

# Environmental Justice Report

## Executive Summary

Approved November 27, 2023



South Jersey  
Transportation  
Planning Organization

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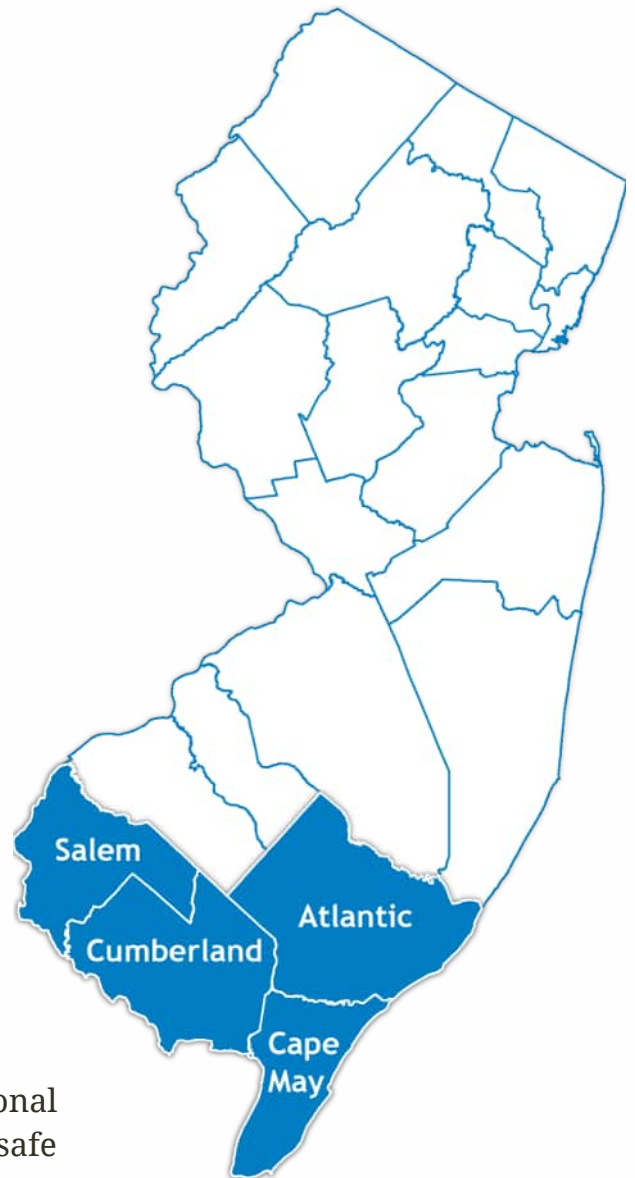
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# South Jersey Transportation Planning Organization

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SJTPO is the federally recognized Metropolitan Planning Organization (MPO) for the southern New Jersey region, serving Atlantic, Cape May, Cumberland, and Salem Counties. Under federal law, the formation of an MPO is required for any urbanized area (UZA) with a population greater than 50,000, permitting the MPO to carry out transportation planning and decision-making for the UZA(s). Formed in 1993, SJTPO replaced three smaller existing MPOs and incorporated areas not previously served. The formation provided a stronger regional approach to solving transportation problems and brought new opportunities to southern New Jersey. SJTPO is vital to the region, as the MPO serves as a technical resource, provides access to funding, and works to provide a regional approach to address transportation planning and engineering issues.



## **Four counties, one mission:**

to create a transportation system, based on regional collaboration that moves people and goods in a safe and efficient manner, inclusive of all modes and users.

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## Legislative Basis of Equity and Environmental Justice

The inequity measures, established by governance and court precedent, have evolved over decades. In the United States, it has been established that certain inequities are particularly egregious – certain groups in our communities have faced more sustained, aggressive, and systemic inequity throughout the nation's history. These inequities demand that certain groups be provided more deliberate protections under the law.

Among other things, when protected individuals feel that discrimination may have occurred, a greater burden of proof is placed on entities to demonstrate that discrimination did not happen out of acknowledgment of the systemic discrimination across American society. These pieces of legislation address race, color, national origin, disability, income, and physical ability. Further, anti-discrimination laws apply entirely to any organization that receives federal funding directly or indirectly, not only to the specific activities that directly receive federal funds.

- Title VI of the Civil Rights Act of 1964
- Civil Rights Restoration Act of 1987
- Americans with Disabilities Act of 1990
- Executive Order 13166 (Limited English Proficiency, LEP)
- Executive Order 12898 (Environmental Justice, EJ)

According to the United States Department of Transportation (USDOT), there are three core principles of EJ:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority 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 of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

SJTPO, as the designated Metropolitan Planning Organization (MPO) for Atlantic, Cape May, Cumberland, and Salem Counties, is required to develop a Regional Transportation Plan (RTP) and a Transportation Improvement Program (TIP). Both planning products, in coordination with the EJ Report, need to address EJ concerns and do so through the following actions:

- Identify low-income and minority populations so their needs can be identified and addressed and the benefits and burdens of transportation investments can be fairly distributed throughout the planning area.
- Enhance existing analysis processes to ensure the RTP and TIP comply with Title VI requirements.
- Evaluate the existing public involvement processes and make improvements, as needed, to include minority and low-income populations in the decision-making process.

## Demographic Profile of the SJTPO Region

EJ ensures that groups historically underserved or have a long history of facing systemic bias do not face those biases going forward, including correcting previous biases when possible. It is impossible to accomplish this without understanding the demographics of the communities served to know which protected groups exist and where they are located.

The SJTPO four-county region contains 589,026 residents, representing approximately 6.4 percent of New Jersey's population. EJ analyses focus on residents in Low-Income populations and Minority populations. SJTPO has a slightly higher poverty level than the nation and has a significantly higher percentage than the State of New Jersey. The Minority population (People of Color: Race other than White or Hispanic) is comparable for SJTPO and the nation. However, the SJTPO and the nation's percentages are lower than those of the State of New Jersey.

- SJTPO's Low-Income population represents 30.6 percent (173,974) of the region's population compared to 22.1 percent for the state and 29.2 percent for the nation.
- SJTPO's Minority population represents 40.7 percent of the region compared to 46.2 percent for the state and 40.6 percent for the nation.

Due to the region's low density and largely rural nature, those in poverty in the SJTPO region have less access to public transportation. Similarly, essential services are more spatially dispersed compared to the State of New Jersey.

### Environmental Justice Demographics

EJ groups include low-income and minority populations, as detailed in [Table 1](#). The Non-Hispanic Minority population percentage for the region (20.9 percent) is less compared to the State of New Jersey (25.4 percent) but is more comparable to the national level (22.1 percent). The region's Hispanic or Latino population percentage is less (19.8 percent) than the state (20.8 percent) but greater than the nation (18.4 percent). It should be noted that the SJTPO region has a significant migrant worker population that may not be reflected in official census figures. The percentage of two individual races deviates significantly from the state or national percentages. The region has a lower percentage of Asian residents (4.3 percent) compared to the state (9.8 percent) and the nation (5.7 percent). The SJTPO region has a higher percentage of Black or African American residents (13.8 percent) than the state (13.3 percent) or the nation (12.6 percent).

Table 1 – SJTPO Demographics Summary: Individual EJ Characteristics

|                                                                             | United States          | New Jersey           | SJTPO Region       |
|-----------------------------------------------------------------------------|------------------------|----------------------|--------------------|
| <b>Total Population</b>                                                     | 329,725,481<br>100.00% | 9,234,024<br>100.00% | 589,026<br>100.00% |
| <b>Hispanic &amp; Non-Hispanic Pop.</b>                                     | 329,725,481<br>100.00% | 9,234,024<br>100.00% | 589,026<br>100.00% |
| Total Hispanic or Latino                                                    | 60,806,969<br>18.44%   | 1,924,503<br>20.84%  | 116,782<br>19.83%  |
| Total Non-Hispanic or Latino                                                | 268,918,512<br>81.56%  | 7,309,521<br>79.16%  | 472,244<br>80.17%  |
| <b>Hispanic &amp; Race Populations</b>                                      | 329,725,481<br>100.00% | 9,234,024<br>100.00% | 589,026<br>100.00% |
| White - Non-Hispanic                                                        | 196,010,370<br>59.45%  | 4,966,842<br>53.79%  | 349,333<br>59.31%  |
| People of Color                                                             | 133,715,111<br>40.55%  | 4,267,182<br>46.21%  | 239,693<br>40.69%  |
| <i>Race Minority - Hispanic</i>                                             | 32,028,230<br>9.71%    | 1,103,472<br>11.95%  | 67,265<br>11.42%   |
| <i>Race Minority Non-Hispanic</i>                                           | 72,908,142<br>22.11%   | 2,342,679<br>25.37%  | 122,911<br>20.87%  |
| <i>White-Hispanic</i>                                                       | 28,778,739<br>8.73%    | 821,031<br>8.89%     | 49,517<br>8.40%    |
| <b>Race Populations</b>                                                     | 329,725,481<br>100.00% | 9,234,024<br>100.00% | 589,026<br>100.00% |
| White                                                                       | 224,789,109<br>68.17%  | 5,787,873<br>62.68%  | 398,850<br>67.71%  |
| Race Minorities                                                             | 104,936,372<br>31.83%  | 3,446,151<br>37.32%  | 190,176<br>32.29%  |
| <i>American Indian and Alaska Native</i>                                    | 2,722,661<br>0.83%     | 24,719<br>0.27%      | 2,754<br>0.47%     |
| <i>Asian</i>                                                                | 18,782,924<br>5.70%    | 900,516<br>9.75%     | 25,068<br>4.26%    |
| <i>Black-African American</i>                                               | 41,393,012<br>12.55%   | 1,225,321<br>13.27%  | 81,498<br>13.84%   |
| <i>Native Hawaiian and Pacific Islander</i>                                 | 615,557<br>0.19%       | 3,303<br>0.04%       | 206<br>0.03%       |
| <i>Some Other Race</i>                                                      | 18,382,796<br>5.57%    | 675,022<br>7.31%     | 40,537<br>6.88%    |
| <i>Two or More Races</i>                                                    | 23,039,422<br>6.99%    | 617,270<br>6.68%     | 40,113<br>6.81%    |
| <b>Residents Poverty Status</b><br><i>for which poverty status is known</i> | 321,897,703<br>100.00% | 9,058,493<br>100.00% | 568,065<br>100.00% |
| At or Above Poverty Level                                                   | 227,856,548<br>70.80%  | 7,055,727<br>77.90%  | 394,091<br>69.40%  |
| Below Poverty Level                                                         | 94,041,155<br>29.20%   | 2,002,766<br>22.10%  | 173,974<br>30.60%  |

## Transportation Justice Demographics

SJTPO also elects to conduct analyses of Transportation Justice (TJ) populations. These focus on the populations that tend to be disadvantaged in terms of transportation access. TJ analyses include total Households Below the Poverty Level, which is also included in EJ analyses. In addition, three other populations are part of the TJ analysis: Households with No Vehicles, Households with Disability, and Population Age 75 and Over. These demographics are detailed in [Table 2](#) below.

The number of households with no vehicle in the region is 10.8 percent, less than the state rate (11.3 percent) but higher than the nation's rate (8.3 percent). It should be noted that the comparable figures for region and state do not tell the entire story. Much of the state's population is clustered in highly dense urban areas in the northern part of the state. Public transit serves these areas well, making auto ownership less necessary. The SJTPO region is notably less dense and has less transit coverage, and thus, more reliant on vehicles for their transportation needs.

The region has a higher percentage of Households with Disability (29.8 percent) compared to the state (22.4 percent) and the nation (25.6 percent). The region also skews older than the state and the nation. The Population Age 75 and Over percentage for the region is 7.8 percent compared to 6.8 percent for the state and 6.5 percent for the nation. Therefore, the region's population contains a relatively high proportion of residents facing transportation access challenges. One avenue by which SJTPO and partners work to address these issues is through the collaborative development of the Access for All Transportation Plan ([www.sjtpo.org/AccessForAll](http://www.sjtpo.org/AccessForAll)), serving as the coordinated human services transportation plan.

**Table 2 – SJTPO Demographics Summary: Individual TJ Characteristics**

|                                | United States         | New Jersey          | SJTPO Region      |
|--------------------------------|-----------------------|---------------------|-------------------|
| <b>Total Population</b>        | 329,725,481<br>100.0% | 9,234,024<br>100.0% | 589,026<br>100.0% |
| Population Age 75 and Over     | 21,298,002<br>6.5%    | 627,598<br>6.8%     | 45,654<br>7.8%    |
| <b>Total Households</b>        | 124,010,992<br>100.0% | 3,397,156<br>100.0% | 223,874<br>100.0% |
| Households Below Poverty Level | 15,381,768<br>12.4%   | 335,537<br>9.9%     | 29,561<br>13.2%   |
| Households with No Vehicles    | 10,349,174<br>8.3%    | 384,372<br>11.3%    | 24,101<br>10.8%   |
| Households with Disability     | 31,727,742<br>25.6%   | 760,273<br>22.4%    | 66,705<br>29.8%   |

## Data Sources

The decennial United States Census and the American Community Survey (ACS) are the two primary sources of demographic data. The US Census Bureau is responsible for both surveys. The census is conducted every ten years to give Congress an official count of the US population. The data becomes increasingly dated over time.

The ACS was created so that such data would be available, not just once every ten years, but once every year of the decade. The ACS provides information about the social and economic needs of each community. It shows how people live – education, housing, jobs, and more.

The ACS is also reported for a three-year and five-year period. The three and five-year surveys are running averages and are intended to provide information on the Census Block Group level areas. A Census Block Group (or Block Group or CBG) is a geographic unit created by the US Census Bureau that subdivides counties to count where people live statistically.

## Identifying EJ and TJ Areas

To meet the requirements of Title VI and EJ, low-income and minority populations will be identified within the SJTPO area. Other analyses include Transportation Justice (TJ). The EJ areas are determined utilizing the minority and low-income census data for census block groups (CBGs). The CBGs percentages are compared to a statewide threshold to identify the EJ CBGs. The approach for TJ area identification is different. The TJ areas are identified using transportation-related demographic data for each CBG. Thresholds of 0.5 and 1.5, standard deviations above the regional averages, are identified. SJTPO then applies a formula using these thresholds to each CBG to determine if it meets the TJ criteria. The EJ and TJ formulas and methodology are described below.

The methodology to determine the location and concentration of identified groups involves six steps. Specific details related to each step are detailed further in the [full report](#).

- **Step 1:** Define the Environmental & Transportation Justice populations.
- **Step 2:** Determine the regional average percentages for EJ populations: low-income and minority populations. Determine the percentages for TJ populations or households: low-income, no vehicles, disabled, and elderly.
- **Step 3:** Establish the thresholds to be used to identify the concentrations for each EJ and TJ characteristic. The EJ thresholds are those utilized by NJDOT. SJTPO defined TJ thresholds for its use. The TJ thresholds are based on the regional average, with 0.5 and 1.50 standard deviations above the regional average.
- **Step 4:** Map the Block Groups that meet the threshold for each EJ and TJ characteristic.
- **Step 5:** Establish a formula that creates a threshold-based, combined criteria for EJ and TJ. This formula will combine all the characteristics.
- **Step 6:** Map the Block Groups that meet the combined criteria for each EJ and TJ characteristic.

## Regional Thresholds for each EJ and TJ Characteristic

It is important to note that all EJ populations are protected and important in the planning process, regardless of where they live – even if outside an "EJ Area." Even one protected individual treated inequitably by a project or program is problematic and a violation of EJ requirements. However, identifying EJ and TJ Areas helps better understand the big picture. The EJ and TJ Areas highlight

where protected populations are particularly prevalent and where additional focus may be needed. SJTPO uses the NJDOT EJ thresholds for consistency.

TJ thresholds for the region are developed by first determining the regional average for each TJ characteristic. Then, for each characteristic, the following figures were determined:

- **One-half (0.50) standard deviation above the regional average, which represents the threshold for EJ and TJ Areas**
- **One and one-half (1.50) standard deviation above the regional average, which represents the threshold for Concentrated EJ and TJ Areas**

The Concentrated TJ Areas highlight where protected populations are particularly prevalent to highlight where additional focus may be needed.

Federal guidance defines what groups are included within the definition of EJ. However, the use of thresholds and the standards by which thresholds are established are not defined and can be developed based on a local understanding of the region. In reviewing best practices, standard deviations from the regional average frequently appeared. A standard deviation is a statistically valid way of measuring how close variables are to the average. This means a threshold for each variable (Households with a disability, Households with no Vehicle Available, etc.) can be defined using the same methodology.

[Table 3](#) and [Table 4](#) below summarize the thresholds developed for the SJTPO region for the EJ and TJ characteristics.

**Table 3 – SJTPO Threshold Summary: Individual EJ Characteristics**

|                   | Percentage Thresholds |  |
|-------------------|-----------------------|--|
|                   | Averages              |  |
| <b>Minorities</b> | 45%                   |  |
| <b>Low-Income</b> | 22%                   |  |

**Table 4 – SJTPO Threshold Summary: Individual TJ Characteristics**

|                                    | Percentage Thresholds |         |              | Number of Block Groups |         |              |
|------------------------------------|-----------------------|---------|--------------|------------------------|---------|--------------|
|                                    | Average               | TJ Area | Concentrated | Average                | TJ Area | Concentrated |
| <b>Households in Poverty</b>       | 13.2%                 | 20.0%   | 33.7%        | 162                    | 108     | 38           |
| <b>Households with No Vehicles</b> | 10.8%                 | 18.7%   | 34.4%        | 142                    | 87      | 41           |
| <b>Households with Disability</b>  | 29.8%                 | 36.5%   | 50.0%        | 195                    | 126     | 37           |
| <b>Population Age 75 and Over</b>  | 7.8%                  | 11.7%   | 19.5%        | 211                    | 122     | 39           |

### Identifying the EJ Areas

The Block Groups that meet the below criteria (EJ Formulae) are designated as EJ Areas. Two characteristics are considered to identify EJ areas: Low-Income Population and Minority Population. Minorities ("People of Color" per US Census) are Hispanic Populations (any race) and Non-Hispanic Minority Races.

The minority races are:

- American Indian or Alaskan Native
- Asian
- Black-African American
- Native Hawaiian - Other Pacific Islander
- Some Other Race
- Two or More Races

### Identifying the TJ Areas

The Block Groups that meet the below criteria (TJ Formulae) are designated as TJ Areas. The specific populations evaluated in TJ include Households in Poverty, Households with No Vehicle, Households with Disability, and the Elderly (75+).

It should be noted that while the single characteristic averages or thresholds are identified, they alone do not define the EJ and TJ Areas. Instead, a combined threshold is established for EJ, TJ, and Concentrated TJ Areas. Specific Block Groups that meet the defined criteria are designated as such. The particular thresholds for each area are noted below.

#### EJ Areas

A Block Group meets the criteria for an EJ Area if:

- The number of Minorities is greater or equal to 45%,  
AND
- The number of Low-Income residents is greater than or equal to 22%

#### TJ Areas

Block Group meets the criteria for a TJ Area if:

- The number of households below poverty level are greater than the regional average,  
AND
- The number of residents aged 75 or Over, OR households with no vehicle available, OR households with a disabled resident are greater than one-half standard deviation over the regional average. (TJ Moderate)

#### Concentrated TJ Areas

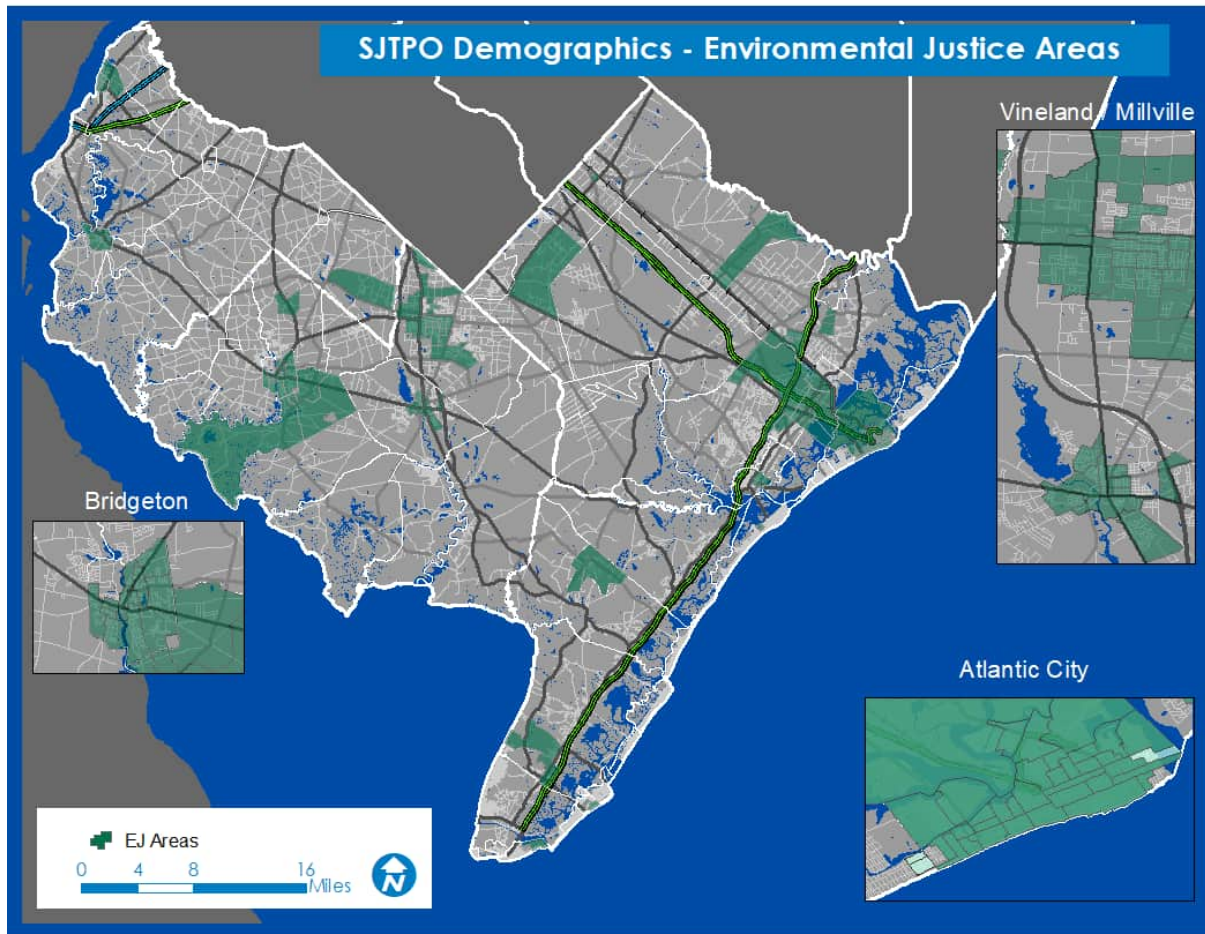
A Block Group meets the criteria for a Concentrated TJ Area if:

- The number of households below poverty level are greater than the regional average,  
AND
- The number of residents aged 75 or over, OR households with no vehicle available, OR households with a disabled resident are greater than one and one-half standard deviation over the regional average.

For this report, the TJ Concentration Areas were determined using the above formula. This resulted in spatial coverage that underrepresented the TJ Areas. With too few TJ Areas accounted for, this approach was not useful during the analysis. The TJ Moderate formula described above (0.5 standard deviation above the average) more accurately represented the TJ Areas. As such, the TJ Moderate Area was used for this report's analysis.

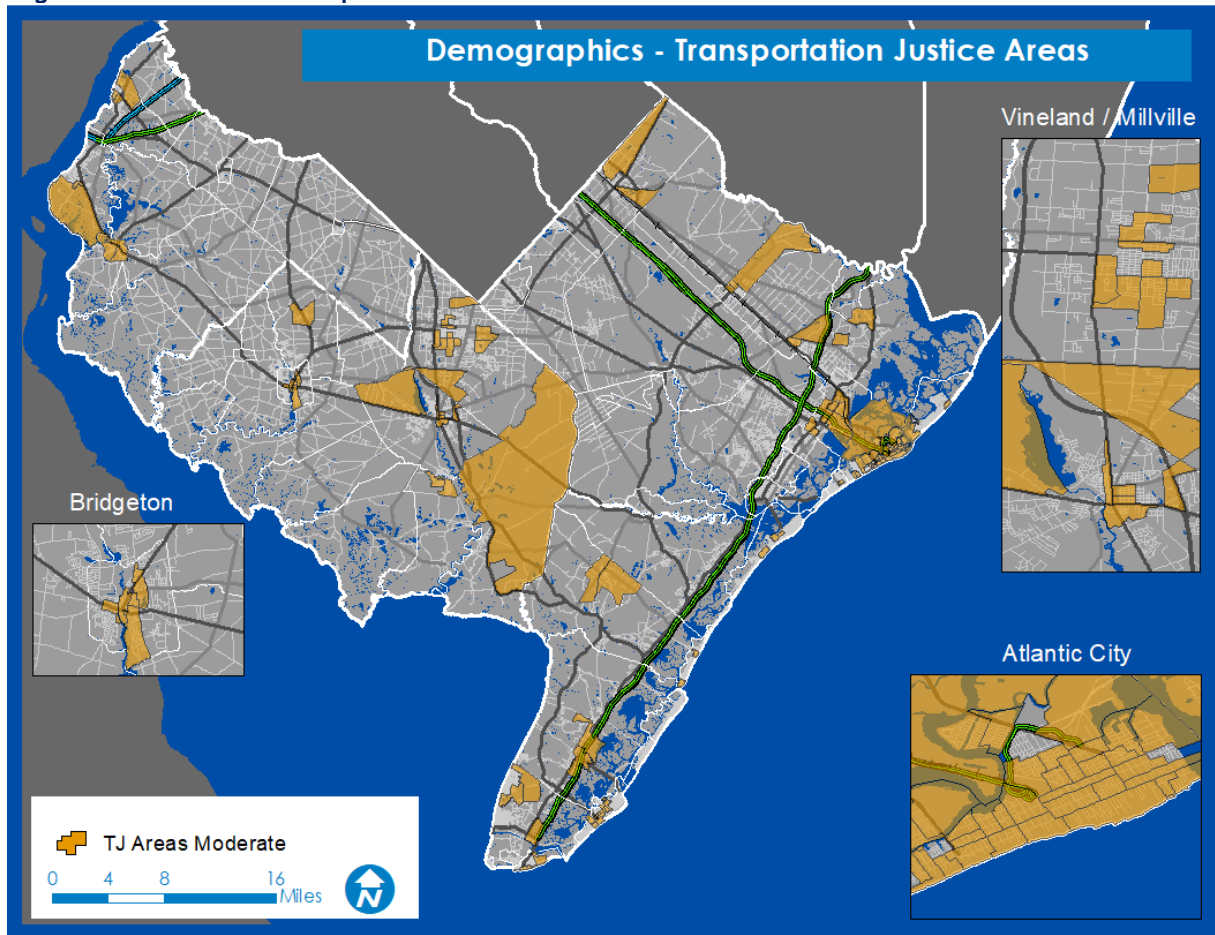
[Figure 1](#) displays the Central Block Groups that meet the threshold for the SJTPO Environmental Justice areas. These CBGs are mostly concentrated in several municipalities.

Figure 1 – SJTPO Environmental Justice Areas



[Figure 2](#) displays the Central Block Groups that meet the threshold for the SJTPO Transportation Justice areas. These CBGs are mostly concentrated in several municipalities; however, there are some differences between the EJ and TJ areas. Note the large area in eastern Cumberland County that meets the TJ threshold.

Figure 2 – SJTPO Transportation Justice Areas



## EJ Analysis of SJTPO's Process and Investments

Planning agencies must identify underserved populations in the community and consider their mobility needs within the planning process. SJTPO is committed to actively engaging traditionally underserved populations.

The first step of the EJ analysis is to calculate the amount of funding distributed to the region's Block Groups. Each mappable project has funds distributed to the Block Groups it passes through. This is based on the amount (length) of that project inside the Block Group. The total funds from all mappable projects are distributed to each Block Group and then calculated. This distribution of funds allows for the calculation of dollars per resident. As such, the TIP investment can be assessed as a percent compared to the population, which also shows if an EJ population is well-represented in TIP investments.

The expectation is that EJ Areas would receive at least the regional average amount of funding per resident. Said another way, if EJ Block Groups represent 20 percent of the region's population, they should be expected to receive 20 percent of the TIP funding.

Generally, a three-step process, as noted below, is followed:

- **Step 1:** Calculate the funds spent per resident for the region (Threshold)
- **Step 2:** Calculate the average funds distributed for populations in the EJ Areas
- **Step 3:** Compare the funds distributed per resident for the region (Threshold) vs. EJ Area and Concentrated EJ Area Block Groups

For projects included in the current Federal Fiscal Years (FFY) 2024-2031 TIP, SJTPO receives a total of \$95,714,990 that could be allocated to a specific geographic location (mappable). This includes project costs within the first four years of FFY 2024 through 2027. This amount, divided by the region's 589,026 residents, produces a figure of \$162.50 per resident.

The expenditures per person are higher in the EJ Areas (\$261.04) compared to the region (\$162.50). The expenditure per person in the Non-EJ Areas is \$113.86, lower than the EJ Areas (\$261.04) and the region as a whole (\$162.50). This is reflective of the projects with specific locations. This highlights an opportunity for SJTPO to work with regional partners to identify projects and barriers to project advancement in EJ Areas to ensure greater investment in future years.

NJDOT also sponsors projects in our region. Those NJDOT projects totaled \$247,709,156, or \$420.54 per resident. A total of \$112,615,837, or \$578.51 per resident, of these NJDOT funds are allocated to EJ Areas. When combined with SJTPO projects, there is a total of \$343,424,146 in project investments in the region, or \$583.04 per resident. \$163,430,491 is the total amount spent in EJ Areas, or \$839.54 per resident. Based on all these metrics, project investment in EJ Areas is equal to or greater than investment in the region.

[Table 5](#) summarizes the results of the allocation of TIP funding in the SJTPO region in and out of the designated EJ Areas.

**Table 5 – FFY 2024-2027 TIP Funds in the SJTPO Region vs. EJ Areas**

|                     | TIP Funds Allocation (\$) | Population |         | Funds per Resident | TIP Funds Allocation (%) |
|---------------------|---------------------------|------------|---------|--------------------|--------------------------|
|                     |                           | Total      | Percent |                    |                          |
| <b>EJ Areas</b>     | \$50,814,653              | 194,666    | 33.05%  | \$261.04           | 53.09%                   |
| <b>Non-EJ Areas</b> | \$44,900,337              | 394,360    | 66.95%  | \$113.86           | 46.91%                   |
| <b>Total</b>        | \$95,714,990              | 589,026    | 100.00% | \$162.50           | 100.00%                  |

## Project Benefits and Adverse Impacts

This section documents the process that evaluates the plans and projects included in the TIP. The TIP is essentially a list of all projects and programs scheduled to be implemented over the next ten years. The TIP allows the SJTPO Policy Board to determine transportation needs that take precedence. These projects and programs are fiscally constrained in the first four years, making them eligible for federal transportation funds. The analysis is completed within the development of the TIP.

The process for determining the benefits and impacts of transportation systems is also required when conducting an EJ analysis. Four steps have been identified by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in conducting an EJ analysis.

1. Demographic Data
2. Public Engagement in the Planning Process
3. Consider the Likely Benefits and Adverse Impacts of Proposed Projects
4. Select Alternatives

Project benefits are the anticipated results of a project which improves performance measures or quality of service. The benefits of a project will vary depending on the project. Potential benefits include:

- Decreased travel time
- Increased access to employment or businesses
- Increased access to transit
- Improved pedestrian or bicycle facilities
- Improved air quality
- Safety

Executive Order 12898 - *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, defines the adverse effects of a project or program. Essentially, adverse impacts are defined as the significant individual or cumulative health, environmental, social, and economic impacts of a project or set of projects. They can include:

- Increased traffic
- Noise
- Displacement or relocations
- Neighborhood intrusion
- Water quality impacts
- Air quality impacts
- Green space
- Decreased access to transit
- Decreased access to employment or businesses

Considering the benefits and impacts of projects is complicated and not easy to show graphically. Where possible, the benefit or impact should be shown graphically. The process used to evaluate project impacts is:

- List all project benefits
- List all project impacts
- Provide discussions of how the benefits and impacts might affect low-income and minority populations
- Include discussion in meeting materials, where possible

A Disproportionately High and Adverse Effect is one that:

- Is predominately borne by a minority population and/or a low-income population, or
- Will be suffered by the minority and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effects suffered by non-minority and/or non-low-income populations.

A map displaying the locations of protected populations and anticipated projects is created to determine if any of these conditions apply. This work will be expanded in the coming years to include an analysis of the benefits and burdens. If Disproportionately High and Adverse Effects are found in either analysis, additional study or substitution of the project(s) should be completed.

## Assessment of the SJTPO Region

### EJ and TJ Complete Streets Analysis

SJTPO utilizes Complete Streets as a component in addressing equity issues. As part of SJTPO's work in this area, SJTPO created criteria-based Complete Streets Priority Areas (CSPAs) for the region. The CSPAs would benefit most from infrastructure improvements directed toward all road users. Therefore, SJTPO incorporates EJ, TJ, and CSPA information into the SJTPO Project Evaluation Criteria. This is especially important in the SJTPO region, which has many disadvantaged areas. Municipalities, counties, and the state are required to pay for roadway maintenance.

The SJTPO EJ and TJ Areas each have a high level of overlap with the region's Complete Streets Priority Areas. This is favorable since the Complete Street program focuses on most EJ and TJ residential areas. The Complete Streets program emphasizes transit, bike, and pedestrian-focused improvements, which are crucial for the EJ and TJ communities. [Table 6](#) shows that the EJ and TJ Areas overlap Complete Streets Priority Areas at a higher rate than the region.

Only 36.7 percent of the region's road miles fall inside the Complete Streets Priority Areas. This compares to 65.1 percent for EJ and 63.6 percent for TJ. As it is presently constructed, the spatial analysis portion of the Complete Streets program will not be biased against the EJ and TJ communities.

Table 6 – Complete Streets Priority Areas, EJ, TJ, Roadway Statistics

|                                                                 | Road Miles |
|-----------------------------------------------------------------|------------|
| <b>SJTPO Region</b>                                             | 5,462.00   |
| EJ Areas                                                        | 969.01     |
| TJ Areas                                                        | 815.50     |
| <b>Complete Streets Priority Areas</b>                          | 2,002.88   |
| EJ Roads inside Complete Streets Priority Areas                 | 631.23     |
| TJ Roads inside Complete Streets Priority Areas                 | 518.84     |
| <b>Region road miles inside Complete Streets Priority Areas</b> | 36.7%      |
| EJ road miles inside Complete Streets Priority Areas            | 65.1%      |
| TJ road miles inside Complete Streets Priority Areas            | 63.6%      |

Figure 3 and Figure 4 illustrate the overlap between Complete Streets Priority Areas and the EJ and TJ Areas, respectively.

Figure 3 – Overlap Between EJ Areas and Complete Streets Priority Areas

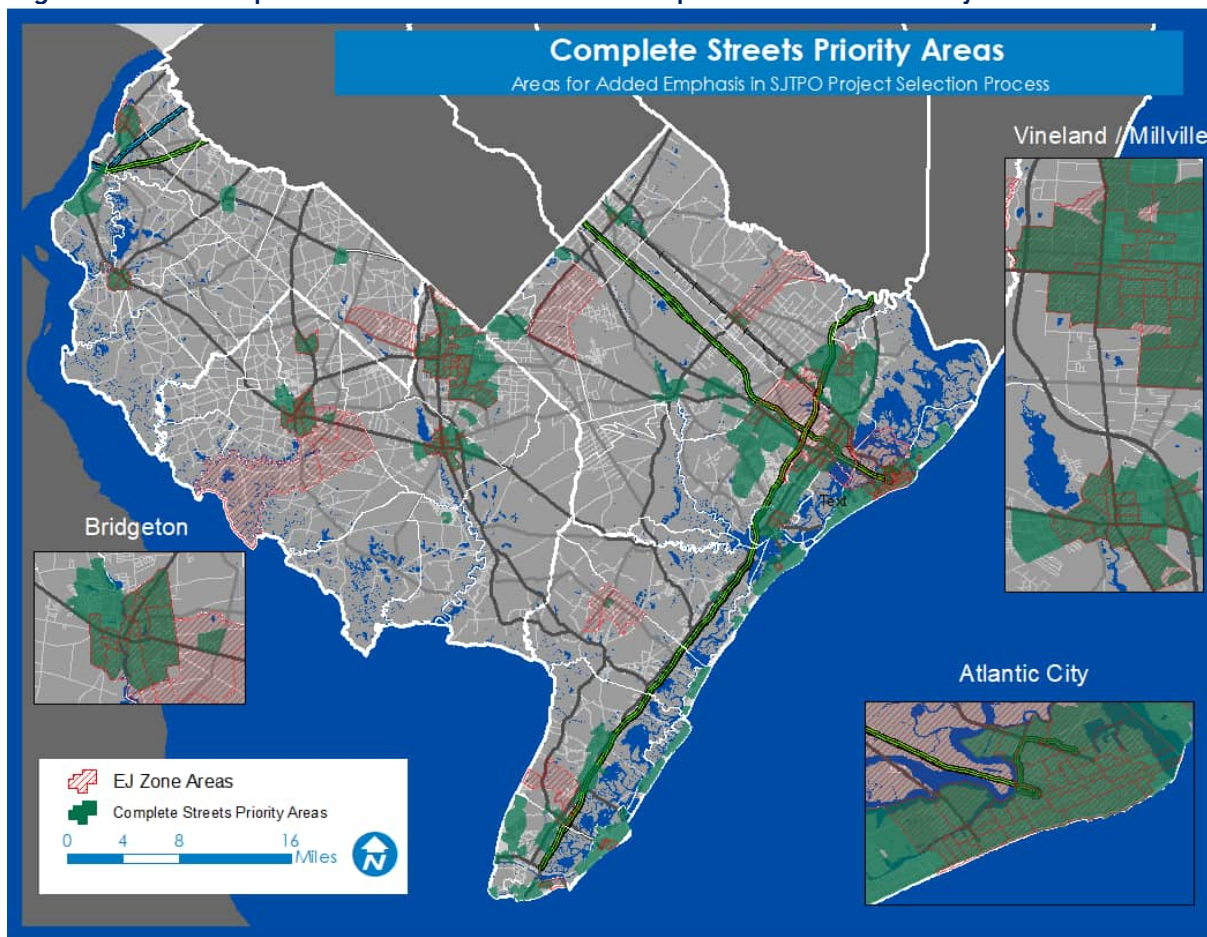
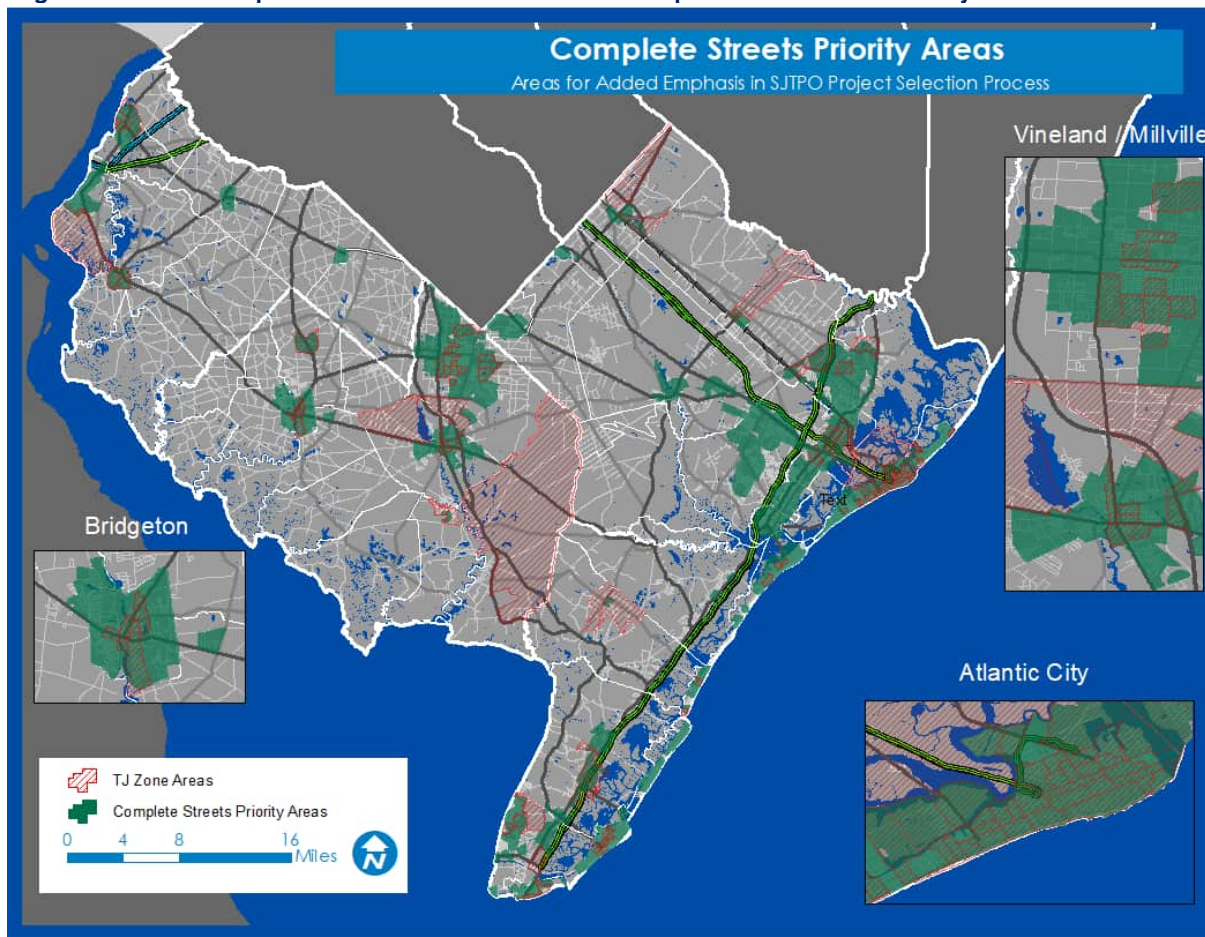


Figure 4 – Overlap Between TJ Areas and Complete Streets Priority Areas



## Crash Equity Analysis

This section compares the crash rates of the SJTPO region to those of the EJ and TJ Areas. The EJ or TJ Areas should not have higher crash rates compared to the region.

The number of total crashes, persons injured, and persons killed was evaluated along with the rates for persons killed and injured per 1,000 population. The rates were also calculated for 1,000 road miles. The crash performance for the region was evaluated compared to performance in the EJ and TJ areas.

As shown in [Table 7](#), the overall fatality rate per population was lower in the EJ and TJ Areas. The rates of injuries, as well as pedestrian fatalities and injuries, are found to be higher in EJ and TJ Areas than in the region as a whole.

Table 7 – Crash Performance in SJTPO, EJ, and TJ Areas

|                                               | SJTPO Region | EJ Areas  | TJ Areas |
|-----------------------------------------------|--------------|-----------|----------|
| All Crashes                                   | 78,311       | 28,572    | 18,477   |
| Total Killed                                  | 451          | 123       | 95       |
| Total Injured                                 | 30,488       | 11,857    | 7,227    |
| Pedestrians Killed                            | 92           | 49        | 34       |
| Pedestrians Injured                           | 932          | 568       | 438      |
| Population                                    | 589,026      | 194,666   | 138,183  |
| Rate Killed (rate per 1,000 population)       | 0.77         | 0.63      | 0.69     |
| Rate Injured (rate per 1,000 population)      | 51.76        | 60.91     | 52.30    |
| Rate Peds Killed (rate per 1,000 population)  | 0.16         | 0.25      | 0.25     |
| Rate Peds Injured (rate per 1,000 population) | 1.58         | 2.92      | 3.17     |
| Road Miles                                    | 5,462        | 969       | 816      |
| Rate Killed (rate per 1,000 road miles)       | 82.58        | 126.92    | 116.42   |
| Rate Injured (rate per 1,000 road miles)      | 5,582.19     | 12,236.20 | 8,856.62 |
| Rate Peds Killed (rate per 1,000 road miles)  | 16.84        | 50.57     | 41.67    |
| Rate Peds Injured (rate per 1,000 road miles) | 170.64       | 586.17    | 536.76   |

### SJTPO Transit Access Analysis

The following analysis compares regional transit access to that of the EJ Areas. The percentage of the population within 1/2 mile (10-minute walk) of transit stations or 1/4 mile (5-minute walk) of bus stops was compared for EJ Areas and the Non-EJ Areas. This analysis was performed with the assumption that the population was distributed evenly within each Block Group.

Figure 5 indicates that the EJ Areas have greater access to transit than the Non-EJ Areas for both transit stations and bus stops. While this is favorable, it is important to note that roughly half of residents in EJ Areas do not live within close walking distance of bus or transit service.

Figure 5 – EJ Area Population with Proximity to Transit Stations and Bus Stops

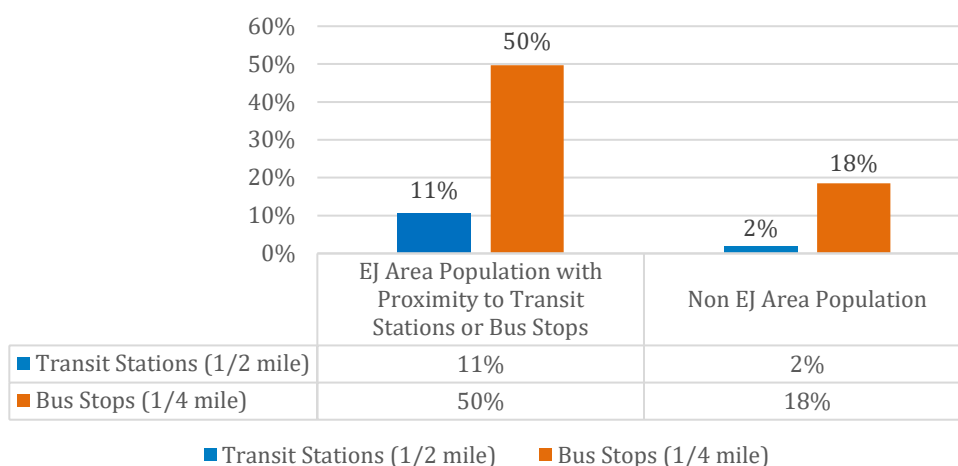
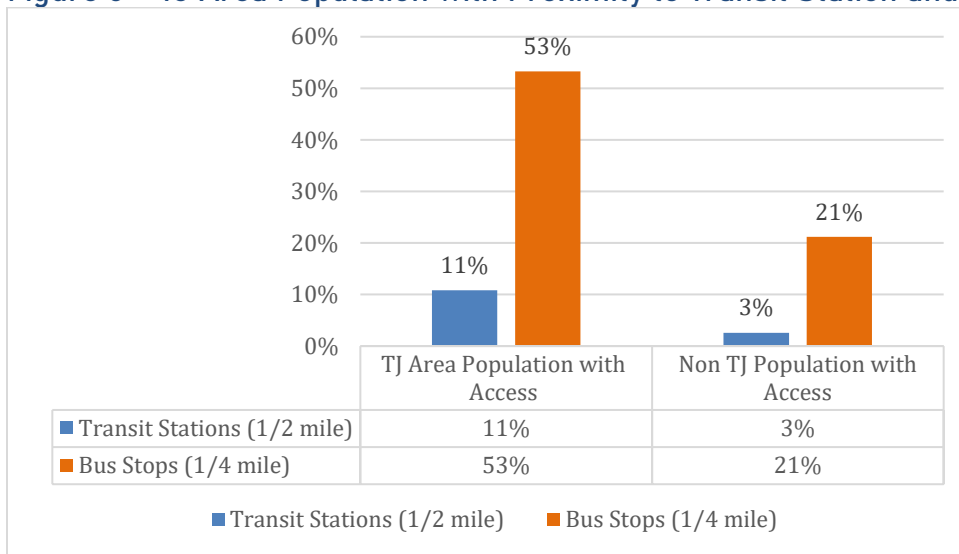


Figure 6 indicates that the residents in TJ areas have more access to transit than the non-TJ areas for both transit stations and bus stops. It should also be noted that many of the region's residents (TJ and Non-TJ) do not live near bus or transit services.

Figure 6 – TJ Area Population with Proximity to Transit Station and Bus Stops



Transit stations and bus stops tend to be concentrated in urban areas. These urban areas have a high degree of correlation with EJ & TJ Areas. This is displayed in [Figure 7](#) and [Figure 8](#).

Figure 7 – Transit Access in EJ Areas

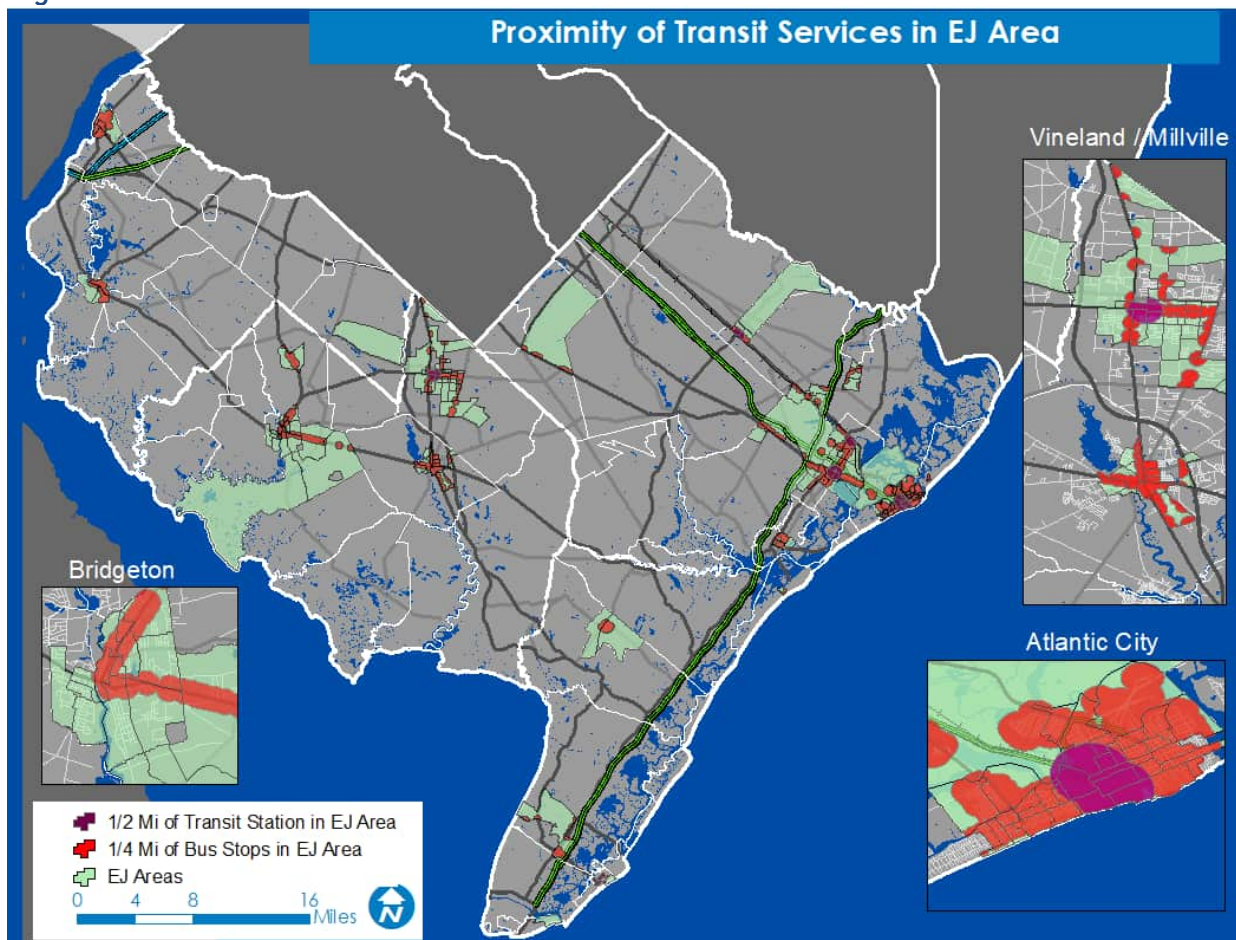
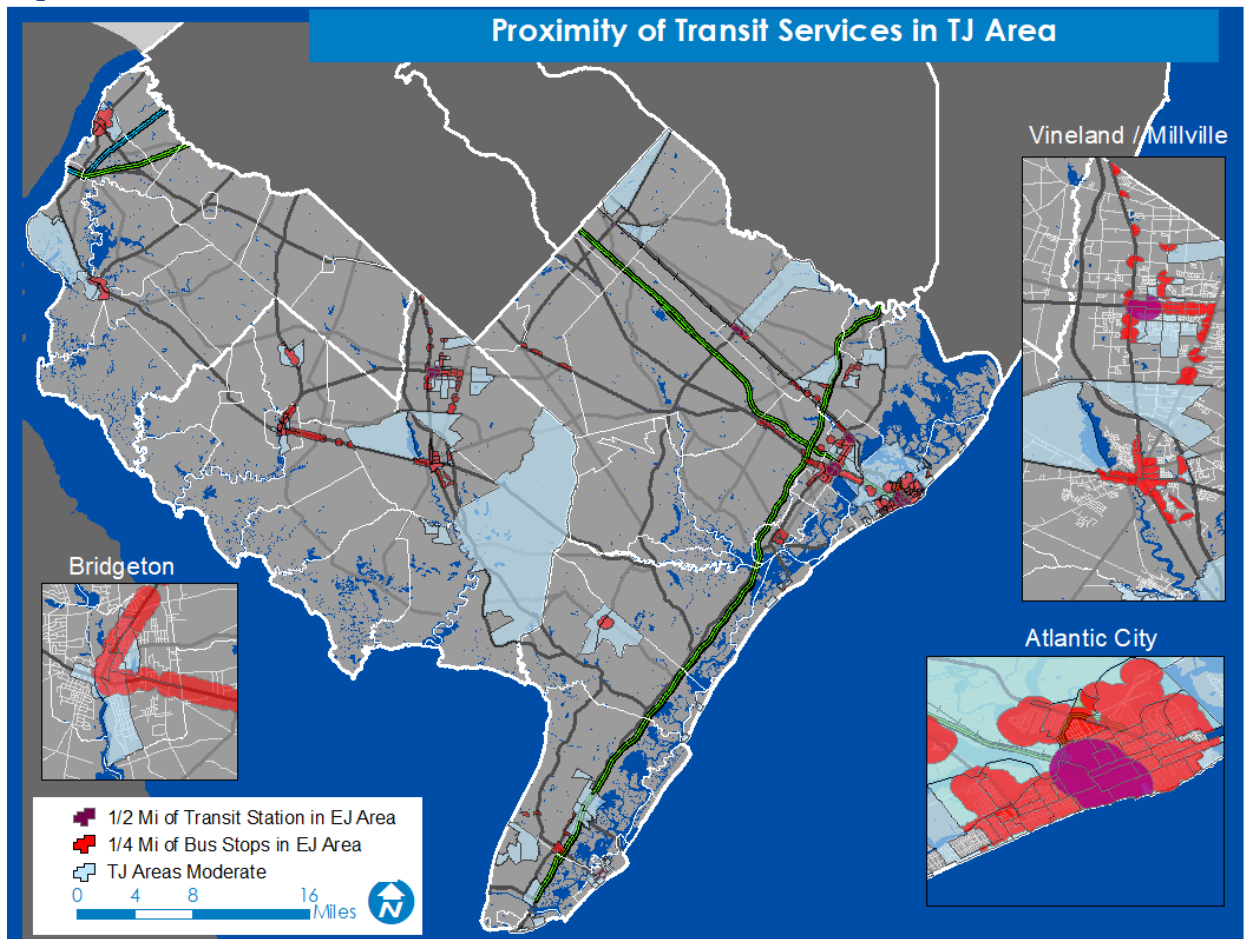


Figure 8 – Transit Access in TJ Areas



## Housing and Economics

Household incomes per year in the SJTPO region are much lower than the state at \$59,000 compared to \$82,000. It is accurate to say that the region has a lower cost of living. For example, housing costs are roughly 20 percent lower than in the state. However, this does not tell the whole story. Poverty and transportation costs are significant issues for the region.

Vehicle ownership costs are higher in the region. This is due to the lack of transit in the region and the heavy reliance on personal vehicles. As represented in [Table 8](#), vehicle ownership and housing costs are often combined to reflect the burden of households. These costs are a much greater share of the median income in the SJTPO region (51.5 percent) than in the state (39.1 percent).

Poverty is also a significant issue for the region compared to the state, with several related metrics displayed in [Table 8](#). The region's unemployment rate is more than 50 percent higher than the state.

Table 8 – Housing and Economics, SJTPO Region

| Housing and Economics                                          | New Jersey | SJTPO Region | Atlantic County | Cape May County | Cumberland County | Salem County |
|----------------------------------------------------------------|------------|--------------|-----------------|-----------------|-------------------|--------------|
| Median Household Income                                        | \$89,200   | \$59,055     | \$65,700        | \$74,900        | \$58,000          | \$69,800     |
| Homeownership                                                  | 64%        | 68%          | 67%             | 78%             | 66%               | 71%          |
| Annual Vehicle Expenses Per Household                          | \$13,150   | \$14,907     | \$14,840        | \$15,194        | \$13,011          | \$18,725     |
| Monthly Median Household Housing Costs                         | \$1,610    | \$1,284      | \$1,376         | \$1,294         | \$1,138           | \$1,194      |
| Vehicle and Housing Cost as Percent of Median Household Income | 39.1%      | 51.1%        | 51.6%           | 49.4%           | 51.5%             | 51.2%        |
| Unemployment                                                   | 4.1%       | 6.4%         | 5.9%            | 8.4%            | 6.5%              | 5.4%         |
| Children in Poverty                                            | 14%        | 19%          | 19%             | 16%             | 22%               | 16%          |
| Children in Single-parent Households                           | 29%        | 41%          | 41%             | 27%             | 50%               | 39%          |
| Children Eligible for Free or Reduced-price Lunch              | 35%        | 54%          | 53%             | 35%             | 50%               | 39%          |
| Households using SNAP (Formerly Food Stamps)                   | 9%         | 14%          | 15%             | 7%              | 19%               | 13%          |

Source: The 2020 County Health Rankings. [www.countyhealthrankings.org](http://www.countyhealthrankings.org).

## Social and Health

The economic disparities facing the SJTPO region have resulted in significant social tolls. This is reflected in several social stability metrics, including educational attainment, teen births, disconnected youth, and crime statistics.

Table 9 – Social Factors, SJTPO Region

| Social Factors                                                          | New Jersey | SJTPO Region | Atlantic County | Cape May County | Cumberland County | Salem County |
|-------------------------------------------------------------------------|------------|--------------|-----------------|-----------------|-------------------|--------------|
| High School Graduation                                                  | 91%        | 87%          | 90%             | 91%             | 86%               | 96%          |
| Some College                                                            | 69%        | 55%          | 59%             | 63%             | 40%               | 58%          |
| Children in Single-parent Households                                    | 29%        | 41%          | 41%             | 27%             | 50%               | 39%          |
| Teen Births (per 1,000 females ages 15-19)                              | 13         | 24           | 18              | 20              | 36                | 22           |
| Disconnected Youth (percent of age 16-19 neither working nor in school) | 6%         | 9%           | 6%              | 8%              | 17%               | 8%           |
| Violent Crimes (per 100,000 population)                                 | 253        | 377          | 373             | 236             | 516               | 266          |
| Injury Deaths (per 100,000 population)                                  | 56         | 90           | 87              | 92              | 92                | 94           |
| Homicides (per 100,000 population)                                      | 4          | 6            | 6               | -*              | 8                 | 9            |
| Suicides (per 100,000 population)                                       | 8          | 11           | 12              | 9               | 9                 | 11           |

|                                                      |    |    |    |    |    |    |
|------------------------------------------------------|----|----|----|----|----|----|
| Firearm Fatalities ( <i>per 100,000 population</i> ) | 5  | 9  | 9  | 5  | 9  | 13 |
| Juvenile Arrests ( <i>per 100,000 population</i> )   | 15 | 39 | 33 | 33 | 30 | 35 |

Source: The 2020 County Health Rankings. [www.countyhealthrankings.org](http://www.countyhealthrankings.org).

\* Homicide rate was not reported in Cape May County as their total homicide number was fewer than 10.

In recent years, the awareness of transportation's impact on society has become more nuanced. There is a connection between transportation and economic and social equity factors, including health.

A person's physical environment dramatically impacts health, and physical activity depends on proximity to specific land uses and access to transportation. The physical environment also affects access to economic opportunity. Opportunity, in turn, impacts economic prosperity and social and physical health.

The data in [Table 10](#) shows that the health outcomes in the SJTPO region are dire. The region's residents experience shorter life spans and a greater prevalence of obesity. Residents also have less access to healthy food and food in general.

**Table 10 – Health Indicators, SJTPO Region**

| Health & Environment                                                       | New Jersey | SJTPO Region | Atlantic County | Cape May County | Cumberland County | Salem County |
|----------------------------------------------------------------------------|------------|--------------|-----------------|-----------------|-------------------|--------------|
| Life Expectancy                                                            | 79.5       | 76.6         | 76.7            | 76.9            | 74.6              | 74.0         |
| Child Mortality ( <i>per 100,000 population</i> )                          | 30         | 53           | 50              | 40              | 60                | 50           |
| Infant Mortality ( <i>per 1,000 live births</i> )                          | 4          | 6            | 6               | 5               | 6                 | 8            |
| Adult Smoking                                                              | 14%        | 17%          | 16%             | 16%             | 18%               | 18%          |
| Adult Obesity                                                              | 26%        | 32%          | 30%             | 29%             | 36%               | 37%          |
| Physical Inactivity                                                        | 26%        | 30%          | 30%             | 27%             | 31%               | 30%          |
| Access to Exercise Opportunities                                           | 95%        | 86%          | 91%             | 95%             | 79%               | 70%          |
| Food Insecurity                                                            | 7%         | 13%          | 15%             | 13%             | 12%               | 12%          |
| Limited Access to Healthy Foods                                            | 4%         | 8%           | 8%              | 9%              | 12%               | 8%           |
| Drug Overdose Deaths ( <i>per 100,000 population</i> )                     | 32         | 48           | 59              | 56              | 59                | 66           |
| Alcohol-impaired Driving Deaths ( <i>percent of total driving deaths</i> ) | 22%        | 27%          | 26%             | 39%             | 24%               | 24%          |
| Uninsured Adults                                                           | 11%        | 10%          | 11%             | 10%             | 16%               | 9%           |
| Primary Care Physicians                                                    | 1,190:1    | 1,766:1      | 1,190:1         | 1,700:1         | 2,310:1           | 2,990:1      |
| Dentists                                                                   | 1,160:1    | 1,818:1      | 1,750:1         | 1,680:1         | 1,540:1           | 2,980:1      |
| Mental Health Providers                                                    | 450:1      | 833:1        | 630:1           | 980:1           | 1,060:1           | 930:1        |
| Preventable Hospital Stays ( <i>per 100,000 Medicare enrollees</i> )       | 4,535      | 5,967        | 5,291           | 4,259           | 7,535             | 7,580        |

Source: The 2020 County Health Rankings. [www.countyhealthrankings.org](http://www.countyhealthrankings.org).

## Transportation

The SJTPO region is a lengthy drive from the metropolitan job centers of Philadelphia and New York City. Therefore, it is less viable for SJTPO residents to commute to those job centers. SJTPO residents are more likely to work locally or inside their region. This translates into shorter commutes and a smaller probability of carpooling with others to/from work.

The region has a relatively lower population density, with much lower traffic volumes. This can be expressed by the Average Traffic Volume per Meter of Major Roadways (ATVMMR). New Jersey has an ATVMMR of 661 compared to 175 for the SJTPO region. The region's residents rely more heavily on vehicle travel and are likelier to drive more miles in any given year. New Jersey's Annual Vehicle Miles Travelled Per Household is 24,130 compared to 27,353 for the SJTPO region.

This region experiences motor vehicle crash deaths at a rate that is nearly twice as high relative to the state, with 13 deaths per 100,000 population in the SJTPO region compared to 7 per 100,000 in the state. Alcohol is a contributing factor in a higher number of regional traffic deaths compared to the state. The number of New Jersey alcohol-impaired driving deaths (percent of total driving deaths) is 22 percent compared to 27 percent for the SJTPO region. Another contributing factor to the higher death rate is speed. Higher-speed crashes are more severe. The prevalence of rural areas translates to higher speeds because of the lower volume and congestion.

**Table 11 – Transportation Characteristics, SJTPO Region**

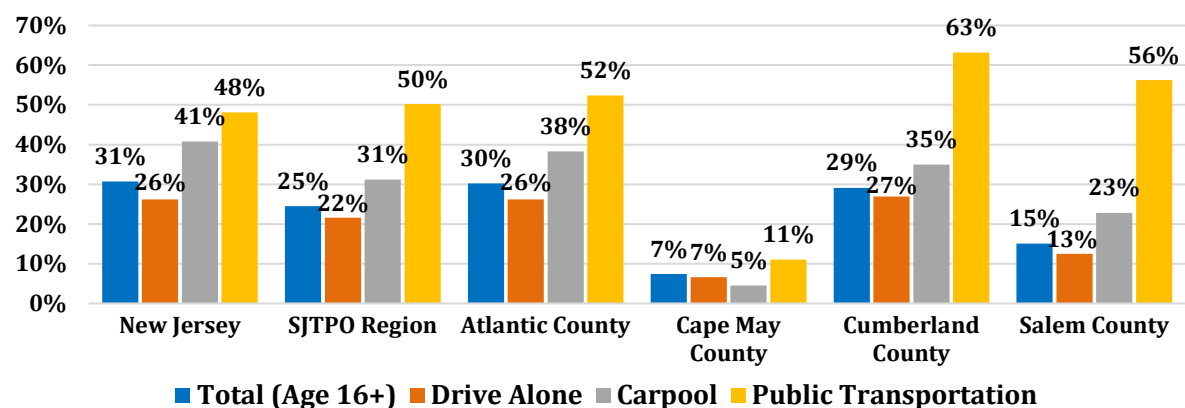
| Transportation                                                              | New Jersey | SJTPO Region | Atlantic County | Cape May County | Cumberland County | Salem County |
|-----------------------------------------------------------------------------|------------|--------------|-----------------|-----------------|-------------------|--------------|
| Driving Alone to Work                                                       | 71%        | 79%          | 77%             | 80%             | 81%               | 84%          |
| Long Commute (30+ minutes) - Driving Alone                                  | 43%        | 29%          | 27%             | 24%             | 31%               | 37%          |
| Traffic Volume ( <i>Average traffic volume per meter of major roadway</i> ) | 661        | 175          | 288             | 86              | 60                | 107          |
| Annual Vehicle Miles Travelled Per Household                                | 24,130     | 27,353       | 27,230          | 27,878          | 23,873            | 34,357       |
| Motor Vehicle Crash Deaths ( <i>per 100,000 population</i> )                | 7          | 13           | 12              | 13              | 17                | 15           |
| Alcohol-impaired Driving Deaths ( <i>percent of total driving deaths</i> )  | 22%        | 27%          | 26%             | 39%             | 24%               | 24%          |

Source: The 2020 County Health Rankings. [www.countyhealthrankings.org](http://www.countyhealthrankings.org).

When analyzing the data, a few stark trends appear. [Figure 9](#) and [Figure 10](#) show that racial minorities and Hispanics are more likely to carpool and use public transportation. This is starker in the SJTPO region. Whereas racial minorities (age 16+) make up approximately 25 percent of the SJTPO population, they make up roughly 50 percent of public transportation users. One impact of these travel mode differences becomes more apparent when compared to [Table 11](#). Simply stated, in the SJTPO region, public transportation users, which contain a high percentage of all minority commuters, are

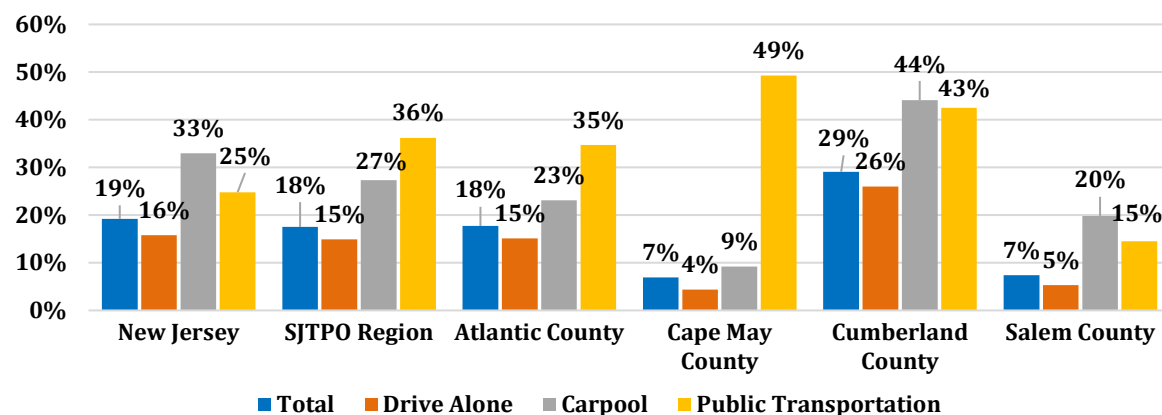
twice as likely to have a longer (30+ minute) commute. This demonstrates the important role of public transportation in achieving transportation equity in New Jersey and the SJTPO region, in particular.

**Figure 9 – Percentage of Each User Group that is Minority (One of More Races)**



Similarly, Hispanic or Latino populations are also overrepresented in carpooling, but most drastically in the public transportation users.

**Figure 10 – Percentage of Each User Group that is Hispanic or Latino (Any Race)**



## Summary

The SJTPO region has a high percentage of disadvantaged residents. Those residents have more challenges than the general population. SJTPO must be sensitive to those challenges while pursuing its mission.

The distribution of SJTPO TIP funds within the region is unbiased with respect to the disadvantaged populations. 53.09 percent of the SJTPO TIP funds are allocated to the EJ Areas, while 33.05 percent of the population is located inside these areas. Note that SJTPO's EJ criteria produce a narrowly focused geographic EJ area and that these EJ areas are well represented among our project locations. The projects in the TIP are primarily focused on system maintenance, which is generally deemed a positive contribution to their surroundings. Therefore, the TIP allocation is fairly allocated with respect to EJ Areas.

Crash performance equity is a mix. What is concerning is that crash rates are higher within EJ & TJ Areas than in the region (unfavorable). However, the fatality rate is lower within the EJ and TJ Areas. This lower fatality rate might be expected, as EJ and TJ Areas tend to be more urban on average, and rural roads have higher speeds due to design speeds and reduced congestion. Thus frequently having higher fatality rates and overall crash severity.

Transit access is favorable for EJ Areas compared to the non-EJ areas. This is expected as EJ Areas are more likely to be in denser communities, which generally see greater transit access due to the demand and farebox recovery that comes with density. However, it is notable that half of EJ populations may not be near transit services.

Access to transit stations is significantly lower for our TJ areas than for the non-TJ areas. The transit stations are concentrated in the denser areas. The TJ areas tend to be at least ½ mile outside the stations. Almost all the TJ area residents have poor transit station access. Nearly all SJTPO residents (TJ and non-TJ areas) do not live within ¼ mile of a bus stop.

Work should continue to monitor and improve conditions in EJ and TJ communities. Several populations are overrepresented in the SJTPO region compared to the state and/or nation as a whole, including African Americans, Low-income individuals, Households with Disability, Households with No Vehicle, and Population Age 75 and Over. Additional effort should be dedicated to understanding the issues these populations face.

While these groups are not disproportionately excluded from transportation investments, it is essential to expand equity analyses in the future to parse out the traits of individual projects to ensure benefits and burdens are equitably shared in each project. Further assistance should be provided to subregions to ensure projects serve the needs of these groups. In addition, further coordination should occur with NJ TRANSIT, county paratransit providers, and others to identify opportunities to improve transit access for the EJ and TJ populations who may not have adequate access to convenient transit services. In addition, further analyses should consider the frequency of service. Future efforts should also look for opportunities to evaluate bicycle and pedestrian access. In short, SJTPO must work actively to ensure that all activities improve equity and equitable outcomes for residents across the region.