

**2025-2028
TRANSPORTATION
IMPROVEMENT PROGRAM
REPORT ON ENVIRONMENTAL
JUSTICE**



April 2024

Southwestern Pennsylvania Commission

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Pittsburgh, Pennsylvania 15222

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www.spcregion.org

Southwestern Pennsylvania Commission

2024

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Italiano

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中文

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Nepali:

यो फाराम अनुरोध गररएमा वैकल्पिक ढाँचाहरूमा तिलब्य छन। अनुरोध गरिमा ल्िना शुपक SPC ले अनुवादन र दोभाषे सेवा तिलब्य गराउँछ। थि जानकारीको लाला SPC (412) 391-5590 मा फोन गनुोहोस्।

Gujarati:

આ દસ્તાવેજ વવન ંતી પર વૈકલ્પિક ફોર્મેટ્સમાં ઉપલબ્ધ હોય છે. SPC કોઈપણ શપક લીધા વવના ુ વવન ંતી પર અનવાદ ુ અને અર્થઘટન સેવાઓ પરી પાડશે. ુ વધ મહત્વની માર્ગ ુ ેકપા કરી (412) 391-5590 પર SPCને કોલ કરો.

Oriya: ଏହି ଡକ୍ୟୁମେଣ୍ଟର ଅନୁମତ ରୋଧମର ମ ેକ୍ଲିକ୍ ଫେମୋଟମର ଉପଲବ୍ଧ। ମକ୍େଶି ଚୋର ମଛଡ଼ୋ ଏସପିସି ଅନୁମ ેଦ ଏ ે ુ ેକ୍ଲିକ୍ ે ମସ ે ପ୍ରବୋନ କ୍ରି । ଦୟାକ୍ରି ଅଧିକ୍ ସୂଚନୋ ପୋଲ୍ ଏସପିସି (412) 391-5590 ମର କ୍ଲ କ୍ଲିକ୍ ।

Punjabi:

ਇਹ ਦਸਤਾਵੇਜ਼ ਬੇਨਤੀ ਕਰਨ 'ਤੇ ਵਕਲਪਕ ਰੂਪਾਂ ਵਿੱਚ ਉਪਲਬਧ ਹੈ। SPC ਵਬਨਾਂ ਵਕਸੇ ਖਰਚ 'ਤੇ ਬੇਨਤੀ 'ਤੇ ਅਨੁਵਾਦ ਅਤੇ ਦੁਭਾਸ਼ੀਆ ਸੇਵਾਵਾਂ ਪਰਦਾਨ ਕਰੇਗਾ। ਵਧੇਰੇ ਜਾਣਕਾਰੀ ਲਈ ਵਕਰਪਾ ਕਰਕੇ SPC ਨੂੰ (412) 391-5590 'ਤੇ ਕਾਲ ਕਰੋ।

Sinhalese:

ඉල්ලීම මත මම මල්ලබනය විකල්ප ආකාරවලින් ලබාගත හැකිය. SPC විසින් කිසිදු ගාස්තුවක් අය කිරීමකින් මකාරව භාෂා පරිවර්තන හා භාෂණ පරිවර්තන මස්තවාවන් ස්පයනු අත. කරුණාකර වැඩි දුර විස්තකර ස්දහා (412) 391-5590 ඔස්තමස්ත SPC අමතන්න.

Marathi:

हा दस्तऐवज लवनीनुसार ियायी स्वरुिांमध्ये तिलब्य आहे. लवनीनुसार SPC भाषांतर आल्ि अथुलवरि सेवा लवनामूपय प्रदान करेल. अल्यक मालहतीसाठी कृ िया SPC ला (412) 391- 5590 येथे कॉल करा.

Bengali:

অনুরোধ জোনোরে এই ডকুমেন্টটি অনযোনয ফ ેযোরেও পোওয়ে যোয়। অনুরোধ জোনোরে SPC ক ેনও চোজজ ছোডোই অনুবোদ এবং বযোখ্যো ે পর রেবো প্রদোন রব। আ ও তরযয জনয অনুগ্রহ র (412) 391-5590 নষর SPC ক কফোন রুন।

Hindi:

यह दस्तावेज़ अनुरोध पर वैकल्पिक फॉर्मेट में उपलब्ध है। एस पी सी (SPC) अनुवाद और व्याख्या सेवाएं अनुरोध पर बिना शुपक उपलब्ध कराएगी। कृपया अधक जानकारी के ललए (412) 391-5590 पर एस पी सी (SPC) को कॉल करें।

Sindhi:

درخواست جي صورت ۾ هي دستاويز متبادل ٻولي ۾ دستياب آهي. درخواست جي ترجمي ۽ ترجماني جون مفت خدمتون فراهم ڪندي.. مهرباني ڪري SPC صورت ۾ 412(5590-391) تي ڪال ڪريو SPC وڌيڪ معلومات الء (412) 391-5590 تي.

:Urdu

درخواست SPC به دستاويز درخواست ڪيے جلے پر متبادل اشكال ميں دستياب ہے۔ ڪيے جلے پر ترجمہ اور ترجماني ڪي خدمات مفت فراہم ڪرے گا۔ مزيد معلومات ڪي ڪال ڪريو SPC (412) 391-5590 (پر ڪال ڪريو)۔

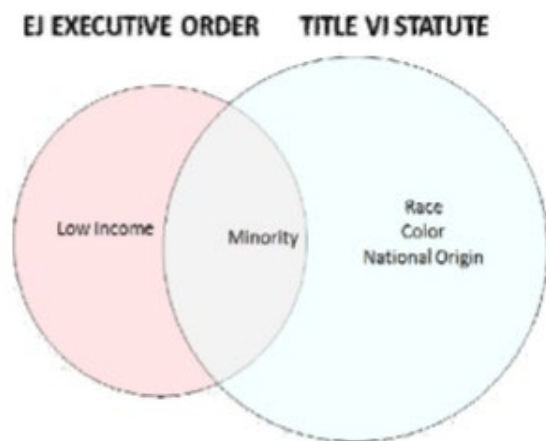
The Southwestern Pennsylvania Commission (SPC) hereby gives public notice that it is the policy of the Commission to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI and other related statutes require that no person in the United States of America shall, on the grounds of race, color, sex, national origin, age, or disability, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which SPC receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by SPC under Title VI has a right to file a formal complaint with the Commission. Any such complaint must be in writing and filed with SPC's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our website at: www.spcregion.org or call 412-391-5590.

Background

As the federally designated regional Metropolitan Planning Organization, the Southwestern Pennsylvania Commission (SPC) works consistently to ensure that **all** southwestern Pennsylvania residents are involved and invested in the regional transportation planning process. A large part of this mission involves adhering to the principles of Environmental Justice (EJ). The U.S. Environmental Protection Agency's Office of Environmental Justice defines EJ as:

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.

The federal definition of Environmental Justice is shaped by both Title VI of the Civil Rights Act of 1964 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. Although the nondiscrimination principles of Executive Order 12989 and the Title VI statute intersect, they are two separate mandates and each has unique requirements.



Title VI prohibits discrimination in federal programs on the basis of race, color, national origin. Subsequent laws¹ include gender, disability (physical and mental), and age in Title VI protections. Executive Order 12898 directs these protections by requiring federal agencies to conduct EJ analyses of their policies, programs, and activities to ensure that no adverse human health and/or environmental impacts would be disproportionately borne by minority and low-income populations. SPC utilizes this federal guidance to determine and define “communities of concern” in the SPC region. A table outlining these populations can be found on the following page.

¹ 1 Title IX of the Education Amendments, 1972; Section 504 of the Rehabilitation Act of 1973; The Americans with Disabilities Act (ADA) of 1990; The Age Discrimination Act of 1975

Population	Title VI	EJ	LEP	ADA	Community of Concern
Racial Minority	X	X			X
Ethnic Minority	X	X			X
Household in Poverty		X			X
Limited English-Speaking			X		X
Person with Disability				X	X
Older (65+) person					X
Household without access to vehicle					X
Household without internet connection					X

To address decades of underinvestment and disproportionate impacts on marginalized communities and to build upon a national commitment to environmental justice, the Biden-Harris Administration created the Justice40 Initiative. Established under Executive Order 14096, “Revitalizing Our Nation's Commitment to Environmental Justice for All” and signed in April 2023, Justice40 has made it a national goal to ensure that 40 percent of the overall benefits of federal investments go to communities disadvantaged by social, economic, and environmental factors. All Justice40 programs receiving federal funding have been asked to identify the benefits of their covered programs, determine how covered programs distribute benefits, and calculate and report on reaching the 40-percent goal.

In the context of transportation, effective and equitable decision-making depends on understanding and properly addressing the unique needs of different socioeconomic groups. U.S. Department of Transportation (USDOT) Order 5610.2(a), Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, identifies three fundamental principles of EJ that guide USDOT actions:

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

Approach

Environmental Justice Directives mandate that EJ programs have both a participatory and a data-driven analysis component. This report summarizes multiple activities and analyses that have been conducted in accordance with EJ Directives in developing the southwestern Pennsylvania Region’s 2025 Transportation Improvement Program (TIP).

As part of the 2025 TIP development process, SPC re-identified low income, minority, and other potentially disadvantaged populations through updating regional demographic profiles with the most currently

available census data. SPC strived to engage these populations through public participation initiatives throughout the planning process, which will be discussed at length.

Furthermore, the updated regional demographic profiles were used as part of the larger TIP project selection and prioritization criteria – projects that fell within an Environmental Justice area (any census block which exceeded the regional average for low income and/or minority populations), were assessed for any specific benefits and/or burdens that could impact project priority.

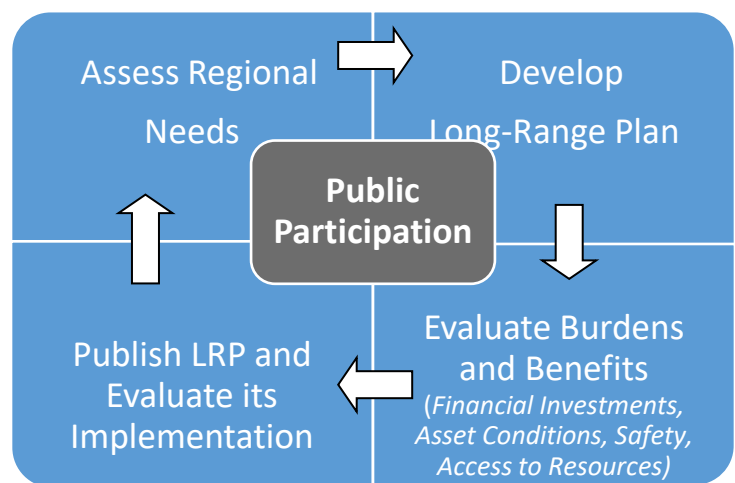
After re-assessing the condition of regional infrastructure and working with planning partners and the public to identify needs, SPC developed the draft TIP. Draft TIP projects were further evaluated for burdens and benefits to low income, minority, and other potentially disadvantaged populations, which included an analysis of financial investment, access to transportation infrastructure, pedestrian and bicycle safety, and pavement and bridge conditions. Certain federal funds in the Draft TIP also qualify as Justice40 covered programs. No potential disproportionate and adverse impacts were identified.

Sources

SPC uses the most recent data from the Census and/or the American Community Survey (ACS) to identify and locate low income, minority, and other communities of concern within the southwestern Pennsylvania region. The equity analysis (*Demographics* and *Burdens and Benefits*) component of this report utilizes the 2018 – 2022 ACS 5-Year Estimates, the most recent as of Spring 2024. Data is used to analyze any changes in the region’s demographic profile, map low income and minority populations, and study the potential benefits or burdens of projects on the LRTP to these populations. An analysis of roadway and bridge asset condition and financial investments relative to low income and minority populations is also used to mitigate any potentially disproportionately negative effects of the TIP.

The Public Participation Process

SPC ensures that low income, minority, and potentially disadvantaged populations are correctly identified and subsequently engaged in each step of the transportation planning process. This allows SPC and its planning partners to appropriately weigh the effects of individual projects on the populations they serve. Input from the public and relevant organizations is incorporated at each stage of the TIP development process, from the assessment of regional needs to the production of the final plan report.



To foster community engagement in a region as large as Southwestern Pennsylvania, SPC develops and maintains an outreach program designed to bring information to the community, rather than expecting residents to come to SPC. Public meetings for project-level improvements are held in the locality affected by proposed actions either in person or virtually. Public meetings for regional planning and programming efforts, such as the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) are also held in person throughout the region in addition to virtually to accommodate all public needs.

Public Participation Panels

To encourage public participation, SPC has established working groups in each county, called Public Participation Panels (PPP). Panel membership is designed to be reflective of the social and economic character of the county population. Community leaders, representatives of social service agencies, and area residents are represented on each PPP in order to promote broad public awareness of participation opportunities.

To communicate with as many of the region's residents as possible, SPC has cultivated relationships with regional planning partners, local service organizations, faith-based groups, cultural groups, and other relevant persons and organizations. These relationships permit SPC to continually expand its outreach and to strive to enable all area residents to actively participate in the transportation planning process.

Public Meetings

Public Participation Panel meetings and the public meetings that immediately follow each PPP meeting typically include an interactive workshop in which area residents are encouraged to discuss transportation plans and programs with SPC staff, county representatives, local transit service providers and PennDOT District staff. They also include an informational session on transportation planning and provide an opportunity for the public to submit their formal comments.

SPC's outreach program ensures that meetings are held in diverse neighborhoods and communities, from urban centers to rural areas. All in-person public meetings are held in centralized locations which are ADA accessible and, whenever possible, are served by fixed-route public transportation. Public meetings are also held virtually as requested by local leaders. Information on public transportation options is included in meeting announcements, as well as SPC's CommuteInfo website.

SPC's meeting notification database is updated regularly to ensure that all relevant service providers, community groups, and others are involved in the public outreach process. Involving these groups increases interest and participation in these public meetings and promotes collaboration and information sharing at other community events. Meeting notices are also published in regional newspapers and minority media.

To make public documents readily available, SPC maintains a document review network that includes regional libraries, ten-member county planning offices, and the office of the City of Pittsburgh Department of Mobility and Infrastructure.

Providing Accessible Information

In 2021, SPC adopted an updated Public Participation Plan for the region. This plan provides guidance on SPC's increased use of web-based technology to enhance the public involvement process.

In addition to information distributed via email newsletters or public meetings, SPC maintains a Public Participation Portal on its website. The Portal's purpose is to create an easy-to-access tool for the public to review information regarding regional projects and programs. It also provides a forum for open dialogue between the public and SPC staff and planning partners, where parties can submit comments and ideas, ask questions, and provide feedback on the public participation process. Members of the public can also submit email comments to comments@spcregion.org.

SPC's website is continually expanding to enhance our ability to disseminate information and collect public input efficiently. The public can review documents and utilize direct links to submit input. For non-native English speakers, illustrative graphics and information on obtaining translated documents and interpretation services are available. SPC also uses social media channels such as Facebook, Twitter, LinkedIn, Instagram, and YouTube to reach a wider audience. SPC has also curated a social media toolkit for the ten-counties and the City of Pittsburgh that they can use to promote the PPP meetings.

Reaching Communities of Concern

Environmental Justice Populations are federally defined as being minority and/or low income; however, other demographic groups may be underserved in the transportation planning process. Older adults, people with disabilities, households with no vehicle or internet access, and non-English speakers also face challenges when attempting to engage with and receive equitable benefits from transportation systems. Because the FHWA Order on Environmental Justice encourages MPOs to identify and address the transportation needs of *any* groups who have been traditionally underserved by the transportation planning process, SPC included mapping for all of the groups denoted above in the LTRP equity analysis.

Efforts to engage these populations occur throughout the planning process. SPC asks the chairpersons of each of the ten PPPs to help identify ways in which public information sharing, public meeting attendance, and participant diversity could be enhanced in their counties. Furthermore, SPC continues to work with the Allegheny County Task Force on Disabilities, regional health and human service providers, and community service agencies to inform their clients on opportunities to participate and provide input.

SPC also works with the City of Pittsburgh's "Welcoming Pittsburgh" initiative—a consortium of local individuals creating a grassroots, comprehensive program to make Pittsburgh welcoming to immigrants. To serve all residents equitably, SPC publishes essential information in all of the region's most spoken languages, including English, Spanish, Italian, Traditional Chinese, and in Indic languages upon request. Materials are available in other languages and formats upon request.

Conducting the Equity Analysis

While the public participation component of Environmental Justice is continuous, the Environmental Justice (equity) analysis of the TIP is conducted prior to the approval of the fiscally constrained project list in order to ensure that the implementation of the TIP will not have any "disproportionately high and adverse" effects on minority and low-income population.

FHWA and USDOT EJ Orders state that:

A disproportionately adverse effect is one that (1) is predominately borne by a minority population and/or a low-income population; or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population. Figure 1, found in Appendix A – Report on Environmental Justice Mapping, illustrates the spatial distribution of Environmental Justice Census Block Groups in southwestern Pennsylvania.

The equity analysis conducted by SPC also maps the locations of other traditionally underserved populations that are defined in the Title VI of the Civil Rights Act and subsequent nondiscrimination laws, as referenced on page 1-2 – older adults, those with disabilities, and those with limited English proficiency. Areas that have high concentrations of households with no access to a vehicle and/or the internet are mapped to determine where non-roadway related improvements, programs and strategies might be of benefit.

To identify how the burdens and benefits of transportation improvements are distributed, an updated demographic profile of the SPC region was utilized, and a series of analyses were completed using GIS. The section which follows summarizes the steps used to complete these analyses.

Demographic Profile

2020 Census Data and American Community Survey (ACS) 2018-2022 Five-Year Estimates were used to create the demographic profile of the SPC region. All analyses use USDOT definitions of minority and low-income populations, which can be found in Appendix B of this document.

Minority and Low-Income Populations

According to the 2020 Census and the 2018-2022 ACS, 17.23% of residents in the SPC region identify as minorities² and 11.57% of household incomes are living below the poverty level (low income).³

Figure 1 highlights block groups wherein the percent of minority residents and/or households below the poverty level exceeds the regional average. These are considered Environmental Justice Block Groups. These block groups include 70.4% of the region's households in poverty and 64.7% of the region's minority population.

Figures 1.1 and 1.2 illustrate a gradient scale of minority populations and low-income households respectively, which provides additional perspective on the levels of need across the region. They also depict a dot density analysis, which permits a better understanding of the spread of low-income households and minority populations across the region.

In the SPC region, minority populations are found most frequently in older urban communities, sometimes overlapping with low income populations. However, there is also a significant distribution of low-income populations across the periphery of the region, specifically in rural communities. Understanding the multifaceted nature of these populations is important in developing a meaningful transportation investment plan.

Other Traditionally Underserved Populations

The FHWA Order on Environmental Justice encourages MPOs to identify and address the transportation needs of any individuals or groups who have been or have the potential to be underserved by the transportation planning process. SPC included mapping for three additional population groups in its equity

² For the purposes of this report, Total Minority Population is the difference between the Total Population and the Majority Population, where the Majority Population is "white persons of one race only, not Hispanic or Latino" Source: 2020 Census Data

³ As per USDOT definitions; Source: 2018-2022 American Community Survey 5-Year Estimates

analysis: older adults, people with disabilities, and persons with limited English proficiency (LEP). These are groups assured fair and equitable consideration in the transportation planning and programming process under Title VI assurances, policies, and program objectives. SPC also identified households without vehicles and households without access to the internet as part of its benefits and burdens analysis.⁴

Older adults are defined by the Census as persons aged 65 and older. As of the 2020 Census, there are 525,629 older adults in the SPC region, representing 20.8% of the region's total population. As illustrated in Figure 2, older adults were found to be widely distributed throughout the region, with concentrations in both the region's older urban centers and its peripheral rural communities.

The Census uses six basic disability types in their definition of a person with a disability. These include visual, hearing, cognitive, ambulatory, self-care, and independent living disability types. According to the 2020 Census, 14.8% of the region's adult, non-institutionalized population has a disability. As depicted in Figure 3, this population is spread throughout the region.⁵

The Census measures populations with limited English proficiency by whether a person who speaks English as their second language can speak it "less than very well". The large majority of persons in the SPC region speak English as their first language. According to the 2020 Census, about 1.6% of the regional population self-identified as speaking English "less than very well". As illustrated in Figure 4, this population is widely spread throughout the region.

As telecommuting for school and work becomes more widespread, SPC identified homes without access to the internet in our region. According to the 2020 Census, 118,701 households in the region reported having no internet access. This represents about 10.8% of the households in the region. As illustrated in Figure 5, this population is concentrated in the rural area, around the boundaries of the region.

Finally, according to the 2020 Census, 109,478 households in the region reported having no available vehicle at home. This represents about 10% of the households in the region. As depicted in Figure 6, this population is also widely spread throughout the region.

Population Change

According to the 2018-2022 ACS estimates, the SPC region's total population has decreased by 5,617 since the 2020 Decennial Census. County populations have risen as much as 799 in Butler County, while Allegheny County has decreased by 5,268. The majority population has increased by more than 38,000 since the 2020 Census, however the minority population has decreased by more than 44,000 residents. Table 1 summarizes estimates of the population change in the region since the 2020 Census.

⁴ Population definitions are drawn from the ACS; Source: American Community Survey 2022 Subject Definitions

⁵ ACS Disability Data is only available at the census tract level – which is used in this analysis

Table 1 Population Change in SPC Region								
County	2020 Census				2018 - 2022 ACS 5 Year Estimates			
	Total Population	Majority Population	Minority Population	Percent Minority Population	Total Population	Majority Population	Minority Population	Percent Minority Population
Allegheny	1,250,578	938,252	312,326	24.97%	1,245,310	958,410	286,900	23.04%
Armstrong	65,558	62,320	3,238	4.94%	65,538	62,911	2,627	4.01%
Beaver	168,215	143,881	24,334	14.47%	167,629	147,401	20,228	12.07%
Butler	193,763	178,081	15,682	8.09%	194,562	181,984	12,578	6.46%
Fayette	128,804	115,322	13,482	10.47%	128,417	115,547	12,870	10.02%
Greene	35,954	32,898	3,056	8.50%	35,781	32,810	2,971	8.30%
Indiana	83,246	75,718	7,528	9.04%	83,394	77,041	6,353	7.62%
Lawrence	86,070	75,811	10,259	11.92%	85,907	77,744	8,163	9.50%
Washington	209,349	186,900	22,449	10.72%	209,631	189,824	19,807	9.45%
Westmoreland	354,663	323,114	31,549	8.90%	354,414	327,570	26,844	7.57%
SPC Region	2,576,200	2,132,297	443,903	17.23%	2,570,583	2,171,242	399,341	15.54%

Table 2 displays the number of households below the poverty level as of the most recent ACS estimates. Despite a loss of population, the number of households in the region continues to grow. The number of households in poverty has also decreased by over 7,000. While indicative of a positive trend for the region, SPC’s planning process will continue to monitor population change and conduct public outreach to ensure that all of the region’s populations have equal access to resources.

Table 2 Change in Households Below the Poverty Level in SPC Region			
	2017 - 2021 ACS 5 Year Estimates	2018 - 2022 ACS 5 Year Estimates	Difference
Total Households in Region	1,085,749	1,102,418	16,669
Households in Poverty	134,818	127,507	-7,311
% of Total Households	12.70%	11.57%	-1.13%

Benefits and Burdens

To conduct equitable transportation planning and programming, an assessment of the potential benefits or burdens to different populations is undertaken. Transportation projects can produce benefits by increasing access to resources, improving health and mobility, as well as enhancing safety. However, when applied unfairly they can burden communities who are not afforded the same level of investment. For example, mid-century projects that increased mobility in one community often cut other communities off from central business districts. Increased investment in one part of a region could result in other areas being neglected. A benefits and burdens analysis is conducted to make sure that the benefits of SPC’s Transportation Improvement Program will be shared equally across the region, and that the burdens created by new projects are not borne by one population over any other.

Current Conditions

A conditions analysis was completed to understand the impact of transportation programming on low income and minority communities, and to ensure that areas of need were being appropriately targeted. Using GIS, bridge conditions and road conditions (2024 PennDOT data) were compared to low income and minority population intervals. An overview of public transit stop locations (2024 PRT data and 2023 SPC in-house data) and an analysis of pedestrian and bicyclist safety relative to low income and minority populations was also conducted.

In these analyses, Census Block Groups wherein the percent of minorities and/or households below the poverty level exceeds the regional average percentage are classified as EJ Block Groups (see Figure 1).

Table 3 outlines bridge conditions in relation to low income and minority communities

Table 3 Southwestern Pennsylvania 2025 Transportation Improvement Program Bridge Condition in Relation to Environmental Justice Block Groups					
Asset Condition	Total in Region	Total in EJ Minority Block Groups	% in EJ Minority Block Groups	Total in EJ Low Income Block Groups	% in EJ Low Income Block Groups
State Owned All Bridges	5289	552	10.4%	1676	31.7%
State Owned "Poor" Bridges	545	45	8.3%	183	33.6%
Local Owned All Bridges	4711	440	9.3%	1400	29.7%
Local "Poor" Bridges	389	66	17.0%	163	41.9%
Region Total Bridges	10000	992	9.9%	3076	30.8%
Region "Poor" Bridges	934	111	11.9%	346	37.0%

The analysis shows that 9.9% of total regional bridges are located in census blocks with greater than the regional average of minority population, and that 11.9% of the total poor bridges in the region are in these census blocks.

It also shows that 30.8% of all state- and locally-owned bridges are located in census blocks with greater than the regional average of low-income households, and that 37% of total structurally deficient or "poor" bridges in the region are in these census blocks.

Table 4 depicts state road conditions in relation to low income and minority communities:

Table 4 Southwestern Pennsylvania 2025 Transportation Improvement Program State Road Condition in Relation to Environmental Justice Block Groups					
Road Condition (IRI Quality Rating)	Total Mileage	Total in EJ Minority Block Groups	% in EJ Minority Block Groups	Total in EJ Low Income Block Groups	% in EJ Low Income Block Groups
Excellent	1830	131	7.2%	676	36.9%
Good	2277	250	11.0%	748	32.9%
Fair	1813	255	14.1%	936	51.6%
Poor	2829	210	7.4%	1083	38.3%
Other	1402	553	39.4%	695	49.6%
Total	10151	1399	13.8%	4138	40.8%

The analysis shows that 13.8% of the region’s state roads are located within census blocks with greater than the regional average of minority population and 7.4% of the regional state poor roadway is located in these census blocks.

Similarly, 40.8% of the region’s state roads are located within census blocks with greater than the regional average of low-income households, and 38.3% of the regional state poor roadway is located in these census blocks.

Table 5 outlines public transit stops relative to low income and minority communities:

Table 5 Southwestern Pennsylvania 2025 Transportation Improvement Program Public Transit Stops in Relation to Environmental Justice Block Groups		
Classification	Pittsburgh Regional Transit (PRT) Stops	Non PRT Stops
Total Stops in Region	6681	1614
Stops in EJ Minority Block Groups	4621	590
<i>% in EJ Minority Block Groups</i>	<i>69.2%</i>	<i>36.6%</i>
Stops in EJ Low Income Block Groups	3575	907
<i>% in EJ Low Income Block Groups</i>	<i>53.5%</i>	<i>56.2%</i>
Stops in High Disability Tracts	3697	1043
<i>% in High Disability Tracts</i>	<i>55.3%</i>	<i>64.6%</i>
Stops in Zero Vehicle Tracts	3843	847
<i>% in Zero Vehicle Tracts</i>	<i>57.5%</i>	<i>52.5%</i>

The analysis shows that a significant number of public transit stops are located in census blocks or tracts with greater than the regional average of minority and disabled populations and low- income and zero vehicle households. This is likely highly correlated with the high density of both transit stops and the aforementioned populations located in Allegheny County, and does not mean that transit needs on the

periphery of the region are being met to the greatest ability. SPC works continuously with the Pittsburgh Regional Transit and other transit providers and public organizations to identify areas of need.

Table 6 uses 2018-2022 PennDOT crash data to detail bicycle and pedestrian crashes relative to low income and minority communities:

Table 6 Southwestern Pennsylvania 2025 Transportation Improvement Program Pedestrian and Bicycle Crashes in Relation to Environmental Justice Block Groups				
Crash Classification	Low Income Block Groups	Minority Block Groups	Low Income <u>and</u> Minority Block Groups	Regional Total
Pedestrian Crashes	1300	1411	980	2333
<i>Percent of Pedestrian Crashes</i>	<i>55.7%</i>	<i>60.5%</i>	<i>42.0%</i>	<i>100%</i>
Bicycle Crashes	243	258	175	467
<i>Percent of Bicycle Crashes</i>	<i>52.0%</i>	<i>55.25%</i>	<i>37.47%</i>	<i>100%</i>
Total Crashes	1543	1669	1155	2800
<i>Percent of Total Crashes</i>	<i>55.1%</i>	<i>59.6%</i>	<i>41.3%</i>	<i>100%</i>

The analysis shows that at least half of all regional bicycle and pedestrian crashes are located in census blocks or tracts with greater than the regional average of minority or low income populations. While this is likely at least partially correlated with the high density of pedestrians and bicyclists in low income and minority communities in the city center, it does not mean that the significance of these numbers should be overlooked. SPC continuously works with our planning partners, PennDOT, FHWA and other stakeholders to identify projects that will improve pedestrian and cyclist safety across the region. Environmental Justice is a metric of scoring the SPC TA Set-Aside and STLC programs, which specifically address pedestrian and bicycle safety and connectivity.

In the following equity analysis, Table 7 outlines the TIP total investment amount and the percent that is directed towards low-income and minority populations. This investment aligns with the needs assessment above based on condition data in the region. SPC and its planning partners consistently monitor condition data when making decisions about where best to apply transportation programming and investment in the region.

Equity Analysis

The equity analysis portion of SPC’s Environmental Justice plan assesses the potential benefits and burdens that projects programmed on the 2025 Transportation Improvement Program will have on low-income, minority, and other communities of concern. The primary analysis, illustrated in Figure 7, compares all of the 310 mappable transportation projects on the TIP to locations of minority and low-income populations in the region. This analysis is broken down to focus more on minority and low-income environmental justice communities in Figure 7.1 and Figure 7.2 respectively. These projects are grouped based on their investment categories: bridge preservation and reconstruction projects, roadway

preservation and reconstruction projects, safety and efficiency/operations projects, slide correction projects, and new capacity and other (storm water management, study, congestion reduction, etc.) projects. Figure 8 also shows a comparison of the low-income, minority, and other communities of concern to projects on SPC's Long-Range Transportation Plan (LRTP).

In addition to location specific improvements, the TIP contains a significant number of non-mappable projects, most notably the purchase of public transportation vehicles and capital maintenance to transit facilities. Also included in the TIP are bridge and roadway repair line items in which projects are defined at a later date. These line items act as contingencies for situations such as emergency repairs due to flooding, landslides or other unforeseen circumstances that may arise. These investments are not included in the EJ analysis because their locations are currently unspecified. Projects such as bus replacements and interstate highway improvements benefit the region as a whole and are expected to provide improved access and mobility to and within key employment centers including downtown Pittsburgh, as well as communities throughout the region.

As noted in Table 7, approximately 443,903 of the region's residents are classified as a minority; 64.7% of those persons reside in a Census Block Group that exceeds the regional average percentage (17.23%) of minority population. Similarly, there are 127,507 households in the region that are classified as being below the poverty level; 70.4% of which are within Census Block Groups that exceed the regional average percentage (11.57%) for households below the poverty level.

Table 7 Southwestern Pennsylvania 2025 Transportation Improvement Program Investments in Relation to EJ Communities							
Community Type	Regional Total	*EJ Census Block Group Total	% Represented in EJ Block Groups	**# of Projects	% of Projects	***Total Investment (\$1,693,738,400)	% of Total Investment
Low-Income Households	127,507	89,800	70.4%	242	73.8%	\$1,171,817,691	69.2%
Minority Populations	443,903	287,013	64.7%	151	46.0%	\$849,541,818	50.2%
* The EJ Census Block totals represent 8.1% of the total households in the region and 11.1% of the total regional population (all races) **408 mappable projects found in the 2025 TIP ***Total Investment is all mappable highway and bridge projects, not total amount invested in the TIP							

The majority of the projects on the 2025 Transportation Improvement Program are essential maintenance and reconstruction projects. These and other projects were conscientiously chosen based on impacts to communities, specifically those with concentrated levels of low-income households, minority populations, or other communities of concern. Based on the detailed project selection process and the above analysis, there is anticipated to be no unfair allocation of burdens or benefits to communities of concern via the implementation of the 2025 Transportation Improvement Program.

Summary

Throughout the TIP development process, SPC conducted outreach to area residents of all backgrounds and across diverse communities. Members of the public were invited to participate in the planning and development process, through submitting ideas and concerns, providing feedback on the existing TIP and LRTP, and developing values for the future of the region and its transportation network. Outreach to traditionally underserved populations, including those populations mapped in this report, was conducted. Vital documents associated with the TIP planning process were made available in the predominant non-English languages of the region. Translations to additional language and alternate format documents were also available upon request. SPC continues to incorporate new guidance and methods of analyses into its Environmental Justice review process.

Environmental Justice is central to the vision of SPC's Long-Range Transportation Plan, *Smart Moves for a Changing Region*, which is to provide a "world-class, safe, well maintained and connected multimodal transportation system that provides mobility for all, empowers resilient and sustainable communities, and supports a globally competitive economy." Through its public participation panels, detailed project selection process, and discretionary funding programs, SPC strives to meet the tenets of Environmental Justice and serve as an inclusive planning organization.

An analysis of the impacts of the projects identified in the 2025 Transportation Improvement Plan demonstrates that benefits of the programmed TIP projects and total investment of resources are equitable to populations who are traditionally or have the potential to be disadvantaged in the planning process. Furthermore, no population groups were found to be disproportionately or adversely affected by the implementation of the 2025 Transportation Improvement Program.

The Environmental Justice process is ongoing, and SPC continues to conduct outreach, coordinate with relevant partners and stakeholders including FHWA and PennDOT to expand areas of analysis, and garner public input to have a growing level of public involvement in the transportation planning and development process. SPC also continues to look for ways to incorporate Justice 40 initiatives to our upcoming programs.

All materials contained in this report are available in electronic format on SPC's website: www.spcregion.org, as is an extensive library of maps and data <https://arcg.is/1SPD1z2> .

Appendix A - List of Figures

- Figure 1. Low-Income and Minority Populations by Census Block Group
 - 1.1. Low-Income Population by Census Block Group, gradient map
 - 1.2. Minority Population by Census Block Group, gradient map
- Figure 2. Population Age 65 Years and Older by Census Block Group
- Figure 3. Population with a Disability by Census Tract
- Figure 4. Population Speaking English Less Than Very Well by Census Block Group
- Figure 5. Households with No Internet Access by Census Block Group
- Figure 6. Households with No Available Vehicle by Census Block Group
- Figure 7. All Mappable 2025 – 2028 TIP Projects with Environmental Justice Areas
 - 7.1 Mappable TIP Projects with Low Income Population by Census Block Group, gradient map
 - 7.2 Mappable TIP Projects with Minority Population by Census Block Group, gradient map
- Figure 8. All Mappable LRTP Projects with Environmental Justice Areas

Online Mapping:

Additional layers and mapping for these analyses at the following link: <https://arcg.is/1SPD1z2>

State and Local Bridge Conditions with Low Income and Minority Population

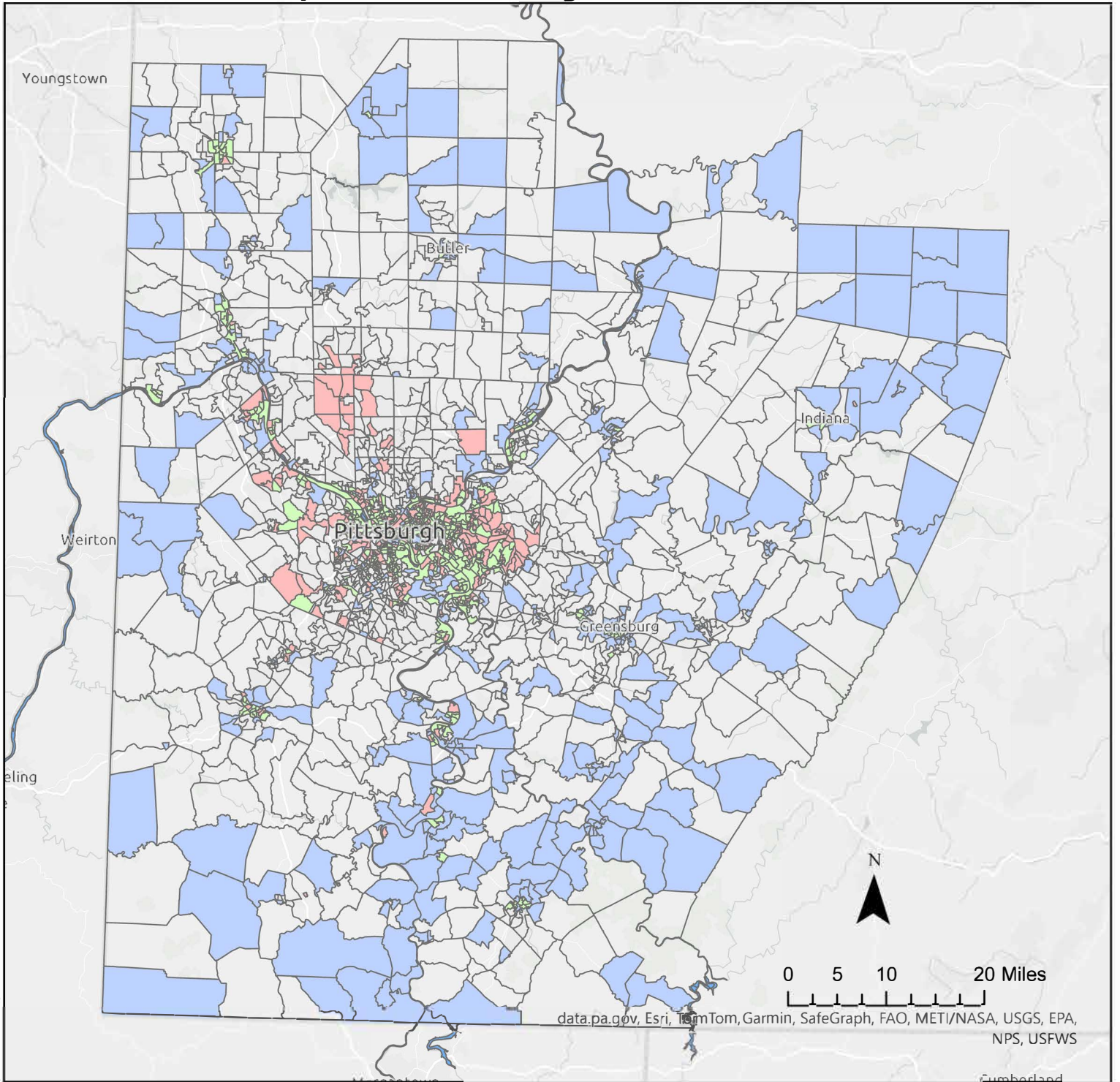
Road Conditions with Low Income and Minority Population

Transit Stops with Low Income and Minority Population

Transit Stops with Population with a Disability and Population with No Available Vehicle by Census Tract

Pedestrian and Bicycle Crashes with Low Income and Minority Populations

Figure 1: Low-Income Households and Minority Populations Above Regional Threshold



Minority Communities

Where the percentage minority population exceeds the regional average of 17.23%

Low-Income Communities

Where the percentage of households below the poverty level exceeds the regional average of 11.57

Both Low-Income and Minority Communities

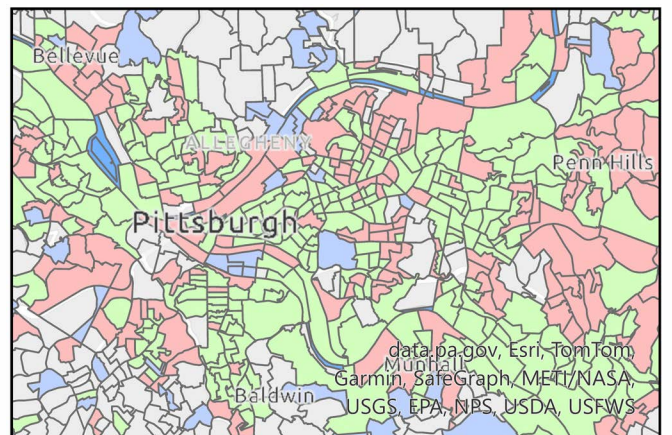
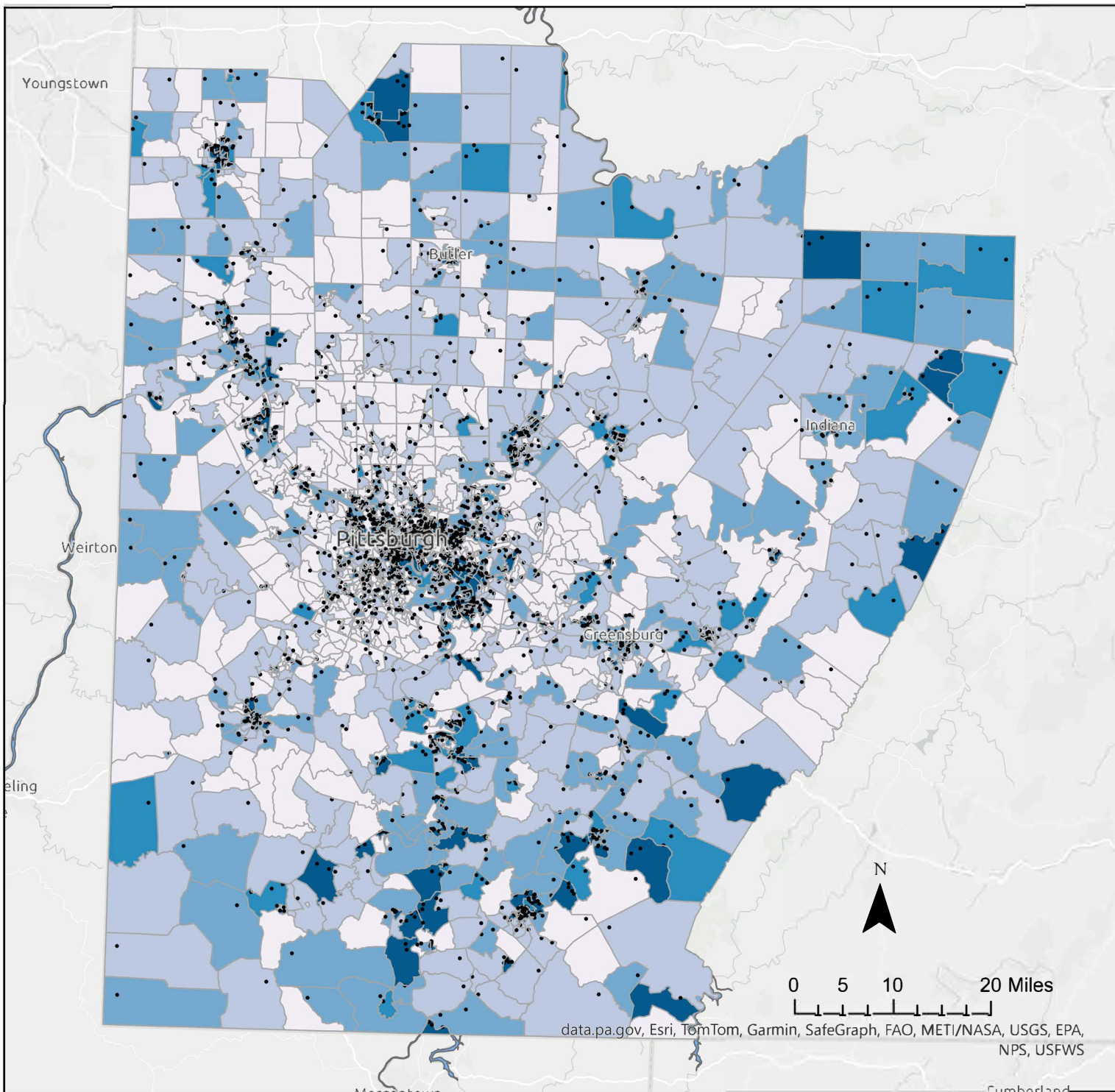


Figure 1.1: Low-Income Population



Low Income Population:

The percentage of households below the poverty level in each census block group, with a regional average of 11.57%

One Dot = 50 Households below poverty level

Percent Below Poverty Level

- ≤ 5.8%
- ≤ 11.6%
- ≤ 17.4%
- ≤ 23.2%
- ≤ 100%

Source: 2020 Census Data by Census Block Group

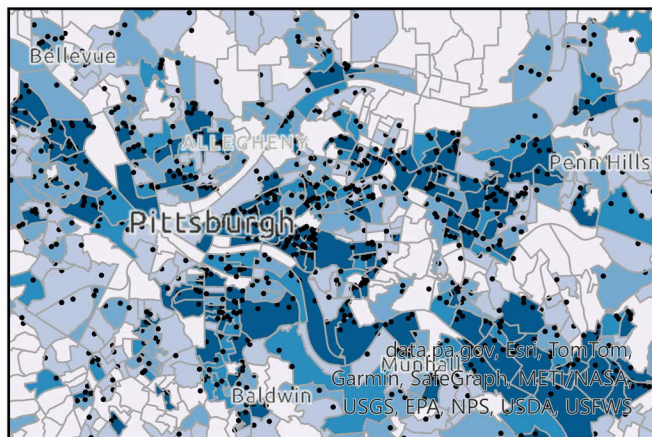
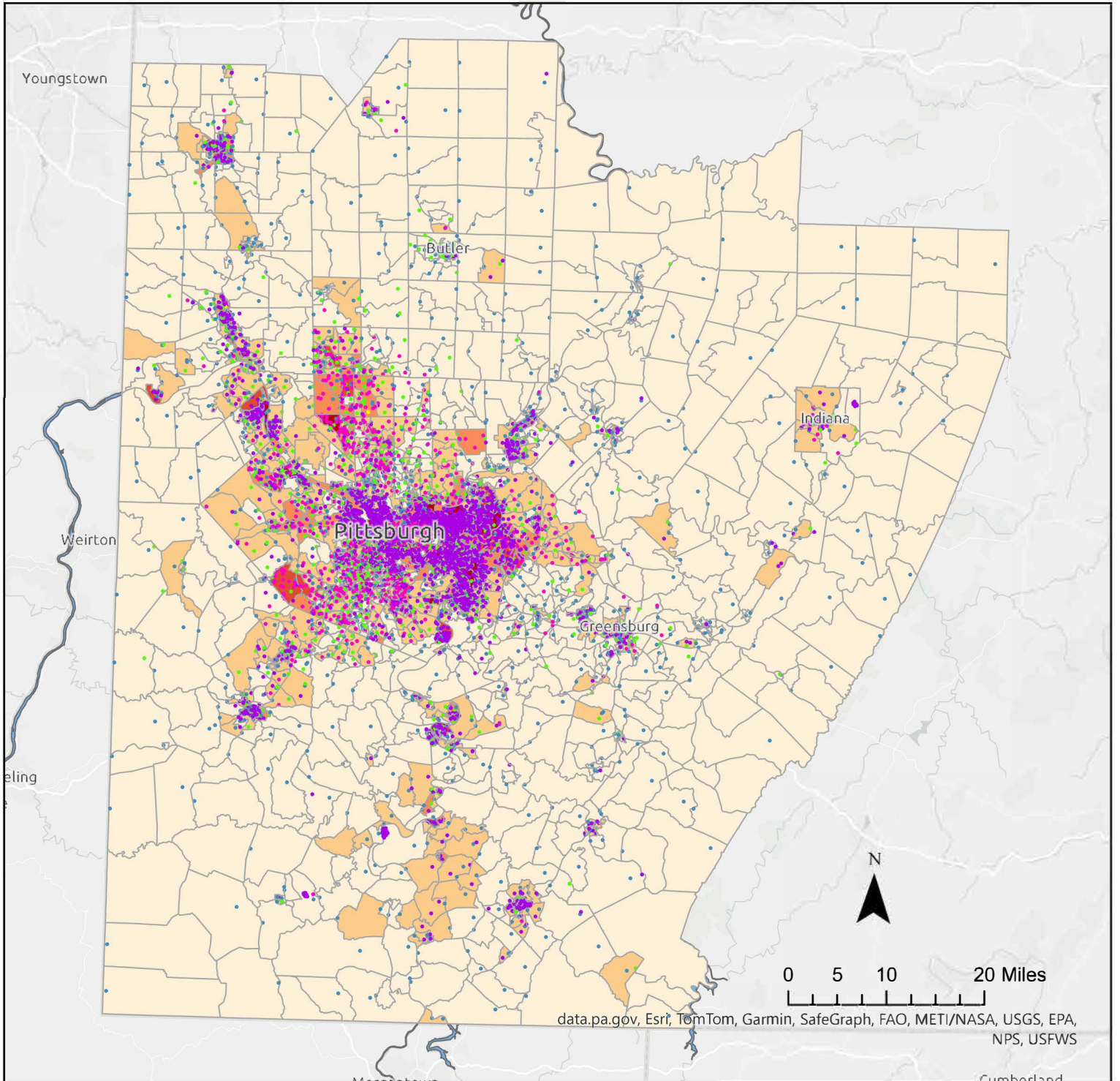


Figure 1.2: Minority Population



Minority Population:

The percentage of people who identify as a minority in each census block group, with a regional average of 17.23%

- ≤ 8.6% Black or African American
- ≤ 17.2% Asian
- ≤ 25.9% Hispanic
- ≤ 34.6% Other
- ≤ 100% Two or More Races

One Dot = 50 People

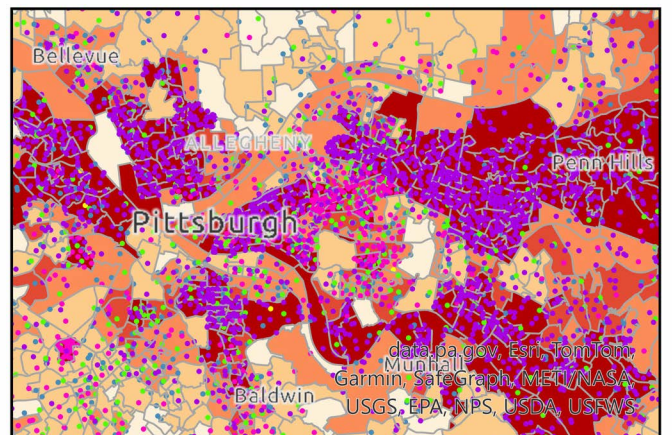
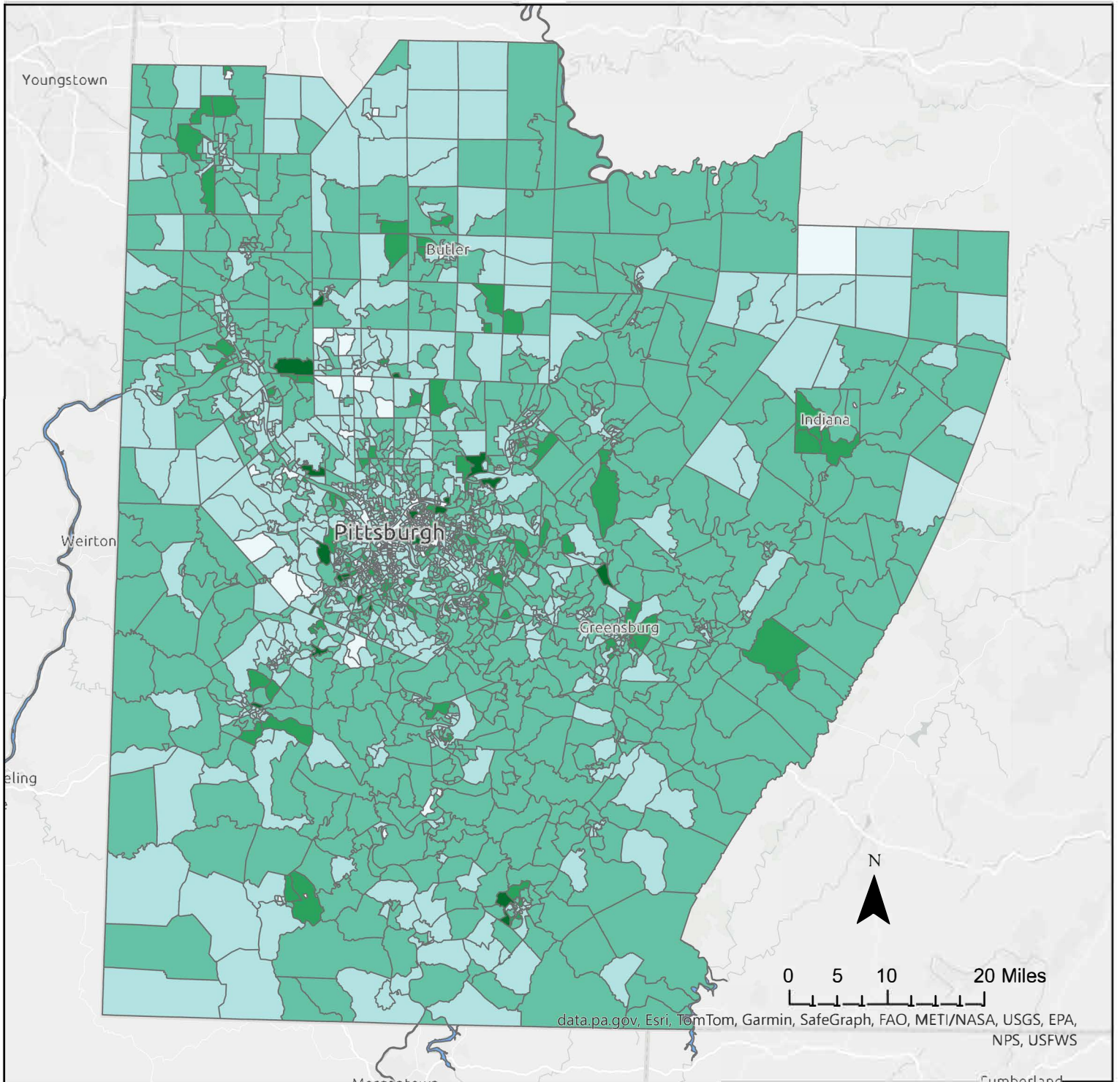


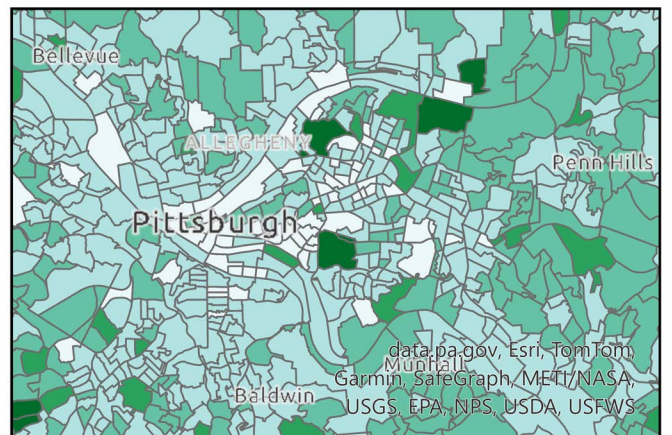
Figure 2: Population Age 65 or Older



Population Age 65 and Older:

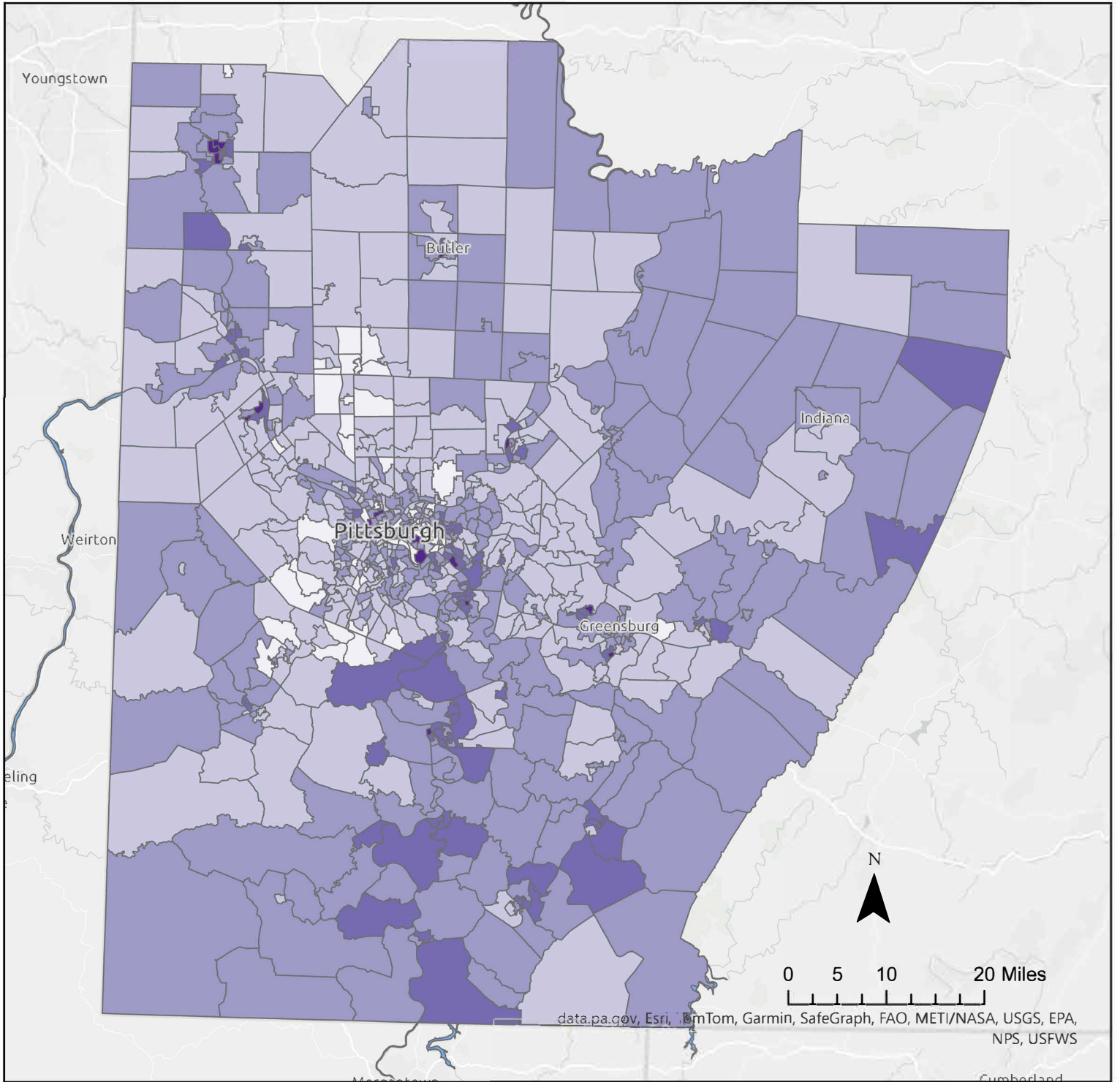
The percentage of people who are age 65 and older in each census block group, with a regional average of 20.8%

- ≤ 10.4%
- ≤ 20.8%
- ≤ 31.2%
- ≤ 41.6%
- ≤ 65.6%



Source: 2020 Census Data by Census Block Group

Figure 3: Population with Disabilities



Population with Disabilities

The percentage of people with disabilities in each census tract, with a regional average of 14.8%

- ≤ 7.4%
- ≤ 14.8%
- ≤ 22.2%
- ≤ 29.6%
- ≤ 66.6%

Source: 2020 Census Data by Census Tract Group

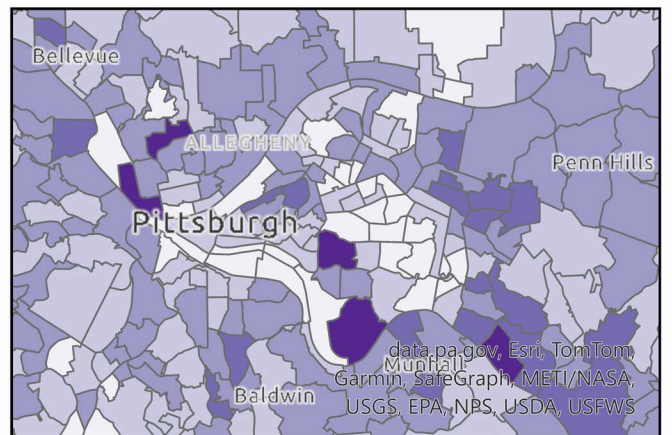
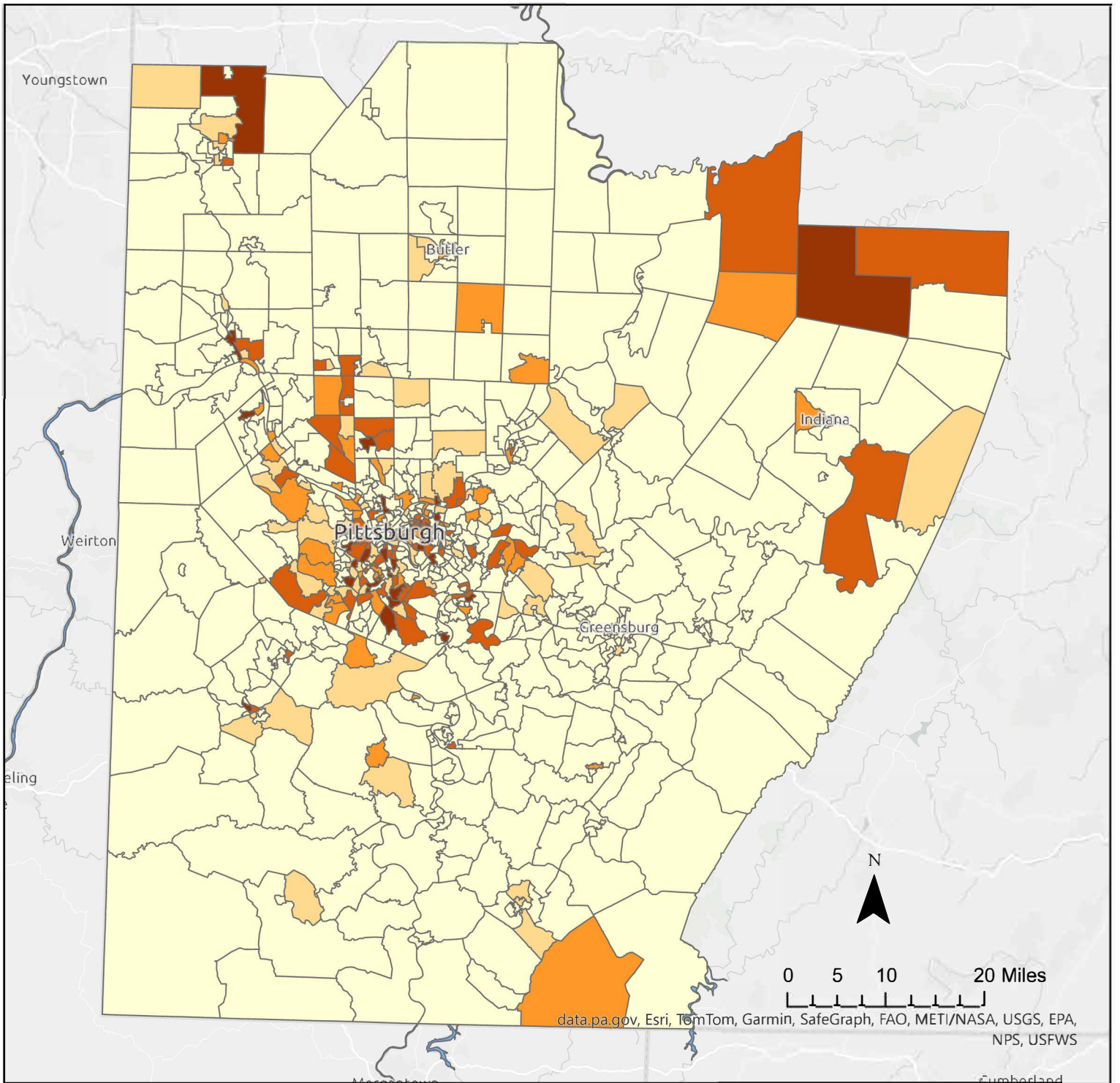


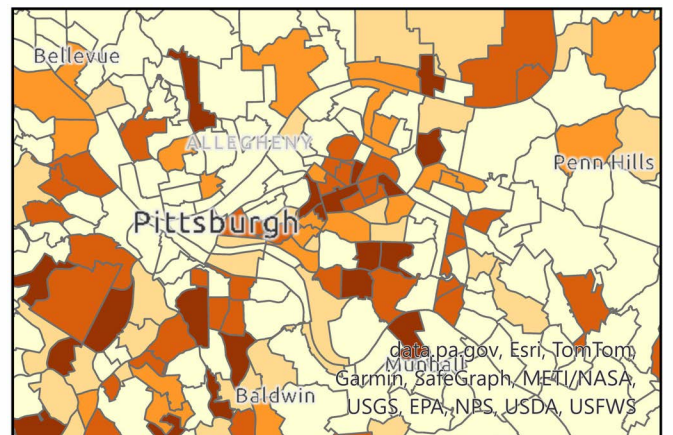
Figure 4: Population Speaking English "Less Than Very Well"



Population with Limited English Proficiency

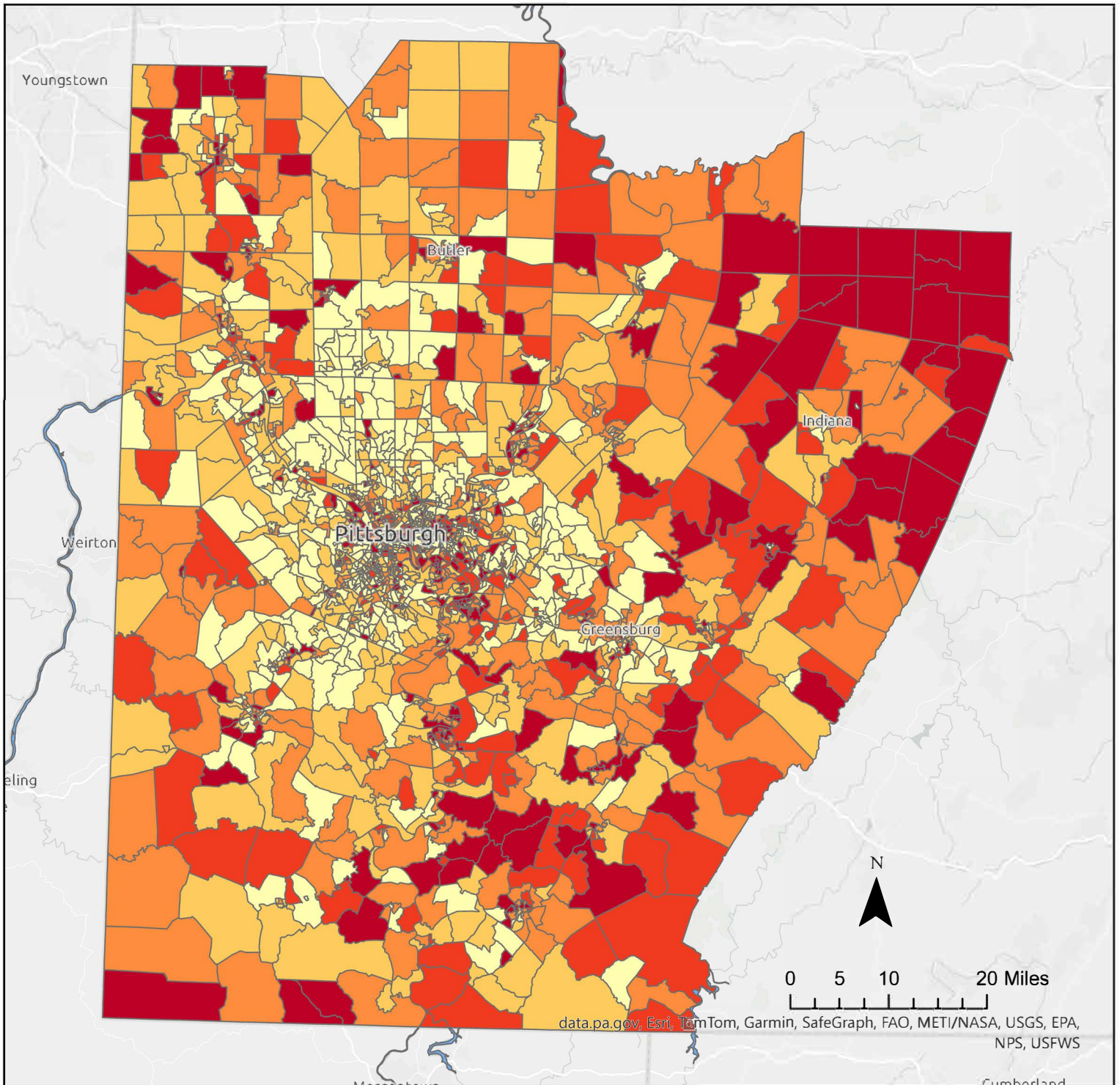
The percentage of the population speaking English "less than very well" in each census tract, with a regional average of 1.6%

- ≤ 1.6%
- ≤ 2.4%
- ≤ 3.2%
- ≤ 6.4%
- ≤ 18.7%



Source: 2020 Census Data by Census Tract Group

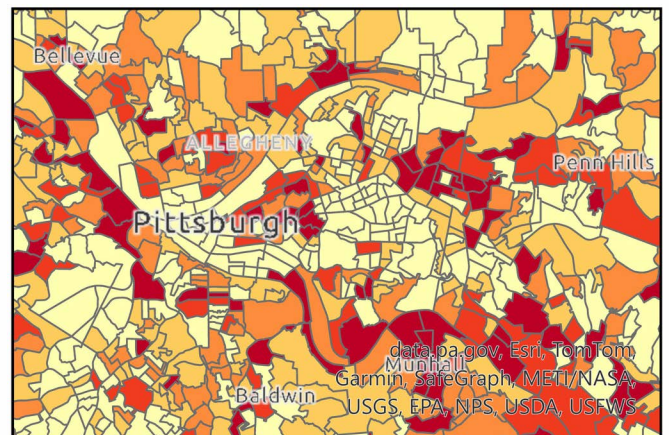
Figure 5: Households without Internet Access



Households without Internet Access

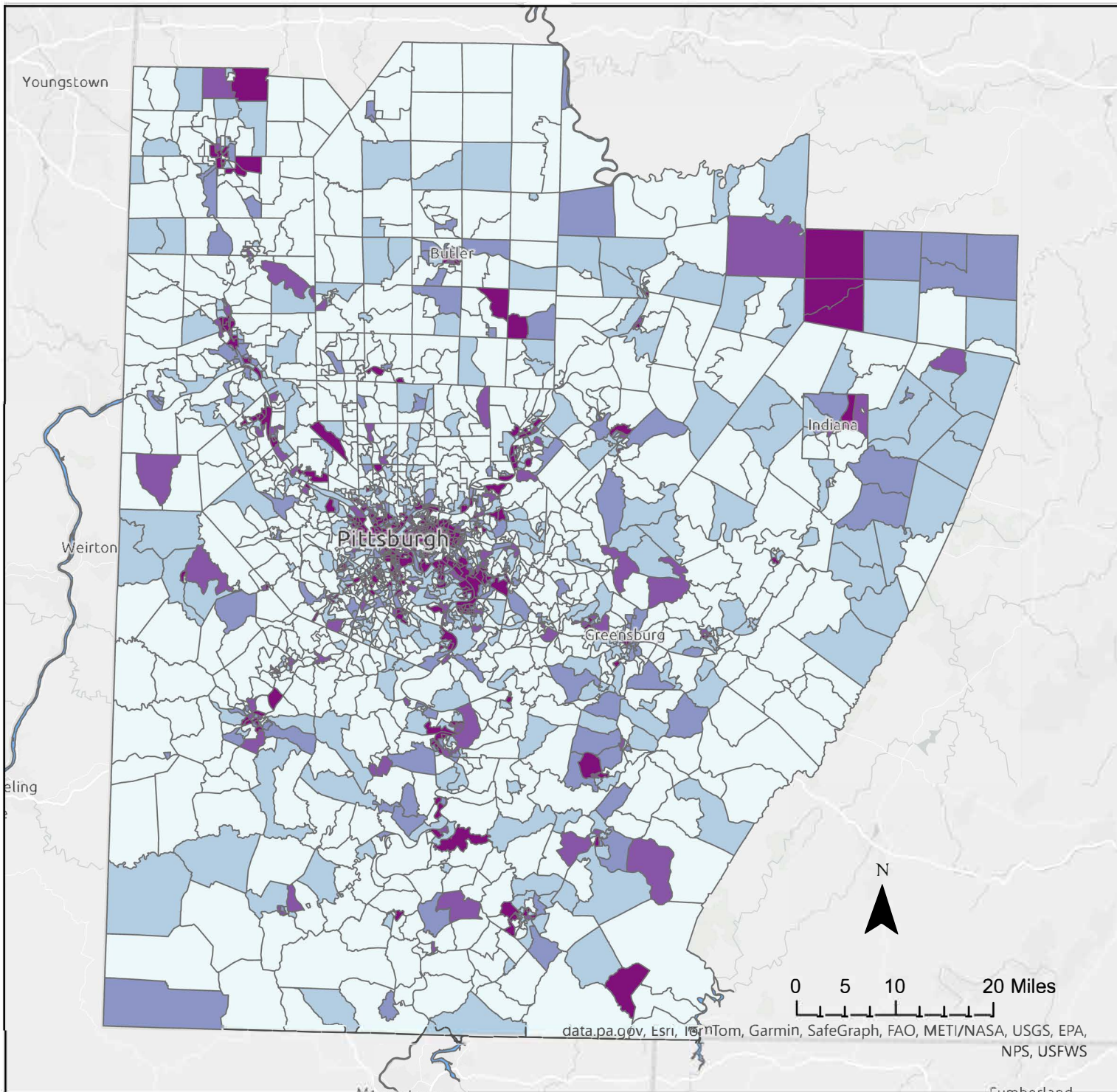
The percent of households with no Internet at home in each census tract, with a regional average of 10.8%

- ≤ 5.4%
- ≤ 10.8%
- ≤ 16.2%
- ≤ 21.6%
- ≤ 100%



Source: 2020 Census Data by Census Block Group

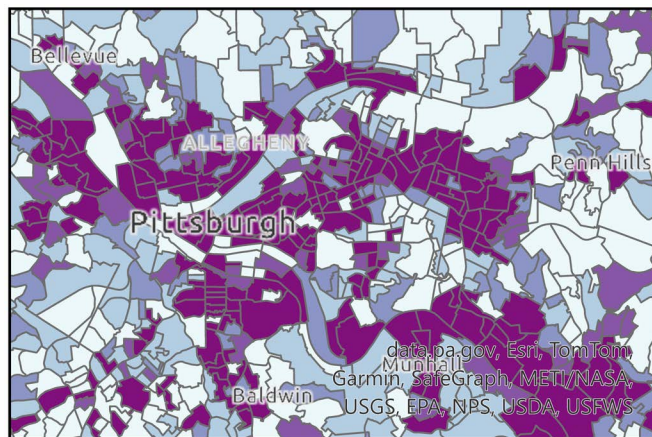
Figure 6: Households with No Vehicle Available



Households with No Available Vehicle

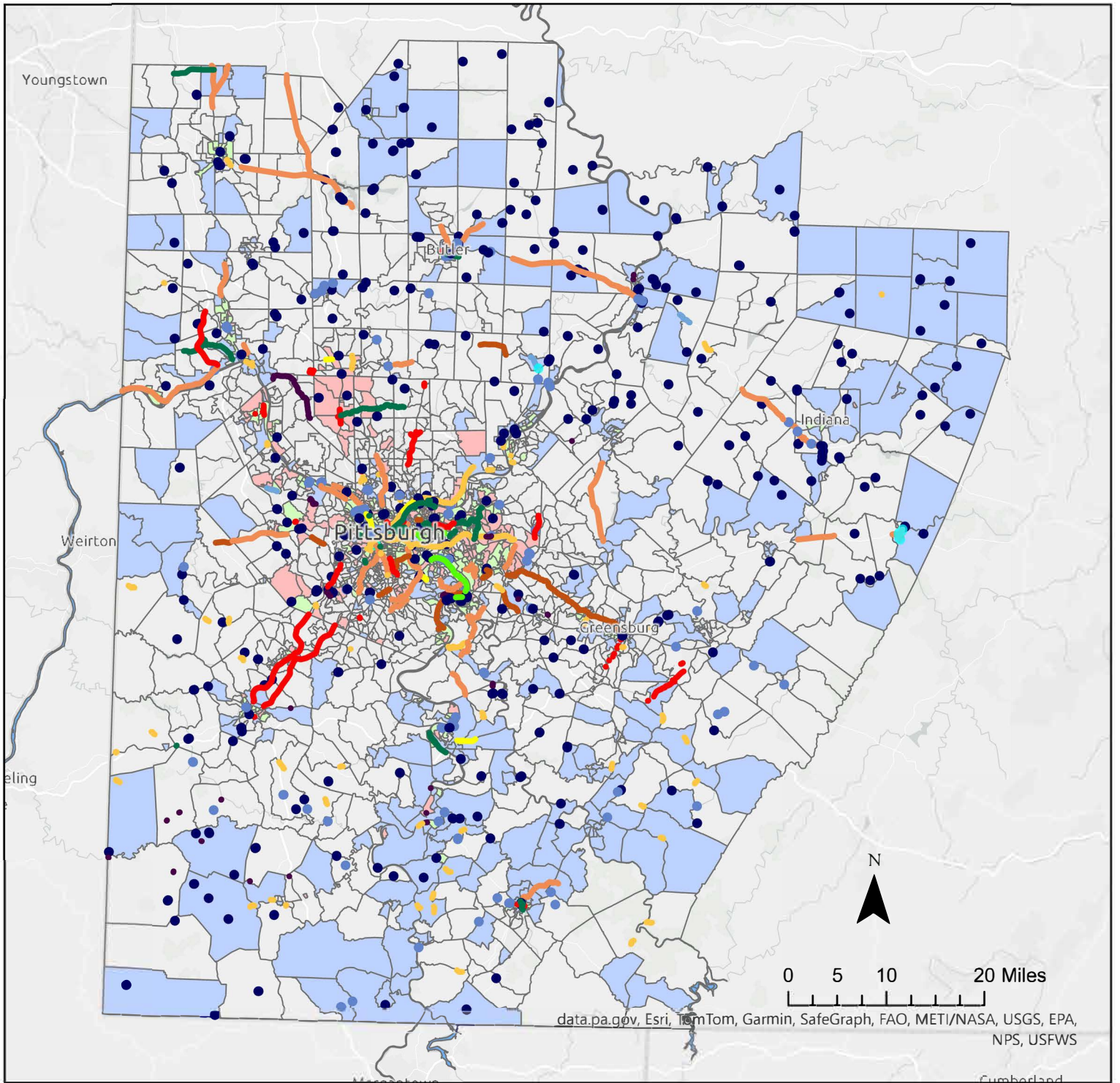
The percent of households with no available vehicle at home in each census tract, with a regional average of 10%

- ≤ 5%
- ≤ 10%
- ≤ 15%
- ≤ 20%
- ≤ 100%

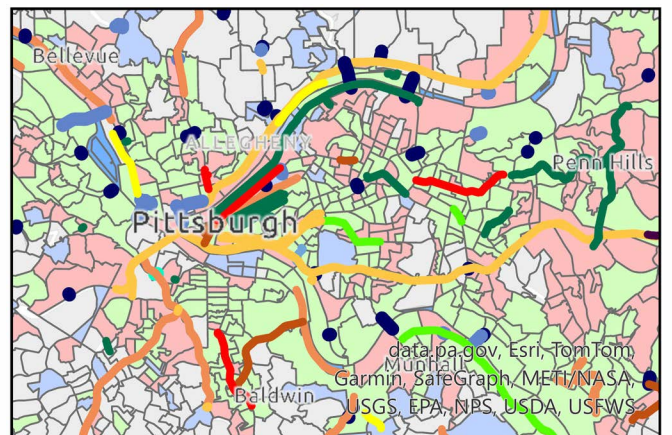


Source: 2020 Census Data by Census Block Group

Figure 7: Mappable 2025 - 2028 TIP Projects with Environmental Justice Areas

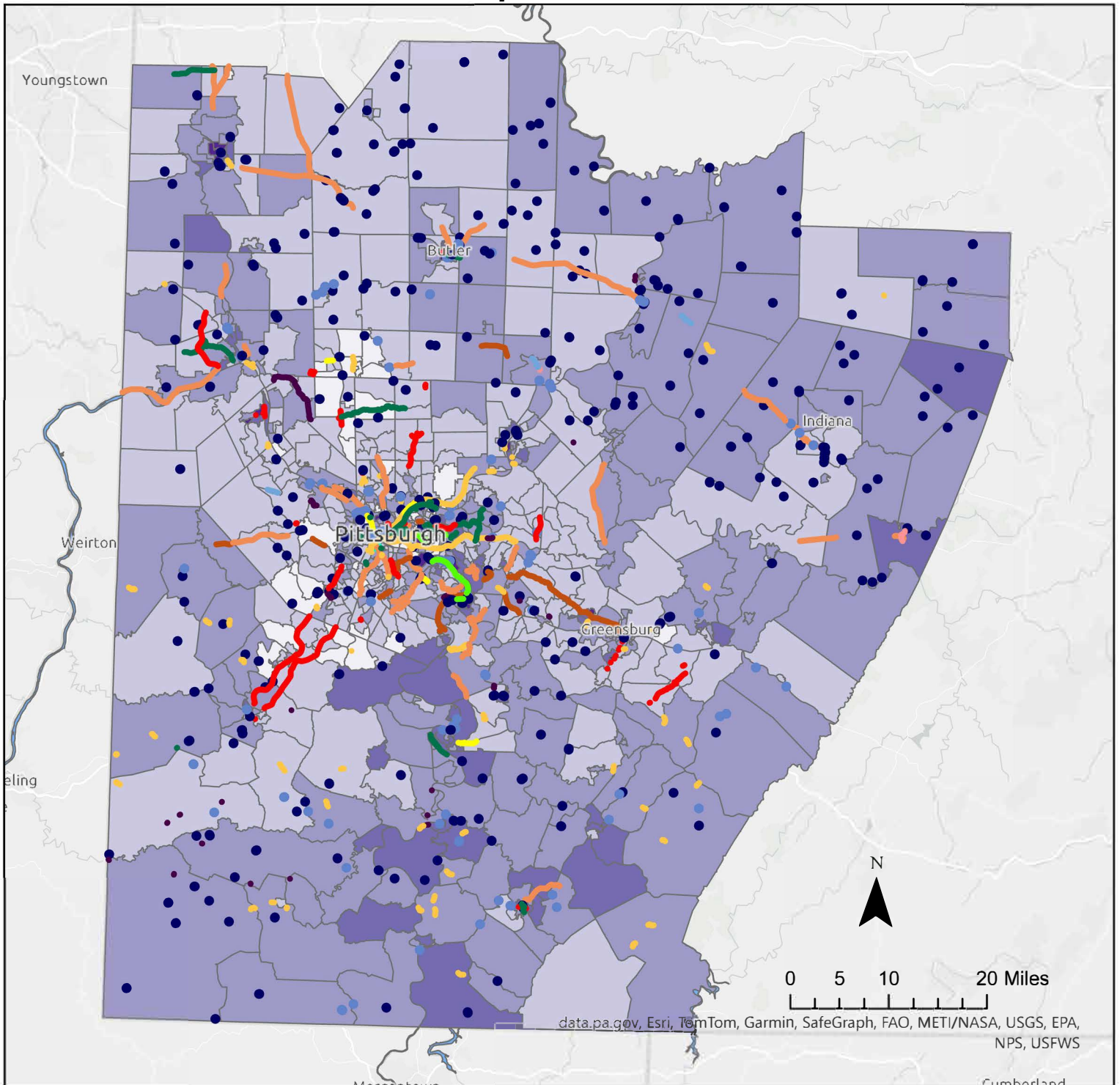


- Bridge Preservation
- Bridge Rehab/Replacement
- Bridge Removal
- Efficiency / Operations
- New Capacity
- Ped/Bike
- Roadway Preservation
- Roadway Reconstruction
- Safety
- Slide Correction
- Study
- Transit
- Travel Demand Management



Source: 2020 Census Data by Census Group

Figure 7.1: Mappable TIP Projects with Low-Income Population



Low Income Population

The percentage of households below the poverty level in each census block group, with a regional average of 11.57%

- ≤5.8
- ≤11.6
- ≤17.4
- ≤23.2
- ≤100

Investment

- Bridge Preservation
- Bridge Rehab/Replacement
- Bridge Removal
- Efficiency / Operations
- New Capacity
- Ped/Bike
- Roadway Preservation
- Roadway Reconstruction
- Safety
- Slide Correction
- Study
- Transit
- Travel Demand Management

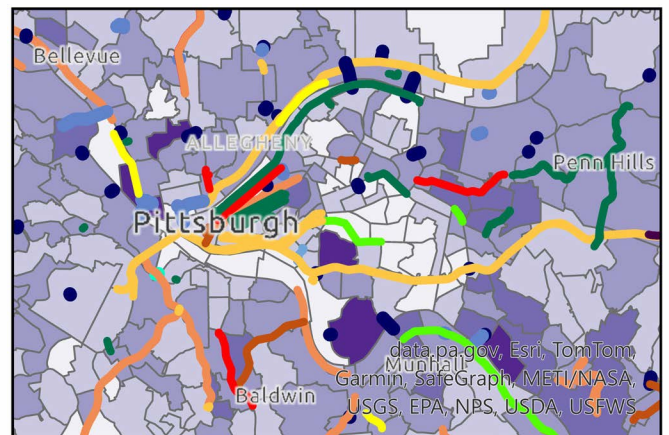
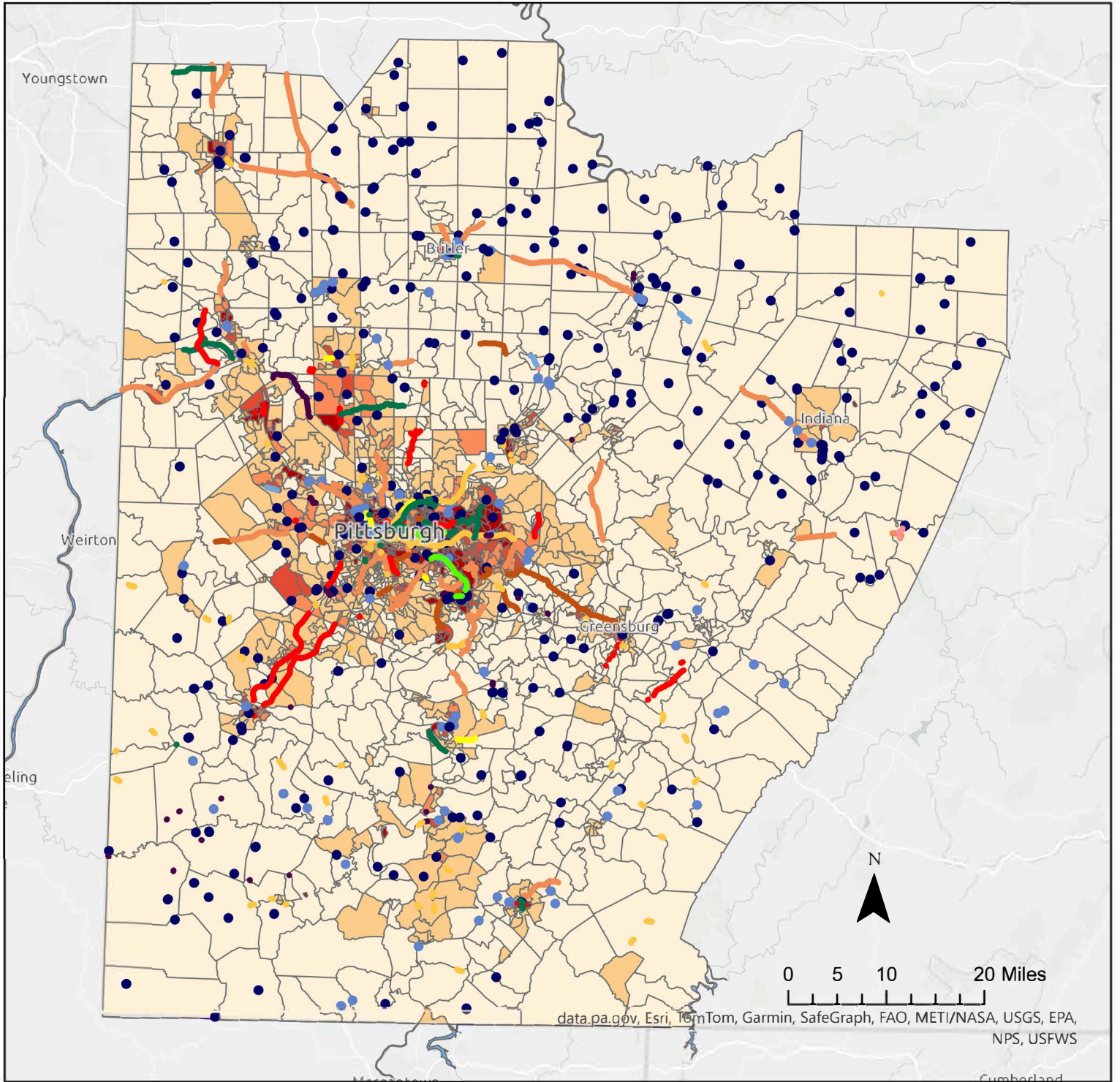
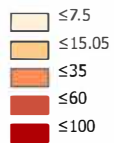


Figure 7.2: Mappable TIP Projects with Minority Population



Minority Population

The percentage of people who identify as a minority in each census block group, with a regional average of 15.05%



Investment

- Bridge Preservation
- Bridge Rehab/Replacement
- Bridge Removal
- Efficiency / Operations
- New Capacity
- Ped/Bike
- Roadway Preservation
- Roadway Reconstruction
- Safety
- Slide Correction
- Study
- Transit
- Travel Demand Management

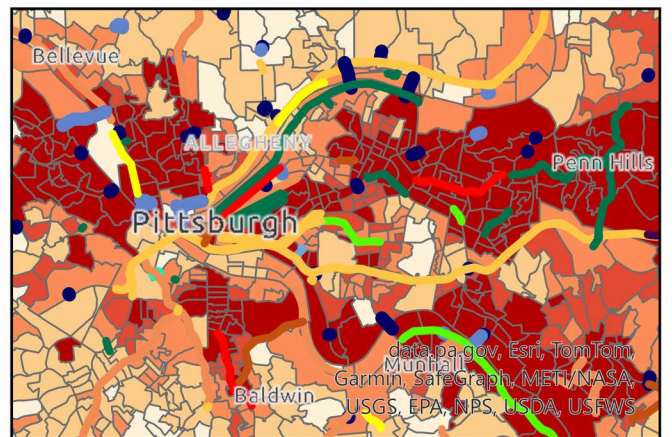
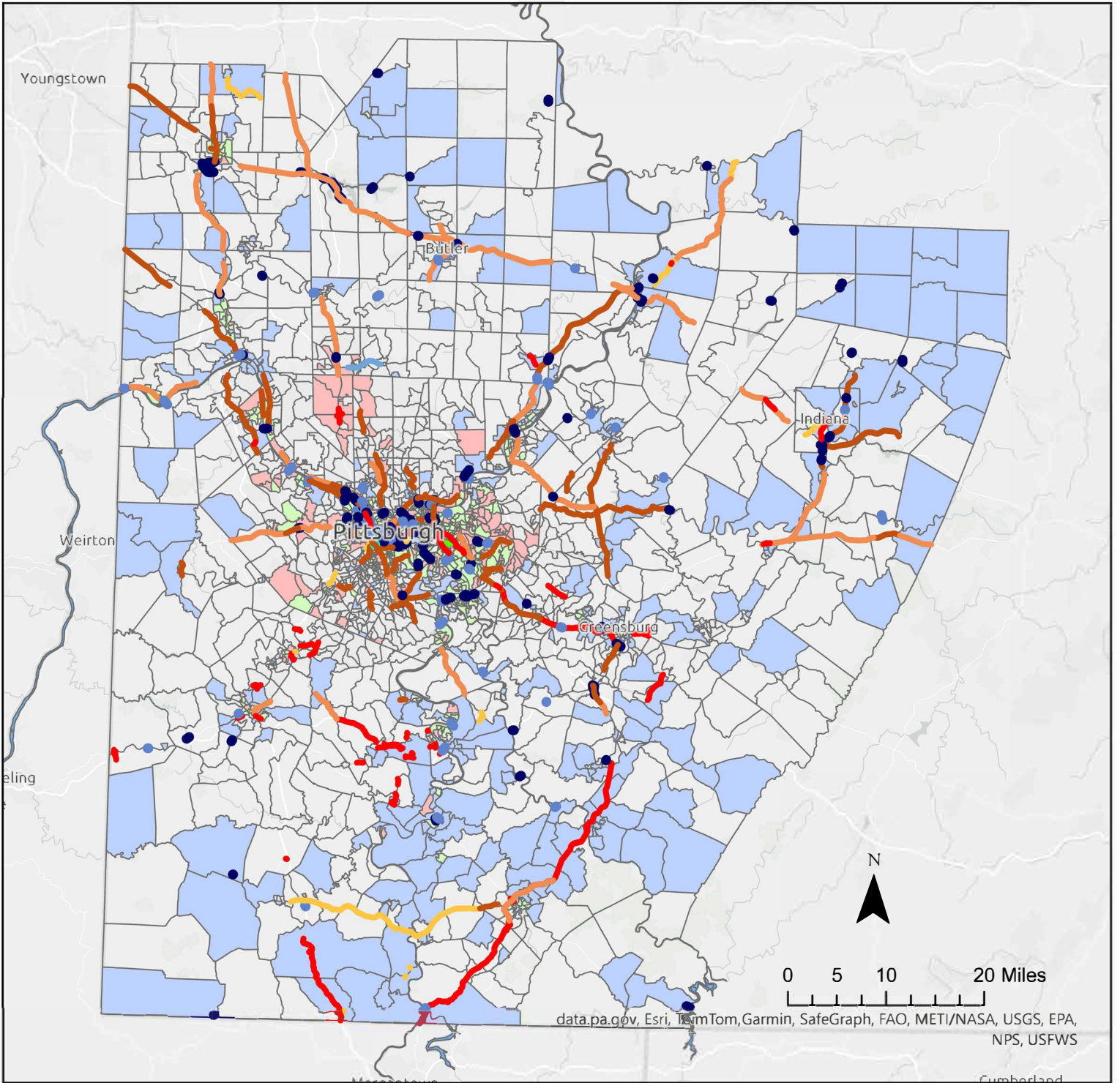
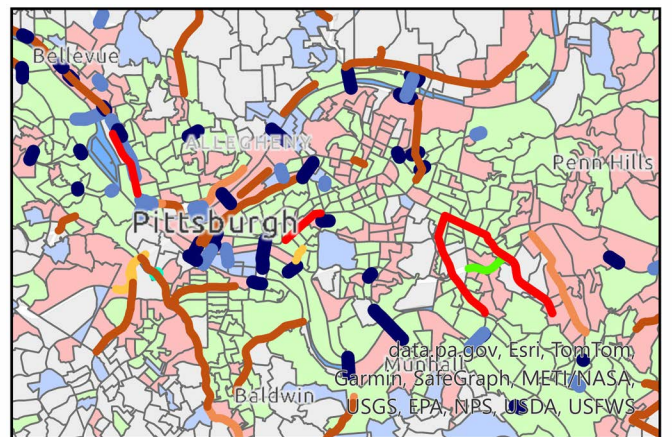


Figure 8: Mappable 2050 LRTP Projects with Environmental Justice Areas



- | | |
|------------------------------|------------------------------|
| Bridge Demolition | Both Low Income and Minority |
| Bridge Preservation | Minority Areas |
| Bridge Rehab/ Reconstruction | Low Income Areas |
| Efficiency & Operations | |
| New Capacity | |
| Roadway Preservation | |
| Roadway Reconstruction | |
| Safety | |
| Transit | |



Source: 2020 Census Data by Census Block Group