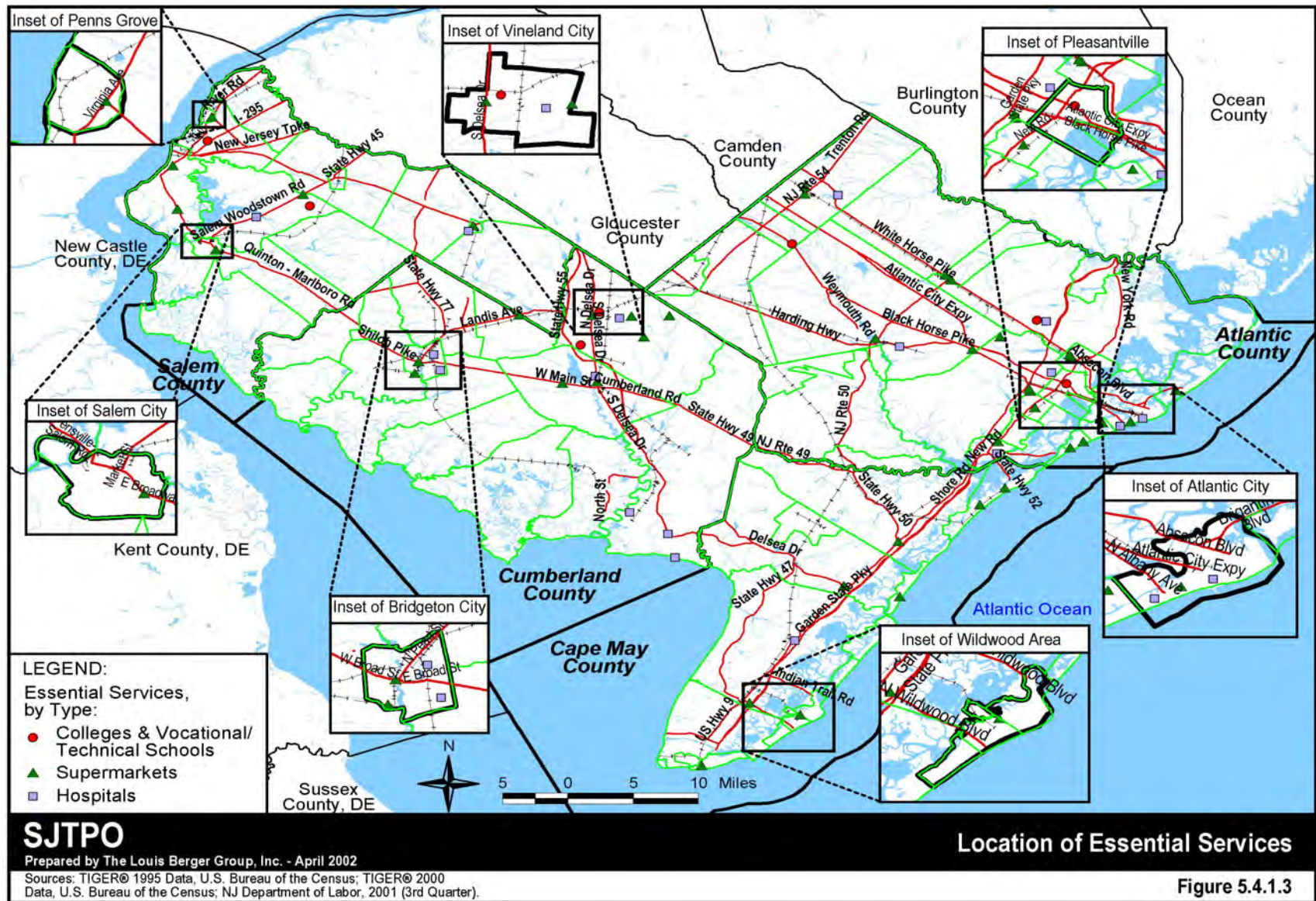


Figure 5.4.2.1
Percent of Low-Income and Non-Low-Income TAZs with Access to Essential Services by Auto
For 15, 30, and 45 Minute Time Thresholds

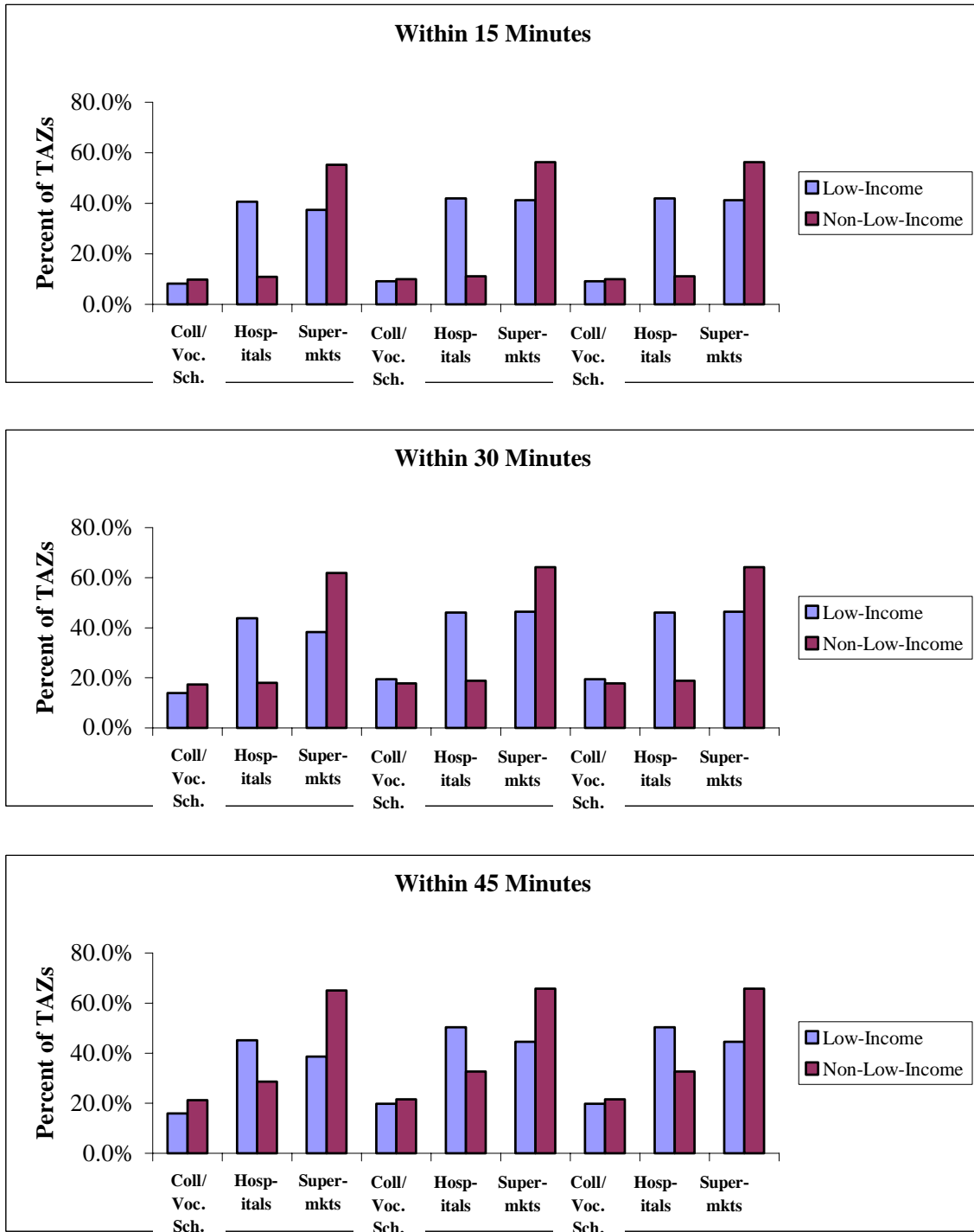
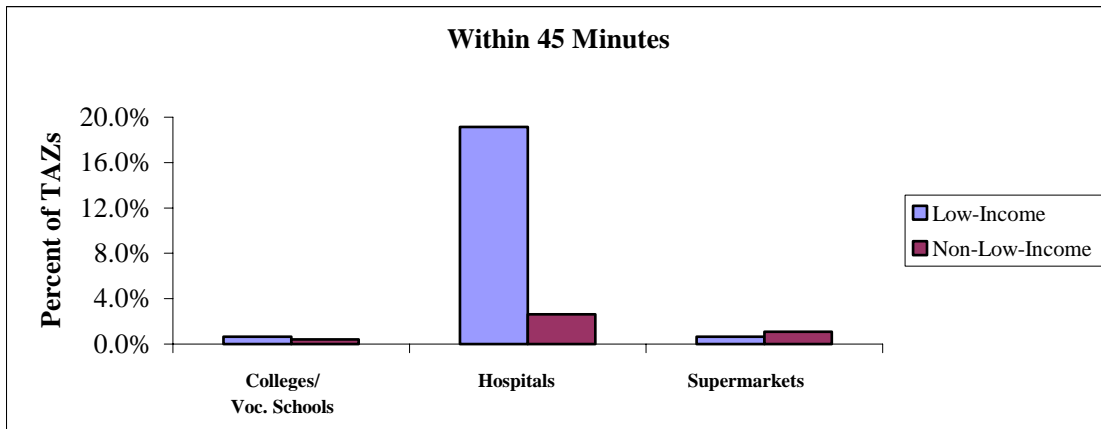
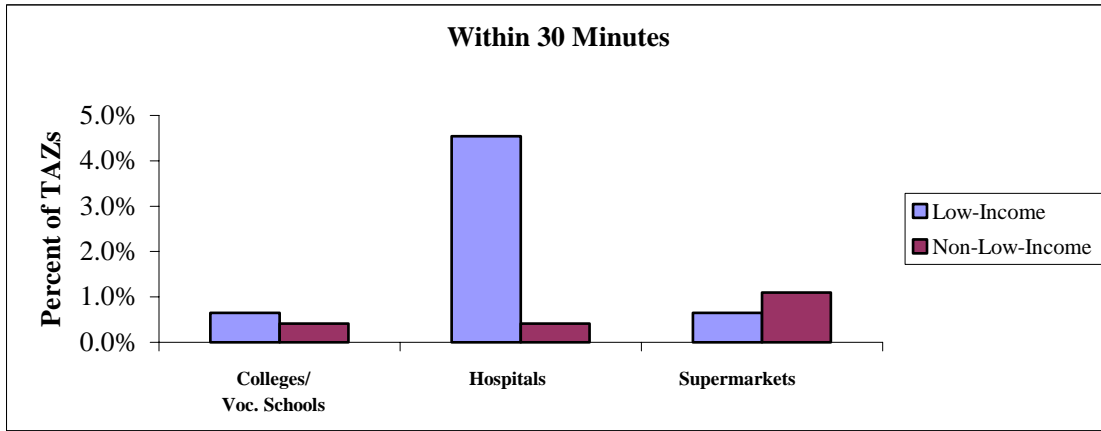
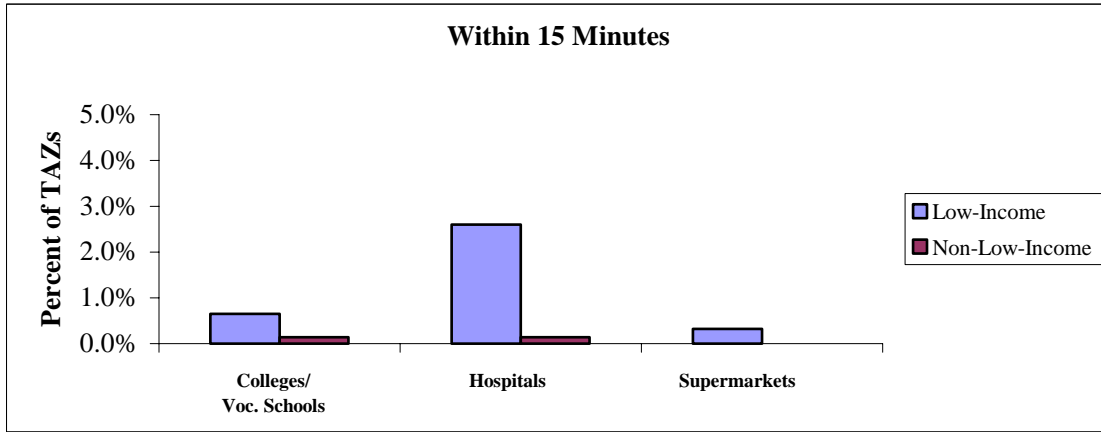


Figure 5.4.2.2
Percent of Low-Income and Non-Low-Income TAZs with Access to Essential Services by Transit
For 15, 30, and 45 Minute Time Thresholds



6.0 TIP EVALUATION

The location of transportation investments in the SJTPO region greatly influenced the level of mobility and accessibility of areas within the region. As described in Chapter 2, the SJTPO Transportation Improvement Program (TIP) reflects the transportation capital improvement priorities of the South Jersey region and serves as the link between the transportation planning process and implementation.

A critical component of accomplishing Environmental Justice is to ensure an equitable distribution of benefits derived from transportation improvements for minority and low-income populations. Title VI of the 1964 Civil Rights Act states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The President’s Executive Order on Environmental Justice and the October 7, 1999 FHWA/FTA memorandum, *Implementing Title VI Requirements in Metropolitan and Statewide Planning*, extended this criteria to include low-income populations. Additionally, the memorandum suggests the following questions should be asked of MPOs and State Transportation Departments during the MPO certification review process:

“What measures have been used to verify that the multi-modal system access and mobility performance improvements included in the plan and Transportation Improvement Program (TIP) or STIP, and the underlying planning process, comply with Title VI? Does the planning process seek to utilize demographic information to examine the distributions across these groups (which refers to low-income and minority populations) of the benefits and burdens of transportation investments included in the plan and TIP?”

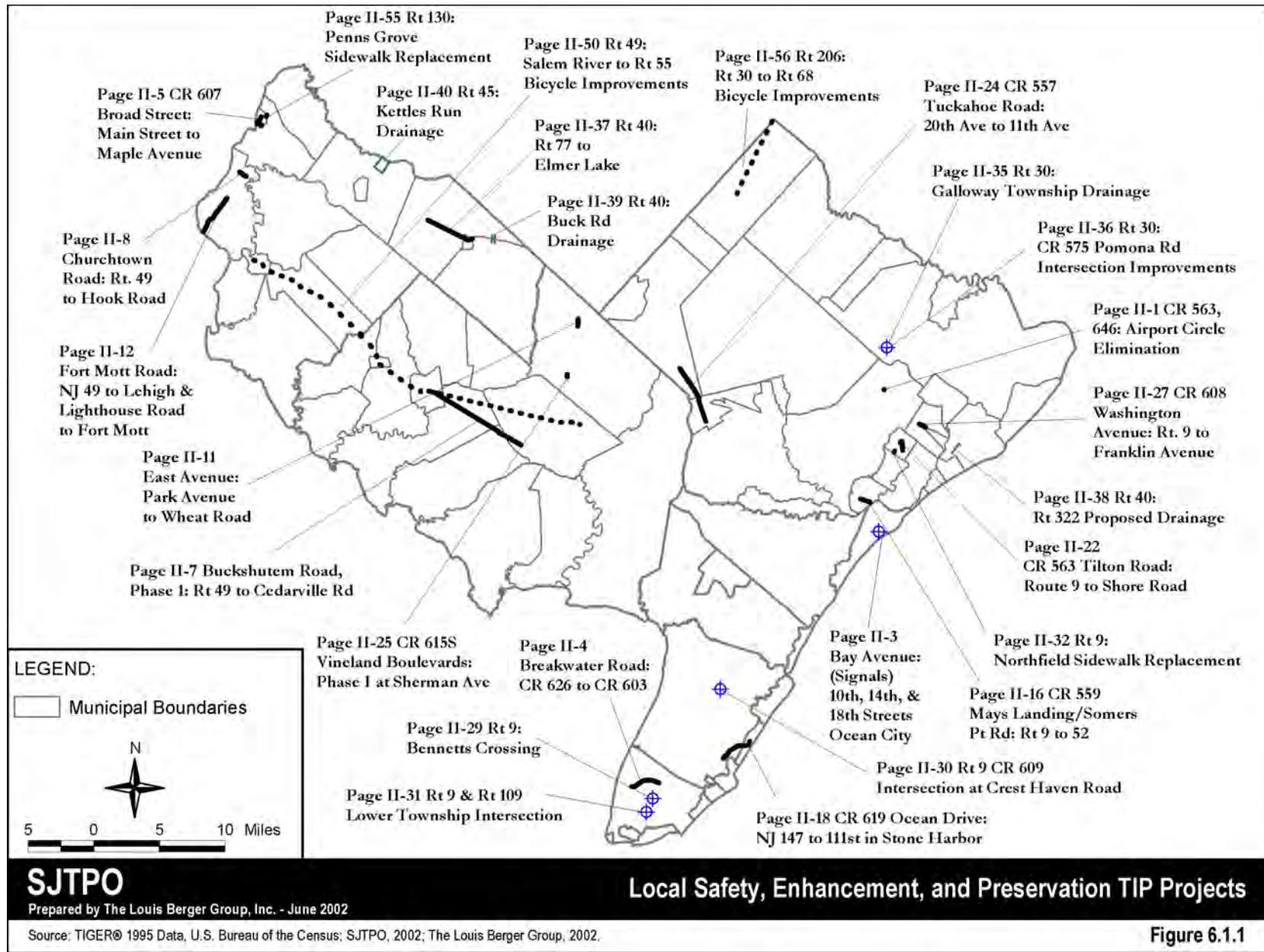
In Chapter 5, the Regional Transportation Plan was evaluated for its ability to deliver “accessibility” benefits fairly to various populations residing within the SJTPO region. Another method for assessing the distribution of benefits derived from transportation improvements is to examine the expenditure patterns and priorities of the SJTPO 2002-2004 TIP. Details of the evaluation, including the methodology used and findings, are discussed in the remainder of this chapter.

6.1 Evaluation Methodology

The 2002-2004 TIP was reviewed and projects that were considered to improve local safety, preserve existing roadways, or enhance the local transportation system were mapped (see Figure 6.1.1).¹ The projects included:

- Intersection improvements,
- Resurfacing of roadways,
- Drainage upgrades, and
- Pedestrian/bicycle facility enhancements.

¹ The list of projects meeting these criteria were derived from discussions with the SJTPO staff. Due to the potential adverse local impacts of regional capacity improvements, such as road widening, they were not included in the evaluation. The adverse local impacts of regional-scale projects are generally better understood during the project development stage when environmental studies are conducted.



A total of twenty-seven projects were mapped. These projects were aggregated into two categories: 1) Roadway/Intersection Preservation and Enhancement Projects, which included intersection improvements, resurfacing projects, and drainage upgrades, and 2) Pedestrian/Bicycle Facility Improvements, which included pedestrian/bicycle projects.

Using GIS, the mapped projects were then compared to the low-income and minority communities identified in Chapter 3 (see Figures 6.1.2 and 6.1.3). If a project was located partially or completely within a low-income or minority TAZ, it was considered to benefit minority or low-income people. To determine if the benefits were equitably distributed, the percent of projects (within the two categories) deemed to benefit minority or low-income TAZs was compared to minority and low-income regional population thresholds.² Findings from this evaluation are presented below.

6.2 Evaluation Findings

Based on a comparison between the location of selected TIP projects and minority and low-income communities, approximately one-third of the projects were deemed to benefit minority as well as low-income communities.

6.2.1 Minority Communities

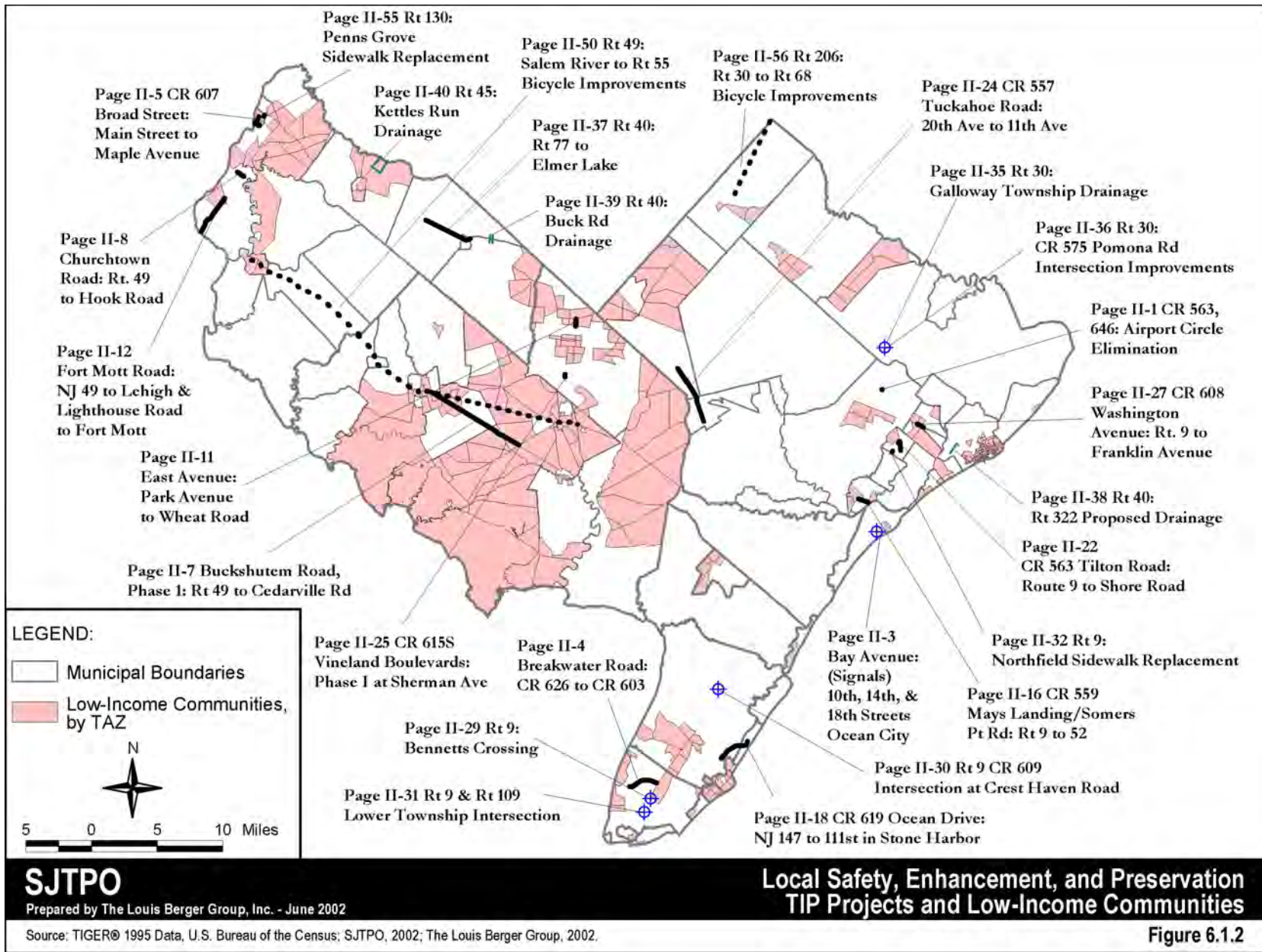
- Nearly one-fourth of the roadway/intersection preservation and enhancement projects and one-half of the pedestrian/bicycle facility improvements were deemed to benefit minority communities (see Table 6.2.1).
- In terms of funding, nearly one-third of the funds allocated to roadway/intersection preservation and enhancement projects and over one-half of the funds allocated to pedestrian/bicycle facility improvements were deemed to benefit minority communities.

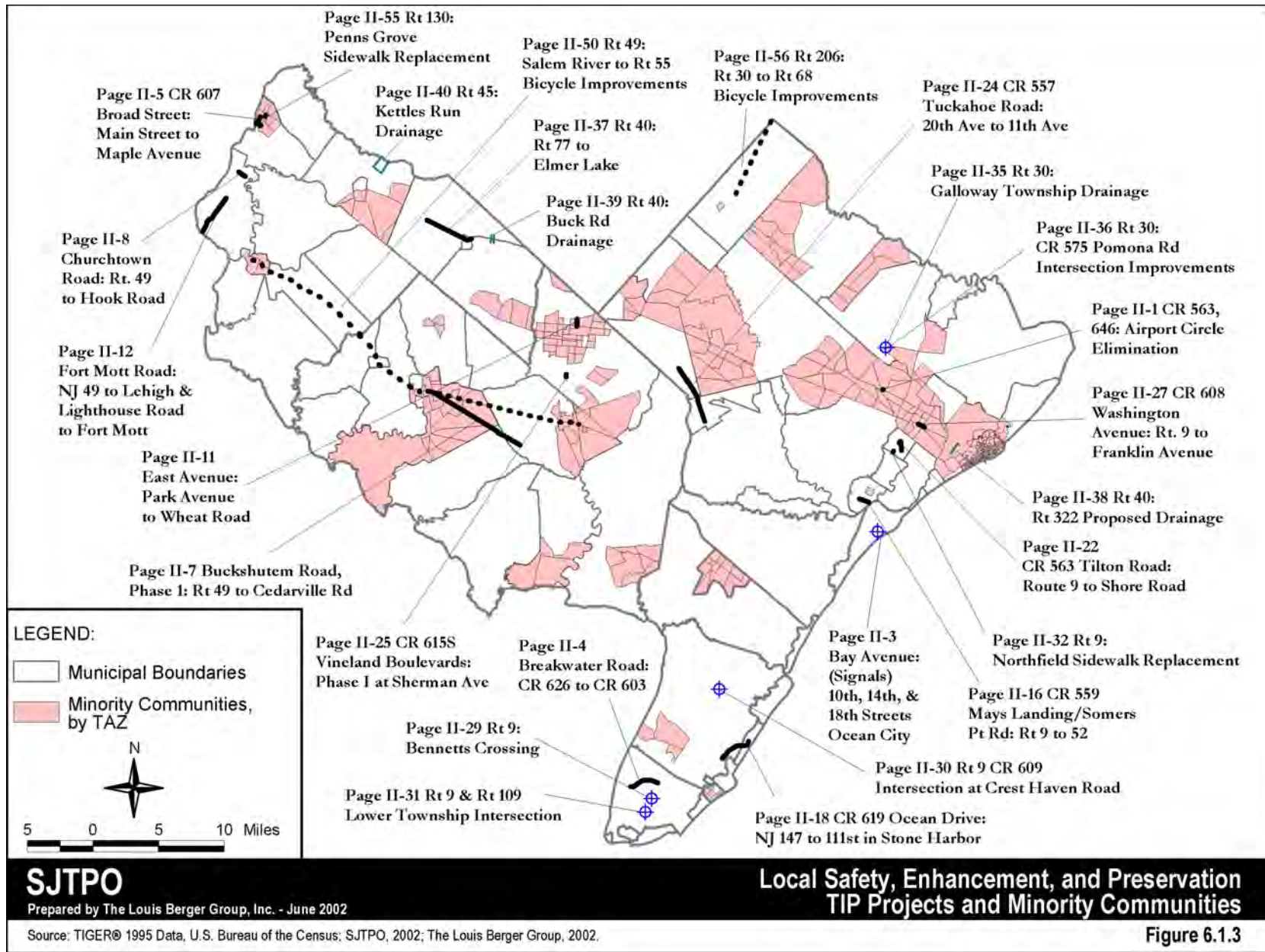
Table 6.2.1
Local Safety, Enhancement, and Preservation TIP Projects
Comparison of Minority and Non-Minority TAZs

Project Type	In (or Partially in) Minority TAZ(s)		Exclusively In Non-Minority TAZ(s)	
	Percent of Projects by Type	Percent of Project Funding by Type	Percent of Projects by Type	Percent of Project Funding by Type
Roadway/Intersection Improvements	26.1%	31.9%	73.9%	68.1%
Pedestrian/Bicycle Facility Improvements	50.0%	53.8%	50.0%	46.2%
Minority Benchmark	31.0%			

Source: The SJTPO 2002-2004 Transportation Improvement Program (TIP).

² Comparing the percentage of minority and low-income people within the TAZs the selected projects were deemed to benefit to the regional minority and low-income population percentages would have been a more accurate way to determine if benefits were equitably distributed. Unfortunately, detailed demographics by TAZ were not available.





6.2.2 Low-Income Communities

- Nearly one-third of the roadway/intersection preservation and enhancement projects and one-half of the pedestrian/bicycle facility improvements were deemed to benefit low-income communities (see Table 6.2.2).
- In terms of funding, one-third of the funds allocated to roadway/intersection preservation and enhancement projects and over one-half of the funds allocated to pedestrian/bicycle facility improvements were deemed to benefit low-income communities.

Table 6.2.2
Local Safety, Enhancement, and Preservation TIP Projects
Comparison of Low-Income and Non-Low-Income TAZs

Project Type	In (or Partially in) Low-Income TAZ(s)		Exclusively In Non-Low-Income TAZ(s)	
	Percent of Projects by Type	Percent of Project Funding by Type	Percent of Projects by Type	Percent of Project Funding by Type
Roadway/Intersection Improvements	30.4%	33.3%	69.6%	66.7%
Pedestrian/Bicycle Facility Improvements	50.0%	53.8%	50.0%	46.2%
Low-Income Benchmark		9.9%		

Source: The SJTPO 2002-2004 Transportation Improvement Program (TIP).

6.2.3 Conclusion

As discussed in Chapter 3, minorities and people in poverty constituted nearly one-third and one-tenth of the region’s population in 2000 and 1990 (31% and 9.9% respectively). Since the percentage of projects in each category and funds associated with them were similar to or greater than the percentage of minorities and persons in poverty throughout the region, it was reasonable to conclude that local safety, enhancement, and preservation projects were being equitably distributed in the 2002-2004 TIP.

7.0 INTERVIEWS AND OUTREACH

One of the fundamental principles of Environmental Justice is to *ensure the full and fair participation by all potentially affected communities in the transportation decision-making process*. According to the October 7, 1999 FHWA/FTA memorandum, *Implementing Title VI Requirements in Metropolitan and Statewide Planning*, minorities and low-income populations should be engaged in the transportation planning process. Additionally, the memorandum poses the following questions as part of the MPO certification review process:

“Does the planning process seek to identify the needs of low-income and minority populations? Have organizations representing low-income and minority populations been consulted with? Have their concerns been considered?”

To help address the above questions and ensure full and fair participation by potentially affected low-income and minority communities in the transportation planning and decision-making process, a telephone interview survey was conducted.

The overall goal of the survey was to reach out to organizations that serve low-income and minority communities, obtain a local perspective about the transportation issues/needs of low-income and minority communities, listen to suggestions for needed improvements, and better understand the organizations familiarity and/or involvement with the SJTPO and planning process. The details of the survey purpose and methodology and the findings are presented in the remainder of this chapter.

7.1 Survey Purpose and Sample Selection Methodology

There were four primary objectives of the survey¹:

1. To reach out to organizations that represent low income, minority, and other disadvantaged populations, including those who have not traditionally participated in the SJTPO’s transportation planning process and consequently develop a contact list that the SJTPO can use to improve the participation of these organizations in future activities;
2. To assess these organizations familiarity and involvement with the SJTPO and select community-based transportation funding programs that can be utilized to enhance the quality of life in local communities;
3. To better understand the transportation issues/needs of low-income and minority populations in the South Jersey region; and
4. To find out if the organizations or individuals interviewed were interested in participating in a focus group or committee regarding environmental justice and the transportation needs of low income and minority populations. Implicitly to identify key individuals that may be interested in participating in advisory committees.

To obtain the survey sample, the SJTPO Technical Advisory Committee (TAC) members were contacted and asked to recommend organizations that serve low-income and minority populations. Local and county agencies familiar with groups working with and serving low-income and minority populations in South Jersey were also contacted. Additionally, internet research was conducted to seek out potential interviewees.

The sample list of potential interviewees included eighty-one organizations and this list was shared with the SJTPO staff. Selection of the survey sample was based on three primary factors: 1) the characteristics of the people the organization represented or served (focusing on those representing or serving low-

¹ The survey instrument and summaries of each interview conducted are provided in Appendix II.

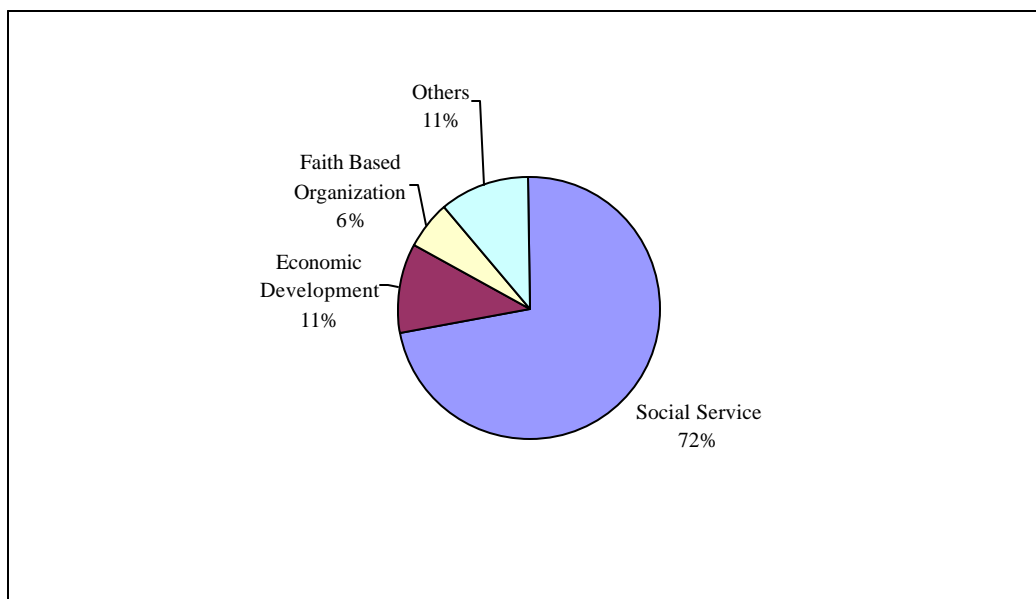
income people and minorities); 2) the type of services the organization provided; and 3) the geographic area it served.

Organizations in the survey sample were contacted via telephone and asked to participate in the telephone interview survey. Of the eighty-one organizations contacted, thirty-seven participated in the survey. Findings from these thirty-seven interviews are discussed in the next section.

7.2 Survey Findings

A majority of the organizations surveyed were government and non-profit social service providers (72%). Over 10% provided economic development services and the remaining six organizations included faith-based, transportation, news, local planning, and affordable housing agencies (see Figure 7.2.1).

**Figure 7.2.1
Profile of Organizations Surveyed**



Almost all the organizations surveyed served low-income people and their target population was effectively multi-racial and multi-ethnic. Although most of the organizations were based in Atlantic City and other towns in Atlantic County, the other three counties were also well represented. Surveyed organizations served communities in all four counties.

7.2.1 General Issues and/or Needs of Disadvantaged Populations

The four primary issues that clients of the respondents face were:

1. Lack of employment opportunities;
2. Poor access to transit services;
3. Low levels of education, work preparedness, and training; and
4. Lack of affordable housing.

Many respondents indicated that the people they serve generally were hampered by their low level of educational attainment, which limited their employment opportunities. Several respondents also indicated that inadequate transportation services to employment centers limited their clients access to employment opportunities and other services, such as vocational schools and supermarkets.

Greater access to affordable housing, improvements in public transportation services, access to education opportunities, and affordable childcare were the most needed services to address their clients issues. An increase in suitable employment opportunities for lower educated/skilled workers was also indicated to be an important needed improvement.

7.2.2 Transportation System Effectiveness and Community Conditions

Respondents were asked to rank their clients proximity and mode of accessibility to employment, education opportunities, social services, medical and dental services, grocery stores, transit stops, childcare, and elderly/senior centers. Proximity was quantified on a scale of 1 to 5, where “1” referred to very close and “5” referred to very far.

Overall, respondents indicated that bus and jitney stops were generally close to where their clients lived and within walking distance. However, the same could not be said for the other services. For the most part, the other services were considered fairly far away and only accessible by transit or auto.

Respondents were also asked to rate the condition of select features of the existing built environment of where their clients lived. The features included roads, sidewalks, crosswalks, safety, noise levels, air quality, and parks/open space. Condition was quantified on a scale of 1 to 5, with “1” referring to very poor and “5” referring to excellent. In *general*, the respondents indicated that:

- Roads, sidewalks, and crosswalks were in fairly poor condition and could use improvement;
- Safety, noise levels, and air quality were fine and did not adversely affect their clients daily lives; and
- Parks and open space were in fairly good condition, but were not always easily accessible for low-income and minority communities.

Overall, sidewalks were given the lowest rating, with one-third of the respondents indicating that they were in poor condition. To aid pedestrians and facilitate walking, an evaluation of and improvements to the region’s sidewalks, particularly in the more densely populated low-income and minority communities, should be viewed as a priority by the agencies concerned. Through partnerships with local schools, bike/pedestrian facilities can be often inventoried inexpensively to the advantage of empowering local government.²

² In Madison, Wisconsin, the Wisconsin Department of Transportation (WisDOT) engaged local schools and children to identify pedestrian needs in the community. This served as an inexpensive yet valuable method for identifying local pedestrian issues and needed improvements. For more details about this project, visit the FHWA’s

Since the SJTPO region is predominantly rural and suburban, a majority of the region is not highly accessible by public transportation (which was indicated by the accessibility analysis presented in Chapter 5). To get a better understanding of transit service quality in low-income and minority communities, respondents were asked to rate several transit performance measures. These included service coverage, peak-hour weekday service frequency, late night/early morning service frequency, weekend service frequency, seating and shelter at bus stops, and signage. The various performance measure were quantified on a scale of 1 to 5, with “1” referring to low quality and “5” referring to high quality. Overall, respondents indicated that:

- Service coverage was fairly poor and served as a barrier for some low-income and minority people to access employment and other activities;
- Late night/early morning and weekend service frequency was poor and also hampered their clients access to employment and other activities; and
- Seating, shelter and signage at bus stops was in fairly poor condition (and in some cases nonexistent).

Respondents were asked to prioritize various transportation improvement strategies in order to address the proximity/access issues to various opportunities and services, deficient conditions of community features, and transit service deficiencies. The various strategies were quantified on a scale of 1 to 5, with “1” referring to low priority and “5” referring to high priority.

Overall, improving transit services was given the highest priority while roadway enhancements, which included capacity improvements, were given lowest priority. The remaining improvement strategies were rated similarly and were considered medium priority (see Table 7.2.2.1)

**Table 7.2.2.1
Transportation Strategy Prioritization**

Strategy	Priority
Improving transit service	High
Bringing essential services closer to where low-income and minority people live	Medium
Providing auto-related financial assistance to low-income people	Medium
Improving safety for pedestrians, bicyclists, and drivers	Medium
Improving pedestrian/bicycle conditions	Medium
Roadway enhancements	Low

7.2.3 Specific Improvements for the SJTPO Region

Respondents were asked if there were any specific transportation improvements or projects that would improve the transportation system so that it better meets the needs of low-income and minority communities. Their suggestions were grouped into three categories: local improvements, regional improvements, and other suggested improvements. Their ideas are provided below.

Local Improvements

- Improve transportation access to employment centers in Gloucester County Industrial Parks
- Improve transit service to medical/dental services

Environmental Justice website at <http://www.fhwa.dot.gov/environment/ejustice/case/index.htm#1>. This method of public involvement can be an important means for building partnerships and goodwill in communities.

- Provide jitney services to connect low-income and minority communities to key manufacturing sites in the Vineland area
- Provide mobile administrative services for communities in rural eastern Salem County
- Provide direct transit routes from Woodbine to Atlantic City casinos
- Connect Woodbine directly to employment centers in Wildwood
- Create a regional bike path system and re-establish passenger rail service between the Shore Mall, Atlantic City and the airport
- Improve signal timing and coordination at the intersections of Webster Street and Washington Avenue and Washington Avenue and Woodbine-Ocean View Avenue in Woodbine Borough

Regional Improvements

- Implement express transit service to Atlantic County from large towns in Cumberland County
- Increase east-west transit services from Salem to Cumberland County
- Create transit services that connect workers in Salem County to employment centers in Wilmington, Delaware
- Create transit services that better connect Cumberland County to other centers in the South Jersey-Philadelphia region
- Build light rail service that connects the Philadelphia/Cherry Hill area and Cumberland County
- Improve roadway access from Cumberland County to the Jersey shore
- Improve regional road access on the east-west corridor through Cumberland County

Other Suggested Improvements

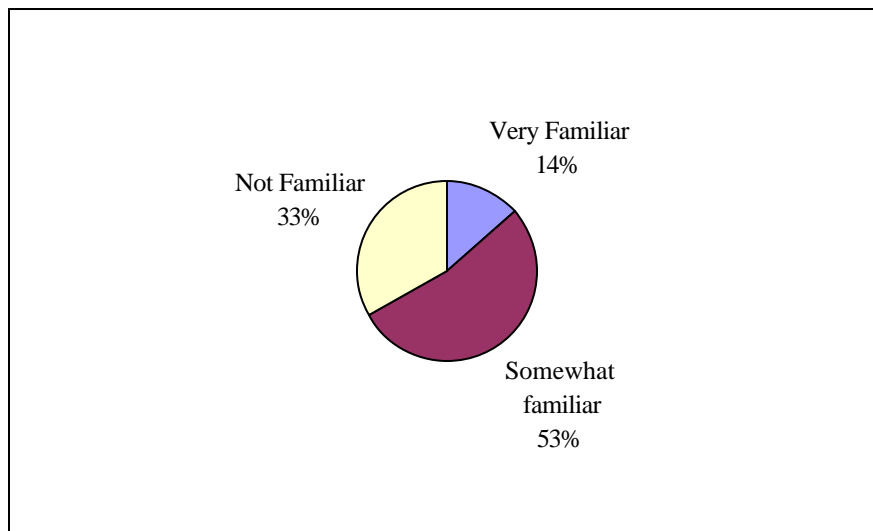
- Provide free or subsidized monthly transit passes to low-income people
- Improve shelters and seating at transit stops
- Improve transit service in low-income and minority communities
- Provide low income loans for transportation and educational needs
- Improve public involvement by leveraging resources and partnering with Community Based Organizations (CBOs) and Faith-Based Institutions

7.2.4 Familiarity/Involvement with the SJTPO and Transportation Funding Programs

A majority of the respondents (53%) said that they were not familiar with the SJTPO while approximately one-third were somewhat familiar with the agency (see Figure 7.2.4.1). Additionally, most of the respondents were not familiar or were only somewhat familiar with the SJTPO and did not participate in the SJTPO's regular meetings.

Respondents' familiarity with funding programs such as the Transportation Enhancements (TE), Job Access and Reverse Commute (JARC), Transportation and Community and System Preservation (TCSP) and Congestion Mitigation Air Quality (CMAQ) were very low. As a result, very few organizations had applied to and received funding from these programs. It should be noted that program requirements, eligibility, and the staff or financial resources of small agencies may preclude their ability to apply for federal funding.

Figure 7.2.4.1
Familiarity with the SJTPO



7.2.5 Future Outreach Activities Related to Environmental Justice

Several respondents identified specific facilities, locations, or events that the SJTPO could utilize to engage minority and low-income populations in transportation studies, projects and planning. These included:

Facilities/Locations

- Woodbine Chamber of Commerce
- Spanish Community Center – Landisville
- Port Authority of Woodbine
- Atlantic County Transportation – Northfield
- WIB and One-Stop Career Centers – Pleasantville
- Martin Luther King Center – Atlantic City
- Egg Harbor Township Community Center
- Shiloh Baptist Church – Vineland and senior complex on Mattoli Way
- Cape May County Fare-Free Transportation
- Migrant Head Start Program
- Vision 2000
- Salem Middle School
- Salem Community College

Events that SJTPO Could Attend

- AARP Chapter Meetings
- Park/Community Day through the Spanish Community Center (which occurs every May)
- Farm Worker Festivals (Bridgeton, May 19th 2002; Rosenhayn, June 9th 2002, and Hammonton, July 7th, 2002)
- “Festival of Friends”
- Egg Harbor Township Community Center Family Day (Fall 2002)
- Atlantic City Housing Authority – Monthly Tenant Organization Meetings

- Hispanic Family Day – Woodbine
- Hispanic Festival – Vineland

7.2.6 Willingness to Participate in Focus Groups/Committees on Environmental Justice

Many respondents expressed an interest and willingness to participate in future activities related to improving transportation for low-income and minority populations. Over three-fourths of the respondents (77%) responded favorably to the idea of participating in a focus group regarding environmental justice and transportation issues. The names of these prospective participants (organizations and individuals) will be added to the database maintained by the SJTPO.

7.2.7 Conclusions

Overall, the survey effort and findings provided information for future public outreach and several valuable insights. The highlights of which include:

- The survey effort effectively reached out to organizations that represent low-income and minority populations, especially those who have not traditionally participated in the SJTPO's transportation planning process, and consequently helped develop a contact list that the SJTPO can use to improve the participation of these organizations.
- The survey findings provided valuable insights into the transportation needs/issues of low-income and minority populations. Most notable were the expressed concerns that current transit services hamper low-income and minority populations' access to essential opportunities and services, such as employment and education.
- The survey measured an organization's familiarity and involvement with the SJTPO and its understanding of community-focused transportation funding programs. While most respondents were not very familiar with the SJTPO and such transportation funding programs, many of the respondents were interested in learning more about them.
- The survey allowed organizations an opportunity to express an interest in participating in a focus group or working committee regarding environmental justice and the transportation needs of low-income and minority populations. Most respondents expressed a willingness to participate in a focus group or committee, which would facilitate greater involvement or perhaps continuing involvement with the local community in the transportation planning process. Respondents were often highly committed to advocacy for their clients and several respondents may be interested in participating in future studies, becoming future project sponsors, or willing to serve on advisory committees or working groups. This survey was a good initial step for giving exposure to interested parties and discussing the role of transportation in the lives of their client population.

8.0 RECOMMENDED STRATEGIES AND ACTIONS

The SJTPO has recently taken actions to identify and address “environmental justice” issues of concern by setting aside research funds in its Unified Planning Work Program (UPWP), conducting the *Environmental Justice Evaluation and Strategy* presented in this report and developing a new *Public Outreach Program* for the 2025 Regional Transportation Plans (RTP) which includes strategies for reaching out to low-income and minority communities.

This report has included a review of SJTPO’s existing policies and plans as well as presented the findings of an accessibility analysis, TIP evaluation, and survey. Based on these research activities, there are strategies and actions that the SJTPO can continue to pursue in the future toward the integration of environmental justice into its programs, plans and activities. This chapter has divided these strategies and actions into three broad categories:

- ***Public Involvement and Community Outreach*** – Proactively engage minority and low-income populations, along with organizations that serve them, in the transportation planning and project development process.
- ***Technical and Analytical Support*** – Continually compile, map, and analyze socioeconomic and transportation data to determine the spatial patterns of low-income and minority populations, identify their transportation needs, and assess whether the distribution of benefits and burdens from transportation investments and decision making processes in the SJTPO region is fair and without disproportionately high and adverse effects to low-income and minority populations.
- ***Incorporate Environmental Justice Issues and Concerns in the Transportation Planning and Project Development Process*** – Develop mechanisms to ensure that the fundamental principles of environmental justice (see Chapter 1) are appropriately considered in the transportation decision-making, planning, and project development processes.

The remainder of this chapter will describe in further detail these strategies and actions and how they may be integrated into future transportation planning and decision making processes.

8.1 Public Involvement and Community Outreach

Public involvement and community outreach should engage minority and low-income populations, as well as organizations that serve them (such as those surveyed and discussed in Chapter 7), in the transportation decision-making, planning, and project development process. The following actions can be taken to help the SJTPO effectively reach out, educate, and involve minority and low-income populations in their future activities.

- ***Employ a variety of traditional and innovative public involvement and community outreach techniques.***
 - Several MPOs have developed a “Citizen’s Guide” to the general transportation planning process. These guides explain the role and responsibilities of the Metropolitan Planning Organization (as well as the FHWA, FTA, State DOTs, Transit agencies and other non-transportation agencies). The guides provide an introduction to the purpose of the Regional Transportation Plan and the TIP, the transportation decision-making process, typical funding sources, the role of citizens in the planning process and other elements of the transportation planning and project development process including key steps in the environmental review process that must be taken before implementation of Federally-funded projects. A glossary of terms can also be provided to clarify technical jargon often included in transportation studies. Several of these introductory items are

already included on the SJTPO web site, but the objective of this product could be a primer for those least familiar with the agency and transportation planning issues. The purpose of the Guide is, in part, to clarify for the public the limits of the SJTPO's responsibilities vis-à-vis other agencies of government (e.g., county transportation, municipal public works, etc.) which can lead to a better understanding of how citizens may best focus their comments, concerns and complaints. Encourage the development of the Citizen's Guide into Spanish. The Citizen's Guide can be posted on the SJTPO web site as well as distributed at events and public meetings.¹

- Attend and actively participate in local community events such as neighborhood association meetings, faith-based institutions, festivals and school carnivals.
- Solicit the participation of community-based organizations (such as churches and social service providers) in the transportation decision-making process.
- Conduct outreach efforts at non-traditional meeting places such as shopping malls, workforce investment boards or one-stop career centers, religious institutions, senior center complexes, community centers, or local community colleges or schools.²
- Enhance existing communications media such as the SJTPO website, newsletters, and videos. Add links from the SJTPO web site to the joint FHWA/FTA web site on Environmental Justice as relevant facts, technical guidance, data resource sites, case studies and effective practices on environmental justice can be further examined by staff and public. The web site link is <http://www.fhwa.dot.gov/environment/ej2.htm>

▪ ***Expand and maintain committee and project mailing lists, agency contacts, and partnering opportunities.***

- Recruit citizens and/or organizational leaders from low-income and minority communities onto SJTPO committees such as the TAC, CAC, and project steering committees. Community-based organizations that participated in the environmental justice survey appear to offer some candidates for these committees.³
- Expand the SJTPO mailing lists for public involvement to include organizations that serve low-income and minority populations including organizations and individuals identified through the environmental justice survey effort.
- Develop and strengthen relationships with community-based organizations that serve low-income and minority populations. Perhaps, forge partnerships with select community-based organizations (i.e., coordinate and/or provide funds) to assist in attracting participation for key workshops by relying on their facilities, events or contacts with community leaders.
- Partner with appropriate community-based organizations to develop programs and projects that better meet the transportation needs of low-income and minority populations.

▪ ***Establish environmental justice coordination and monitoring process.***

- Periodically consult with service and advocacy organizations for low-income and minority populations about local needs and deficiencies and preferred solutions or projects. Review areas of potential common ground and opportunities for partnerships. Encourage suggestions to increase the effectiveness of existing policies, strategies and actions taken to accomplish “environmental justice” and, when necessary, develop new policies. Organizations that

¹ A good example of a Citizen's Guide can be found at the FHWA web site at:

<http://www.fhwa.dot.gov/planning/citizen/index.htm>

² For a more comprehensive list of effective public involvement and outreach tools for promoting environmental justice principles in transportation visit the FHWA's Environmental Justice website at

http://www.fhwa.dot.gov/environment/ejustice/lib/lib_pubinvtools.htm

³ Due to confidentiality reasons, the list of community-based organizations that participated in the environmental justice survey is not presented in this report. However, a list of organizations that expressed interest in participating in a focus group or committee will be given to the SJTPO.

participated in the survey (See Task 7) and indicated a willingness to participate in future focus groups are prime candidates for such consultation sessions.

- Monitor and evaluate new effective practices for environmental justice and create a continuing process to update and refine existing SJTPO policies and practices. Coordinate with federal and state partners, such as the FHWA and FTA, to ensure that the SJTPO is operating at or above “environmental justice” standards.
- ***Educate low-income and minority communities, along with organizations that serve them, about community-based transportation funding programs, work with them to identify projects, and assist them with the application process.***
- According to the environmental justice survey, several organizations that served low-income and minority communities were not aware of community-based transportation funding programs (e.g. Transportation Enhancements (TE), Job Access and Regional Commute Planning (JARC), Congestion Mitigation and Air Quality (CMAQ), and Transportation Community and System Preservation Pilot Project) made available at a Federal level under ISTEA and/or TEA-21. These programs are intended to improve job access, enhance neighborhood character, and improve the quality of life and/or safety of communities. The SJTPO is not an incorporated entity and does not have the authority to serve as a project sponsor for receipt of such program funds, but can provide a forum and/or serve as a conduit for technical assistance that connects potential, eligible recipients with valuable information for successful grant applications.
 - Hold workshops or open-house sessions and/or invite responsible NJDOT representatives to meet with grant-seeking parties including those that advocate for low-income and minority populations. Such workshops can provide organizations with background information about the purpose and availability of these funding programs.
 - Assist organizations, especially those that serve low-income and minority populations, with the application process for the desired funding program. This can include advertising the availability of funds and offering technical assistance with application preparation, application review, and/or assistance with submittals. The SJTPO can be an important means for connecting local non-profit organizations with municipal sponsors who have the professional capabilities to undertake required technical and environmental documentation.
 - Partner with non-transportation agencies and/or work with organizations that serve low-income and minority populations to jointly develop projects that are fully or even partially funded with community-based transportation funds. For example, the SJTPO could encourage a local housing authority to develop traffic calming and streetscape improvement projects that are eligible for TE funding or other state and local funds.⁴

⁴ The *Transportation and Environmental Justice Effective Practices* booklet issued by the FHWA provides provocative examples of projects whose goals are creating “livable” communities. Inter-agency partnerships are created to form collaborative planning processes and “community solutions teams” where transportation resources may be an element of larger strategy of urban revitalization or crime prevention through environmental design. For example, the Oregon Department of Transportation participates in problem-solving teams comprised of district representatives from the state’s housing and community services, environmental, economic and community development, and land conservation departments. Their joint presence improves the ability to create multi-agency, multi-funding source approaches to problem-solving and project development.

8.2 Technical and Analytical Support

Proficient technical and analytical support is critical to ensuring that the benefits and burdens of transportation investments in the SJTPO region are equitably distributed. The following proposed strategies and actions were developed to assist the SJTPO with establishing an “environmental justice” evaluation process, ensuring that low-income and minority populations are not denied benefits from -- or disproportionately and adversely affected by -- transportation investments and other actions.

- ***Continue to monitor and assess the region’s changing demographics and economic characteristics to determine the locations and evolving needs of low-income and minority populations.***
 - Continue to update and evaluate socioeconomic and travel data as they relate to environmental justice concerns. The socioeconomic data and GIS mapping efforts presented in Chapter 3 and the travel data analyzed in Chapters 4 and 5 should serve as the foundation for future evaluation efforts. For example, detailed block-level data on household income and poverty from the 2000 Census should be utilized to reevaluate the location of low-income populations in the SJTPO region.
 - Draw on non-traditional data sources to profile the location and transportation needs of low-income and minority populations. For example, Temporary Assistance to Needy Families (TANF) and Free or Reduced Price Lunch Eligibility data were used as proxy measures, in the absence of 2000 Census data, for low-income populations in this study.⁵ Other types of data that should be considered include subsidized housing (i.e. recipients of Section 8 vouchers), subsidized health care (i.e. Medicaid and Medicare participants), education attainment, disability status, and mental health care.
 - Maintain a database and map of essential services, such as childcare and medical care facilities that are critical for populations reaching self-sufficiency.
 - Monitor the U.S. Census Bureau progress in the implementation of the American Community Survey (ACS). The Census Bureau is changing its data collection procedures with the ACS program. This program includes continuous data collection throughout the decade including data about low-income and minority populations. As data from the ACS becomes available, over the next few years, the ability to perform up-to-date equity assessments will significantly improve.⁶
- ***Continue to evaluate the impacts of the RTP, TIP, and UPWP for environmental justice concerns.***
 - Conduct an accessibility analysis of the RTP when significant changes are proposed or made to ensure that the accessibility benefits are equitably distributed. The accessibility analysis presented in Chapter 5 should serve as a guide for future evaluations.
 - Evaluate the project and funding distribution asserted by the TIP and UPWP to ensure that low-income and minority communities are receiving a fair proportion of the region’s transportation resources. The TIP evaluation presented in Chapter 6 provides an example of how to assess the allocation of the region’s transportation resources.
 - Compare the bridge problem areas, safety concerns, and roadways with poor pavement conditions identified in the 2025 RTP with the location of low-income and minority populations. The analysis can be conducted following similar methods as the TIP evaluation reported in Chapter 6. Maps of the bridge problem areas, areas with safety concerns, and roadways with poor pavement conditions can be compared to the locations of low-income and minority populations identified in

⁵ Given the unavailability of income data from the 2000 Census, these data served as valuable proxies for identifying the current location of low-income communities.

⁶ More information about the ACS can be found at the U.S. Census Bureau web site on the program: <http://www.census.gov/acs/www/>

Chapter 3. Based on this evaluation, the SJTPO can determine if the “issue” areas are disproportionately situated in low-income or minority communities and use these findings to ensure that the benefits and burdens of future transportation investments are equitably distributed. Findings from this analysis can also be used to develop “Environmental Justice” criteria for the project selection process, which is discussed further in Section 8.3.

- ***Conduct studies that further the understanding of the transportation needs and issues of low-income and minority populations, and develop projects that help meet their needs.***
 - Assess the safety and condition of pedestrian/bicycle facilities in low-income and minority communities. Several survey respondents indicated that the pedestrian/bicycle facilities of low-income and minority communities were in poor condition (see Chapter 7). An evaluation of the need for improvements to the region’s sidewalks – or to a select community -- should be given priority with the objective of enhancing the quality of the built environment and/or correcting threats to the health, safety and welfare of pedestrians. One effective yet inexpensive method of conducting such an evaluation would be to partner with one or more predominantly minority schools or school districts in a demonstration project. Teachers, working collaboratively with local public works staff and/or MPO staff, could devise a curriculum/work plan that engages youth at the elementary or junior high school level in a neighborhood study targeting bicycle/pedestrian conditions. Students would inventory local bicycle/pedestrian conditions, interview parents and neighbors, and identify key issues and improvement opportunities.⁷ Local public works and transportation agency staff could come to the classroom to give an introduction to the transportation, planning and engineering professions or go to the worksite to describe how they would perform a study. These encounters can be particularly constructive and “eye-opening” for young people who do not have role models in the professional occupations.
 - The SJTPO has previously worked closely in concert with the South Jersey Traffic Safety Alliance (SJ TSA), which has brought together enforcement, community, education, engineering and planning firms from throughout the SJTPO region’s counties. The SJ TSA may be an appropriate forum or means for encouraging such a community-based initiative.
 - Conduct regional and local transit needs assessments, focusing on the location and needs of low-income and minority communities. Survey respondents indicated that existing transit service did not adequately meet the transportation needs of low-income and minority communities. These observations were reaffirmed in the accessibility analysis findings (see Chapter 5). Also, as discussed in Chapter 3, low-income people and minorities were much more likely to be transit-dependent than non-minorities and non-low-income people. Therefore, periodic local transit needs assessment studies focused on enhancing service to employment and other essential activities are of continuing importance.
 - Explore the list of projects recommended by survey respondents (see Chapter 7). Several respondents recommended improvements that would help meet the transportation needs of low-income and minority populations. These improvements should be explored and, if deemed worthy of further consideration, studied in more detail. The SJTPO could contact the organization that recommended the improvement for further background and/or discuss how to work with them to bring an improvement to fruition.

⁷ The *Transportation and Environmental Justice Effective Practices and Case Studies* booklet issued by the FHWA provides several examples of studies conducted by MPOs or DOTs that have worked with students (e.g., Indiana, Pennsylvania, Wisconsin, North Carolina) on bike/pedestrian studies, transit condition surveys, and environmental review processes. The benefits to the community and to transportation agencies extend beyond the development of technical findings. Students gain “real-world” exposure to the transportation profession; transportation agencies build trust in communities that can have long-term value.

- Commit to the development of studies in the annual UPWP that directly address environmental justice-related issues and which seek to better understand and meet the transportation needs of low-income and minority populations. The annual UPWP gives the SJTPO staff, member agencies, and the community an opportunity to develop and suggest projects. It provides a great opportunity to fund projects and studies that focus on enhancing pedestrian/bicycle facilities, increasing transit access, and improving local quality of life. For example, in the FY 2003 UPWP, a project to enhance pedestrian safety and signage in Cape May County was funded.

8.3 Incorporate Environmental Justice Issues and Concerns in the Transportation Planning and Project Development Process

The consideration of environmental justice issues should be an integral part of study and project development, the transportation planning process and other activities carried out by the SJTPO. The MPO Certification Review Process, as outlined in the October 7, 1999 FHWA/FTA memorandum, supports this strategy and asks certification reviewers to pose the following question with the MPOs under review:

“What mechanisms are in place to ensure that issues and concerns raised by low-income and minority populations are appropriately considered in the decision-making process?”

While Title VI and environmental justice is part of the MPO Certification Review Process and, therefore, an obligation of the agency, embracing the fundamental principles of environmental justice is highly consistent with effective transportation planning. For example, early and continuing public involvement often can lead to projects more likely to be accepted by communities; thus, it is an effective strategy for streamlining the project development process. Similarly, adopting comprehensive analytical methods that integrate equity into decision-making processes offer decision makers the most informed platform for assessing existing needs and future priorities. The FHWA and FTA have made clear in their technical assistance guidance that environmental justice has many practical benefits and need not compromise the achievement of other important objectives or planning factors sought through transportation investments (e.g., safety and mobility).

With nearly one-third of the region’s population considered to be minority and one-tenth in poverty, incorporating environmental justice issues in the transportation planning and project development process is not only an important step in ensuring that the benefits and burdens of transportation investments are equitably distributed, but also that individuals have access to the resources and opportunities to get to work or to reach other services (e.g., educational facilities, child care, medical care) essential to sustaining themselves and their families. Similarly, the condition and quality of transportation systems play an important role in defining the character of community and securing a safe and livable “built” environment capable of attracting future investment and reinvestment dollars.

Below is a list of actions the SJTPO can take to ensure that environmental justice issues are considered in the transportation planning and project development process.

- ***Require that project sponsors applying for funding indicate whether environmental justice issues have been considered in the project development process.***
 - Public involvement carried out with low-income and minority populations affected by the project is one determinant to consider.
 - An analysis of the benefits and burdens resulting from the proposed project for all populations involved is also a valid determinant to consider.

- ***Incorporate “Environmental Justice” criteria in the project selection process for the UPWP, RTP and TIP.***
 - Example criteria could include whether the project results in disproportionate high and adverse impacts on low-income or minority populations, or benefits derived from the project are equitably distributed, or whether the project addresses the transportation needs of low-income and minority populations.
 - Projects that meet the established criteria should receive additional consideration in the prioritization process.⁸

- ***Integrate into study Scopes of Work elements that assess environmental justice.***
 - Other transportation studies – not just the RTP and the TIP -- should include a work element addressing the issue of environmental justice. This can include needs assessment, corridor studies, safety studies, pedestrian and bicycle studies and environmental documentation.
 - Inform staff about the need for environmental justice sensitivity and methods for addressing Title VI and environmental justice. This can be accomplished through sending staff to National Highway Institute/National Transit Institute or other sponsored technical assistance training courses or workshops or holding in-house discussion sessions.
 - Educate member organizations, TAC members, and other organizations and individuals involved in the transportation planning, project development, and decision-making process about the need for environmental justice sensitivity and methods for its accomplishment.

8.4 Conclusion

This chapter has outlined several strategies and actions that the SJTPO can pursue to incorporate the needs and concerns of low-income and minority populations in the transportation decision-making process. By pursuing these strategies and actions, the SJTPO can be more effective at fulfilling the fundamental principles of environmental justice which are:

- Ensuring the full and fair participation of low-income and minority communities in the transportation decision-making process;
- Preventing the denial of, reduction in, or significant delay in the receipt of benefits from transportation plans and projects by low-income and minority populations; and
- Avoiding, minimizing, or mitigating disproportionately high and adverse impacts of transportation investments on low-income and minority populations.

⁸ Such criteria was introduced into the North Jersey Transportation Plan Authority decision-making process.

APPENDIX I

OCTOBER 7, 1999 FHWA/FTA MEMORANDUM
IMPLEMENTING TITLE VI REQUIREMENTS IN METROPOLITAN AND STATEWIDE PLANNING



U.S.
Department of
Transportation

Federal Highway Administration
Federal Transit Administration

Memorandum

Subject: **ACTION:** Implementing Title VI Requirements
in Metropolitan and Statewide Planning

Date: October 7, 1999

From: (Original signed by)
Kenneth R. Wykle
Administrator, FHWA
(Original signed by)
Gordon J. Linton
Administrator, FTA

Reply to
Attn. of: TOA-1/HEPH-1

To: FHWA Division Administrators
FTA Regional Administrators

Background

The purpose of this memorandum is to issue clarification to you in implementing Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) and related regulations, The President's Executive Order on Environmental Justice, the U.S. DOT Order, and the FHWA Order.

Title VI states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

The Environmental Justice (EJ) Orders further amplify Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

Increasingly, concerns for compliance with provisions of Title VI and the EJ Orders have been raised by citizens and advocacy groups with regard to broad patterns of transportation

investment and impact considered in metropolitan and statewide planning. While Title VI and EJ concerns have most often been raised during project development, it is important to recognize that the law also applies equally to the processes and products of planning. The appropriate time for FTA and FHWA to ensure compliance with Title VI in the planning process is during the planning certification reviews conducted for Transportation Management Areas (TMAs) and through the statewide planning finding rendered at approval of the Statewide Transportation Improvement Program (STIP).

This memorandum serves as clarification pending issuance of revised planning and environmental regulations.

Requested Action

We request that during certification reviews you raise questions that serve to substantiate metropolitan planning organization (MPO) self-certification of Title VI compliance. Suggested questions are attached. Also attached are a series of actions that could be taken to support Title VI compliance and EJ goals, improve planning performance, and minimize the potential for subsequent corrective action and complaint.

Statewide planning is also subject to the same Title VI legislative requirements as the metropolitan planning process. The FHWA division offices, jointly with FTA regional offices, should review and document Title VI compliance when making the TEA-21 required finding that STIP development and the overall planning process is consistent with the planning requirements.

In part, the purpose of asking the questions attached to this memorandum is to review the basis upon which the annual self-certification of compliance with Title VI is made. The metropolitan planning certification reviews in TMAs and STIP findings offer an opportunity to FHWA and FTA staff to verify the procedures and analytical foundation upon which the self-certification is made. If it becomes evident that the self-certification was not adequately supported, a corrective action is to be included in their certification report to rectify the deficiency.

The FHWA's and FTA's Division and Regional Administrators should involve their respective civil rights staffs in the EJ and Title VI portions of the metropolitan planning certification reviews in TMAs and statewide planning findings.

Forthcoming Planning Regulations

As you know, FHWA and FTA are preparing to revise the planning (23 CFR 450 and 49 CFR 619) and environmental (23 CFR 771 and 49 CFR 622) regulations. In these rulemakings and subsequent documents, we will propose clarifications and appropriate procedural and analytical approaches for more completely complying with the provisions of Title VI and the Executive Order on Environmental Justice. Specifically, the proposals will focus on public involvement strategies for minority and low-income groups and assessment of the distribution of benefits and adverse environmental impacts at both the plan and project level.

If you have questions on metropolitan applications of this memorandum, please contact Sheldon M. Edner, Team Leader, Metropolitan Planning and Policies, FHWA (202) 366-4066 or Charlie Goodman, Division Chief, Metropolitan Planning, FTA (202) 366-1944. On statewide

applications, please contact Dee Spann, Team Leader, Statewide Planning, FHWA (202) 366-4086 or Paul Verchinski, Chief, Statewide Planning, FTA (202) 366-1626.

[Attachment 1](#)

[Attachment 2](#)

cc:
FHWA Resource Center Directors
FHWA CBU and SBU Leaders
TOA-1,2
TCR-1
FHWA/FTA Metro Offices

Assessing Title VI Capability – Review Questions September 1999

Discussion of these important issues will be held as part of planning certification reviews, and the discussion will be held as part of statewide planning findings that are made as part of Statewide Transportation Improvement Program (STIP) approval. These questions are offered as an aid to reviewing and verifying compliance with Title VI requirements:

1. Overall Strategies and Goals:

- What strategies and efforts has the planning process developed for ensuring, demonstrating, and substantiating compliance with Title VI? What measures have been used to verify that the multi-modal system access and mobility performance improvements included in the plan and Transportation Improvement Program (TIP) or STIP, and the underlying planning process, comply with Title VI?
- Has the planning process developed a demographic profile of the metropolitan planning area or State that includes identification of the locations of socio-economic groups, including low-income and minority populations as covered by the Executive Order on Environmental Justice and Title VI provisions?
- Does the planning process seek to identify the needs of low-income and minority populations? Does the planning process seek to utilize demographic information to examine the distributions across these groups of the benefits and burdens of the transportation investments included in the plan and TIP (or STIP)? What methods are used to identify imbalances?

2. Service Equity:

- Does the planning process have an analytical process in place for assessing the regional benefits and burdens of transportation system investments for different socio-economic groups? Does it have a data collection process to support the analysis effort? Does this analytical process seek to assess the benefit and impact distributions of the investments included in the plan and TIP (or STIP)?
- How does the planning process respond to the analyses produced? Imbalances identified?

3. *Public Involvement:*

- Does the public involvement process have an identified strategy for engaging minority and low-income populations in transportation decision-making? What strategies, if any, have been implemented to reduce participation barriers for such populations? Has their effectiveness been evaluated? Has public involvement in the planning process been routinely evaluated as required by regulation? Have efforts been undertaken to improve performance, especially with regard to low-income and minority populations? Have organizations representing low-income and minority populations been consulted as part of this evaluation? Have their concerns been considered?
- What efforts have been made to engage low-income and minority populations in the certification review public outreach effort? Does the public outreach effort utilize media (such as print, television, radio, etc.) targeted to low-income or minority populations? What issues were raised, how are their concerns documented, and how do they reflect on the performance of the planning process in relation to Title VI requirements?
- What mechanisms are in place to ensure that issues and concerns raised by low-income and minority populations are appropriately considered in the decision making process? Is there evidence that these concerns have been appropriately considered? Has the metropolitan planning organization (MPO) or State DOT made funds available to local organizations that represent low-income and minority populations to enable their participation in planning processes?

Guidance: Assessing Title VI Capability – FTA/FHWA Actions

Environmental Justice in State Planning and Research (SPR) and Unified Planning Work Programs (UPWPs) Efforts During Certification Reviews for Title VI Consistency

At a minimum, FHWA and FTA should review with States, MPOs, and transit operators how Title VI is addressed as part of their public involvement and plan development processes. Since there is likely to be the need for some upgrading of activity in this area, a work element to assess and develop improved strategies for reaching minority and low-income groups through public involvement efforts and to begin developing or enhancing analytical capability for assessing impact distributions should be considered in upcoming SPRs and UPWPs.

Review Public Involvement

In many areas, room for improvement exists in public involvement processes regarding engagement of minority and low-income individuals. It is appropriate to review the extent to which MPOs and States have made proactive efforts to engage these groups through their public involvement programs. Further, FHWA and FTA should review the record of complaints or concerns raised regarding Title VI in the planning process under review. During the on-site element of the metropolitan certification review, the public involvement process, now required by statute, should make a special effort to engage and involve representatives of minority and low-income groups to hear their views regarding changes to and performance of the planning process.

Options for FHWA/FTA Metropolitan Certification Review Actions

1. FHWA and FTA should seek to determine what, if any, processes are in place to assess the distribution of impacts on different socio-economic groups for the investments identified in the transportation plan and TIP. If the planning process has no such capability in place, there needs to be further investigation as to how the MPO is able to annually self-certify its compliance with the provisions of Title VI.
2. If no documented process exists for assessing the distributional effects of the transportation investments in the region, the planning certification report should include a corrective action directing the development of a process for accomplishing this end. This will serve to put the process on notice regarding existing requirements and prepare it for future regulatory requirements. If a minimal effort is in place, FHWA and FTA should encourage the planning process participants to become familiar with the provisions of the Executive Order on Environmental Justice and identify needed improvements based on the Order.

If no formal evaluation of the public involvement process has been conducted per the requirement for periodic assessment (see 23 CFR 450.316(b)), a corrective action to conduct an evaluation should be included in the certification report. The formal evaluation should, at a minimum, assess the effectiveness of efforts to engage minority and low-income populations through the local public involvement process. If the MPO or State has conducted a public involvement evaluation, FHWA and FTA should determine whether the involvement of minorities and low-income individuals has been addressed and what strengths and deficiencies were identified. Recommended improvements or corrective actions for the certification report or STIP findings can be tied to the results of the MPO's or State's public involvement evaluation.

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United States Department of Transportation - **Federal Highway Administration**

APPENDIX II

SURVEY INSTRUMENT AND SUMMARY OF FINDINGS

Environmental Justice Survey
~ South Jersey Transportation Planning Organization ~

Instructions

On behalf of the SJTPO, The Louis Berger Group is conducting a telephone interview survey. The goal of this survey is to get your perspective about transportation issues and needs in the region and how the existing transportation system might better meet the needs of disadvantaged populations. You will be contacted on the agreed upon day and time listed below to complete the interview. In the meantime, if you have questions or concerns regarding the survey, please contact Matt Sumpter at 800-323-4098 ext. 600. Thank you for your participation and we look forward to speaking with you.

Introduction

Hello, my name is _____ from The Louis Berger Group. I'm calling in regard to a study we are conducting in South Jersey for the South Jersey Transportation Planning Organization (SJTPO).

The purpose of this study is to evaluate the "Environmental Justice" related activities of the SJTPO, i.e. if their public involvement program includes low income, minority, and other disadvantaged populations, and how well the **transportation needs** of these population groups in South Jersey are being met.

As part of this evaluation, we are conducting a telephone survey aimed at groups and organizations that are involved with disadvantaged populations in the South Jersey region. The goal of this survey is to get your perspective about transportation issues and needs in the region. We would like to know how the existing transportation system might better meet the needs of disadvantaged populations.

Given your organization's involvement with disadvantaged people (or in providing transportation or other services to them), your participation in the survey would be very useful in helping us understand the effectiveness of the SJTPO's planning efforts and what transportation issues disadvantaged groups face in the South Jersey region.

Note: The survey should take about 20 to 30 minutes to complete. All information provided will be treated with strict confidentiality and responses will be organized and reported in summary format only.

Are you willing to participate in this survey? (If No, is there someone else I can speak with who may?) Also, if you would like I can email or fax the survey to you, give you some time to review it, then call you back to conduct the interview.

Interview Day and Time: _____
Other Contact Person: _____
Phone Number: _____

Interviewee and Organization Information

1. **Name and Title:** _____
2. **Organization's Name:** _____
3. **Mailing Address:** _____
4. **Phone Number:** _____
5. **Fax Number:** _____
6. **E-mail Address:** _____
7. **Please describe the purpose or mission of your organization (including the types of services and/or assistance it provides):**

8. **Please describe the social and economic characteristics of the people your organization is most commonly involved with:**

9. **Please describe the geographic location(s) where your clients live or the geographic area your organization serves:**

10. **Are there other individuals or organizations that you work with on a regular basis? (Circle one)**

- a. *Yes (Please list the organization's name below and if possible, a contact person and phone number)*
- b. *No*

Organization's Name	Contact Person	Phone Number

General Issues and/or Needs of Disadvantaged Populations

- 11. What are the most significant issues your clients or communities face (examples may include insufficient English skills, low-level of education, lack of employment opportunities, and so forth)?**

- 12. What types of services are most needed in the communities your clients live in (examples may include affordable housing, literacy assistance, and so forth)?**

Transportation System Effectiveness and Community Conditions

13. For the following destination types, please indicate its proximity to where your clients typically live and whether or not it is reasonably accessible by walking/biking or transit. Using a scale from “1” (very close) to “5” (far away), please circle the number which best indicates how close each destination type is to where your clients live. Then, circle the mode if it can be used to reasonably access the given destination type. Please circle “not sure” if you are uncertain of a destination type’s proximity or whether or not it can be reasonably accessed by the modes given.

<u>Destination Type</u>	<i>How close is it?</i>					<i>Reasonably accessible by...</i>			
	Very close			Far Away		Not Sure	Mode		Not Sure
a. Employment opportunities	1	2	3	4	5	not sure	walk/bike	transit	not sure
b. Education, vocation, and/or training facilities	1	2	3	4	5	not sure	walk/bike	transit	not sure
c. Government or non-profit provided human services, i.e. welfare offices or job placement centers	1	2	3	4	5	not sure	walk/bike	transit	not sure
d. Medical or dental services	1	2	3	4	5	not sure	walk/bike	transit	not sure
e. Grocery store	1	2	3	4	5	not sure	walk/bike	transit	not sure
f. Bus, taxi, or jitney service	1	2	3	4	5	not sure	walk/bike	transit	not sure
g. Day care	1	2	3	4	5	not sure	walk/bike	transit	not sure
h. Elderly/senior centers	1	2	3	4	5	not sure	walk/bike	transit	not sure
i. Other (please specify): _____	1	2	3	4	5	not sure	walk/bike	transit	not sure

Observations/comments: _____

14. For the community (or communities) you represent or serve, please rate the condition of the following characteristics. Using a scale from “1” (poor) to “5” (excellent), please circle the number which best indicates the condition of each characteristic listed below. Please circle “not sure” if you are uncertain of the characteristic’s condition.

<u>Characteristic</u>	<i>Condition is...</i>					Not Sure
	Poor			Excellent		
a. Roads	1	2	3	4	5	not sure
b. Sidewalks	1	2	3	4	5	not sure
c. Crosswalks	1	2	3	4	5	not sure
d. Safety	1	2	3	4	5	not sure
e. Noise levels	1	2	3	4	5	not sure
f. Air quality	1	2	3	4	5	not sure
g. Parks/open space	1	2	3	4	5	not sure
h. Other (please specify): _____	1	2	3	4	5	not sure

15. For the community (or communities) you represent or serve, please rate the quality of the following transit performance measures. Using a scale from “1” (low) to “5” (high), please circle the number which best indicates the quality of each performance measure listed below. Please circle “not sure” if you are uncertain of the performance measure’s quality. If there is no transit service available, circle “Transit service not available” at the bottom of the page.

<u>Performance Measure</u>	<i>Quality is...</i>					High	Not Sure
	Low						
a. Service coverage (based on bus stop proximity to clients’ homes and desired destinations)	1	2	3	4	5		not sure
b. Frequency of peak-hour weekday service	1	2	3	4	5		not sure
c. Frequency of late night/early morning service	1	2	3	4	5		not sure
d. Frequency of weekend service	1	2	3	4	5		not sure
e. Seating and shelter at bus stops	1	2	3	4	5		not sure
f. Signs indicating bus stop locations	1	2	3	4	5		not sure
g. Other (please specify): _____	1	2	3	4	5		not sure

Transit service not available

16. Please indicate the priority you would give to the following transportation strategies in addressing the transportation needs of your clients. Using a scale from “1” (low priority) to “5” (high priority), please circle the number which best indicates the priority you would give each strategy. Please circle “not sure” if you are uncertain how you would prioritize a given strategy.

<u>Strategy</u>	Priority					High	Not Sure
	Low						
a. Improve transit service, including bus and paratransit	1	2	3	4	5		not sure
b. Enhance existing road conditions and build more roads, including local streets and highways	1	2	3	4	5		not sure
c. Create more pedestrian- and bicycle-friendly environments, including sidewalks and bike lanes	1	2	3	4	5		not sure
d. Improve safety for pedestrians, bicyclists, and drivers	1	2	3	4	5		not sure
e. Support programs that provide financial assistance to low-income people for owning and operating a reliable vehicle	1	2	3	4	5		not sure
f. Promote strategies that bring essential activities, i.e. work and community services, closer to where people live	1	2	3	4	5		not sure
g. Other (please specify): <hr/>	1	2	3	4	5		not sure

17. Please tell us what you think is the most important thing the South Jersey Transportation Planning Organization and other entities responsible for planning and managing South Jersey's transportation system should do to better meet the transportation needs of disadvantaged populations. Please indicate specific projects or improvements and partnering opportunities in 17a and 17b.

17a. Any specific improvements or projects?

17b. Partnering opportunities to develop strategies, plans, or projects?

Partner Organization's Name	Organization Type

Familiarity/Involvement with SJTPO and Transportation Funding Programs

18. How familiar are you with the SJTPO? (Circle one)

- a. Not familiar (*go to question 19*)
- b. Somewhat familiar
- c. Very familiar

18a. How frequently do you or other members of your organization attend meetings held by the SJTPO? (Circle one)

- a. Never
- b. Occasionally
- c. Often

18b. How frequently has your organization worked with the SJTPO on a specific task or project? (Circle one)

- a. Never
- b. Occasionally
- c. Often

19. Is your organization currently on a SJTPO mailing list? (Circle one)

- a. Yes (*go to question 20*)
- b. No
- c. Don't know

19a. Would your organization like to be on SJTPO's mailing list? (Circle one)

- a. Yes
- b. No

20. Is there a community facility and/or event that the SJTPO could utilize or attend to engage disadvantaged populations in transportation studies, e.g. regional transportation plan? If so, please describe the facility, location, and/or event below in the appropriate space, otherwise circle "No."

Description

a. Facility: _____

b. Location: _____

c. Event: _____

d. No

21. Please indicate how familiar you are with any of the following programs. Please circle “Yes” or “No” to indicate if you are aware of the program, have applied for funding from it, or have received funding from it.

<u>Funding Program</u>	<u>Aware of</u>		<u>Have Applied</u>		<u>Have Received</u>	
	Yes	No	Yes	No	Yes	No
a. Transportation Enhancements (TE)	Yes	No	Yes	No	Yes	No
b. Job Access and Reverse Commute (JARC)	Yes	No	Yes	No	Yes	No
c. Transportation and Community and System Preservation (TCSP)	Yes	No	Yes	No	Yes	No
d. Congestion Mitigation Air Quality (CMAQ)	Yes	No	Yes	No	Yes	No
e. Other (Please specify): _____	Yes	No	Yes	No	Yes	No

Further Involvement and Recommended Contacts

22. Would you be willing to participate in a focus group regarding environmental justice and transportation issues of disadvantaged populations? (Circle one)

- a. Yes
- b. No

23. Do you have any recommendations regarding other organizations or groups we should talk to that are involved with disadvantaged populations in the South Jersey region? (Circle one)

- a. Yes (Please list name, affiliation, and phone number below)
- b. No

Name	Affiliation	Phone Number

Summary of Findings

Organization: 1

Service Area: Atlantic County

Type: Social Service

Organization Information

This private non-profit agency provides various social services to women and is committed to empowering women through financial and physical security. The agency serves an economically and racially diverse clientele, including low-income and minority women, that primarily live in urban areas throughout Atlantic County, such as Atlantic City and Pleasantville. The agency often coordinates with various divisions of the Atlantic County government to conduct activities.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues the agency's clients face are lack of financial resources to pay for basic services, such as medical and dental care, and lack of affordable housing. Additionally, the representative felt that services most needed by the agency's clients include education and job training, along with follow-up counseling, mental health, and parenting and life skills.

Transportation System Effectiveness and Community Conditions

In general, the agency representative felt most destination types, such as employment opportunities and day care, were fairly far from where the agency's clients live and were not reasonably accessible by walking, biking, or transit. The conditions of various physical characteristics, such as roads, parks, and air quality, of the communities the agency serves were noted to be good with the exception of sidewalks, which were noted to be in fairly poor condition.

Overall, the representative rated the quality of various transit performance measures, including service coverage, service frequency, and bus stop provisions, as fair to poor, with the exception of service frequency on weekdays during traditional peak travel times, which was rated as very good. When asked to prioritize various transportation strategies, supporting programs that assist low-income people with owning and operating a reliable vehicle and promoting strategies that bring people and services closer together were given highest priority, while enhancing road conditions and improving safety were given the lowest priority.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important actions the SJTPO and other transportation-related entities could take are increasing transit in rural areas and providing universal monthly passes to low-income people.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated that the agency was not familiar with the SJTPO and, as far as she knows, is not currently on the SJTPO mailing list but would like to be. Additionally, the representative was not aware of the transportation funding programs mentioned but would like information about them. The representative also indicated the SJTPO could reach out to low-income and minority populations by attending and providing information at training events held by the agency.

The agency is interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations and recommended other agencies to survey.

Organization: 2

Service Area: City of Vineland

Type: Government Planning Department

Organization Information

This local planning agency provides general planning services to the city of Vineland. The agency serves an economically and racially diverse population, including low-income and minority people, that live in urban, suburban, and rural areas. The agency often coordinates with various divisions of the Cumberland County and New Jersey State government to conduct activities.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues low-income and minority populations' face are lack of transit and affordable housing, illiteracy, and lack of education. Additionally, the representative felt services most needed for low-income and minority residents include better transit service, education and job training, English proficiency training, and affordable housing.

Transportation System Effectiveness and Community Conditions

In general, the agency representative felt most destination types, such as medical services and day care, were fairly close to where low-income and minority people live and were reasonably accessible by walking, biking, or transit. However, employment opportunities and elderly/senior facilities were noted as being inaccessible by walking, biking, or transit. Local conditions shaping the livability of the community, such as roads, sidewalks, and air quality, were noted to be in good condition, with the exception of parks/open space, which was noted to be in fairly poor condition.

The representative rated the quality of all transit performance measures including service coverage, service frequency, and bus stop provisions as very poor, and indicated the buses are sometimes overcrowded. When asked to prioritize various transportation strategies, improving transit service was given the highest priority; creating more pedestrian- and bicycle-friendly environments, improving safety, and supporting programs that assist low-income people with owning and operating a reliable vehicle were given second priority; while promoting strategies that bring people and services closer together and enhancing road conditions were given lowest priority.

Specific Improvements Recommended for the SJTPO Area

Increasing the quantity and quality of transit service, especially to connect low-income and minority communities to job opportunities was the most important action the SJTPO and other transportation-related entities could take. For example, providing jitney services to connect low-income and minority communities to key manufacturing sites in the Vineland area.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated that the agency was very familiar with the SJTPO, often attends their meetings, regularly works with the agency, and is on the current SJTPO mailing list.

The agency was very familiar with the various funding programs, and has applied for and received funding from some of them. Additionally, the representative indicated the agency is interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations, and recommended another agency to survey.

Organization: 3
Service Area: Atlantic City
Type: Social Service

Organization Information

This non-profit organization is a school-based one-stop social service agency providing various services, such as mental health and economic assistance, to children and their parents in the Atlantic City area. The organization primarily serves low-income Hispanics, Asians, and African Americans.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues the agency's clients face are lack of affordable housing, drug and alcohol addictions, and deficient life skills. The representative said that the services most needed to combat these issues include an increase in housing subsidies, literacy training, increased mental/health services, job training, and improved transit service to enable clients to access these needed services.

Transportation System Effectiveness and Community Conditions

In general, the agency representative felt most destination types, such as social services and medical services, were fairly close to where the agency's clients live and accessible by walking, biking, or transit. However, grocery stores and dental services were relatively far from where most of the agency's clients live and not accessible by walking, biking, or transit. The conditions of various physical characteristics, such as sidewalks and parks, of the communities the agency serves varied. Sidewalks, crosswalks, and roads were noted to be in fair to good condition, while noise levels, air quality, and parks were rated poorly.

The representative rated the quality of most transit performance measures, including service frequency during weekends and non-peak travel periods, seating and shelter at bus stops, and signage, as poor. However, service coverage and frequency during peak travel periods was rated relatively good. When asked to prioritize various transportation strategies, creating more pedestrian- and bicycle-friendly environments and supporting programs that assist low-income people with owning and operating a reliable vehicle were given highest priority. Strategies that bring people and services closer together, improving safety, and improving transit service were given the next highest priority. Enhancing road conditions was given lowest priority.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important action the SJTPO and other transportation-related entities could take to improve accessibility for low-income and/or minority communities is to improve transit service, however, no specific improvements or projects were identified.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was not familiar with the SJTPO and is not interested in being added to the SJTPO mailing list. However, it was suggested that the SJTPO could best reach out to low-income and/or minority communities through clinics, the Up Town and MLK schools, civic associations and tenant meetings, and at local shopping malls.

The representative was aware of the Job Access and Reverse Commute (JARC) Program but had never applied to or received funding from it. The individual was unaware of the other funding programs listed in the survey.

The agency is interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations and recommended several other agencies to survey.

Organization: 4
Service Area: Salem County
Type: Social Service

Organization Information

The survey participant is employed by a non-profit organization that provides a comprehensive range of human services such as youth training, family counseling, meals on wheels, etc. to low income minority groups. The participant's division coordinates the organization's activities in Salem County.

General Issues/Needs of Low-Income and Minority Clients

The participant identified transportation and regional accessibility as significant issues affecting employment, education and lifestyle decisions of disadvantaged local residents. In addition, the participant identified the following social problems affecting their particular community: marital breakdown and family stability; employment opportunities and training; availability of affordable housing; adult illiteracy and healthcare for the working poor.

Transportation System Effectiveness and Community Conditions

The participant considered that transit destinations such as employment, education and government services, are within moderate proximity to clients' homes. Those who reside in the urban municipalities have better access to medical services and day care than those living in rural areas. The overall condition of public roads and sidewalks is very good.

Due to the county-wide coverage of the participant's organization, it was difficult to generalize about the quality of different aspects of transit services provided, although inadequate service coverage was deemed a common problem for all county residents reliant upon public transportation.

The participant stated that strategies to improve transit service or bring activities closer to residents should be given higher priority than those that seek to improve local road conditions or promote cyclist-friendly environments. In particular, they did not believe that programs providing financial assistance to purchase a private vehicle should be given priority due to the ongoing expense of maintenance and insurance of that vehicle.

The participant considered that in addition to inadequate local service, the bus network also failed to provide adequate bus shelters, information about service frequency, route maps or fare structures

Specific Improvements Recommended for the SJTPO Area

The participant had several specific suggestions for services that could be improved. In particular:

- *Public transport for workers in Salem County to employment centers in Wilmington DE.* At present there is little, if any, public transport for workers who wish to work in Wilmington and reside in Salem County
- *Access to Employment in Gloucester County Industrial Parks.* While there is transit services between Salem County and Gloucester, the frequency of the service and routing prevent many Salem County residents from maintaining employment in this region.
- *Public Transit Services to Healthcare Centers.* At present, the Red Cross has been assisting those residents with access to healthcare facilities such as hospitals yet there is a need to improve this service.

- *Travel Vouchers.* Some form of voucher (redeemable for travel only) that could be provided to needy residents by non-profit organizations (or employers) should be more readily available.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant had no familiarity with SJTPO or any of the four sources of funding discussed during the survey (TE, JARC, TCSP or CMAQ). The participant is very interested in becoming involved with a community focus group in conjunction with SJTPO and obtaining more information about the available funding programs.

Organization: 5
Service Area: City of Pleasantville
Type: Economic Development

Organization Information

The mission of this agency is to create, maintain, and grow programs that help preserve existing economic activity, attract new businesses, and stimulate economic redevelopment in the City of Pleasantville. To fulfill its mission, the agency provides a spectrum of resources and services to various people and entities, such as unemployment assistance to the unemployed and capital assistance to developers. Additionally, the agency focuses on targeting resources to existing commercial and industrial areas.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, Pleasantville is the 39th most distressed city in New Jersey (based on a study by the Office of State Planning) and many social ills are present including extreme poverty, lack of employment opportunities, and low-levels of education. The representative felt services most needed by the agency's clients and the city as a whole include affordable housing, transit, and education.

Transportation System Effectiveness and Community Conditions

The agency representative assumed that several destination types, such as employment opportunities and retail shopping, were fairly far from where the agency's clients live but still accessible by transit. In contrast, medical/dental services, day care, and transit stops were believed to be close to where most of the agency's clients live and accessible by walking or biking. The condition of various physical characteristics, such as noise levels, sidewalks, and roads, of the communities the agency serves were noted to be in poor to mediocre condition, with the exception of crosswalks and air quality, which were noted to be in good condition. Additionally, the respondent indicated recreational areas are minimal and those that do exist are in poor condition.

The representative rated the quality of various transit performance measures, such as service coverage and frequency and bus stop provisions, as fairly good, but noted that signage directing people to where the stops are located needs improvement. When asked to prioritize various transportation strategies: improving transit service, creating more pedestrian- and bicycle-friendly environments, and improving safety were given the highest priority. Enhancing road conditions (but not building more roads) and promoting strategies that bring people and services closer together were given second highest priority, while improving access to regional services and supporting programs that assist low-income people in owning and operating a reliable vehicle were given lowest priority.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important action the SJTPO and other transportation-related entities could take to better meet the needs of disadvantaged populations is to better coordinate city, county, regional, and state planning activities. Specific to the agency's service area, the representative would like to see better coordination between Pleasantville and neighboring municipalities in developing a regional bike path system and re-establishing passenger rail service between the Shore Mall, Atlantic City, and the airport.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative was very familiar with the SJTPO, occasionally works with them on specific tasks or projects, and is currently on the SJTPO mailing list. The representative recommended that the SJTPO reach out to minority populations by attending the annual Multi-Cultural Festival, which is held every June in Pleasantville. The festival provides the SJTPO and other transportation-related entities with the opportunity to communicate current or upcoming plans or projects to minority communities and inform them about the transportation planning process.

The representative was aware of and has applied for funds from the TE Program but was unfamiliar with the JARC, TCSP, and CMAQ funding programs. The agency is interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations and recommended other agencies to survey.

Organization: 6
Service Area: Cumberland County
Type: Business Development Organization

Organization Information

Participant is a representative of the planning and economic development department of a regional authority. The group provides a range of planning and economic services to the local community.

General Issues/Needs of Low-Income and Minority Clients

The participant considered that the inadequate skill level of the local workforce is a significant issue facing local minority groups. In addition, issues associated with poverty, lack of comprehensive public transit, and English language/literacy skills of the adult workforce, were of major concern.

Transportation System Effectiveness and Community Conditions

The participant felt that individuals from their community have to travel a moderate distance by public transit to access employment, vocational training, and essential services. It was considered that the local bus transit service itself was adequate but that users often have to walk or drive long distances to reach the bus stop.

It was felt that the road system is in good condition yet the sidewalks are often in poor condition (or are non-existent). This was vital as unfair for those who do not have access to a private vehicle and must walk to needed services.

The participant stated that the coverage of transit service in their county is poor. It was felt that the existing bus routes are not readily accessible from most clients' homes and that the service is non-existent in rural areas. Of the limited service that is offered, the frequency at peak hour, late night, and weekends is very good. However, condition of shelters and seating is poor.

Increasing the regional transit service coverage in municipal areas and providing services to rural areas were considered to be transportation related strategies that should have a high to very high priority by the participant. It was not considered necessary to improve the physical condition of the local road network.

Specific Transportation Recommendations for the SJTPO

The participant had several specific suggestions for services that could be improved:

- *Improving Regional Road Access on the East - West corridor through Cumberland County.* The road network should be improved to provide better access to Atlantic City from Cumberland County.
- *Improving Road Access from Cumberland County to the Jersey Shore.* The road network east of Cumberland County to towns on the South Jersey shore should be improved.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant and their organization have extensive ongoing involvement with the SJTPO and regularly cooperate with them on regional transportation projects. The participant was fully conversant with the four major sources of funding (TE, JARC, TCSP and CMAQ). The participant has, at some stage, applied for all these sources of funding but has only received Transportation Enhancements funding.

Organization: 7
Service Area: Salem County
Type: Social Service

Organization Information

Participant represents a county level economic development organization that provides advice and services to local businesses and minorities seeking to start businesses. Such services include business counseling and training workshops. The organization also targets external business interests looking to relocate to the area.

General Issues/Needs of Low-Income and Minority Clients

The participating organization's involvement with disadvantaged groups in the county is confined to business development issues. In that context, the participant identified a lack of available finance for business development as a significant issue facing these communities.

Transportation System Effectiveness and Community Conditions

The participant considered that the typical transit user served by the organization is forced to travel a very long distance to reach government social services and bus stops. Distances traveled to medical services and to local grocery stores are moderate. The participant rated the road condition as average and considered the sidewalks and crosswalks to be in very good condition.

The participant considered that the transit service coverage was inadequate. The actual frequency of service at peak hour was considered acceptable but frequency after hours and on weekends was inadequate. Bus shelters do not appear to be provided anywhere in the county.

The individual felt that strategies that seek to improve transit service or bring activities closer to residents should be given higher priority than those that seek to improve local road conditions or promote cyclist-friendly environments. The participant gave a high priority rating to programs that provide financial assistance to minorities to purchase their own vehicle and to programs that bring essential services closer to individual's homes.

Specific Transportation Recommendations for the SJTPO

The participant had a number of specific suggestions for services that could be improved or are insufficient. In particular:

- *Mobile Administrative Service for Rural Eastern Salem County.* It was stated that there was a real need for some form of administrative resource (e.g., traveling van) to provide income tax return, healthcare billing and other government service administrative assistance to housebound residents in eastern Salem County.
- *Increased East West Transit Services from Salem to Cumberland County*

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant was somewhat familiar with the SJTPO and but had never worked with them on particular projects. Of the four funding programs discussed, only JARC was familiar to the participant. To date, they had not applied for funding from any of the programs.

Organization: 8
Service Area: Cumberland County
Type: Local Newspaper

Organization Information

Participant represents a local newspaper in Cumberland County. Through the daily operations of the newspaper, the participant is in close contact with many disadvantaged groups in the county.

General Issues/Needs of Low-Income and Minority Clients

The participant identified drug abuse as the biggest problem facing disadvantaged groups in their community. In addition, inadequate training facilities have hindered the development of vocational skills amongst the workforce.

Transportation System Effectiveness and Community Conditions

The participant observed that the typical transit user within his community must travel a relatively long distance to access employment and educational facilities. In comparison, distances traveled by transit to access medical services, local grocery stores, day care and seniors centers were considered moderate. In addition, the participant noted that transit users must walk a moderate distance to access public transit.

The participant believed that the public transit service coverage and peak hour frequency is adequate. However, bus shelters and transit signage were rated poorly as they are not provided in many parts of the county.

The individual felt that strategies that seek to improve the environment for pedestrians and cyclists, and programs that bring essential services closer to individual's homes, should be given higher priority than those that attempt to improve local road conditions and existing transit services. The participant considered that programs that provide financial assistance to minorities to purchase their own vehicle should be given low priority.

Specific Transportation Recommendations for the SJTPO

The participant gave specific suggestions for services that could be improved or are insufficient. In particular:

- *Providing Covered Shelters and Seating at Transit Stops.* The participant continually emphasized that the authority should improve the condition of shelters and transit signage. In addition, the respondent considered that more trash receptacles are required at transit stops.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant was somewhat familiar with the SJTPO and but had never worked with them on particular projects. None of the four funding programs were familiar to the participant.

Organization: 9
Service Area: Salem County
Type: Social Service

Organization Information

The participant represents a religious charity that provides a range of social services to low income and disadvantaged groups in Salem County. Such services include family counseling, assistance with access to housing, access to basic dietary requirements and medical care, and assistance with the payment of household utilities. The organization serves a wide range of individuals including the working poor, welfare recipients, and the homeless.

General Issues/Needs of Low-Income and Minority Clients

The participant stated that one of most significant issues facing the disadvantaged communities in Salem County relate to the lack of employment and affordable training opportunities in the county. Many individuals were considered to have the skills required to obtain technical employment but cannot afford the costs of certification. In addition, the participant stated that there is a need for increased weekend and evening public transit.

Services most required include: housing assistance, affordable education, and services that attract employment and industry to the region.

Transportation System Effectiveness and Community Conditions

The typical transit user within his community has to travel a relatively long distance to access employment. Transit users have to travel only a moderate distance to reach other destinations such as medical services, government services etc. In addition, the participant believed that transit users have to walk a moderate distance to access grocery stores and day care centers. The respondent stated that there is no bus or taxi service to the outlying areas of the county.

The representative felt that strategies that seek to improve pedestrian's and cyclist's immediate environments, and programs that bring essential services closer to individual's homes, should be given higher priority than those that attempt to improve local road conditions and existing transit services. The participant considered that programs that provide financial assistance to minorities to purchase their own vehicle should be given moderate priority.

The participant rated the condition of the roads and crosswalks, and the levels of noise and air pollution, as average. However, the condition of sidewalks and public parks in the county were rated as average to poor.

Public transit service coverage and the condition of seating and shelter at bus stops were considered adequate. But, the frequency of weekend and evening services was rated as poor. The respondent considered that the quality of transit signage is very good.

Specific Transportation Recommendations for the SJTPO

The participant had several specific suggestions for services that could be improved:

- *Provide Increased Transit Services Late at Night.* The respondent suggested that there is a need for late night/ early morning services for employees who work night shifts.

- *Specific Transit Services Between Salem County and Delaware.* The participant stated that there is a need for a transit service to Delaware to access employment zones in Wilmington.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant was somewhat familiar with the SJTPO but had never worked with them on particular projects. Of the four sources of funding discussed, the respondent was only aware of Transportation Enhancements (TE) but had never submitted an application for this funding.

Organization: 10

Service Area: Cumberland County

Type: Regional Development Organization

Organization Information

The participant represents a planning and development organization that provides transportation implementation and operational services for groups within Cumberland County. The organization primarily deals with welfare-to-work and low-income groups.

General Issues/Needs of Low-Income and Minority Clients

The participant stated that the most significant issues facing the organization's clients are low income, unemployment and teenage pregnancy. The representative felt that providing services that meet the transportation needs of these groups is of utmost importance.

Transportation System Effectiveness and Community Conditions

The participant had difficulty making generalizations concerning distances transit users have to travel to reach certain destinations. The representative stated that those individuals who reside in the center of one of the larger towns in the county have ready accessibility to most employment destinations, government services etc. On the other hand, those transit dependent individuals who reside in rural areas have to travel large distances to reach these destinations.

The respondent considered the condition of the roads as excellent yet the condition of the sidewalks and crosswalks as average to poor. Air and noise quality and the condition of public parks were considered very good.

The quality of transit service coverage, frequency of peak hour service, and quality of bus shelters and signage, was rated moderate to high. Off-peak service frequency was rated moderate.

The representative felt that strategies that attempt to improve transit service, create more pedestrian and cyclist-friendly environments, and provide financial assistance to minorities to purchase their own vehicle should be given high priority. The participant felt that strategies that enhance local road conditions and strategies that bring services closer to individual's homes were of low priority.

Specific Transportation Recommendations for the SJTPO

The participant gave specific suggestions for services that could be improved or are insufficient. In particular:

- *An Express Transit Service to Atlantic City from Large Towns in Cumberland County.* The participant felt that there is a need for an express service to employment centers in Atlantic City. At present the services makes many stops on route and the resulting trip can take up to two hours.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant was very familiar with SJTPO and had participated with them on many projects. Of the four funding programs, the respondent was familiar with all but one (TCSP). Both Transportation Enhancements (TE) and Job Access and Reverse Commute (JARC) grants had been applied for in the past. To date, no funding application has been successful.

Organization: 11
Service Area: Cumberland County
Type: Human Services

Organization Information

The participant represents a human services organization providing support for neglected children, families in crisis, the mentally ill and the homeless. The organization's primary objective is to oversee funding and to ensure that duplicate resources are not supplied through other non-profit agencies. The organization serves Cumberland County.

General Issues/Needs of Low-Income and Minority Clients

The participant stated that the most significant social issues facing the disadvantaged groups in their community are lack of adequate transportation, lack of affordable housing, drug and substance abuse, lack of suitable recreation, and inadequate access to child care.

Transportation System Effectiveness and Community Conditions

The participant considered that the typical transit user within his community has to travel a moderate distance to access employment, educational facilities and government services. In comparison, the participant considered that individuals are able to walk a short distance to reach destinations such as medical services, grocery stores, transit stops and daycare.

The participant rated the condition of the roads and road safety as excellent. The sidewalks were considered to be in very good condition and crosswalks in good condition. In comparison, public parks were considered to be in poor condition.

The participant believed that the public transit service coverage, frequency of peak and off-peak service, and seating/shelter at bus stops were of average quality. The condition of seating and shelter at bus stops were adequate. The respondent considered that the quality of transit signage was very good.

The representative felt that strategies that seek to improve existing transit services and strategies that bring services closer to where people live should be given moderately high priority. Strategies that attempt to enhance road conditions and create more pedestrian and cyclist friendly environments should be given lower priority. The participant considered that programs that provide financial assistance to minorities to purchase their own vehicle should be given moderately high priority.

Specific Transportation Recommendations for the SJTPO

The participant offered suggestions for services that were rendered:

- *Light Rail Service to Philadelphia/ Cherry Hill from Cumberland County*
- *Specific Transit Services to Transport Citizens to Medical Services in Philadelphia.*

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant was somewhat familiar with the SJTPO but had never worked with them on particular projects. Of the four sources of funding discussed, the respondent was only aware of Transportation Enhancements (TE) but had never submitted an application for this funding.

Organization: 12

Service Area: Cumberland County

Type: Economic Development

Organization Information

The mission of this non-profit agency is to stimulate economic development and community revitalization in targeted areas within Cumberland County. Targeted areas consist of communities where over twenty percent of the population lives below the poverty level. Towards this end, the agency provides access to capital, job training, housing, transportation, health services, educational services, childcare, and recreational services. To accomplish its mission, the agency often coordinates with various non-profit and local government agencies.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues the agency's clients face are lack of employment opportunities, insufficient transportation services, and low-levels of education. Additionally, the representative felt that services most needed by the agency's clients include affordable housing, transit, literacy, health services, and job training.

Transportation System Effectiveness and Community Conditions

In general, the agency representative felt most destination types, such as social services and day care, were close to where the agency's clients live and accessible by walking, biking, or transit. However, employment opportunities were indicated to be relatively far from where most of the agency's clients live and not accessible by walking or biking. The conditions of various physical characteristics, such as crosswalks, parks, and air quality, of the communities the agency serves were noted to be in fair to good condition. However, roads and sidewalks were believed to be in fairly poor condition.

The representative rated the quality of all transit performance measures listed in the survey, which included service coverage, service frequency, bus stop provisions, and signage, as very poor. When asked to prioritize various transportation strategies: improving transit service, enhancing road conditions, supporting programs that assist low-income people with owning and operating a reliable vehicle, and promoting strategies that bring people and services closer together were given highest priority. Improving safety and creating more pedestrian- and bicycle-friendly environments were given lowest priority.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt that the communities they work in have good transit access to Atlantic City but poor access to other areas in the region. Therefore, the most important action the SJTPO and other transportation-related entities could take is to increase transit access to areas outside of Atlantic City. The respondent felt the continuation of rail coverage to connect Cumberland County transportation centers to other centers in the South Jersey-Philadelphia region would be a highly effective way to accomplish this.

The representative also indicated partnering with Cumberland County Government and the Cumberland County Improvement Authority would be an effective way to develop transportation strategies, plans, or projects for low-income communities they serve in Cumberland County.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was not familiar with the SJTPO and is not currently on the SJTPO mailing list, although the agency would like to be. The representative was aware of the TE and JARC funding programs but had never applied or received funding from them.

The agency is interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations and recommended other agencies to survey.

Organization: 13

Service Area: Cape May County

Type: Social Service

Organization Information

The purpose of this government agency is to provide financial, medical, and other support/social services to Cape May County residents. The agency serves a racially diverse clientele, focusing on assisting low-income populations (including the working poor and limited-income elderly). In serving its clients, the agency often coordinates with the New Jersey Division of Youth and Family Services, CARE (Coalition Against Racism and Abuse), and Legal Aid.

General Issues/Needs of Low-Income and Minority Clients

The most significant issues the agency's clients face are lack of employment opportunities, insufficient transportation services, low-levels of education, lack of affordable housing, and the unavailability of weekend and evening child care services. The representative felt that the services most needed by the agency's clients are affordable housing and transportation.

Transportation System Effectiveness and Community Conditions

The agency representative felt most destination types, such as employment opportunities and day care, were not within walking or biking distance from where the agency's clients live, but are accessible by transit. However, medical or dental services were indicated to be relatively far from where most of the agency's clients live and not accessible by transit. The conditions of various physical characteristics, such as sidewalks, parks, and air quality, of the communities the agency serves were noted to be in fair to good condition.

The representative rated the quality of most transit performance measures, as poor to mediocre, such as service coverage and frequency during peak travel times. The representative was unfamiliar with late night/early morning and weekend service. When asked to prioritize various transportation strategies, improving transit service, supporting programs that assist low-income people with owning and operating a reliable vehicle, creating more pedestrian- and bicycle-friendly environments, improving safety, and promoting strategies that bring people and services closer together were given high priority. Enhancing road conditions was given a low priority.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt that the most important action the SJTPO and other transportation-related entities could take to improve transportation for disadvantaged populations is to increase transit frequency and coverage, to enable low-income and/or minority communities to access essential activities such as work. In particular, the representative indicated these improvements are highly needed in communities where post-welfare recipients live.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated that the agency was not familiar with the SJTPO and is not currently on the SJTPO mailing list. Prior to being included on the mailing list, the representative would like to know more about the SJTPO.

The representative was not aware of any of the funding programs mentioned and was not interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations.

Organization: 14
Service Area: Atlantic City
Type: Affordable Housing

Organization Information

The purpose of this government agency is to provide decent, safe, sanitary, and affordable housing, with the overall goals of creating self-sufficiency, stimulating home ownership, and empowering residents. The agency primarily serves low-income African-Americans in Atlantic City.

To provide housing and work towards its goals, the agency often works with Atlantic City Outreach, Atlantic County Transportation Department, Golden Age (which provides services to limited-income elderly), and Caring, Inc. (which provides medical and day care services).

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, low-level of education and substance abuse are the two biggest issues faced by the agency's clients. To address these issues, the representative felt additional educational services, such as literacy and life skills training, along with addiction/recovery services were needed.

Transportation System Effectiveness and Community Conditions

The agency representative felt several destination types, such as employment opportunities and social services, were fairly close to where the agency's clients live and accessible by walking or biking. Dental services and grocery stores were the two exceptions. The representative indicated these destinations were far from where clients live and not accessible by walking, biking, or transit. The conditions of roads, sidewalks, and crosswalks were indicated to be in excellent condition; safety and noise levels were indicated to be in mediocre condition; and air quality and parks were noted to be in poor condition.

The representative rated the quality of most transit performance measures, such as service coverage and frequency, as fairly good. However, seating and shelter at bus stops, were rated as fairly poor quality. When asked to prioritize various transportation strategies: improving transit service, creating more pedestrian- and bicycle-friendly environments, promoting strategies that bring people and services closer together, and supporting programs that assist low-income people in owning and operating a reliable vehicle were given the highest priority. Improving safety and enhancing road conditions were given secondary priority.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt that the most important action the SJTPO and other transportation-related entities could take to better meet the transportation needs of disadvantaged populations is to bring more services, such as grocery stores and educational opportunities, into Atlantic City. This would enable people without cars, which includes a large amount of low-income and minority people, to access essential services and activities by walking, biking, or transit.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The agency was not familiar with the SJTPO and is not interested in being on the SJTPO mailing list. However, the representative indicated that the SJTPO and other planning entities could use tenant meetings to educate the agency's clientele about current or upcoming projects and include them in the process.

The representative was not aware of the funding programs mentioned, but would like to learn more about them, and is interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations.

Organization: 15
Service Area: Atlantic County
Type: Social Service

Organization Information

This government agency is a one-stop social service provider for welfare recipients. Services provided include financial assistance, food stamps, medical insurance, and employment-related services, such as resume writing workshops. The purpose of providing these services is to help welfare recipients transition to work and gain long-term self-sufficiency. The agency's clientele is racially diverse and includes low-income people in Atlantic County.

To provide these services and work towards its goals, the agency often works with Atlantic County vocational schools, Atlantic-Cape May Community College, Atlantic Care Family Centers, and Career Opportunities, Inc.

General Issues/Needs of Low-Income and Minority Clients

The biggest issues faced by their clients are a low-level of education and illiteracy, lack of transportation services, and insufficient life skills. To address these issues, the representative felt additional educational services, such as literacy and life skills training, improved transit services, and affordable housing services are most needed.

Transportation System Effectiveness and Community Conditions

The agency representative was unfamiliar with the distances between the various destination types listed in the survey and where the clients live, along with the conditions of various physical characteristics and transit service performance measures in the communities the agency serves.

When asked to prioritize various transportation strategies, improving transit service and supporting programs that assist low-income people in owning and operating a reliable vehicle were given the highest priority, while the remaining strategies were not considered.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt that the most important action the SJTPO and other transportation-related entities could take to better meet the transportation needs of disadvantaged populations was to reach out to low-income and minority communities to better understand what their needs are. Additionally, he felt better connector service between low-income and/or minority communities and existing transit stops/stations would improve accessibility.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was somewhat familiar with the SJTPO and would like to be on the SJTPO mailing list. At the time of the survey, the representative was too busy to participate in a focus group regarding environmental justice and transportation issues of disadvantaged populations, but may be able to in the future.

Organization: 16

Service Area: Cape May and Salem Counties

Type: Social Service

Organization Information

The participant represents a non-profit organization that provides services to assist rural poor and ethnic minorities achieve financial self-sufficiency. Such services include childcare, youth development, job training, and housing counseling. The organization primarily deals with low income / senior citizen populations in Cape May and Salem counties.

General Issues/Needs of Low-Income and Minority Clients

The participant stated that the most significant issues facing the organization's clients are access to affordable healthcare, access to transportation, and English language translation services. In addition, the participant stated that there is a need for more adequate job training and education.

The respondent identified transportation, healthcare and affordable housing as the most important service required by the population served by the organization.

Transportation System Effectiveness and Community Conditions

The participant considered that the typical transit user within his community has to travel a relatively long distance to access employment, educational facilities, government services, medical services and local grocery stores. In comparison, individuals only have to walk a moderate distance to access day care centers or to reach bus stops.

The representative considered that the roads, sidewalks, crosswalks and open space are in very good condition.

The participant stated that the service coverage and frequency of public transit is average to poor. In comparison, it was felt that the seating, shelter and signage at bus stops are very good.

The respondent felt that strategies that seek to improve transit services, and programs that provide financial assistance to minorities to purchase their own vehicle, should be given high priority. Strategies such as enhancing road conditions, creating pedestrian and bicycle friendly environments and programs that bring work and services closer to peoples home are of moderate to high priority. The representative felt that strategies that seek to improve pedestrian and cyclist's immediate environments, and programs that bring essential services closer to individual's homes, should be given moderate to high priority.

Specific Transportation Recommendations for the SJTPO

The participant had suggestions for services that could be improved or that are insufficient. In particular:

- *Direct Routes from Woodbine to Atlantic City Casinos.* The participant stated that there is a need for a direct transit service to the casinos in Atlantic City from the town of Woodbine.
- *Direct Routes from Woodbine to Employment Centers in Wildwood*

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant was somewhat familiar with the SJTPO and but had never worked with them on particular projects. The respondent was not familiar with any of the four sources of funding available for transportation projects.

Organization: 17

Service Area: Cape May County

Type: Social Service

Organization Information

The interviewed organization provides services to enable disadvantaged individuals achieve long term independence. The organization is primarily involved with the working poor and the unemployed. Their mission statement states that they seek to alleviate suffering and to strengthen families. The organization serves Cape May County.

General Issues/Needs of Low-Income and Minority Clients

The participant stated that the most significant issues facing disadvantaged communities are a lack of affordable housing and a lack of essential life skills. In addition, the participant identified the need for winter employment to offset the seasonal nature of the available temporary employment.

Services that are most required include housing assistance (both seasonal and year round), and affordable childcare services.

Transportation System Effectiveness and Community Conditions

The participant observed that the typical transit user within his community has to travel a relatively long distance to access employment and medical services (especially dentists). In comparison, transit users have to travel a moderate distance to reach destinations such as government services and day care centers. Educational facilities are considered to be readily accessible by transit, grocery stores are within short walks of people's homes.

The participant felt that the condition of the roads and sidewalks in the county is average. However, the condition of crosswalks, the level of traffic safety and the level of ambient traffic noise and air pollution are poor. The respondent considered that the county's public parks are in excellent condition.

The participant considered that the public transit service coverage, the frequency of weekend service, and the shelter and signage at bus stops is of average quality. In comparison, the transit frequency at peak hour and late at night/ early morning was rated moderate to poor.

The representative felt strongly that all strategies that seek to improve any aspect of transportation services to disadvantaged communities should be given the highest priority.

Specific Transportation Recommendations for the SJTPO

The participant had a number of specific suggestions for services that could be improved or are insufficient. In particular:

- *Late Night Transport for Students at the Westhaven Complex.* At present there is no late night public transit services from the Westhaven vocational training complex to the nearest bus stop. Students must cross the expressway and walk a considerable distance to access the bus stop.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant was unfamiliar with the SJTPO and had never worked with them on any projects. The respondent was unfamiliar with all four sources of transportation funding.

Organization: 18
Service Area: Cape May County
Type: Social Service

Organization Information

The participant represents a regional social service organization that provides funding to low-moderate income individuals, young families and the elderly.

General Issues/Needs of Low-Income and Minority Clients

The participant stated that the most significant issues facing the disadvantaged communities in their community are a lack of adequate transportation, poverty (especially of the elderly), and a lack of access to adequate education. In addition, the participant stated that there is a need for increased weekend and evening public transit.

Services that are most required include housing rehabilitation and access to potable water sources.

Transportation System Effectiveness and Community Conditions

The participant considered that the typical transit user within his community has to travel a relatively long distance to access employment, education facilities, and government services. In comparison, it was felt that most residents are able to walk a relatively short distance to access medical services, grocery stores and transit services. Trips to day care and senior citizen centers require a transit trip of moderate length. Transit users have to travel a moderate distance to reach other destinations such as medical services, government services etc.

The participant rated as excellent the condition of the roads, sidewalks, public parks and the overall ambient levels of noise and air pollution, as excellent. In comparison, the participant rated as poor the condition of crosswalks and overall pedestrian safety.

Overall, the respondent rated the level of transit coverage and its frequency of service as moderate to low quality. The condition of the bus stop shelters and signage was considered to be very good.

The representative felt that strategies that seek to improve existing transit services and create more pedestrian and cyclists friendly environments are of moderate to high priority while policies that seek to enhance the actual condition of roadways are of low priority. The participant considered that programs that provide financial assistance to minorities to purchase their own vehicle, programs that bring essential services closer to residents, and policies that improve pedestrian safety, should be given the highest priority.

Specific Transportation Recommendations for the SJTPO

The participant gave specific suggestions for services that could be improved or are insufficient. In particular:

- *Increased Local Transport Using Smaller Vehicles.* The respondent felt that there was a need for smaller transit vehicles that could provide greater geographic coverage.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant was unfamiliar with the SJTPO and had never worked with them on particular projects. The respondent was not aware of any of the four sources of funding.

Organization: 19
Service Area: Atlantic County
Type: Social Service

Organization Information

This private non-profit agency provides support for veterans and families of veterans. Support includes helping clients file claims for veterans' entitlements including health care, education, and welfare benefits. The organization also advocates for veterans' issues. The organization also offers other support for disabled benefits including providing support for identifying state and county social service resources.

General Issues/Needs of Low-Income and Minority Clients

A majority of the clients served are working class and low-income people. Many receive social security benefits. The most significant issues facing low-income clients include mental health problems and home-life/domestic problems. Past or ongoing drug and alcohol abuse frequently exacerbates these problems. Illiteracy was also noted as a significant issue among low-income and minority clients. The most vulnerable group of clients needs access to suitable employment opportunities, hospice care, temporary shelter, and literacy training.

Transportation System Effectiveness and Community Conditions

Overall, transportation systems were rated as adequate or better for roadway conditions, transit, and pedestrian and bicycle transportation. Most of the responses were neutral and a few were rated as mildly positive including distance, safety of the community (Atlantic County and surrounding areas), frequency of weekend service, and seating and shelter at bus stops.

When the representative was asked to rate the priority of transportation strategies, all of the strategies presented were rated as moderately high priorities with the exception of roadway enhancements and development of new activities and facilities near residential areas.

Specific Improvements Recommended for the SJTPO Area

The agency representative identified that the most important transportation issue facing Office of Veterans Affairs clients is Americans with Disabilities Act (ADA) access for all modes of transportation. The organization suggested the Atlantic County Transportation Department as one that would provide opportunities for developing strategies, plans, or projects to better serve low-income veterans.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated that he was somewhat familiar with the SJTPO but he was not aware of any past or ongoing coordination between his office and SJTPO. He was not familiar with any of the State or Federal funding programs listed on our questionnaire or any other programs related to transportation.

The agency would not be interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations and recommended no other agencies to survey.

Organization: 20

Service Area: Atlantic County

Type: Social Service

Organization Information

This community development organization provides access and information to workforce development and other supportive services for Atlantic County. Clients reside in urban and suburban areas of the county. The agency provides assistance and referrals for cash assistance, housing, health care, food stamps, and other welfare assistance. It also provides family and life-skills education, support for people who speak English as a second language, and job training. Many of the clients served suffer with mental health problems and substance abuse.

General Issues/Needs of Low-Income and Minority Clients

The agency addresses a broad range of critical issues for Atlantic County residents. Services most needed by low-income residents include affordable housing and job training/job retention skills.

Transportation System Effectiveness and Community Conditions

Transportation accessibility to employment opportunities and community resources was rated as better than adequate for all destinations except daycare and senior centers, which received ratings of “adequate.” Most of these destinations are reasonably accessible by transit.

Community characteristics were all rated as adequate or better than adequate. Transit accessibility was rated adequate in the areas of providing service coverage, frequency of peak hour service and transit signage. The frequency of off-peak service and seating and shelter were rated as less than adequate.

Specific Improvements Recommended for the SJTPO Area

Three strategies were rated as “high priority” while the representative was unsure about the priority of other strategies. Improving transit service, enhancing roadway conditions, and development of activity centers close to communities were rated as high priorities. The representative would like to see improved off-peak, late night, and weekend transit service geared toward providing access to jobs in the casino industry.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative was not at all familiar with SJTPO, but would like to be included on the mailing list and she would consider participating in a focus group. She is aware of the Jobs Access and Reverse Commute program, but the agency has not applied for funding under that program.

Organization: 21
Service Area: Atlantic County
Type: Social Service

Organization Information

This non-profit organization serves low-income Spanish-speakers. Many of the agency's clients are casino workers and some are unemployed. The agency provides social services, referrals and other support for a broad range of social, legal, and language-related challenges. Most of the clients served live in Atlantic City, Ventura, Pleasantville, Brigantine, Margate, Longport, Northfield, Somers Point and Egg Harbor. The agency serves citizens and legal residents (and visitors) as well illegal aliens.

General Issues/Needs of Low-Income and Minority Clients

The issues facing agency clients include substance abuse, youth and family crisis, and the financial, legal, and other problems of undocumented workers. Healthcare (especially for pregnant women), housing, and transportation are all significant issues faced by clients. Language is a significant obstacle in each of these areas. Access to dentistry has been a persistent problem in the Spanish-speaking community.

Transportation System Effectiveness and Community Conditions

Each of the community characteristics listed was rated favorably. The condition of roadways was rated as "excellent." Most of the performance measures for transit were rated as better than adequate. Seating and shelter at bus stops received a neutral rating.

Support programs for owning and operating a vehicle and developing essential services in or near Spanish-speaking communities were rated as moderately high priorities. Service and roadway improvements, and bicycle and pedestrian enhancements were rated as moderately low priorities.

Specific Improvements Recommended for the SJTPO Area

The representative had no specific transportation recommendation. She is unfamiliar with SJTPO or other agencies responsible for transportation planning.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative is unfamiliar with SJTPO but she would like to be included on the mailing list. She would be willing to participate in a focus group. The representative is unfamiliar with any of the funding programs listed.

Organization: 22

Service Area: Cape May County

Type: Social Service

Organization Information

The Division of Youth and Family Service serves all of Cape May County. Its primary mission is to provide state child welfare and protective services to children and families.

General Issues/Needs of Low-Income and Minority Clients

The representative observed that domestic violence was a common issue among her clients. Poor parenting skills, low education level, lack of employment level, poor language skills, mental health problems, and substance abuse problems are important issues for clients.

Transportation System Effectiveness and Community Conditions

The representative indicated that there is considerable variability in the County's transportation system. The northern townships of the County are the most difficult areas for low-income residents to access. Most parts of the County are a moderate distance to employment opportunities and essential services.

Unfortunately, many employment and educational opportunities are not reasonably accessible by transit. According to the representative, there is not much transit service in the County. Transit performance was rated as "low" in all areas rated. The representative noted that the only transit she was familiar with was service on Route 9.

Most community characteristics received neutral ratings. There are very few sidewalks and crosswalks in rural areas of the County. Roadways were rated as better than adequate.

Specific Improvements Recommended for the SJTPO Area

The representative felt that she lacked the proper experience and background to make specific transportation recommendations. However, she does see a real need for developing transit strategies for rural areas.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant had neither familiarity with SJTPO nor any of the four sources of funding discussed during the survey (TE, JARC, TCSP or CMAQ). The participant is not interested in becoming involved with a community focus group because she will retire from her post soon. She suggested that her successor might be interested in participating.

Organization: 23

Service Area: Salem, Cumberland and Atlantic Counties

Type: Social Service

Organization Information

Rural Opportunities, Inc. provides social services and other support for low-income and poverty level farm workers in Southern, NJ. Most of the clients served are Hispanic and many are transient. Most reside in Cumberland, Atlantic, Burlington, Salem, and Gloucester counties. The agency provides a Head Start program for migrant workers, job training and job placement support, housing and development services, emergency assistance and youth and adult education

General Issues/Needs of Low-Income and Minority Clients

Discrimination and deficiencies in education, English proficiency, employment opportunities were noted as significant issues facing clients. Housing was noted as another important issue for farm workers. While there are some opportunities for housing and literacy support, access to cash assistance, food stamps, and other types of welfare support is very limited.

Transportation System Effectiveness and Community Conditions

The represented noted that distance and accessibility were quite variable depending on destination and trip purpose. She noted that NJ Transit primarily serves main roads. Employment opportunities, medical services, bus service, and senior centers were all rated as being within moderate distance from agency clients. All destinations with the exception of day care were noted as being reasonably accessible by walking, bicycle, or transit. Educational and daycare opportunities were located a considerable distance from agency clients. Human services and grocery stores are located fairly close to agency clients.

The conditions of all community characteristics listed were rated as moderate or better. Sidewalks and open space were rated as excellent. Safety, noise, and air quality were rated as good. Most performance measures for transit were rated "low." Seating and shelter were rated as adequate and signage was rated as good. Transit system improvements and providing support for auto ownership were rated as moderately high priorities. Transportation improvements for roadways and bicycle and pedestrian improvements were rated as moderately low priorities.

Specific Improvements Recommended for the SJTPO Area

Completing the transportation center at Vineland is the most important transportation improvement that might be supported by SJTPO. The representative was not familiar with the transportation planning process and she did not have any other specific recommendations.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative was unfamiliar with SJTPO and she was also unaware of any of the Transportation Funding Programs listed. However, she said that she would be willing to serve on a focus group and that she would like for her organization to be included on the SJTPO mailing list.

She also noted that during the summer there are several festivals where SJTPO might be able to promote transportation concerns to her client group. The next practical opportunity that she knew about was a festival scheduled in August.

Organization: 24
Service Area: Western Atlantic County
Type: Social Service

Organization Information

This organization provides various social services to the Spanish-speaking community to ensure that they become self-sufficient. The agency serves primarily those on very limited or low income in the west part of Atlantic County providing counseling services, substance abuse counseling, latch key, emergency food bank, home intervention and local transportation services. The agency coordinates with Buena Organization Outreach Senior Service Center to provide services to the Hispanic senior population.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues the agency's clients face are lack of public transportation serving this section of Atlantic County. Additionally, there is a lack of employment opportunities and no English as a Second Language programs to better prepare Spanish-speaking residents for jobs and self-sufficiency. There are not many affordable housing opportunities and there are no recreation programs geared toward the large teen population.

Transportation System Effectiveness and Community Conditions

In general, the agency representative felt that almost all destination types, such as employment opportunities, day care, social service, and grocery stores were very far (15-20 miles) from where the agency's clients live and were not reasonably accessible by walking, biking, or transit. The conditions of various physical characteristics, such as roads, parks, and air quality, of the communities the agency serves were noted to be in good condition. However, sidewalks were noted to be in fairly poor condition or simply non-existent.

The representative could not rate transit performance measure because there is no transit service available in her area. When asked to prioritize various transportation strategies, improving transit service and promoting strategies that bring essential activities closer to where people live were given the highest priority. Greater priority was also assigned to supporting programs that assist low-income people with owning and operating a reliable vehicle and improving safety for pedestrians, bicyclists, and drivers. Enhancing road conditions and creating a more pedestrian and bicycle friendly environment were given the lowest priority.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important actions the SJTPO and other transportation-related entities could take are to extend transit services to help improve job access for local residents, especially post-TANF recipients who cannot find work.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated that the agency was somewhat familiar with the SJTPO and is not sure if they are currently on the SJTPO mailing list but would like to be. Additionally, the representative was not aware of all the transportation funding programs mentioned with the exception of TCSP. The representative also suggested that the SJTPO reach out to low-income and minority populations by attending and providing information at their facility or at the senior complex on Mattoli Way and for a larger audience at the Park/Community Day events held in May every year.

The agency would be interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations and recommended we contact the Buena Outreach Senior Complex.

Organization: 25

Service Area: Atlantic County

Type: Government Transportation Department

Organization Information

This county transportation agency provides supportive transportation service across Atlantic County. The agency serves an economically and racially diverse population, including low-income, senior, and disabled populations that live in urban, suburban, and rural areas. The agency coordinates with municipalities and NJ Transit to conduct activities.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues that low-income populations' face is lack of transit access, particularly in the rural areas and western section of the county. NJ Transit provides east-west service and their agency provides the north-south service and connector service for areas not served by public transit.

Transportation System Effectiveness and Community Conditions

The agency representative felt that in general the rural areas and western part of the county were poorly served by transit and most destinations are located far away. It is the responsibility of their agency to seek alternative transportation methods to address these needs. On the eastern section of the county, services and transit services are located near transit routes and many may even be accessible by walking or biking.

The representative rated the conditions and the quality of all transit performance measures rather high in general, although it must be noted that the areas in the western section of the county are not well served, but their population levels probably do not warrant spending more on services there.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important action the SJTPO and other transportation-related entities could take is to develop a more detailed needs assessment of the needs of low-income and minority populations with their input, not just through surveys like this one with agencies that serve them. However, survey effort was viewed a good start.

It is vital that there be meaningful cross county collaboration of transit and transportation planning efforts to provide better services to residents, especially those at the borders of two counties.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated that the agency was somewhat familiar with the SJTPO, occasionally attends their meetings and works with the agency, and if they were not currently on the SJTPO mailing list they would like to be.

The agency was familiar with two of the funding programs, and has applied for and received funding from the two of them. Additionally, the representative indicated the agency is interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations, and could not recommend another agency to survey.

Organization: 26

Service Area: Atlantic and Cape May Counties

Type: Social Service

Organization Information

This agency provides employment and training services mainly to clients currently on welfare or with low levels of education in the Atlantic and Cape May County areas. This organization deals with a variety of social service and transportation agencies.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues the agency's clients face are lack of marketable skills and education as well as lack of transportation to get to and from work. The representative felt the services most needed to combat these issues include improved transit service to enable clients to go to school and work.

Transportation System Effectiveness and Community Conditions

In general, the agency representative felt most destination types, such as social services, grocery shopping, and medical services were fairly close to where the agency's clients live and accessible by walking, biking, or transit. However, the agency representative was less familiar with the accessibility of training facilities, which are located far away. The conditions of various physical characteristics were noted to be in fair to good. But, sidewalks were believed to be in poor condition.

The representative rated the quality of all transit performance measures as "low" including service frequency during weekends and non-peak travel periods, seating and shelter at bus stops, and signage. When asked to prioritize various transportation strategies, improving transit service and safety were given the highest priority followed by creating a more pedestrian- and bicycle-friendly environments and promoting strategies that bring people and services closer together. Enhancing road conditions was given lowest priority.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important action the SJTPO and other transportation-related entities could take to improve accessibility for low-income and/or minority communities is to improve transit service to support the transition from welfare to work. This can be best accomplished if fares or passes were discounted, as many of the agency's clients cannot afford fares, particularly seniors.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was not familiar with the SJTPO and is interested in being added to the SJTPO mailing list. She also indicated the SJTPO could reach out to low-income and/or minority communities through the Cape May Fare Free Transportation organization.

The representative was not aware of the funding programs listed in the survey.

The agency is not interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations but recommended several other agencies to survey.

Organization: 27
Service Area: Atlantic County
Type: Social Service

Organization Information

The agency is a professional organization whose mission is to prevent harm caused by substance abuse in Atlantic County. Services include education and prevention programming for persons of all income levels, most notably middle class.

General Issues/Needs of Low-Income and Minority Clients

The participant identified substance abuse and the lack of affordable treatment, employment transition and training, and lack of low cost housing as significant issue affecting residents.

Transportation System Effectiveness and Community Conditions

The participant considered that transit destinations such as employment, education and government services are of moderate proximity to clients' homes and can be reached by transit or walk/bike. The overall condition of public roads, sidewalks and parks is very good.

The transit performance measures were ranked generally high, however the participant was not familiar with frequency of service. The participant ranked creating a more pedestrian/bicycle friendly environment with improved safety for pedestrians, bicyclists and drivers as the most important strategy. This was followed by strategies that sought to improve transit service or bring activities closer to residents and overall improved transit service. Improving local road conditions was given lowest priority.

Specific Improvements Recommended for the SJTPO Area

Improved service in and around the Atlantic City area, including travel from the western parts of the County was suggested.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant has very little familiarity with SJTPO and has occasionally worked with them. Respondent has no awareness of the funding programs listed. The participant is not interested in becoming involved with a focus group but listed another contact.

Organization: 28

Service Area: Atlantic and Cape May Counties

Type: Social Service

Organization Information

The WIB is a planning, coordination, and implementation agency for workforce development in the Atlantic and Cape May counties. Providing special services for the low income and special needs populations to help solve barriers to employment. The agency works with many other agencies.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, many of the clients they serve are ill prepared for the workforce, with deficiencies in basic reading, writing skills and job-readiness skills. Several problems contribute to their situation including lack of transportation, childcare, GED, ESL, and driver's license. The agency provides literacy planning and coordination, but the main issue of transportation access is serious, as it keeps many from accessing jobs and training services.

Transportation System Effectiveness and Community Conditions

The agency representative felt that all destination types were far away, with some being accessible by transit. The condition of various physical characteristics, such as noise levels, sidewalks, air quality, crosswalks and parks of the communities the agency serves were noted to be in poor to mediocre condition, with the exception of roads which were noted to be in good condition. Additionally, the respondent indicated that information about transportation services is poor.

The representative rated "poor" the quality of various transit performance measures, such as service coverage, frequency and bus stops. He noted that all transit services in Atlantic County run east west, it is very different getting north south to connect with rail or bus. When asked to prioritize various transportation strategies: improving transit service, supporting programs that provide financial assistance and promoting strategies that bring essential activities to where people live were given the highest priority. The lowest priority was given to creating more pedestrian- and bicycle-friendly environments.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important action the SJTPO and other transportation-related entities could take to better meet the needs of disadvantaged populations is to address the north-south transit problem. Cape May County presently has limited transit causing individuals in rural areas to experience problems getting and retaining employment. Some specific improvements are to work on route 40, 30, GSP, and other routes serving employment areas.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was very familiar with the SJTPO, occasionally works with them on specific tasks or projects, and is currently on the SJTPO mailing list. The representative recommended the SJTPO reach out to minority populations by attending the WIB planning committee social service professional planning groups.

The representative was aware of all programs and has applied for funds from the JARC Program. The agency is also familiar with the Community Shuttle and TANF Transportation Services. The agency is

interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations and recommended other agencies to survey.

Organization: 29

Service Area: Atlantic and Cape May Counties

Type: Social Service

Organization Information

This organization provides policy guidance and oversight of the workforce readiness system for the development of an educated, skilled and competitive workforce. They provide all the services pertaining to job, career options, resume writing, and training. The agency serves all residents from both Atlantic and Cape May County, primarily working with low income populations that meet the poverty or lower living standard income level for employed or unemployed persons. The agency coordinates with other social service organizations and provided useful contact information.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues the agency's clients face are insufficient English skills, low-levels of education, lack of employment opportunities, childcare, transportation, and long/short term housing. The services that are most urgently needed and that are not being met are the availability of affordable housing, literacy assistance, 24-hour childcare, and legal aid and immigration/citizenship information for those who are not legal residents.

Transportation System Effectiveness and Community Conditions

In general, the agency representative felt that destinations and transportation modes vary throughout the counties. In some instances, it is close, in others it is far. Transportation is not accessible for all and there should be 24-hour service to assist in employment and training options.

The representative rated the condition of the roads to be good, but the sidewalks, air quality and parks/open space as poor. The respondent was not sure about crosswalks, safety, and noise levels. Transit performance levels were generally rated very low and it was noted that more buses and shelters are needed. The respondent rated improving transit service, creating more pedestrian/bicycle friendly environments, improving safety, supporting programs that provide financial assistance to low-income people, and promoting strategies that bring essential activities to where people live as the highest priorities. Enhancing existing roads followed closely as a priority as well as the introduction of mini buses to remote areas of both Counties.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important actions the SJTPO and other transportation-related entities could take are extending transit service to remote areas of both Counties through mini vans or buses. Also, providing reduced rates or bonuses for frequent riders through sponsoring agencies, with minimal paperwork. The representative provided a list of agencies that should be contacted for teaming opportunities.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was somewhat familiar with the SJTPO and has attended an occasional meeting and has occasionally worked with them on a specific task. The respondent is not sure if they are currently on the SJTPO mailing list but would like to be. Additionally, the representative was not aware of all the transportation funding programs mentioned with the exception of TE. The

representative also indicated the SJTPO could reach out to low-income and minority populations at their facility by requesting a space and advertising their event.

The agency would be interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations and provided further contacts for outreach to disadvantaged populations.

Organization: 30
Service Area: Atlantic City
Type: Social Service

Organization Information

This city service agency provides financial, medical, and emergency assistance for unemployed and disabled individuals in Atlantic City. They coordinate with other social service agencies and the NJ Department of Labor to conduct activities.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues their clients face are homelessness, unemployment, lack of medical coverage, and substance abuse problems. The most needed service is housing.

Transportation System Effectiveness and Community Conditions

In general, the agency representative felt that most destinations were located “very close” or “close” in proximity to where their clients live and most are reasonably accessible by transit. The respondent was not sure of most of the transit performance measures, but ranked highly the seating and shelters at bus stops and the signs at bus stop locations.

The representative rated the conditions of the sidewalks and crosswalks very high and followed closely by roads, safety, noise levels and air quality. Parks and open space were ranked as good. The respondent ranked highest strategies that bring essential activities closer to where people live.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important action the SJTPO and other transportation-related entities could take is to provide transit access to rural areas.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was not familiar with the SJTPO and that they are not currently on the SJTPO mailing list but would like to be. The agency listed the Martin Luther King Center facility in Atlantic City as a site that SJTPO might utilize for reaching disadvantaged populations. The agency is not familiar with any of the transportation programs on the list. The representative indicated the agency is not interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations, but did provide information for additional agencies to talk to.

Organization: 31

Service Area: Cumberland County

Type: Social Service

Organization Information

This agency provides employment assistance and job training services to youth, adults, and dislocated workers in all areas of Cumberland County. Their clients range from youth between the ages of 16-21, unemployed or underemployed persons, public assistance recipients, low-income persons, and minority populations.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues the agency's clients face are low levels of education, lack of work maturity, work ethics/skills, lack of vocational skills, problems with substance abuse, the need for child care, and transportation. The most needed services are transportation, education and job opportunities.

Transportation System Effectiveness and Community Conditions

In general, the agency representative felt most destination types, such as employment opportunities, education facilities, government and human service offices, transportation services, and day care are reasonably located to where clients typically live. The respondent was often not sure what mode was most reasonably accessible, however she identified transit as a reasonable mode to get to training/education centers and government and human service offices. The agency representative was less familiar with the accessibility of medical or dental services, grocery stores, and senior centers. Some of the difficulty in answering is because they provide countywide services with some having access and others not as good.

The conditions of various physical characteristics were noted to be in good condition with the exception of air quality which was listed as very good. The transit performance measures that were rated as good were service coverage, frequency of peak travel, and weekend service. Lower ratings were given for late night and morning service, seating and shelters at bus stops, and signs indicating bus stop locations. When asked to prioritize various transportation strategies: improving transit service and supporting programs that provide financial assistance to low-income people for owning and operating a reliable vehicle were given a high priority. Enhancing road conditions and creating more pedestrian and bicycle friendly environments were given low priority. Improving safety conditions and promoting strategies that bring essential activities landed in the middle range.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important action the SJTPO and other transportation-related entities could take to improve accessibility for low-income and/or minority communities is to locate services that link population centers in cities.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was somewhat familiar with the SJTPO and has occasionally attended meetings and participated with SJTPO. They are already on the SJTPO mailing list and could not recommend a site for SJTPO to use for reaching disadvantaged populations. The representative was not aware of all of the funding programs listed in the survey, however they were familiar with JARC and CMAQ but had not applied to, or received funding from either.

The agency is interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations.

Organization: 32

Service Area: Newtonville

Type: Social Service

Organization Information

The agency is a social service organization that provides childcare to the migrant population in Newtonville. Most of the clients are low-income, falling below the federal poverty level, and live on farms or in migrant housing. The agency works in coordination with other social service agencies, including clinics and schools to provide assistance to their clients and their families.

General Issues/Needs of Low-Income and Minority Clients

The participant identified lack of an education, need for ESL classes, medical attention, and better living conditions as the most significant issues affecting their client families. The most needed services included literacy assistance for families, affordable housing, and cleaning the environment.

Transportation System Effectiveness and Community Conditions

The participant considered the grocery store to be moderately close to where clients typically live and the remaining destinations such as employment, education, government services, medical/dental services, transit services, daycare, and senior centers to be quite far away. However most destinations were reasonably accessible by transit.

The participant ranked air quality and parks/open space as being very good, while the roads and safety were good. Sidewalks and crosswalks were ranked as low and he was not sure about noise levels. The transit performance measures were ranked generally low, with seating and shelters at bus stops as average, and bus stop signs as the lowest. The participant ranked improving transit service and supporting programs that provide financial assistance to low-income people for owning and operating a reliable vehicle high, while the rest were given average priority.

Specific Improvements Recommended for the SJTPO Area

The respondent did not identify improvements.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The participant is not familiar with SJTPO but would like to be on their mailing list. The respondent did not identify a facility that SJTPO might use for reaching disadvantaged populations. He also was not familiar with the funding programs listed. The participant is interested in becoming involved with a focus group.

Organization: 33

Service Area: Salem, Cumberland, Cape May and Atlantic Counties

Type: Social Service

Organization Information

The mission of this private, not-for-profit multi-service agency is to strengthen individuals and families, providing consumer credit counseling, mental health counseling for families, individuals, and youth. They serve all of South Jersey (Atlantic, Cape May, Cumberland, Gloucester, Salem, Camden, and Burlington Counties) and work primarily with low income and moderate-income families, many of which use public transit.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, many of the clients they serve have low levels of education, lack employment opportunities and transportation services, need childcare, and require mental health and substance abuse assistance. The most needed services are transportation, childcare, education programs, affordable housing, and access to community services.

Transportation System Effectiveness and Community Conditions

The agency representative felt that the majority of destination types were an average distance from where clients typically live and could all be reasonably accessed by transit. The furthest destinations were to bus, taxi, and jitney service and to senior centers, but these could also be reached reasonably by transit. The condition of the majority of physical characteristics, such as roads, noise levels, air quality, and parks are in good condition, with the sidewalks, crosswalks and safety falling closer to poor condition.

The representative rated the quality of various transit performance measures, such as service coverage, frequency of peak and late night/early morning service as average. However, weekend service, seating and shelters at bus stops and signage was rated “poor”. He ranked improving safety for pedestrians, bicyclists and drivers, and supporting programs that provide financial assistance to low-income people for owning and operating a reliable vehicle as being high priority transportation strategies. Enhancing existing road conditions, creating a more pedestrian friendly atmosphere, and promoting strategies that bring essential activities closer to where people live were also given a generally high priority. Improving transit strategies was given an average priority value.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important action the SJTPO and other transportation-related entities could take to better meet the needs of disadvantaged populations is to add bus and train routes that get individuals closer to community services and helping with van transportation of clients to community services. One specific improvement would be to add a route along English Creek Avenue in Egg Harbor Township. An additional effort could be to establish a Ways to Work Family Loan Program that offers low interest loans for transportation and educational needs. Partnership opportunities might be established through Family Service Association a not-for-profit.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was not familiar with the SJTPO, had never attended a meeting, but had worked on occasion with SJTPO on a specific tasks or project. The respondent is not sure if they are currently on the SJTPO mailing list, but would like to be. The representative recommended the

SJTPO reach out to minority populations through Egg Harbor Township Community Center and attending their Family Day event which is scheduled for summer, would like to send out a flier in Sept/Oct.

The representative was not aware of any of the transportation programs listed. The agency is interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations.

Organization: 34
Service Area: Commercial Township
Type: Social Service

Organization Information

This not-for-profit, faith-based community organization strives to revitalize the community of Commercial Township via recreation, education and social services and meets the needs of multi-cultural, multi-ethnic population who reside in Southern New Jersey (Atlantic, Cumberland, Cape May, Gloucester, and Salem counties) through economic, political, social, educational, and spiritual advocacy.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues the agency's clients face are lack of effective transportation services, unemployment, culturally sensitive information, access to and affordable medical services for the community, adult literacy, work maturity and job placement, child-care, and drug treatment. The most needed services are literacy, work maturity, housing assistance, child-care, entrepreneur, after-school/summer camp, and drug treatment and health education programs.

Transportation System Effectiveness and Community Conditions

The agency representative suggested that employment, education centers, social service agencies, and senior centers were an average distance from where people live and could be reasonably accessed by transit. However, medical/dental services and grocery stores are located further away and he is not sure about their access mode.

The representative rated the condition of the roads, noise levels, and parks/open space to be good, but the sidewalks, crosswalks, safety, and air quality to be poor. Transit performance levels were all rated very low. The respondent set improving transit service, creating more pedestrian/bicycle friendly environments, supporting programs that provide financial assistance to low-income people, and promoting strategies that bring essential activities to where people live as the highest priorities. Enhancing existing roads followed closely as a priority with improving safety for pedestrians, bicyclists, and drivers as average.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important actions the SJTPO and other transportation-related entities could take to improve services for environmental justice populations are providing technical assistance to Faith Based Organizations (FBOs) and Community Based Organizations (CBOs) for grant writing, transportation networks and grant opportunities. Also, they can create culturally sensitive information to disseminate in communities of faith, seek input on service delivery from FBOs and CBOs that will bridge the gap to services, and develop and nurture partnerships between FBOs and CBOs to leverage resources. Shiloh CDC would like an opportunity to help formulate the process transportation will take with SJTPO and would be happy to serve in any capacity in changing the scope, access, and availability of transportation services to undeserved populations.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was not familiar with SJTPO and would like to be added to the mailing list. The representative was aware of all the transportation funding programs with the exception of TE, but had not applied to or received any funding. The representative also indicated the SJTPO could reach out to low-income and minority populations at their facility at 2106 W. Landis Avenue, Vineland, NJ 08360.

The agency would be interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations.

Organization: 35
Service Area: Salem and Cumberland Counties
Type: Medical Social Service

Organization Information

This health service agency provides comprehensive community-based services to residents of Salem and Cumberland Counties (except Vineland City). They care for the health and well being of individuals from all life stages and income levels, from poverty to upper middle-class. The organization coordinates with other agencies to provide service to their clients and has listed their names and contact information.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues their clients face are lack of employment opportunities, lack of means to support employment opportunities, such as childcare and transportation. The most needed services would be affordable childcare and safe and affordable housing.

Transportation System Effectiveness and Community Conditions

In general, the agency representative felt that most destinations were located close to where their clients live and most are reasonably accessible by transit or walking and biking, with the closest services being educational and human services. The major outlier was daycare services that the respondent was not sure what mode one would use to access it reasonably.

The representative rated the conditions of all of the listed community characteristics as good, with the exception of air quality, which was marked as fair. Transit performance measures were generally average, although service coverage, seating and shelter at bus stops were rated as low. The respondent was not sure about weekend service. The strategies the respondent ranked highest were: improving transit service, improving safety, supporting programs that provide financial assistance to low-income for owning and operating a vehicle, and promoting strategies that bring essential activities closer to where people live. Average priority was given to creating more pedestrian/bicycle friendly environments and low priority was given to enhancing existing roads.

Specific Improvements Recommended for the SJTPO Area

The agency representative did not list actions the SJTPO and other transportation-related entities could take to meet the needs of environmental justice populations.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated that the agency was not familiar with the SJTPO and that they are not currently on the SJTPO mailing list but would like to be. The agency is not familiar with most of the transportation programs on the list, with the exception of CMAQ, but has neither applied for nor received funding. The representative did not indicate whether the agency was interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations, and did not provide information for additional agencies to contact.

Organization: 36
Service Area: Cape May County
Type: Social Service

Organization Information

This agency provides support to all residents of Cape May County, mainly the poor and those that lack year round employment. The mission of the organization is to increase the organized capacity of people to care for one another.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues the agency's clients face are transportation, education, and lack of employment. The most needed community services are affordable housing, ESL, and transportation.

Transportation System Effectiveness and Community Conditions

The agency representatives indicated that all listed destination types were located far from where her clients typically live and were not accessible by walking/biking or transit.

Under community characteristics, roads and safety were ranked as poor, followed by sidewalks and crosswalks. Noise levels and air quality were ranked as good, but the respondent ranked parks/open space as being very good. The transit performance measures were all rated as poor, with service coverage being ranked as fair.

When asked to prioritize various transportation strategies, improving transit service and promoting strategies that bring essential activities to where people live were given the highest priority, followed by enhancing existing roads, and supporting programs that provide financial assistance to low-income people for owning and operating a reliable vehicle. Creating more pedestrian/bicycle friendly environments and improving safety were given average priority.

Specific Improvements Recommended for the SJTPO Area

The agency representative felt the most important action the SJTPO and other transportation-related entities could take to improve accessibility for low-income and/or minority communities was to add more bus routes and increase service frequency.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated the agency was not familiar with the SJTPO but would like to be added to their mailing list. She also indicated that the agency was not aware of the funding programs listed in the survey but was interested in learning more about them. Additionally, the respondent was interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations.

Organization: 37
Service Area: Borough of Woodbine
Type: Local Government

Organization Information

This organization provides municipal government services to all residents of Woodbine Borough. The mission of the organization is to improve all residents' quality of life through effective decision-making and provision of government services.

General Issues/Needs of Low-Income and Minority Clients

According to the agency representative, the most significant issues the agency's clients face are difficult and lengthy transit trips to places of employment, especially to Atlantic County and the City of Vineland. The most needed services are more applicable civics education and an increase in community-based transit services.

Transportation System Effectiveness and Community Conditions

The agency representative indicated that nearly all of the destination types listed were located far from where his clients typically lived and were only accessible by transit. Of the destination types listed, medical or dental services was the only one the respondent indicated to be close to where his constituents typically live. He also indicated that medical or dental services were accessible by walking.

Under community characteristics, crosswalks were ranked as poor, followed by roads, safety, and air quality. Noise levels and parks/open space were ranked as good. While the condition of sidewalks was considered good, the respondent indicated that there were not enough of them. In terms of transit service quality, service coverage, frequency of peak-hour weekday service, and signage was considered low quality; while frequency of weekend and late night/early morning service and seating and shelter at bus stops were considered to be fair to good condition.

When asked to prioritize various transportation strategies: improving transit service, promoting strategies that bring essential activities to where people live, and supporting programs that provide financial assistance to low-income people for owning and operating a reliable vehicle were given the highest priority. Creating more pedestrian-friendly environments, especially through developing a more comprehensive sidewalk system, and improving safety were also considered fairly high priorities. Enhancing the road system and creating more bicycle-friendly environments were given lowest priority.

Specific Improvements Recommended for the SJTPO Area

The agency representative indicated that the most important action the SJTPO and other transportation-related entities could take to improve accessibility for low-income and/or minority communities is to increase bus frequency.

Familiarity/Involvement with the SJTPO and Transportation Funding Programs

The representative indicated that the agency was very familiar with the SJTPO, that he often attends SJTPO meetings, and that his organization has worked with the SJTPO on a few specific tasks. He also indicated that his organization had received TE funding but was unaware of the other funding programs listed. Additionally, he was interested in participating in a focus group regarding environmental justice and transportation issues of disadvantaged populations.