

UPDATE:



Appendix D

Community Analytics

APPENDIX D – Community Analytics

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Title VI Mandates and Guidance

As the region's MPO, DVRPC is mandated by federal law to ensure nondiscrimination in all its programs and projects, including the Long-Range Plan. DVRPC reviewed regional population data, transportation asset conditions, and planned investments to ensure compliance of the financial plan with federal law.

The primary federal guidelines DVRPC follows in its planning efforts are dictated by Title VI of the Civil Rights Act of 1964, a federal nondiscrimination statute that states “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Additional guidance from FTA³³ and the FHWA³⁴ encourages transportation agencies to follow nondiscrimination guidelines based on sex, age, and disability, according to Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 (disability).

The programming process that DVRPC facilitates during Plan updates seeks to meaningfully address regional needs and legal requirements, ensuring all communities benefit from transportation projects and that adverse impacts are avoided or

mitigated as feasible. In addition to Title VI, there are other considerations in fiscal constraint:

- ensuring consistency with DVRPC's Long-Range Plan vision and goals;
- distributing investments across the region;
- supporting federal performance-based planning and programming measures;
- balancing different transportation modes and project types; and
- staying within the constraints of the level of transportation funding that the region expects to receive.

Methodology

Assessing potential impacts of transportation projects at the long-range planning stage presents inherent challenges, particularly when many projects have not yet entered the design phase. Nevertheless, early-stage Title VI analysis supports informed decision-making and identifies considerations for subsequent phases, including project development, design, and environmental review.

³³ Federal Transit Administration. *Title VI Requirements and Guidelines for Federal Transit Administration Recipients (FTA Circular 4702.1B)*. U.S. Department of Transportation. Last updated March 1, 2016. Accessed April 16, 2025.

³⁴ Federal Highway Administration. “Title VI of the Civil Rights Act of 1964 and Additional Nondiscrimination Requirements.” U.S. Department of Transportation. Last modified March 4, 2025. Accessed March 16, 2025. highways.dot.gov/civil-rights/title-vi-civil-rights-act-1964-and-additional-nondiscrimination-requirements.

This analysis builds on DVRPC's Title VI Compliance Tool methodology, originally developed in 2001 and recognized nationally as a best practice for meeting federal nondiscrimination requirements. The methodology uses American Community Survey (ACS) five-year estimates to identify the geographic distribution of Title VI-protected populations. Data are analyzed and mapped at the census tract level using Geographic Information Systems (GIS). Each population is evaluated using a standardized method based on regional averages and standard deviations, resulting in five possible classifications: well below average, below average, average, above average, and well above average. While this full range is used in the analysis, only the "above average" and "well above average" classifications are mapped and reported for this Plan. These two classifications indicate a higher concentration of Title VI or low-income populations are located within the census tract at a statistically significant level.

To assess existing conditions and regional transportation needs, DVRPC compiled and analyzed a range of infrastructure, safety, demographic, and access data. Pavement and bridge condition ratings are mapped to identify areas with aging or deficient infrastructure. Demographic mapping focuses on concentrations of low-income and Title VI populations, using standardized intervals based on regional averages. These intervals—well below average, below average, average, above average, and well above average—help to identify geographic patterns in population distribution. Additionally, crash data are

analyzed to understand the spatial distribution of overall crashes and those involving bicyclists and pedestrians, disaggregated by low-income and Title VI intervals. Transit access is also evaluated and mapped to highlight how well the region's population is connected to public transportation services. This multimodal, data-driven approach informs the identification of priority areas for investment and further analysis.

To evaluate system-level outcomes, DVRPC analyzes the geographic distribution of funded Major Regional Projects (MRPs) in relation to identified low-income³⁵ and Title VI populations. This analysis assesses how investments are allocated across project categories and the potential for both beneficial and adverse impacts on communities of concern. The methodology includes mapping candidate projects alongside concentrations of low-income and Title VI populations to visualize spatial alignment. DVRPC compiled tables listing the dollar amount and percentage of funded MRP investments by project category for both Pennsylvania and New Jersey, segmented by whether projects are located in areas with above-average or well above-average concentrations of these populations. Additionally, MRP expenditures are categorized by the type of potential impact—positive, neutral, or potentially adverse—on communities of concern, providing a system-level view of how investments align with regional needs and demographic characteristics.

³⁵ DVRPC's Title VI analysis defines Low-Income Populations as 200 percent of the poverty level or below.

Communities of Concern

Table D-1 provides an overview of demographic data from the U.S. Census for the five-county southeast Pennsylvania subregion and the four-county southern New Jersey subregion.

Table D-1: Population Estimates in the DVRPC Region (2050)

Population for DVRPC Counties	Population Estimate	Regional Percentage
Total	5,882,799	100%
Title VI Protected Classes		
Low-Income Population*	1,409,394	24%
People of Color	2,314,990	39%
Ethnic Minority	659,279	11%
Foreign Born	740,519	13%
Limited English Proficiency (LEP)	412,596	7%
Persons with a Disability	756,681	13%
Female	3,023,211	51%
Youth	1,266,408	22%
Older Adults (65 years or older)	984,302	17%

Source: U.S. Census Bureau, ACS 5-Year Estimates, 2019–2023

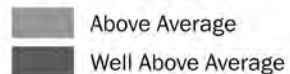
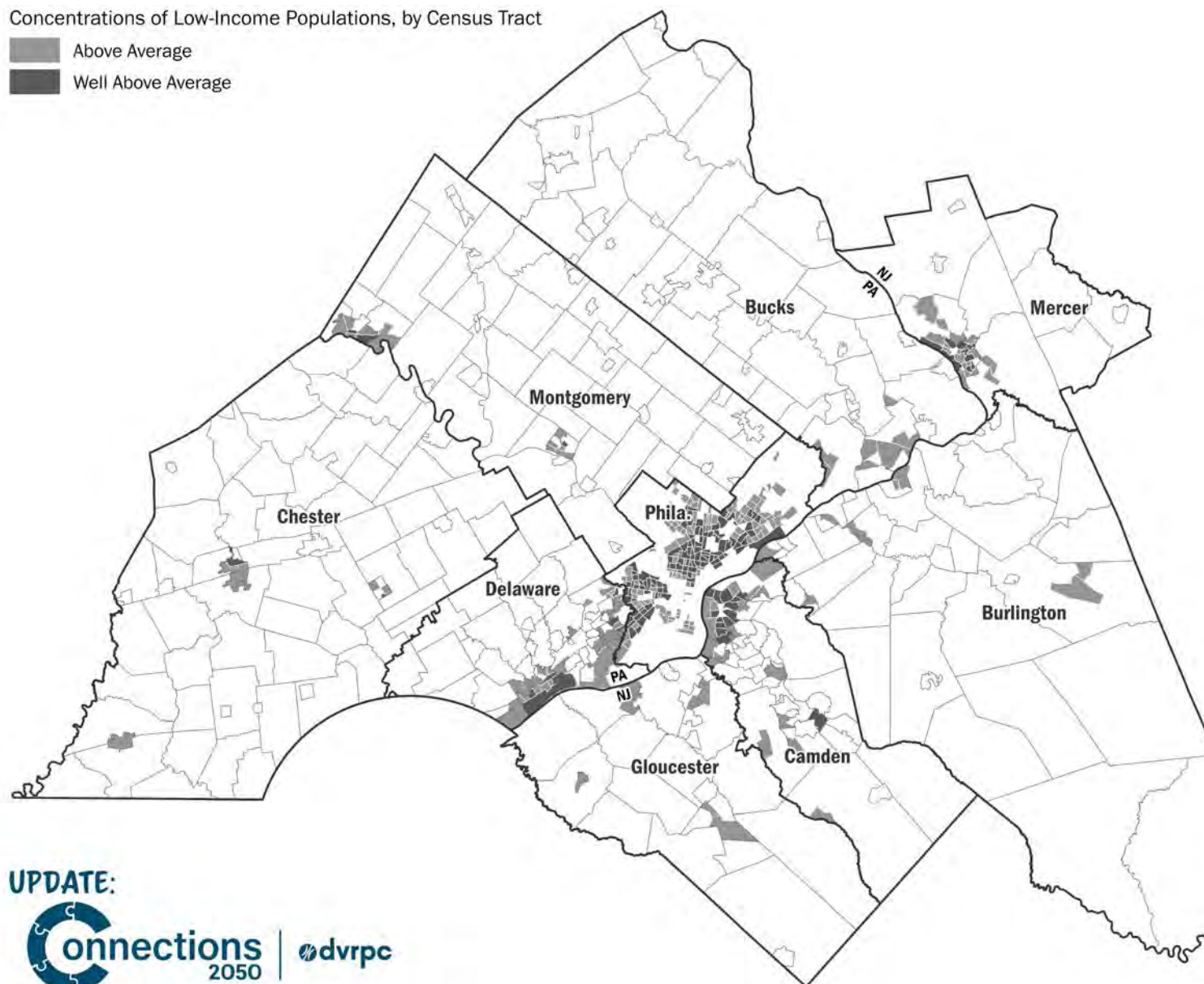
*DVRPC's Title VI analysis defines Low-Income Populations as 200 percent of the poverty level or below.

Population data reflects census tract-level figures used in Title VI Compliance Tool and may differ from regional estimates and forecasts, which use different sources and methods.

Figures D-1 and D-2 map concentrations of low-income and Title VI populations, using standard above-average and well-above-average intervals to identify geographic patterns in population distribution.

Figure D-2: Concentrations of Low-Income Population

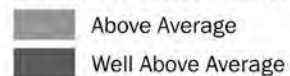
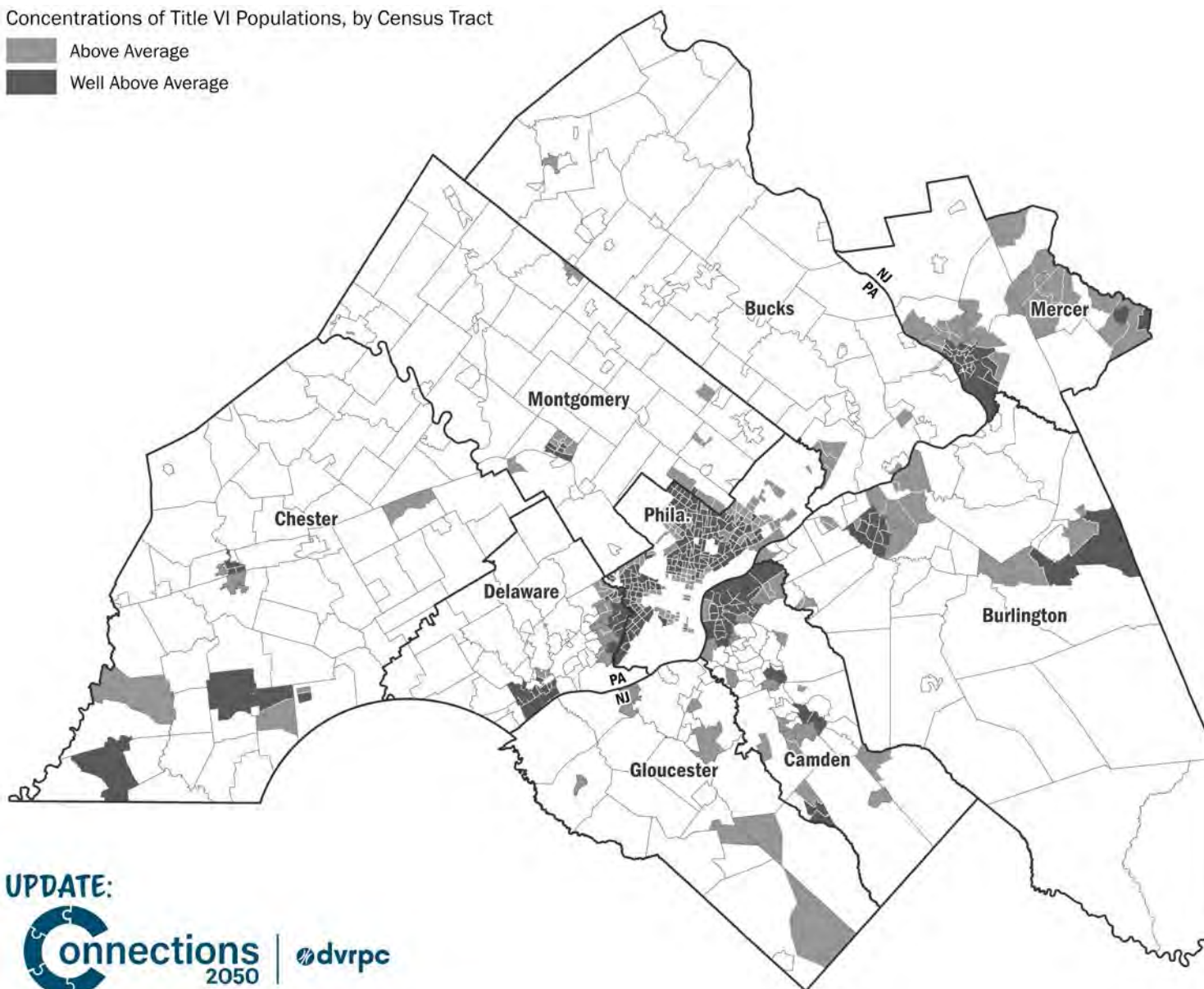
Concentrations of Low-Income Populations, by Census Tract



Sources: U.S. Census Bureau; American Community Survey 5-Year Estimates, 2019–2023.

Figure D-3: Concentrations of Title VI Populations

Concentrations of Title VI Populations, by Census Tract



Assessing Conditions and Needs

Pavement Conditions

Figures D-3 and D-4 map concentrations of low-income and Title VI populations using standardized intervals based on regional averages, along with Pavement condition in International Roughness Index (IRI). The IRI is a standardized measurement used to evaluate pavement smoothness and ride quality. It quantifies how much a road surface deviates from a perfectly smooth surface by measuring the vertical movement of a vehicle's suspension system as it travels over the pavement. IRI is expressed in inches per mile (or meters per kilometer), with lower values indicating smoother pavement and higher values indicating rougher conditions. IRI is widely used by transportation agencies, including the Federal Highway Administration (FHWA), as a reliable, objective metric to assess pavement conditions.

For a complete analysis of pavement conditions in low-income and Title VI communities, see Chapter 3 of the FY2025 TIP for Pennsylvania³⁶ and the FY2024 TIP for New Jersey.³⁷

³⁶ Delaware Valley Regional Planning Commission (DVRPC), *FY 2025 Transportation Improvement Program for Pennsylvania (FY 25–28)*, adopted by DVRPC Board July 25, 2024; effective October 1, 2024, DVRPC, accessed June 25, 2025, www.dvrpc.org/tip/pa/.

Bridge Conditions

Figures D-5 and D-6 map concentrations of low-income and Title VI populations using standardized intervals based on regional averages, along with bridge condition using categories of good, fair, and poor.

For a complete analysis of bridge conditions in low-income and Title VI communities, see the FY2025 TIP for Pennsylvania and the FY2024 TIP for New Jersey.

Bridge conditions are not being maintained uniformly across all areas in the region. SGR is particularly further behind in areas with higher concentrations of low-income populations. This analysis helps assess compliance with Title VI. Similarly, pavement conditions vary across communities and are not uniformly addressed. In this region, pavement maintenance is managed through a combination of approaches; some projects are included in the TIP, while others are funded through separate state programs that are not reflected in the TIP document.

³⁷ Delaware Valley Regional Planning Commission (DVRPC), *FY 2024 Transportation Improvement Program for New Jersey (FY 24–27)*, adopted September 28, 2023; effective December 18, 2023, DVRPC, accessed June 25, 2025, www.dvrpc.org/tip/nj/.

Figure D-4: Pavement Condition and Concentrations of Low-Income Populations

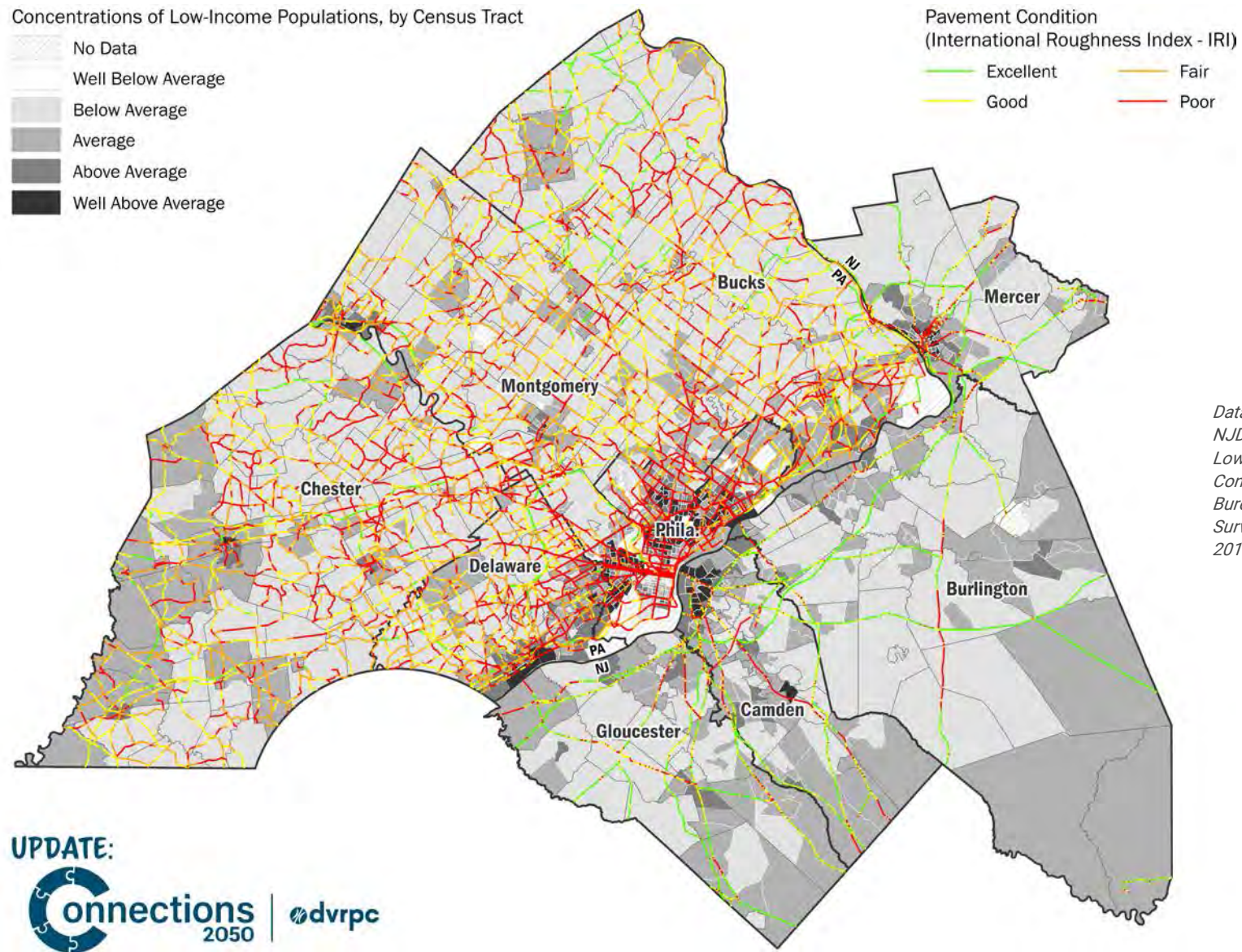


Figure D-5: Pavement Condition and Concentrations of Title VI Populations

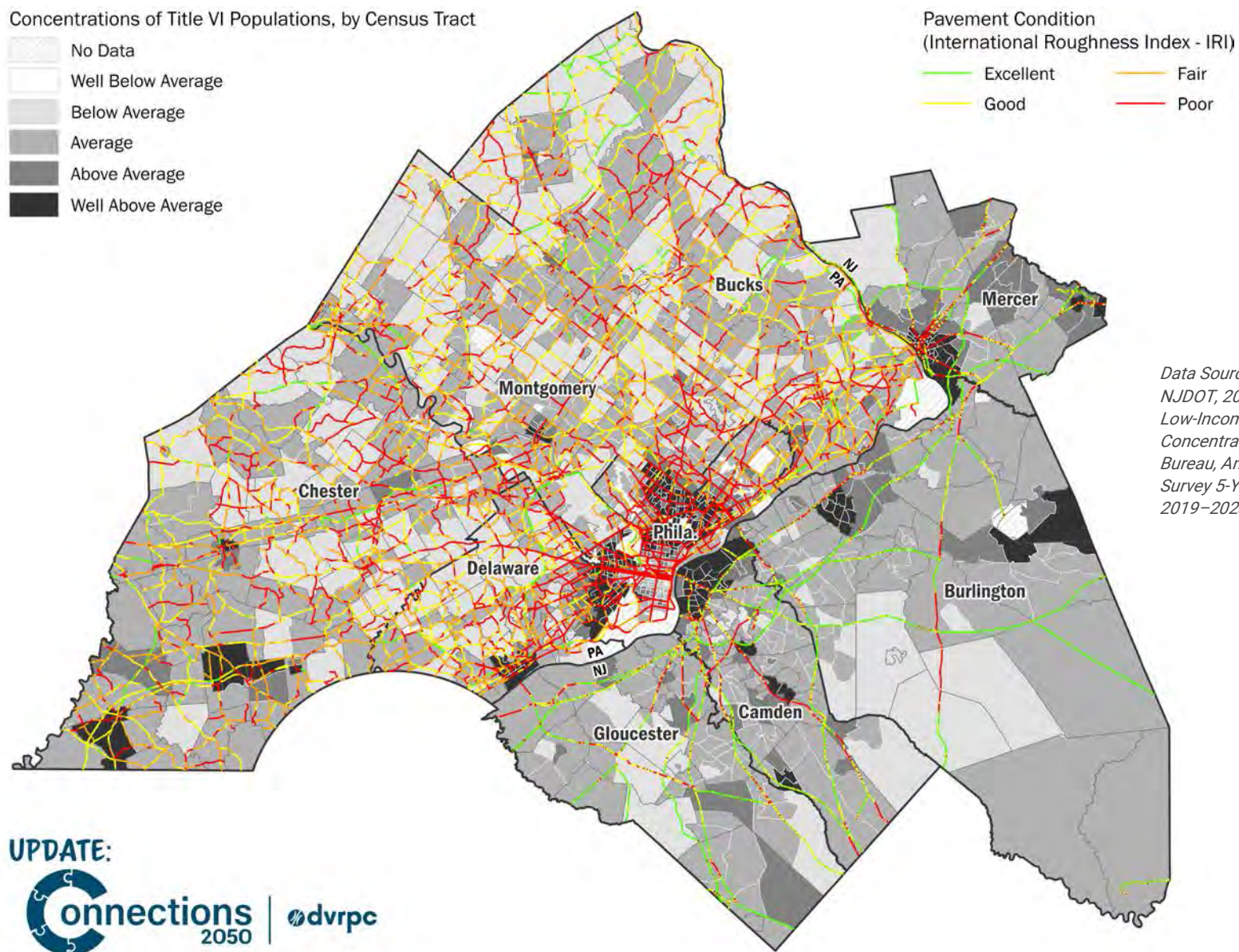


Figure D-6: Bridge Condition and Concentrations of Low-Income Populations

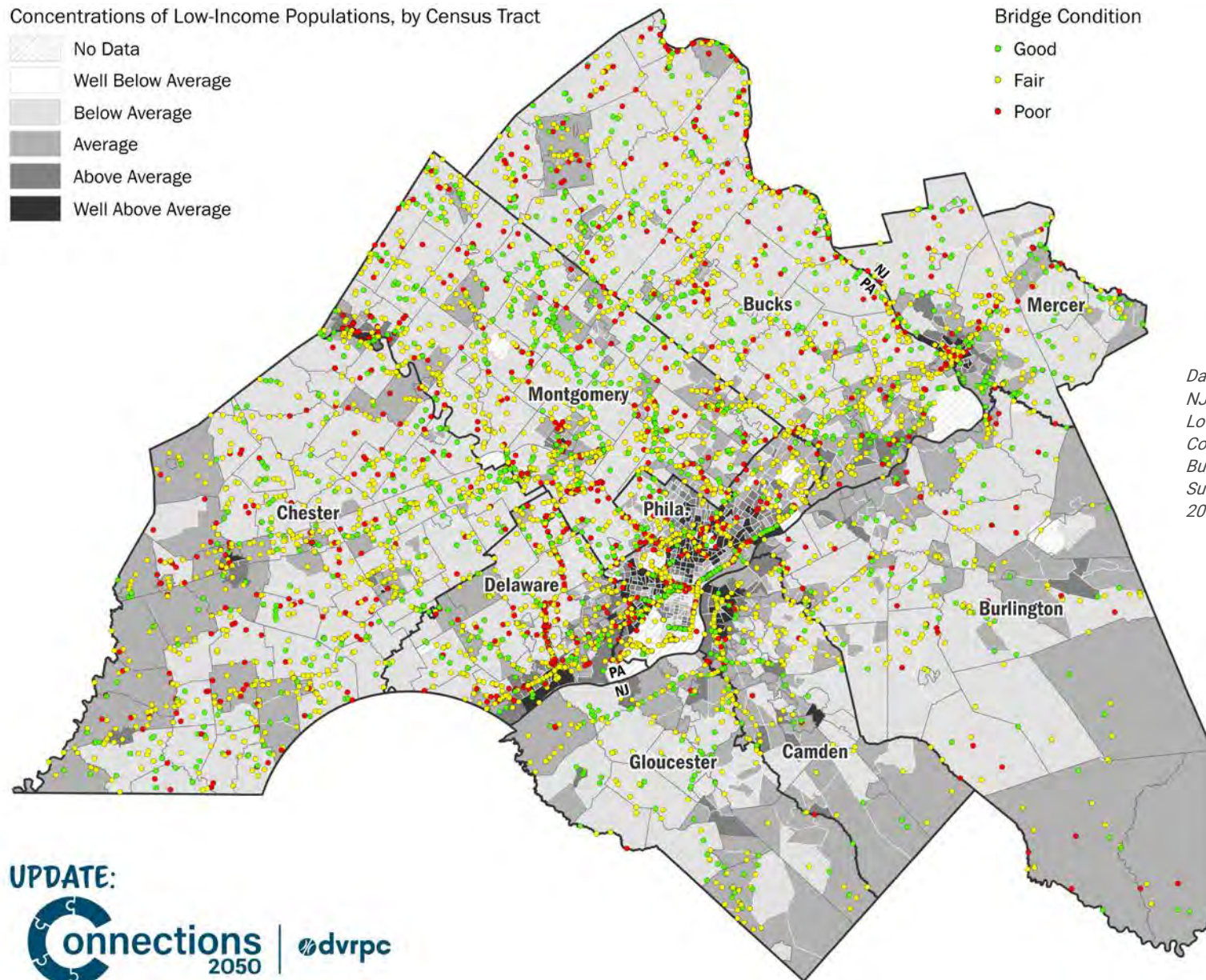
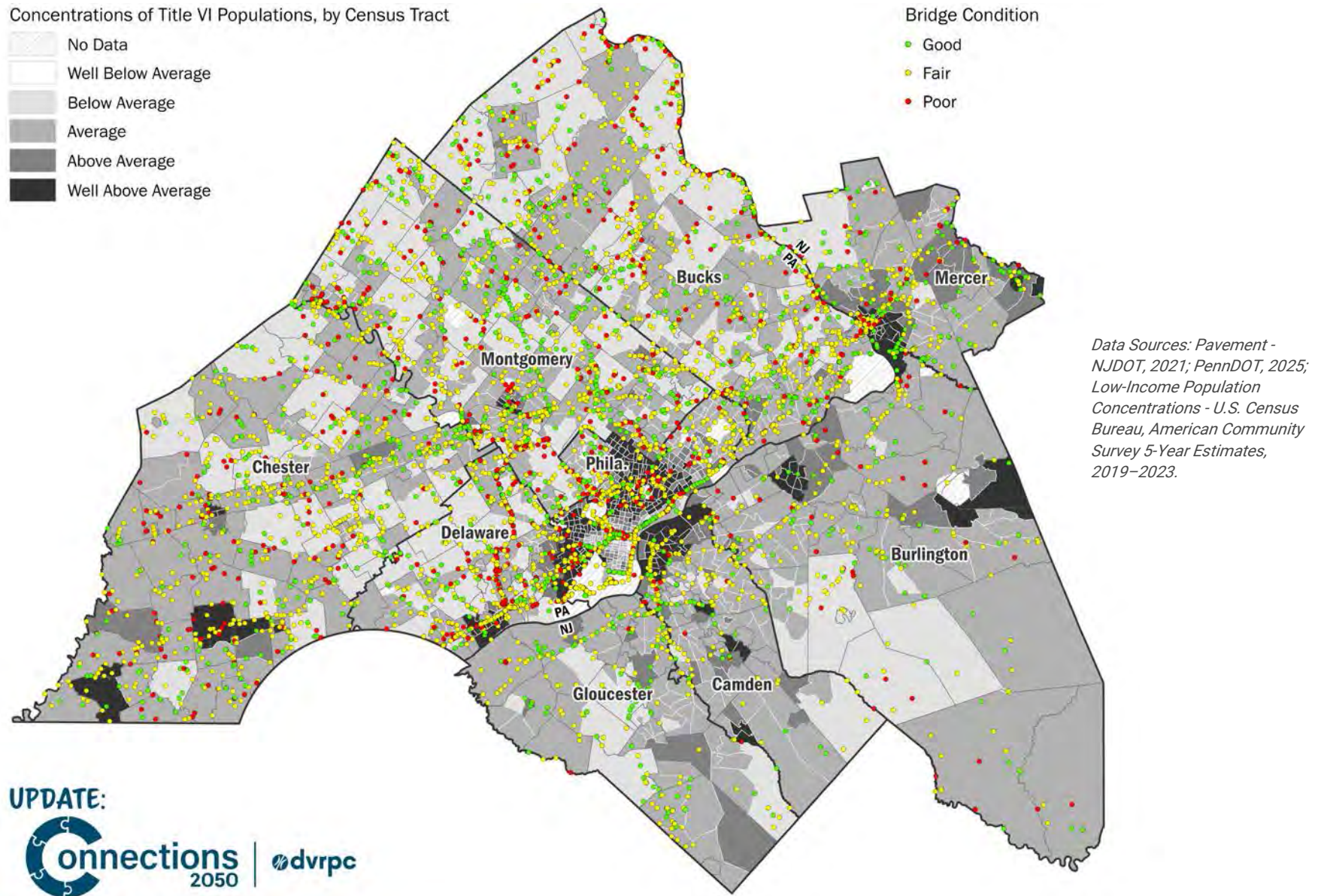


Figure D-7: Bridge Condition and Concentrations of Title VI Populations



Roadway Safety

Tables D-2 through D-5 present the relationship between population group concentrations and crash outcomes in the DVRPC region, focusing on low-income and Title VI populations.

- Table D-2 shows the distribution of all crashes by low-income population intervals.
- Table D-3 shows the distribution of all crashes by Title VI population intervals.

- Table D-4 presents the distribution of bicyclist and pedestrian-related crashes by low-income intervals.
- Table D-5 presents the distribution of bicyclist and pedestrian-related crashes by Title VI intervals.

These interval classifications—ranging from below average to well above average—are based on regional averages and allow for comparison of crash outcomes across population concentrations. Currently, there are no well-below-average census tracts for either low-income or Title VI populations in the region.

Table D-2: Regionwide Distribution of Crashes by Low-Income Intervals

Low-Income Intervals	Population	Population as a Percent of the Region	Total Crashes	Crashes per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	631,773	• 11%	• 33,530	• 531	• 6.3	• 16.6
Above Average	858,871	15%	61,012	710	4.6	15.5
Average	1,885,421	32%	148,549	788	4.8	15.4
Below Average	2,493,721	43%	165,012	662	3.4	13.5
DVRPC Region	5,869,786	100%	364,522	621	3.8	13

Data Sources: U.S. Census Bureau, ACS 5-Year Estimates, 2019–2023; Pennsylvania Department of Transportation (PennDOT) Crash Information Tool, 2018–2022; New Jersey DOT Crash Records, 2018–2022.

Table D-3: Regionwide Distribution Of Crashes by Title VI Intervals

Title VI Intervals	Population	Population as a Percent of the Region	Total Crashes	Crashes per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	1,116,634	• 19%	• 60,105	• 538.3	• 5.1	• 14.0
Above Average	780,042	13%	67,469	864.9	4.8	15.8
Average	2,878,721	49%	202,325	702.8	3.9	13.9
Below Average	1,094,389	19%	63,476	580.0	3.6	14.6
DVRPC Region	5,869,786	100%	364,522	621.0	3.8	13.0

Data Sources: U.S. Census Bureau, ACS 5-Year Estimates, 2019–2023; PennDOT Crash Information Tool, 2018–2022; New Jersey DOT Crash Records, 2018–2022. DVRPC Regional total includes geographies that contain no data.

In tables D-4 and D-5, Vulnerable Road Users (VRU) refers to people who are at higher risk of injury in traffic crashes due to their lack of physical protection. This group typically includes pedestrians, bicyclists, motorcyclists, and users of micromobility

devices (e.g., scooters, e-bikes). KSI is a safety performance metric that tracks the number of people who are killed or suspected of being seriously injured in traffic crashes. “Seriously injured” generally refers to injuries that require hospitalization or result in long-term impairment.

Table D-4: Regionwide Distribution of Bicyclist and Pedestrian-Related Crashes by Low-Income Population Intervals

Low-Income Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes	VRU KSI Crashes per 10K People	VRU Fatalities per 10K People	VRU Serious Injuries per 10K People
Well Above Average	631,773	• 11%	• 623	• 9.9	• 3.1	• 6.9
Above Average	858,871	15%	608	7.1	2.0	5.2
Average	1,885,421	32%	878	4.7	1.5	3.2
Below Average	2,493,721	43%	621	2.5	0.7	1.9
DVRPC Region	5,869,786	100%	2,308	3.9	1.2	2.8

Data Sources: U.S. Census Bureau, ACS 5-Year Estimates, 2019–2023; PennDOT Crash Information Tool, 2018–2022; New Jersey DOT Crash Records, 2018–2022.

** Vulnerable Road Users (VRU)*

*** Killed or Suspected of Being Seriously Injured (KSI)*

Table D-5: Regionwide Distribution of Bicyclist and Pedestrian-Related Crashes by Title VI Population Intervals

Title VI Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes	VRU KSI Crashes per 10K People	VRU Fatalities per 10K People	VRU Serious Injuries per 10K People
Well Above Average	1,116,634	• 19%	• 829	• 7.4	• 2.4	• 5.2
Above Average	780,042	13%	471	6.0	1.8	4.3
Average	2,878,721	49%	987	3.4	1.0	2.5
Below Average	1,094,389	19%	275	2.5	0.7	1.9
DVRPC Region	5,869,786	100%	2,308	3.9	1.2	2.8

Data Sources: U.S. Census Bureau, ACS 5-Year Estimates, 2019–2023; PennDOT Crash Information Tool, 2018–2022; New Jersey DOT Crash Records, 2018–2022.

* Vulnerable Road Users (VRU)

** Killed or Suspected of Being Seriously Injured (KSI)

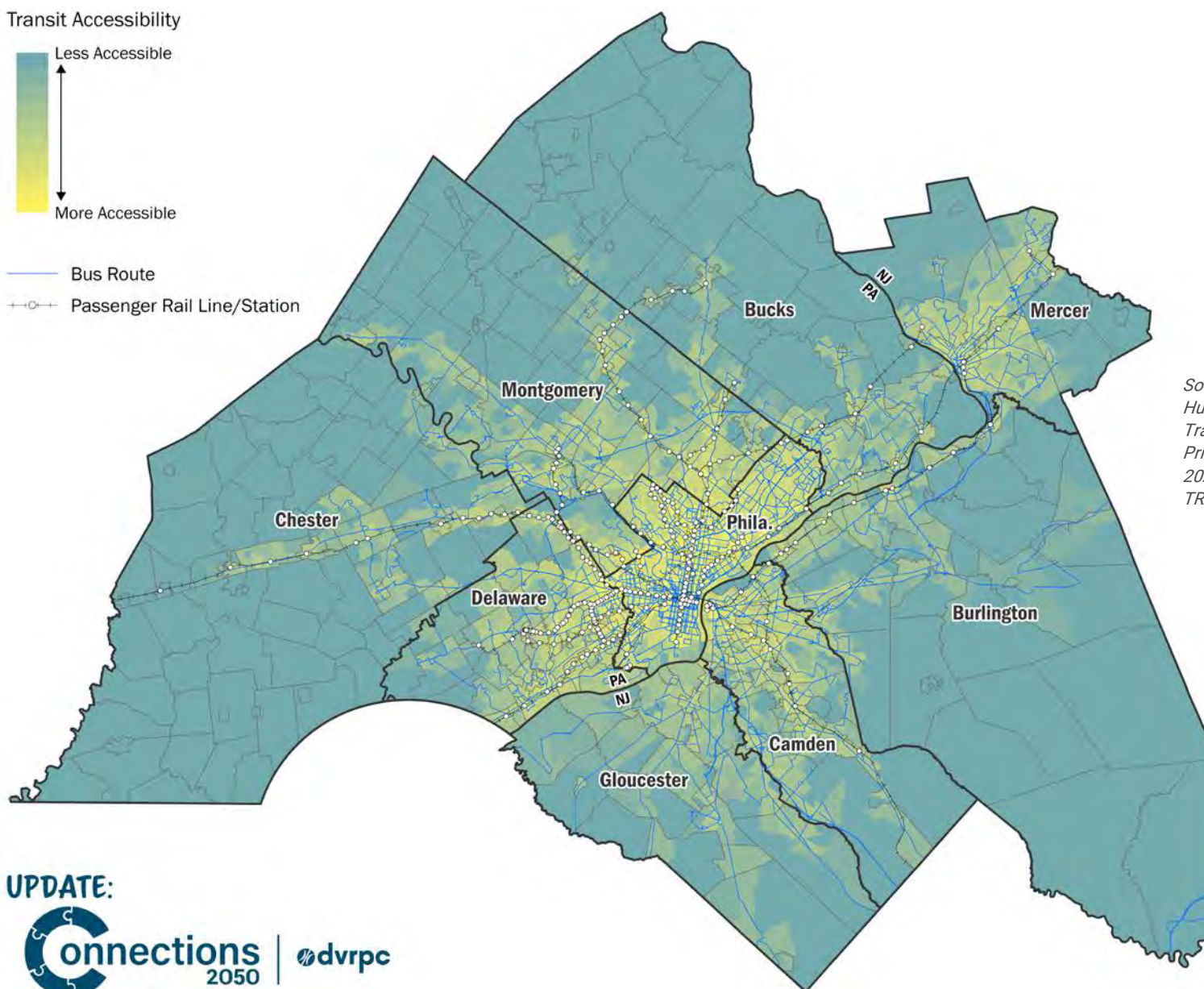
Transit Access

To understand access to transit, DVRPC leverages mapping developed in the *Coordinated Human Services Transportation Plan* (CHSTP).³⁸ The CHSTP Priority Score Map Toolkit helps users visualize where there is a potentially high need to improve

transit service for vulnerable populations to reach essential services in the Greater Philadelphia region. Figure D-7 shows this transit access in the DVRPC region along with existing bus routes and passenger rail and stations. More blue values are assigned to areas that are less accessible by transit, and more yellow values are assigned to areas that are more accessible by transit.

³⁸ Delaware Valley Regional Planning Commission, *Coordinated Human Services Transportation Plan*, accessed July 5, 2025, www.dvrpc.org/coordinatedhumanservices/.

Figure D-8: Transit Access in the DVRPC Region



*Sources: DVRPC Coordinated
Human Services
Transportation Plan (CHSTP)
Priority Score Map Toolkit,
2024; SEPTA; PATCO; NJ
TRANSIT*

Project Evaluation

Table D-6 presents a matrix that categorizes each MRP by project type and assesses the potential for adverse or beneficial impacts to communities, including those identified as low-income or Title VI populations. The table organizes project categories into five qualitative classifications:

- "Little to No Adverse Impacts/Unknown, Some Potential to be Beneficial"
- "Little to No Adverse Impacts/Unknown, Inherently Beneficial"
- "Some Potential for Adverse Impacts, Inherently Beneficial"
- "Some Potential for Adverse Impacts, Some Potential to be Beneficial"

- "High Potential for Adverse Impacts, Some Potential to be Beneficial"

These classifications are based on the general characteristics and typical outcomes associated with each type of investment. For example, substantive safety or improvements to bicycle and pedestrian infrastructure are typically considered to have "Little to No Adverse Impacts/Unknown, Inherently Beneficial," while large roadway capacity projects may be categorized as having a "High Potential for Adverse Impacts, Some Potential to be Beneficial" due to possible disruptions in the short-term and/or increased traffic and environmental impacts in the longer-term, while also providing the potential for an increase in access to jobs, services, education, and other opportunities. The matrix provides a system-level overview of how different types of investments may affect communities.

Table D-6: Project Categories for Title VI Analysis

	Little to No Adverse Impacts/Unknown	Some Potential for Adverse Impacts	High Potential for Adverse Impacts
Some Potential to be Beneficial	<ul style="list-style-type: none"> • Pavement Preservation and Modernization • Bridge Preservation • Transit Preservation and Modernization • Transit Other • Travel Demand Management 	<ul style="list-style-type: none"> • Roadway Operational Improvements 	<ul style="list-style-type: none"> • Bridge Removal • Major Road Network Expansion • Minor Network Expansion
Inherently Beneficial	<ul style="list-style-type: none"> • Community Connections, such as highway caps and noise walls • Substantive Safety Infrastructure (Including Vision Zero) • Environmental Mitigation & Resiliency • Bicycle and Pedestrian Network Expansion 	<ul style="list-style-type: none"> • Intersection Improvements • Transit System Expansion (T3) • Transit Operational Improvements • 	<ul style="list-style-type: none"> • NA

Source: DVRPC, 2025.

Tables D-7 through D-10 present the geographic distribution of funded MRP investments in Pennsylvania and New Jersey relative to low-income and Title VI populations. Each table breaks down the total dollar amount and percent of investment by project category and lists these against standardized population intervals. These intervals are based on regional averages and are used to classify census tracts according to the concentration of low-income or Title VI populations.

- Table D-7 summarizes MRP investments in Pennsylvania by project category and low-income population intervals.
- Table D-8 mirrors this approach for Title VI population intervals in Pennsylvania.
- Table D-9 provides the same analysis for low-income communities in New Jersey.
- Table D-10 completes the set with data on MRP investments in New Jersey by Title VI population intervals.

Together, these tables allow for a system-level assessment of Title VI compliance. The analysis was conducted prior to the 30-day public comment period and Board adoption. Any project changes resulting from public feedback are not reflected in the tables below.

Table D-7: Pennsylvania Funded MRP Investments by Project Category and Low-Income Communities

Project Cat.	Category Name	Well Above Average	Above Average	Average	Below Average	No Data	Total
R1	Pavement Preservation & Modernization Investments	\$101.9	\$231.1	\$1,097.0	\$843.0	\$196.5	\$2,469.5
R1	Percent Pavement Preservation & Modernization	4%	9%	44%	34%	8%	99%
R2	Bridge Preservation Investments	\$1,028.0	\$756.6	\$1,892.3	\$2,139.8	\$1,509.9	\$7,326.0
R2	Percent Bridge Preservation	14%	10%	26%	29%	21%	100%
R3	Substantive Safety Investments	\$9.8	\$0.02	\$21.8	\$16.7	\$2.6	\$50.9
R3	Percent Substantive Safety	19%	0%	43%	33%	5%	100%
R4	Mobility Operational Improvements Investments	\$266.6	\$73.5	\$500.1	\$660.2	\$78.1	\$1,578.4
R4	Percent Mobility Operational Improvements	17%	5%	32%	41%	5%	100%
R5	Roadway Expansion Investments	\$4.40	\$36.7	\$297.6	\$634.3	\$0.20	\$973.3
R5	Percent Roadway Expansion	0%	4%	31%	65%	0%	100%
R6	Green Transportation Investments	\$9.8	\$0.02	\$233.3	\$427.3	–	\$670.5
R6	Percent Green Transportation (includes Community Connections)	1%	0%	35%	64%	–	100%

Project Cat.	Category Name	Well Above Average	Above Average	Average	Below Average	No Data	Total
T1	Transit Preservation & Modernization Investments	\$462.3	\$113.7	\$714.8	\$431.7	\$58.9	\$1,781.5
T1	Percent Transit Preservation & Modernization	26%	6%	4%	24%	3%	99%
T2	Transit Operational Improvements Investments	–	\$208.7	\$58.4	\$107.0	\$1.10	\$375.1
T2	Percent Transit Operational Improvements	–	56%	16%	29%	0%	100%
T3	Transit System Expansion Investments	–	\$68.1	\$51.2	–	–	\$119.3
T3	Percent System Expansion	–	57%	43%	–	–	100%
T4	Transit Other Investments*	–	–	–	–	–	–
Pennsylvania Subregion Population		537,130	676,708	1,252,785	1,734,741	--	4,201,364
Percent Pennsylvania Subregion Population		12.8%	16.1%	29.8%	41.2%	--	100%
Percent Total Mappable MRP Investments		12%	10%	32%	34%	12%	100%
Total Mappable MRP Investments		\$1,882.8	\$1,488.4	\$4,866.5	\$5,260.0	\$1,847.3	\$15,344.5

All figures in millions of Year-of-expenditure (YOE) dollars. Figures may not add up due to rounding.

*T4 MRPs were not listed in Plan and are not mappable for this analysis.

Source: DVRPC, 2025.

Table D-8: Pennsylvania Funded MRP Investments by Project Category and Title VI Communities

Project Cat.	Category Name	Well Above Average	Above Average	Average	Below Average	No Data	Total
R1	Pavement Preservation & Modernization Investments	\$86.2	\$131.3	\$1,850.2	\$205.4	\$196.5	\$2,469.6
R1	Percent Pavement Preservation & Modernization	3%	5%	75%	8%	8%	99%
R2	Bridge Preservation Investments	\$153.6	\$1,064.6	\$3,928.1	\$670.4	\$1,509.3	\$7,326.0
R2	Percent Bridge Preservation	2%	15%	54%	9%	21%	101%
R3	Substantive Safety Investments	\$6.9	\$17.8	\$23.0	\$0.60	\$2.6	\$50.9
R3	Percent Substantive Safety	14%	35%	45%	1%	5%	100%
R4	Mobility Operational Improvements Investments	\$94.2	\$247.0	\$856.0	\$303.1	\$78.1	\$1,578.4
R4	Percent Mobility Operational Improvements	6%	16%	54%	19%	5%	100%
R5	Roadway Expansion Investments	\$24.3	\$6.2	\$619.8	\$322.9	\$0.20	\$973.3
R5	Percent Roadway Expansion	2%	1%	64%	33%	0%	100%
R6	Green Transportation Investments (including Community Connections)	\$6.90	\$0.10	\$639.6	\$23.9	–	\$670.5
R6	Percent Green Transportation	1%	0%	95%	4%	–	100%

Project Cat.	Category Name	Well Above Average	Above Average	Average	Below Average	No Data	Total
T1	Transit Preservation & Modernization Investments	\$474.3	\$315.1	\$871.9	\$61.3	\$58.9	\$1,781.5
T1	Percent Transit Preservation & Modernization	27%	18%	49%	3%	3%	100%
T2	Transit Operational Improvements Investments	\$140.0	–	\$220.2	\$13.8	\$1.1	\$375.1
T2	Percent Transit Operational Improvements	37%	–	59%	4%	0%	100%
T3	Transit System Expansion Investments	\$68.1	–	\$51.2	–	–	\$119.3
T3	Percent Transit System Expansion	57%	–	43%	–	–	100%
T4	Transit Other Investments*	–	–	–	–	–	–
Pennsylvania Subregion Population		844,611	506,832	1,925,780	924,141	---	4,201,364
Percent Pennsylvania Subregion Population		20%	12%	46%	22.0%	----	100%
Percent Mappable MRP Investments		7%	12%	59%	10%	12%	100%
Total Mappable MRP Investments		\$1,054.50	\$1,782.10	\$9,060.00	\$1,601.40	\$1,846.70	\$15,344.60

All figures in millions of YOE dollars. Figures may not add up due to rounding.

**T4 MRPs were not listed in Plan and are not mappable for this analysis*

Source: DVRPC, 2025.

Table D-9: New Jersey Funded MRP Investments by Project Category and Low-Income Communities

Project Cat.	Category Name	Well Above Average	Above Average	Average	Below Average	No Data	Total
R1	Pavement Preservation & Modernization Investments	\$98.8	\$53.5	\$489.4	\$42.8	–	\$684.4
R1	Percent Pavement Preservation & Modernization	14%	8%	72%	6%	–	100%
R2	Bridge Preservation Investments	\$192.3	\$69.4	\$101.9	\$65.4	–	\$429.0
R2	Percent Bridge Preservation	45%	16%	24%	15%	–	100%
R3	Substantive Safety Investments	–	–	–	–	–	–
R3	Percent Substantive Safety	–	–	–	–	–	–
R4	Mobility Operational Improvements Investments	–	\$58.5	\$346.7	\$342.2	\$1.70	\$749.2
R4	Percent Mobility Operational Improvements	–	8%	46%	46%	0%	100%
R5	Roadway Expansion Investments	–	\$58.8	\$178.9	\$142.4	\$3.20	\$383.2
R5	Percent Roadway Expansion	–	15%	47%	37%	1%	100%
R6	Green Transportation Investments	–	\$3.60	\$0.10	–	–	\$3.80
R6	Percent Green Transportation	–	96%	4%	–	–	100%
T1	Transit Preservation & Modernization Investments	–	–	\$89.8	–	–	\$89.8

Project Cat.	Category Name	Well Above Average	Above Average	Average	Below Average	No Data	Total
T1	Percent Transit Preservation & Modernization	–	–	100%	–	–	100%
T2	Transit Operational Improvements Investments	–	–	–	–	–	–
T2	Percent Transit Operational Improvements	–	–	–	–	–	–
T3	Transit System Expansion Investments	–	–	–	–	–	–
T3	Percent Transit System Expansion	–	–	–	–	–	–
T4	Transit Other Investments*	–	–	–	–	–	–
New Jersey Subregion Population		94,643	182,163	632,636	758,980	–	1,668,422
Percent New Jersey Subregion Population		5.67%	10.92%	37.92%	45.49%	–	100%
Percent Total Mappable MRP Investments		12%	10%	52%	25%	0%	100%
Total Mappable MRP Investments		\$291.1	\$243.8	\$1,206.8	\$592.8	\$4.9	\$2,339.4

All figures in millions of YOE dollars. Figures may not add up due to rounding.

*T4 projects were not listed in Plan and are not mappable for this analysis

Source: DVRPC, 2025.

Table D-10: New Jersey Funded MRP Investments by Project Category and Title VI Communities

Project Cat.	Category Name	Well Above Average	Above Average	Average	Below Average	No Data	Total
R1	Pavement Preservation & Modernization Investments	\$144.7	\$93.9	\$435.1	\$10.7	–	\$684.4
R1	Percent Pavement Preservation & Modernization	21%	14%	64%	2%	–	100%
R2	Bridge Preservation Investments	\$261.7	\$91.2	\$76.1	–	–	\$429.0
R2	Percent Bridge Preservation	61%	21%	18%	–	–	100%
R3	Substantive Safety Investments	–	–	–	–	–	–
R3	Percent Substantive Safety	–	–	–	–	–	–
R4	Mobility Operational Improvements Investments	\$41.9	\$73.7	\$631.7	\$0.10	\$1.70	\$749.2
R4	Percent Mobility Operational Improvements	6%	10%	84%	0%	0%	100%
R5	Roadway Expansion Investments	–	\$124.2	\$255.8	\$0.10	\$3.20	\$383.2
R5	Percent Roadway Expansion	–	32%	67%	0%	1%	100%
R6	Green Transportation Investments	–	\$1.50	\$2.30	–	–	\$3.80
R6	Percent Green Transportation	–	40%	60%	–	–	100%
T1	Transit Preservation & Modernization Investments	\$46.9	\$18.7	\$24.2	–	–	\$89.8

Project Cat.	Category Name	Well Above Average	Above Average	Average	Below Average	No Data	Total
T1	Percent Transit Preservation & Modernization	52%	21%	27%	–	–	100%
T2	Transit Operational Improvements Investments	–	–	–	–	–	–
T2	Percent Transit Operational Improvements	–	–	–	–	–	–
T3	Transit System Expansion Investments	–	–	–	–	–	–
T3	Percent Transit System Expansion	–	–	–	–	–	–
T4	Transit Other Investments*	–	–	–	–	–	–
T4	Percent Transit Other	–	–	–	–	–	–
New Jersey Subregion Population		272,023	272,210	952,941	170,248	--	1,668,422
Percent New Jersey Subregion Population		16.3%	16.4%	57.1%	10.2%	---	100%
Percent Total Mappable MRP Investments		21%	17%	61%	0%	0%	100%
Total Mappable MRP Investments		\$495.2	\$403.2	\$1,425.2	\$10.9	\$4.90	\$2,339.4

All figures in millions of YOE dollars. Figures may not add up due to rounding.

*T4 projects were not listed in Plan and are not mappable for this analysis

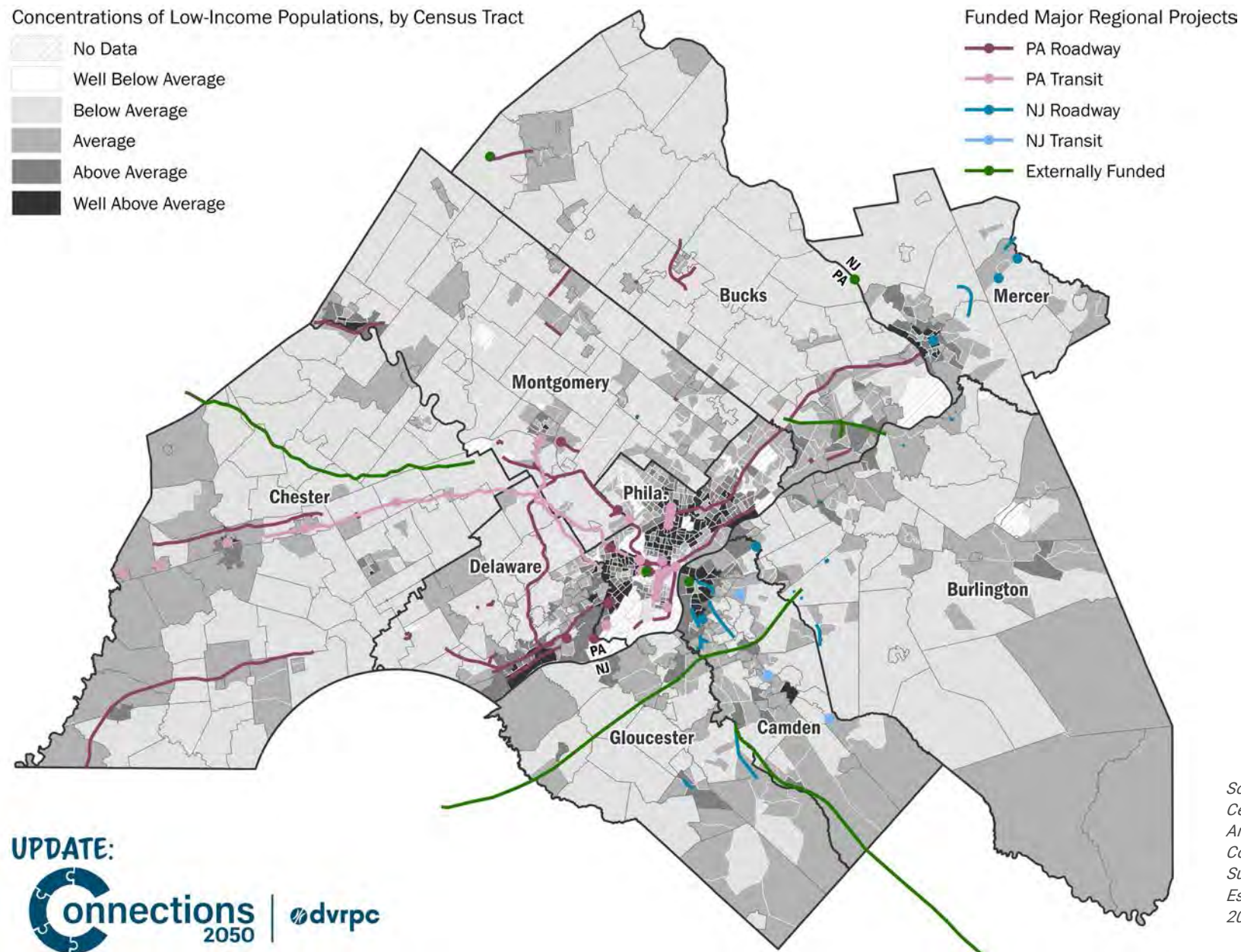
Source: DVRPC, 2025.

Figures D-8 and D-9 illustrate the spatial relationship between candidate MRPs and communities of concern within the DVRPC region. Both figures map the locations of candidate MRPs, overlaid with census tracts classified by the concentration of low-income and Title VI populations, respectively.

- Figure D-8 displays candidate project locations in relation to areas with varying concentrations of low-income populations, using standardized intervals from “Well Below Average” to “Well Above Average.”
- Figure D-9 uses the same approach but focuses on Title VI populations.

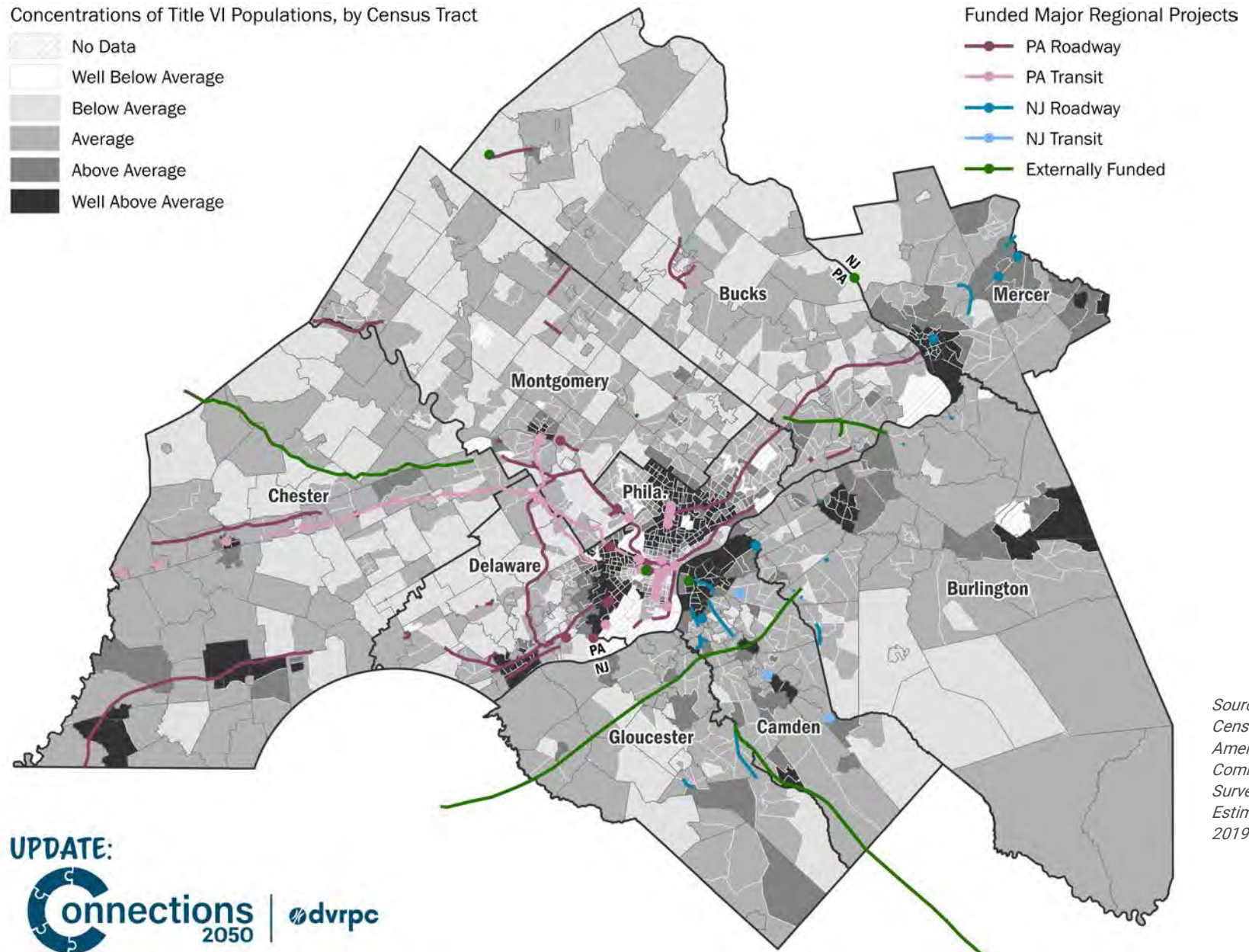
These maps provide a visual tool to assess whether MRPs are fairly distributed in accordance with Title VI. Note that this analysis and mapping only include those projects that are mappable. See the project list in the *Update: Connections 2050 Summary Document* for an indication of which projects either lacked sufficient detail to assign a specific location on a map or had too many discrete components to be represented cleanly. Not mappable projects often have benefits for communities of concern, such as new bus vehicle purchases that will provide safety benefits and reduce air pollution in the neighborhoods they operate in.

Figure D-9: Funded MRPs and Concentrations of Low-Income Populations



Source: U.S.
Census Bureau,
American
Community
Survey 5-Year
Estimates,
2019–2023

Figure D-10: Funded MRPs and Concentrations of Title VI Populations



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019–2023;

Table D-11 summarizes the total dollar amount and share of funded MRPs in Pennsylvania and New Jersey by project category. Each project category is assessed for its potential impact on communities of concern, using the following three classifications:

- Projects of Concern: High potential for adverse impacts and potentially beneficial

- Some Potential for Adverse Impacts & Potentially Beneficial
- Little to No Potential for Adverse Impacts or Unknown, & Some Potential to Be Beneficial

This table helps illustrate the scale and nature of investment in each category relative to its possible effects on Title VI and low-income populations, providing a regional view of how transportation investments align with compliance objectives.

Table D-11: Mapped and Unmapped Funded MRPs by Potential Impact

Potential Impact	Project Categories	Pennsylvania MRP Expenditures (\$M)	Pennsylvania Percent of MRP Expenditures	New Jersey MRP Expenditures (\$M)	New Jersey Percent of MRP Expenditures
Projects of Concern: High potential for adverse impacts & potentially beneficial	Bridge Removal	–	–	–	–
	Major/Minor Road Network Expansion	\$1,183.8	4.2%	\$465.9	5.7%
Subtotal		\$1,183.8	4.2%	\$465.9	5.7%
Some potential for adverse impacts & potentially beneficial	Roadway Operational Improvements	\$1,652.6	5.9%	\$1,936.6	23.8%
	Transit Operational Improvements	\$1,401.7	5.0%	–	–
	Transit System Expansion	\$438.0	1.6%	–	–
Subtotal		\$3,492.3	12.5%	\$1,936.6	23.8%
Little to no potential for adverse impacts/unknown	Pavement Preservation and Modernization	\$2,897.2	10.3%	\$1,371.6	16.8%

Potential Impact	Project Categories	Pennsylvania MRP Expenditures (\$M)	Pennsylvania Percent of MRP Expenditures	New Jersey MRP Expenditures (\$M)	New Jersey Percent of MRP Expenditures
& some potential to be beneficial	Bridge Preservation	\$8,572.5	30.4%	\$896.7	11.0%
	Transit Preservation and Modernization	\$9,664.5	34.3%	\$2,498.3	30.7%
	Substantive Safety	\$1,139.9	4%	–	–
	Transit Other*	–	–	–	–
	Green Transportation	\$1,231.2	4.4%	\$975.2	12.0%
Subtotal		\$23,505.3	83%	\$5,741.8	70.5%
Total MRP Expenditures*		\$28,181.4	100.0%	\$8,144.3	100.0%

Source: DVRPC, 2025. All figures are in billions of Year-of-expenditure (YOE) dollars. Discrepancies in totals may occur due to rounding.

*The Plan allocates 34.05% of transit revenue to T4—Transit Other Costs, but there are no Major Regional Projects for this category.

Conclusions

This system-level analysis provides a high-level assessment of how transportation investments are geographically distributed across the region and how they align with low-income and Title VI communities. The findings indicate that a notable portion of funded MRPs are located in or pass through census tracts with above-average or well-above-average concentrations of low-income or Title VI populations. However, the extent of investment varies across states and demographic categories.

In Pennsylvania, approximately 20.2 percent of mapped, funded MRP dollars (\$2.5 billion out of \$12.4 billion) are directed to tracts with higher-than-average concentrations of Title VI populations, while 18.5 percent (\$2.8 billion out of \$15.3 billion) are directed to low-income census tracts. In New Jersey, 38 percent of mapped, funded MRP dollars (\$900 million out of \$2.3 billion) go to above-average and well-above-average low-income tracts, and 12 percent support tracts with elevated Title VI populations.

While this geographic analysis provides valuable insights, DVRPC recognizes the limitations of place-based methodologies alone. As part of a commitment to continuous improvement, DVRPC facilitated a series of supplemental focus group discussions with residents of communities with high concentrations of low-income and Title VI populations. These conversations aimed to deepen understanding of how people in these communities perceive transportation investments and what types of improvements are most meaningful to them.

Focus group participants consistently emphasized the need to prioritize basic infrastructure improvements—particularly roadway preservation, sidewalks, ADA-compliant transit facilities, and safer pedestrian and bicyclist environments—over large-scale transformative projects. Many participants expressed skepticism about whether regional transportation investments were designed with their communities in mind, despite recognizing the theoretical benefits of certain projects. Feedback also highlighted a strong preference for investments that improve local access, safety, and day-to-day reliability, which tend to be lower-cost (i.e., non-MRP) projects.

Six central themes emerged from these discussions:

1. Investing in communities that have not received fair levels of investment in the past and therefore have above-average infrastructure in poor condition;
2. Mitigating negative impacts from construction of major regional projects such as lack of alternate routes and displacement of vulnerable populations;
3. Prioritizing the SGR in transportation facilities;
4. Enhancing safety and security;
5. Expanding mobility options; and
6. Improving communication.

These insights reinforce the importance of community engagement and transparency throughout the planning and project development process.

Together, the quantitative system-level analysis and qualitative focus group findings point to a clear priority: ensure that transportation investments are responsive to the everyday needs of all communities. DVRPC will continue to refine its methodologies—including exploring more people-based analytical approaches—and integrate community perspectives to continue to guide effective investment decisions in future long-range planning cycles.