

# 2027-2030 Lackawanna/Luzerne MPO Transportation Improvement Program (TIP) Community Demographics Analysis

## Introduction

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The public involvement efforts for the Department of Transportation are guided by several federal mandates to ensure nondiscrimination in federally funded activities. These mandates are designed so that planning and public involvement activities are conducted equitably and in consideration of all citizens, regardless of race, nationality, sex, age, ability, language spoken, or economic status. These mandates include:

- **Title VI of the Civil Rights Act of 1964** - Title VI of the Civil Rights Act states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." PennDOT and its partners are committed to providing open and inclusive access to the transportation decision-making process for all persons, regardless of race, color or national origin.
- **Executive Order 12898 February 11, 1994** - Emphasizes is 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. PennDOT and its partners are committed to providing opportunities for full and fair participation by minority and low- income communities in the transportation decision making process.
- **Americans with Disabilities Act (ADA)** - The Americans with Disabilities Act of 1990 stipulates involving persons with disabilities in the development and improvement of services. Sites of public involvement activities as well as the information presented must be accessible to persons with disabilities. PennDOT and its partners are committed to providing full access to public involvement programs and information for persons with disabilities. All public meetings are held in ADA-accessible locations. With advance notice, special provisions can be made for hearing-impaired or visually impaired participants.
- **Executive Order on Limited English Proficiency** - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000. Recipients of federal funding "are required to take reasonable steps to ensure meaningful access to programs and activities by LEP person(s)." PennDOT and its partners will make special arrangements for the provision of interpretative services upon request.

FHWA recently introduced the Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the benefits and burdens of plans and programs. PennDOT and the Lackawanna/Luzerne MPO are committed to following the Core Elements approach, which includes:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.

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

The process should be comprehensive and continuous with each task informing and cycling back to influence the next step. By integrating the Core Elements into the planning process, as supported by FHWA, federal agencies are better equipped to carry out the investment strategy and project selection processes.

Further, the Analysis was conducted based on the Statewide Analysis Methodology, which was modeled after the South Central Pennsylvania Unified Process and Methodology. Lackawanna/Luzerne MPO will continue to evaluate the process to ensure that a complete analysis is continuously considering the needs of traditionally underserved populations during the transportation planning process.

### Identifying Minority and Low-Income Populations

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The identification of minority and low-income populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation investment program, but also aids in the development of an effective public involvement program.

Minority population is defined as any readily identifiable group of Black, Hispanic, Asian American, American Indian, and Alaskan Native who live in geographic proximity and who would be similarly affected by a proposed FHWA program, policy, or activity. Low-income population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines who live in a geographic proximity and would be similarly affected by a proposed FHWA program, policy, or activity.

Table 1 shows the profile of Low-Income and Minority Populations within Lackawanna/Luzerne MPO, based on the 2018-2022 American Community Survey (ACS) 5-Year Estimates, the most recent dataset available at the time the Analysis was conducted. Figure 1 identifies the total population by race and low-income category.

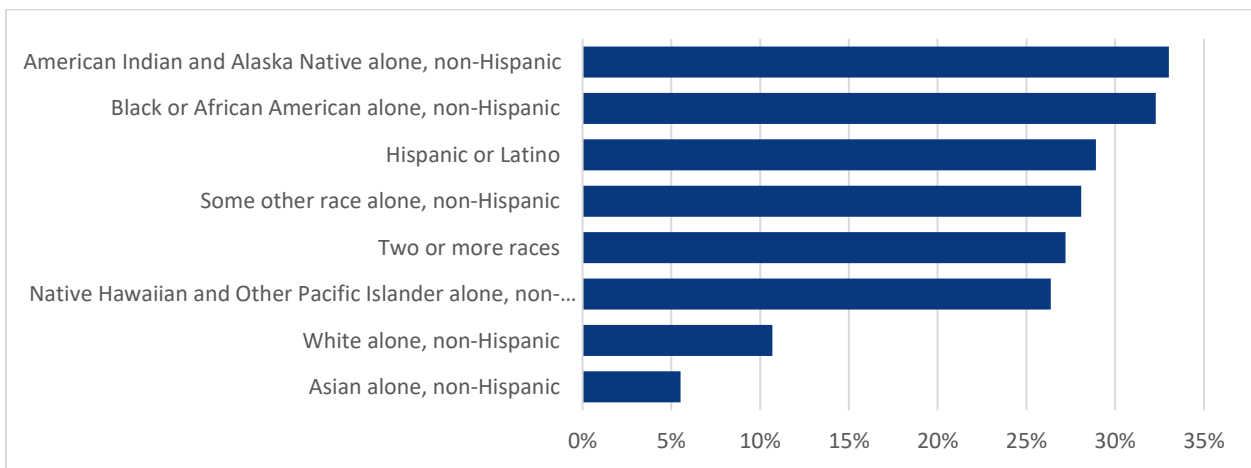
**Table 1: Profile of Low-Income and Minority Populations, 2022**

| Lackawanna/Luzerne MPO                                         |                      |                      |
|----------------------------------------------------------------|----------------------|----------------------|
| Demographic Indicator                                          | Regional Population* | Regional Percentage* |
| <b>Total Population</b>                                        | <b>541,068</b>       | <b>100%</b>          |
| White alone, non-Hispanic                                      | 428,043              | 79.11%               |
| <b>Minority</b>                                                | <b>113,025</b>       | <b>20.89%</b>        |
| Black or African American alone, non-Hispanic                  | 18,212               | 3.37%                |
| American Indian and Alaska Native alone, non-Hispanic          | 260                  | 0.05%                |
| Asian alone, non-Hispanic                                      | 9,656                | 1.78%                |
| Native Hawaiian and Other Pacific Islander alone, non-Hispanic | 168                  | 0.03%                |
| Some other race alone, non-Hispanic                            | 1,505                | 0.28%                |
| Two or more races                                              | 14,772               | 2.73%                |
| Hispanic or Latino                                             | 68,452               | 12.65%               |
| Low-Income Households                                          | 30,854               | 7.21%                |
| <b>Low-Income Populations</b>                                  | <b>73,822</b>        | <b>14.15%</b>        |
| <b>Other Potentially Disadvantaged Populations</b>             |                      |                      |
| Limited English Proficiency Households                         | 6,169                | 2.80%                |
| Persons with a Disability                                      | 84,059               | 15.84%               |
| Elderly (65 years or older)                                    | 109,580              | 20.22%               |
| Carless Households                                             | 10,342               | 4.15%                |
| Housing Units with no internet                                 | 31,861               | 14.45%               |
| Housing Units with no computer                                 | 20,843               | 9.45%                |

Source: 2018-2022 American Community Survey 5-Year Estimates

\*Note: Discrepancies may result from the use of various ACS 2018-2022 5-Year Estimate data tables

**Figure 1: Low- Income Rates Among Racial/ Ethnic Groups in Lackawanna/Luzerne MPO**



Source: 2018-2022 American Community Survey 5-Year Estimates

Note: Discrepancies may result from the use of various ACS 2018-2022 5-Year Estimate data tables

### Minority Intervals for Lackawanna/Luzerne MPO

Data from the 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Lackawanna/Luzerne MPO compared to the minority concentration in 458 census block groups. The total regional population used for this analysis was 541,068 and the total minority population was 113,025. 20.89% of the population of Lackawanna/Luzerne MPO is minority. Using that percentage, census blocks were divided into intervals described in the table below.

**Table 2: Minority Intervals**

| Minority Intervals<br>(Regional Average = 20.89%) |                                                                                                                                                                                                                                                                 |                                                                                  |
|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| 1                                                 | Census Block Minority Population Percentage $\leq 10.44\%$<br>(Census block group minority population percentage less than or equal to half of regional minority population percentage)                                                                         | 238,762 people live in these census blocks. Of those, 4.85% people are minority. |
| 2                                                 | Census Block Minority Population Percentage $> 10.44\%$ and $\leq 20.89\%$ (Census block group minority population percentage greater than half and less than or equal to regional minority population percentage)                                              | 111,641 people live in these census blocks. Of those, 15.32% are minority.       |
| 3                                                 | Census Block Minority Population Percentage $> 20.89\%$ and $\leq 41.78\%$ (Census block group minority population percentage greater than regional minority population percentage and less than or equal to twice the regional minority population percentage) | 101,316 people live in these census blocks. Of those, 29.16% are minority.       |
| 4                                                 | Census Block Minority Population Percentage $> 41.78\%$ and $\leq 83.56\%$ (Census block group minority population percentage greater than twice and less than or equal to four times the regional minority population percentage)                              | 86,460 people live in these census blocks. Of those, 60.49% are minority.        |
| 5                                                 | Census Block Minority Population Percentage $> 83.56\%$<br>(Census block group minority population percentage greater than four times regional minority population percentage)                                                                                  | 2,889 people live in these census blocks. Of those, 86.26% are minority.         |

The highest concentrations of minority populations occur in and around the urban centers of Scranton, Wilkes-Barre, and Hazleton. It should be noted that there is a State Correctional Institution located in Luzerne County just west of Wilkes-Barre that potentially impacts the minority population in this area.

### Low-Income Intervals for Lackawanna/Luzerne MPO

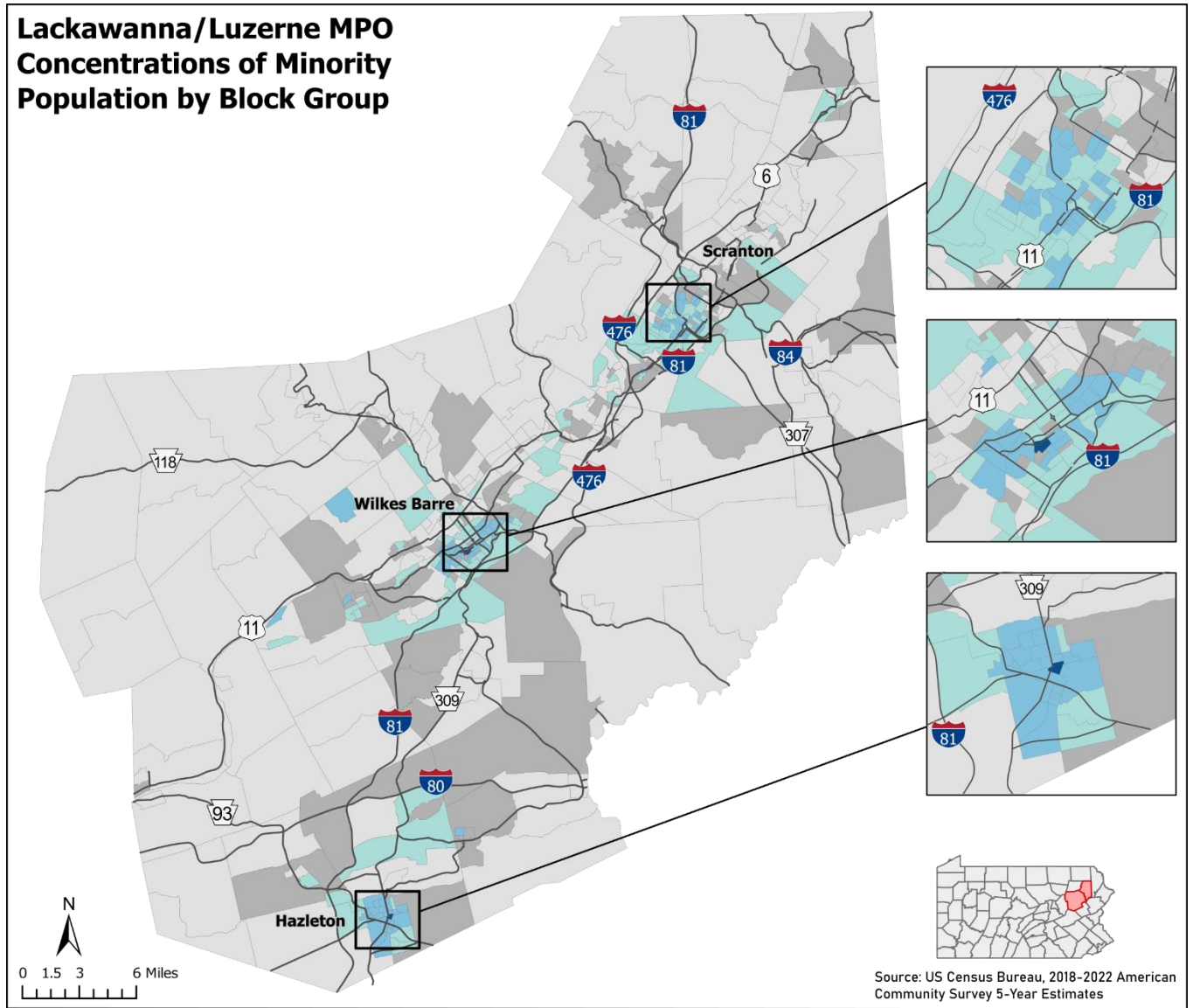
Data from 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Lackawanna/Luzerne MPO compared to the low-income concentration in the 458 census block groups. The total regional population used for this analysis was 521,682 and the total low-income population was 73,822, or 14.15% of the total population of Lackawanna/Luzerne MPO. Using that percentage, census blocks were divided into intervals described in the table below.

**Table 3: Low-Income Intervals**

| <b>Low-Income Intervals</b><br>(Regional Average = 14.15%) |                                                                                                                                                                                                                                                                         |                                                                                    |
|------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| <b>1</b>                                                   | Census Block Low-Income Population Percentage $\leq 7.08\%$<br>(Census block group low-income population percentage less than or equal to half of regional low-income population percentage)                                                                            | 178,689 people live in these census blocks. Of those, 3.48% people are low-income. |
| <b>2</b>                                                   | Census Block Low-Income Population Percentage $> 7.08\%$ and $\leq 14.15\%$ (Census block group low-income population percentage greater than half and less than or equal to regional low-income population percentage)                                                 | 142,991 people live in these census blocks. Of those, 10.36% are low-income.       |
| <b>3</b>                                                   | Census Block Low-Income Population Percentage $> 14.15\%$ and $\leq 28.30\%$ (Census block group low-income population percentage greater than regional low-income population percentage and less than or equal to twice the regional low-income population percentage) | 139,446 people live in these census blocks. Of those, 20.06% are low-income.       |
| <b>4</b>                                                   | Census Block Low-Income Population Percentage $> 28.30\%$ and $\leq 56.60\%$ (Census block group low-income population percentage greater than twice and less than or equal to four times the regional low-income population percentage)                                | 56,762 people live in these census blocks. Of those, 38.71% are low-income.        |
| <b>5</b>                                                   | Census Block Low-Income Population Percentage $> 56.60\%$<br>(Census block group low-income population percentage greater than four times the regional low-income population percentage)                                                                                | 3,794 people live in these census blocks. Of those, 74.49% are low-income.         |

Similar to the minority populations, the highest concentrations of low-income populations occur in and around the urban centers of Scranton, Wilkes-Barre, and Hazleton. There are also low-income populations just above the regional average throughout some rural Census Blocks in the MPO. The distribution of these populations is shown in the Figures 2 and 3.

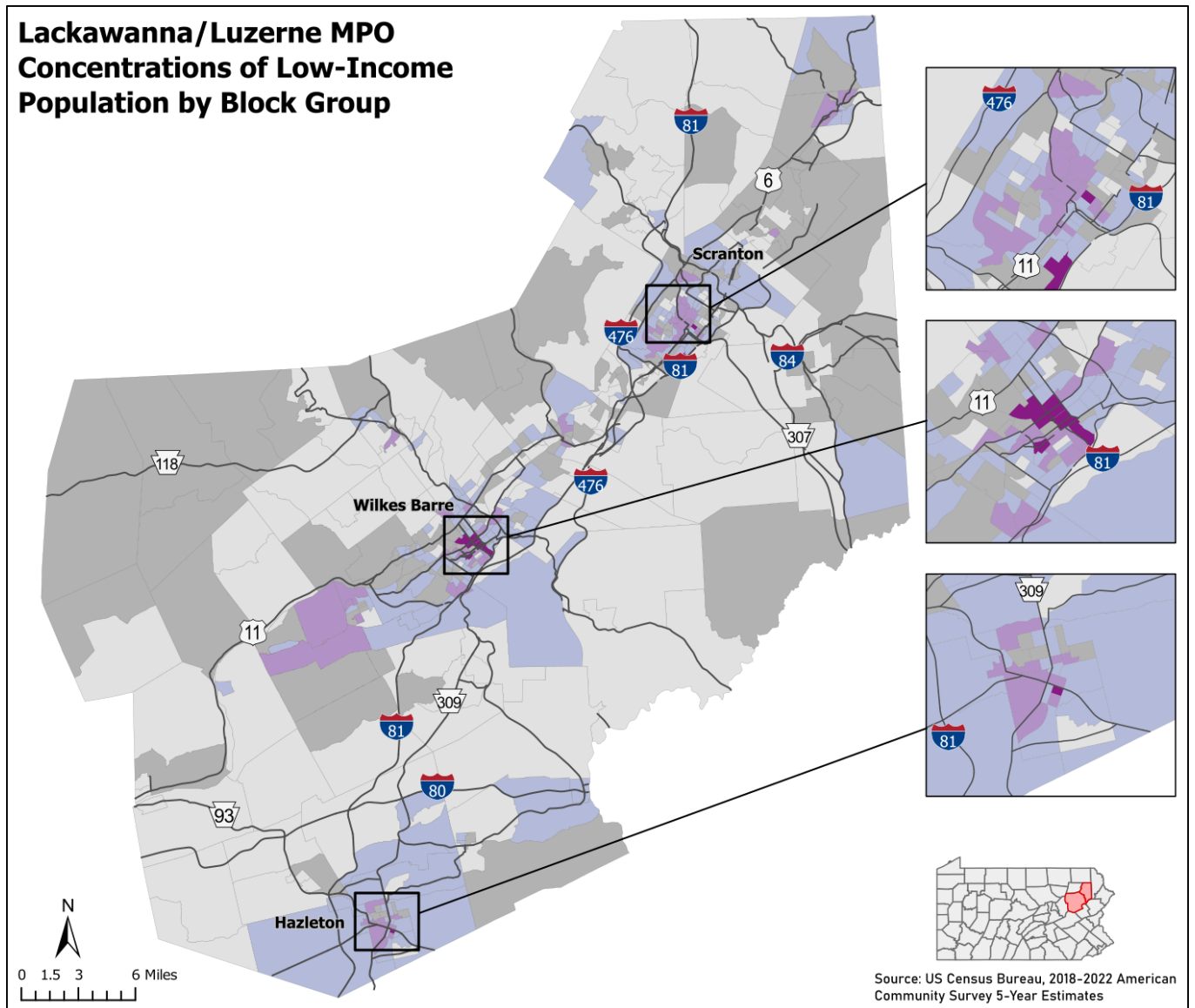
**Figure 2: Concentrations of Minority Populations by Census Block Group**



Lackawanna/Luzerne MPO Census Block Groups, 2022  
**Regional Minority Population Interval for Block Group**

- Less than or equal to half regional minority population percentage
- Greater than half and less than or equal to regional minority population percentage
- Greater than regional minority population percentage and less than or equal to twice to the regional minority population percentage
- Greater than twice and less than or equal to four times the regional minority population percentage
- Greater than four times the regional minority population percentage

**Figure 3: Concentrations of Low-Income Populations by Census Block Group**



Lackawanna/Luzerne MPO Census Block Groups, 2022

**Regional Low-Income Population Interval for Block Group**

- Less than or equal to half regional low-income population percentage
- Greater than half and less than or equal to regional low-income population percentage
- Greater than regional low-income population percentage and less than or equal to twice to the regional low-income population percentage
- Greater than twice and less than or equal to four times the regional low-income population percentage
- Greater than four times the regional low-income population percentage

## Condition Assessment

In order to meaningfully analyze benefits and adverse effects of the transportation program, the MPO has examined the existing conditions of transportation assets throughout the region and safety performance measures among the minority and low-income populations. These data assessments allow the MPO to track changes in crashes, poor condition bridges, and poor pavement mileage in the region and identify safety gaps and distribution disparities between minority and low-income populations. The following tables and figures show the distribution of poor bridges and pavement miles compared to the minority and low-income populations in Lackawanna/Luzerne MPO. Current asset and condition information was pulled from PennDOT’s Open Data data repository. Please note that the Open Data system is constantly updated with the most recent available information, so discrepancies may occur based on the timing of when data was extracted.

Based on the available data, just over 85% of the region’s total bridges are located in block groups that have a minority percentage that is lower than the regional average. Of the total poor condition bridges, 17.95% are located within block groups with higher-than-average minority populations, and 82.05% are located within block groups with lower-than-average minority populations. Similarly, 79% of the region’s total bridges are located in block groups that have a minority percentage that is lower than the regional average. Of the total poor condition bridges, 27.35% are located within block groups with higher-than-average low-income populations, while 72.65% are located within block groups with lower-than-average low-income populations.

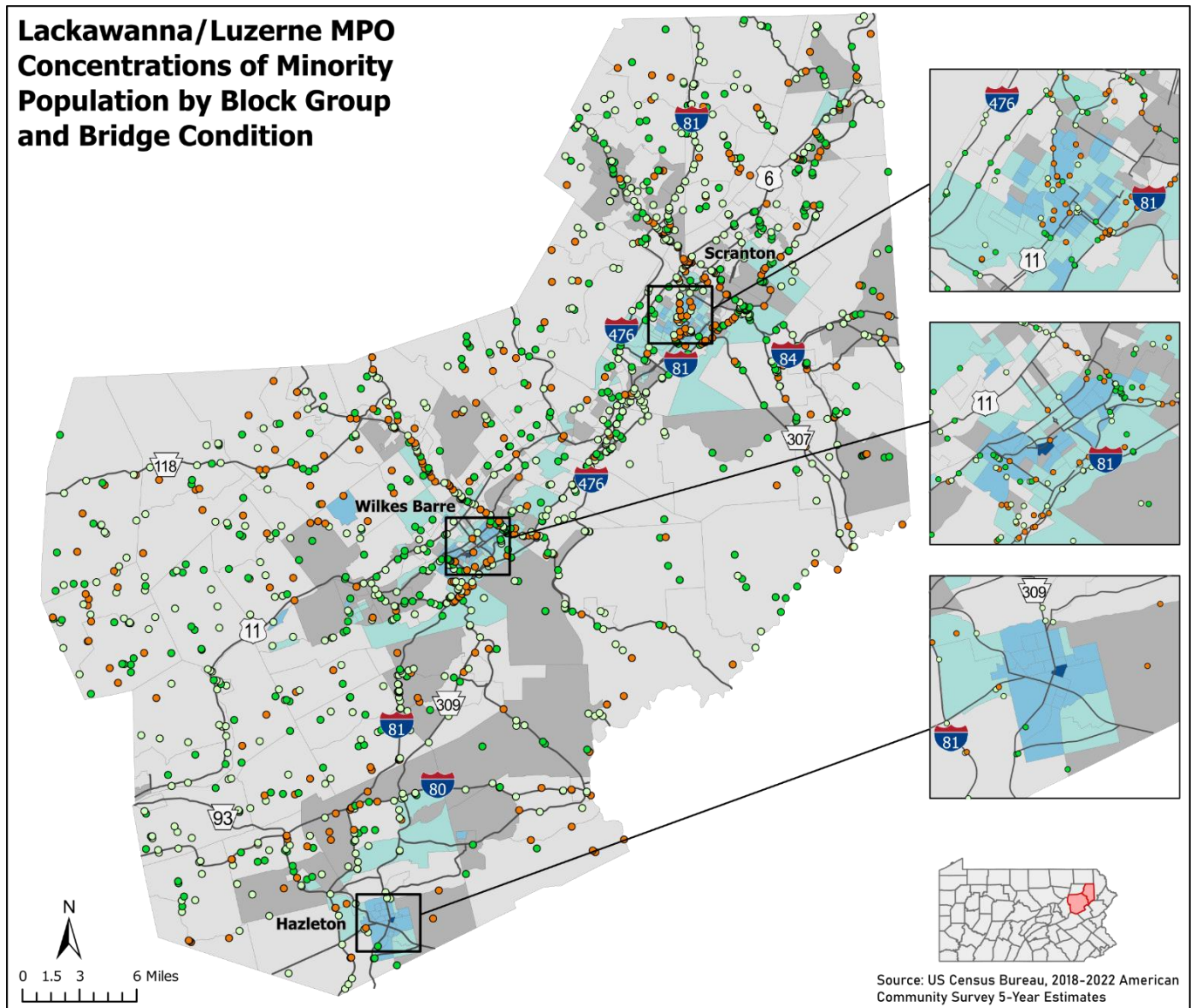
**Table 4: Distribution of Bridge Condition by Minority Population Intervals** – Based on 20.89% Regional Average

| <i>Population/Asset</i>                      | <i>Percent Minority Population Intervals</i>                     |                                                                                            |                                                                                                              |                                                                                    |                                                           | <b>Total</b>   |
|----------------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------|----------------|
|                                              | <b>Less than or equal to half Regional Minority Population %</b> | <b>Greater than half and less than or equal to Regional Minority Population Percentage</b> | <b>Greater than Regional Minority Population % and less than or equal to 2x Regional Minority Population</b> | <b>Greater than 2x and less than or equal to 4x Regional Minority Population %</b> | <b>Greater than 4x the Regional Minority Population %</b> |                |
| <b>Total Population</b>                      | 238,762                                                          | 111,641                                                                                    | 101,316                                                                                                      | 86,460                                                                             | 2,889                                                     | <b>541,068</b> |
| <b>Share of Total Population</b>             | 44.1%                                                            | 20.6%                                                                                      | 18.7%                                                                                                        | 16.0%                                                                              | 0.5%                                                      | <b>100%</b>    |
| <b>Minority Population</b>                   | 11,586                                                           | 17,102                                                                                     | 29,543                                                                                                       | 52,302                                                                             | 2,492                                                     | <b>113,025</b> |
| <b>Share of Minority Population</b>          | 10.3%                                                            | 15.1%                                                                                      | 26.1%                                                                                                        | 46.3%                                                                              | 2.2%                                                      | <b>100%</b>    |
| <b>Bridges</b>                               | 1,422                                                            | 461                                                                                        | 263                                                                                                          | 53                                                                                 | 1                                                         | <b>2,200</b>   |
| <b>Share of Bridges</b>                      | 64.6%                                                            | 21.0%                                                                                      | 12.0%                                                                                                        | 2.4%                                                                               | 0.0%                                                      | <b>100%</b>    |
| <b>Poor Condition Bridges</b>                | 224                                                              | 64                                                                                         | 51                                                                                                           | 11                                                                                 | 1                                                         | <b>351</b>     |
| <b>Percent Poor Condition Bridges</b>        | 15.8%                                                            | 13.9%                                                                                      | 19.4%                                                                                                        | 20.8%                                                                              | 0.0%                                                      |                |
| <b>Share of Total Poor Condition Bridges</b> | 63.8%                                                            | 18.2%                                                                                      | 14.5%                                                                                                        | 3.1%                                                                               | 0.3%                                                      | <b>100%</b>    |

**Table 5: Distribution of Bridge Condition by Low-Income Population Intervals** – Based on 14.15% Regional Average

| <i>Population/Asset</i>                      | <i>Percent Low-Income Population Intervals</i>                     |                                                                                              |                                                                                                                  |                                                                                      |                                                             | <b>Total</b>   |
|----------------------------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------|----------------|
|                                              | <b>Less than or equal to half Regional Low-Income Population %</b> | <b>Greater than half and less than or equal to Regional Low-Income Population Percentage</b> | <b>Greater than Regional Low-Income Population % and less than or equal to 2x Regional Low-Income Population</b> | <b>Greater than 2x and less than or equal to 4x Regional Low-Income Population %</b> | <b>Greater than 4x the Regional Low-Income Population %</b> |                |
| <b>Total Population</b>                      | 178,689                                                            | 142,991                                                                                      | 139,446                                                                                                          | 56,762                                                                               | 3,794                                                       | <b>521,682</b> |
| <b>Share of Total Population</b>             | 34.3%                                                              | 27.4%                                                                                        | 26.7%                                                                                                            | 10.9%                                                                                | 0.7%                                                        | <b>100%</b>    |
| <b>Low-Income Population</b>                 | 6,224                                                              | 14,819                                                                                       | 27,979                                                                                                           | 21,974                                                                               | 2,826                                                       | <b>73,822</b>  |
| <b>Share of Low-Income Population</b>        | 8.4%                                                               | 20.1%                                                                                        | 37.9%                                                                                                            | 29.8%                                                                                | 3.8%                                                        | <b>100%</b>    |
| <b>Bridges</b>                               | 1,051                                                              | 679                                                                                          | 391                                                                                                              | 75                                                                                   | 4                                                           | <b>2,200</b>   |
| <b>Share of Bridges</b>                      | 47.8%                                                              | 30.9%                                                                                        | 17.8%                                                                                                            | 3.4%                                                                                 | 0.2%                                                        | <b>100%</b>    |
| <b>Poor Condition Bridges</b>                | 154                                                                | 101                                                                                          | 68                                                                                                               | 26                                                                                   | 2                                                           | <b>351</b>     |
| <b>Percent Poor Condition Bridges</b>        | 14.7%                                                              | 14.9%                                                                                        | 17.4%                                                                                                            | 34.7%                                                                                | 0.0%                                                        |                |
| <b>Share of Total Poor Condition Bridges</b> | 43.9%                                                              | 28.8%                                                                                        | 19.4%                                                                                                            | 7.4%                                                                                 | 0.6%                                                        | <b>100%</b>    |

Figure 4: Distribution of Bridge Condition by Minority Population Census Block Group



Lackawanna/Luzerne MPO Census Block Groups, 2022

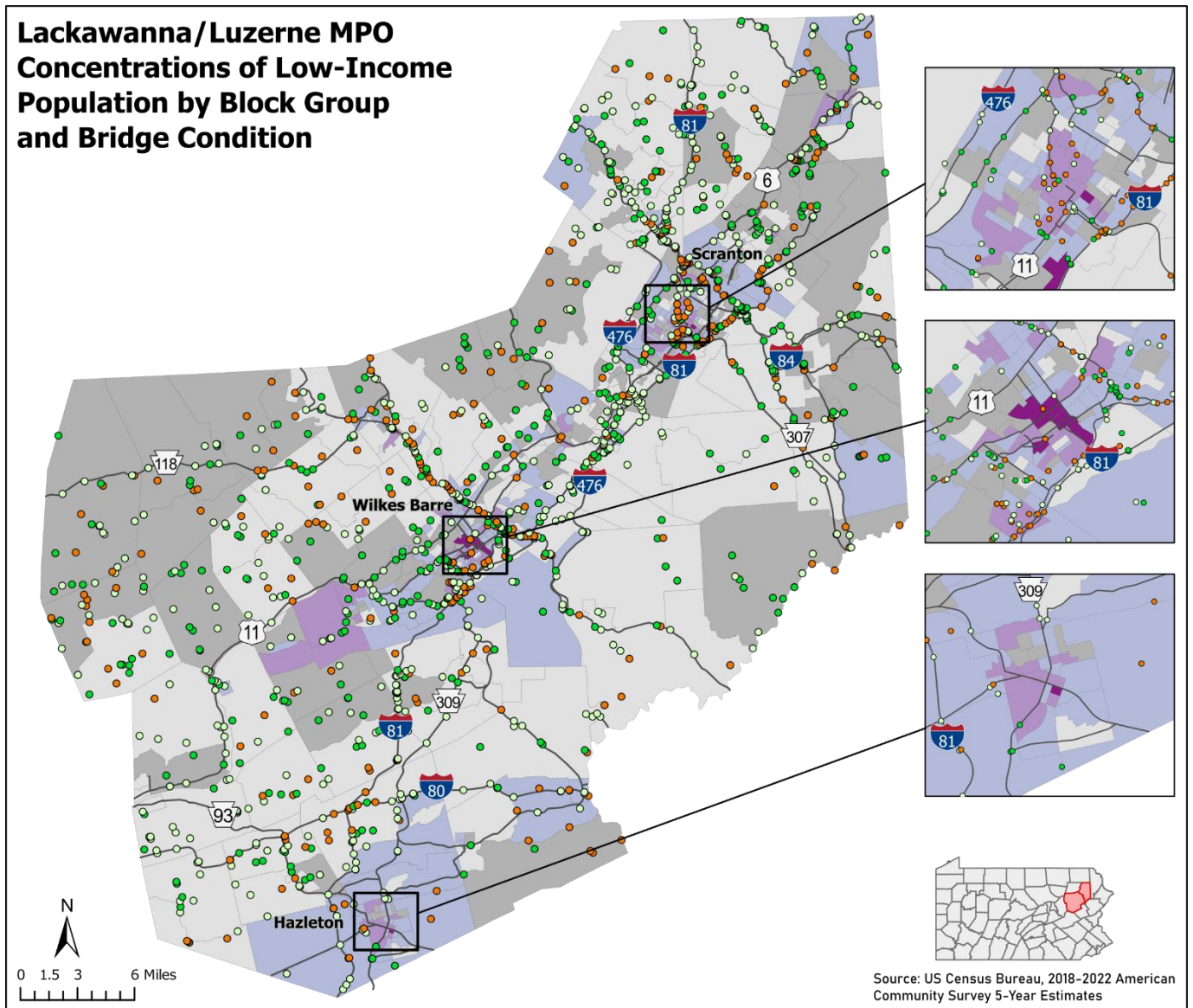
**Regional Minority Population Interval for Block Group**

- Less than or equal to half regional minority population percentage
- Greater than half and less than or equal to regional minority population percentage
- Greater than regional minority population percentage and less than or equal to twice to the regional minority population percentage
- Greater than twice and less than or equal to four times the regional minority population percentage
- Greater than four times the regional minority population percentage

**Bridge Condition**

- Good Condition
- Fair Condition
- Poor Condition

Figure 5: Distribution of Bridge Condition by Low-Income Population Census Block Group



Lackawanna/Luzerne MPO Census Block Groups, 2022

**Regional Low-Income Population Interval for Block Group**

- Less than or equal to half regional low-income population percentage
- Greater than half and less than or equal to regional low-income population percentage
- Greater than regional low-income population percentage and less than or equal to twice to the regional low-income population percentage
- Greater than twice and less than or equal to four times the regional low-income population percentage
- Greater than four times the regional low-income population percentage

**Bridge Condition**

- Good Condition
- Fair Condition
- Poor Condition

Condition data for pavement assets are compiled by PennDOT’s Bureau of Maintenance and Operations (BOMO) and made available through the Roadway Management System (RMS) annually. The primary pavement condition and performance measures are International Roughness Index (IRI) and Overall Pavement Index (OPI). Condition data is collected on Interstate and NHS roads every year and on all non-NHS roads every two years. For this evaluation, both the IRI and OPI were evaluated for all state roads in Lackawanna/Luzerne MPO.

Based on the available condition data for pavement miles, 9.1% of IRI poor condition pavement miles and 10.9% of OPI poor condition pavement miles are located within block groups with higher-than-average minority populations. For low-income populations, 19.5% of IRI poor condition pavement miles and 22.9% of OPI poor condition pavement miles are located within block groups with higher-than-average low-income populations.

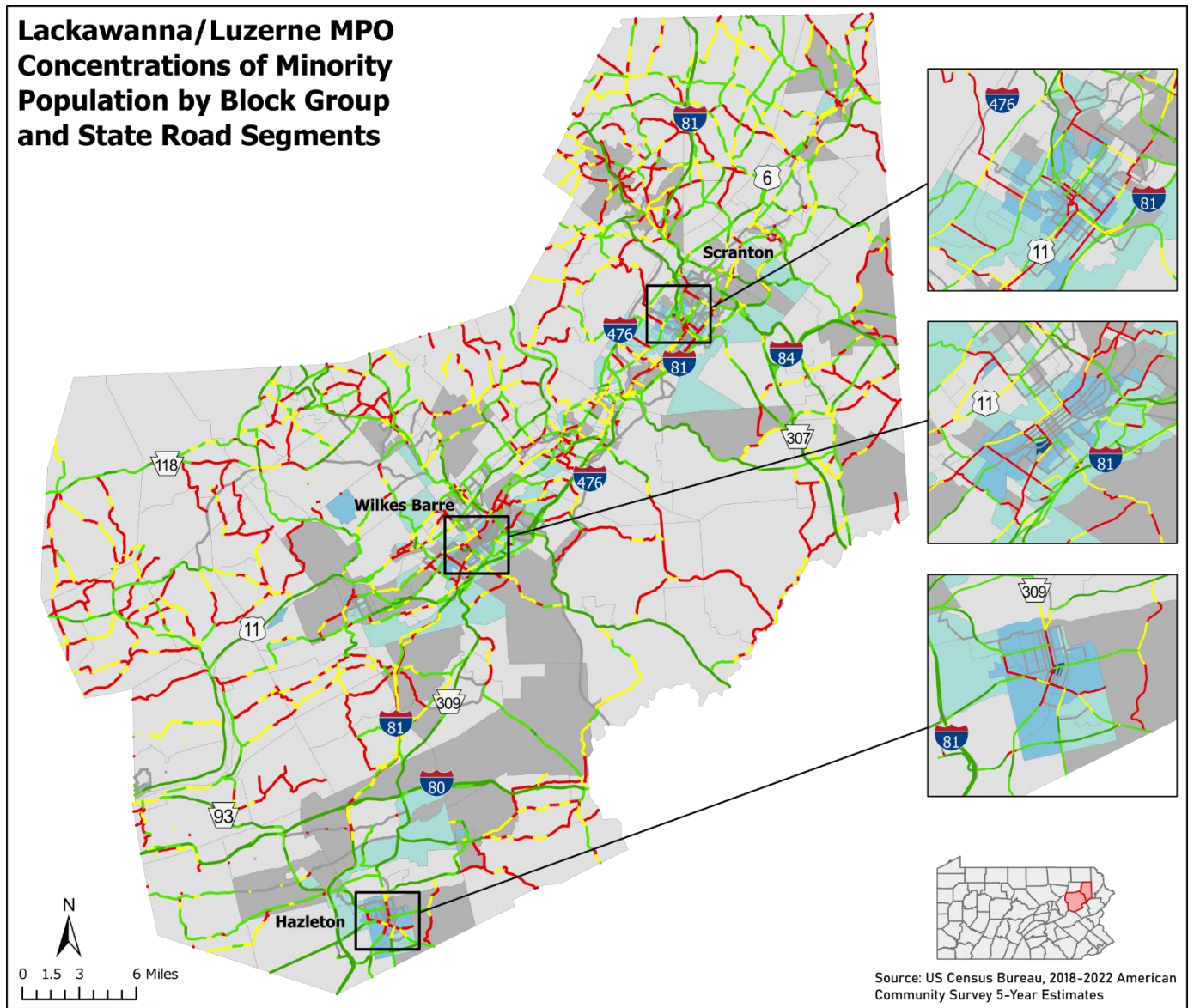
**Table 6: Distribution of Pavement Condition by Minority Population Intervals – Based on 20.89% Regional Average**

| <i>Population/Asset</i>                                      | <i>Percent Minority Population Intervals</i>                     |                                                                                            |                                                                                                              |                                                                                    |                                                           | <b>Total</b>   |
|--------------------------------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------|----------------|
|                                                              | <b>Less than or equal to half Regional Minority Population %</b> | <b>Greater than half and less than or equal to Regional Minority Population Percentage</b> | <b>Greater than Regional Minority Population % and less than or equal to 2x Regional Minority Population</b> | <b>Greater than 2x and less than or equal to 4x Regional Minority Population %</b> | <b>Greater than 4x the Regional Minority Population %</b> |                |
| <b>Total Population</b>                                      | 238,762                                                          | 111,641                                                                                    | 101,316                                                                                                      | 86,460                                                                             | 2,889                                                     | <b>541,068</b> |
| <b>Share of Total Population</b>                             | 44.1%                                                            | 20.6%                                                                                      | 18.7%                                                                                                        | 16.0%                                                                              | 0.5%                                                      | <b>100%</b>    |
| <b>Minority Population</b>                                   | 11,586                                                           | 17,102                                                                                     | 29,543                                                                                                       | 52,302                                                                             | 2,492                                                     | <b>113,025</b> |
| <b>Share of Minority Population</b>                          | 10.3%                                                            | 15.1%                                                                                      | 26.1%                                                                                                        | 46.3%                                                                              | 2.2%                                                      | <b>100%</b>    |
| <b>State Road Segment Miles</b>                              | 1,301.90                                                         | 363                                                                                        | 209.9                                                                                                        | 68.8                                                                               | 1.9                                                       | <b>1945.5</b>  |
| <b>Share of State Road Segment Miles</b>                     | 66.9%                                                            | 18.7%                                                                                      | 10.8%                                                                                                        | 3.5%                                                                               | 0.1%                                                      | <b>100%</b>    |
| <b>State Road Segment Miles with Poor IRI</b>                | 342                                                              | 80.7                                                                                       | 26.7                                                                                                         | 15.2                                                                               | 0.306                                                     | <b>464.906</b> |
| <b>Percent of State Road Segment Miles with Poor IRI</b>     | 26.3%                                                            | 22.2%                                                                                      | 12.7%                                                                                                        | 22.1%                                                                              | 16.1%                                                     |                |
| <b>Share of Total State Road Segment Miles with Poor IRI</b> | 73.6%                                                            | 17.4%                                                                                      | 5.7%                                                                                                         | 3.3%                                                                               | 0.1%                                                      | <b>100%</b>    |
| <b>State Road Segment Miles with Poor OPI</b>                | 380.5                                                            | 100.9                                                                                      | 41.4                                                                                                         | 17.4                                                                               | 0.0                                                       | <b>540.2</b>   |
| <b>Percent of State Road Segment Miles with Poor OPI</b>     | 29.2%                                                            | 27.8%                                                                                      | 19.7%                                                                                                        | 25.3%                                                                              | 0.0%                                                      |                |
| <b>Share of Total State Road Segment Miles with Poor OPI</b> | 70.4%                                                            | 18.7%                                                                                      | 7.7%                                                                                                         | 3.2%                                                                               | 0.0%                                                      | <b>100%</b>    |

**Table 7: Distribution of Pavement Condition by Low-Income Population Intervals** – Based on 14.15% Regional Average

| <i>Population/Asset</i>                                      | <i>Percent Low-Income Population Intervals</i>                     |                                                                                              |                                                                                                                  |                                                                                      |                                                             | <b>Total</b>   |
|--------------------------------------------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------|----------------|
|                                                              | <b>Less than or equal to half Regional Low-Income Population %</b> | <b>Greater than half and less than or equal to Regional Low-Income Population Percentage</b> | <b>Greater than Regional Low-Income Population % and less than or equal to 2x Regional Low-Income Population</b> | <b>Greater than 2x and less than or equal to 4x Regional Low-Income Population %</b> | <b>Greater than 4x the Regional Low-Income Population %</b> |                |
| <b>Total Population</b>                                      | 178,689                                                            | 142,991                                                                                      | 139,446                                                                                                          | 56,762                                                                               | 3,794                                                       | <b>521,682</b> |
| <b>Share of Total Population</b>                             | 34.3%                                                              | 27.4%                                                                                        | 26.7%                                                                                                            | 10.9%                                                                                | 0.7%                                                        | <b>100%</b>    |
| <b>Low-Income Population</b>                                 | 6,224                                                              | 14,819                                                                                       | 27,979                                                                                                           | 21,974                                                                               | 2,826                                                       | <b>73,822</b>  |
| <b>Share of Low-Income Population</b>                        | 8.4%                                                               | 20.1%                                                                                        | 37.9%                                                                                                            | 29.8%                                                                                | 3.8%                                                        | <b>100%</b>    |
| <b>State Road Segment Miles</b>                              | 908.2                                                              | 574.9                                                                                        | 374.7                                                                                                            | 78.8                                                                                 | 9                                                           | <b>1945.6</b>  |
| <b>Share of State Road Segment Miles</b>                     | 46.7%                                                              | 29.5%                                                                                        | 19.3%                                                                                                            | 4.1%                                                                                 | 0.5%                                                        | <b>100%</b>    |
| <b>State Road Segment Miles with Poor IRI</b>                | 195.2                                                              | 179.2                                                                                        | 69.7                                                                                                             | 19.1                                                                                 | 1.7                                                         | <b>464.9</b>   |
| <b>Percent of State Road Segment Miles with Poor IRI</b>     | 21.5%                                                              | 31.2%                                                                                        | 18.6%                                                                                                            | 24.2%                                                                                | 18.9%                                                       |                |
| <b>Share of Total State Road Segment Miles with Poor IRI</b> | 42.0%                                                              | 38.5%                                                                                        | 15.0%                                                                                                            | 4.1%                                                                                 | 0.4%                                                        | <b>100%</b>    |
| <b>State Road Segment Miles with Poor OPI</b>                | 215.2                                                              | 201.3                                                                                        | 101.5                                                                                                            | 20.5                                                                                 | 1.65                                                        | <b>540.15</b>  |
| <b>Percent of State Road Segment Miles with Poor OPI</b>     | 23.7%                                                              | 35.0%                                                                                        | 27.1%                                                                                                            | 26.0%                                                                                | 18.3%                                                       |                |
| <b>Share of Total State Road Segment Miles with Poor OPI</b> | 39.8%                                                              | 37.3%                                                                                        | 18.8%                                                                                                            | 3.8%                                                                                 | 0.3%                                                        | <b>100%</b>    |

**Figure 6: Distribution of Pavement Condition by Minority Population Census Block Group**



**Lackawanna/Luzerne MPO Census Block Groups, 2022**

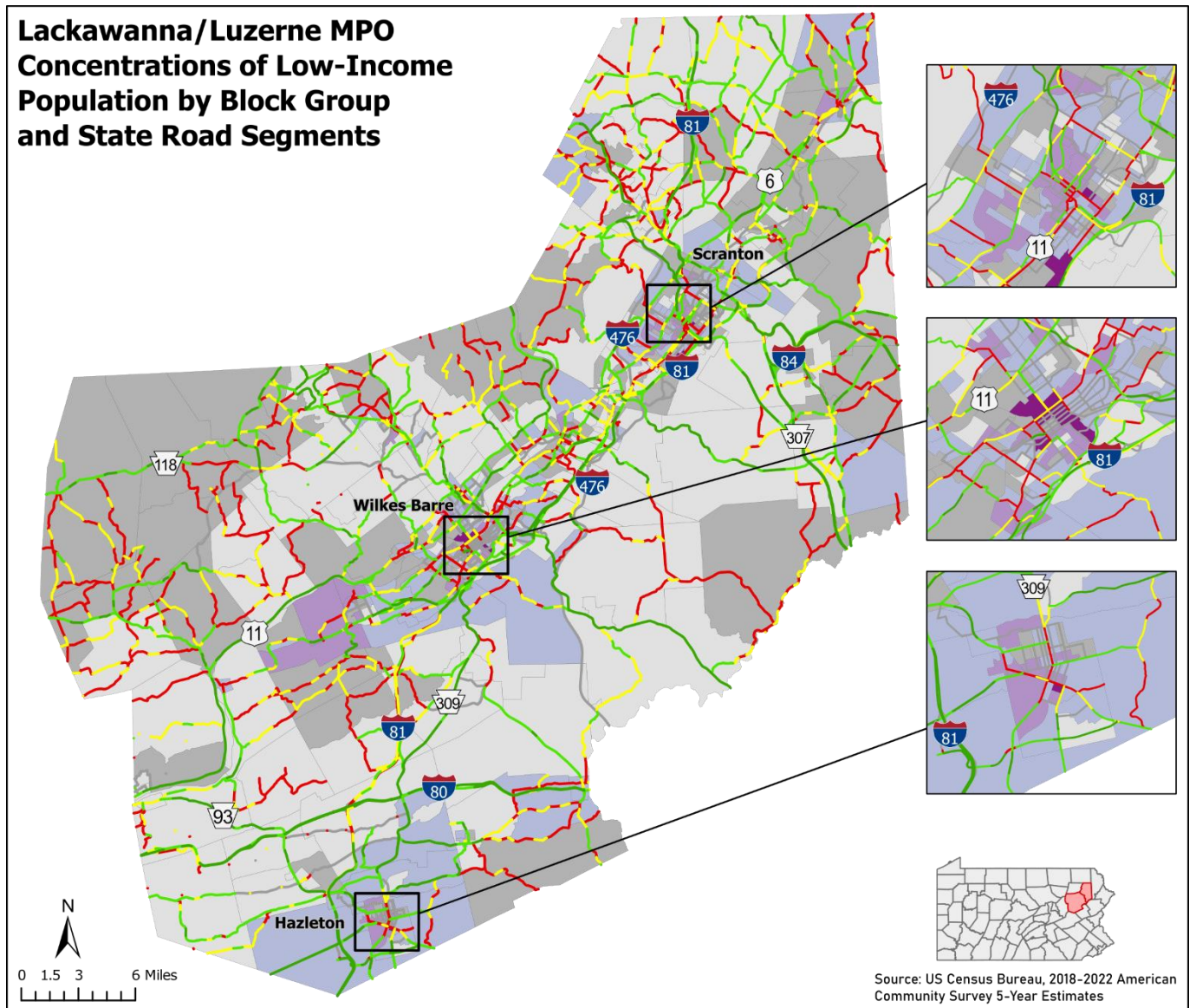
**Regional Minority Population Interval for Block Group**

- Less than or equal to half regional minority population percentage
- Greater than half and less than or equal to regional minority population percentage
- Greater than regional minority population percentage and less than or equal to twice to the regional minority population percentage
- Greater than twice and less than or equal to four times the regional minority population percentage
- Greater than four times the regional minority population percentage

**State Road Pavement Condition (IRI Rating)**

- Excellent
- Good
- Fair
- Poor
- Other

Figure 7: Distribution of Pavement Condition by Low-Income Population Census Block Group



Lackawanna/Luzerne MPO Census Block Groups, 2022

**Regional Low-Income Population Interval for Block Group**

- Less than or equal to half regional low-income population percentage
- Greater than half and less than or equal to regional low-income population percentage
- Greater than regional low-income population percentage and less than or equal to twice to the regional low-income population percentage
- Greater than twice and less than or equal to four times the regional low-income population percentage
- Greater than four times the regional low-income population percentage

**State Road Pavement Condition (IRI Rating)**

- Excellent
- Good
- Fair
- Poor
- Other

Statewide crash data is collected by PennDOT publicly available through the Pennsylvania Crash Information Tool (PCIT). The most recent data available at the time of this analysis was from January 2019 to December 2023. The total reportable crashes in Lackawanna/Luzerne MPO for that period was 28,047. This includes vehicular crash fatalities and suspected serious injuries, crashes in which a person on a bicycle was involved and crashes in which a pedestrian was involved. This data is reviewed to identify if any disproportionate numbers of crashes occur in areas with high shares of minority or low-income population.

**Table 8: Distribution of Crashes (2019-2023) by Minority Population Intervals** – Based on 20.89% Regional Average

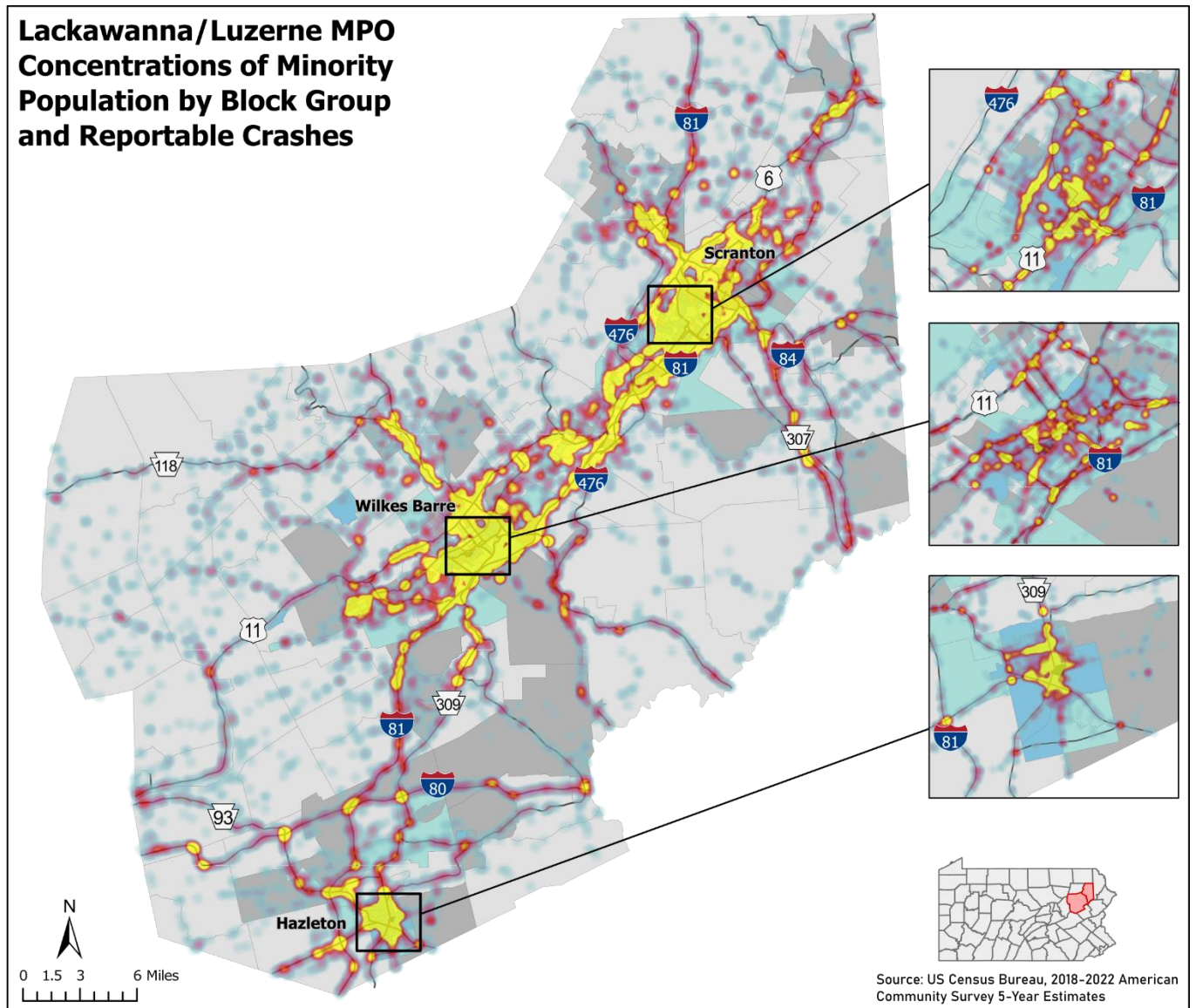
| <i>Population/Asset</i>                                      | <i>Percent Minority Population Intervals</i>                     |                                                                                            |                                                                                                              |                                                                                    |                                                           | <b>Total</b>   |
|--------------------------------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------|----------------|
|                                                              | <b>Less than or equal to half Regional Minority Population %</b> | <b>Greater than half and less than or equal to Regional Minority Population Percentage</b> | <b>Greater than Regional Minority Population % and less than or equal to 2x Regional Minority Population</b> | <b>Greater than 2x and less than or equal to 4x Regional Minority Population %</b> | <b>Greater than 4x the Regional Minority Population %</b> |                |
| <b>Total Population</b>                                      | 238,762                                                          | 111,641                                                                                    | 101,316                                                                                                      | 86,460                                                                             | 2,889                                                     | <b>541,068</b> |
| <b>Share of Total Population</b>                             | 44.1%                                                            | 20.6%                                                                                      | 18.7%                                                                                                        | 16.0%                                                                              | 0.5%                                                      | <b>100%</b>    |
| <b>Minority Population</b>                                   | 11,586                                                           | 17,102                                                                                     | 29,543                                                                                                       | 52,302                                                                             | 2,492                                                     | <b>113,025</b> |
| <b>Share of Minority Population</b>                          | 10.3%                                                            | 15.1%                                                                                      | 26.1%                                                                                                        | 46.3%                                                                              | 2.2%                                                      | <b>100%</b>    |
| <b>Reportable Crashes</b>                                    | 12,795                                                           | 5,334                                                                                      | 5,728                                                                                                        | 4,009                                                                              | 181                                                       | <b>28,047</b>  |
| <b>Share of Total Reportable Crashes</b>                     | 45.6%                                                            | 19.0%                                                                                      | 20.4%                                                                                                        | 14.3%                                                                              | 0.6%                                                      | <b>100%</b>    |
| <b>Crash Fatalities</b>                                      | 136                                                              | 63                                                                                         | 38                                                                                                           | 19                                                                                 | 1                                                         | <b>257</b>     |
| <b>Share of Total Crash Fatalities</b>                       | 52.9%                                                            | 24.5%                                                                                      | 14.8%                                                                                                        | 7.4%                                                                               | 0.4%                                                      | <b>100%</b>    |
| <b>Crash Suspected Serious Injuries</b>                      | 444                                                              | 163                                                                                        | 175                                                                                                          | 112                                                                                | 2                                                         | <b>896</b>     |
| <b>Share of Total Crash Suspected Serious Injuries</b>       | 49.6%                                                            | 18.2%                                                                                      | 19.5%                                                                                                        | 12.5%                                                                              | 0.2%                                                      | <b>100%</b>    |
| <b>Bicycle Involved Crashes</b>                              | 54                                                               | 36                                                                                         | 50                                                                                                           | 36                                                                                 | 1                                                         | <b>177</b>     |
| <b>Pedestrian Involved Crashes</b>                           | 169                                                              | 125                                                                                        | 231                                                                                                          | 204                                                                                | 4                                                         | <b>733</b>     |
| <b>Share of Total Bicycle or Pedestrian Involved Crashes</b> | 24.5%                                                            | 17.7%                                                                                      | 30.9%                                                                                                        | 26.4%                                                                              | 0.5%                                                      | <b>100%</b>    |

**Table 9: Distribution of Crashes (2019-2023) by Low-Income Population Intervals** – Based on 14.15% Regional Average

| <i>Population/Asset</i>                                      | <i>Percent Low-Income Population Intervals</i>                     |                                                                                              |                                                                                                                  |                                                                                      |                                                             | <b>Total</b>   |
|--------------------------------------------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------|----------------|
|                                                              | <b>Less than or equal to half Regional Low-Income Population %</b> | <b>Greater than half and less than or equal to Regional Low-Income Population Percentage</b> | <b>Greater than Regional Low-Income Population % and less than or equal to 2x Regional Low-Income Population</b> | <b>Greater than 2x and less than or equal to 4x Regional Low-Income Population %</b> | <b>Greater than 4x the Regional Low-Income Population %</b> |                |
| <b>Total Population</b>                                      | 178,689                                                            | 142,991                                                                                      | 139,446                                                                                                          | 56,762                                                                               | 3,794                                                       | <b>521,682</b> |
| <b>Share of Total Population</b>                             | 34.3%                                                              | 27.4%                                                                                        | 26.7%                                                                                                            | 10.9%                                                                                | 0.7%                                                        | <b>100%</b>    |
| <b>Low-Income Population</b>                                 | 6,224                                                              | 14,819                                                                                       | 27,979                                                                                                           | 21,974                                                                               | 2,826                                                       | <b>73,822</b>  |
| <b>Share of Low-Income Population</b>                        | 8.4%                                                               | 20.1%                                                                                        | 37.9%                                                                                                            | 29.8%                                                                                | 3.8%                                                        | <b>100%</b>    |
| <b>Reportable Crashes</b>                                    | 9,771                                                              | 6,407                                                                                        | 8,154                                                                                                            | 3,291                                                                                | 424                                                         | <b>28,047</b>  |
| <b>Share of Total Reportable Crashes</b>                     | 34.8%                                                              | 22.8%                                                                                        | 29.1%                                                                                                            | 11.7%                                                                                | 1.5%                                                        | <b>100%</b>    |
| <b>Crash Fatalities</b>                                      | 99                                                                 | 79                                                                                           | 62                                                                                                               | 15                                                                                   | 2                                                           | <b>257</b>     |
| <b>Share of Total Crash Fatalities</b>                       | 38.5%                                                              | 30.7%                                                                                        | 24.1%                                                                                                            | 5.8%                                                                                 | 0.8%                                                        | <b>100%</b>    |
| <b>Crash Suspected Serious Injuries</b>                      | 321                                                                | 208                                                                                          | 253                                                                                                              | 105                                                                                  | 9                                                           | <b>896</b>     |
| <b>Share of Total Crash Suspected Serious Injuries</b>       | 35.8%                                                              | 23.2%                                                                                        | 28.2%                                                                                                            | 11.7%                                                                                | 1.0%                                                        | <b>100%</b>    |
| <b>Bicycle Involved Crashes</b>                              | 23                                                                 | 60                                                                                           | 54                                                                                                               | 37                                                                                   | 3                                                           | <b>177</b>     |
| <b>Pedestrian Involved Crashes</b>                           | 116                                                                | 150                                                                                          | 239                                                                                                              | 197                                                                                  | 31                                                          | <b>733</b>     |
| <b>Share of Total Bicycle or Pedestrian Involved Crashes</b> | 15.3%                                                              | 23.1%                                                                                        | 32.2%                                                                                                            | 25.7%                                                                                | 3.7%                                                        | <b>100%</b>    |

About 35% of the total crashes occur within block groups that have higher shares of minority population and 42% of crashes occur in block groups with higher shares of low-income populations. Of the total reported vehicular fatalities and serious injuries, 39% took place within census block groups with higher-than-average minority population, and 30% were located within block groups with higher-than-average low-income population. Over half of bicycle and pedestrian involved crashes occur in in block groups with a higher-than-average minority and low-income populations, these figures are 58% and 62% respectively. This may result due to higher levels of pedestrian and bike activity and usage in those areas that are more urban in nature. Lackawanna/Luzerne MPO will continue to review and evaluate safety needs for these populations in their planning process.

**Figure 8: Distribution of Reportable Crashes by Minority Population Census Block Group**



Lackawanna/Luzerne MPO Census Block Groups, 2022  
**Regional Minority Population Interval for Block Group**

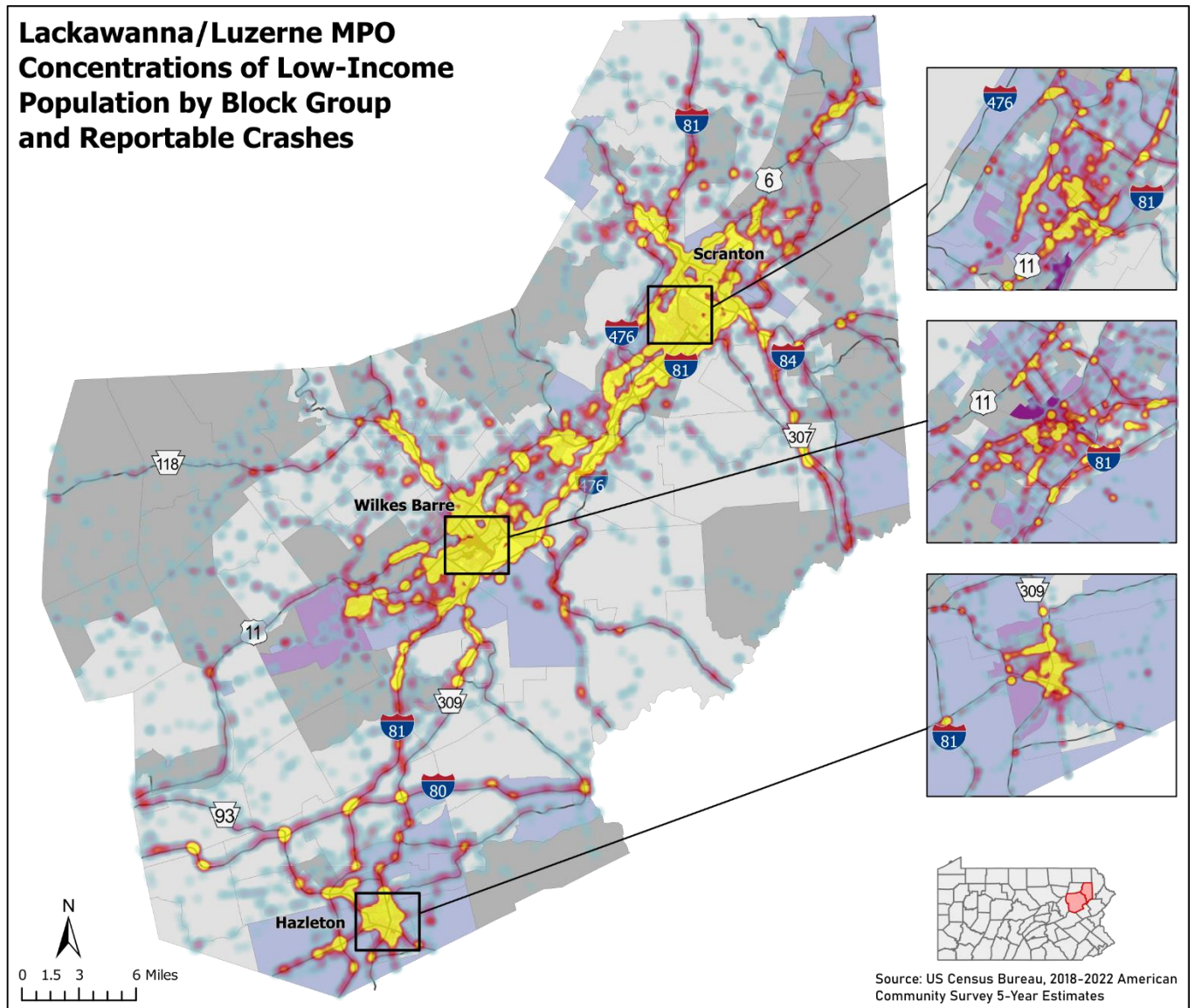
- Less than or equal to half regional minority population percentage
- Greater than half and less than or equal to regional minority population percentage
- Greater than regional minority population percentage and less than or equal to twice to the regional minority population percentage
- Greater than twice and less than or equal to four times the regional minority population percentage
- Greater than four times the regional minority population percentage

**Density of All Reportable Crashes (2019-2023)**

Less Crashes

More Crashes

**Figure 9: Distribution of Reportable Crashes by Low-Income Population Census Block Group**



Lackawanna/Luzerne MPO Census Block Groups, 2022  
**Regional Low-Income Population Interval for Block Group**

- Less than or equal to half regional low-income population percentage
- Greater than half and less than or equal to regional low-income population percentage
- Greater than regional low-income population percentage and less than or equal to twice to the regional low-income population percentage
- Greater than twice and less than or equal to four times the regional low-income population percentage
- Greater than four times the regional low-income population percentage

**Density of All Reportable Crashes (2019-2023)**

Less Crashes  
 More Crashes

## BENEFITS & BURDENS: 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

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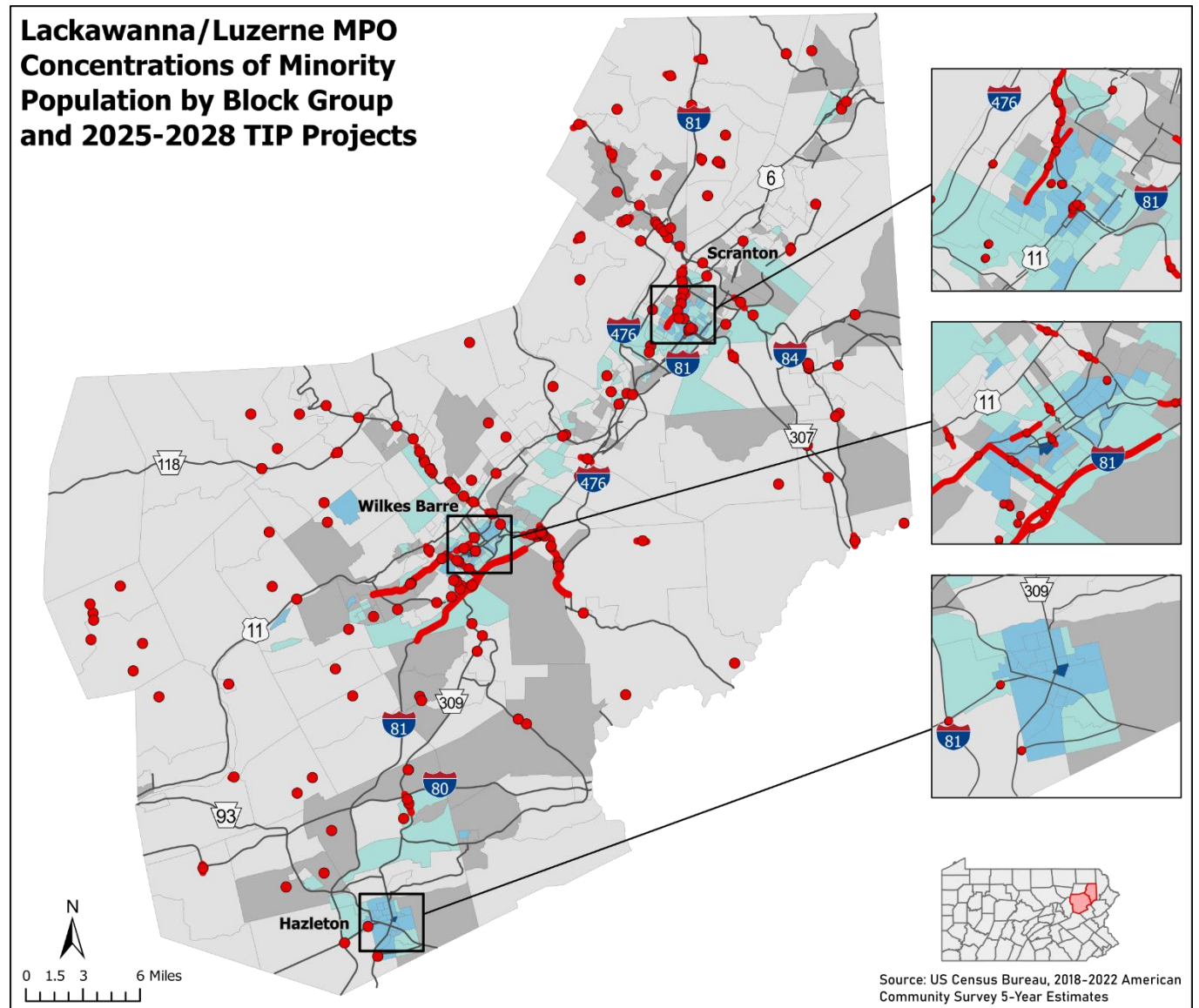
The Lackawanna/Luzerne MPO reviewed transportation projects located in areas that were determined to be “high minority” or “high low-income.” “High minority”, for the purpose of this analysis, refers to Census block groups that have a concentration of minority persons that is greater than or equal to the regional average of 20.89%. “High Low-Income” refers to Census block groups that have a concentration of low-income persons that is greater than or equal to the regional average of 14.15%.

When evaluating the potential benefit or burden of a project, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently. For example, maintenance projects tend to cause the least amount of impact on the population since they typically involve highway resurfacing or repaving work on existing roadways. Although these projects can cause delayed travel time and transit service, traffic detours, and work zone noise and debris, the projects are typically shorter in duration and result in improvements to the functionality of the roadway network by providing smoother driving surfaces and new roadway markings. While most bridge projects are identified as either a rehabilitation or replacement, both types of projects can lend itself to significant traffic detours, traffic delay, and noise. However, the benefits of these types of improvements result in safer bridge structures, improved roadway conditions and updated signage.

Capacity projects, which can involve the addition of new lanes to existing roadways, new roadways to the existing network, or at times the realignment of intersections or interchanges, in an effort to provide for more traffic mobility. Special attention needs to be made when planning capacity projects, especially to low-income and minority populations. Not only can these projects result in right-of-way acquisitions to account for the additional capacity, but also construction impacts are normally more severe due to longer construction periods, travel pattern shifts, and delayed travel times among others. The consequences of the completion of capacity projects can involve the loss of property, increased traffic volumes, and decreased air quality, while other benefits can include improved transit service time, decreased travel delay, and safer roadway conditions which will result in improved quality of life for all residents and users of the roadway system.

Of the locatable 172 projects on the Lackawanna/Luzerne MPO TIP, 40 projects are located in both high minority and high low-income block groups, 27 projects are located in high low-income block groups, and 12 projects are located in high minority block groups. Figure 10 illustrates the geographic proximity between different 2027-2030 TIP projects and high minority and high in low-income areas.

Figure 10: TIP Project Locations & Minority Populations by Census Block Group

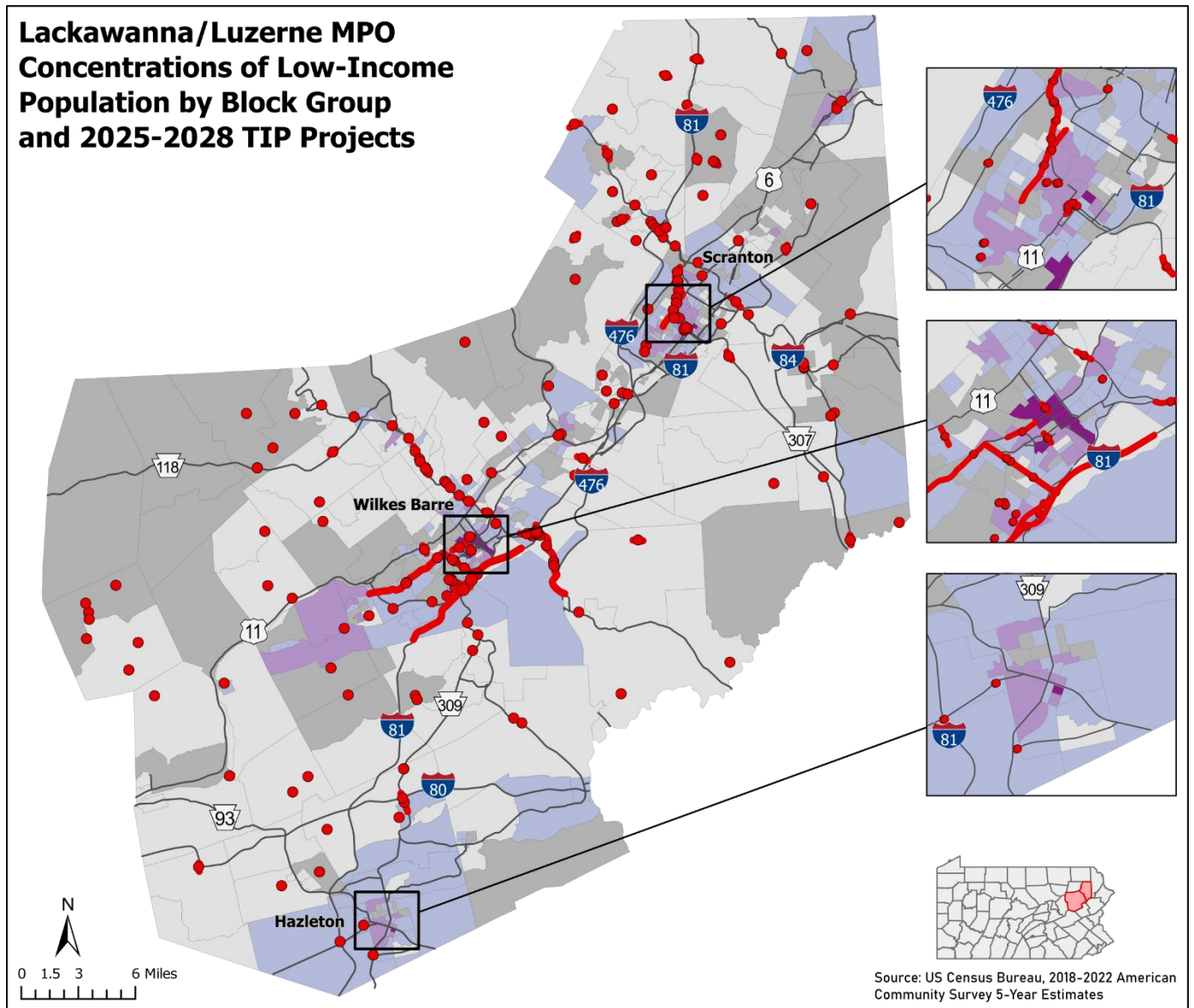


Lackawanna/Luzerne MPO Census Block Groups, 2022  
**Regional Minority Population Interval for Block Group**

- Less than or equal to half regional minority population percentage
- Greater than half and less than or equal to regional minority population percentage
- Greater than regional minority population percentage and less than or equal to twice to the regional minority population percentage
- Greater than twice and less than or equal to four times the regional minority population percentage
- Greater than four times the regional minority population percentage

**TIP Projects**  
 TIP Projects

Figure 11: TIP Project Locations & Low-Income Populations by Census Block Group



Lackawanna/Luzerne MPO Census Block Groups, 2022  
**Regional Low-Income Population Interval for Block Group**

- Less than or equal to half regional low-income population percentage
- Greater than half and less than or equal to regional low-income population percentage
- Greater than regional low-income population percentage and less than or equal to twice to the regional low-income population percentage
- Greater than twice and less than or equal to four times the regional low-income population percentage
- Greater than four times the regional low-income population percentage

**TIP Projects**

- TIP Projects

A qualitative evaluation of the program was undertaken to evaluate potential adverse effects of the program disproportionately impacts minority and low-income populations. A few of these adverse effects could include destruction or disruption of community cohesion or a community's economic vitality, increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community, destruction or disruption of the availability of public and private facilities and services, adverse employment effects, or destruction or disruption of human-made or natural resources.

The projects were categorized by their potential to impact minority and low-income populations. Knowing a project’s impact type clarifies the implications of that project being located near these populations. Some projects may deliver regional benefits in terms of improved mobility and accessibility but have localized adverse effects that may be borne by minority and low-income populations in proximity to the project.

**Table 10: Types of Project Impacts on Low-Income and Minority Populations**

|                                                                     |                                                                              |
|---------------------------------------------------------------------|------------------------------------------------------------------------------|
| Higher potential for adverse impacts (High)                         | These may include major capital/capacity adding or new right-of-way projects |
| Lower potential for adverse impacts/potentially beneficial (Medium) | These may include roadway and bridge maintenance projects                    |
| Low potential for adverse impact/inherently beneficial (Low)        | These may include transit, bike-ped, safety, or studies                      |

**Table 11: Impacts from the TIP on Low-Income and Minority Populations**

| MPMS  | Project Title               | Minority Interval               | Project Type           | Impact |
|-------|-----------------------------|---------------------------------|------------------------|--------|
| 7764  | West Lackawanna Ave. Brid   | High Minority & High Low-Income | Bridge Replacement     | Medium |
| 7911  | North Main Avenue Bridge    | High Minority & High Low-Income | Bridge Replacement     | Medium |
| 8040  | 6th Ave. Bridge, Carbondale | High Minority & High Low-Income | Bridge Replacement     | Medium |
| 8129  | SR 3013 over Keyser Creek   | High Minority & High Low-Income | Bridge Restoration     | Medium |
| 8156  | SR 3012 over Keyser Creek   | High Minority & High Low-Income | Bridge Replacement     | Medium |
| 8182  | SR 3017 over Lackawanna     | Does Not Exceed Region Averages | Bridge Restoration     | Medium |
| 8185  | SR 4032 over Summit Lake    | Does Not Exceed Region Averages | Bridge Restoration     | Medium |
| 8191  | SR 435 over Lackawanna Co   | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 8230  | SR 3015 over Lackawanna     | High Low-Income                 | Bridge Restoration     | Medium |
| 8238  | SR 307 over Interstate 38   | Does Not Exceed Region Averages | Bridge Preservation    | Medium |
| 8256  | SR 8001 ramp over Route 1   | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 8383  | SR 4007 over Ackerly Creek  | Does Not Exceed Region Averages | Bridge Restoration     | Medium |
| 8384  | SR 3020 over Lackawanna C   | High Minority & High Low-Income | Bridge Replacement     | Medium |
| 8464  | SR 3011 over Wapwallopen    | Does Not Exceed Region Averages | Bridge Restoration     | Medium |
| 8757  | T-482 over Huntington Cre   | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 8758  | T-338 over Little Nescopeck | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 8759  | SR 7204 over Nescopeck Cr   | High Minority & High Low-Income | Bridge Replacement     | Medium |
| 8765  | T-392 over Wapwallopen Cr   | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 8766  | T 451 Huntington Bridge 3   | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 8767  | T-472 over Huntington Creek | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 8999  | SR 2005 over Bowman Sprin   | High Minority & High Low-Income | Bridge Preservation    | Medium |
| 9000  | SR 2008 over Nanticoke Cr   | High Low-Income                 | Bridge Restoration     | Medium |
| 9024  | SR 1036 over Leonards Creek | Does Not Exceed Region Averages | Bridge Preservation    | Medium |
| 9025  | SR 4004 over Shickshinny    | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 9084  | SR 924 over SR 81           | High Low-Income                 | Bridge Preservation    | Medium |
| 9128  | SR 115 over I-81            | High Low-Income                 | Highway Reconstruction | Medium |
| 9180  | SR 115 over Ten Mile Run    | Does Not Exceed Region Averages | Bridge Restoration     | Medium |
| 56623 | SR 309 over Toby Creek      | High Minority                   | Bridge Replacement     | Medium |
| 64481 | Butler Twp. Park AND Ride   | High Minority & High Low-Income | Congestion Reduction   | Low    |
| 67170 | Goers Hill Bridge No. 3 o   | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 67190 | SR 6006 over Racket Brook   | High Low-Income                 | Bridge Replacement     | Medium |
| 67197 | SR 2002 over West Branch    | Does Not Exceed Region Averages | Bridge Restoration     | Medium |
| 67199 | SR 3023 over Roaring Broo   | High Minority & High Low-Income | Bridge Restoration     | Medium |
| 67203 | SR 307 over Williams Brid   | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 67220 | SR 4003 over South Branch   | Does Not Exceed Region Averages | Bridge Restoration     | Medium |
| 67224 | SR 4036 over Falls Creek    | Does Not Exceed Region Averages | Bridge Replacement     | Medium |
| 67227 | SR 107 over Branch Tunkha   | Does Not Exceed Region Averages | Bridge Restoration     | Medium |

| MPMS  | Project Title               | Minority Interval               | Project Type        | Impact |
|-------|-----------------------------|---------------------------------|---------------------|--------|
| 67231 | SR 3002 over Branch of Sa   | High Minority                   | Bridge Restoration  | Medium |
| 67234 | SR 4011 over South Branch   | Does Not Exceed Region Averages | Bridge Replacement  | Medium |
| 67255 | SR 7303 over Susquehanna    | High Minority                   | Bridge Restoration  | Medium |
| 67280 | SR 2036 over Red Run        | Does Not Exceed Region Averages | Bridge Replacement  | Medium |
| 67284 | SR 437 over Little Nescop   | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 67291 | SR 1415 over Tributary Ha   | Does Not Exceed Region Averages | Bridge Replacement  | Medium |
| 67295 | SR 4016 over Hunlock Creek  | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 67296 | SR 11 over Hunlock Creek    | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 67388 | SR 29 over Harveys Creek    | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 67391 | SR 29 over Pikes Creek      | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 67395 | SR 2008 over Espy Run       | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 67410 | SR 6309 over Luzerne County | High Minority & High Low-Income | Bridge Replacement  | Medium |
| 67442 | SR 309 over Wapwallopen     | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 67450 | SR 3004 over Turtle Run C   | High Low-Income                 | Bridge Replacement  | Medium |
| 67456 | SR 924 Over Conrail, Hazl   | High Minority & High Low-Income | Bridge Replacement  | Medium |
| 67460 | SR 3040 over Tributary Ne   | Does Not Exceed Region Averages | Bridge Replacement  | Medium |
| 67468 | SR 1021 over Abrahams Cre   | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 67482 | SR 3004 over Espy Run       | High Low-Income                 | Bridge Replacement  | Medium |
| 67491 | SR 315 over Reading Blue    | Does Not Exceed Region Averages | Bridge Preservation | Medium |
| 68824 | SR 438 over South Branch    | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 68836 | SR 1015 over I-81           | Does Not Exceed Region Averages | Bridge Replacement  | Medium |
| 68943 | SR 309 over Toby Creek #2   | High Minority                   | Bridge Restoration  | Medium |
| 68947 | SR 309 over Toby Creek #3   | High Minority                   | Bridge Restoration  | Medium |
| 68963 | SR 415 over Huntsville Cr   | High Low-Income                 | Bridge Restoration  | Medium |
| 68977 | SR 1014 Overbrook over SR   | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 68996 | SR 1061 over Branch of Ha   | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 69001 | SR 2019 over Interstate 8   | Does Not Exceed Region Averages | Bridge Preservation | Medium |
| 69172 | SR 8041 over SR 11          | Does Not Exceed Region Averages | Bridge Preservation | Medium |
| 69228 | SR 29 over New Commerce B   | High Low-Income                 | Bridge Restoration  | Medium |
| 72547 | SR 4022 over SR 4017        | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 73756 | Rogers Avenue over Solomo   | High Minority & High Low-Income | Bridge Replacement  | Medium |
| 73757 | Carey Street over Solomon   | High Minority & High Low-Income | Bridge Restoration  | Medium |
| 79531 | SR 2010 over Sugar Notch    | High Minority & High Low-Income | Bridge Restoration  | Medium |
| 79540 | SR 4014 over Pine Creek     | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 84301 | SR 11 over Abraham's Ck     | High Low-Income                 | Bridge Restoration  | Medium |
| 85812 | SR 435 ov Van Brunt Ck      | Does Not Exceed Region Averages | Bridge Restoration  | Medium |
| 90260 | SR 6006 over Lackawanna R   | High Minority & High Low-Income | Bridge Preservation | Medium |
| 92444 | Cooks Store Intersection    | Does Not Exceed Region Averages | Safety Improvement  | Low    |

| MPMS   | Project Title                       | Minority Interval               | Project Type                | Impact |
|--------|-------------------------------------|---------------------------------|-----------------------------|--------|
| 92949  | Tigue Street Park N Ride            | High Minority                   | Congestion Reduction        | Low    |
| 93036  | SR 3010 over Branch Wapwallopen     | Does Not Exceed Region Averages | Bridge Restoration          | Medium |
| 93038  | Union St @ 309 Park-N-Ride          | High Low-Income                 | Congestion Reduction        | Low    |
| 93931  | SR 11 over SR 2037                  | High Minority                   | Bridge Restoration          | Medium |
| 94303  | SR 2040 over Kendall Creek          | Does Not Exceed Region Averages | Bridge Replacement          | Medium |
| 95454  | US 11 over Railroad                 | High Minority                   | Bridge Preservation         | Medium |
| 96724  | SR 2042 over Little Wapwallopen     | Does Not Exceed Region Averages | Bridge Replacement          | Medium |
| 97941  | SR 309 over SR 8039 Ramp            | High Low-Income                 | Bridge Removal              | High   |
| 97942  | SR 309 over Toby Creek 1            | Does Not Exceed Region Averages | Bridge Replacement          | Medium |
| 97943  | SR 309 over Toby Creek 2            | Does Not Exceed Region Averages | Bridge Restoration          | Medium |
| 101388 | SR 1036 over Abrahams Cre           | Does Not Exceed Region Averages | Bridge Preservation         | Medium |
| 101479 | SR 115 Pipe Replacement             | High Low-Income                 | Highway Restoration         | Medium |
| 101925 | SR 4035 over Pine Creek             | Does Not Exceed Region Averages | Bridge Restoration          | Medium |
| 101927 | SR 437 over Railroad                | Does Not Exceed Region Averages | Bridge Preservation         | Medium |
| 102000 | SR 1036 Bridge Preservation         | High Minority                   | Bridge Preservation         | Medium |
| 102030 | SR 2002 (San Souci Parkway)         | High Minority & High Low-Income | Highway Reconstruction      | Medium |
| 102116 | SR 2005 Reconstruction              | High Minority & High Low-Income | Highway Restoration         | Medium |
| 103454 | N Washington St. over Luz           | High Minority & High Low-Income | Bridge Replacement          | Medium |
| 106664 | SR 8025 over Roaring Broo           | High Minority & High Low-Income | Bridge Restoration          | Medium |
| 106681 | SR 247 Expand Jessup Boro           | Does Not Exceed Region Averages | Congestion Reduction        | Low    |
| 109778 | SR 435 over Roaring Brook           | Does Not Exceed Region Averages | Bridge Replacement          | Medium |
| 110085 | SR 239 over Pine Creek              | Does Not Exceed Region Averages | Bridge Replacement          | Medium |
| 111134 | C and H Corridor                    | High Low-Income                 | Rail Highway Grade Crossing | Low    |
| 112288 | SR 2107 over I-81 NB AND            | Does Not Exceed Region Averages | Bridge Restoration          | Medium |
| 113072 | SR 3006 over Gardner Cree           | Does Not Exceed Region Averages | Bridge Replacement          | Medium |
| 113272 | Mill Street over DANDL              | High Minority                   | Bridge Restoration          | Medium |
| 113723 | Roadway Improvements SR 6           | Does Not Exceed Region Averages | Highway Restoration         | Medium |
| 113853 | SR 1035 over Cider Run Cr           | Does Not Exceed Region Averages | Bridge Restoration          | Medium |
| 113869 | SR 8015 over I-81 Ramp              | High Low-Income                 | Bridge Replacement          | Medium |
| 114268 | SR 6 Drainage                       | High Low-Income                 | Bridge Replacement          | Medium |
| 114269 | SR 415 over Toby Creek              | High Low-Income                 | Bridge Replacement          | Medium |
| 114271 | SR 309 over Susquehanna             | High Low-Income                 | Bridge Restoration          | Medium |
| 114275 | SR 2005 over Susquehanna            | High Low-Income                 | Bridge Restoration          | Medium |
| 114276 | SR 2007 over Railroad and           | High Minority & High Low-Income | Bridge Removal              | High   |
| 114277 | SR 2010 over Pocono North           | High Minority & High Low-Income | Bridge Removal              | High   |
| 115097 | I-81 Luzerne County Ashley to Arena | High Minority & High Low-Income | Highway Reconstruction      | High   |
| 115571 | SR 309 and SR 2045 Safety           | Does Not Exceed Region Averages | Safety Improvement          | Low    |
| 115573 | SR 307 and Winola Road Sa           | Does Not Exceed Region Averages | Safety Improvement          | Low    |

| MPMS   | Project Title               | Minority Interval               | Project Type         | Impact |
|--------|-----------------------------|---------------------------------|----------------------|--------|
| 115580 | SR 247 and SR 106 Safety    | Does Not Exceed Region Averages | Safety Improvement   | Low    |
| 115704 | SR 2004 over White Oak Ru   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 115720 | SR 3020 over Lacka Co Rail  | High Minority & High Low-Income | Bridge Preservation  | Medium |
| 115728 | SR 118 over Fades Creek B   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 115733 | SR 1013 over Tobys Creek    | High Low-Income                 | Bridge Preservation  | Medium |
| 115734 | SR 1030 over Harveys Cree   | Does Not Exceed Region Averages | Bridge Replacement   | Medium |
| 115819 | SR 1009 Market Street       | High Minority & High Low-Income | Bridge Preservation  | Medium |
| 115883 | SR 3011 Keyser Avenue Wal   | Does Not Exceed Region Averages | Highway Restoration  | Medium |
| 115919 | SR 309 over Township Rd T   | High Minority & High Low-Income | Bridge Restoration   | Medium |
| 116423 | SR 2005 over Luzerne County | High Minority & High Low-Income | Bridge Replacement   | Medium |
| 116484 | SR 347 over Lackawanna Ri   | High Low-Income                 | Bridge Preservation  | Medium |
| 116551 | SR 3013 Main Street Signa   | High Minority & High Low-Income | Congestion Reduction | Low    |
| 116759 | SR 11 over SR 6307 Keyser   | High Minority & High Low-Income | Bridge Restoration   | Medium |
| 116760 | SR 347 over Leggetts Creek  | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116761 | SR 347 over Kennedy Creek   | Does Not Exceed Region Averages | Bridge Replacement   | Medium |
| 116762 | SR 435 over Van Brunt Cre   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116763 | SR 438 over South Branch    | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116764 | SR 690 over Roaring Brook   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116765 | SR 1009 over Branch of Fa   | High Low-Income                 | Bridge Restoration   | Medium |
| 116766 | SR 2011 over Lehigh River   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116767 | SR 2018 over SR 380         | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116768 | SR 3011 over Saint Johns    | High Minority                   | Bridge Restoration   | Medium |
| 116797 | SR 8041 Ramps E AND F       | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116817 | SR 118 over Fades Creek     | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116818 | SR 437 over Branch of Lit   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116819 | SR 1034 over Branch of Ha   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116820 | SR 2001 over Solomon Creek  | High Minority & High Low-Income | Bridge Restoration   | Medium |
| 116821 | SR 2001 over Sugar Notch    | High Minority & High Low-Income | Bridge Restoration   | Medium |
| 116822 | SR 2007 over Rail Road      | High Minority & High Low-Income | Bridge Restoration   | Medium |
| 116824 | SR 2033 over Run Off        | High Low-Income                 | Bridge Restoration   | Medium |
| 116825 | SR 2047 over Big Wapwalopen | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116826 | SR 2047 over Branch of Bi   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116827 | SR 3006 over Branch of Po   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116828 | SR 3010 over Wapwalopen     | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116829 | SR 3018 over Tributary to   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116830 | SR 4026 over Branch of Hu   | Does Not Exceed Region Averages | Bridge Restoration   | Medium |
| 116835 | SR 309 over Toby Creek #1   | High Minority                   | Bridge Restoration   | Medium |
| 117042 | SR 3016 Slide               | Does Not Exceed Region Averages | Highway Restoration  | Medium |

| MPMS   | Project Title              | Minority Interval               | Project Type                | Impact |
|--------|----------------------------|---------------------------------|-----------------------------|--------|
| 117107 | SR 115 Retaining Wall Rep  | Does Not Exceed Region Averages | Highway Restoration         | Medium |
| 117110 | SR 2041 over Branch of Pi  | Does Not Exceed Region Averages | Bridge Replacement          | Medium |
| 117111 | SR 1010 over Drainage      | High Low-Income                 | Bridge Replacement          | Medium |
| 117890 | SR 11 over North Main Ave  | High Minority & High Low-Income | Bridge Preservation         | Medium |
| 117891 | SR 11 over Court Street    | High Minority & High Low-Income | Bridge Preservation         | Medium |
| 117892 | SR 11 over Theodore Street | High Minority & High Low-Income | Bridge Preservation         | Medium |
| 117893 | SR 11 over Leach Creek     | High Minority & High Low-Income | Bridge Preservation         | Medium |
| 117894 | SR 11 over SR 6307         | High Minority & High Low-Income | Bridge Preservation         | Medium |
| 117895 | SR 8029 On Ramp SB SR 11   | High Minority & High Low-Income | Bridge Preservation         | Medium |
| 117896 | SR 8029 Ramp from Main Av  | High Minority & High Low-Income | Bridge Preservation         | Medium |
| 117979 | SR 115 Resurfacing         | High Low-Income                 | Highway Restoration         | Medium |
| 117981 | 2025 Federal Aid Paving -  | Does Not Exceed Region Averages | Highway Restoration         | Medium |
| 117982 | 2025 Federal Aid Paving -  | Does Not Exceed Region Averages | Highway Restoration         | Medium |
| 118208 | 2025 Federal Aid Paving -  | High Low-Income                 | Highway Restoration         | Medium |
| 118209 | 2025 Federal Aid Paving -  | High Low-Income                 | Highway Restoration         | Medium |
| 118217 | City of Scranton Corridor  | High Minority & High Low-Income | Rail Highway Grade Crossing | Low    |
| 118281 | SR 239 over Big Wapwallop  | Does Not Exceed Region Averages | Bridge Preservation         | Medium |
| 118737 | T-314 over Spring Brook    | Does Not Exceed Region Averages | Bridge Replacement          | Medium |
| 118738 | T-718 over Roaring Brook   | Does Not Exceed Region Averages | Bridge Restoration          | Medium |
| 118778 | SR 4018 over Pine Creek    | Does Not Exceed Region Averages | Bridge Restoration          | Medium |
| 119492 | South River Street Street  | High Minority & High Low-Income | Transportation Enhancement  | Low    |
| 119601 | SR 6 over Norfolk Southern | Does Not Exceed Region Averages | Bridge Preservation         | Medium |

**Table 12: TIP Project Location and Investment by Minority Population Interval**

|                                      | <i>Population /Asset</i>   | <i>Percent Minority Population Intervals</i>                     |                                                                                            |                                                                                                              |                                                                                    |                                                           | <i>Total</i>    |
|--------------------------------------|----------------------------|------------------------------------------------------------------|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------------------|-----------------|
|                                      |                            | <i>Less than or equal to half Regional Minority Population %</i> | <i>Greater than half and less than or equal to Regional Minority Population Percentage</i> | <i>Greater than Regional Minority Population % and less than or equal to 2x Regional Minority Population</i> | <i>Greater than 2x and less than or equal to 4x Regional Minority Population %</i> | <i>Greater than 4x the Regional Minority Population %</i> |                 |
| <b>Population Shares by Interval</b> | Total Population           | 238,762                                                          | 111,641                                                                                    | 101,316                                                                                                      | 86,460                                                                             | 2,889                                                     | 541,068         |
|                                      | Total Population (in %)    | 44.1%                                                            | 20.6%                                                                                      | 18.7%                                                                                                        | 16.0%                                                                              | 0.5%                                                      | 100.00%         |
|                                      | Minority Population        | 11,586                                                           | 17,102                                                                                     | 29,543                                                                                                       | 52,302                                                                             | 2,492                                                     | 113,025         |
|                                      | Minority Population (in %) | 10.25%                                                           | 15.13%                                                                                     | 26.14%                                                                                                       | 46.27%                                                                             | 2.20%                                                     | 100.00%         |
| <b>All Road Maintenance Projects</b> | Percentage of Funding      | 9.7%                                                             | 12.2%                                                                                      | 78.1%                                                                                                        |                                                                                    |                                                           | 100.0%          |
|                                      | Amount of Funding          | \$54,091,176                                                     | \$68,152,001                                                                               | \$435,600,000                                                                                                |                                                                                    |                                                           | \$557,843,177   |
| <b>All Bridge Projects</b>           | Percentage of Funding      | 32.7%                                                            | 21.8%                                                                                      | 36.0%                                                                                                        | 7.4%                                                                               | 2.1%                                                      | 100.0%          |
|                                      | Amount of Funding          | \$154,628,426                                                    | \$102,922,483                                                                              | \$169,936,480                                                                                                | \$35,195,077                                                                       | \$10,000,000                                              | \$472,682,466   |
| <b>All Safety Projects</b>           | Percentage of Funding      | 45.3%                                                            | 10.3%                                                                                      | 16.9%                                                                                                        | 27.5%                                                                              |                                                           | 100.0%          |
|                                      | Amount of Funding          | \$8,815,000                                                      | \$2,000,001                                                                                | \$3,292,800                                                                                                  | \$5,350,000                                                                        |                                                           | \$19,457,801    |
| <b>All Projects</b>                  | Percentage of Funding      | 20.7%                                                            | 16.5%                                                                                      | 58.0%                                                                                                        | 3.9%                                                                               | 1.0%                                                      | 100.0%          |
|                                      | Amount of Funding          | \$217,534,602                                                    | \$173,074,485                                                                              | \$608,829,280                                                                                                | \$40,545,077                                                                       | \$10,000,000                                              | \$1,049,983,444 |
|                                      | Per-Capita Funding         | \$911                                                            | \$1,550                                                                                    | \$6,009                                                                                                      | \$469                                                                              | \$3,461                                                   | \$1,941         |

**Table 13: TIP Project Location and Investment by Poverty Population Interval**

|                                      | <i>Population/<br/>Asset</i> | <i>Percent Low-Income Population Intervals</i>                     |                                                                                              |                                                                                                                  |                                                                                      |                                                             | <b>Total</b>    |
|--------------------------------------|------------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------|-----------------|
|                                      |                              | <b>Less than or equal to half Regional Low-Income Population %</b> | <b>Greater than half and less than or equal to Regional Low-Income Population Percentage</b> | <b>Greater than Regional Low-Income Population % and less than or equal to 2x Regional Low-Income Population</b> | <b>Greater than 2x and less than or equal to 4x Regional Low-Income Population %</b> | <b>Greater than 4x the Regional Low-Income Population %</b> |                 |
| <b>Population Shares by Interval</b> | Total Population             | 178,689                                                            | 142,991                                                                                      | 139,446                                                                                                          | 56,762                                                                               | 3,794                                                       | 521,682         |
|                                      | Total Population (in %)      | 34.3%                                                              | 27.4%                                                                                        | 26.7%                                                                                                            | 10.9%                                                                                | 0.7%                                                        | 100.00%         |
|                                      | Low-Income Population        | 6,224                                                              | 14,819                                                                                       | 27,979                                                                                                           | 21,974                                                                               | 2,826                                                       | 73,822          |
|                                      | Low-Income Population (in %) | 8.43%                                                              | 20.07%                                                                                       | 37.90%                                                                                                           | 29.77%                                                                               | 3.83%                                                       | 100.00%         |
| <b>All Road Maintenance Projects</b> | Percentage of Funding        | 7.3%                                                               | 2.3%                                                                                         | 21.3%                                                                                                            | 69.0%                                                                                |                                                             | 100.0%          |
|                                      | Amount of Funding            | \$41,000,000                                                       | \$13,091,175                                                                                 | \$118,752,002                                                                                                    | \$385,000,000                                                                        |                                                             | \$557,843,177   |
| <b>All Bridge Projects</b>           | Percentage of Funding        | 28.0%                                                              | 28.7%                                                                                        | 18.1%                                                                                                            | 21.0%                                                                                | 4.3%                                                        | 100.0%          |
|                                      | Amount of Funding            | \$132,130,502                                                      | \$135,604,404                                                                                | \$85,540,747                                                                                                     | \$99,255,729                                                                         | \$20,151,084                                                | \$472,682,466   |
| <b>All Safety Projects</b>           | Percentage of Funding        | 37.8%                                                              | 10.3%                                                                                        | 11.2%                                                                                                            | 40.7%                                                                                |                                                             | 100.0%          |
|                                      | Amount of Funding            | \$7,360,000                                                        | \$2,000,001                                                                                  | \$2,187,800                                                                                                      | \$7,910,000                                                                          |                                                             | \$19,457,801    |
| <b>All Projects</b>                  | Percentage of Funding        | 17.2%                                                              | 14.4%                                                                                        | 19.7%                                                                                                            | 46.9%                                                                                | 1.9%                                                        | 100.0%          |
|                                      | Amount of Funding            | \$180,490,502                                                      | \$150,695,580                                                                                | \$206,480,549                                                                                                    | \$492,165,729                                                                        | \$20,151,084                                                | \$1,049,983,444 |
|                                      | Per-Capita Funding           | \$1,010                                                            | \$1,054                                                                                      | \$1,481                                                                                                          | \$8,671                                                                              | \$5,311                                                     | \$2,013         |

### Conclusions

Based on the qualitative analysis, most projects will not require significant right-of-way acquisition, require the displacement of people, or cause burdens on the mobility, access, or environmental health of any community or population group. This is because most of the Highway and Bridge TIP is programmed to maintain the existing transportation system.

Three bridge removal projects were labeled high impact due to the potential impacts on the minority and low-income populations that reside in the block groups. The removal of bridges could affect access for these communities, and ongoing construction could result in negative impacts such as noise, detours, and congestion. An interstate reconstruction project (MPMS 115097) was also deemed to be of

high impact. The reconstruction will involve planned takings of a neighborhood. This project is also located in areas that are above the regional averages for both minority and low-income populations. Special focus and community outreach will need to be considered as this project moves forward.

Most of the other projects in the bridge and pavement categories of are believed to have some potential adverse or beneficial impact (shown in yellow) on minority or low-income populations. More evaluation is required for each project. This is being done through the PennDOT Connects process.