

## 6.0 TIP EVALUATION

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

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

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

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

### 6.1 Evaluation Methodology

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

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

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

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

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

Findings from this evaluation are presented below.

## 6.2 Evaluation Findings

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

### 6.2.1 Minority Communities

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

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

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

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

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



### 6.2.2 Low-Income Communities

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

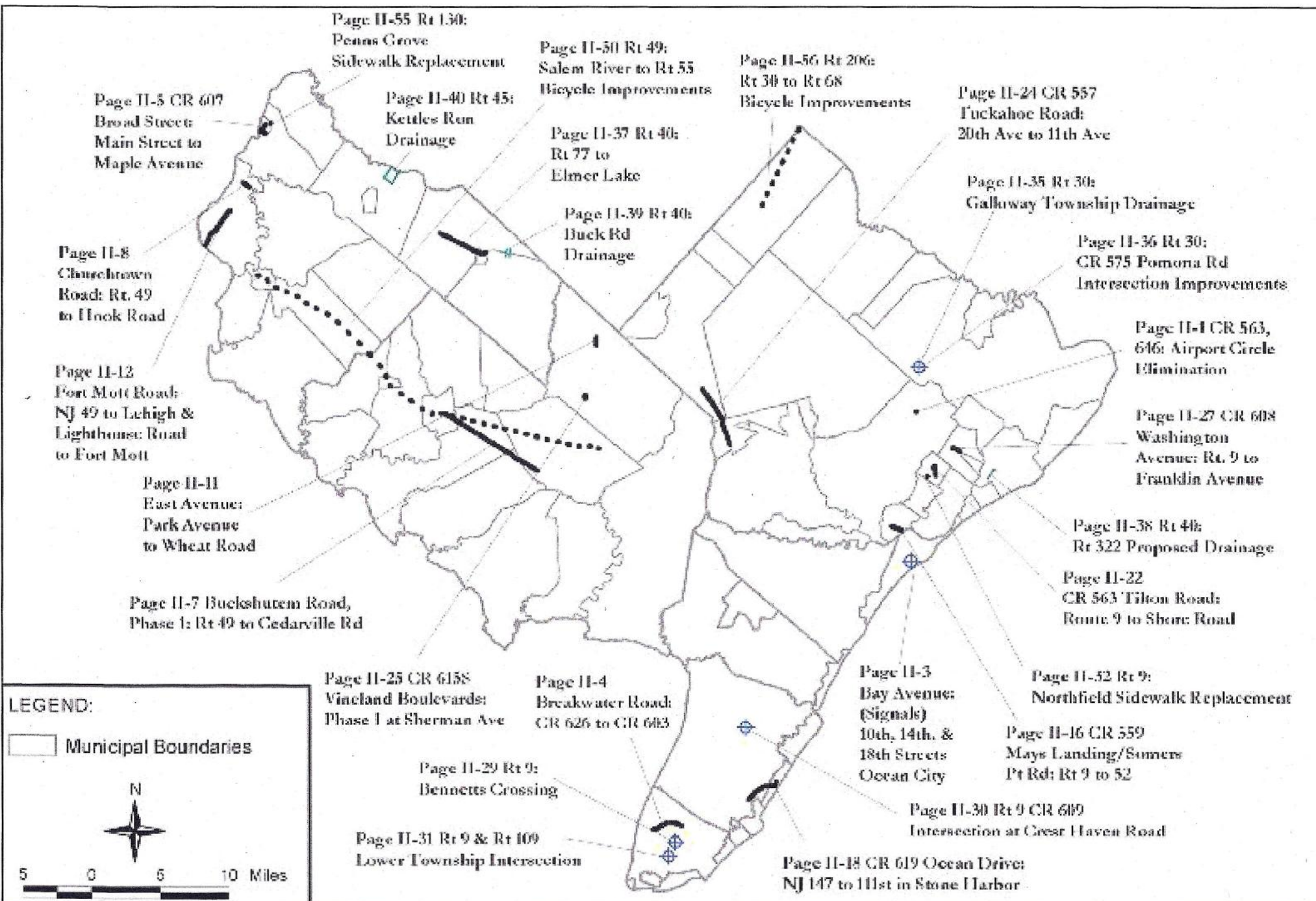
**Table 6.2.2**  
**Local Safety, Enhancement, and Preservation TIP Projects**  
**Comparison of Low-Income and Non-Low-Income TAZs**

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

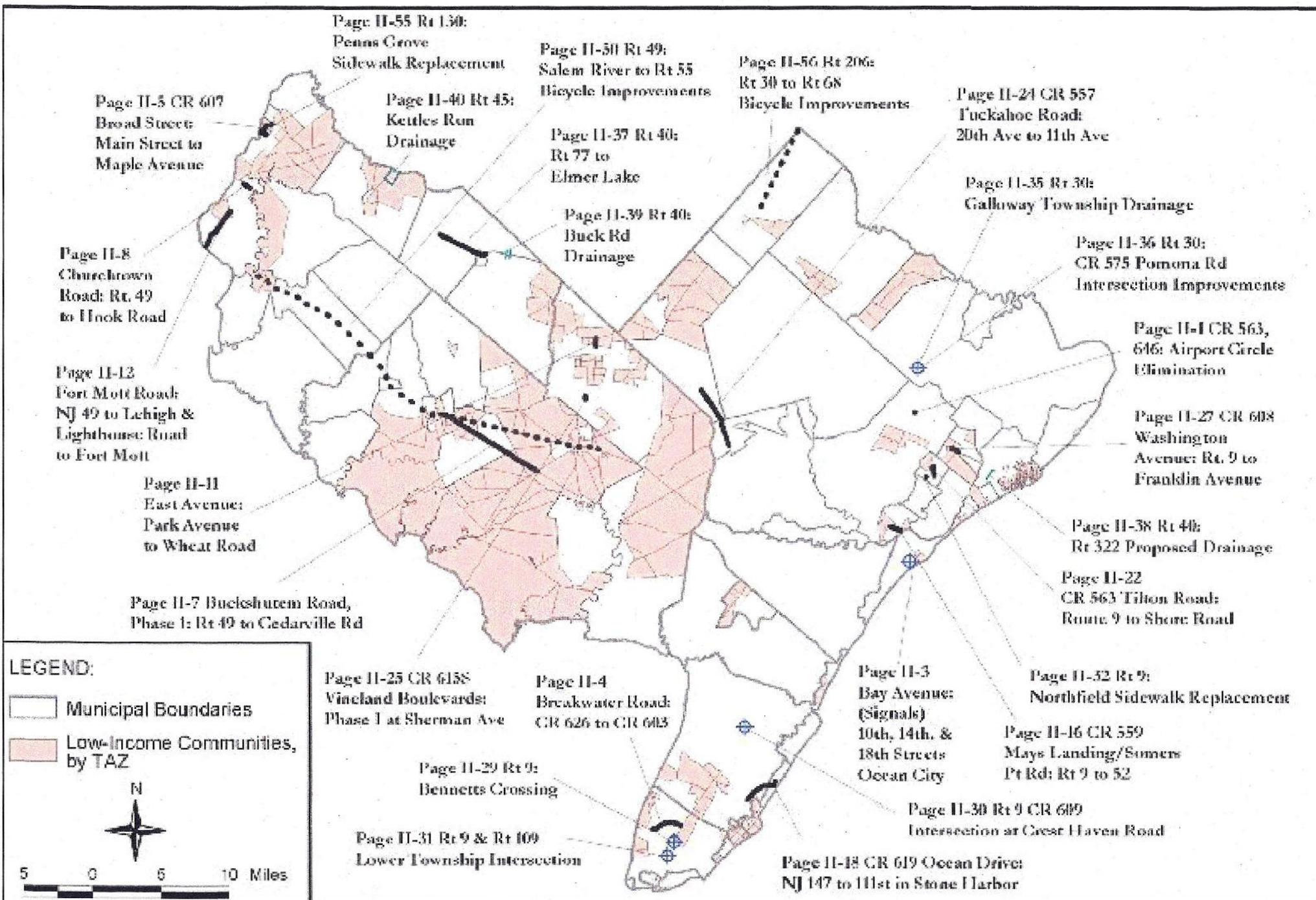
Source: The SJTPO 2002-2004 Transportation Improvement Program (TIP).

### 6.2.3 Conclusion

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







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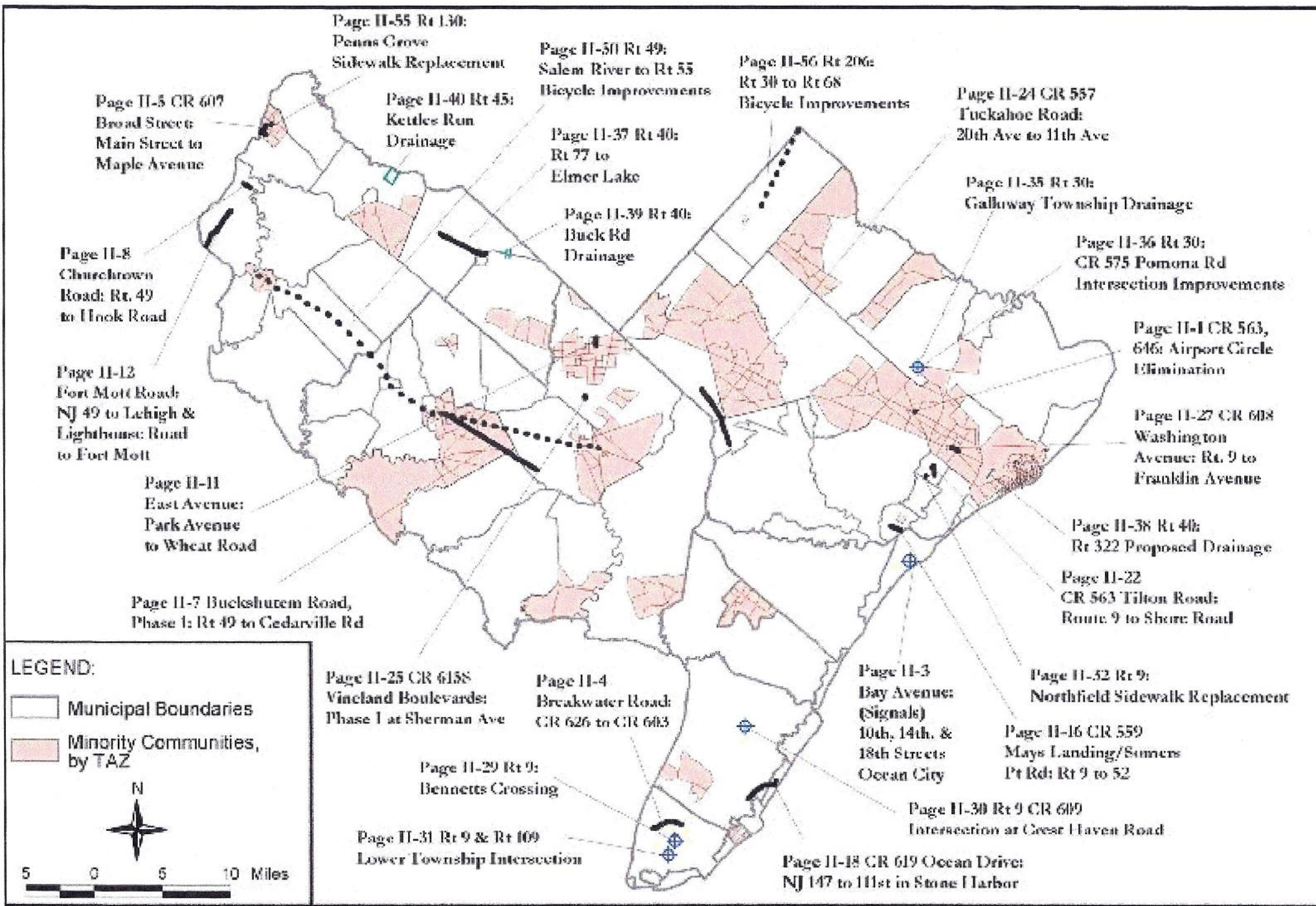
Prepared by The Louis Berger Group, Inc. - June 2002

Source: TIGER® 1998 Data, U.S. Bureau of the Census; SJTPO 2002; The Louis Berger Group, 2002

**Local Safety, Enhancement, and Preservation  
TIP Projects and Low-Income Communities**

**Figure 6.1.2**





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Sources: TIGER8 1988 Data, U.S. Bureau of the Census; SJTPO 2002; The Louis Berger Group, 2002

**Local Safety, Enhancement, and Preservation  
TIP Projects and Minority Communities**

**Figure 6.1.3**