

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

## Introduction

---

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.
- **Fair treatment and meaningful involvement of all people** – The LLTS MPO emphasizes the fair treatment and meaningful involvement of all people regardless of race, color, or national origin 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 everyone 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.
- **Limited English Proficiency** – The LLTS MPO strives to improve access to services for persons with limited English proficiency and ensure meaningful access to programs and activities for everyone. The LLTS MPO 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

---

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.

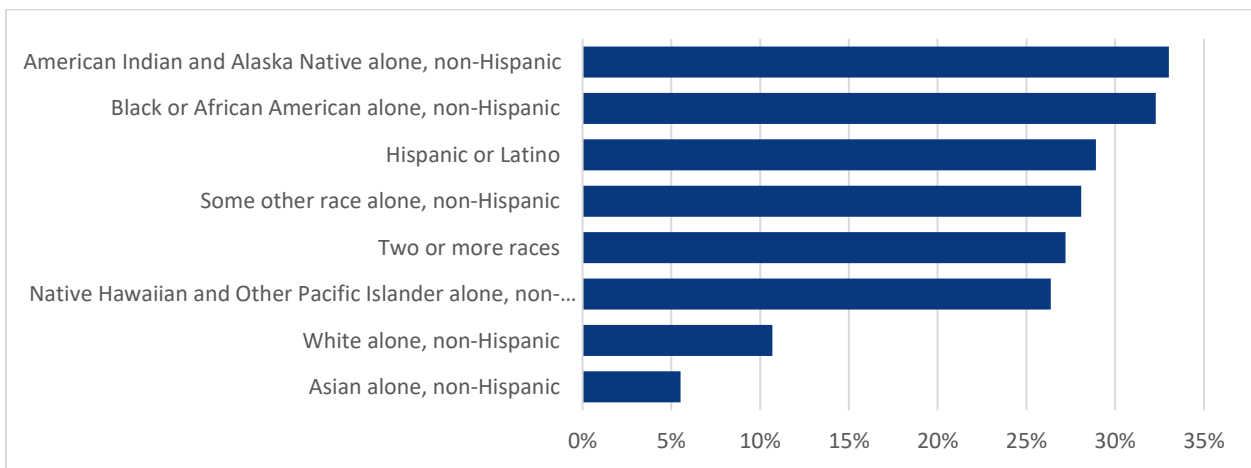
**Table 1: Profile of Low-Income and Minority Populations, 2022**

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 (Regional Average = 20.89%)		
1	Census Block Minority Population Percentage $\leq 10.44\%$ (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 $> 83.56\%$ (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

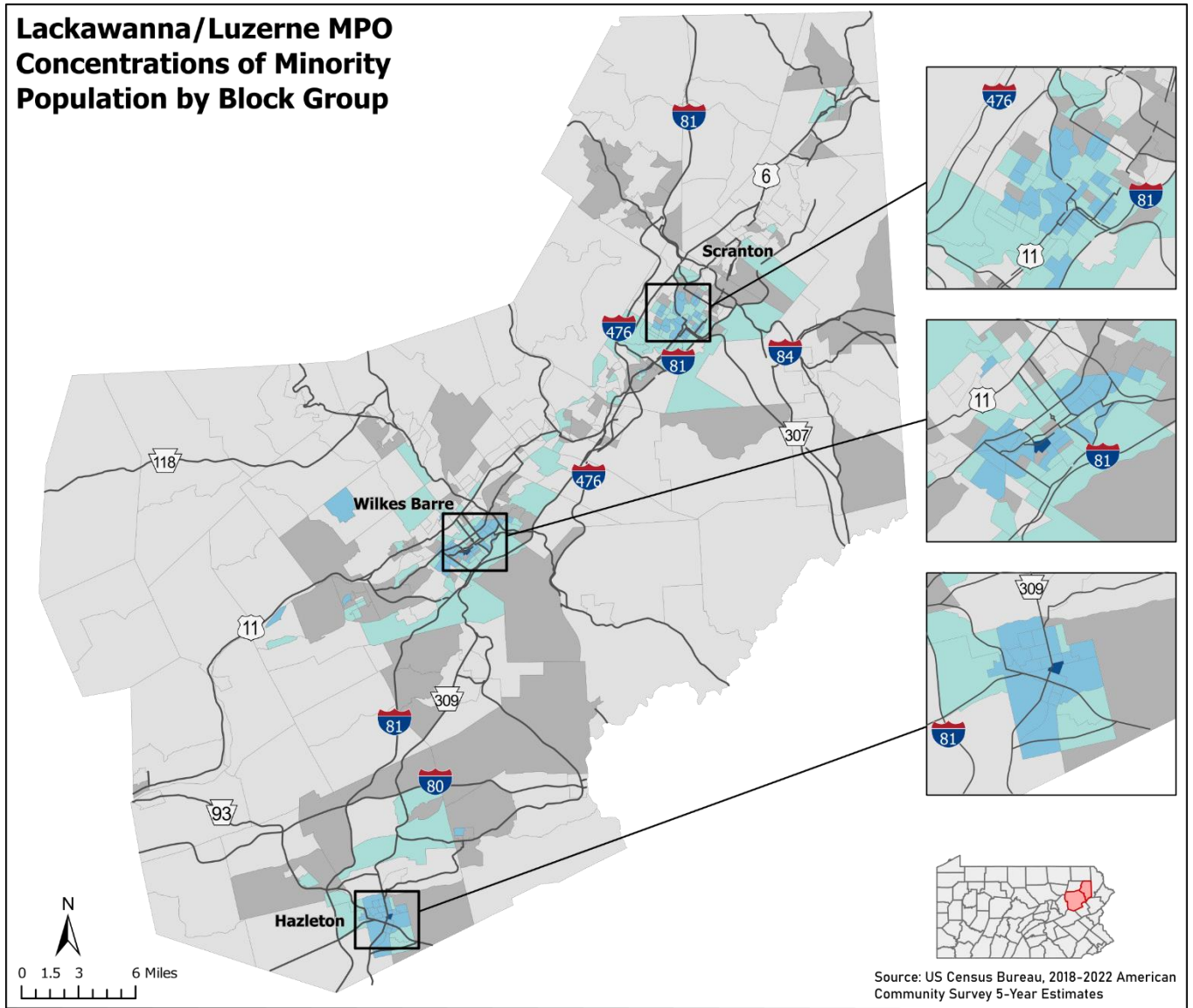
Data from 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Lackawanna/Luzerne MPO compared to the low-income concentration in the 458 census block groups. The total regional population used for this analysis was 521,682 and the total low-income population was 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> (Regional Average = 14.15%)		
<b>1</b>	Census Block Low-Income Population Percentage $\leq 7.08\%$ (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 $> 56.60\%$ (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.

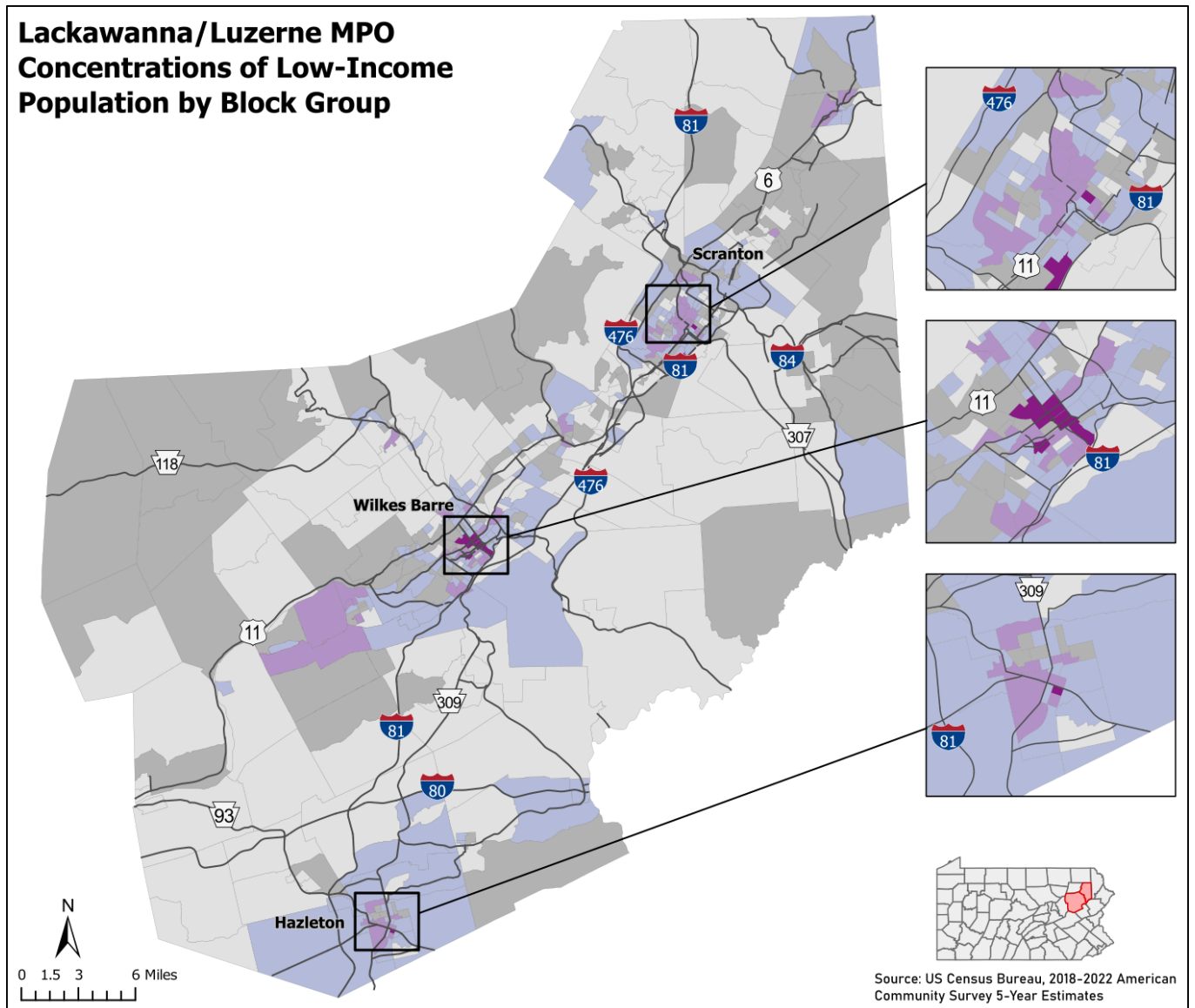
**Figure 2: Concentrations of Minority Populations by Census Block Group**



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.

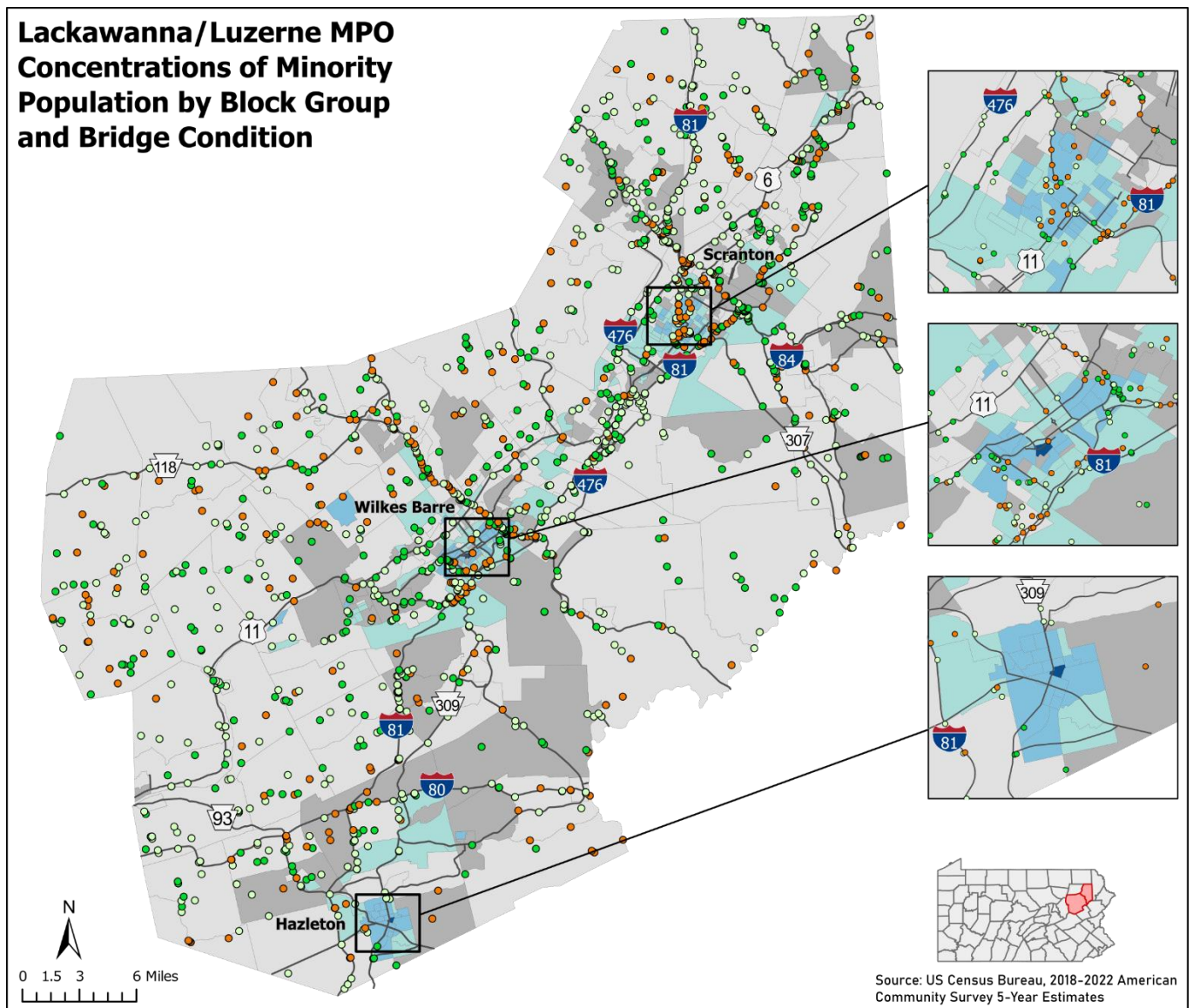
**Table 4: Distribution of Bridge Condition by Minority Population Intervals** – Based on 20.89% Regional Average

<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

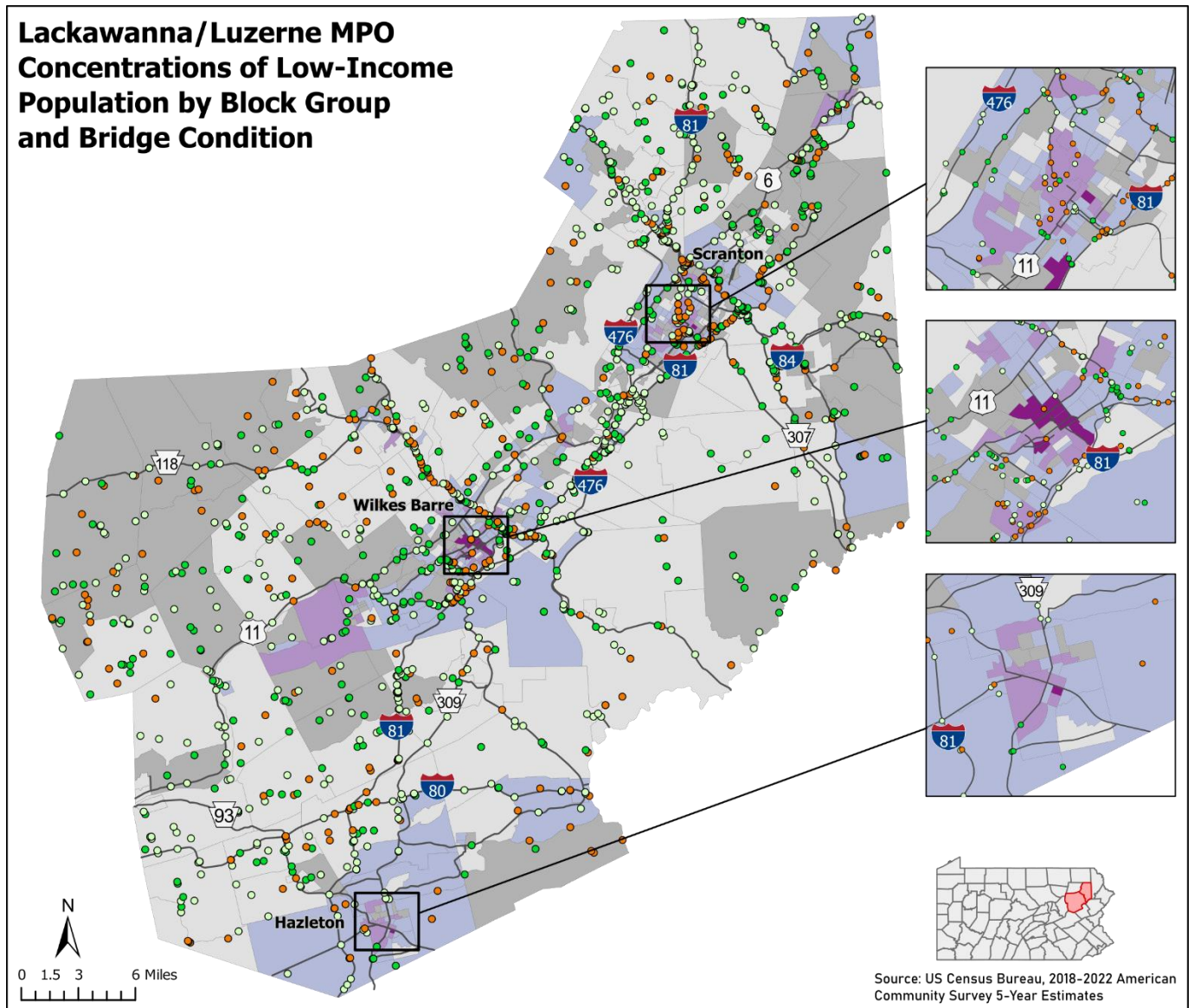
**Regional Minority Population Interval for Block Group**

- 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.

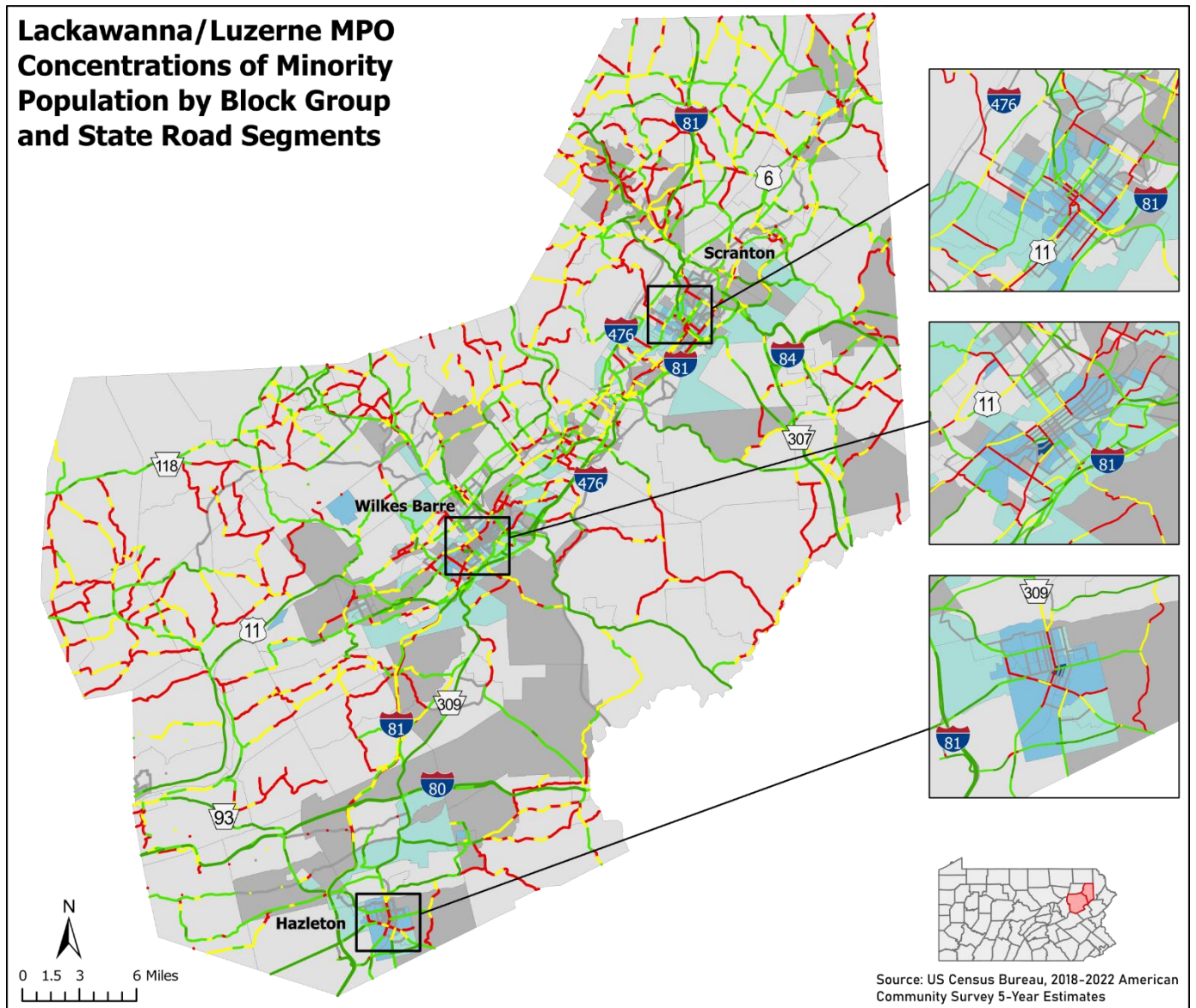
**Table 6: Distribution of Pavement Condition by Minority Population Intervals – Based on 20.89% Regional Average**

<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**

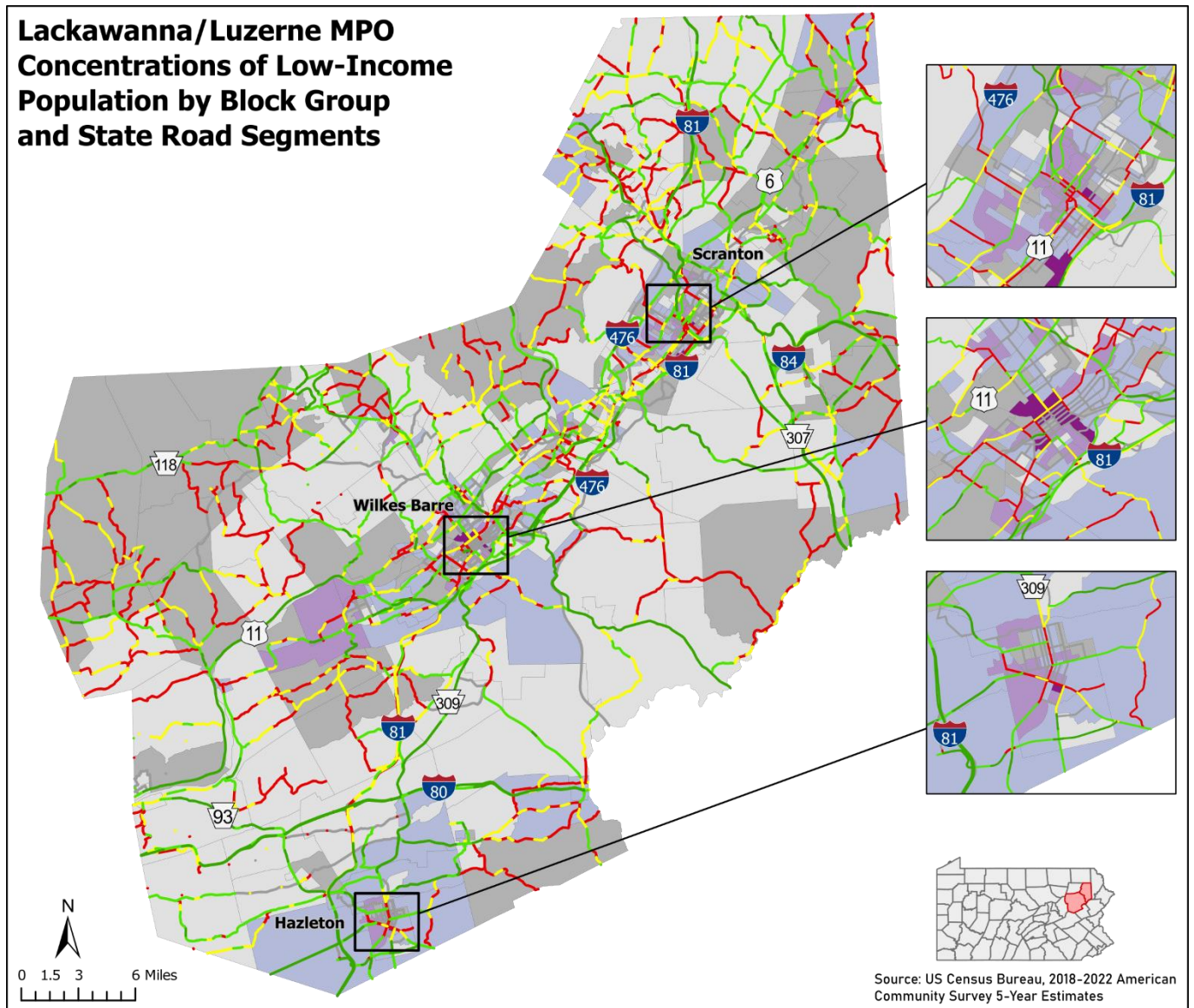
**Regional Minority Population Interval for Block Group**

- 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

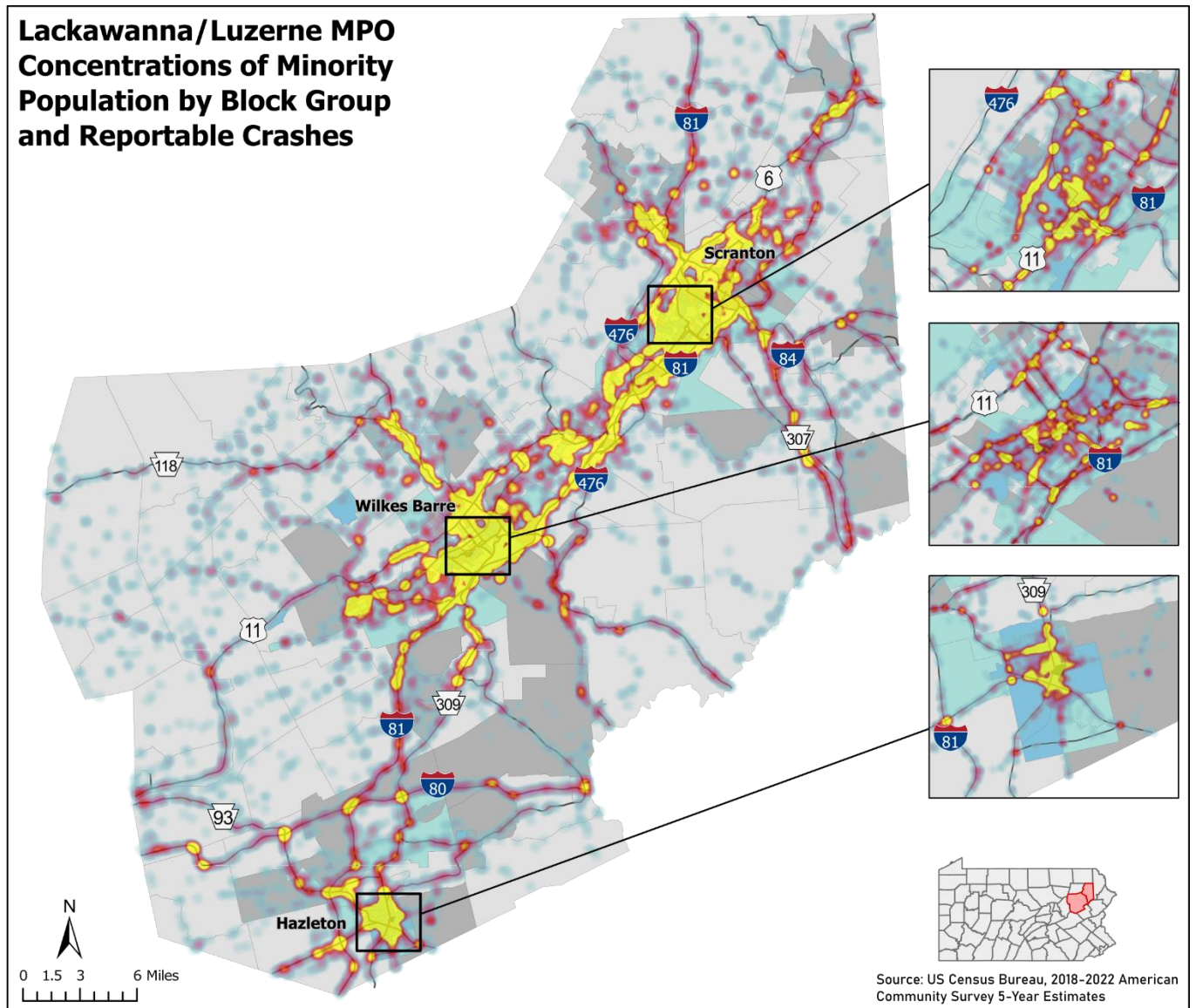
<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					<b>Total</b>
	<b>Less than or equal to half Regional Minority Population %</b>	<b>Greater than half and less than or equal to Regional Minority Population Percentage</b>	<b>Greater than Regional Minority Population % and less than 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.

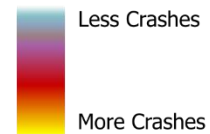
**Figure 8: Distribution of Reportable Crashes by Minority Population Census Block Group**



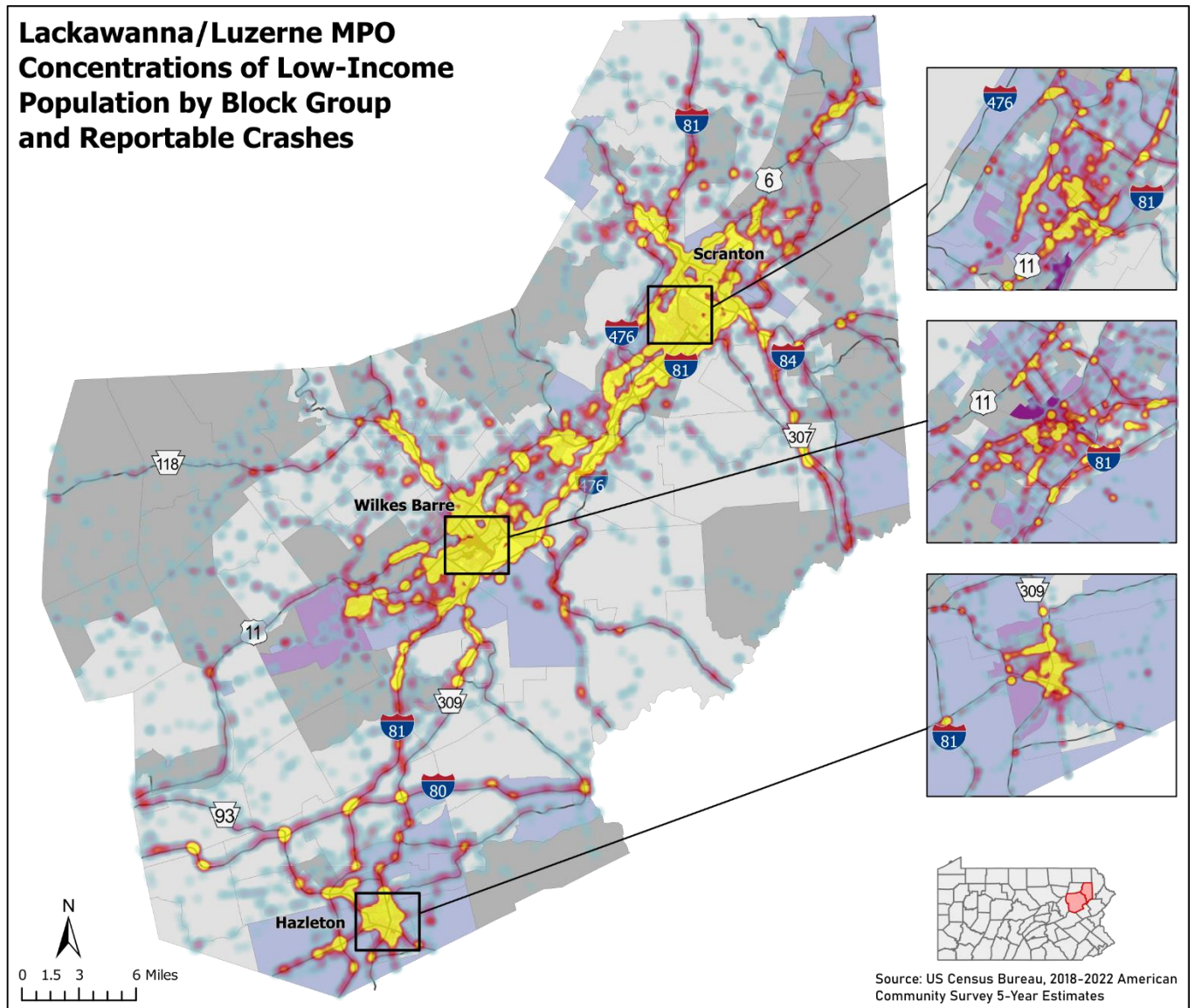
**Lackawanna/Luzerne MPO Census Block Groups, 2022  
Regional Minority Population Interval for Block Group**

- 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)**



**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

---

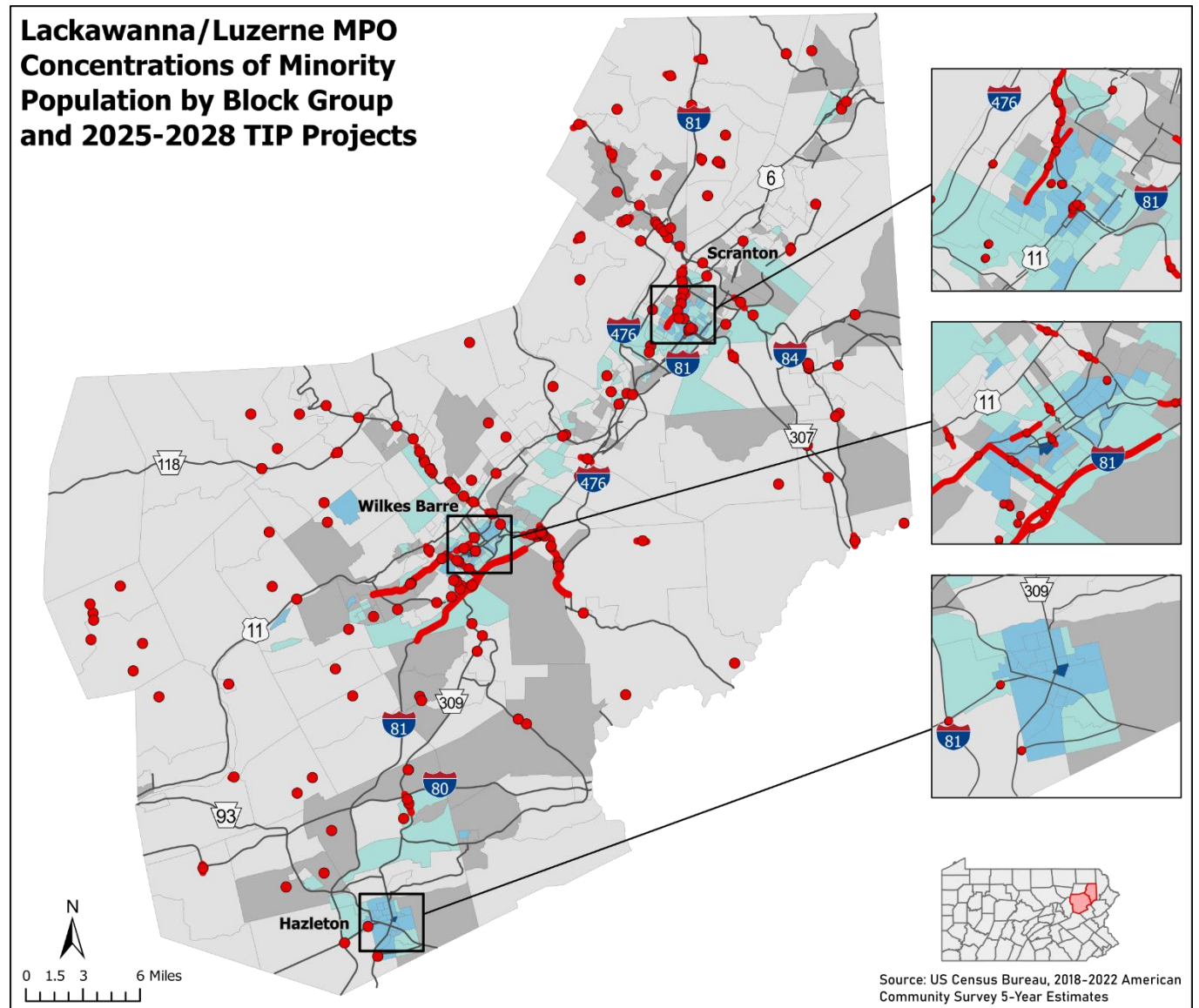
The Lackawanna/Luzerne MPO reviewed transportation projects located in areas that were determined to be “high minority” or “high low-income.” “High minority”, for the purpose of this analysis, refers to Census block groups that have a concentration of minority persons that is greater than or equal to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

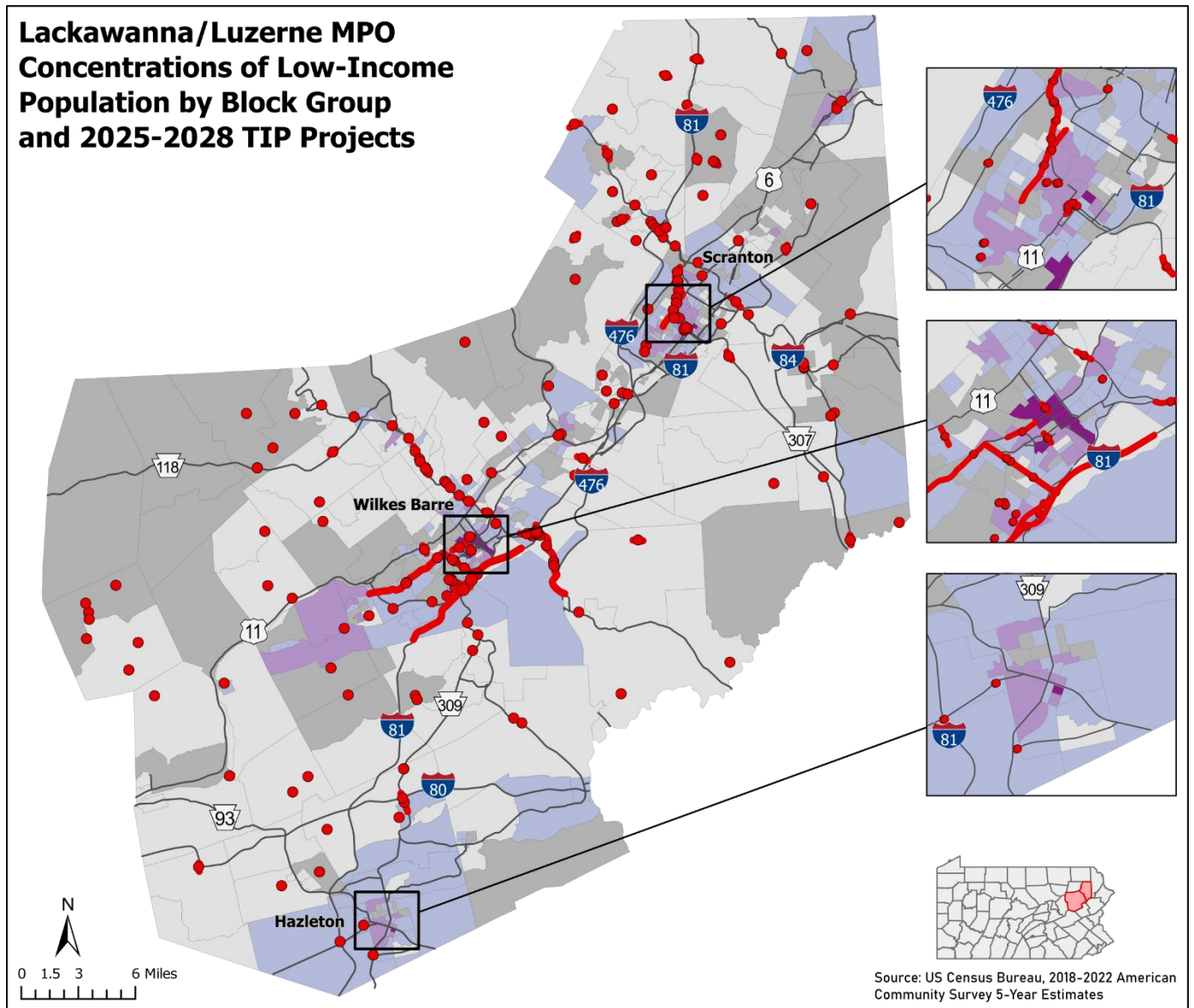


Lackawanna/Luzerne MPO Census Block Groups, 2022  
**Regional Minority Population Interval for Block Group**

- 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 Wapwalopen	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/ 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.