

Environmental Justice Report

2015 Update



South Jersey
Transportation
Planning Organization

www.sjtpo.org

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Introduction

One of the requirements contained within NJDOT's 2013 Title VI Certification Report was for SJTPO to provide an analysis assessing the effects of their transportation enhancement, congestion mitigation and air quality projects on Environmental Justice (EJ) communities. As part of the 2013 report, the SJTPO did the following:

- Identified the Environmental Justice Communities of Concern (EJCoC) by comparing the overall regional percentage of EJ communities to each Census Tract.
- Established the Expected Performance Targets for the TIP. The expected performance target is a percentage of the total funds and total number of projects that should be expected for EJ areas, given the overall regional percentage of population that reside in EJCoC's, which in 2013, was 53%.
- Assessed the actual TIP Performance with the Expected Performance Targets, established above. It was found that the regional thresholds of 53% were met.

This report is provided as a supplement to the environmental justice analysis done as part of the 2013 Title VI Assessment. The projects are being updated with those from the 2014-2023 TIP, which is the latest TIP. The demographics and criteria used to determine the EJCoC's remain unchanged from the 2013 Report. SJTPO Environmental Justice-related activities include projects from the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP), Public Involvement activities, Human Service Transportation Planning activities (HSTP), and the Unified Planning Work Program (UPWP).

Role and Function of the SJTPO

The South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) for the southern New Jersey region. Formed in 1993, the SJTPO replaced three smaller, existing MPOs while incorporating other areas not previously served. Covering Atlantic, Cape May, Cumberland, and Salem counties, the SJTPO works to provide a regional approach to solving transportation problems.

Transportation planning and decision-making for urbanized areas is carried out through MPOs. Traditionally, MPOs synchronize the planning actions of participating agencies in the region and provide a forum for decision-making among officials, operators, and the public. The SJTPO also serves as a conduit for Federal funds for transportation improvement projects. Any project that uses federal funding for design, right-of-way, and construction must be included in the Transportation Improvement Program (TIP).

The SJTPO is governed by a 7-member Policy Board, comprised of a Freeholder from each of the four counties, the major cities of Atlantic City and Vineland, and a city in Cape May and Salem counties. There is also a 14-member Technical Advisory Committee (TAC), comprised of

planners and engineers from each of the four subregions, as well as officials from other transportation agencies, such as the NJ Department of Transportation, NJ Transit, the NJ Turnpike Authority, and the South Jersey Transportation Authority. The Policy Board has vested all the technical review authority into the TAC. Anything brought before the Policy Board has already been vetted by the TAC.

What is EJ and Why Are We Doing It?

Environmental Justice is defined by the federal government as, "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."¹ It is imperative that we plan to incorporate environmental justice into our planning process, both as a requisite from Federal guidance, but also to ensure that our process is as effective as possible. Environmental justice principles and procedures improve all levels of transportation decision-making when properly implemented. This includes:

- Making better transportation decisions that meet the needs of all people.
- Designing transportation facilities that fit more harmoniously into communities
- Improving data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts on non-Hispanic minority and low-income populations.
- Avoiding disproportionately high and adverse impacts on non-Hispanic minority and low-income populations.
- Minimizing and/or mitigating unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.²

Environmental justice should be integrated into every transportation decision, from the first thought in a transportation plan to post-construction operations and maintenance.

The requirement for environmental justice in the metropolitan planning process originates from numerous pieces of legislation described in more detail below. The principles of environmental justice in transportation planning have evolved and expanded based on numerous legislative and executive actions. Title VI of the 1964 Civil Rights Act served as the beginning of environmental justice followed by The Americans with Disabilities Act (ADA) of 1990, Executive Order 12898 in 1994, Executive Order 13166 in 2000 as well as orders from the Federal Highway Administration (FHWA). The section below details each of these pieces of legislation.

Title VI of the 1964 Civil Rights Act

Title VI of the 1964 Civil Rights Act serves as the first introduction of environmental justice into Federal policy, including transportation planning. It states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be

¹ <http://www.epa.gov/environmentaljustice/>.

² FHWA. http://www.fhwa.dot.gov/environment/environmental_justice/overview/.

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).³

Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities. SJTPO will ensure that no qualified disabled individual shall, solely on the basis of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of its programs, services, or activities as provided by Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 (ADA). SJTPO further ensures that every effort will be made to provide nondiscrimination in all of its programs and activities regardless of the funding source.

Executive Order 12898

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low Income Populations, was signed by President Clinton in February 1994. This Order reinforced the requirements of Title VI of the 1964 Civil Rights Act and focused Federal attention on the environmental and human health conditions in non-Hispanic minority and low income communities. SJTPO is guided by three principles of Order 12898:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on non-Hispanic minority populations and low income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process.
- To prevent the denial, reduction of or significant delay in the receipt of benefits by non-Hispanic minority and low-income populations.

DOT Order on Environmental Justice (5610.2(a))

The DOT Order on Environmental Justice in Minority Populations and Low-Income Populations 5610.2(a) is an order that lays the out the process to incorporate the environmental justice principles in Executive Order 12898 into existing programs, policies, and activities. This Order updates the Department's original Environmental Justice Order, which was published April 15, 1997. DOT Order 5610.2(a) sets forth the DOT policy to consider environmental justice principles in all (DOT) programs, policies, and activities. It describes how the objectives of environmental justice will be integrated into planning and programming, rulemaking, and policy formulation. The Order sets forth steps to prevent disproportionately high and adverse effects to non-Hispanic minority or low-income populations through Title VI analyses and environmental justice analyses conducted as part of Federal transportation planning and NEPA

³ FHWA. Implementing Title VI Requirements in Metropolitan and Statewide Planning. 07 October 1999. <<http://www.fhwa.dot.gov/environment/ejustice/ej-10-7.htm>>.

provisions. It also describes the specific measures to be taken to address instances of disproportionately high and adverse effects and sets forth relevant definitions.⁴

Executive Order 13166

Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, was signed by President Clinton in August 2000. Order 13166 requires Federal agencies and any other entity that receives federal funds via grants, contracts, or subcontracts to make their activities accessible to persons with Limited-English Proficiency (LEP). Persons with Limited-English Proficiency are those with a primary or home language other than English who must, due to limited English fluency, communicate in that primary language if they are to have an equal opportunity to participate effectively in or benefit from any aid, service, or benefit in federally funded programs and activities.

All four of these legislative actions serve to guide the SJTPO's policies addressing environmental justice. Metropolitan Planning Organizations (MPOs) serve as the primary forum where State DOTs, transit providers, local agencies, and the public develop local transportation plans and programs that address a metropolitan area's needs. MPOs can help local public officials understand how Title VI and environmental justice requirements improve planning and decision making. The SJTPO, serving as the MPO for South Jersey, seeks to maintain its already established process for incorporating environmental justice into the regional transportation planning process. A successful environmental justice process will meet the goals, previously stated, to ensure that all groups are equally considered and involved in the process.

1. The Transportation Improvement Program (TIP)

This report will now provide an analysis of the FY 2014-2023 TIP in relation to the EJCoC. The SJTPO EJ Analysis methodology is documented in detail in Appendix I. This section will provide an overview of the EJ analysis process and its results.

The TIP is a list of all the projects that are scheduled for the next ten-year period. (See Endnote 1, below, for a more detailed description of the TIP.) Appendix III contains a list of TIP projects considered in this analysis. The TIP/STIP process is driven by the management systems that determine where it makes the most sense to address capital needs. If this approach is followed, the EJ areas of SJTPO should be represented fairly in the SJTPO TIP. The EJ areas are also referred to as Communities of Concern.

1.1. Defining Communities of Concern

Communities of Concern (EJCoC) for the purpose of this 2015 report are defined below. The EJCoC are the census tracts in the SJTPO region that meet or exceed the thresholds for one or more of eight (8) demographic groups, also referred to in this report as the EJ characteristics.

⁴ Department of Transportation. May 2, 2012. Order to Address Environmental Justice in Minority Populations and Low-Income Populations. At: http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/orders/order_56102a/.

We choose eight characteristics to reflect the level of disadvantage for the community. There are eight (8) EJ characteristics. This selection was based on best practices.

- Poverty - Families in poverty;
- Female head of family households with no partner or husband present;
- Vehicle - Households with no vehicle;
- Disability - Non-institutionalized population with a disability;
- Age - Elderly population (Ages 75 and over);
- Language - People aged 5 and over that have a primary language other than English and speak English less than well;
- Hispanic Population;
- Non-Hispanic Minorities.

The SJTPO region is the poorest in the State. As seen in Table 1, in 2013, over 17% of the residents living in the SJTPO region were living below the poverty line, which was \$23,550 for a family of four in 2013.⁵ At 20.6%, Cumberland has the highest poverty rate in the State. Cumberland County is also an empowerment zone, one of only 15 nationwide. The federal Empowerment Zone initiative is designed to bring people and places together in a concerted effort to reclaim neighborhoods, building economies and strengthen community values. These zones target communities with high levels of distress, defined by specific criteria: poverty rate of the community, existence of brownfields, underused or unused industrial parcels, lack of transit, high crime, and other indications of social and economic distress.

The Empowerment Zone initiatives facilitate neighborhood revitalization, the creating of new employment/training opportunities, resident empowerment and the increased investment of private/public capital within the municipalities of the targeted communities. Projects such as economic development through loans, bonds and tax incentives, job creation, business development/expansion, technical assistance and training, transportation, educational programs, and community development have been targeted for funding.⁶

Table 1 Number and Percentage of Individuals Living in Poverty, 2013

County	Number of people living below the Poverty Line	Percentage of People Living Below the Poverty Line
Atlantic	48,716	18.03
Cape May	8,835	9.37
Cumberland	29,978	20.64
Salem	11,715	18.44
Total	99,244	17.32

Source: US Census, American Community Survey, 2013 (1-Year Data)

⁵ <http://aspe.hhs.gov/poverty/13poverty.cfm>.

⁶ <http://www.cezcorp.org/>.

The above (Table 1) poverty information is one year (2013) data and it relates to individuals. Our EJ analysis uses family below the poverty line data, for one of the EJ characteristics. This is one of eight EJ characteristics in total. The EJ analysis uses the 5-year estimate (a 5-year average) data from the census. Each characteristic has a corresponding regional threshold. These thresholds are applied to each census tract as a test for EJ qualification.

1.1.1. Establishing Regional Thresholds

EJ thresholds were computed by finding the regional mean for each EJ criteria. For example, the Minority (non-Hispanic) population is defined as the total regional non-Hispanic population that is also not white alone. This figure is then divided by the entire population of the region to arrive at the threshold.

For the Hispanic/Latino population, the total Hispanic/Latino population of all tracts was divided by the total population of the region.

Poverty is defined as families in living in poverty. This figure is then divided by the total number of families in the region to arrive at the threshold.

The Disabled population is a function of total non-institutionalized disabled people divided by the total non-institutionalized population of the region.

The Limited English Proficiency (LEP) population is defined as the total population, age five and over, that do have English as their primary language, and they speak English “less than very well.” This figure is divided by the regional population age five and over to arrive at the threshold.

The Vehicle Disadvantaged rate for the region is calculated utilizing the number of occupied housing units that do not have a vehicle. These units are divided by the total regional occupied housing units, to arrive at the threshold.

The Elderly population is defined as age 75 and over. This figure is divided by the regional population to arrive at the threshold.

The Children in Female Head of Households is defined as the population under age 18, that live in a household headed by a female, where there is not a partner or husband present. This figure is divided by the regional population age 18 and under to arrive at the threshold.

Table 2 (below) displays the thresholds for each characteristic.

Table 2: Environmental Justice Characteristics, Thresholds

EJ 1: Minorities (non-Hispanic)	Individuals
Total Minority Population	121,235
Total Population	594,811
Regional Average (Threshold)	20.4%
EJ 2: Hispanic / Latino	Individuals
Total Hispanic Population	102,073
Total Population	594,811
Regional Average (Threshold)	17.2%
EJ 3: Poverty	Families
Total Families Living in Poverty	16,398
Total Families	147,592
Regional Average (Threshold)	11.1%
EJ 4: Disabled	Individuals
Total Non-Institutionalized Disabled	78,789
Total Non-Institutionalized Population	577,373
Regional Average (Threshold)	13.6%
EJ 5: Limited English Proficiency (LEP)	Individuals
Total Language Disadvantaged Population (Five Years Old and Older)	53,272
Total Population (Five Years Old and Older)	558,960
Regional Average (Threshold)	9.5%
EJ 6: Vehicle Disadvantaged	Occupied Units
Total Occupied Housing Units with No Vehicle	25,445
Total Occupied Housing Units	219,082
Regional Average (Threshold)	11.6%
EJ 7: Elderly	Individuals
Total Population Age 75 and Over	42,132
Total Population	594,811
Regional Average (Threshold)	7.1%
EJ 8: Children in Female Head of Households	Individuals
Total Population Age Under 18, Living with Female Head of Households (with no partner or husband present)	34,700
Total Population Under Age 18	133,476
Regional Average (Threshold)	26.0%

Source: US Census, American Community Survey, 2009-2013 (5-Year Estimates)

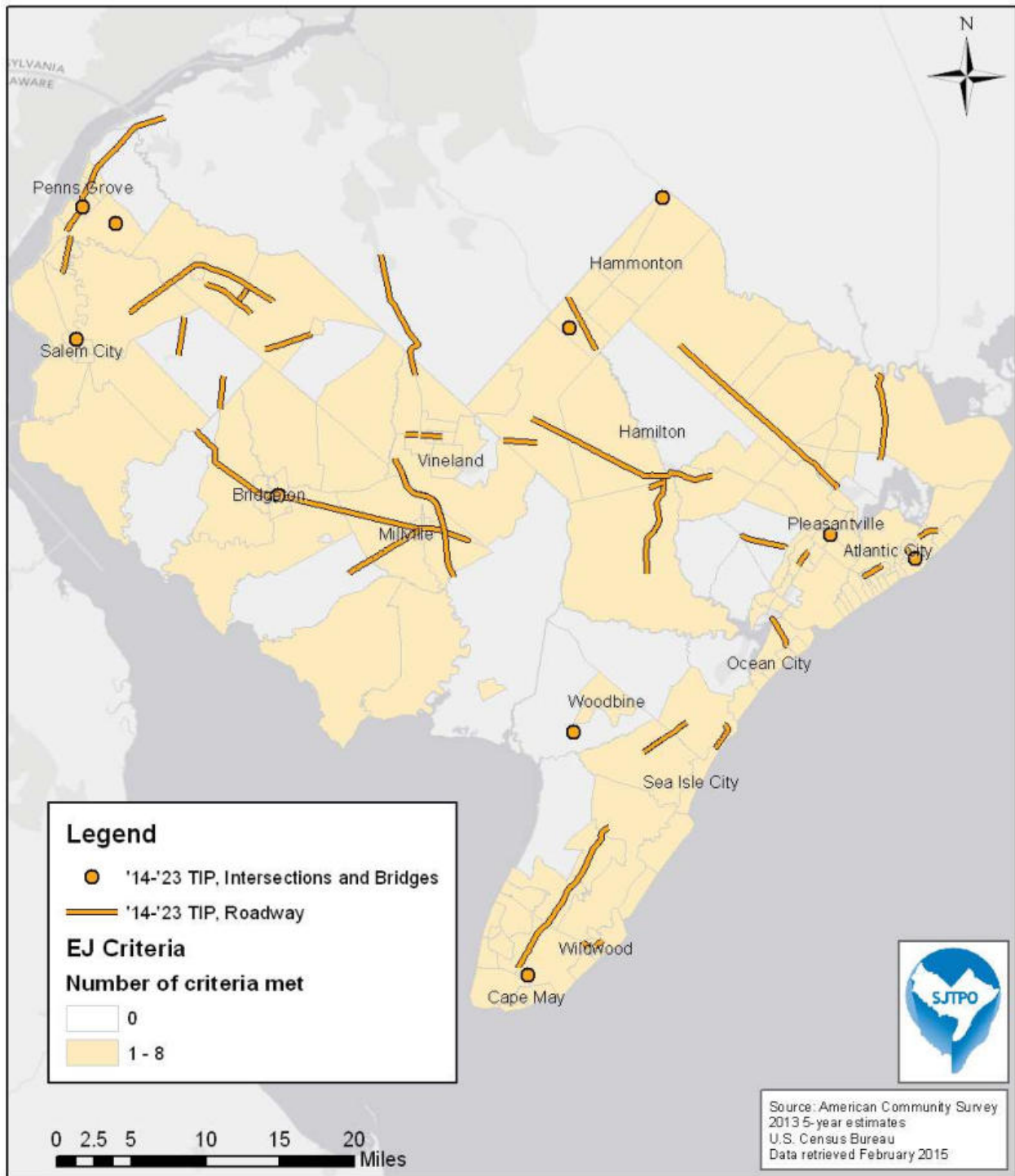
1.1.2. Identifying the EJCoC by Comparing the Region to each Census Tract.

The above percentages are used as the region's thresholds; these thresholds are compared to the demographics of each census tract. If any of the eight groups (i.e. minorities, disadvantaged groups) has a concentration (% of the tract topic total) over that group's regional threshold, that census tract is an EJCoC. For example, if census tract 1 had a concentration of non-Hispanic minorities of 35%, and the regional non-Hispanic minority threshold is 29.4%, then that census tract qualifies as an EJCoC. Any one of the eight groups can cause a census tract to qualify.

As a result of the above process, 139 of the 163 census tracts in our region were found to be EJCoC census tracts. These EJCoC census tracts are displayed on Map 1.

Environmental Justice Criteria:

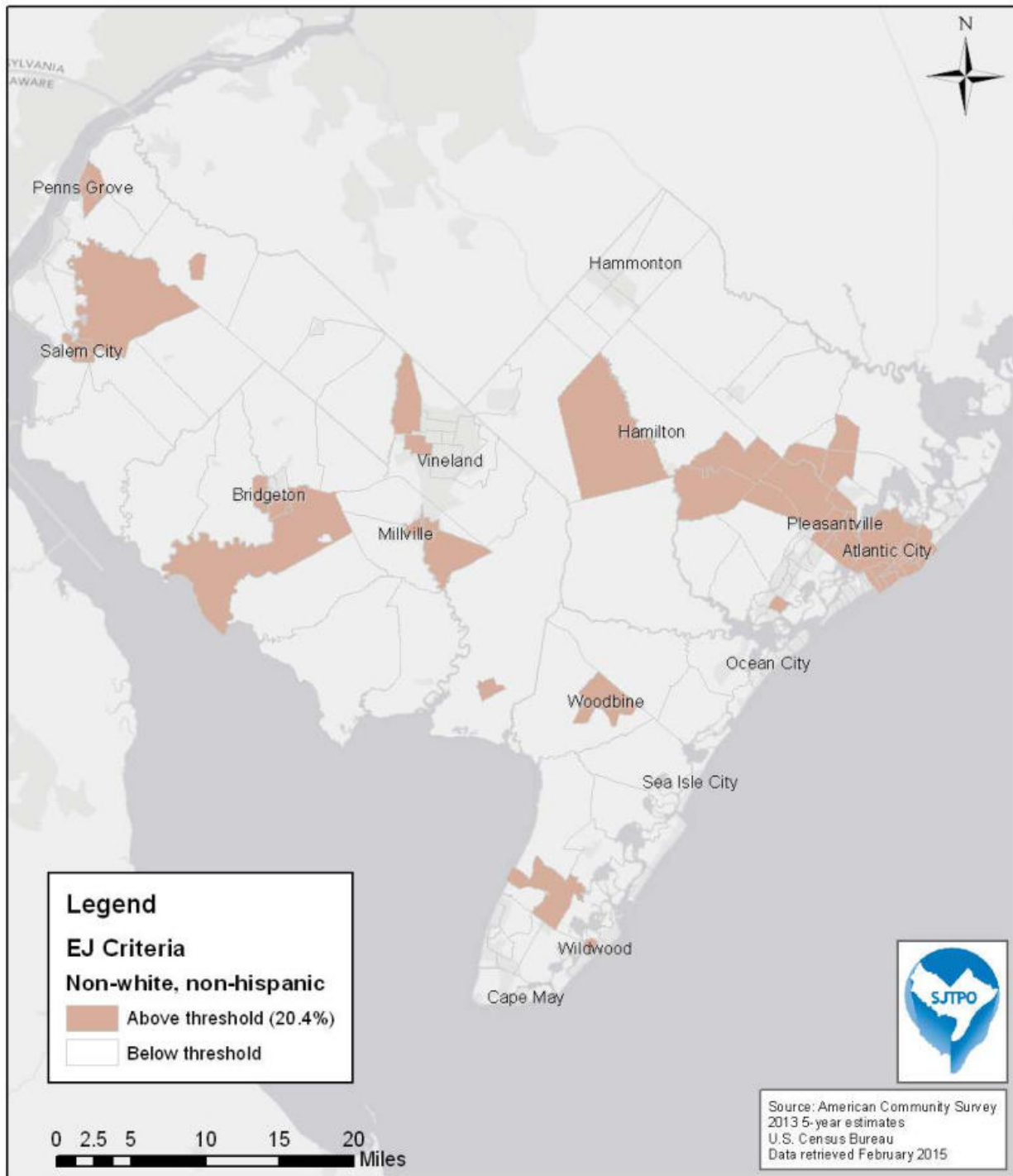
Map 1: EJ Census Tracts (2010) and TIP Projects (FY 2014-2023)



Selected EJ characteristics by Census Tract in the SJTPO region

Environmental Justice Criteria:

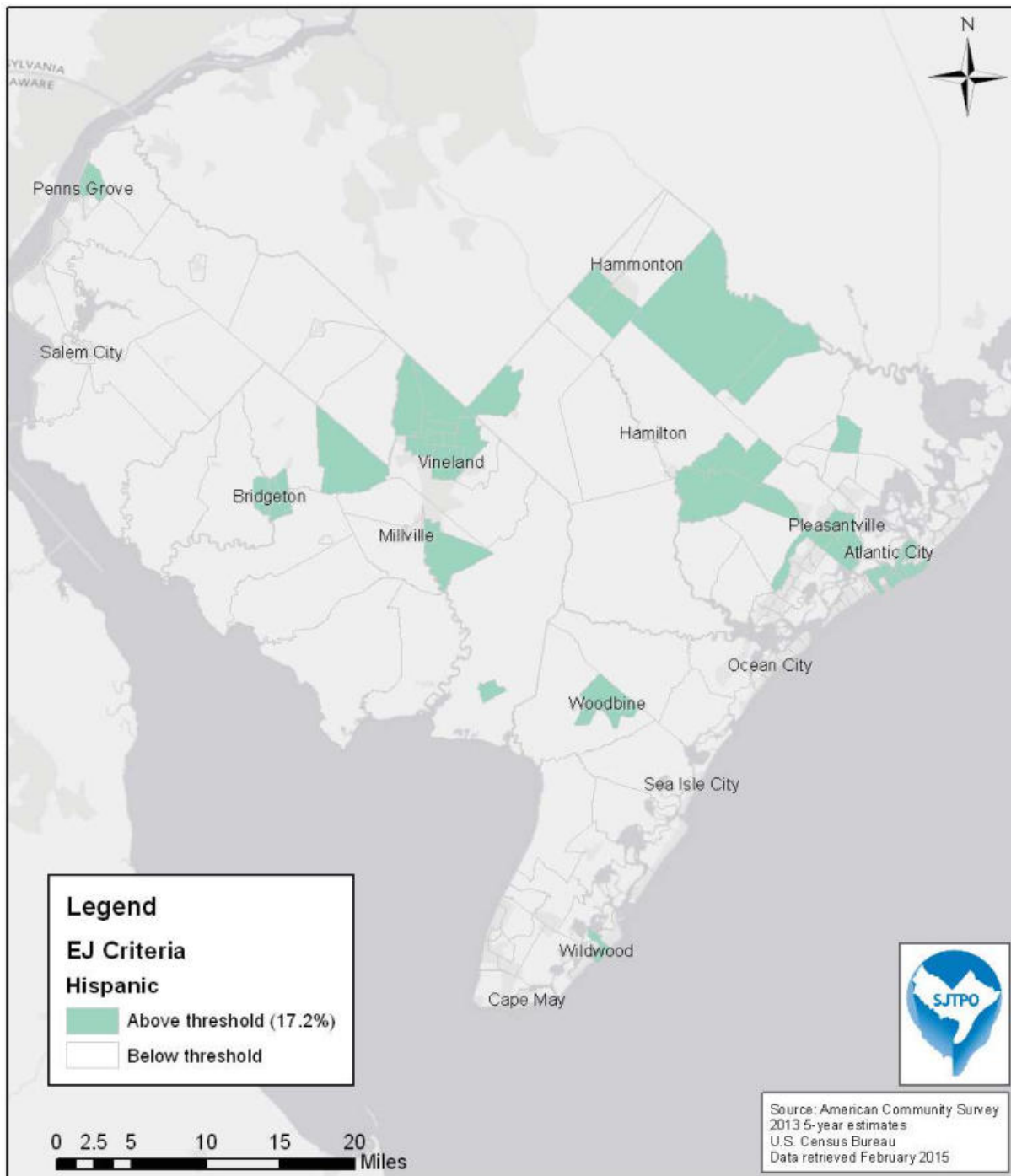
Map 2: EJ Census Tracts by EJ 1: Minority Population



Selected EJ characteristics by Census Tract in the SJTPO region

Environmental Justice Criteria:

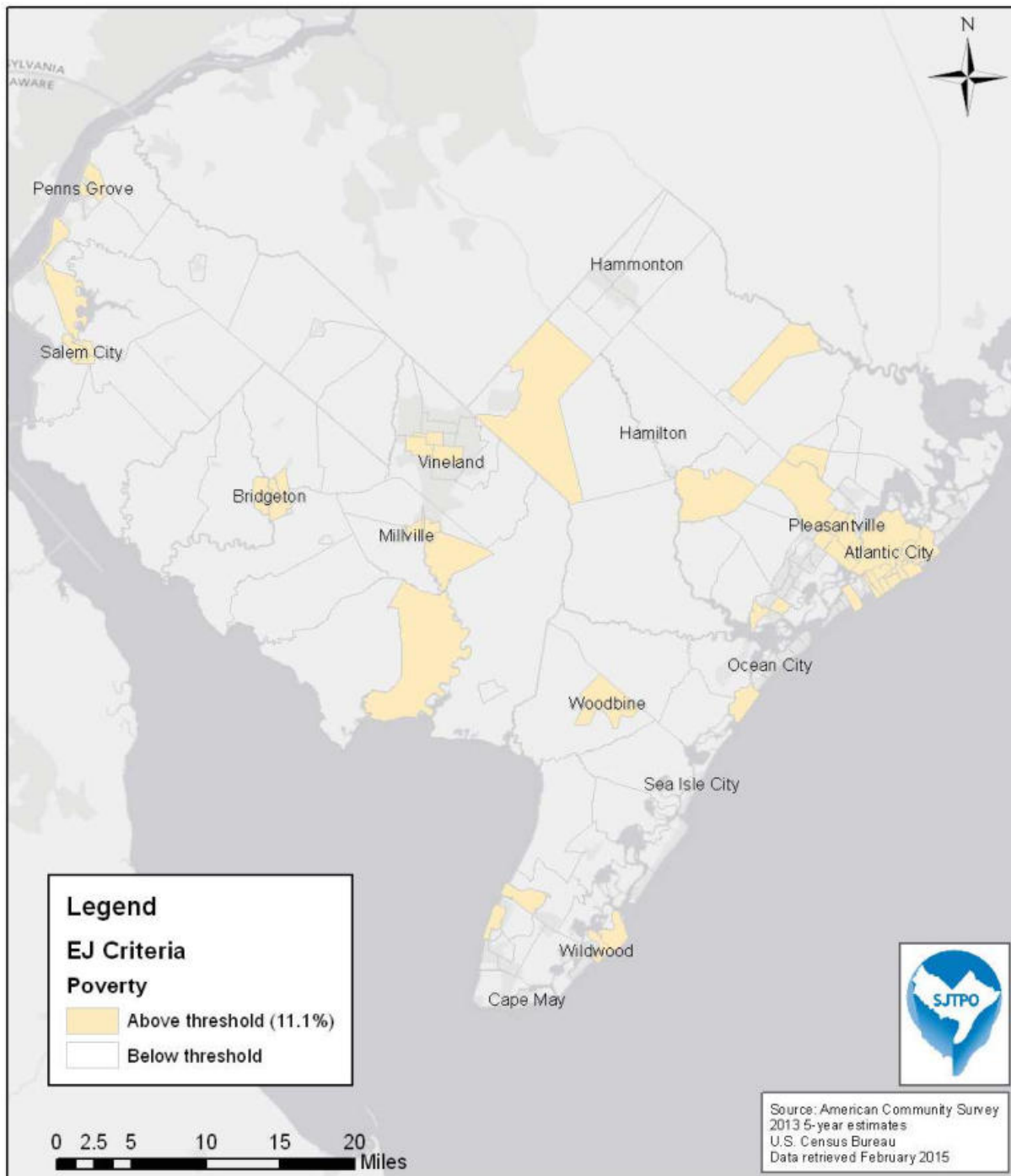
Map 3: EJ Census Tracts by EJ 2: Hispanic Population



Selected EJ characteristics by Census Tract in the SJTPO region

Environmental Justice Criteria:

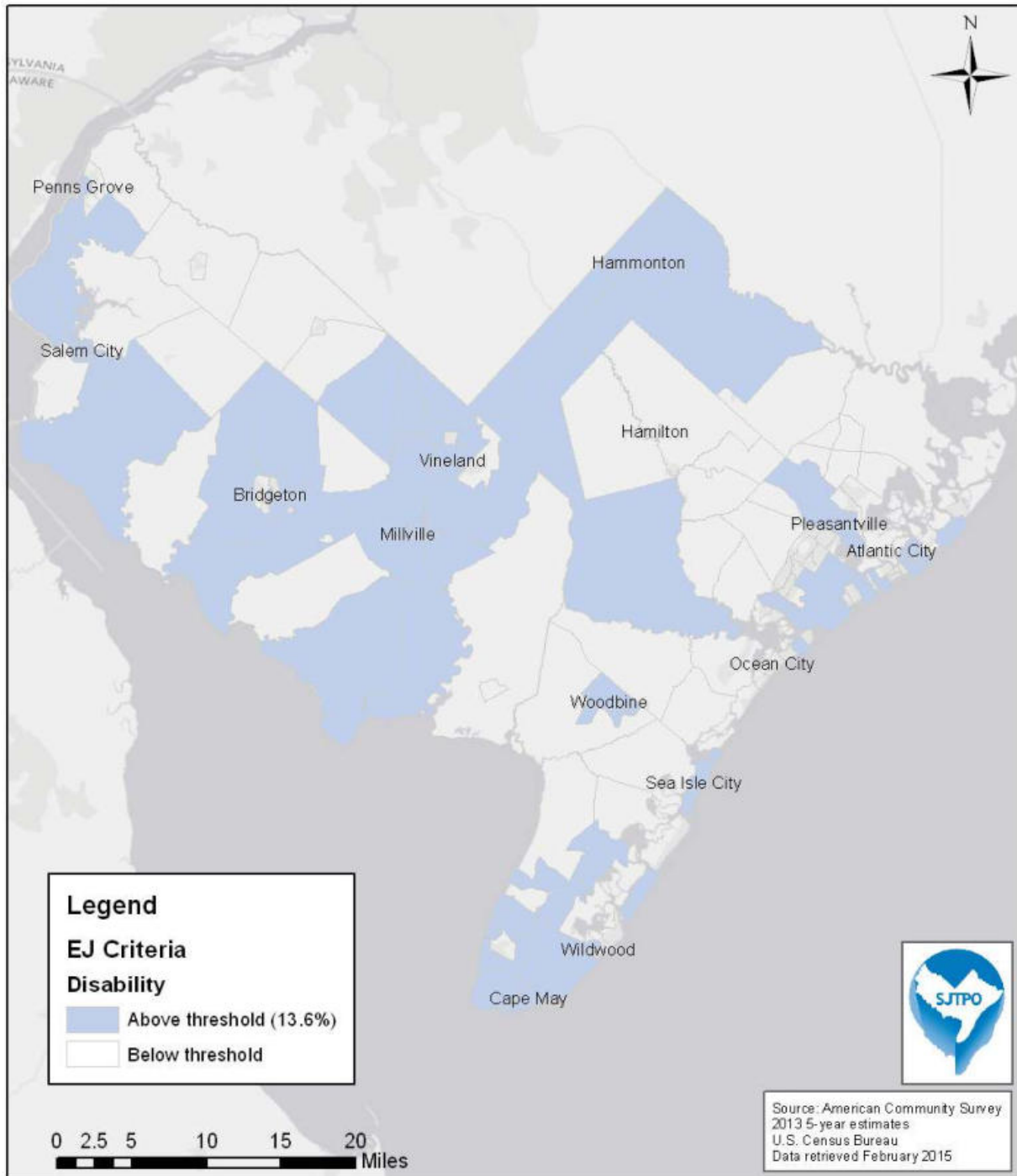
Map 4: EJ Census Tracts by EJ 3: Families Living in Poverty



Selected EJ characteristics by Census Tract in the SJTPO region

Environmental Justice Criteria:

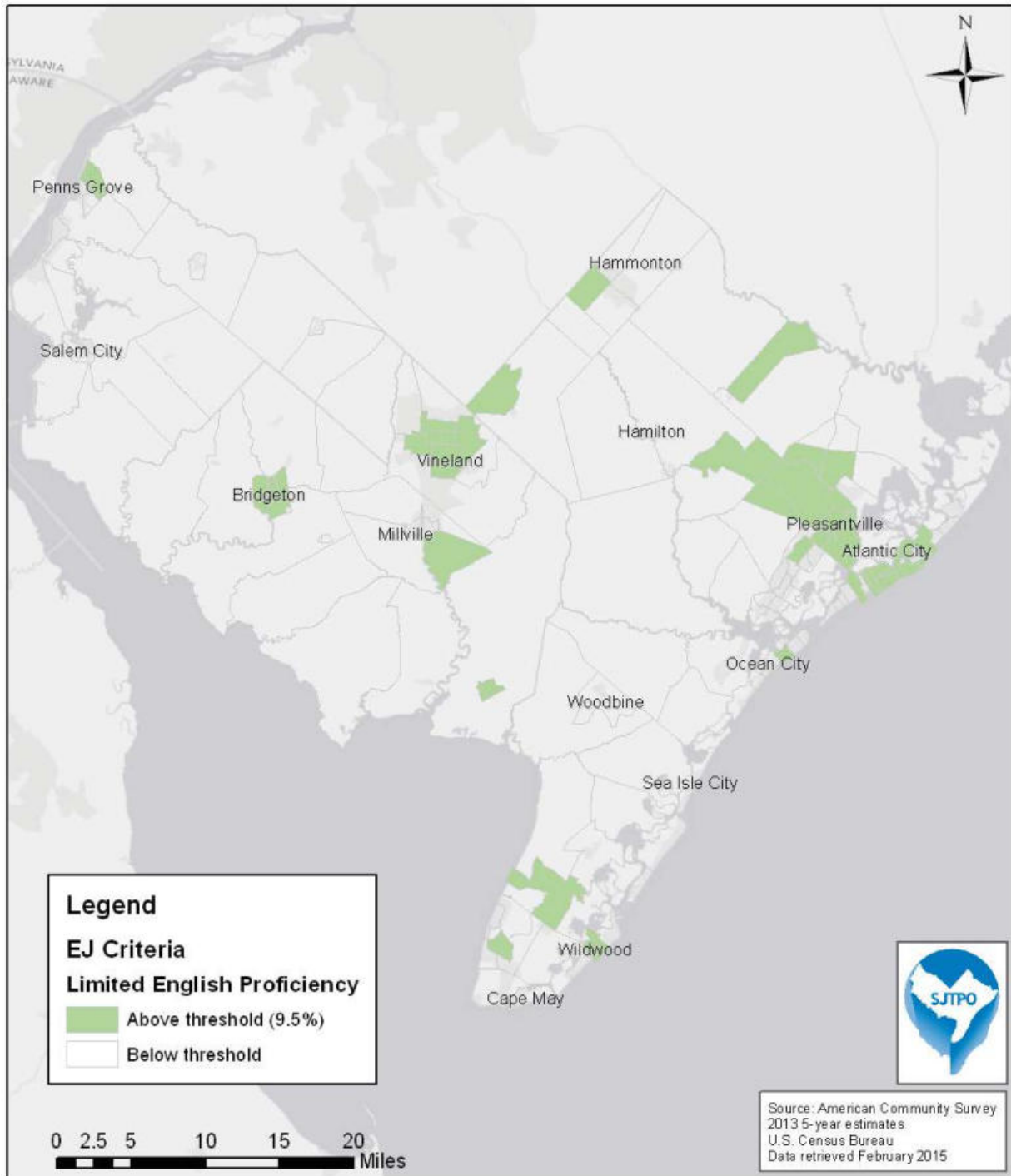
Map 5: EJ Census Tracts by EJ 4: Non-Institutionalized Disabled



Selected EJ characteristics by Census Tract in the SJTPO region

Environmental Justice Criteria:

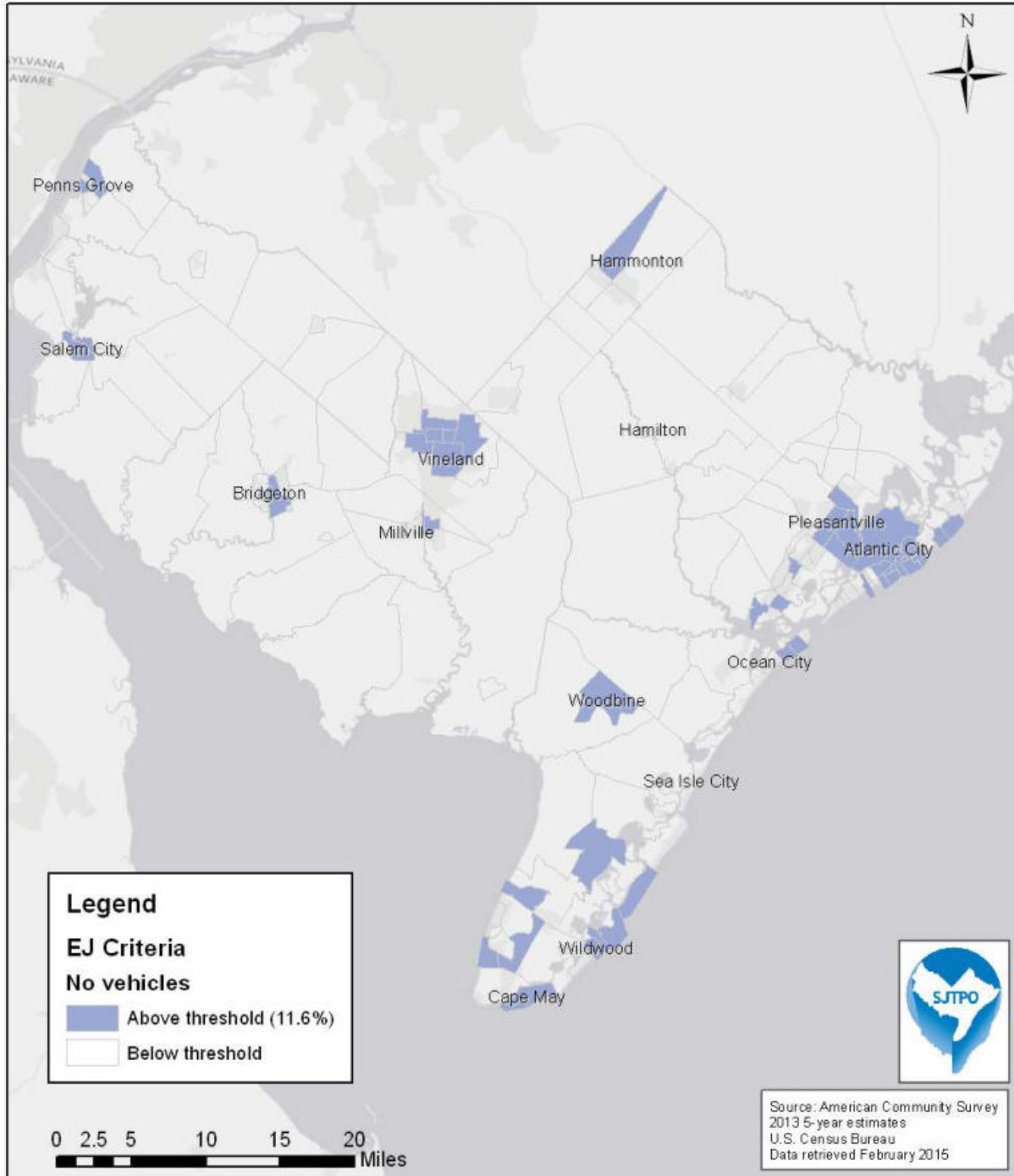
Map 6: EJ Census Tracts by EJ 5: Limited English Proficiency (LEP)



Selected EJ characteristics by Census Tract in the SJTPO region

Environmental Justice Criteria:

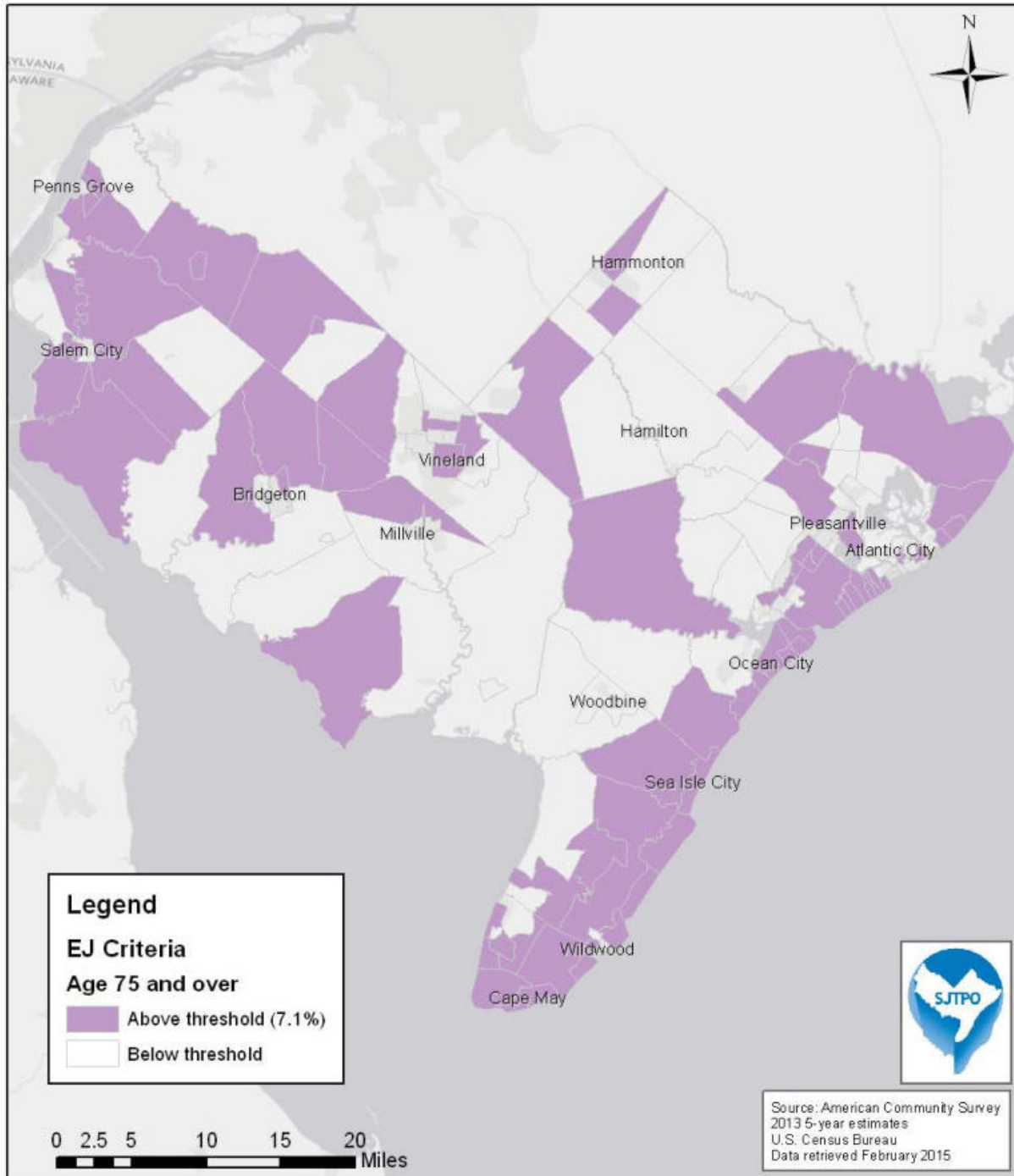
Map 7: EJ Census Tracts by EJ 6: Occupied Housing Units with No Vehicles



Selected EJ characteristics by Census Tract in the SJTPO region

Environmental Justice Criteria:

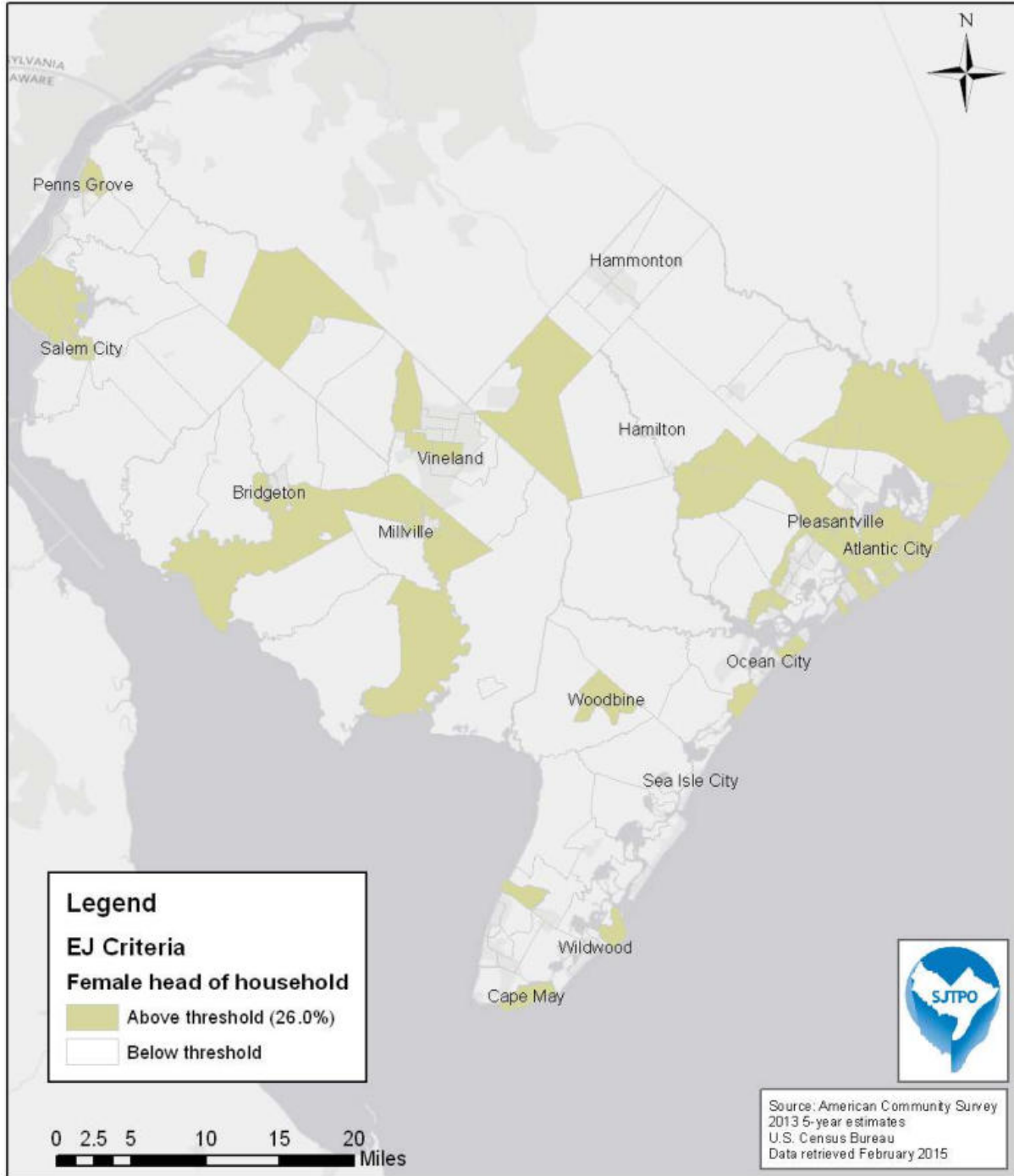
Map 8: EJ Census Tracts by EJ 7: Population Age 75 & Over



Selected EJ characteristics by Census Tract in the SJTPO region

Environmental Justice Criteria:

Map 9: EJ Census Tracts by EJ 8: Population Age 18 & Under, Living with Female Head of Household, (No Husband or Partner Present)



Selected EJ characteristics by Census Tract in the SJTPO region

1.2 Allocating the TIP Projects

The TIP projects are allocated to the proper census tracts depending on the project location. See the following appendices for detailed information related to methodology for TIP funding allocation to census tracts and the results of the allocation to the census tracts. Note that the TIP amounts being allocated are from the 2014-2023 SJTPO TIP. This means that this analysis is forward looking. The analysis assumes that these 2014-2023 SJTPO TIP funds will be available.

- Appendix I EJ Analysis Methodology Narration and Flowchart
- Appendix II Census Tracts and EJ Threshold Tests.
- Appendix III TIP Projects Table

1.3 Establishing the Expected Performance Targets for the TIP

One benchmark used to evaluate the TIP EJ performance is the Regional TIP expenditure per capita (Benchmark 1). This benchmark is compared to the EJ TIP expenditure per EJ population.

Two other benchmarks are used for the evaluation. Benchmark 2 is the percentage of total population that is in the EJ census tracts. Benchmark 3 is the percentage of regional census tracts that are EJ census tracts. Both Benchmarks 2 and 3 are compared to the percentage of total funds that are allocated to the EJ area.

Table 3: Regional TIP Funding Allocated per Population – Benchmark 1

	SJTPO Region	Environmental Justice Census Tracts
TIP Funds Allocated	\$225,202,000	\$209,629,693
Population of Census Tracts	594,811	515,617
Funds per Person (Benchmark 1 & Test 1)	\$379	\$407

We can see from Table 3 above that our benchmark is \$379 per person. This is what we expect to see if the EJ allocation of funding is appropriate. The actual EJ area TIP expenditure per person is \$407. This exceeds the test, and is a favorable result.

Table 4: Population vs. Funding Allocation – Benchmark 2

Population vs. Funding Allocation	Population	Funding
Total Region	594,811	\$225,202,000
Total EJ Population	515,617	\$209,629,693
Population Allocated – (Benchmark 2)	86.7%	
Funding Allocated – (Test 2)		93.1%

We can see from Table 4 above that our benchmark is 86.7%. That is, we expect that 86.7 % of our funding be allocated to the EJ area. The actual EJ area TIP expenditure is 93.1% of the total. This exceeds the test, and is a favorable result.

Table 5: Census Tract Numbers vs. Funding Allocation – Benchmark 3

Census Tract Numbers vs. Funding Allocation	Census Tracts	Funding
Total Region	163	\$225,202,000
Total EJ Census Tracts	139	\$209,629,693
Census Tracts Allocated – (Benchmark 3)	85.3%	
Funding Allocated – (Test 3)		93.1%

We can see from Table 5 above that our benchmark is 85.3%. That is, we expect that 85.3% of our funding be allocated to the EJ area. The actual EJ area TIP expenditure is 93.1% of the total. This exceeds the test, and is a favorable result.

1.4. Assessing Actual TIP Performance with the Expected Performance Target

The analysis shows that we are investing in transportation projects in an equitable manner throughout the SJTPO region. This conclusion is possible because of the analysis conducted in Tables 3, 4, & 5. Note that the actual EJ performance was in line with our expected performance.

A spatial analysis was conducted to arrive at the above conclusion. The FY 2014-2023 TIP was reviewed for projects that were considered to improve local safety, preserve the existing roadways, or enhance the local transportation system. Projects were categorized as either a roadway improvement, or as an intersection/interchange improvement. Map 1 (section 1.1.2) displays the spatial relationship between the EJCoCs and the TIP projects.

Project Impact

If a project was located partially or completely within a census tract, it was assumed to benefit the entire population of that tract. For this analysis, every project was considered a positive event for its area (census tract). While many of SJTPO’s projects do have a positive impact upon an area in terms of improving mobility and access; in reality, projects are equally likely to have a negative impact, in that they can result in an increase in traffic and noise, worsen air quality, or result in property takings or displacements or other environmental degradation. While a detailed assessment of a project’s environmental impact is beyond the scope of this report, every project receiving Federal funds must have a signed Categorical Exclusion Document (CED), which documents any significant impact to an EJ community; and if one exists, recommends mitigation measures. It is a distinct policy of SJTPO “to 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.”⁷

Alternative Analysis

Alternative EJ Performance analysis included two other methods. One method created a more focused EJ area and EJ population by requiring a census tract to clear any six of the total eight EJ thresholds. This compares to just one EJ threshold in the Basic Analysis Method. This resulted in \$39,444,528 being allocated to the EJ area; this alternative EJ area had a population of 96,520. This produces an EJ funding per capita of \$409. This amount compares favorably to Benchmark 1 (\$379).

Another alternative method also produced a more focused EJ area and population. In this method, the census tracts needed to meet just one of the eight EJ thresholds; however the eight thresholds were multiplied by a factor of 1.25. This method produced an EJ expenditure of \$385 per capita. This also compared favorably to Benchmark 1 (\$379). Appendix IV includes maps depicting the results of this alternative analysis.

⁷ SJTPO. Regional Transportation Plan 2040. At: http://www.sjtpo.org/Documents/RTP/2040/RTP2040_Main.pdf.

Assessing Other Major Planning Products

This report will now focus on the remaining four (4) SJTPO products/activities with respect to EJ impact. Those SJTPO efforts are the Regional Transportation Plan (RTP), Public Involvement Efforts, the HSTP, and the Unified Planning Work Program.

2. Regional Transportation Plan (RTP)

SJTPO fully recognizes the importance of identifying and addressing issues related to environmental justice and Title VI of the 1964 Civil Rights Act in the formulation of its policies and plans. The Regional Transportation Plan (2040 RTP) contains an overview of environmental justice issues and identifies the location of particular communities of concern (low-income, minority, and elderly populations). Those EJCoCs were updated as a part of this report, using 2010 Census and ACS data. 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 provided Human Service Transportation Plans for each of the counties 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.

The Regional Transportation Plan (2040 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 2012 through 2040. The primary goals of the updated 2040 RTP are to:

- Promote transportation choices for the movement of people and goods
- Support the regional economy
- Improve transportation safety
- Improve security
- Mitigate traffic congestion
- Protect and enhance the environment
- Enhance the integration and connectivity of the transportation system
- Restore, preserve, and maintain the existing transportation system

While pursuing all of these goals are as important to all populations as well as the low-income and minority populations 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 transportation systems as needed: aviation, passenger rail, marine, rail freight, bicycle, pedestrian, and public transit.
- Provide for affordable mobility options to all segments of the transportation disadvantaged and support welfare-to work transportation initiatives.

- Support transit operating subsidies to ensure affordable mobility options.

Public involvement was an essential component of developing the 2040 RTP. The RTP 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 will continue to use the RTP Public Involvement Program, which will enable them to more effectively reach low-income and minority populations and include these populations in the planning process.

3. Public Involvement Plan (PIP)

The SJTPO has a Public Involvement Plan (PIP), adopted in 2010, which guides all SJTPO 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 goals:

- Increase and improve opportunities for public involvement.
- Increase the accessibility and transparency of information available to the public.
- Increase the efficiency of the public involvement process.
- Provide the public with more options and more education on how to get involved and be heard in the transportation planning process.
- Make better transportation decisions that meet the needs of all people.
- Enhance the environmental justice process.

In addition to the PIP, the SJTPO developed the RTP Public Involvement Program, as described above, which focuses specifically on the RTP. 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 emphasizes information exchange and online outreach to compensate for the inherent difficulty in holding meetings and workshops for the general public in a region with low overall population density that is not well served by transit. The RTP Public Involvement Program also includes innovative outreach approaches, such as visits to local advocacy groups, and identification of key interest groups throughout the region, to be targeted for inclusion in the SJTPO's planning processes.

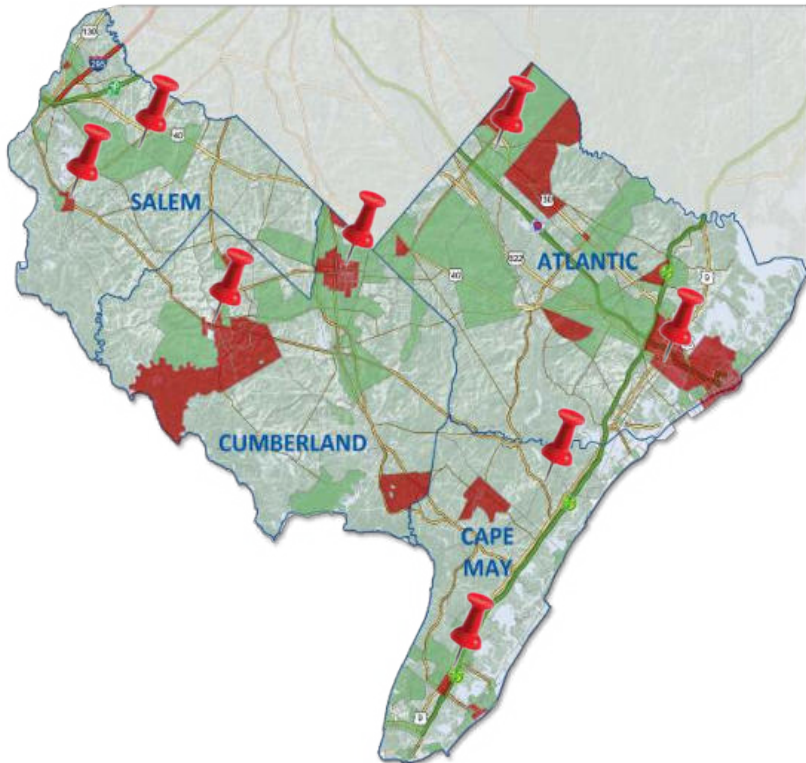
The RTP Public Involvement Program also addresses public involvement as it relates to environmental justice. It includes a discussion of environmental justice and populations considered under the DOT Order, identifies barriers specific to reaching environmental justice

populations along with strategies to overcome them, and recommends public involvement activities that will enhance outreach efforts to disadvantaged populations.

For the RTP 2040 public outreach efforts, there were a total of eight (8) preliminary public outreach meetings in 2011. A total of six (6) were held in EJ areas. Map 10 below displays the locations of the preliminary meetings along with the EJ areas as they were defined at that time.

The SJTPO put forth a great deal of effort to ensure that these Kick-Off Meetings were as accessible as reasonably possible. Care was taken to ensure that each county had at least one meeting that was in an Environmental Justice (EJ) area and at least one that was in a walkable and/or transit accessible area. EJ refers to an area that represents an above average clustering of low-income or minority populations. These are groups that are identified in federal guidance as under-represented in the transportation planning process.

Map 10: Preliminary RTP 2040 Public Outreach Locations



The Map 10 displays the Environmental Justice areas, as they were identified in 2011 and 2012. This was the time period of our latest RTP public outreach effort. The points on the map represent the location of the eight Kick-Off Meetings. In addition to the eight (8) preliminary meetings in 2011, SJTPO also had two (2) RTP-related public meetings in 2012. Both of these were in Vineland. This means that 8 of 10 public meetings for the RTP 2040 were held in EJ areas.

4. Regional Human Service Transportation Planning

The purpose of the SJTPO and state-wide human service transportation (HST) planning program is to provide transportation to that portion of the Title VI population that are in need of such services. MPO's are required to develop, on a periodic basis, regional human service transportation plans that address the transportation needs of this population and to recommend strategies for the development of cost-efficient, coordinated county (or regional) HST systems. These Plans guide the counties in their HST coordination efforts, and serve as the basis for public and private HST provider funding applications to create, maintain and expand their services. These services provide transportation for senior citizens, the disabled, persons of low income and those seeking access to the job market to places of employment and job training, medical and day care facilities, and other important destinations.

The most recent SJTPO HST Report, the 2010 Regional Coordinated Human Service Transportation Plan, identified, within the SJTPO region, the major HST providers, and included information and graphics on various segments of the Title VI population, location of major employers, and other transportation generators. The Plan identified HST gaps and coordination opportunities, and recommended HST service improvements and coordination strategies. SJTPO is currently in the process of updating its Regional Coordinated Human Service Transportation Plan, with an expected completion date of June 30, 2015.

5. Unified Planning Work Program (UPWP)

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 \$2,564,899 is programmed for use in the FY 2015 UPWP. Of these funds, over \$1,355,149 is programmed for Central Staff, \$321,500 (amount includes federal funds and local match) is programmed for county activities, and over \$816,250 is 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, which includes staff salaries and equipment, a notable amount of money is available to conduct studies and fund projects. As there continues to be funding 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.

Endnote 1: TIP Background Information

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 four-year period, and 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. By analyzing the distribution of TIP projects, it can be determined if it complies with Title VI, Executive Order 12898 and 13166, and US DOT Orders.

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Appendix I Methodology for EJ Analysis - TIP Evaluation, Narration

Our analysis evaluates the distribution of TIP projects for our region. Specifically we will compare the distribution of projects to Environmental Justice areas to the region as a whole. As explained in the next section, we expect all TIP projects to have a beneficial impact for the communities they are in. Therefore, the EJ Area should see a fair share of the total projects in their area.

About Potential Project Community Impact:

Note that projects may have negative or positive impacts on their communities; some projects have both positive and negative impact. One example of a negative impact is a large capacity - increasing project such as a superhighway that passes through or close to an established neighborhood. In addition to causing residents to relocate, this project type could create air and noise pollution for the remaining community. This project type may also isolate certain neighborhoods from the rest of the community which also negatively impacts the quality of life. In fact, some of these projects may fail to provide access to the new infrastructure to the very citizens that it is disrupting the most.

Determination of SJTPO Projects' Community Impact

Our current project pool consists of projects related to safety and maintenance or rebuilding of roads or bridges. The impact on each location will be to simply improve the infrastructure that is there. None of the projects will cause any residents to relocate. Also, none of the projects are expected to cause any adverse environmental impacts such as additional noise. The only material impacts expected as a result of these projects is an improvement to existing transportation assets.

Eleven-Step Environmental Justice Analysis Methodology

The eleven steps of our process are listed here:

- Step 1 - Identify EJ Characteristics
- Step 2 - Establish the EJ Thresholds for each EJ Characteristic
- Step 3 - Establish the EJ Status for each Census Tract, for each EJ Characteristic
- Step 4 - Obtain TIP Data
- Step 5 - Identify and Eliminate the Regional Projects
- Step 6 - Eliminate Project Portions that Fall Outside of the SJTPO Region
- Step 7 - The Result is the EJ Analysis Pool of Projects and Funds
- Step 8 - EJ Analysis Pool is allocated to Appropriate SJTPO Census Tracts.
- Step 9 - Create Summary Table of Census Tracts
- Step 10 - Create Table for Benchmark-Related Data, Calculation, and Comparison
- Step 11 - Compare Benchmarks to EJ Area Performance

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The Eleven Steps Detailed Description

The following is a detailed description of the eleven step process listed above above.

Step 1 - Identify EJ Characteristics

We chose eight characteristics to reflect the level of disadvantage for the community.

This selection was based on best practices. They are as follows:

- Poverty - Families and people in poverty;
- Female head of family households with no partner or husband present;
- Vehicle - Households with no vehicle;
- Disability - Non-institutionalized population with a disability;
- Age - Elderly population (Ages 75 and over);
- Language - People aged 5 and over that have a primary language other than English and speak English less than well;
- Hispanic Population;
- Non-Hispanic Minorities.

Step 2 - Establish the EJ Thresholds for each EJ Characteristic

We establish the EJ threshold for each EJ characteristic by taking each one of these characteristics (poverty) and determining our regional average for that characteristic. This is the regional threshold for that particular EJ characteristic. The 2013 5-Year Average Estimate from the American Community Survey of the US Census was used for this process. Regional averages were calculated for each of the eight EJ characteristics; this created the thresholds for each particular EJ characteristic.

An example of a threshold calculation is:

EJ Characteristic: Elderly – Those Aged 75 Years or Older.

$(\text{Region Total Population 75 Years Old or Older}) / (\text{Region Total Population})$

Step 3 - Establish the EJ Status for each Census Tract, for each EJ Characteristic

Each threshold is then applied to each census tract. Therefore, a determination is made for each census tract for each of the eight characteristics. A table is created that summarizes the census tract-threshold comparison. This table also includes the population for each census tract.

An example of this step is as follows: Census Tract 1 has a higher rate of poverty than the SJTPO regional average (the poverty threshold); hence, we determine that Census Tract 1 is a Poverty Characteristic EJ area (EJ area as defined using the poverty threshold).

Note that the basic EJ Analysis has the following definition for the EJ Area: All census tracts that meet or exceed any of the eight EJ thresholds.

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Appendix I Methodology for EJ Analysis - TIP Evaluation, Narration

Step 4 - Obtain TIP Data

We next use the latest TIP report's project information to establish our EJ Analysis pool of projects. The TIP report provides detailed project description and cost information. A project's census tract(s) location is determined using the TIP GIS map file.

Step 5 - Identify and Eliminate the Regional Projects

The SJTPO TIP contains projects that are regional and local in their scope. A project is determined to be regional in scope if it generates benefits to all the census tracts; and the benefits are not primarily for the local residents. The nature of the travel on these road sections or bridges is an important characteristic that is used to identify a regional project. The transportation assets are vital to the overall economy of the region; therefore they are primarily meant to benefit the entire region and not just the residents that are within close proximity. These regional projects will benefit all of the EJ and non-EJ census tracts by definition. Therefore, these regional projects are not needed and are not included in this analysis. However, in the event that a regional project negatively impacts a specific location, it would then be included in the EJ analysis project pool.

Step 6 - Eliminate Project Portions that Fall Outside of the SJTPO Region

Some projects have segments that are entirely outside the region. The costs of these outside segments are allocated to those outside census tracts. Other projects have a segment located on the SJTPO boundary. The benefits of these boundary portions are allocated to the outside census tract (50%) and to the SJTPO census tracts (50%). The SJTPO TIP report should only contain information exclusively allocated to the SJTPO region.

Step 7 - The Result is the EJ Analysis Pool of Projects and Funds

A table of the remaining TIP projects and cost is constructed for the census tract allocation. The total cost in this EJ Analysis Pool (Pool) will be the total TIP costs less the cost for both the regional projects and the out-of-region project portions. These costs are to be allocated to the SJTPO census tracts for the SJTPO EJ analysis.

Step 8 - EJ Analysis Pool is allocated to Appropriate SJTPO Census Tracts.

An allocation table is created that allocates all EJ Pool funds into the appropriate census tract. The table contains a column for each project, and a row for each census tract. In each column, that project's cost is allocated to one or more rows. The row(s) are related to the census tract(s) that is receiving the allocation. The following paragraph explains how the allocation is accomplished for each project type (bridge, intersections, and roads).

The project pool includes bridge and intersection projects. These are represented as point data on the TIP map. The cost of each bridge or intersection is allocated to its respective census tract. In some cases, an asset is serving multiple tracts and is allocated accordingly.

Other projects are road-related. The road costs are allocated as follows: The project's linear map representation is segmented at each census tract border. Project segments that fall

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entirely inside a census tract are allocated entirely to that tract. The allocation calculation is ((segment length in feet) / (project length in feet)) multiplied by (project cost). Some road projects are along a census tract border. This project segments are allocated to the two census tracts that intersect the project. The project's line segment's value is allocated to the two census tracts. Each tract is allocated 50% of that line segment's related cost. Again, a project segment cost allocation is based on the project's segment length compared to the entire project length.

Step 9 - Create Summary Table of Census Tracts

A table is constructed that summarizes the census tract-level information that is vital to this analysis. The table contents were created in Steps 3 and 8, and it contains for each census tract:

- EJ status-qualified or not qualified (using thresholds), (From Step 3);
- Allocated project(s)' cost. (From Step 8);
- Census tract population (From Step 3).

Step 10 – Create Table for Benchmark-Related Data, Calculation, and Comparison

A main benchmark will be used to evaluate the EJ TIP allocation performance. This will be related to the funding spent per capita, (region vs. EJ).

Other benchmarks to be used are the EJ % of total population, and EJ % of total number of census tracts. These ratios will be compared to the EJ % of project cost. Of course the EJ % of total population is another way of looking at the main benchmark.

Step 11 - Compare Benchmarks to EJ Area Performance

Benchmark 1 - Regional Funding per Population
(Total Regional Funding) / (Total Regional Population)

Compare this to Benchmark 1:
EJ Funding per EJ population
(Total EJ Funding) / (Total EJ Population)

Benchmark 2 - EJ Population Percentage
(EJ Population) / (Regional Population)

Compare this to Benchmark 2:
EJ Funding Percentage
(Total EJ Funding) / (Total Regional EJ Pool Cost)

Benchmark 3 - EJ Census Tract Percentage
(EJ Census Tracts) / (Regional Census Tracts)

Compare this to Benchmark 3:
EJ Funding Percentage
(Total EJ Funding) / (Total Regional EJ Pool Cost)

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP03	DP03	DP02	DP02	DP02	DP02	DP04	DP04	DP05	DP05
GEO.id2	HC03_VC161	HC03_VC161	HC03_VC106	HC03_VC106	HC03_VC173	HC03_VC173			Calculated	
Id2	Percent; PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL - All families	EJ Test Poverty	Percent; DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION - Total Civilian Noninstitutionalized Population - With a disability	EJ Test Disability	Percent; LANGUAGE SPOKEN AT HOME - Population 5 years and over - Language other than English - Speak English less than "very well"	EJ Test Language	No Vehicles Available	EJ Test No Vehicles	(Calculated) [(VC19 + VC20) / (VC03)] Age 75 and over %	EJ Test Age 75 & Over
34001000100	25.0	EJ	9.6		16.7	EJ	29.8%	EJ	5.2	
34001000200	13.0	EJ	15.9	EJ	30.6	EJ	18.8%	EJ	12.6	EJ
34001000300	30.6	EJ	6.8		49.9	EJ	44.0%	EJ	3.3	
34001000400	20.9	EJ	12.6		21.6	EJ	42.5%	EJ	5.6	
34001000500	31.7	EJ	6.9		42.5	EJ	32.9%	EJ	3.7	
34001001100	14.4	EJ	22.2	EJ	4.4		63.5%	EJ	6.8	
34001001200	28.0	EJ	14.5	EJ	9.5	EJ	35.2%	EJ	8.4	EJ
34001001300	23.6	EJ	11.9		6.3		29.0%	EJ	4.8	
34001001400	54.6	EJ	14	EJ	14.9	EJ	47.3%	EJ	3.9	
34001001500	59.9	EJ	18.4	EJ	15.9	EJ	71.0%	EJ	10.5	EJ
34001001900	11.1		14	EJ	19.6	EJ	48.9%	EJ	3.8	
34001002300	38.5	EJ	9.5		62.9	EJ	44.1%	EJ	1.3	
34001002400	55.9	EJ	17	EJ	23	EJ	66.8%	EJ	6.0	
34001002500	27.8	EJ	21.4	EJ	8.5		49.1%	EJ	12.6	EJ
34001010101	3.1		8.8		0.3		3.9%		8.0	EJ
34001010102	3.1		15.1	EJ	2		12.6%	EJ	12.8	EJ
34001010104	3.1		14	EJ	3.7		12.7%	EJ	8.7	EJ
34001010105	17.8	EJ	5.9		12.5	EJ	5.5%		6.7	
34001010200	2.4		11.9		4.9		3.0%		6.8	
34001010300	6.5		12.8		16.1	EJ	12.2%	EJ	5.6	
34001010401	5.9		7.5		2.7		4.6%		7.9	EJ
34001010403	11.8	EJ	10		15	EJ	10.0%		7.2	EJ
34001010501	4.5		11.5		5.4		4.0%		9.5	EJ
34001010503	8.7		10		8.8		9.5%		1.9	
34001010505	1.1		10.5		5.4		3.4%		5.3	
34001010506	2.1		11.8		10.1	EJ	2.7%		4.1	

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP05	DP05	DP05	DP05	B09008	B09008		Allocation Wks	Allocation Wks	B01003
GEO.id2	Calculated		Calculated		Calculated				Calculated	HD01_VD01
Id2	[(HC01_VC88) / (HC01_VC43)] Calculate the percentage for each tract Hispanic Population	EJ Test Hispanic	Percent of Total Population [(VC93 - VC94) / (VC87)] Calculate Not Hispanic or Latino and Not White Alone	EJ Test Not Hispanic or Latino and Not White Alone	(Calculated) (VD11 / VD01) Percent; No unmarried partner of householder present: In family households: In female householder, no husband present, family	EJ Test Female HH No partner No husband with family	Count of EJ Characteristics	Note that these figures from the CT worksheet are values and not formulas	Projects_Amt - EJ Analysis Pool is adjusted for Regional Projects and for Out-of-Region Projects	Population
34001000100	30.5%	EJ	35.1%	EJ	27.9%	EJ	6	34001000100	\$ 449,188	2,478
34001000200	15.8%		42.8%	EJ	34.0%	EJ	7	34001000200	\$ -	3,133
34001000300	39.0%	EJ	39.3%	EJ	35.8%	EJ	6	34001000300	\$ -	3,938
34001000400	22.3%	EJ	41.2%	EJ	36.8%	EJ	6	34001000400	\$ -	2,786
34001000500	37.4%	EJ	39.2%	EJ	26.5%	EJ	6	34001000500	\$ -	3,115
34001001100	1.9%		93.1%	EJ	55.4%	EJ	5	34001001100	\$ -	1,846
34001001200	23.0%	EJ	68.7%	EJ	51.2%	EJ	8	34001001200	\$ -	3,022
34001001300	9.5%		86.0%	EJ	53.7%	EJ	4	34001001300	\$ 148,929	2,001
34001001400	30.3%	EJ	62.2%	EJ	75.1%	EJ	7	34001001400	\$ 551,648	4,178
34001001500	13.3%		74.9%	EJ	35.3%	EJ	7	34001001500	\$ 196,203	1,559
34001001900	37.5%	EJ	49.2%	EJ	41.4%	EJ	6	34001001900	\$ -	1,629
34001002300	36.4%	EJ	45.0%	EJ	16.1%		5	34001002300	\$ -	2,733
34001002400	24.2%	EJ	51.4%	EJ	88.0%	EJ	7	34001002400	\$ -	3,069
34001002500	10.9%		69.7%	EJ	36.5%	EJ	6	34001002500	\$ 16,529,150	4,104
34001010101	1.7%		0.7%		27.8%	EJ	2	34001010101	\$ -	3,195
34001010102	4.3%		6.2%		18.5%		3	34001010102	\$ -	1,823
34001010104	8.5%		4.1%		5.9%		3	34001010104	\$ 890,103	1,777
34001010105	17.1%		27.8%	EJ	31.8%	EJ	4	34001010105	\$ 1,896,968	2,685
34001010200	9.1%		5.2%		15.2%		0	34001010200	\$ 344,869	5,805
34001010300	12.3%		43.6%	EJ	17.0%		3	34001010300	\$ -	2,589
34001010401	3.8%		11.3%		5.5%		1	34001010401	\$ 5,588,102	5,488
34001010403	15.5%		37.8%	EJ	10.2%		4	34001010403	\$ 3,660,533	6,716
34001010501	13.5%		8.9%		35.8%	EJ	2	34001010501	\$ 4,190,665	7,284
34001010503	22.5%	EJ	39.1%	EJ	47.2%	EJ	3	34001010503	\$ -	7,504
34001010505	15.7%		1.7%		20.6%		0	34001010505	\$ 309,335	2,743
34001010506	7.6%		27.7%	EJ	12.3%		2	34001010506	\$ 1,699,709	4,962

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP03	DP03	DP02	DP02	DP02	DP02	DP04	DP04	DP05	DP05
GEO.id2	HC03_VC161	HC03_VC161	HC03_VC106	HC03_VC106	HC03_VC173	HC03_VC173			Calculated	
Id2	Percent; PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL - All families	EJ Test Poverty	Percent; DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION - Total Civilian Noninstitutionalized Population - With a disability	EJ Test Disability	Percent; LANGUAGE SPOKEN AT HOME - Population 5 years and over - Language other than English - Speak English less than "very well"	EJ Test Language	No Vehicles Available	EJ Test No Vehicles	(Calculated) [(VC19 + VC20) / (VC03)] Age 75 and over %	EJ Test Age 75 & Over
34001010600	14.5	EJ	17.9	EJ	13.4	EJ	8.9%		4.1	
34001010700	9.0		16.6	EJ	7.3		6.5%		5.8	
34001010800	0.8		15.1	EJ	8.9		14.5%	EJ	12.4	EJ
34001010900	5.6		17.6	EJ	8.4		7.0%		6.7	
34001011000	4.2		14.7	EJ	5.4		5.5%		7.5	EJ
34001011100	7.1		13.8	EJ	18.1	EJ	11.0%		6.6	
34001011201	5.9		18.6	EJ	1.2		1.3%		5.4	
34001011202	11.4	EJ	17	EJ	6.9		5.4%		9.2	EJ
34001011300	7.6		21.9	EJ	12.2	EJ	7.8%		5.9	
34001011401	4.6		11.6		5.2		3.6%		6.4	
34001011403	4.3		10.8		13.4	EJ	7.0%		3.0	
34001011404	15.1	EJ	12.4		9.5		8.6%		5.1	
34001011500	8.9		10.3		4.4		5.4%		3.9	
34001011600	5.0		14.6	EJ	2.9		5.0%		8.9	EJ
34001011701	9.4		9.3		11.7	EJ	5.3%		3.3	
34001011702	20.0	EJ	15.5	EJ	14.7	EJ	8.8%		8.5	EJ
34001011802	2.6		9.3		8		3.1%		4.3	
34001011803	9.8		6.3		6.2		5.9%		5.4	
34001011804	6.5		7		5.1		3.7%		4.1	
34001011805	2.1		12		0.2		6.2%		5.0	
34001011900	30.3	EJ	17.9	EJ	18.7	EJ	27.5%	EJ	2.6	
34001012000	15.0	EJ	17.1	EJ	21.2	EJ	18.9%	EJ	7.5	EJ
34001012100	24.6	EJ	9.2		31.1	EJ	20.0%	EJ	7.0	
34001012200	14.9	EJ	12		22.9	EJ	15.4%	EJ	5.8	
34001012302	6.9		8		9.8	EJ	3.1%		8.9	EJ
34001012401	6.9		8.4		8.8		6.6%		9.9	EJ

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP05	DP05	DP05	DP05	B09008	B09008		Allocation Wks	Allocation Wks	B01003
GEO.id2	Calculated		Calculated		Calculated				Calculated	HD01_VD01
Id2	[(HC01_VC88) / (HC01_VC43)] Calculate the percentage for each tract Hispanic Population	EJ Test Hispanic	Percent of Total Population [(VC93 - VC94) / (VC87)] Calculate Not Hispanic or Latino and Not White Alone	EJ Test Not Hispanic or Latino and Not White Alone	(Calculated) (VD11 / VD01) Percent; No unmarried partner of householder present: In family households: In female householder, no husband present, family	EJ Test Female HH No partner No husband with family	Count of EJ Characteristics	Note that these figures from the CT worksheet are values and not formulas	Projects_Amt - EJ Analysis Pool is adjusted for Regional Projects and for Out-of-Region Projects	Population
34001010600	31.0%	EJ	19.7%		23.8%		4	34001010600 \$ 1,865,985	4,232	
34001010700	20.0%	EJ	6.1%		3.1%		2	34001010700 \$ 5,809,803	6,164	
34001010800	13.2%		5.1%		21.3%		3	34001010800 \$ 3,544,000	3,034	
34001010900	14.3%		10.5%		10.4%		1	34001010900 \$ 3,544,000	6,067	
34001011000	17.7%	EJ	3.8%		9.2%		3	34001011000 \$ -	2,565	
34001011100	32.4%	EJ	2.2%		12.2%		3	34001011100 \$ -	3,115	
34001011201	5.7%		10.5%		13.1%		1	34001011201 \$ 26,701,000	1,813	
34001011202	10.6%		16.5%		32.5%	EJ	4	34001011202 \$ 2,825,433	7,576	
34001011300	36.3%	EJ	8.2%		18.3%		3	34001011300 \$ -	4,620	
34001011401	9.1%		3.9%		15.2%		0	34001011401 \$ 234,385	4,263	
34001011403	28.3%	EJ	33.9%	EJ	35.6%	EJ	4	34001011403 \$ 73,245	5,470	
34001011404	17.7%	EJ	29.5%	EJ	28.5%	EJ	4	34001011404 \$ 892,127	10,553	
34001011500	9.1%		31.0%	EJ	25.5%		1	34001011500 \$ 2,929,810	6,282	
34001011600	5.0%		3.2%		9.9%		2	34001011600 \$ 6,691,000	4,994	
34001011701	19.9%	EJ	34.5%	EJ	20.2%		3	34001011701 \$ -	9,208	
34001011702	17.0%		47.2%	EJ	30.1%	EJ	6	34001011702 \$ -	3,593	
34001011802	14.4%		17.7%		7.6%		0	34001011802 \$ 1,700,000	15,980	
34001011803	31.3%	EJ	16.1%		49.2%	EJ	2	34001011803 \$ -	4,864	
34001011804	2.6%		13.9%		16.1%		0	34001011804 \$ -	6,519	
34001011805	0.9%		6.7%		0.8%		0	34001011805 \$ -	2,327	
34001011900	31.6%	EJ	51.7%	EJ	52.7%	EJ	7	34001011900 \$ -	8,024	
34001012000	39.2%	EJ	38.3%	EJ	31.0%	EJ	8	34001012000 \$ -	4,721	
34001012100	44.4%	EJ	29.7%	EJ	28.4%	EJ	6	34001012100 \$ -	3,109	
34001012200	41.1%	EJ	44.7%	EJ	36.6%	EJ	6	34001012200 \$ 10,500,000	5,193	
34001012302	12.1%		10.7%		21.3%		2	34001012302 \$ 797,500	3,473	
34001012401	10.9%		9.7%		22.6%		1	34001012401 \$ -	2,848	

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP03	DP03	DP02	DP02	DP02	DP02	DP04	DP04	DP05	DP05
GEO.id2	HC03_VC161	HC03_VC161	HC03_VC106	HC03_VC106	HC03_VC173	HC03_VC173			Calculated	
Id2	Percent; PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL - All families	EJ Test Poverty	Percent; DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION - Total Civilian Noninstitutionalized Population - With a disability	EJ Test Disability	Percent; LANGUAGE SPOKEN AT HOME - Population 5 years and over - Language other than English - Speak English less than "very well"	EJ Test Language	No Vehicles Available	EJ Test No Vehicles	(Calculated) [(VC19 + VC20) / (VC03)] Age 75 and over %	EJ Test Age 75 & Over
34001012402	8.4		13		5.2		5.3%		7.9	EJ
34001012501	0.0		10.8		8.4		12.2%	EJ	13.9	EJ
34001012502	5.1		8.4		2.6		3.3%		7.4	EJ
34001012602	0.5		8.3		3.1		0.0%		4.9	
34001012701	7.3		17	EJ	9.5		7.3%		7.2	EJ
34001012702	13.8	EJ	13.3		5		12.9%	EJ	5.8	
34001012801	19.1	EJ	14.7	EJ	5.8		21.3%	EJ	6.6	
34001012802	4.5		8.9		9		4.4%		4.2	
34001013000	14.6	EJ	9.9		1.1		8.3%		11.5	EJ
34001013101	0.0		11.5		1.2		3.4%		22.3	EJ
34001013102	7.0		19.6	EJ	4.4		7.1%		23.8	EJ
34001013201	18.2	EJ	15.6	EJ	31.2	EJ	9.7%		14.0	EJ
34001013202	14.4	EJ	9.2		16.6	EJ	7.7%		7.4	EJ
34001013301	2.9		15.2	EJ	10.4	EJ	8.8%		11.2	EJ
34001013302	5.4		15.2	EJ	6.7		21.9%	EJ	9.6	EJ
34001013500	2.2		14.5	EJ	1.3		5.6%		12.4	EJ
34001983400	0.0		2.6		0.7		0.0%		0.6	
34001990000	0.0		0		0		0.0%		0.0	
34009020101	7.1		14.3	EJ	3.9		19.4%	EJ	12.7	EJ
34009020102	4.0		10.7		11.8	EJ	13.3%	EJ	9.2	EJ
34009020201	0.0		6.2		0		3.1%		12.6	EJ
34009020203	3.0		13.3		0		10.1%		27.6	EJ
34009020205	11.6	EJ	7.9		2.2		11.4%		20.3	EJ
34009020206	0.6		6.4		3.6		3.4%		9.3	EJ
34009020301	0.7		9.3		0.7		1.0%		6.3	
34009020302	3.3		10.7		2.6		3.7%		11.0	EJ

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP05	DP05	DP05	DP05	B09008	B09008		Allocation Wks	Allocation Wks	B01003
GEO.id2	Calculated		Calculated		Calculated				Calculated	HD01_VD01
Id2	[(HC01_VC88) / (HC01_VC43)] Calculate the percentage for each tract Hispanic Population	EJ Test Hispanic	Percent of Total Population [(VC93 - VC94) / (VC87)] Calculate Not Hispanic or Latino and Not White Alone	EJ Test Not Hispanic or Latino and Not White Alone	(Calculated) (VD11 / VD01) Percent; No unmarried partner of householder present: In family households: In female householder, no husband present, family	EJ Test Female HH No partner No husband with family	Count of EJ Characteristics	Note that these figures from the CT worksheet are values and not formulas	Projects_Amt - EJ Analysis Pool is adjusted for Regional Projects and for Out-of-Region Projects	Population
34001012402	8.4%		2.8%		19.0%		1	34001012402	\$ 797,500	2,287
34001012501	12.6%		8.8%		13.5%		2	34001012501	\$ -	2,843
34001012502	0.6%		7.8%		11.4%		1	34001012502	\$ -	1,492
34001012602	2.3%		3.3%		17.2%		0	34001012602	\$ -	1,369
34001012701	13.7%		15.6%		39.0%	EJ	3	34001012701	\$ -	3,414
34001012702	11.1%		14.6%		55.3%	EJ	3	34001012702	\$ -	1,634
34001012801	11.4%		23.6%	EJ	45.1%	EJ	5	34001012801	\$ -	3,930
34001012802	16.7%		3.7%		12.8%		0	34001012802	\$ -	1,829
34001013000	0.9%		0.6%		16.6%		2	34001013000	\$ -	3,703
34001013101	1.2%		0.6%		3.8%		1	34001013101	\$ -	1,410
34001013102	2.7%		7.2%		100.0%	EJ	3	34001013102	\$ -	1,272
34001013201	21.2%	EJ	28.6%	EJ	11.1%		6	34001013201	\$ 282,813	2,936
34001013202	12.8%		17.9%		29.4%	EJ	4	34001013202	\$ 141,998	2,374
34001013301	15.9%		3.2%		26.4%	EJ	4	34001013301	\$ -	2,810
34001013302	10.5%		13.1%		49.4%	EJ	4	34001013302	\$ -	2,561
34001013500	4.7%		2.6%		9.6%		2	34001013500	\$ -	2,696
34001983400	5.4%		18.6%		100.0%	EJ	1	34001983400	\$ -	3,631
34001990000	0.0%		0.0%		0.0%		0	34001990000		0
34009020101	4.8%		11.6%		54.4%	EJ	4	34009020101	\$ -	3,339
34009020102	15.1%		5.7%		28.9%	EJ	4	34009020102	\$ -	2,402
34009020201	0.0%		0.0%		17.7%		1	34009020201	\$ -	1,328
34009020203	0.0%		2.2%		0.0%		1	34009020203	\$ -	2,260
34009020205	0.0%		0.5%		29.6%	EJ	3	34009020205	\$ -	1,273
34009020206	10.1%		9.1%		8.6%		1	34009020206	\$ -	1,038
34009020301	2.9%		3.0%		6.6%		0	34009020301	\$ -	4,128
34009020302	1.7%		1.9%		14.4%		1	34009020302	\$ 2,376,639	4,718

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP03	DP03	DP02	DP02	DP02	DP02	DP04	DP04	DP05	DP05
GEO.id2	HC03_VC161	HC03_VC161	HC03_VC106	HC03_VC106	HC03_VC173	HC03_VC173			Calculated	
Id2	Percent; PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL - All families	EJ Test Poverty	Percent; DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION - Total Civilian Noninstitutionalized Population - With a disability	EJ Test Disability	Percent; LANGUAGE SPOKEN AT HOME - Population 5 years and over - Language other than English - Speak English less than "very well"	EJ Test Language	No Vehicles Available	EJ Test No Vehicles	(Calculated) [(VC19 + VC20) / (VC03)] Age 75 and over %	EJ Test Age 75 & Over
34009020400	8.3		10.6		0.7		0.9%		3.4	
34009020500	27.4	EJ	24.8	EJ	5.6		19.7%	EJ	2.7	
34009020600	0.0		12		0.5		0.7%		5.6	
34009020700	5.1		8.5		0.6		4.2%		7.2	EJ
34009020800	3.8		16.2	EJ	0.8		6.6%		20.5	EJ
34009020901	6.9		14.8	EJ	1.1		11.8%	EJ	25.6	EJ
34009020902	3.5		10.3		2.5		7.8%		21.9	EJ
34009021001	4.4		7.6		6.8		2.1%		7.3	EJ
34009021002	2.4		7.2		2.4		0.5%		6.1	
34009021100	6.0		16.7	EJ	3.7		13.0%	EJ	13.9	EJ
34009021300	13.5	EJ	9.5		3.5		12.9%	EJ	8.8	EJ
34009021400	22.1	EJ	12.3		26.6	EJ	29.2%	EJ	6.0	
34009021500	8.5		20.2	EJ	11.4	EJ	22.8%	EJ	7.3	EJ
34009021600	6.6		16.2	EJ	5		10.9%		12.5	EJ
34009021701	2.3		18.2	EJ	3.3		18.0%	EJ	14.6	EJ
34009021702	4.8		17.3	EJ	1.8		6.5%		9.4	EJ
34009021803	17.0	EJ	15	EJ	3.8		4.8%		8.3	EJ
34009021804	5.0		17.1	EJ	1.4		8.4%		6.3	
34009021805	5.2		12.6		9.5	EJ	5.8%		10.8	EJ
34009021806	3.9		19.2	EJ	1.8		13.8%	EJ	7.9	EJ
34009021900	5.3		14.9	EJ	1.4		5.3%		14.1	EJ
34009022000	8.2		14.4	EJ	1.7		12.6%	EJ	18.3	EJ
34009022101	24.8	EJ	8.9		3.4		15.9%	EJ	5.6	
34009022102	3.2		15.4	EJ	10.5	EJ	4.1%		10.4	EJ
3400990100	0.0		0		0		0.0%		0.0	
34011010101	7.3		12.9		2.2		2.3%		5.7	

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP05	DP05	DP05	DP05	B09008	B09008		Allocation Wks	Allocation Wks	B01003
GEO.id2	Calculated		Calculated		Calculated				Calculated	HD01_VD01
Id2	[(HC01_VC88) / (HC01_VC43)] Calculate the percentage for each tract Hispanic Population	EJ Test Hispanic	Percent of Total Population [(VC93 - VC94) / (VC87)]Calculate Not Hispanic or Latino and Not White Alone	EJ Test Not Hispanic or Latino and Not White Alone	(Calculated) (VD11 / VD01) Percent; No unmarried partner of householder present: In family households: In female householder, no husband present, family	EJ Test Female HH No partner No husband with family	Count of EJ Characteristics	Note that these figures from the CT worksheet are values and not formulas	Projects_Amt - EJ Analysis Pool is adjusted for Regional Projects and for Out-of-Region Projects	Population
34009020400	3.2%		3.9%		7.8%		0	34009020400	\$ -	3,431
34009020500	25.7%	EJ	32.5%	EJ	36.3%	EJ	6	34009020500	\$ -	2,486
34009020600	2.7%		3.6%		11.1%		0	34009020600	\$ 5,600,000	2,126
34009020700	0.9%		1.2%		8.3%		1	34009020700	\$ 2,328,361	4,292
34009020800	0.9%		2.2%		8.3%		2	34009020800	\$ -	1,861
34009020901	0.0%		1.5%		11.8%		3	34009020901	\$ -	736
34009020902	1.7%		0.8%		0.5%		1	34009020902	\$ -	1,924
34009021001	8.2%		13.5%		7.1%		1	34009021001	\$ 152,729	2,646
34009021002	2.9%		7.3%		12.2%		0	34009021002	\$ -	3,629
34009021100	4.2%		10.8%		25.3%		3	34009021100	\$ 1,446,520	5,090
34009021300	0.2%		1.0%		50.0%	EJ	4	34009021300	\$ -	4,013
34009021400	32.4%	EJ	3.1%		23.5%		4	34009021400	\$ 1,542,841	3,730
34009021500	12.3%		21.1%	EJ	5.2%		5	34009021500	\$ 2,068,612	2,174
34009021600	5.6%		4.5%		16.6%		2	34009021600	\$ -	3,254
34009021701	4.6%		3.2%		20.7%		3	34009021701	\$ 433,956	2,583
34009021702	2.4%		7.3%		8.0%		2	34009021702	\$ 1,096,030	2,584
34009021803	6.1%		1.4%		20.9%		3	34009021803	\$ -	3,811
34009021804	8.1%		6.7%		18.3%		1	34009021804	\$ -	5,655
34009021805	9.2%		3.8%		16.2%		2	34009021805	\$ -	4,564
34009021806	3.0%		3.3%		10.1%		3	34009021806	\$ -	2,574
34009021900	1.1%		8.6%		13.5%		2	34009021900	\$ -	1,951
34009022000	7.6%		8.9%		28.6%	EJ	4	34009022000	\$ -	3,585
34009022101	15.6%		1.9%		35.6%	EJ	3	34009022101	\$ -	2,052
34009022102	6.6%		22.9%	EJ	14.3%		4	34009022102	\$ 1,491,311	5,447
34009990100	0.0%		0.0%		0.0%		0	34009990100	\$ -	0
34011010101	6.5%		6.8%		0.0%		0	34011010101	\$ 184,173	4,150

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP03	DP03	DP02	DP02	DP02	DP02	DP04	DP04	DP05	DP05
GEO.id2	HC03_VC161	HC03_VC161	HC03_VC106	HC03_VC106	HC03_VC173	HC03_VC173			Calculated	
Id2	Percent; PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL - All families	EJ Test Poverty	Percent; DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION - Total Civilian Noninstitutionalized Population - With a disability	EJ Test Disability	Percent; LANGUAGE SPOKEN AT HOME - Population 5 years and over - Language other than English - Speak English less than "very well"	EJ Test Language	No Vehicles Available	EJ Test No Vehicles	(Calculated) [(VC19 + VC20) / (VC03)] Age 75 and over %	EJ Test Age 75 & Over
34011010103	0.0		0		9.9	EJ	0.0%		0.0	
34011010200	20.4	EJ	19.5	EJ	1.9		5.3%		3.7	
34011010301	5.8		13.3		6.3		5.9%		5.2	
34011010302	10.3		22.1	EJ	0.6		3.2%		7.7	EJ
34011010401	9.5		15.5	EJ	7.2		7.1%		5.2	
34011010402	0.0		0		0		0.0%		0.0	
34011010500	4.9		12.6		1.7		4.6%		5.3	
34011010600	3.8		14.3	EJ	2.1		2.7%		11.4	EJ
34011010700	3.3		14.2	EJ	4.4		4.4%		8.2	EJ
34011010800	3.9		13.6		7.1		2.1%		7.7	EJ
34011020100	52.7	EJ	22.5	EJ	39.4	EJ	59.5%	EJ	3.1	
34011020200	30.9	EJ	13.4		40	EJ	12.8%	EJ	2.6	
34011020300	46.9	EJ	8.7		54.8	EJ	24.0%	EJ	1.5	
34011020400	17.7	EJ	16	EJ	14.4	EJ	5.5%		8.1	EJ
34011020502	0.0		0		7.1		0.0%		0.0	
34011020503	41.6	EJ	16.7	EJ	13	EJ	28.9%	EJ	2.3	
34011020600	20.2	EJ	12.5		12.1	EJ	10.7%		5.9	
34011030100	30.9	EJ	22.2	EJ	6.9		36.3%	EJ	10.6	EJ
34011030200	23.2	EJ	17.2	EJ	4.2		20.7%	EJ	4.9	
34011030300	19.9	EJ	18.3	EJ	5.6		10.5%		3.2	
34011030400	5.2		15.8	EJ	2.8		9.8%		8.8	EJ
34011030501	2.1		17.9	EJ	3.1		3.8%		6.0	
34011030502	25.7	EJ	19.3	EJ	10.5	EJ	10.4%		4.6	
34011040300	5.8		11.4		17.4	EJ	13.9%	EJ	5.8	
34011040400	3.6		14.5	EJ	10.2	EJ	12.2%	EJ	10.6	EJ
34011040500	15.5	EJ	18.2	EJ	27.6	EJ	14.7%	EJ	6.9	

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP05	DP05	DP05	DP05	B09008	B09008		Allocation Wks	Allocation Wks	B01003
GEO.id2	Calculated		Calculated		Calculated				Calculated	HD01_VD01
Id2	[(HC01_VC88) / (HC01_VC43)] Calculate the percentage for each tract Hispanic Population	EJ Test Hispanic	Percent of Total Population [(VC93 - VC94) / (VC87)] Calculate Not Hispanic or Latino and Not White Alone	EJ Test Not Hispanic or Latino and Not White Alone	(Calculated) (VD11 / VD01) Percent; No unmarried partner of householder present: In family households: In female householder, no husband present, family	EJ Test Female HH No partner No husband with family	Count of EJ Characteristics	Note that these figures from the CT worksheet are values and not formulas	Projects_Amt - EJ Analysis Pool is adjusted for Regional Projects and for Out-of-Region Projects	Population
34011010103	20.5%	EJ	60.6%	EJ	0.0%		3	34011010103	\$ -	3,855
34011010200	13.2%		18.7%		37.0%	EJ	3	34011010200	\$ -	5,178
34011010301	10.2%		13.6%		24.5%		0	34011010301	\$ 465,419	3,292
34011010302	4.8%		1.9%		18.4%		2	34011010302	\$ -	1,382
34011010401	13.2%		55.1%	EJ	26.3%	EJ	3	34011010401	\$ 2,519,341	6,472
34011010402	0.0%		0.0%		0.0%		0	34011010402	\$ -	0
34011010500	5.2%		9.1%		18.1%		0	34011010500	\$ 1,307,564	2,347
34011010600	4.6%		15.5%		19.2%		2	34011010600	\$ 2,493,098	5,153
34011010700	6.7%		18.2%		23.8%		2	34011010700	\$ -	7,660
34011010800	17.5%	EJ	15.5%		17.3%		2	34011010800	\$ -	3,127
34011020100	75.3%	EJ	18.2%		30.9%	EJ	6	34011020100	\$ 150,898	741
34011020200	59.0%	EJ	29.8%	EJ	18.6%		5	34011020200	\$ 307,701	3,186
34011020300	77.4%	EJ	17.5%		19.8%		4	34011020300	\$ -	7,283
34011020400	34.4%	EJ	18.6%		25.5%		5	34011020400	\$ 4,719,973	3,031
34011020502	20.8%	EJ	60.6%	EJ	0.0%		2	34011020502	\$ -	2,332
34011020503	26.2%	EJ	63.4%	EJ	65.9%	EJ	7	34011020503	\$ 5,238,275	4,727
34011020600	31.4%	EJ	37.4%	EJ	38.7%	EJ	5	34011020600	\$ 373,965	3,971
34011030100	15.1%		43.5%	EJ	59.0%	EJ	6	34011030100	\$ 218,474	897
34011030200	25.9%	EJ	32.2%	EJ	24.6%		5	34011030200	\$ 692,163	5,791
34011030300	15.4%		35.1%	EJ	42.1%	EJ	4	34011030300	\$ 986,835	3,789
34011030400	9.3%		18.3%		37.1%	EJ	3	34011030400	\$ 6,341,753	7,621
34011030501	10.8%		10.0%		20.5%		1	34011030501	\$ 2,779,193	6,153
34011030502	28.6%	EJ	22.5%	EJ	37.8%	EJ	6	34011030502	\$ 2,462,082	4,347
34011040300	41.7%	EJ	18.8%		22.3%		3	34011040300	\$ -	3,815
34011040400	37.7%	EJ	18.7%		24.3%		5	34011040400	\$ -	5,773
34011040500	56.5%	EJ	21.4%	EJ	31.6%	EJ	7	34011040500	\$ 1,064,500	6,497

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP03	DP03	DP02	DP02	DP02	DP02	DP04	DP04	DP05	DP05
GEO.id2	HC03_VC161	HC03_VC161	HC03_VC106	HC03_VC106	HC03_VC173	HC03_VC173			Calculated	
Id2	Percent; PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL - All families	EJ Test Poverty	Percent; DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION - Total Civilian Noninstitutionalized Population - With a disability	EJ Test Disability	Percent; LANGUAGE SPOKEN AT HOME - Population 5 years and over - Language other than English - Speak English less than "very well"	EJ Test Language	No Vehicles Available	EJ Test No Vehicles	(Calculated) [(VC19 + VC20) / (VC03)] Age 75 and over %	EJ Test Age 75 & Over
34011040600	32.4	EJ	20.5	EJ	13.6	EJ	15.4%	EJ	10.1	EJ
34011040700	6.1		18.3	EJ	9.7	EJ	12.4%	EJ	9.1	EJ
34011040800	4.5		13.1		5		1.1%		5.8	
34011040901	10.3		18.8	EJ	6.5		1.6%		5.0	
34011040902	8.0		18.2	EJ	7.3		8.5%		5.7	
34011041000	9.9		18.5	EJ	5.8		8.7%		5.2	
34011041100	29.5	EJ	15.1	EJ	35.9	EJ	12.1%	EJ	1.5	
34011990000	0.0		0		0		0.0%		0.0	
34033020100	5.5		12.1		3		2.9%		6.8	
34033020200	7.5		18.1	EJ	16.7	EJ	7.4%		8.6	EJ
34033020300	27.4	EJ	18.8	EJ	8.1		29.7%	EJ	4.6	
34033020400	27.4	EJ	11.1		13.6	EJ	19.4%	EJ	8.0	EJ
34033020500	4.7		12.1		0		10.5%		9.6	EJ
34033020600	2.6		16.9	EJ	5.5		3.6%		11.6	EJ
34033020700	3.2		10.9		0.6		8.4%		12.1	EJ
34033020800	3.6		9		1.4		7.0%		8.5	EJ
34033020900	2.9		11.6		2.4		4.6%		8.2	EJ
34033021000	8.1		13.4		0.4		5.7%		8.6	EJ
34033021101	5.6		10.8		2		2.0%		3.7	
34033021102	3.4		14.6	EJ	2.2		4.6%		7.8	EJ
34033021201	4.1		6.5		0.8		1.5%		4.1	
34033021202	6.5		14.1	EJ	0.4		4.7%		8.5	EJ
34033021300	5.0		12		5.2		2.7%		11.4	EJ
34033021400	4.1		14.2	EJ	4.3		10.0%		6.4	
34033021500	12.0	EJ	14	EJ	1.5		6.3%		6.4	
34033021600	10.5		15	EJ	0.3		5.0%		3.3	

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP05	DP05	DP05	DP05	B09008	B09008		Allocation Wks	Allocation Wks	B01003
GEO.id2	Calculated		Calculated		Calculated				Calculated	HD01_VD01
Id2	[(HC01_VC88) / (HC01_VC43)] Calculate the percentage for each tract Hispanic Population	EJ Test Hispanic	Percent of Total Population [(VC93 - VC94) / (VC87)] Calculate Not Hispanic or Latino and Not White Alone	EJ Test Not Hispanic or Latino and Not White Alone	(Calculated) (VD11 / VD01) Percent; No unmarried partner of householder present: In family households: In female householder, no husband present, family	EJ Test Female HH No partner No husband with family	Count of EJ Characteristics	Note that these figures from the CT worksheet are values and not formulas	Projects_Amt - EJ Analysis Pool is adjusted for Regional Projects and for Out-of-Region Projects	Population
34011040600	40.5%	EJ	17.7%		66.9%	EJ	7	34011040600 \$ -	7,028	
34011040700	24.4%	EJ	14.1%		11.4%		5	34011040700 \$ -	8,269	
34011040800	11.7%		14.6%		9.0%		0	34011040800 \$ -	5,230	
34011040901	30.8%	EJ	22.6%	EJ	30.1%	EJ	4	34011040901 \$ 738,000	2,590	
34011040902	23.5%	EJ	16.8%		25.8%		2	34011040902 \$ 363,000	6,250	
34011041000	12.2%		8.3%		13.9%		1	34011041000 \$ 2,919,096	7,784	
34011041100	77.8%	EJ	17.0%		25.8%		5	34011041100 \$ 2,762,500	7,621	
34011990000	0.0%		0.0%		0.0%		0	34011990000 \$ -	0	
34033020100	3.6%		9.8%		10.3%		0	34033020100 \$ 3,006,563	1,940	
34033020200	32.5%	EJ	40.0%	EJ	39.1%	EJ	6	34033020200 \$ 326,294	2,092	
34033020300	19.4%	EJ	47.5%	EJ	42.8%	EJ	6	34033020300 \$ 580,026	3,008	
34033020400	19.2%	EJ	24.5%	EJ	39.4%	EJ	7	34033020400 \$ 894,977	2,858	
34033020500	3.2%		21.3%	EJ	3.6%		2	34033020500 \$ 3,014,491	2,611	
34033020600	12.6%		12.9%		14.9%		2	34033020600 \$ 17,176,926	2,551	
34033020700	3.0%		5.2%		10.0%		1	34033020700 \$ 12,176,955	4,031	
34033020800	4.5%		22.3%	EJ	29.3%	EJ	3	34033020800 \$ 4,922,902	3,507	
34033020900	12.1%		5.0%		27.1%	EJ	2	34033020900 \$ 8,633,573	3,500	
34033021000	3.1%		8.5%		22.3%		1	34033021000 \$ 58,824	1,322	
34033021101	4.0%		4.9%		12.8%		0	34033021101 \$ -	4,698	
34033021102	4.7%		17.3%		14.0%		2	34033021102 \$ -	4,647	
34033021201	1.5%		3.6%		2.1%		0	34033021201 \$ 2,420,000	3,388	
34033021202	3.0%		14.9%		19.6%		2	34033021202 \$ -	2,655	
34033021300	9.7%		21.7%	EJ	0.6%		2	34033021300 \$ 1,592,746	1,831	
34033021400	3.5%		8.4%		8.4%		1	34033021400 \$ 1,345,329	3,374	
34033021500	3.1%		3.7%		23.8%		2	34033021500 \$ 141,394	1,937	
34033021600	3.9%		3.1%		27.7%	EJ	2	34033021600 \$ 1,833,333	5,853	

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP03	DP03	DP02	DP02	DP02	DP02	DP04	DP04	DP05	DP05
GEO.id2	HC03_VC161	HC03_VC161	HC03_VC106	HC03_VC106	HC03_VC173	HC03_VC173			Calculated	
Id2	Percent; PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL - All families	EJ Test Poverty	Percent; DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION - Total Civilian Noninstitutionalized Population - With a disability	EJ Test Disability	Percent; LANGUAGE SPOKEN AT HOME - Population 5 years and over - Language other than English - Speak English less than "very well"	EJ Test Language	No Vehicles Available	EJ Test No Vehicles	(Calculated) [(VC19 + VC20) / (VC03)] Age 75 and over %	EJ Test Age 75 & Over
34033021700	15.8	EJ	18.4	EJ	2.9		11.5%		8.7	EJ
34033021900	26.2	EJ	16.9	EJ	1.4		20.5%	EJ	6.3	
34033022000	60.1	EJ	26.4	EJ	2.2		38.2%	EJ	2.9	
34033022100	28.9	EJ	23.6	EJ	4.1		18.2%	EJ	12.2	EJ
34033022201	7.3		14.5	EJ	0.4		3.8%		8.9	EJ
34033022202	2.8		12.1		2.2		1.1%		11.6	EJ
34033990000	0.0		0		0		0.0%		0.0	
Threshold	11.1%		13.6%		9.5%		11.6%		7.1%	
EJ CT / Tot CT	33.7%		49.1%		30.7%		33.7%		48.5%	

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Appendix II Census Tracts EJ Threshold Tests

(Note: The column headings on these pages are directly from the US Census table downloads)

	DP05	DP05	DP05	DP05	B09008	B09008		Allocation Wks	Allocation Wks	B01003
GEO.id2	Calculated		Calculated		Calculated				Calculated	HD01_VD01
Id2	[(HC01_VC88) / (HC01_VC43)] Calculate the percentage for each tract Hispanic Population	EJ Test Hispanic	Percent of Total Population [(VC93 - VC94) / (VC87)] Calculate Not Hispanic or Latino and Not White Alone	EJ Test Not Hispanic or Latino and Not White Alone	(Calculated) (VD11 / VD01) Percent; No unmarried partner of householder present: In family households: In female householder, no husband present, family	EJ Test Female HH No partner No husband with family	Count of EJ Characteristics	Note that these figures from the CT worksheet are values and not formulas	Projects_Amt - EJ Analysis Pool is adjusted for Regional Projects and for Out-of-Region Projects	Population
34033021700	6.2%		3.2%		28.2%	EJ	4	34033021700	\$ 1,833,333	2,146
34033021900	2.8%		42.0%	EJ	38.2%	EJ	5	34033021900	\$ 1,833,333	1,885
34033022000	14.2%		72.3%	EJ	66.2%	EJ	5	34033022000	\$ -	1,974
34033022100	5.8%		45.1%	EJ	51.2%	EJ	6	34033022100	\$ -	1,252
34033022201	0.5%		9.0%		19.4%		2	34033022201	\$ -	1,719
34033022202	1.1%		5.7%		2.6%		1	34033022202	\$ -	1,046
34033990000	0.0%		0.0%		0.0%		0	34033990000	\$ -	0
									\$ 225,202,000	594,811
Threshold	17.2%		20.4%		26.0%					
EJ CT / Tot CT	29.0%		33.1%		38.7%					
					This is the EJ Project Pool				\$ 225,202,000	
					Reconcile back to TIP:					
					Add back in Regional Projects				\$ 60,500,000	
					Add back in the out of region projects					
								\$ 285,702,000		

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Appendix III TIP Projects Table

County	DBNUM	Sponsor	Roads Project Description	Phase	Fund	Fiscal Year(s)	Amount \$Millions		Amount
Atlantic	11332	NJDOT	Route 50, Gibson Creek Road to Danenhauer Lane, Pavement	CON	STP	2014	4.991		\$ 4,991,000
Atlantic	11337	NJDOT	Route 30, Elmwood Road/Weymouth Road (CR 623) to Haddon Avenue	DES/CON	NHPP	2015/2018	1.700/17.269		\$ 18,969,000
Atlantic	11422	NJDOT	Route 9, Meadowview Avenue to Garden State Parkway, Pavement	CON	NHPP	2014	4.5		\$ 4,500,000
Atlantic	13330	NJDOT	Route 40, Corso Lane to Babcock Road	CON	State	2015	5.155		\$ 5,155,000
Atlantic	10103A	NJDOT	Route 9, Northfield Sidewalk Replacement	CON	CMAQ	2015	1.595		\$ 1,595,000
Atlantic	S0913	Atlantic County	Brigantine Blvd., Section IA, Repaving (CR 638)	DES/CON	TTF	2014/2015	0.066/1.320	DE14/	\$ 1,386,000
Atlantic	S0914	Atlantic County	Brigantine Blvd., Section IB, Repaving (CR 638)	DES/CON	TTF	2015/2016	0.050/1.500		\$ 1,550,000
Atlantic	S0916	Atlantic County	Landis Avenue (CR 540). Tuckahoe Road to Cumberland County Line, Repaving	CON	TTF	2014	1.8		\$ 1,800,000
Atlantic	S1109	Atlantic City	Maryland Avenue, Route 87 to Pacific Avnue, Resurfacing	CON	TTF	2014	1.077	CO14	\$ 1,077,000
Atlantic	S1401	Atlantic County	Wellington/West End Av (629), Dorset to Albany Av	DES/CON	TTF	2014/2015	0.074/0.800	DE14/	\$ 874,000
Atlantic	S1408	Atlantic City	Atlantic Avenue, Connecticut Avenue to Maine Avenue	DES/CON	TTF	2016/2017	0.050/1.110		\$ 1,160,000
Atlantic	S1409	Atlantic County	Mill Road (CR 662), CR 559A (Ocean Heights Ave) to CR 684 (Spruce Ave)	CON	TTF	2017	1.7		\$ 1,700,000
Atlantic	S1410	Atlantic County	Eleventh Avenue (CR 669), Municipal Border to Route 50 (Broad Street)	CON	TTF	2018	1.7		\$ 1,700,000
Atlantic	S1412	Atlantic County	Blue Anchor Road (Route 73), Route 322 to Route 54 (Twelfth Street)	CON	TTF	2019	1.5		\$ 1,500,000
Atlantic	S1413	Atlantic County	Mays Landing Road (Route 73), Route 54 (Twelfth Street) to Sherry Lane	DES/CON	TTF	2015/2016	0.050/1.000		\$ 1,050,000
Cape May	244	NJDOT	Route 52 Causeway Replacement, Contract A	CON	Bridge/NHPP	2014/15/16/17	14.9/14.9/14.9/8.9		\$ 53,600,000
Cape May	11425	NJDOT	Route 9, Route 109 to Parkway Drive, Pavement	CON	STP	2014	4.5		\$ 4,500,000
Cape May	S0902	Cape May County	Corsons Tavern Road, Resurfacing (CR628)	CON	STP-SJ	2017	1.723		\$ 1,723,000
Cape May	S1004	Cape May County	Corsons Tavern Rd, Woodbine-Ocean View Rd to New Bridge Rd Resurface CR 628	CON	STP-SJ	2018	1.682		\$ 1,682,000
Cape May	S1110	Cape May County	New Jersey Avenue (CR 621), Young Avenue to 26th Avenue	CON	STP-SJ	2014	2.02	CO14	\$ 2,020,000
Cape May	S1411	Cape May County	Commonwealth Ave (CR 619), Polk Ave (paper street) to Corsons Inlet Bridge	CON	STP-SJ	2015	1.3		\$ 1,300,000
Cape May	S1414	Cape May County	Rio Grande Avenue (Route 47), Park Boulevard to George Redding Bridge	CON	STP-SJ	2016	1.712		\$ 1,712,000
Cumberland	11343	NJDOT	Route 55, NB Leaming Mill Rd to New York Avenue	CON	NHPP	2015	4		\$ 4,000,000
Cumberland	11423	NJDOT	Route 49, Sarah Run Drive to Garrison Lane. Pavement	CON	STP	2018	14.4		\$ 14,400,000
Cumberland	13333	NJDOT	Route 47, Weymouth Road (CR 690) to Howard Street (SJTPO Portion)	CON	State	2015	0.726		\$ 726,000
Cumberland	1343A	NJDOT	Route 55, SB Schooner Landing Road to Sherman Avenue	DES/CON	NHPP	2015/2016	0.800/4.160		\$ 4,960,000
Cumberland	S0803	Vineland City	Landis Avenue, Myrtle Street to Boulevards, Resurfacing	CON	STP-SJ	2014	1.084	CO14	\$ 1,084,000
Cumberland	S1122	Vineland City	Landis Avenue, Mill & Overlay, West Avenue to Coney Avenue, Phase III	DES/CON	STP-SJ	2015/2016	0.100/0.670		\$ 770,000
Cumberland	S1123	Vineland City	Landis Avenue, Mill & Overlay, Boulevards to West Avenue, Phase II	CON	STP-SJ	2015	0.989		\$ 989,000
Cumberland	S1124	Vineland City	Landis Avenue, Mill & Overlay, Moyer Street to Orchard Road, Phase IV	CON	STP-SJ	2017	0.609		\$ 609,000
Cumberland	S1303	Cumberland County	Cumberland County FY 2014 Federal Road Program	CON	TTF	2014	1.95	CO14	\$ 1,950,000
Cumberland	S1407	Vineland City	Route 56 (Landis Avenue), Phase V, Mill & Overlay	DES/CON	STP-SJ	2017/2018	0.050/0.700		\$ 750,000
Salem	4308	NJDOT	Route 40, Woodstown Intersection Improvements	PE/DES/CON	NHPP	2014/2015/2017	0.250/0.400/1.380		\$ 2,030,000
Salem	11414	NJDOT	Route 130, Plant Street to High Hill Road (CR 662) (SJTPO Portion)	DES/CON	NHPP	2015/2016	0.500/6.460		\$ 6,960,000
Salem	11421	NJDOT	Route 40, Bailey Street (CR 616) to Route 77	PE/DES/CON	NHPP	2015/2016/2017	.000/1.000/17.150		\$ 19,150,000
Salem	13331	NJDOT	Route 45, CR 653 to CR 616	CON	State	2015	2.505		\$ 2,505,000
Salem	S0610	Salem County	Commissioners Pike (CR 581), Woodstown-Daretown Road to Route 40, Phase IV	CON	TTF	2014	1	CO14	\$ 1,000,000
Salem	S1042	Salem County	Elmer-Shirley Road (CR 611), Route 77 to Mill Road, Resurfacing	CON	TTF	2014	1	CO14	\$ 1,000,000
Salem	S1113	Salem County	Woodstown Road (CR 603), Commissioners Pike to Brickyard Road, Resurfacing	DES/CON	TTF	2014/2015	0.100/1.220	DE14	\$ 1,320,000
Salem	S1114	Salem County	Woodstown-Daretown Rd (CR 615), Daretown Road to South Main St, Resurfacing	DES/CON	TTF	2015/2016	0.100/1.600		\$ 1,700,000
Salem	S1115	Salem County	Cohansey-Friesburg Rd (CR 635), Cumb Co Line to Watsons Mill Rd Resurfacing	DES/CON	TTF	2014/2015	0.100/1.000	DE14	\$ 1,100,000
Salem	S1406	Salem County	Hook Road (CR 551), East Pittsfield Street to Route 295 Northbound	DES/CON	TTF	2017/2018	0.050/1.500		\$ 1,550,000
									\$ 184,097,000

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Appendix III TIP Projects Table

County	DBNUM	Sponsor	Bridges & Intersections Project Description	Phase	Fund	Fiscal Year(s)	Amount \$Millions	Amount
Atlantic	1339	NJDOT	Route 54, Route 322 (Bridge) over Cape May Point Branch	CON	NHPP	2014	24.151	\$ 24,151,000
Atlantic	8371	NJDOT	Route 40, Atlantic County, Drainage	DES/ROW/CON	NHPP	:015/2016/2018	0.900/1.000/8.600	\$ 10,500,000
Atlantic	9331	NJDOT	Route 206, Bridge over Clarks Creek and Sleepers Brook	DES/CON	NHPP	2014/2015	0.750/6.338	\$ 7,088,000
Atlantic	9361	SJTA/CRDA	South Inlet Transportation Improvement Project	CON	State	2014-2023	1.504/yr	\$ 15,040,000
Cape May	2313	NJTA	Route 109, Garden State Parkway Intersection	CON	Other	2014	6.9	\$ 6,900,000
Cape May	2149F1	NJDOT	Route 47/347 and Route 49/50 Corridor Enhancement	ROW/CON	CMAQ	2014/2017	0.200/5.400	\$ 5,600,000
Cumberland	95017	NJDOT	Route 49, Buckshutem Rd, Intersection Improvements (CR 670)	DES/ROW/CON	HSIP	:015/2015/2016	0.850/2.200/5.800	\$ 8,850,000
Salem	2310	NJDOT	Route 48, Layton Lake Dam	CON	STP	2015	12.546	\$ 12,546,000
Salem	13340	NJDOT	Route 49, at Salem River Bridge	CON	State	2014	5.5	\$ 5,500,000
Salem	93216	NJDOT	Route 130, Hollywood Ave (CR 618)	DES/ROW/CON	NHPP	:015/2015/2017	0.750/0.500/4.180	\$ 5,430,000
								\$ 101,605,000
Total TIP Projects Amount								\$ 285,702,000
(1) Total Regional Projects Amount								\$ 60,500,000
(2) EJ Analysis Project Pool Amount								\$ 225,202,000

Notes:

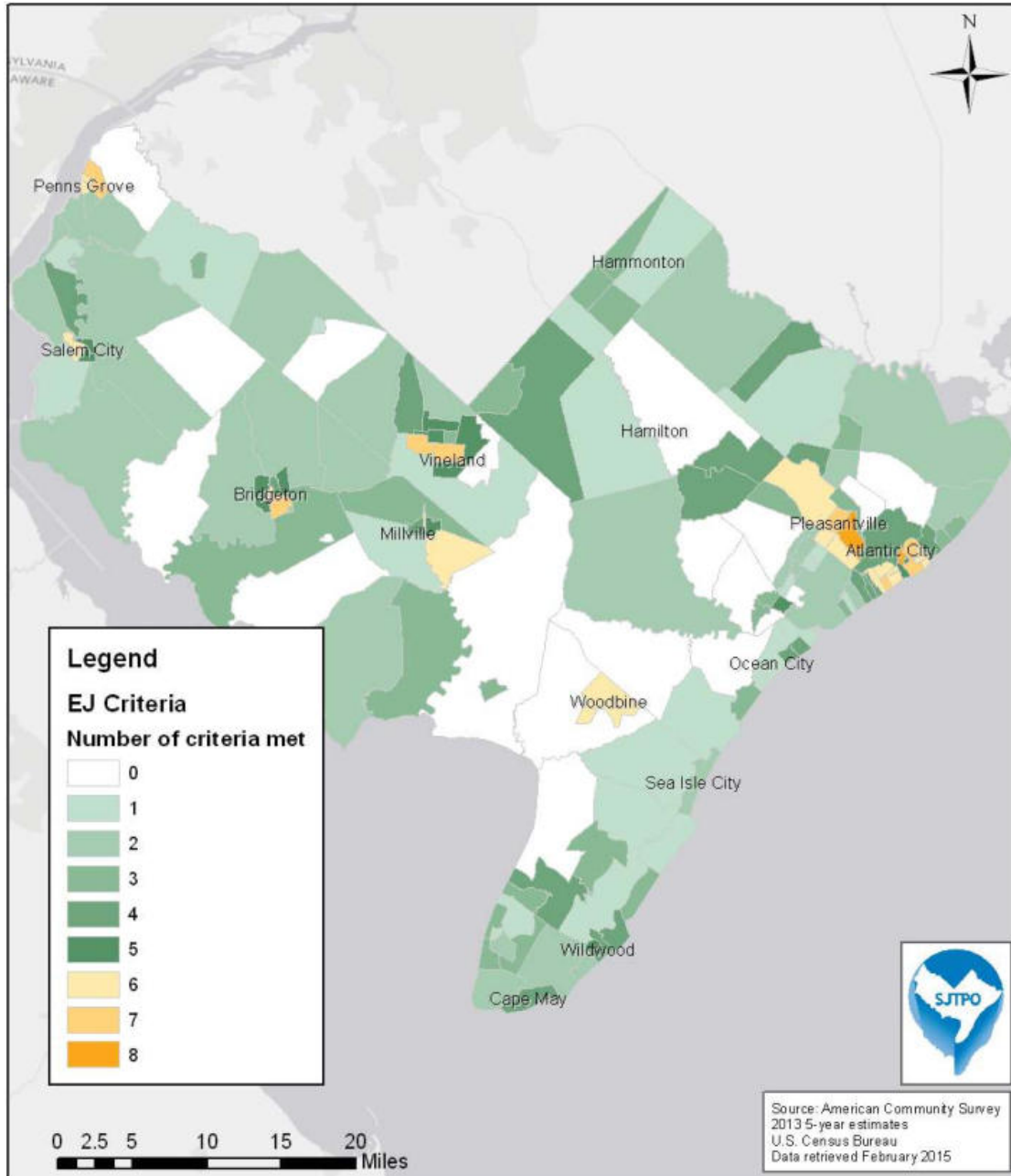
- 1-Regional Projects have been deemed to be of region-wide importance and benefit. They are therefore excluded from the EJ Analysis Project Pool.
- 2-The EJ Analysis Pool is the total projects that are allocated to the SJTPO census tracts for the purpose of EJ performance analysis.

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Appendix IV Maps – Additional

Environmental Justice Criteria:

Map 11: EJ Census Tracts by the Total Number of EJ Thresholds Met



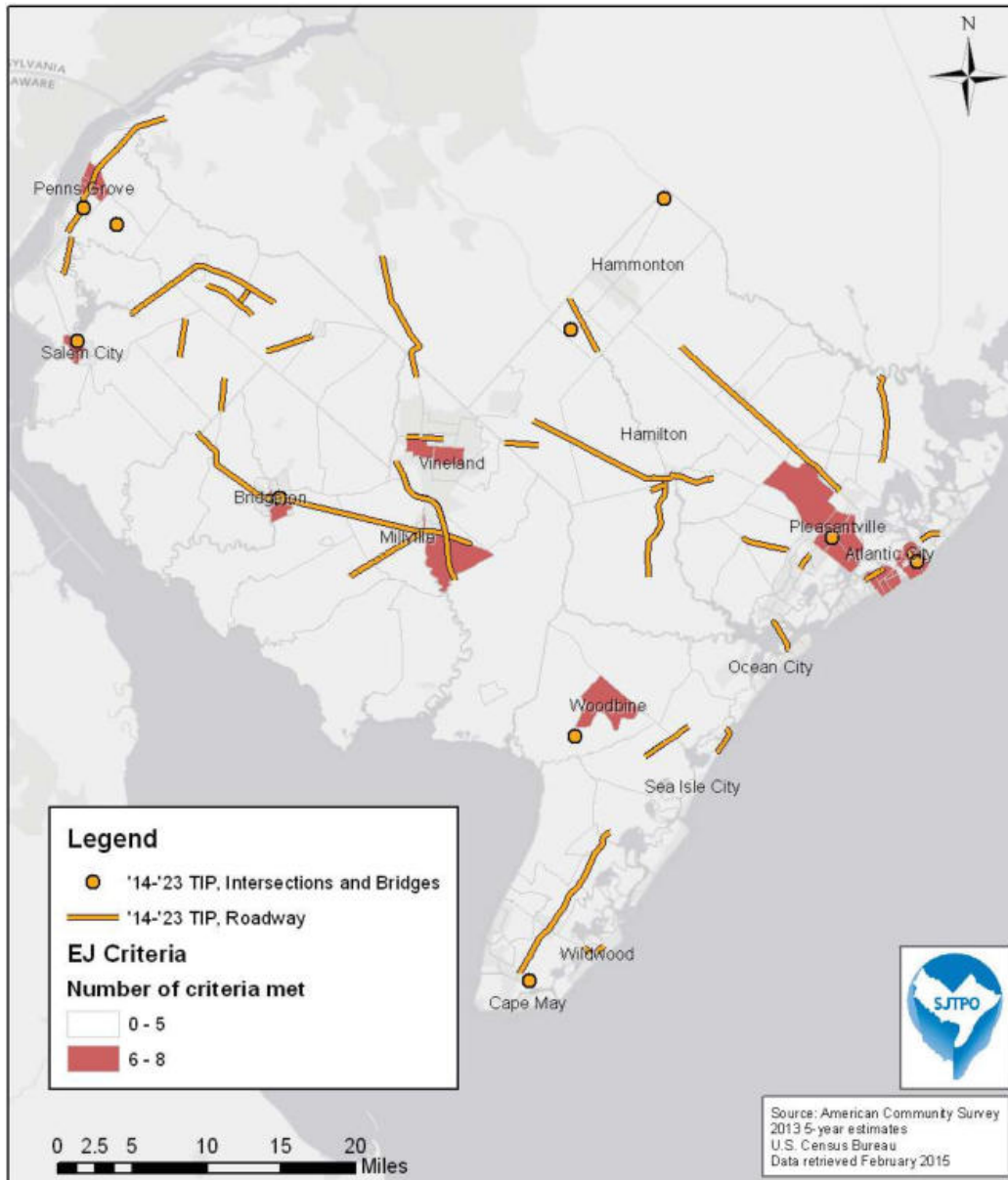
Some Census Tracts clear the threshold hurdles for multiple EJ Characteristics.

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Appendix IV Maps – Additional

Environmental Justice Criteria:

Map 12: EJ Census Tracts by Alternative EJ Definition: At Least 6 EJ Characteristics



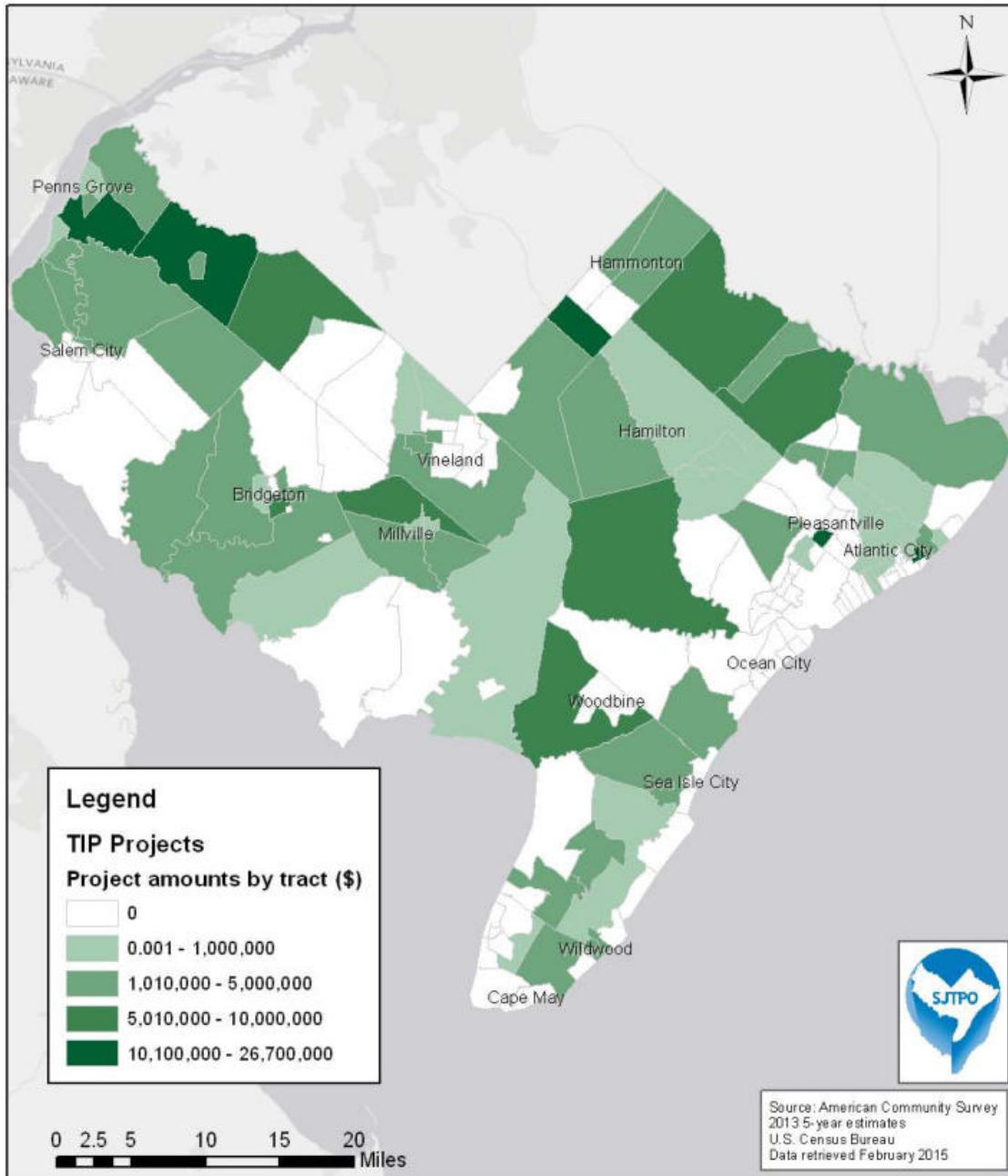
A more focused EJ definition was created that required a census tract to clear any six of the total eight EJ thresholds. This compares to just one EJ threshold in the Basic Analysis Method. This resulted in \$39,444,528 being allocated to the EJ (6+) area; this alternative EJ (6+) area had a population of 96,520. This produces an EJ funding per capita of \$409. This amount compares favorably to Benchmark 1 (\$379).

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Appendix IV Maps – Additional

Environmental Justice Criteria:

Map 13: EJ Census Tracts by TIP Funding Allocated

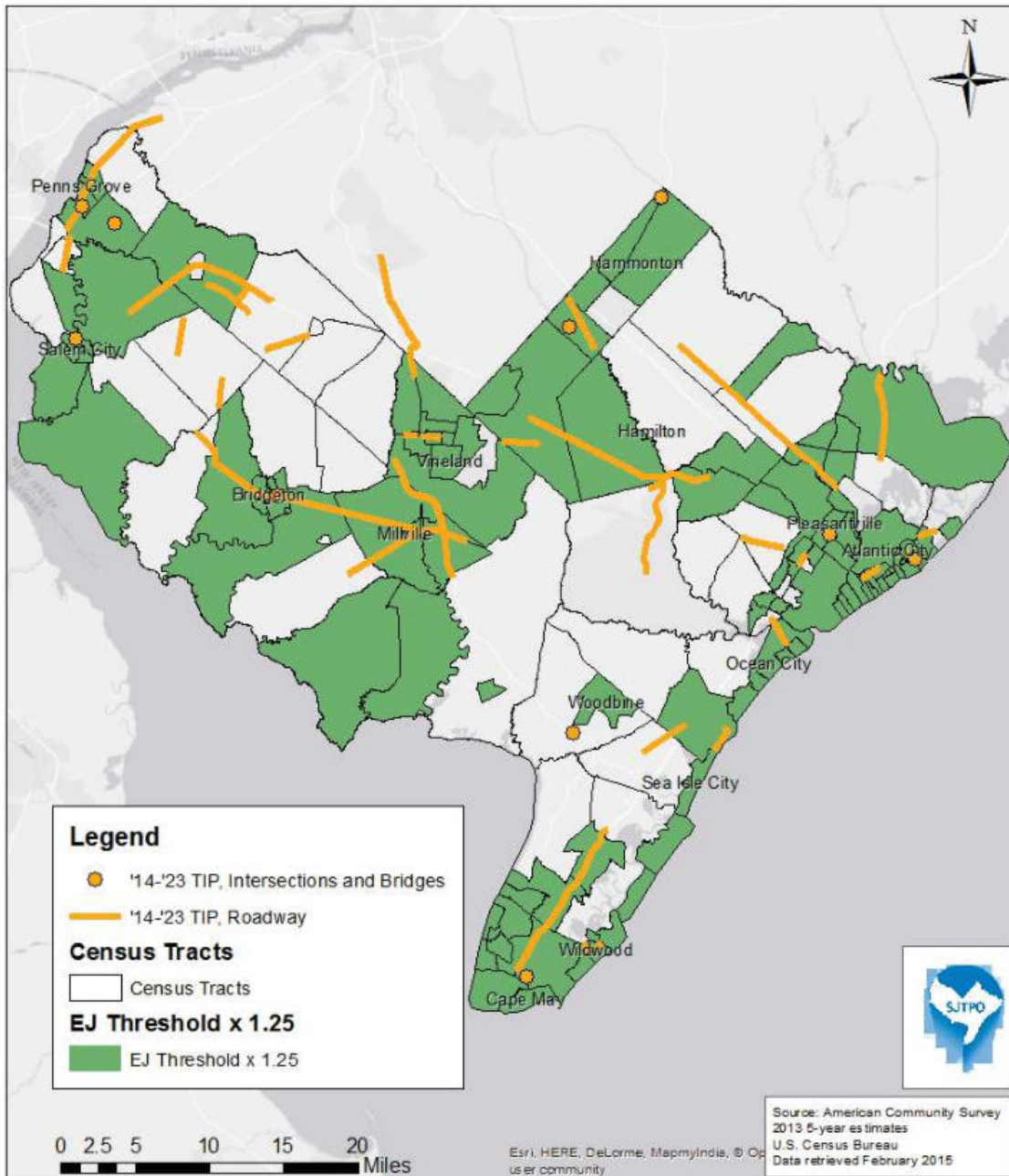


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Appendix IV Maps – Additional

Environmental Justice Criteria:

Map 14: EJ Census Tracts that qualify as EJ, in any characteristic, at 1.25 x threshold



Another alternative method also produced a more focused EJ area and population. In this method, the census tracts needed to meet just one of the eight EJ thresholds; however the eight thresholds were multiplied by a factor of 1.25. This method produced an EJ expenditure of \$385 per capita. This also compared favorably to Benchmark 1 (\$379).