

## 2023 Transportation Improvement Program (TIP) Environmental Justice Analysis

Presidential Executive Order 12898 states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” Within the transportation field, environmental justice is guided by three core principles:

- 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 the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

Because WATS MPO utilizes federal funds to plan and implement transportation projects the MPO is responsible for undertaking analysis of federally funded projects listed within the LRTP. In order to show that our plan meets these objectives, an Equity Analysis—a.k.a., “Benefits and Burdens Analysis”—was prepared.

In accordance with FHWA and FTA joint guidance issued to the MPOs and RPOs of Pennsylvania, equity analysis should perform the following four “core elements”:

1. Identify environmental justice populations
2. Assess conditions and identify needs
3. Evaluate burdens and benefits
4. Identify and address disproportionate and adverse impacts and inform future planning efforts

### Identification of traditionally underserved and underrepresented populations

Executive Order 12898 specifies that **minority** and **low-income** populations must be considered in Environmental Justice analysis and these populations were identified using data from the 2020 Decennial Census and 2019 data releases from the American Community Survey, (ACS). The following definitions are used for the purposes of this analysis:

**Minority:** Any individual or group that self-identifies as a member(s) of the racial categories of Black/African American, Asian American, American Indian/Alaskan Native, Native Hawaiian/other Pacific Islander and the ethnic category Hispanic/Latino.

**Low-income:** Households at or below the federal poverty level.

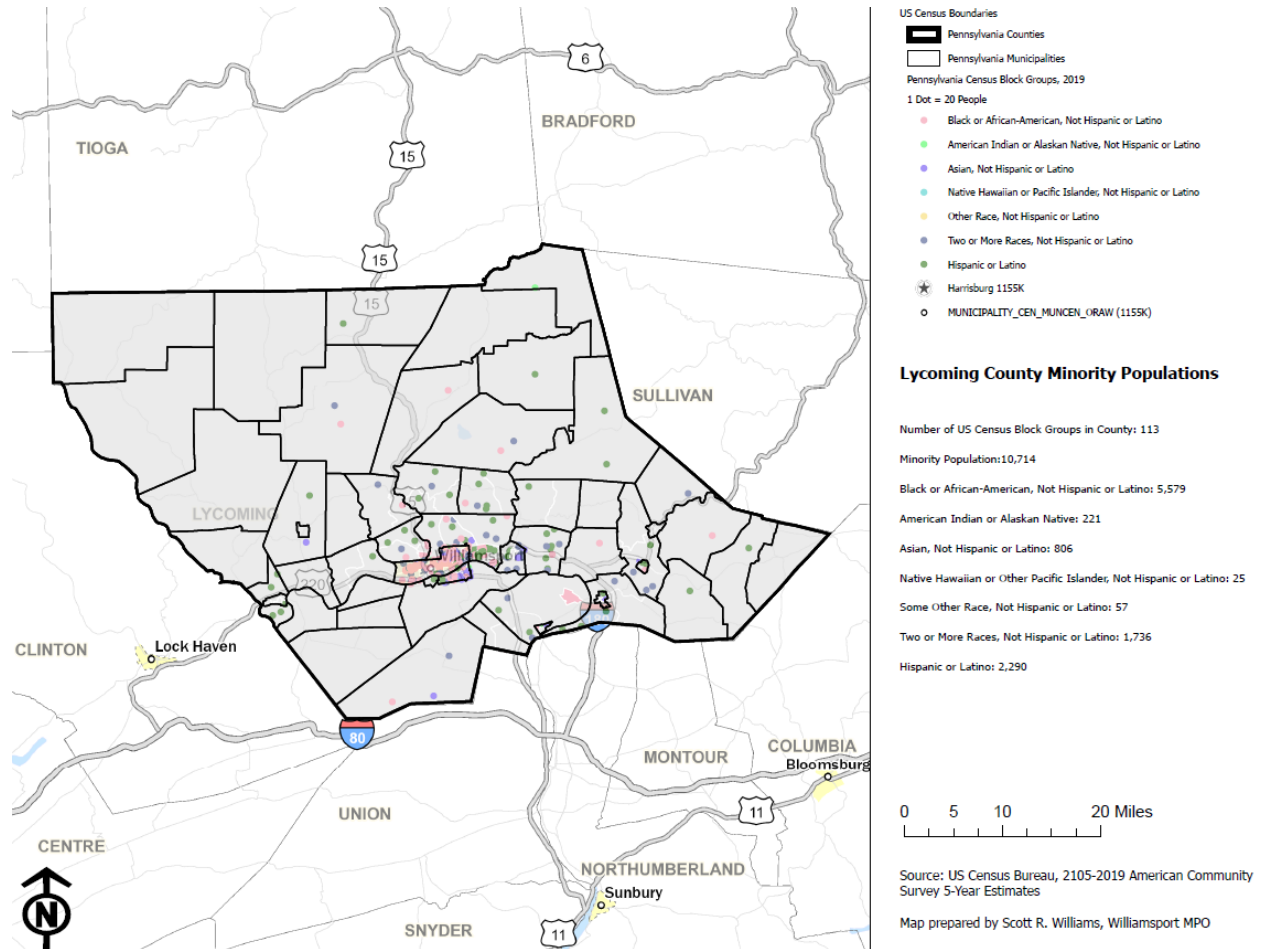
In the same spirit, WATS environmental justice equity analysis also identifies people with disabilities and people with limited English proficiency (identified as individuals speaking English “not very well” or speaking English “not at all”).

### Minority Population Disparate Effects Analysis

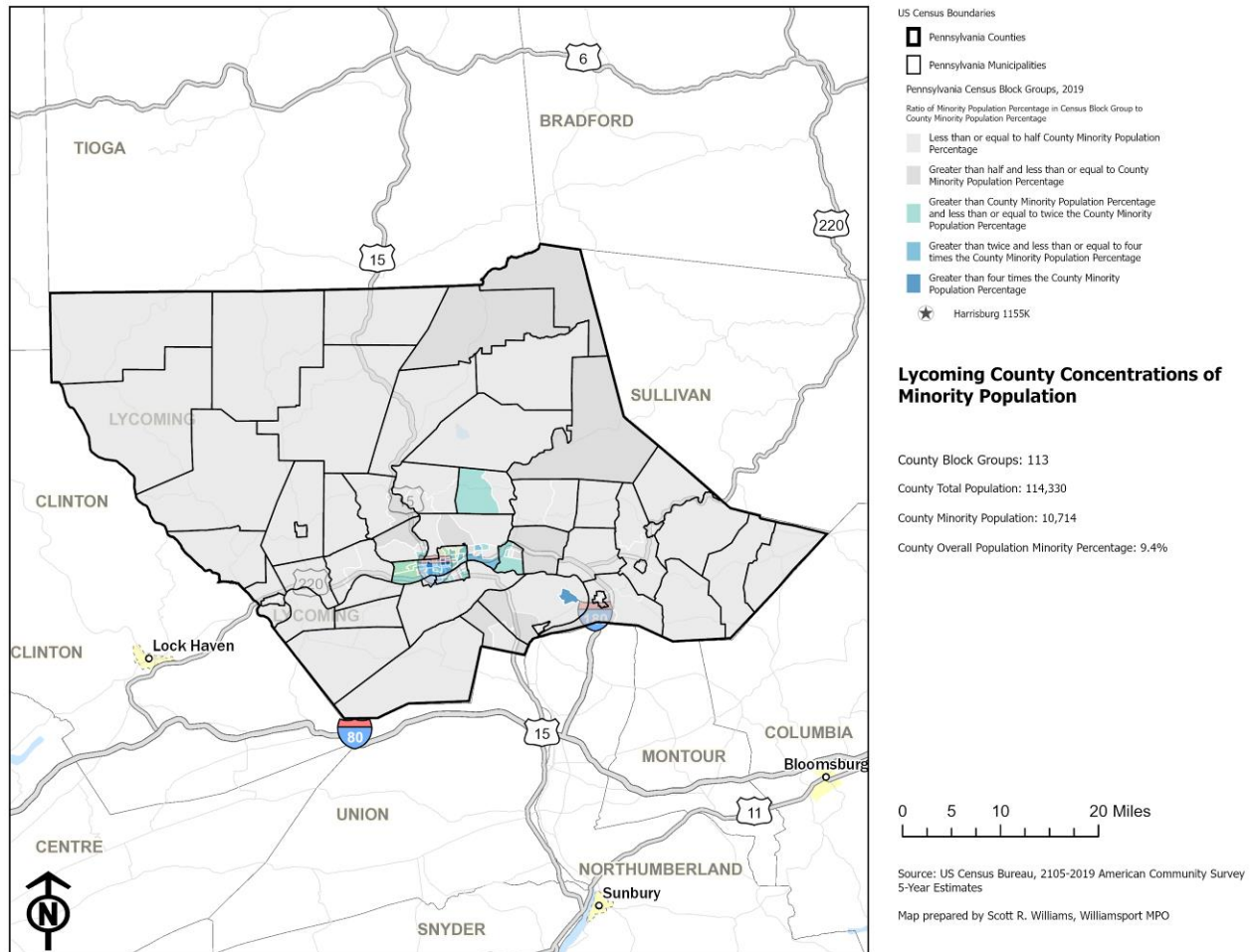
The purpose of this analysis is to discover if any historic patterns of disinvestment have occurred in Lycoming County with respect to traffic safety, bridge condition, pavement condition, and transit availability relating to minority populations. There is no apparent link between bridge condition, pavement condition and minority population. There is a slight correlation between transit availability and

minority populations reflecting a positive emphasis towards more transit availability in areas with larger minority populations.

### Minority Population of Lycoming County

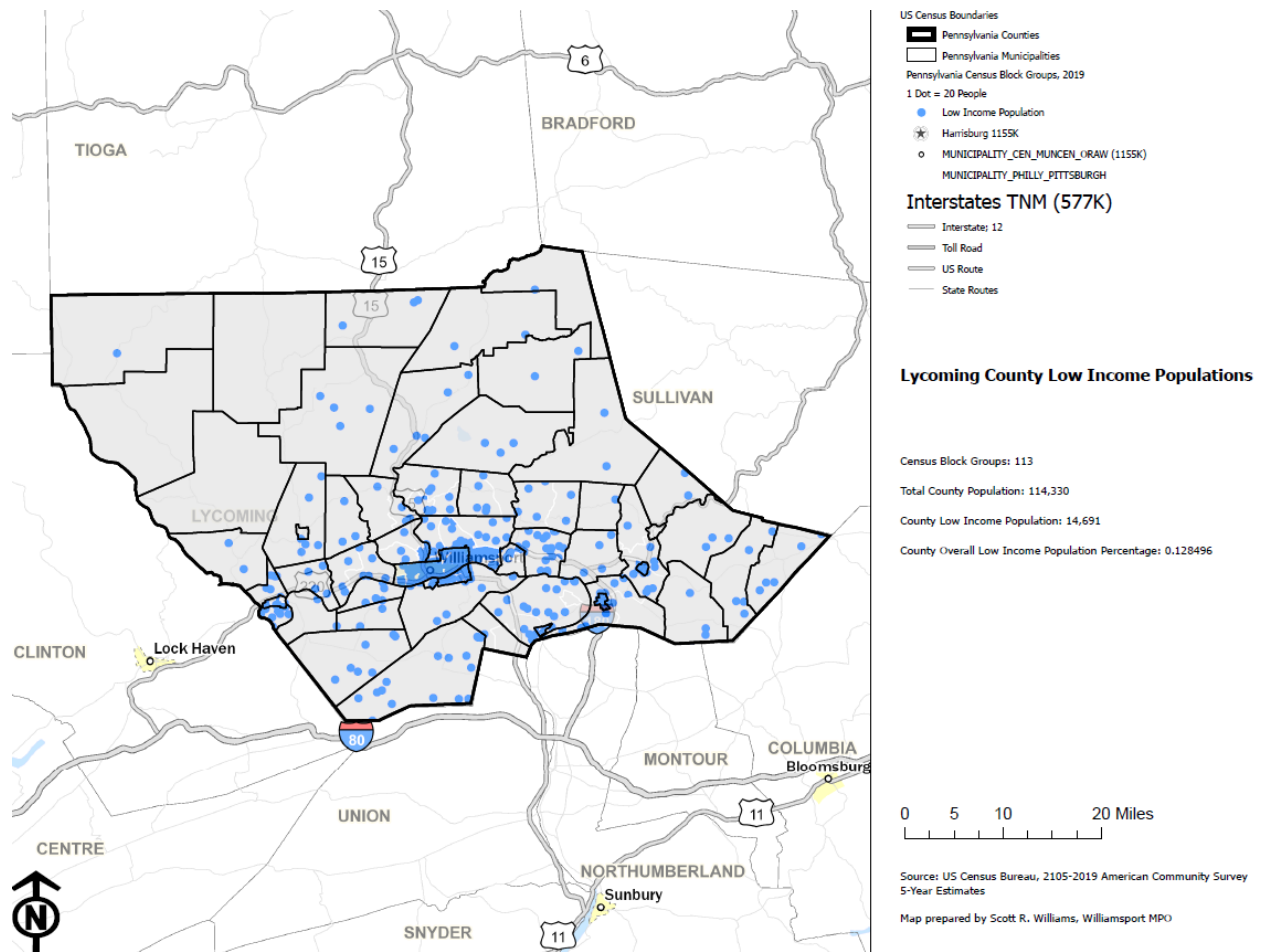


## Concentrations of Minority Population of Lycoming County

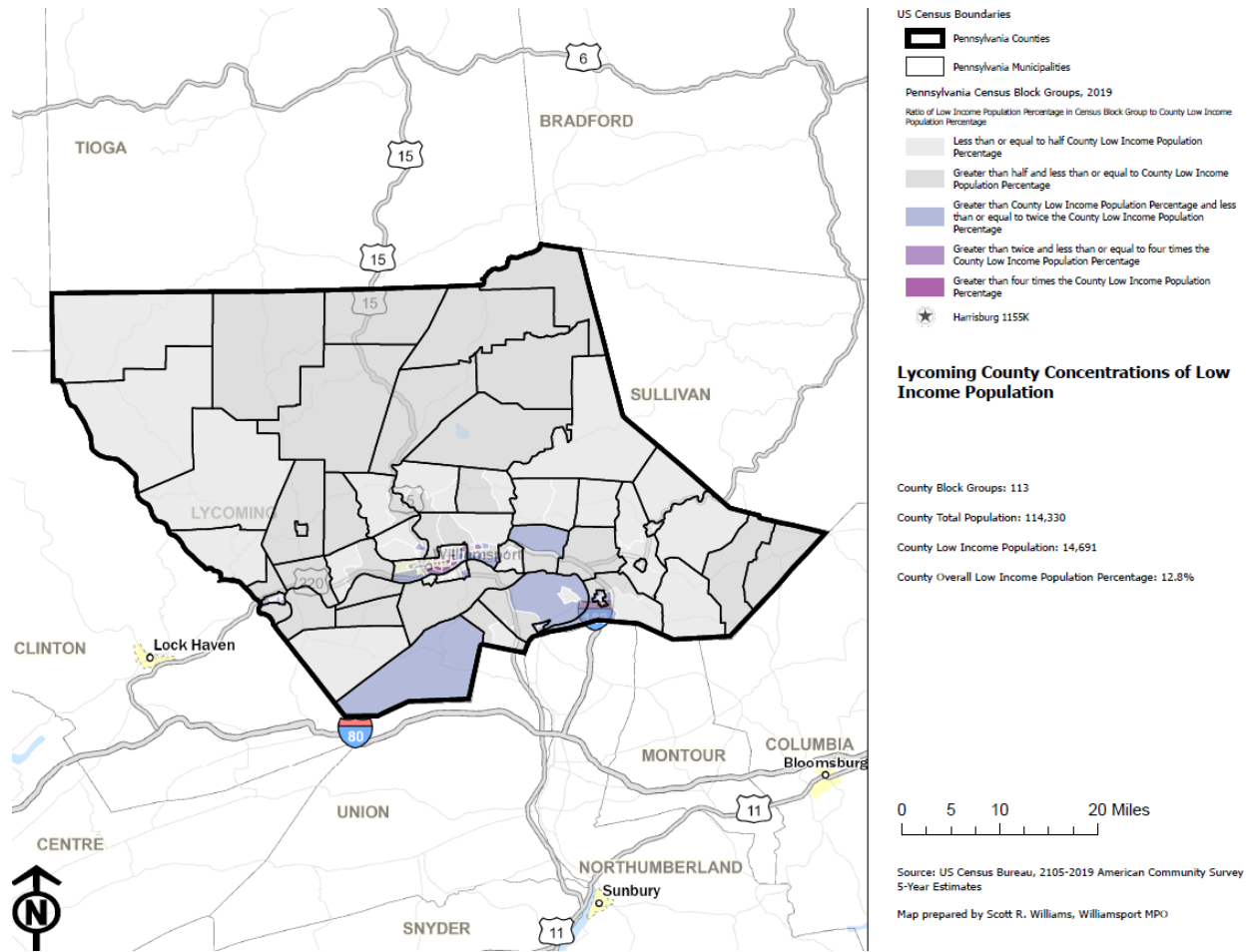


It should be noted that the minority population in Lycoming County are not evenly distributed. As the Lycoming County Concentrations Minority Population map shows the largest distribution of minority populations is in the City of Williamsport, Loyalsock Township, Old Lycoming Township, and Montoursville Borough.

## Low income population of Lycoming County



## Concentrations of Low Income Population of Lycoming County



## Disabled Population of Lycoming County

### Concentrations of Disabled Populations in Williamsport Area Transportation Study MPO

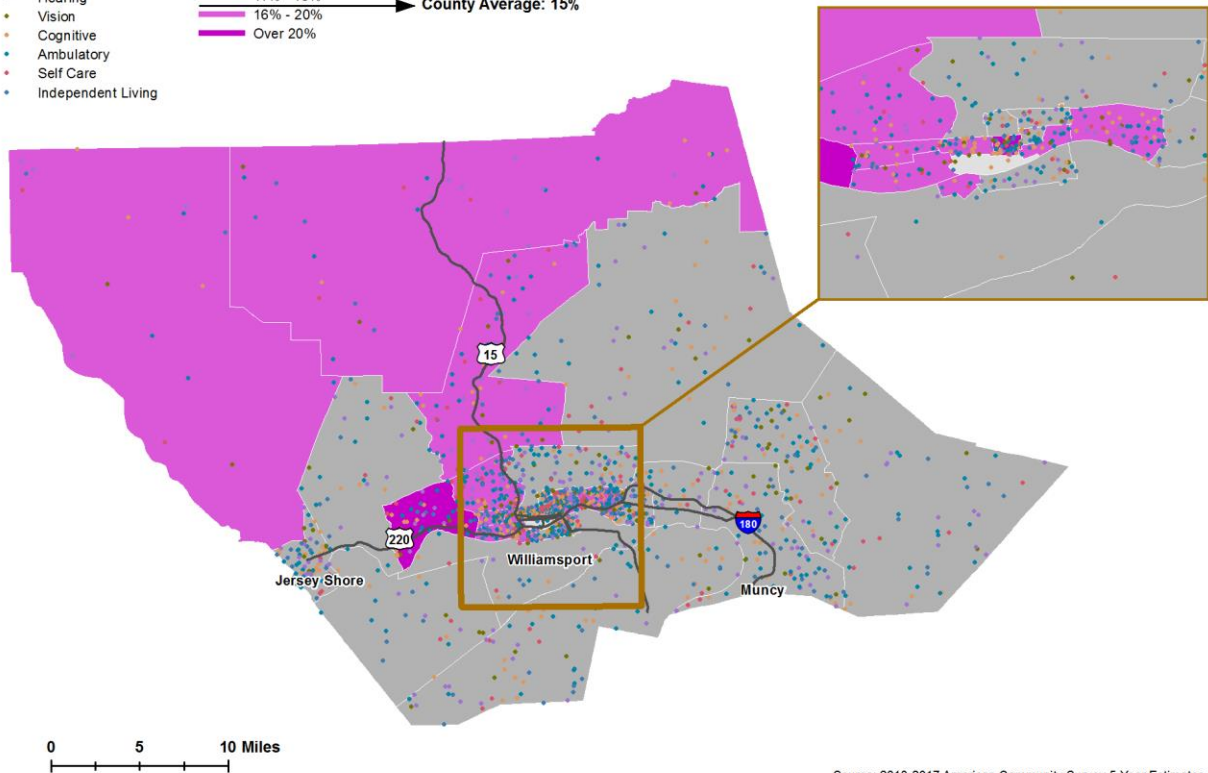
**Disabled Population**

- 1 Dot = 20
- Hearing
- Vision
- Cognitive
- Ambulatory
- Self Care
- Independent Living

**Percent with Disability by Census Tract**

- Under 10%
- 11% - 15%
- 16% - 20%
- Over 20%

County Average: 15%



Source: 2013-2017 American Community Survey 5-Year Estimates

## Limited English Proficiency Population of Lycoming County

### Concentrations of Limited English Proficiency Populations in Williamsport Area Transportation Study MPO

#### Limited English Proficiency Population

1 Dot = 1

Population Speaking English "Not Very Well" or "Not At All"

#### Percent with Limited English Proficiency by Census Tract

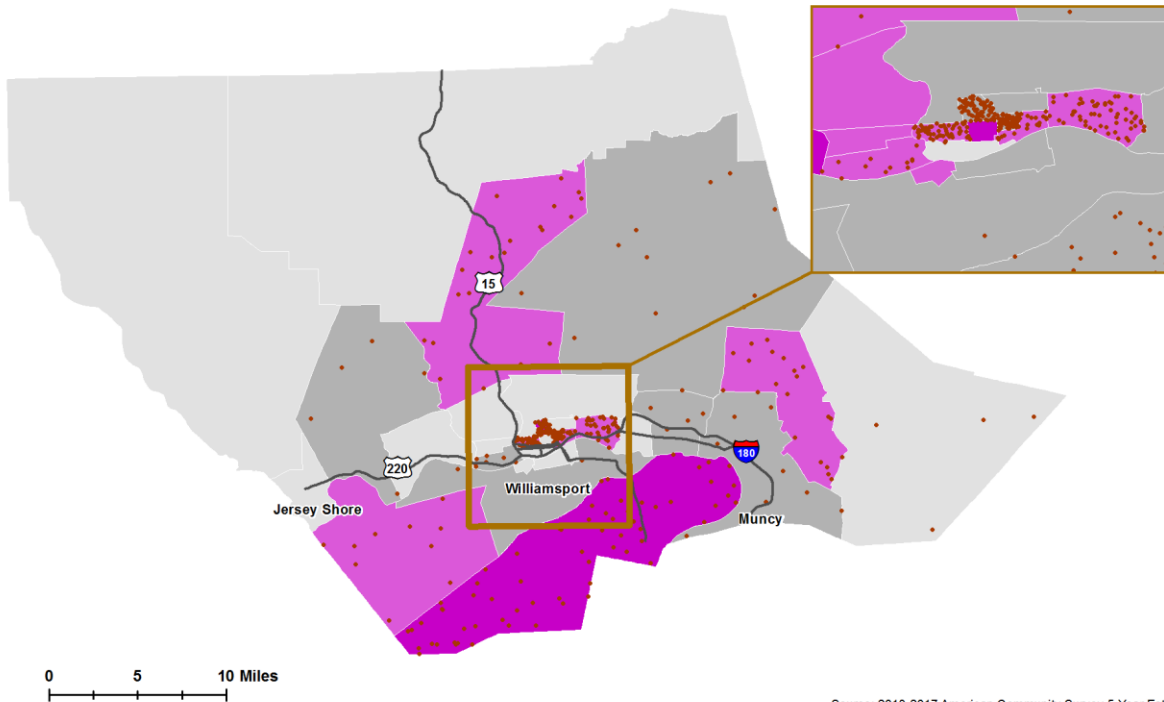
0% - 0.1%

0.11% - 0.3%

0.31% - 0.75%

0.76% - 2.04%

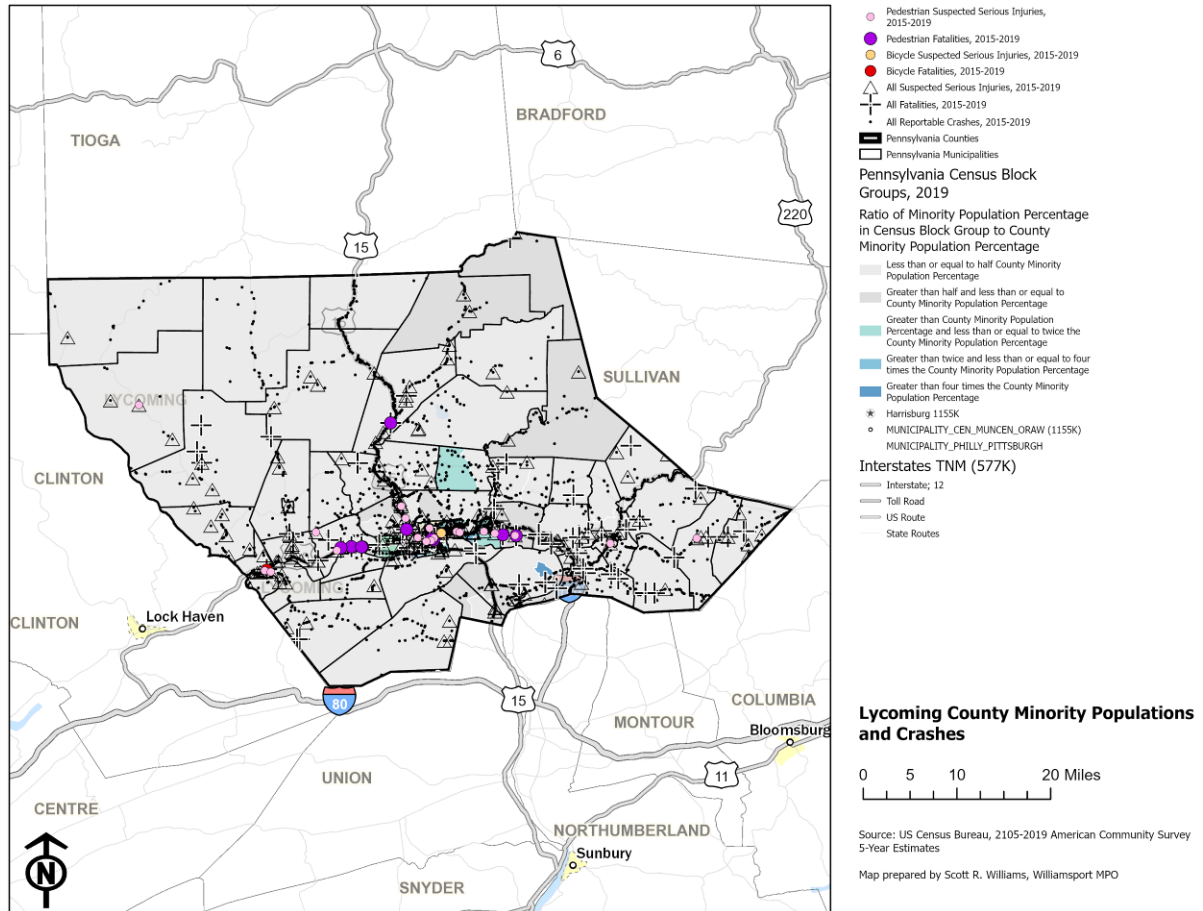
County Average: 0.3%



Source: 2013-2017 American Community Survey 5-Year Estimates

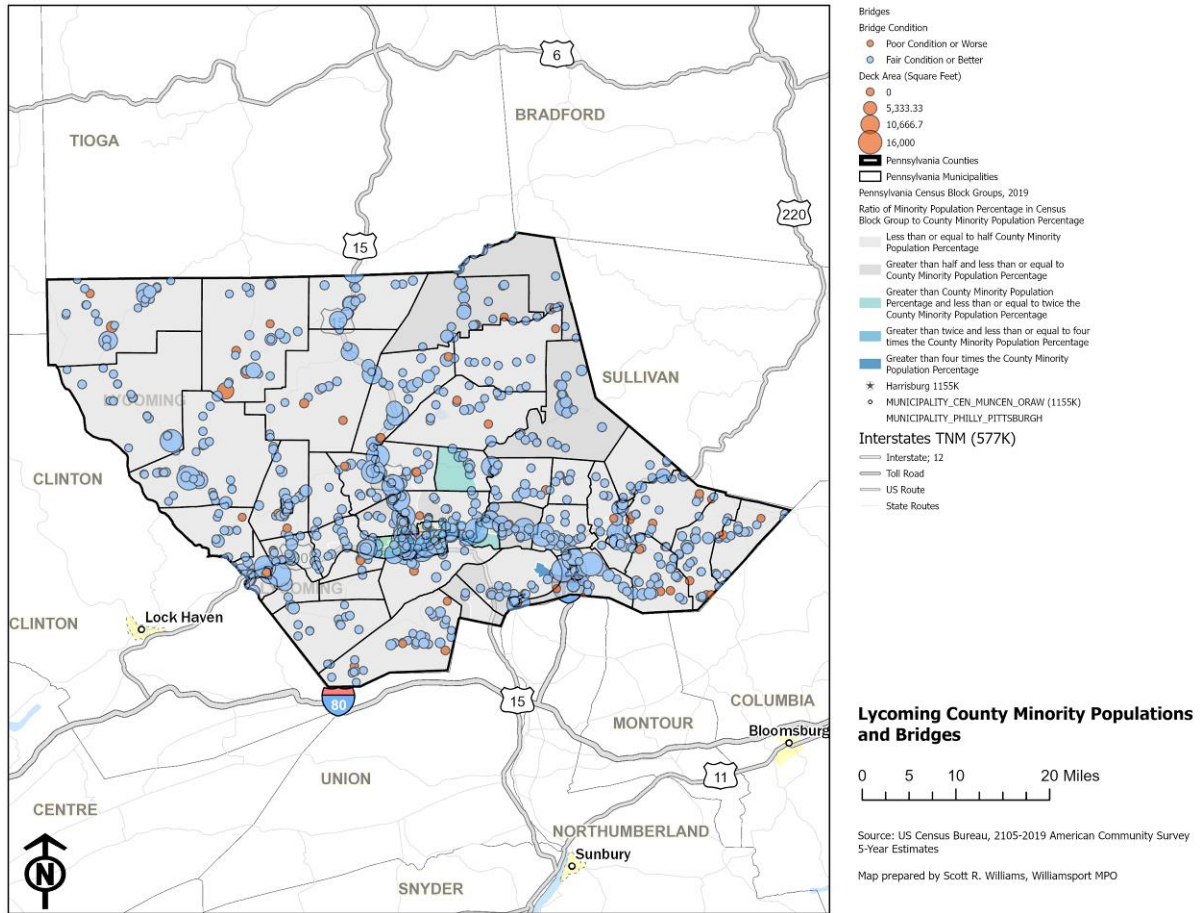


## Lycoming County Minority Population and Crashes

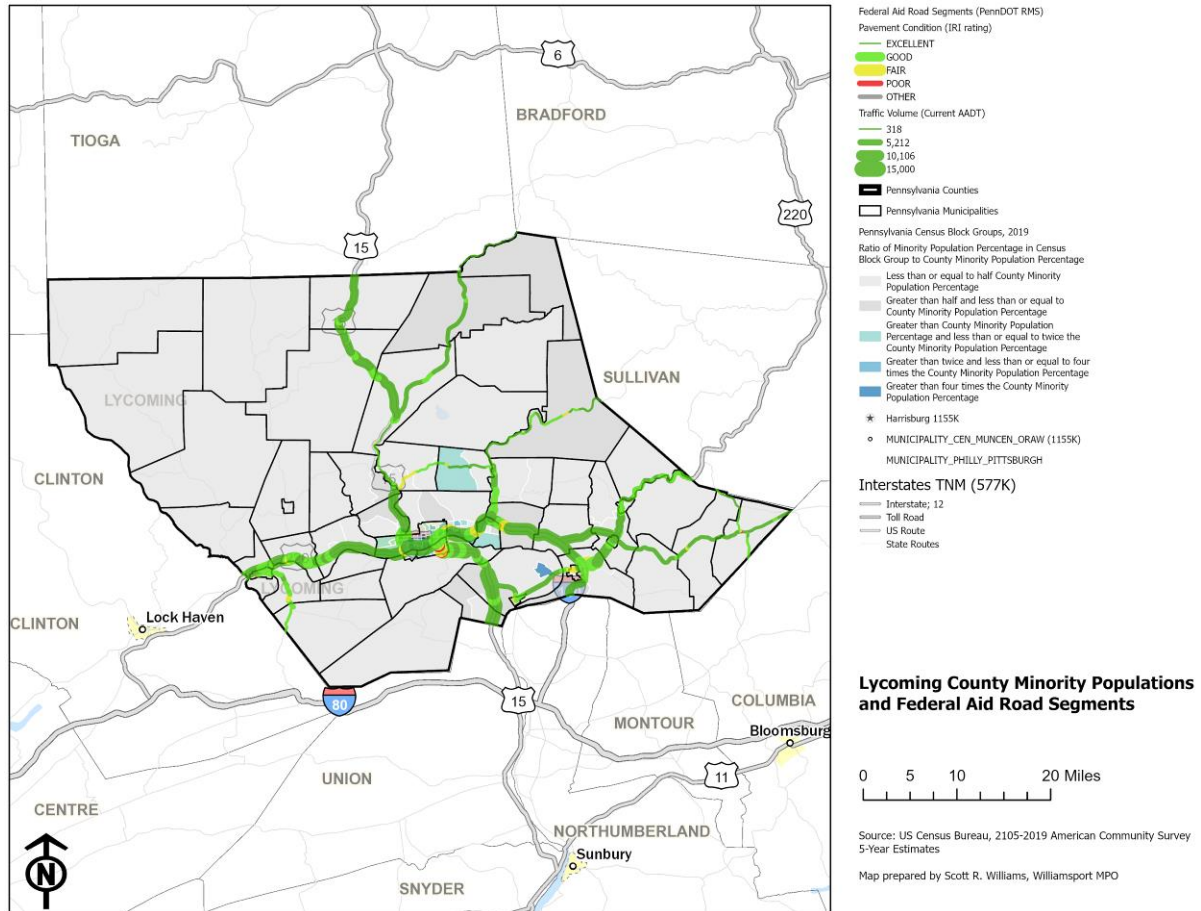




## Lycoming County Minority Population and Bridges



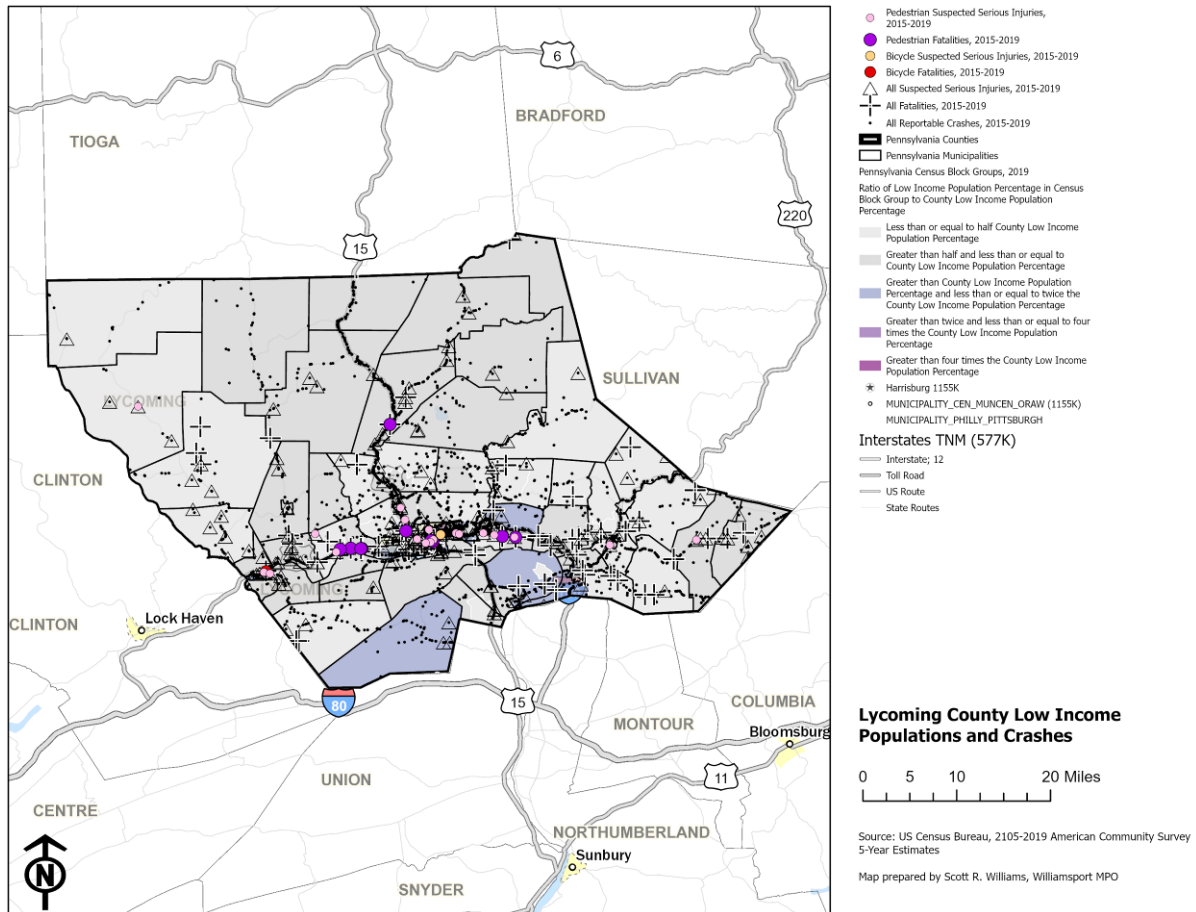
## Lycoming County Minority Population and Federal Aid Road Segments



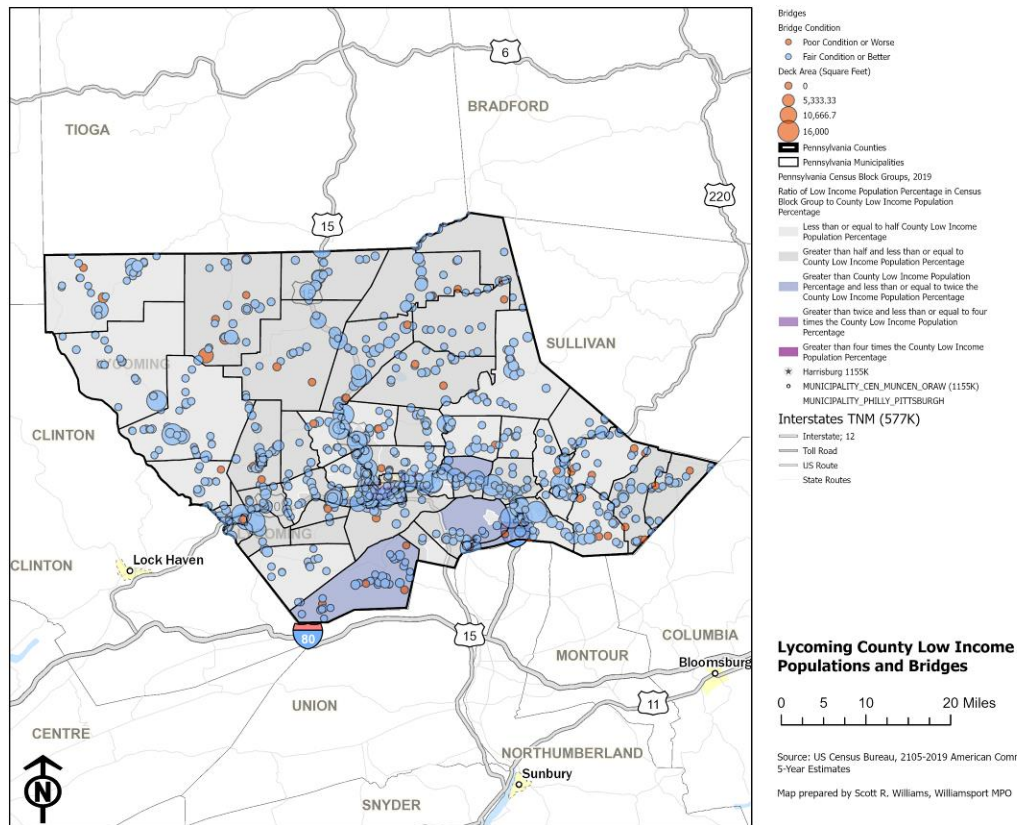
## Low Income Population Disparate Effects Analysis

The purpose of this analysis is to discover if any historic patterns of disinvestment have occurred in Lycoming County with respect to traffic safety, bridge condition, pavement condition, and transit availability relating to low income populations. There is no apparent link between bridge condition and pavement condition and low income population. There is a slight correlation between transit availability and low income populations reflecting a positive emphasis towards more transit availability in areas with larger low income populations.

## Lycoming County Low Income Population and Crashes



## Lycoming County Low Income Population and Bridges



## Lycoming County Low Income Population and Federal Aid Road Segments

