

South Central Pennsylvania

Unified Environmental Justice Process and Methodology

## **Appendix D: Identifying and Addressing Disproportionately High and Adverse Effects**

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# I. Incorporate EJ into Regional Goals and Project Selection Criteria

## I.A. Examples of EJ Relevant Goals Established by MPOs

**Table D.1 Examples of EJ Relevant Regional Goals**

Broad Equity Related Goals	Mid-Ohio Regional Planning Commission	Long Range Plan Target: Average trip travel time for disadvantaged populations remain within 5 percent of the regional average trip travel time
Vision supported by a goal and performance measure	Wichita Area MPO	<p>Vision: “To provide a regional multimodal transportation system that is safe, permits equitable opportunity for its use, and advances the region’s ongoing vitality through cost conscious strategic investment.”</p> <p>Goal: “Choice and connectivity: Support the connection of all modes of transportation for people and goods, including equitable access to alternate modes of transportation.”</p> <p>Performance Measures:</p> <ul style="list-style-type: none"> <li>• Percentage of population, employment centers, and human services within a quarter-mile of a transit line</li> <li>• Percentage of Title VI population within a quarter-mile of a transit line or one mile of a bike facility</li> </ul>
High-level policies and general supporting objective	Atlanta Regional Commission	<p>Policy: “Maintain and expand transportation options that serve the region’s most vulnerable populations.”</p> <p>Policy: “Encourage equitable access to opportunities and resources for the region’s disadvantaged and vulnerable populations.”</p> <p>Objective: “Promote an accessible and equitable transportation system.”</p>
High-level principle with general goals that extend beyond the transportation sphere of influence	Delaware Valley Regional Planning Commission	<p>Principle: “Advance Equity and Foster Diversity” - Defined in the Long-Range Plan as being “more EQUITABLE with a reduction in poverty, increased economic mobility, and racially and socioeconomically integrated communities. Give all children in the region, no matter where they live, access to good schools and an education that prepares them for the jobs of the future.”</p> <p>Related Goals: Promote Equitable Access to Transportation for Vulnerable Persons; Create Age-Friendly Communities; Give All Children in the Region Access to Good Schools; Build Inclusive Communities and Develop without Displacement.</p>
Establishing an equity goal with measurable objectives	Hattiesburg-Pettal-Forrest-Lamar MPO	<p>Goal: “Transportation System That Distributes Benefits and Burdens in an Equitable Manner”</p> <p>Measurable objectives:</p> <ul style="list-style-type: none"> <li>• Minimize the disparity between the percentage of Environmental Justice/Low Mobility (EJ/LM) area households that spend 45 percent of their income on housing and transportation versus all other areas;</li> <li>• Minimize the disparity in the average travel time to work between EJ/LM areas and all other tracts.</li> <li>• Minimize disparity between travel time by driving and by riding transit to primary employment centers and major medical and educational destinations in EJ/LM areas.</li> <li>• Increase the ratio of sidewalk and multi-use path length to roadway length in EJ/LM areas and areas within a half mile of fixed-route transit service.</li> </ul>

		<ul style="list-style-type: none"> <li>Minimize the disparity in exposure to arterial traffic (VMT) and associated greater air and noise pollution for EJ groups.</li> <li>Minimize the disparity between bicycle and pedestrian crashes in EJ/LM areas and other areas.</li> </ul>
Defining equity measures for the long-range plan		<p>Economic Vitality measures</p> <ul style="list-style-type: none"> <li>Share of jobs that are accessible by auto and transit in congested conditions, within and outside Communities of Concern;</li> <li>Share of middle-wage jobs in the region, within and outside Communities of Concern.</li> </ul> <p>Equitable access measures</p> <ul style="list-style-type: none"> <li>Share of income consumed by transportation and housing costs,</li> <li>Shares for lower-income households compared to those for higher-income households</li> </ul>
Establishing an equity goal that explains why the goal is important to the region:	Met Council	<p>Equity is “one of five fundamental outcomes of the regional vision. Equity connects all residents to opportunity and creates viable housing, transportation, and recreation options for people of all races, ethnicities, incomes, and abilities so that all communities share the opportunities and challenges of growth and change. For our region to reach its full economic potential, all of our residents must be able to access opportunity. Our region is stronger when all people live in communities that provide them access to opportunities for success, prosperity, and quality of life.”</p>
Establishing a high-level objective with specific policies to implement, and adding equity considerations to the implementing policies for other objectives	Winston-Salem MPO	<p>Objective: “Identify and address the needs of minority and low-income (MLI) populations in making transportation decision making.”</p> <p>Policies:</p> <ul style="list-style-type: none"> <li>“Enhance the MPO’s analytical capabilities to ensure that the long-range transportation plan and the Transportation Improvement Program (TIP) comply with Title VI;”</li> <li>“Identify residential, employment, and transportation patterns of MLI populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed; and”</li> <li>“Evaluate and improve, where necessary, public involvement processes to eliminate participation barriers and engage MLI populations in transportation decision making.”</li> </ul> <p>The Transportation Funding objective included this equity-related policy:</p> <ul style="list-style-type: none"> <li>“Ensure that transportation infrastructure investments are equitably distributed throughout the MPO.”</li> </ul> <p>The Healthy, Active Transportation objective included this equity-related policy:</p> <ul style="list-style-type: none"> <li>Equity Policy: “Consider the potential positive and negative impacts of new transportation projects on health and equity prior to approval.”</li> </ul>
Setting specific equity goals and incorporating equity considerations into the other goal areas	Rhode Island State Planning Council	<ul style="list-style-type: none"> <li>Equity goals: <ul style="list-style-type: none"> <li>Avoiding the “displacement or loss of transportation services to populations of concern”</li> <li>Improving “transit and other transportation services which directly benefit low income, minority, elderly, and disabled populations.”</li> </ul> </li> <li>Pedestrian goals included improving pedestrian and bike infrastructure in neighborhoods with low-income and minority populations.</li> </ul>

		<ul style="list-style-type: none"> <li>• Planning goals included general concepts such as a continuous planning process that includes all needs and emphasizes needs of EJ populations.</li> <li>• Economic development goals included improving low-income access to jobs through ideas like HUD’s “Bridges to Work,” car-sharing, and incentivizing employer-provided transportation.</li> <li>• Transit goals included: <ul style="list-style-type: none"> <li>○ paying attention to “the changing needs of a dynamic population -- the increasing proportion of elderly people, the large number of people with limited capability in English, the requirements that welfare recipients find work, the increasing number of disabled people seeking to travel, the number of students on evening schedules and the prospects for a twelve-month school year, and the dispersed location of many critical facilities and services;” and</li> <li>○ making transit affordable for low-income individuals.</li> </ul> </li> </ul>
Incorporating general equity goals in a variety of agency documents and covering multiple topic areas	North Jersey Transportation Planning Authority	<ul style="list-style-type: none"> <li>• Regional Capital Investment Strategy Investment Principles and Guidelines: “Develop transportation improvements that distribute benefits and burdens equitably and serve all communities, including low-income residents, minority populations, senior citizens, the disabled, and children.”</li> <li>• MTP: “This plan seeks to address the needs of low-income, minority and other underserved communities with equitable transportation investments. This includes supporting community redevelopment that accommodates affordable housing, enhances transportation options and is inclusive of the region’s diverse population. Improving transportation options can make communities more location efficient, lowering residents daily travel expenses while allowing them to afford better housing and an improved quality of life. This and other approaches to achieving equity for all communities are being advanced through the NJTPA’s cooperation on Together North Jersey initiatives.”</li> <li>• Public Participation Plan: “Make continuous efforts to engage a diverse and wide-ranging representation of those who live, work and travel within northern and central New Jersey.”</li> </ul>
Establishing general equity goals that cover multiple topic areas	Puget Sound Regional Planning Council	<ul style="list-style-type: none"> <li>• “Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.”</li> <li>• “Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.”</li> <li>• “Social equity is one of 11 key performance outcomes used to evaluate the Regional Transportation Plan. This evaluation helps to show how the plan benefits different people, and evaluate whether it meets the region’s diverse needs, particularly for people of color and people with low incomes.”</li> </ul>
PennDOT District 8 Example	Harrisburg Area Transportation Study (HATS)	<ul style="list-style-type: none"> <li>• 2040 Regional Transportation Plan Sub-Objective: Provide transportation options and access for all users including youth, elderly, low-income and individuals with disabilities. <ul style="list-style-type: none"> <li>○ Expand timely and reliable access to employment centers, educational opportunities, services and other basic needs.</li> <li>○ Coordinate transit and paratransit systems and human services transportation.</li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>○ Include projects into the regional system that improve access and mobility within disadvantaged communities. Encourage local municipalities to incorporate ADA compliance in their projects.</li> <li>○ Encourage non-motorized transportation options that provide access to basic goods and services.</li> </ul>
PennDOT District 8 Example	Adams County Transportation Planning Organization (ACTPO)	<ul style="list-style-type: none"> <li>● 2040 Long Range Transportation Plan Update MPO Action Item related to Federal Factor #3 – Accessibility and Mobility: Adams County should continue to be sensitive to and assess environmental justice issues and concerns of minority and low-income populations, in accordance with federal and state guidelines, to ensure the transportation system is developed, operated and maintained in a manner which does not disproportionately impact those individuals and communities.</li> </ul>

## **I.B. Using EJ Criteria in Project Selection or Prioritization**

While avoiding disproportionately high and adverse impacts is an important consideration of EJ, developing EJ-related criteria for project selection can address another guiding principle of EJ: “to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.” Using EJ criteria for project selection and/or prioritization is a scalable practice that brings projects with benefits for low-income and minority communities forward. Using EJ criteria for project selection can address long-standing challenges experienced by residents of historically disadvantaged communities with limited multi-modal transportation alternatives to reach essential destinations, or who live in places with built environmental conditions threatening to health and safety.

### **What are some techniques for implementing this practice?**

There are countless ways to include EJ criteria and the specific criteria adopted by each organization will depend on its priorities, goals, and resources. This flexible practice can help to favor projects depending on priorities in the region, including pedestrian and bike infrastructure, transit infrastructure, affordable housing near transit, and initiatives that improve access to jobs, education, and other destinations. The criteria can also range from project items that are relatively easy to consider to more complicated technical analyses that would require applications of travel or air quality modeling tools.

There are two main methods for integrating EJ considerations into project selection that can be observed among MPOs: 1) points allotted within a performance matrix; and 2) questions that must be answered. The latter method could have point values associated with the questions or not.

### **Performance Matrix**

**Metropolitan Council** applies equity and housing performance criteria within its scoring matrix for every project submitted to be considered for funding. The specific criteria are:

- *Connection to disadvantaged populations and project’s benefits, impacts and mitigation (30 points):* This measure requires applicants to reference a socioeconomic condition map prepared by the MPO and then to describe the benefits, impacts, and mitigation for the impacts of their project. Met Council staff then score the applications. The total number of points available is highest for racially concentrated areas of poverty (30) and then drops for concentrated area of poverty (24), above regional average (18), and below regional average (12). The scoring method recognizes that focusing limited resources on areas with concentrations of traditionally underserved populations is important, but also recognizes that locations with EJ populations below the regional average can still have benefits for EJ populations. This flexibility addresses some of the drawbacks of using a regional threshold.
- *Housing Performance Score (70 points):* In the MPO’s regional solicitation for transportation funding, the housing score comprises 7 percent of the total score across all project types and rewards jurisdictions that actively seek to create and preserve affordable housing. This measure assigns additional points based on the Housing Performance Score for the municipality. The Housing Performance Score considers housing affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development with additional points awarded for each of these categories.

The equity and housing performance criteria make up 10 percent of the total score for roadway projects (expansion, reconstruction, and modernization), traffic management, bridge rehabilitation and

replacement; 12 percent for bicycle and pedestrian facilities projects including Safe Routes to Schools; and 15-20 percent for transit (expansion and system modernization) and travel demand management projects. The weighting recognizes the importance of bike and pedestrian projects and transit projects to the mobility of EJ populations.

**Puget Sound Regional Council** includes social equity and access to opportunity within their scoring criteria. This category seeks to improve mobility and access to opportunity and/or reduce negative impacts on minority, low-income, elderly, youth, people with disabilities, and zero-car households. There are 10 out of 90 points available for this measure. **Figure D.1** outlines the specific criteria that applicants need to meet to achieve different scores.

**Figure D.1 Social Equity and Access to Opportunity Measure for Puget Sound Regional Council**

	Purpose: Improve environmental health. How well does the project avoid creating new, mitigate existing, or eliminate previous negative impacts for the following populations: minority, low-income, elderly, youth, people with disabilities, and households without vehicles?		
Points	2	The project avoids creating new negative environmental health impacts or physical barriers for these populations.	
	Choose One	4	The project avoids creating new negative environmental health for three or more of these populations.
		3	The project avoids creating new negative environmental health for two of these populations
		2	The project avoids creating new negative environmental health for one of these populations
	Purpose: Improve access to opportunity. How well does the project improve access to areas of opportunity?		
	Choose One	4	The project improves access to an area with a low ranking for opportunity and connects it with an area with a high ranking for opportunity (as defined by the Growing Transit Communities opportunity mapping).
		3	The project improves access to an area with a low ranking for opportunity (as defined by the Growing Transit Communities opportunity mapping).
2		The project improves access to an area with a high ranking for opportunity (as defined by the Growing Transit Communities opportunity mapping).	
<i>Total</i>	10 (max)		

*Source: Puget Sound Regional Council, Transportation 2040 Prioritization Measures*

## Questions

**Polk County TPO** has six categories of questions that must be answered about each Transportation Alternatives Project, Local and Regional Multi-Use Trail Project, and Complete Streets Project. These categories include project linkage, system continuity, community benefit, cost to benefit comparison, public/private support, and commitment. Three out of six categories include questions related to benefiting EJ communities, including:

- Does the project enhance access to essential services in a traditionally underserved neighborhood or Environmental Justice area?
- Will the project provide benefits to a large segment of the community? Or will the proposed project serve a traditionally underserved neighborhood or Environmental Justice area? The benefits derived can be related to safety, quality of life, and the economy.
- Is there demonstrated public and/or private support for the project?

The relatively informal method that Polk County TPO uses appears to reward projects that offer significant benefit to an EJ population. Furthermore, one of the questions specifically considers evidence of demonstrated support. One factor that Polk County TPO considers in demonstrating support is the findings from the organization's Neighborhood Mobility Audits that were conducted in several EJ neighborhoods (see Section III of this appendix). The approach, therefore, builds upon the insights and findings drawn from implementing the uniform methodology of the mobility audits in advancing projects.

### **What are the limitations?**

The assigned points and weight given to EJ-related criteria will be pitted against a wide variety of competing considerations in priority-setting such as travel demand usage, multimodal elements and connections, economic development, infrastructure age, safety, congestion and air quality, cost-effectiveness, etc.). Ultimately, the weight given to this criteria must be sufficient to influence project priority-setting if the criteria is to be effective in addressing imbalances in benefits and burdens or needs revealed through the transportation planning process.

In terms of specifically including EJ criteria in project scoring, there are benefits and limitations to both the performance matrix and questions methods. The performance matrix format makes it easier for applicants to understand what the organization requires for a project to score well. This can allow applicants to put their best projects forward. The matrix format also standardizes the information needed for each project, which can make evaluation more straightforward. One limitation is that it may be difficult to account for unique benefits of specific projects if they are not directly included in the performance matrix.

Using questions with or without point values allows the applicant to communicate the strengths of the unique project, which could allow projects with a range of benefits for EJ populations to be considered. However, it may be more difficult to receive uniform information from applicants and for applicants to understand how scoring will work. Both of these limitations can make comparing the projects more difficult and require more value judgements from the scorer. For questions with point values, it is important to clearly identify the criteria used for receiving points for specific questions. If questions are

being used to evaluate projects without point values it should be clear why the questions are being asked and how they will be used in the evaluation.

One means for addressing the limitations of both a matrix and questions is to include a matrix for the specific information that you want from every applicant and then have broader questions to allow the applicant to highlight the unique benefits of a project.

#### **Who has used this practice?**

- **Metropolitan Council** applies equity criteria within their scoring matrix for all projects including connection to disadvantaged population and housing performance. For more information, refer to the example in “what are some techniques for implementing this practice” section.
- **Puget Sound Regional Council** has 10 out of 90 points in a Social Equity and Access to Opportunity category. The category seeks to improve mobility and/or reduce negative impacts on minority, low-income, elderly, youth, people with disabilities, and zero-car households. For more information, refer to the example in “what are some techniques for implementing this practice” section.
- **Polk County TPO** has six categories of questions that must be answered about each Transportation Alternatives Project, Local and Regional Multi-Use Trail Project, and Complete Streets Project. These categories include project linkage, system continuity, community benefit, cost to benefit comparison, public/private support, and commitment. Three out of six categories include questions related to benefiting EJ communities. For more information, refer to the example in “what are some techniques for implementing this practice” section.
- **Association of Central Oklahoma Governments** has five out of 135 possible points for projects in EJ areas. One point is available for each category: improves transit service, does not result in the relocation of residents, improves access to jobs, improves livability, and shortens commute time. To receive points, the project must explain how it improves access to an EJ area.
- **North Jersey Transportation Planning Authority** includes EJ-explicit criteria in the TIP project prioritization criteria for Highway and State Bridges Projects, Local Bridge Projects, and Transit Projects. Out of a total possible 1,000 points, a project may be awarded up to 36 points for meeting EJ criteria. To be awarded points under the EJ criteria, Highway and Bridge projects must provide benefits or reduce burdens for EJ populations. Transit projects must improve transit service to EJ populations or meet an ADA mandate. EJ populations for both project types are identified as minority, low-income, elderly, and mobility-impaired communities.
- **Morgantown Monongalia MPO** has 10 out of 100 points in an Equity, Health and Environment category. A project can receive up to two points for the following categories: improving accessibility for low-income/minority communities, correcting ADA non-compliance, including transportation choices for the disabled/aging population, promoting physical activity, and improving access to healthy food and health facilities. They include a table of all projects with their ranking scores.

#### **Resources**

Metropolitan Council. N.d. *Introduction to the Regional Solicitation for Transportation Projects*.

Retrieved from: <https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Solicitation/DraftRegionalSolicitation2016.aspx>

Metropolitan Council. 2016. *Equitable Development Principles and Scorecard: A Tool for Communities and Planners*. Retrieved from: <https://www.metrotransit.org/Data/Sites/1/media/equity/equitable-development-scorecard.pdf>

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Association of Central Oklahoma Governments. 2011. *Environmental Justice Analysis of the Encompass 2035*. Retrieved from: <http://www.acogok.org/wp-content/uploads/2017/05/EJ-Analysis.pdf>

North Jersey Transportation Planning Authority. 2017. *2018-2021 Transportation Improvement Program*. Retrieved from: [http://www.njtpa.org/getmedia/412c7d4a-082a-4414-9160-56a9a69a0b13/FY2018-2021-TIP\\_1.pdf.aspx](http://www.njtpa.org/getmedia/412c7d4a-082a-4414-9160-56a9a69a0b13/FY2018-2021-TIP_1.pdf.aspx)

## II. Include EJ Representatives on Committees

### II.A. MPO Case Examples

#### Including Demographic Information in Applications

**Delaware Valley Regional Planning Commission (DVRPC)** used to hold EJ themed events once or twice annually, generally on an ad-hoc basis and open to the public. According to DVRPC staff, that approach was abandoned in favor of inviting members of EJ organizations to participate in specific projects and on standing committees, such as the Public Participation Task Force, (PPTF) and the Healthy Communities Task Force. Representatives from DVRPC suggested that this approach is a more efficient use of limited agency resources and a more direct and productive way of bringing EJ issues into the planning process.

DVRPC's Public Participation Task Force (PPTF) provides ongoing access to the regional planning and decision-making process, reviews timely issues, serves as a conduit for DVRPC information to organizations and communities, and assists the Commission in implementing public outreach strategies. The PPTF includes appointed, at-large members selected through an application process. The application process is designed to maintain a regionally inclusive task force with diverse interest and backgrounds. **Figure D.2** shows an excerpt from the PPTF membership application. Ideal PPTF candidates represent one of numerous interests identified by DVRPC, including EJ populations.

**Figure D.2 Excerpt from the DVRPC Public Participation Task Force Membership Application**

The image shows a screenshot of a web-based survey form titled "Demographics". The form contains the following sections:

- Demographics**: A heading for the section.
- Task Force membership will ideally represent the region by geographic and demographic diversity. Please help us create a more inclusive group by sharing some of your demographic characteristics.**: An introductory paragraph.
- AGE**: A dropdown menu.
- ARE YOU OF SPANISH, HISPANIC, OR LATINO ORIGIN?**: A question with three radio button options: "Yes", "No", and "Prefer not to answer".
- RACE (CHOOSE ALL THAT APPLY)**: A question with six checkbox options: "White", "Black or African American", "Asian or Pacific Islander", "Native American or Alaskan Native", "Other, Please specify" (with a text input field), and "Prefer not to answer".

*Source: Delaware Valley Regional Planning Commission*

### III. Conduct Neighborhood Needs Assessments

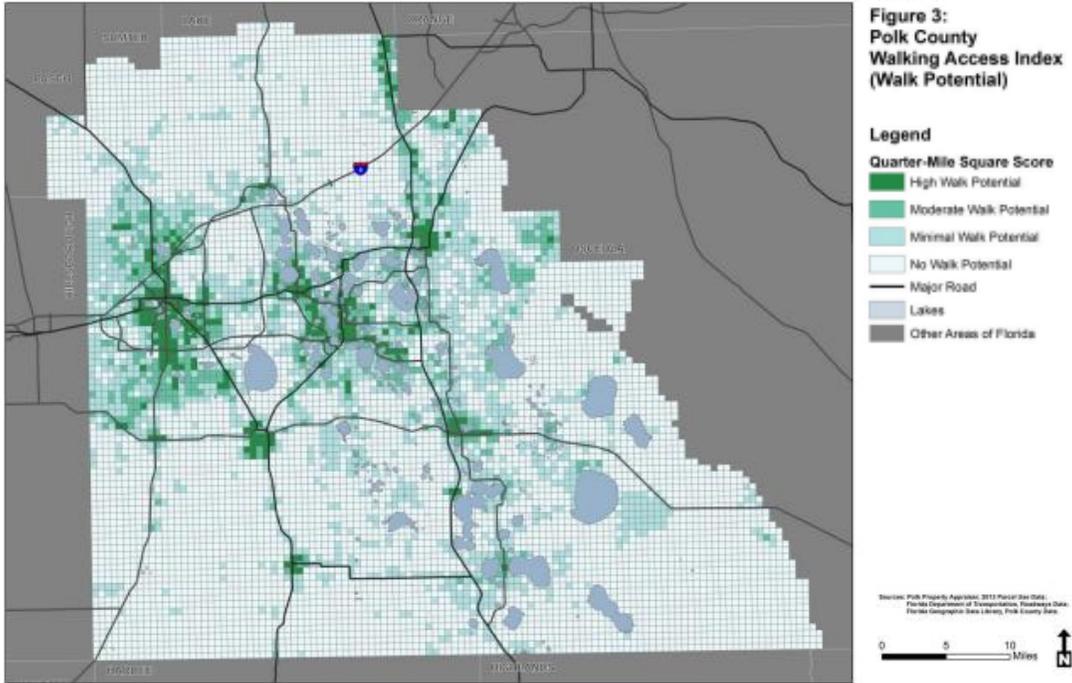
#### III.A. MPO Case Examples

**Rogue Valley MPO** identified areas of concern through the data analysis and mapping of census block groups that have more than twice the regional average of minority, low-income, elderly (65+), youth (under 18), and zero-car households. Within the areas of concern, Rogue Valley MPO mapped transit routes, sidewalks, bike lanes, multi-use paths, public school locations and grocery stores with a ¼ mile walk buffer, and pedestrian and bicycle crash locations. They then described the transportation assets, gaps and barriers for each area of concern and identified the main transportation problems.

Valley MPO supplemented this analytical work with targeted outreach to organizations serving low-income and minority populations as well as elderly, and youth populations. The survey asked staff at the organizations to identify transportation barriers and identify transportation improvements. The participating community organizations generally cited lack of transportation service to certain locations – particularly in the evenings and weekends – and infrequent service as the largest barriers. Those improvements that would address these barriers were cited as having the greatest benefit to their constituent populations.

**Polk County TPO** conducted a Neighborhood Mobility Audit to identify transportation assets and needs in 11 communities with concentrations of minority and low-income populations that they selected using their previously created EJ map. In addition to mapping of key destinations, Polk County TPO used transit data and field surveys to create a map including existing sidewalks, bicycle lanes, transit routes and stops, and bicycle and pedestrian fatalities and injuries using crash data for the most recent five years available. The MPO used the mapping to assess overall neighborhood mobility and parameters that may influence an individual's selection of an alternative travel mode to complete a trip. Mobility was assessed based on opportunities to walk, bike, or take transit and gaps and barriers that may impede walking, biking, or accessing transit. A series of indices were developed to measure the level of walking, biking, and transit access within a neighborhood. Measures were standardized by assessing each within a grid of quarter mile squares (see **Figure D.3**). Finally, Polk County TPO identified planned and programmed investments located in the neighborhood. Based on the results of the Neighborhood Mobility Audit process, the MPO then worked with local governments to identify several key projects to be considered for funding through the Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), or within the LRTP or TIP.

**Figure D.3 Map of Polk County Walking Access Index**



Source: Polk County TPO, *Neighborhood Mobility Audit Methodology*

## IV. Develop Program Projects and Partnerships

### IV.A. MPO Case Examples

#### **Support Local Planning Efforts**

**North Jersey Transportation Planning Authority (NJTPA)** was part of a HUD-funded regional consortium that formed to develop a plan for sustainable development for the North Jersey region. The Together North Jersey (TNJ) consortium re-granted a portion of the funding to support local planning initiatives. One such program was the NGO Micro-Grant Program, which provided financial assistance to non-governmental organizations to meaningfully participate in the planning processes that led to the development of the regional plan. Grant recipients were non-profit organizations that serve traditionally underrepresented populations. Grantees were given financial resources to undertake small planning studies that focused on neighborhood revitalization and improving the built environment to promote health and well-being, safe neighborhoods, and active transportation. The TNJ implementation phase, which began in 2016, provides support for the re-granting recipients to implement recommendations of their plans.

**Metropolitan Planning Commission's (MTC) Community-based Transportation Planning (CBTP)** program brings together local residents, community organizations and transportation agencies to identify the transportation challenges facing low-income neighborhoods and develop strategies to overcome them. Completed CBTP plans include: a demographic analysis of the area; a list of community-prioritized transportation gaps and barriers; strategies or solutions to address the identified gaps; possible funding sources; a list of stakeholders responsible for implementing the plan; and documented results of community outreach strategies. Projects recommended in the plans are forwarded to MTC and local policymakers to guide decisions on planning, funding and implementation. A key funding source for improvements recommended in the CBTP plans is MTC's Lifeline Transportation Program, which was created to help maintain critical transit service in communities of concern while also advancing other community-prioritized transportation needs.

**Delaware Valley Regional Planning Commission's (DVRPC) Transportation and Community Development Initiative (TCDI)** funds locally-directed smart growth initiatives that implement the *Connections 2045 Plan for Greater Philadelphia* and are aimed to improve local communities and reverse trends of disinvestment and decline. Grant proposals that are located in tracts containing Indicators of Potential Disadvantage (IPD) are given bonus points. Applicants are asked to use a publically-available, online IPD map to describe where and on which population groups the projects will have an impact.

## Resources

- Delaware Valley Regional Planning Commission. Public Participation Task Force (PPTF) with link to online application. <https://www.dvrpc.org/Committees/PPTF/>
- Delaware Valley Regional Planning Commission. Transportation and Community Development Initiative (TCDI). <https://www.dvrpc.org/tcdi/>
- Hattiesburg-Petal-Forrest-Lamar Metropolitan Planning Organization, (2015). 2040 Metropolitan Transportation Plan.
- Metropolitan Transportation Commission (MTC). Community-Based Transportation Plans. Plans + Projects. <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/community-based-transportation-plans>
- North Jersey Transportation Planning Authority (NJTPA), (2017). Draft 2018-2021 Transportation Improvement Program.
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- Together North Jersey. NGO Micro-Grant Program. [https://togethernorthjersey.com/?page\\_id=1958](https://togethernorthjersey.com/?page_id=1958)