

Wayne County Independent Transportation Improvement Program (TIP)
Project Development/Prioritization Process

The Wayne County (Independent) Transportation Improvement Program (TIP) was developed based on the methodologies outlined in Pennsylvania's 2025 Transportation Program General and Procedural Guidance via General Planning Requirements and supports the goal areas established in the Pennsylvania Department of Transportation's (PennDOT's) current long-range transportation plan. The document was fiscally constrained per the guidance provided in the Pennsylvania 2025 Transportation Program Financial Guidance.

PennDOT, through its Center for Program Development and Management and PennDOT Engineering District 4-0, serves as the liaison for transportation infrastructure decisions within the Wayne County region. The Department meets with Wayne County officials to discuss important transportation needs that can be addressed by projects that become part of the draft TIP. The production of the TIP is the culmination of the transportation planning process and represents a consensus among the Department and Wayne County officials regarding which transportation projects to develop and advance based on available funding. Consensus is crucial because, before committing significant funding, federal and state governments want assurances that all interested parties have actively participated in developing the region's priorities. A project's inclusion on the Wayne County Independent TIP signifies agreement on the priority of the project and establishes eligibility for state and federal funding. Wayne County officials are jointly involved in the project selection process with the Department along with state and federal agencies. Other organizations and the public become actively involved through the STIP Public Comment process, which allows them to communicate directly with the Wayne County Planning Commission and PennDOT regarding project selections and their transportation concerns in the region.

**Wayne County Independent
Transportation Improvement Program (TIP) Development Timeline**

TIP Development Timeline

- General and Procedural and Financial Guidance issued by the Department in July 2023.
- District 4-0 discusses with Wayne County and updates project costs and schedules for carryover and candidate projects for inclusion in the draft Wayne County TIP in Fall 2023.
- With consensus between the Department and Wayne County, the draft TIP was submitted to PennDOT Program Center in late December 2023.
- TIP Public Comment period as part of the STIP Public Comment period – June 18-July 3, 2024.
- State Transportation Commission (STC) adopts Twelve Year Program (TYP) – August 2024 (which will serve as adoption of the Wayne County TIP).
- Submission of TIP, as part of the Statewide Transportation Improvement Program (STIP) – August 2024.
- After final approval of the STIP by FHWA and FTA, the Wayne County TIP will take effect at the beginning of the federal fiscal year on October 1, 2024.

2025-2028 Wayne County Transportation Improvement Program (TIP) Environmental Justice 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.
- **Executive Order on Environmental Justice (Executive Order 12898 February 11, 1994)** - Environmental Justice 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." PennDOT and its partners will make special arrangements for the provision of interpretative services upon request.

FHWA recently introduced the Environmental Justice Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the benefits and burdens of plans and programs. PennDOT and Wayne County 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 EJ 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 EJ Analysis was conducted based on the Statewide Environmental Justice Analysis Methodology, which was modeled after the South Central Pennsylvania Unified Environmental Justice Process and Methodology. Wayne County will continue to evaluate the EJ 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 Wayne County, based on the 2018-2022 American Community Survey (ACS) 5-Year Estimates, the most recent dataset available at the time the EJ Analysis was conducted. Figure 1 identifies the total population by race and low-income category.

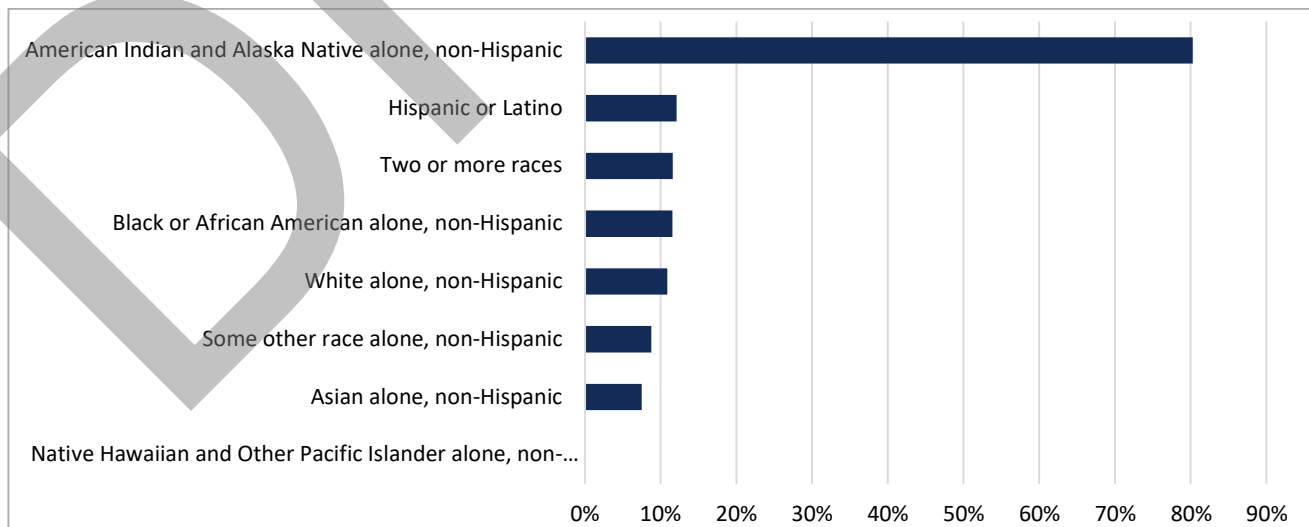
Table 1: Profile of Low-Income and Minority Populations, 2022

Demographic Indicator	Wayne County	
	County Population	County Percentage
Total Population	51,227	
White alone, non-Hispanic	45,633	89.08%
Black or African American alone, non-Hispanic	1,473	2.88%
American Indian and Alaska Native alone, non-Hispanic	29	0.06%
Asian alone, non-Hispanic	320	0.62%
Native Hawaiian and Other Pacific Islander alone, non-Hispanic	26	0.05%
Some other race alone, non-Hispanic	169	0.33%
Two or more races	1,059	2.07%
Hispanic or Latino	2,518	4.92%
Minority	5,594	10.92%
Low-Income Populations	5,272	10.99%
Other Potentially Disadvantaged Populations		
Limited English Proficiency Households	164	0.83%
Persons with a Disability	8,196	17.00%
Elderly (65 years or older)	12,609	24.61%
Carless Households	1,257	6.37%
Housing Units with no internet	2,881	14.59%
Housing Units with no computer	1,988	10.07%

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

There is a slight correlation between the low-income and minority populations in Wayne County. Minority populations in Wayne County have a slightly higher chance of also being low-income as shown on the graph below. About 11% of white residents are low-income. This percentage is less for other racial or ethnic groups in Wayne County. Notably, 80% of American Indian and Alaska Native residents are low-income.

Figure 1: Low-Income Rates Among Racial/Ethnic Groups in Wayne County



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

Minority Intervals for Wayne County

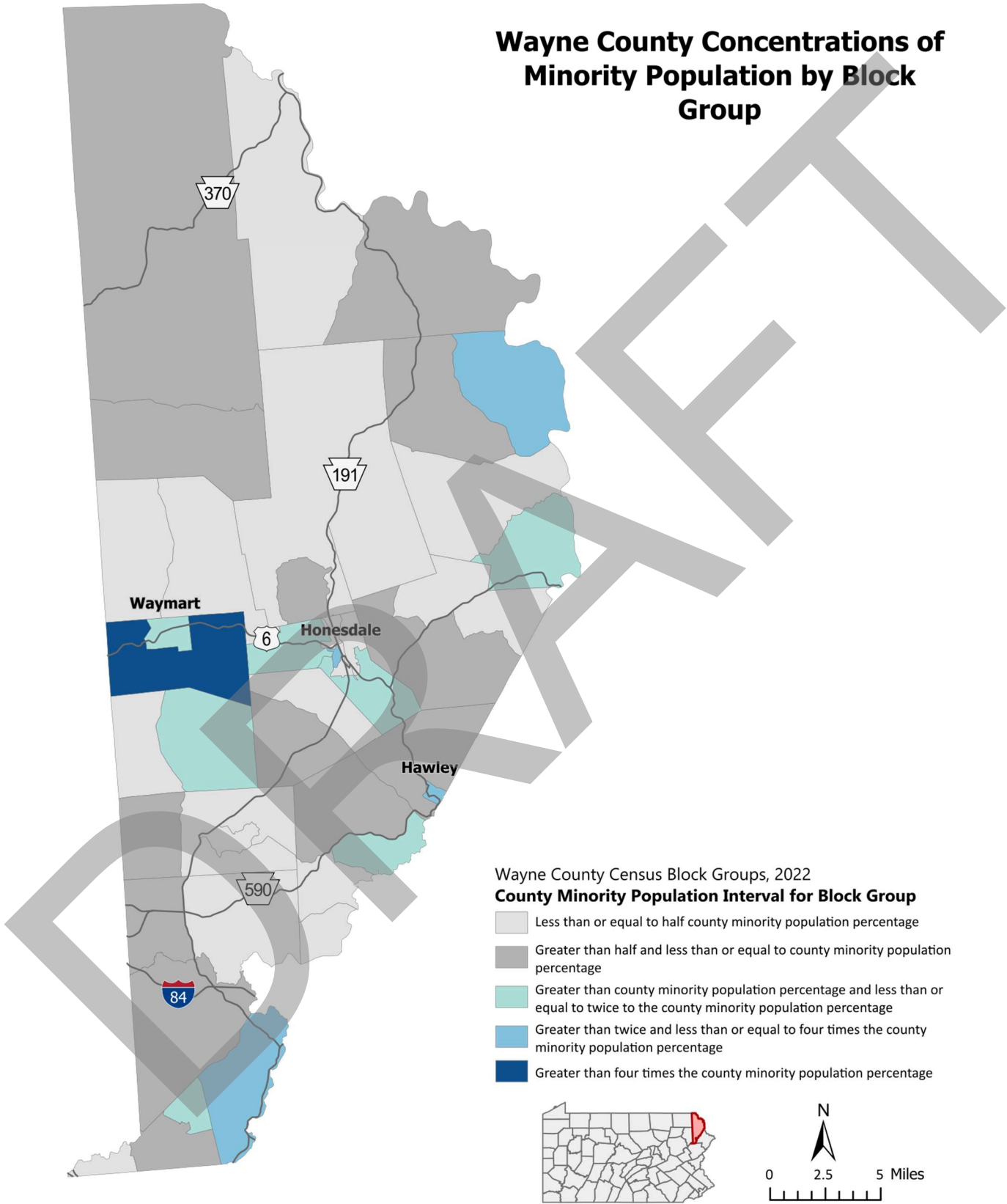
Data from the 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Wayne County compared to the minority concentration in 49 census block groups. The total County population used for this analysis was 51,227 and the total minority population was 5,594. 10.92% of the population of Wayne County is minority. Using that percentage, census blocks were divided into intervals described in the table below.

Table 2: Wayne County Minority Intervals

Minority Intervals (County Average = 10.92%)		
1	Census Block Minority Population Percentage $\leq 5.46\%$ (Census block group minority population percentage less than or equal to half of county minority population percentage)	21,138 people live in these census blocks. Of those, 2.58% are minority.
2	Census Block Minority Population Percentage $> 5.46\%$ and $\leq 10.92\%$ (Census block group minority population percentage greater than half and less than or equal to county minority population percentage)	14,784 people live in these census blocks. Of those, 7.75% are minority.
3	Census Block Minority Population Percentage $> 10.92\%$ and $\leq 21.84\%$ (Census block group minority population percentage greater than county minority population percentage and less than or equal to twice the county minority population percentage)	7,331 people live in these census blocks. Of those, 14.36% are minority.
4	Census Block Minority Population Percentage $> 21.84\%$ and $\leq 43.68\%$ (Census block group minority population percentage greater than twice and less than or equal to four times the county minority population percentage)	4,361 people live in these census blocks. Of those, 25.20% are minority.
5	Census Block Minority Population Percentage $> 43.68\%$ (Census block group minority population percentage greater than four times county minority population percentage)	2,833 people live in these census blocks. Of those, 48.44% are minority.

The map on the following page shows the distribution of census block groups with low and high concentrations of minority populations. The densest concentration of minority populations (48.4%) is in a block group just outside of Waymart Borough. This data is likely skewed due to the State Correctional Institute located in this block group.

Figure 2: Concentrations of Minority Populations by Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Low-Income Intervals for Wayne County

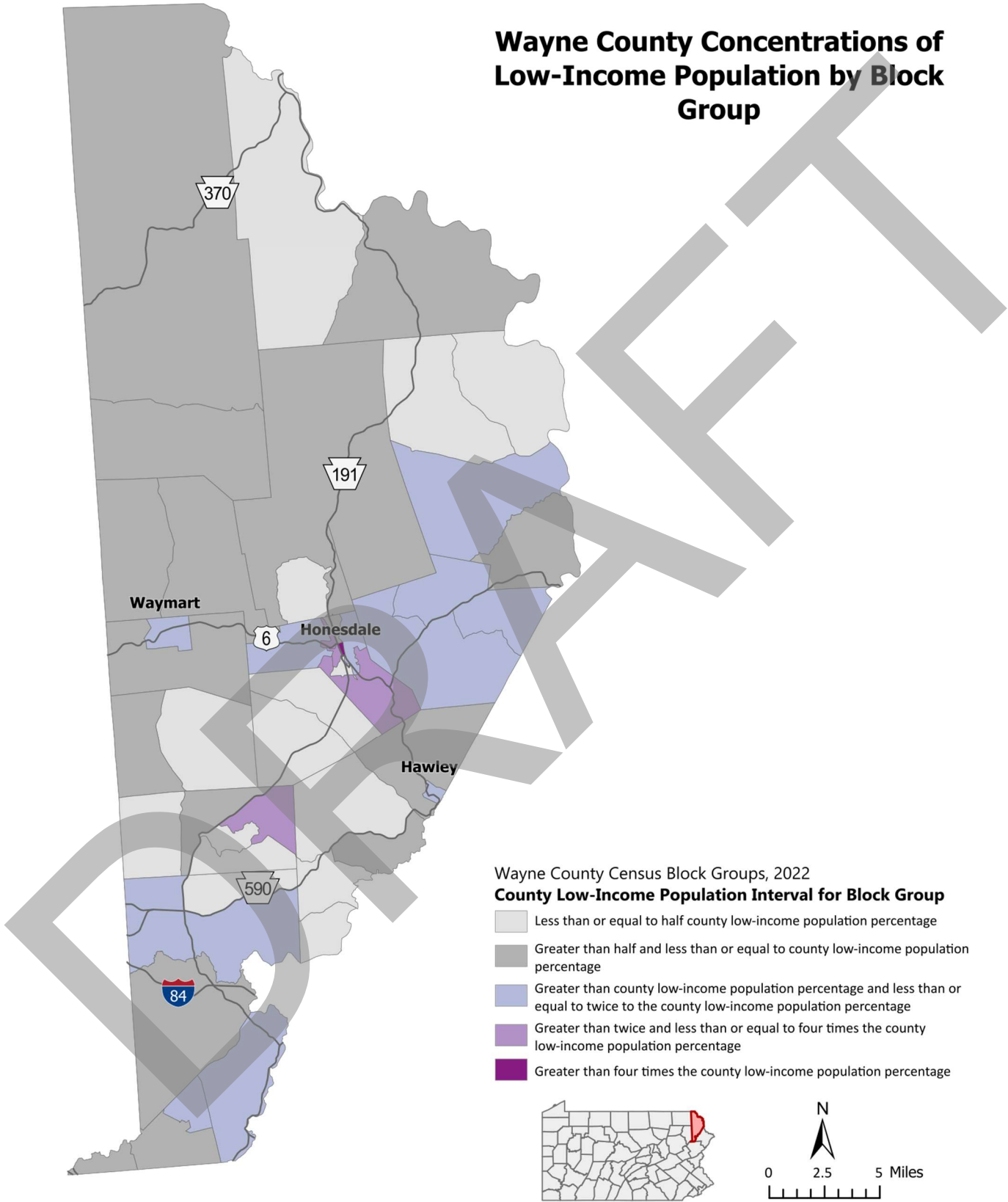
Data from 2018-2022 American Community Survey 5-Year Estimates were used to evaluate the locations in Wayne County compared to the low-income concentration in the 49 census block groups. The total County population used for this analysis was 47,959 and the total low-income population was 5,272, or 10.99% of the total population of Wayne County. Using that percentage, census blocks were divided into intervals described in the table below.

Table 3: Wayne County Low-Income Intervals

Low-Income Intervals (Countywide Average = 10.99%)		
1	Census Block Low-Income Population Percentage $\leq 5.50\%$ (Census block group low-income population percentage less than or equal to half of county low-income population percentage)	13,437 people live in these census blocks. Of those, 2.30% are low-income.
2	Census Block Low-Income Population Percentage $> 5.50\%$ and $\leq 10.99\%$ (Census block group low-income population percentage greater than half and less than or equal to county low-income population percentage)	17,636 people live in these census blocks. Of those, 8.65% are low-income.
3	Census Block Low-Income Population Percentage $> 10.99\%$ and $\leq 21.99\%$ (Census block group low-income population percentage greater than county low-income population percentage and less than or equal to twice the county low-income population percentage)	12,418 people live in these census blocks. Of those, 16.37% are low-income.
4	Census Block Low-Income Population Percentage $> 21.99\%$ and $\leq 43.97\%$ (Census block group low-income population percentage greater than twice and less than or equal to four times the county low-income population percentage)	3,826 people live in these census blocks. Of those, 28.15% are low-income.
5	Census Block Low-Income Population Percentage $> 43.97\%$ (Census block group low-income population percentage greater than four times the county low-income population percentage)	642 people live in these census blocks. Of those, 50.93% are low-income.

The map on the following page shows the distribution of census block groups with low and high concentrations of low-income populations. The densest concentrations are in and around the Borough of Honesdale.

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



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Assessment of Current Conditions

In order to meaningfully analyze benefits and adverse effects of the transportation program, Wayne County has examined the existing conditions of transportation assets throughout the county and safety performance measures among the minority and low-income populations. These data assessments allow the county to track changes in crashes, poor condition bridges, and poor pavement mileage in the county and identify safety gaps and distribution disparities between minority and low-income populations.

Bridge Condition

Bridge condition data was collected from PennDOT's Bridge Management System 2 (BMS2). The portal contains inspection data for bridges over 20 feet in length using National Bridge Inspection Standards (NBIS). The inspection process rates the deck, superstructure and substructure separately. If one of those elements is in poor condition, the entire bridge is in poor condition. Comparing the distribution of total bridges and poor condition bridges between low and high minority and low-income areas helps provide insights on potential equity issues.

Table 4: Distribution of Bridge Condition by Minority Population Intervals – Based on 10.92% County Average

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					Total
	Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Total Population	21,138	14,784	7,331	4,361	3,613	51,227
Share of Total Population	41.3%	28.9%	14.3%	8.5%	7.1%	100%
Minority Population	546	1,146	1,053	1,099	1,750	5,594
Share of Minority Population	9.8%	20.5%	18.8%	19.6%	31.3%	100%
Bridges	208	237	53	46	15	559
Share of Bridges	37.2%	42.4%	9.5%	8.2%	2.7%	100%
Poor Condition Bridges	45	49	11	13	3	121
Percent Poor Condition Bridges	21.6%	20.7%	20.8%	28.3%	0.0%	
Share of Total Poor Condition Bridges	37.2%	40.5%	9.1%	10.7%	2.5%	100%

Table 5: Distribution of Bridge Condition by Low-Income Population Intervals – Based on 10.99% County Average

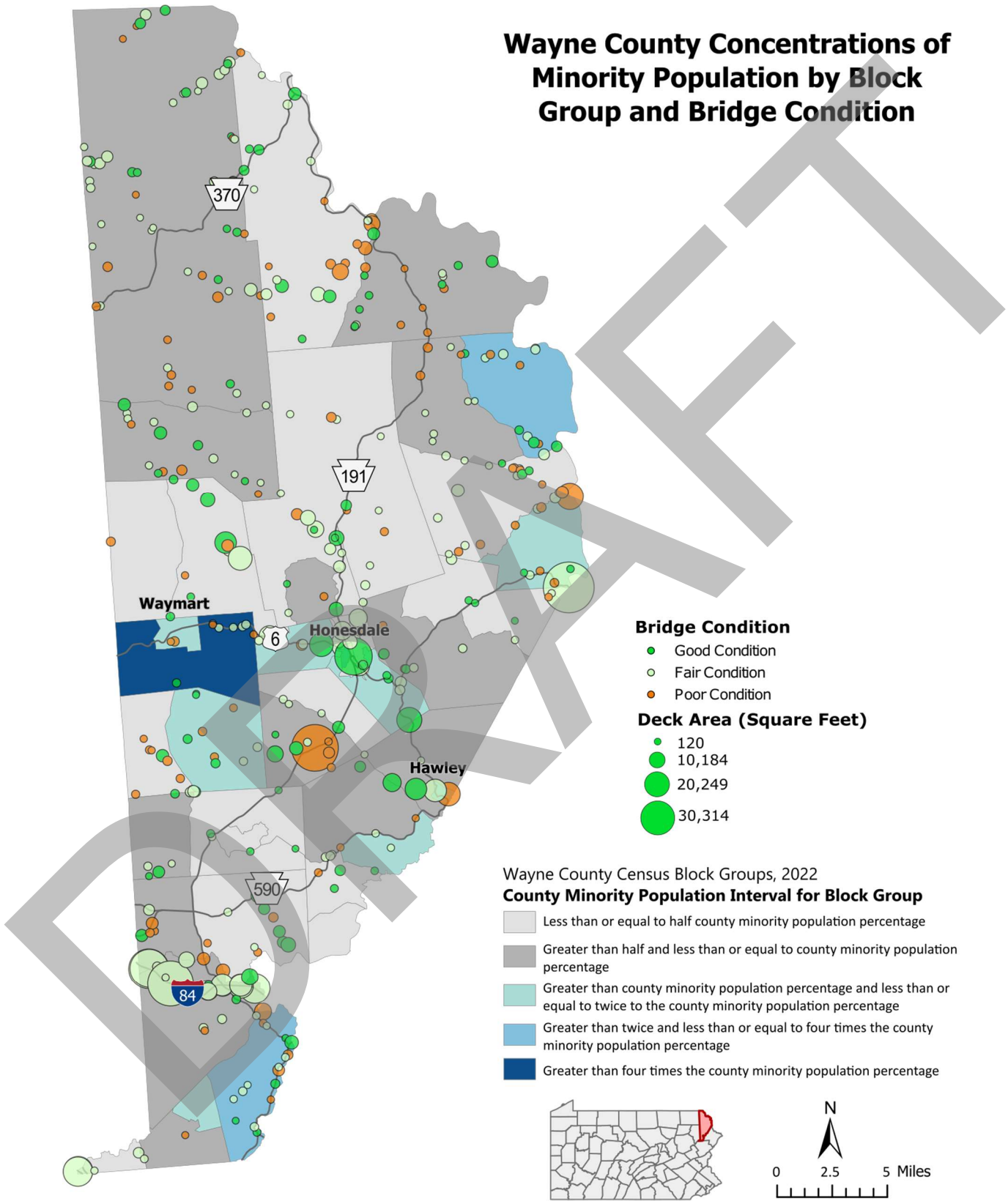
<i>Population/Asset</i>	<i>Percent Low-Income Population Intervals</i>					Total
	Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Total Population	13,437	17,636	12,418	3,826	642	47,959
Share of Total Population	28.0%	36.8%	25.9%	8.0%	1.3%	100%
Low-Income Population	309	1,526	2,033	1,077	327	5,272
Share of Low-Income Population	5.9%	28.9%	38.6%	20.4%	6.2%	100%
Bridges	135	283	129	12	0	559
Share of Bridges	24.2%	50.6%	23.1%	2.1%	0.0%	100%
Poor Condition Bridges	32	59	29	1	0	121
Percent Poor Condition Bridges	23.7%	20.8%	22.5%	8.3%	0.0%	
Share of Total Poor Condition Bridges	26.4%	48.8%	24.0%	0.8%	0.0%	100%

Overall, Wayne County bridges are in good condition. This helps everyone in Wayne County. As with pavement, sample size poses a challenge to evaluate environmental justice of bridge condition. About 75% of all bridges are located in areas below the county minority average and about 80% of all bridges are located in areas below the county low-income average.

In areas with higher-than-average minority population, of the 114 bridges in those census blocks, 27 are in poor condition, or 23.7%. Of a similar trend, there are 141 bridges in areas with higher-than-average low-income population and of those, 30 are in poor condition, or 21.3%.

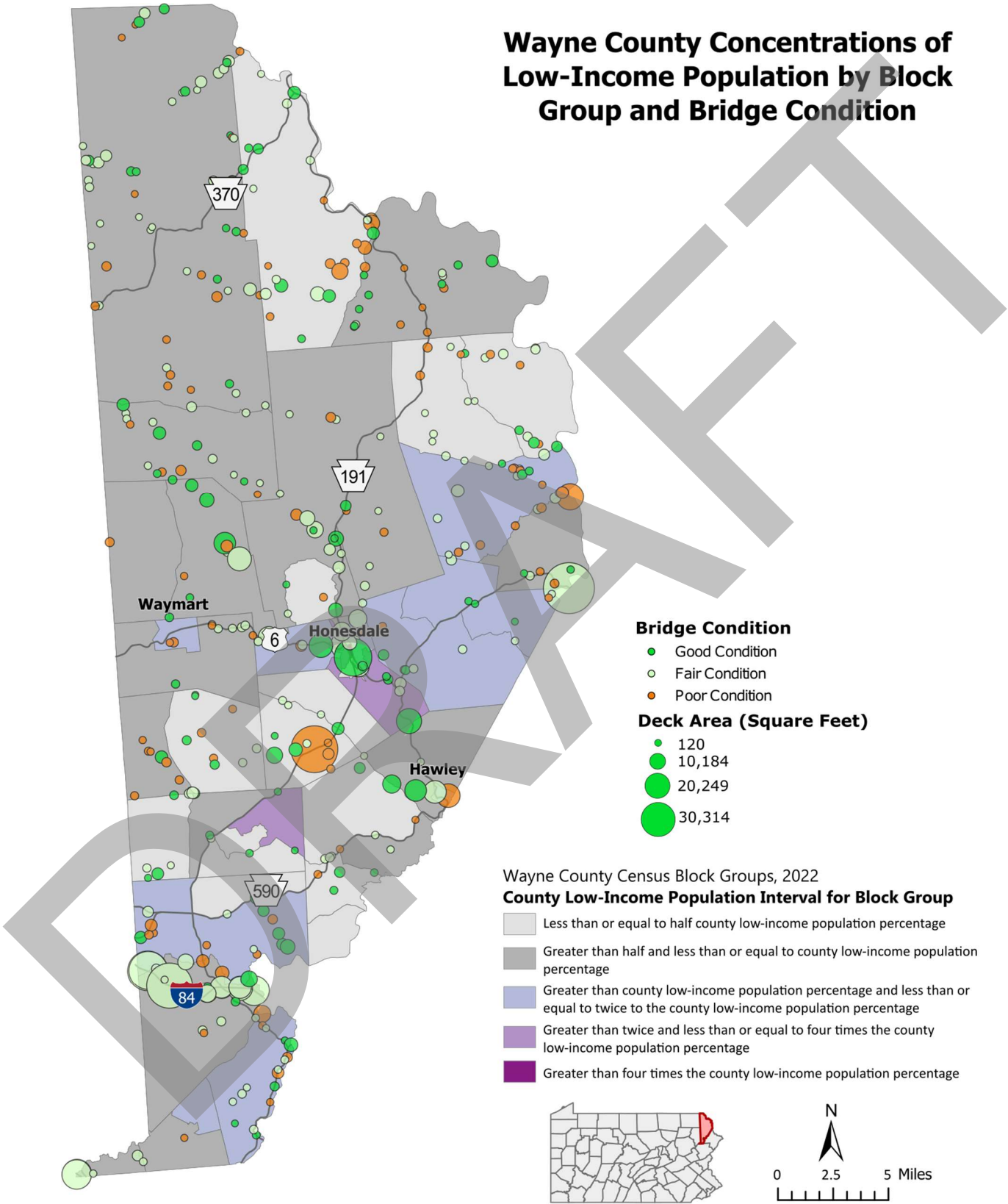
Comparatively, in areas with lower minority populations, the percentage of bridges that are poor in these block groups is 21.1%. In lower low-income populations, 21.8% of these bridges are in poor condition. The share of poor condition bridges for each interval, as shown in the table above, reflects this trend as well.

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



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

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



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Pavement 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 Wayne County.

It should be noted that the majority of state road mileage is located in block groups with less than half of Wayne County's average of minority and low-income residents. The state roadways with poor OPI and poor IRI are listed in the charts below for both low-income intervals and minority intervals.

Table 6: Distribution of Pavement Condition by Minority Population Intervals – Based on 10.92% County Average

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					Total
	Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Total Population	21,138	14,784	7,331	4,361	3,613	51,227
Share of Total Population	41.3%	28.9%	14.3%	8.5%	7.1%	100%
Minority Population	546	1,146	1,053	1,099	1,750	5,594
Share of Minority Population	9.8%	20.5%	18.8%	19.6%	31.3%	100%
State Road Segment Miles	300.3	308.9	65.2	39.2	13.9	728
Share of State Road Segment Miles	41.3%	42.5%	9.0%	5.4%	1.9%	100%
State Road Segment Miles with Poor IRI	133.5	139.7	29.9	15.0	4.2	322
Percent of State Road Segment Miles with Poor IRI	44.5%	45.2%	45.9%	38.3%	30.2%	
Share of Total State Road Segment Miles with Poor IRI	41.4%	43.3%	9.3%	4.7%	1.3%	100%
State Road Segment Miles with Poor OPI	129.9	123.8	14.4	15.8	3.3	287
Percent of State Road Segment Miles with Poor OPI	43.3%	40.1%	22.1%	40.3%	23.5%	
Share of Total State Road Segment Miles with Poor OPI	45.2%	43.1%	5.0%	5.5%	1.1%	100%

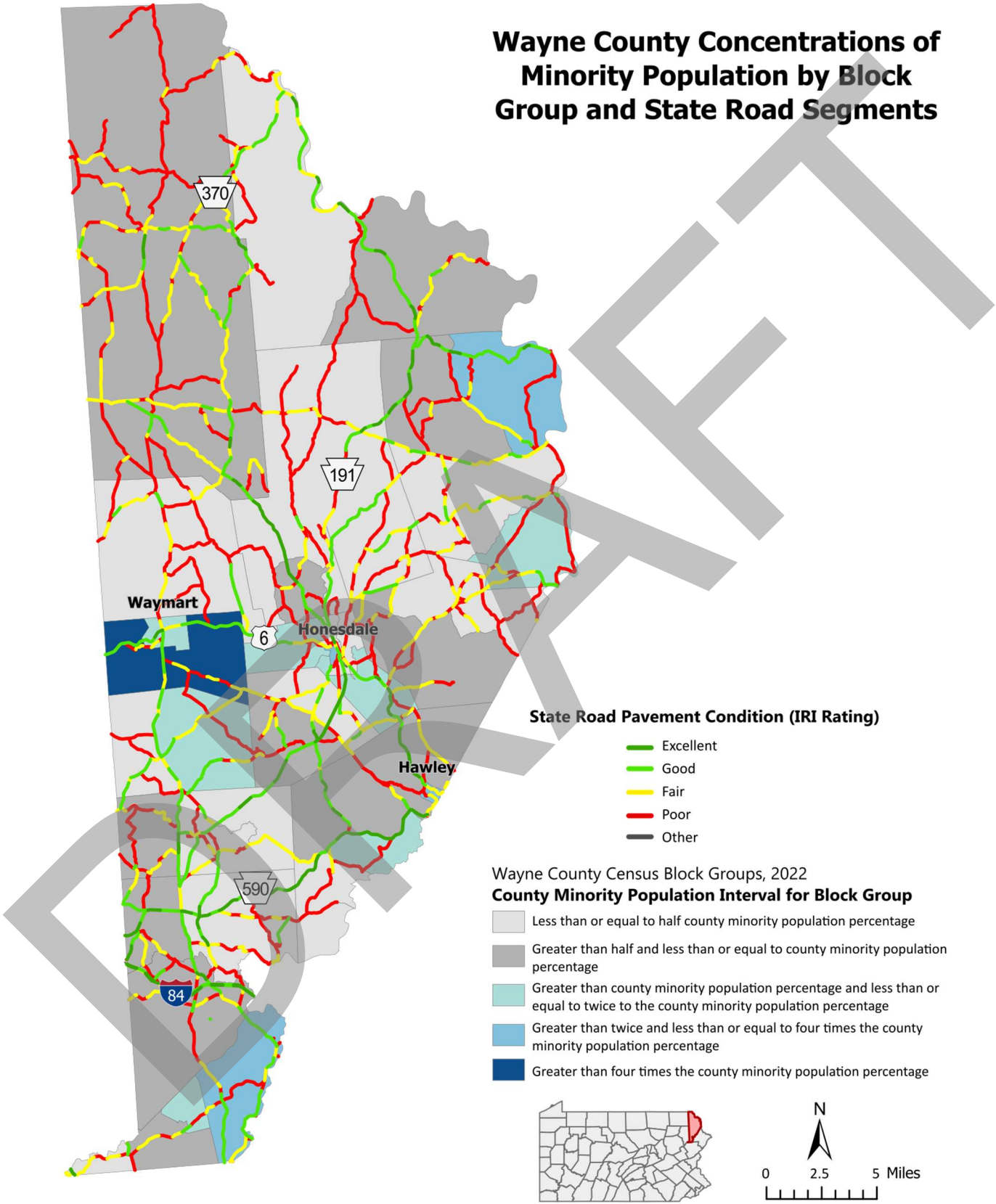
Table 7: Distribution of Pavement Condition by Low-Income Population Intervals – Based on 10.99% County Average

<i>Population/Asset</i>	<i>Percent Low-Income Population Intervals</i>					Total
	Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Total Population	13,437	17,636	12,418	3,826	642	47,959
Share of Total Population	28.0%	36.8%	25.9%	8.0%	1.3%	100%
Low-Income Population	309	1,526	2,033	1,077	327	5,272
Share of Low-Income Population	5.9%	28.9%	38.6%	20.4%	6.2%	100%
State Road Segment Miles	187.3	374.5	144.9	19.6	1.2	728
Share of State Road Segment Miles	25.7%	51.5%	19.9%	2.7%	0.2%	100%
State Road Segment Miles with Poor IRI	71.9	185.1	59.3	5.4	0.6	322
Percent of State Road Segment Miles with Poor IRI	38.4%	49.4%	40.9%	27.6%	50.0%	
Share of Total State Road Segment Miles with Poor IRI	22.3%	57.4%	18.4%	1.7%	0.2%	100%
State Road Segment Miles with Poor OPI	77.8	152.6	54.9	1.9	0	287
Percent of State Road Segment Miles with Poor OPI	41.5%	40.7%	37.9%	9.7%	0.0%	
Share of Total State Road Segment Miles with Poor OPI	27.1%	53.1%	19.1%	0.7%	0.0%	100%

Poor pavement condition data in Wayne County may indicate a need for increased roadway resurfacing and reconstruction. The areas with minority and low-income populations higher than the county average contain just 16.3% and 22.8% of all state roadway mileage in the county, respectively.

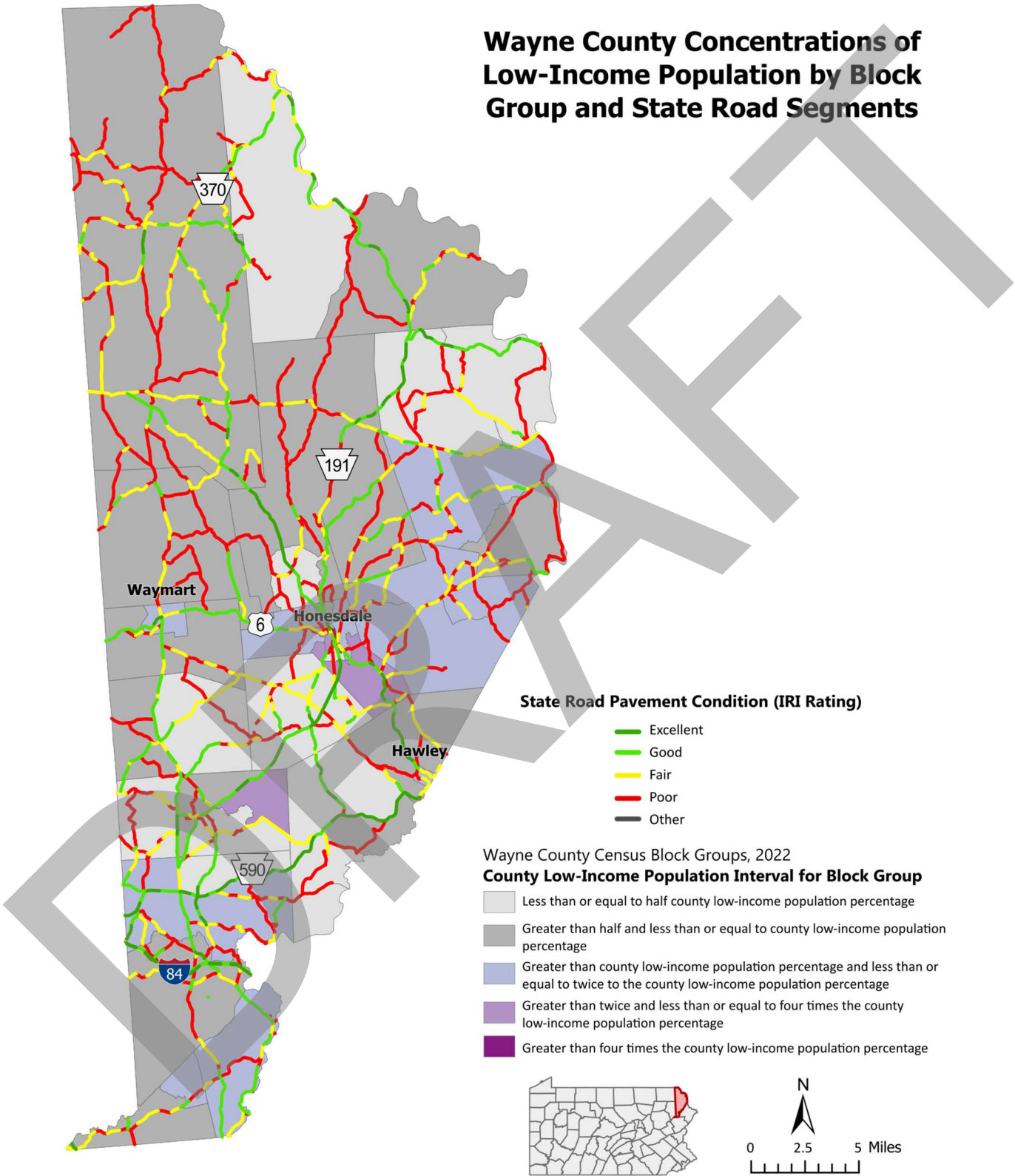
Just over 16% of IRI poor condition pavement miles and 15% of OPI poor condition pavement miles are located within block groups with higher-than-average minority populations. For low-income populations, 23% of IRI poor condition pavement miles and 20.3% of OPI poor condition pavement miles are located within block groups with higher-than-average low-income populations.

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



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

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



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

All Reportable Crashes

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 Wayne County for that period was 5,324. 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 10.92% County Average

<i>Population/Asset</i>	<i>Percent Minority Population Intervals</i>					Total
	Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
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Share of Total Population	41.3%	28.9%	14.3%	8.5%	7.1%	100%
Minority Population	546	1,146	1,053	1,099	1,750	5,594
Share of Minority Population	9.8%	20.5%	18.8%	19.6%	31.3%	100%
Reportable Crashes	882	709	351	155	111	2,208
Share of Total Reportable Crashes	39.9%	32.1%	15.9%	7.0%	5.0%	100%
Crash Fatalities	20	11	4	7	1	43
Share of Total Crash Fatalities	46.5%	25.6%	9.3%	16.3%	2.3%	100%
Crash Suspected Serious Injuries	53	24	24	8	5	114
Share of Total Crash Suspected Serious Injuries	46.5%	21.1%	21.1%	7.0%	4.4%	100%
Bicycle Involved Crashes	7	0	0	1	1	9
Pedestrian Involved Crashes	24	5	5	2	0	36
Share of Total Bicycle or Pedestrian Involved Crashes	68.9%	11.1%	11.1%	6.7%	2.2%	100%

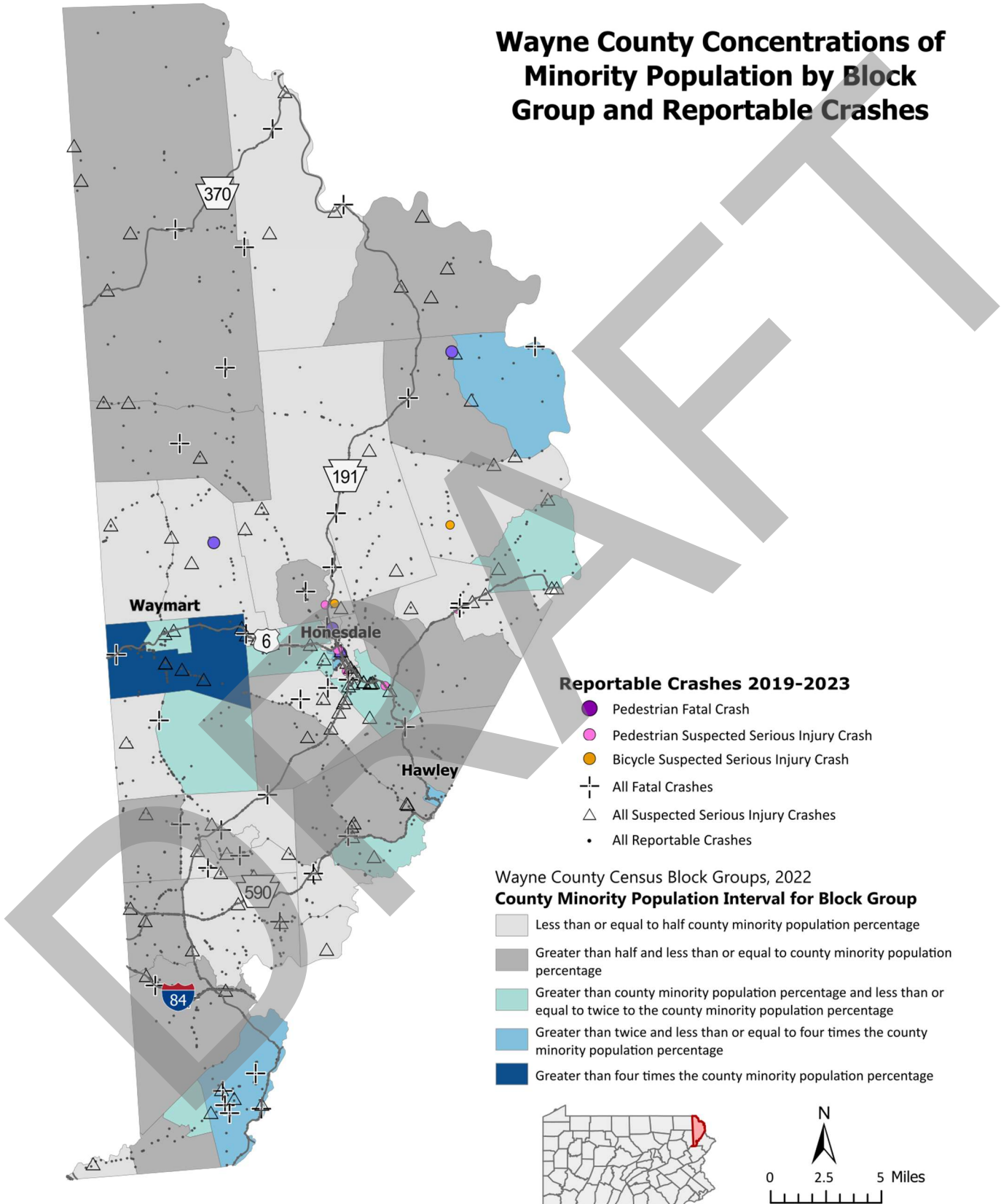
Table 9: Distribution of Crashes (2019-2023) by Low-Income Population Intervals – Based on 10.99% County Average

<i>Population/Asset</i>	<i>Percent Low-Income Population Intervals</i>					Total
	Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
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Share of Total Population	28.0%	36.8%	25.9%	8.0%	1.3%	100%
Low-Income Population	309	1,526	2,033	1,077	327	5,272
Share of Low-Income Population	5.9%	28.9%	38.6%	20.4%	6.2%	100%
Reportable Crashes	401	874	689	205	39	2,208
Share of Total Reportable Crashes	18.2%	39.6%	31.2%	9.3%	1.8%	100%
Crash Fatalities	14	14	11	3	1	43
Share of Total Crash Fatalities	32.6%	32.6%	25.6%	7.0%	2.3%	100%
Crash Suspected Serious Injuries	27	44	28	13	2	114
Share of Total Crash Suspected Serious Injuries	23.7%	38.6%	24.6%	11.4%	1.8%	100%
Bicycle Involved Crashes	1	3	4	0	1	9
Pedestrian Involved Crashes	4	9	8	4	11	36
Share of Total Bicycle or Pedestrian Involved Crashes	11.1%	26.7%	26.7%	8.9%	26.7%	100%

About 28% of the total crashes occur within block groups that have minority population averages higher than the county average, while 72% of crashes occur in block groups with lower shares of minority population. For low-income block groups, 42% of crashes occur within block groups that have low-income population averages higher than the county average, while 58% occur in block groups with lower shares.

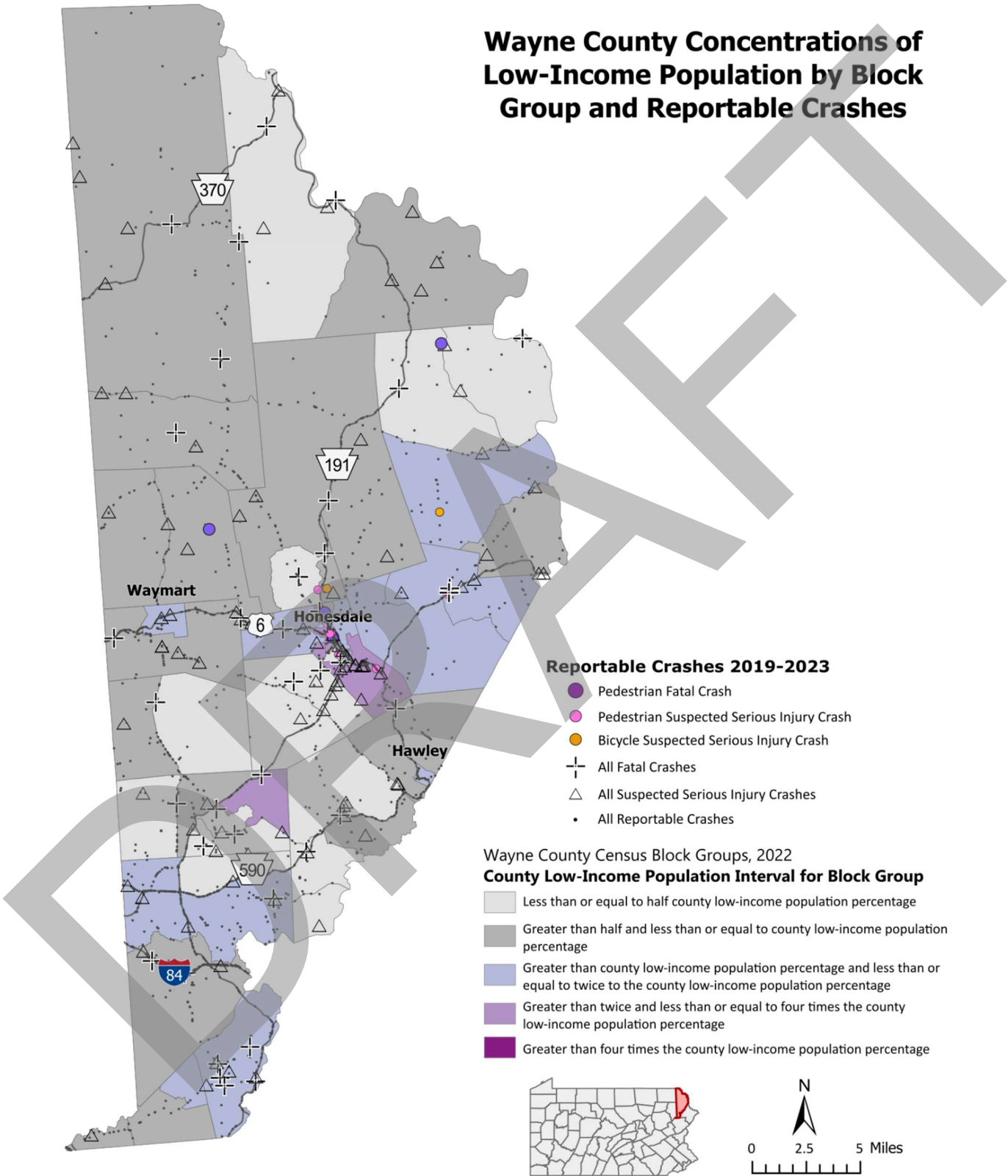
Of the reported vehicular fatalities and serious injuries, 31% took place within census block groups with a higher-than-average minority population, and 37% were located within block groups with a higher-than-average low-income population. The bicycle and pedestrian crashes shown in the tables above reveal much higher numbers and percentages in low-income areas. Of all bicycle and pedestrian involved crashes, 62% occur in in block groups with low-income populations higher than the county average. For minority areas above the county average, this number is lower at 20%. This may result from higher levels of pedestrian and bike activity and usage in areas that are more urban in nature. Wayne County will continue to review and evaluate safety needs of these populations in its planning process.

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



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

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



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Condition Summary

The physical asset maintenance in Wayne County is overall fair. This, in turn, lowers the amount of poor pavement miles and poor bridges that are located in higher-than-average low-income and minority census blocks in conjunction with smaller land areas in these block groups containing smaller amounts of assets. Motorized vehicle crashes, both fatal and injury-causing, are prevalent in all census block groups. While the causes of crashes are diverse, the 2023-2026 Highway/Bridge TIP contains some safety-focused project discussed in the Performance Management section.

Over half of all non-motorized crashes involving people walking and riding a bicycle occurred in low-income population areas. It is clear from the numbers that more work needs to be done to address safety issues in the county. The expansion of HSIP funding with the IJA/BIL legislation in 2021 expanded eligibility to “vulnerable road users” and can be leveraged to address non-motorized safety issues moving forward.

Benefits & Burdens: 2025-2028 Transportation Improvement Program

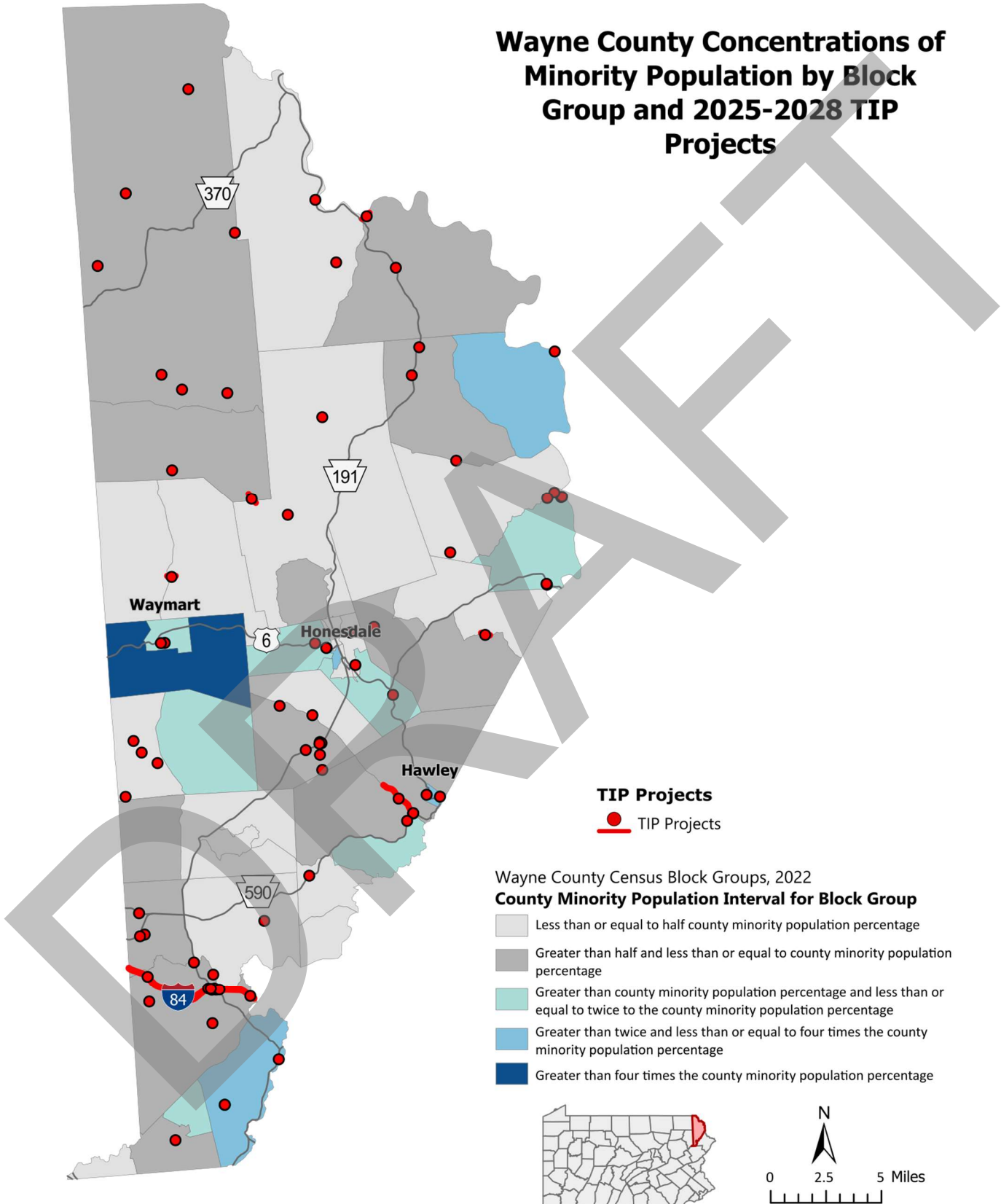
Wayne County reviewed transportation projects located in areas that were determined to be “high minority” or “high low-income.” “High minority”, for the purpose of this analysis, refers to Census block groups that have a concentration of minority persons that is greater than or equal to the county average of 10.92%. “High Low-Income” refers to Census block groups that have a concentration of low-income persons that is greater than or equal to the county average of 10.99%.

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.

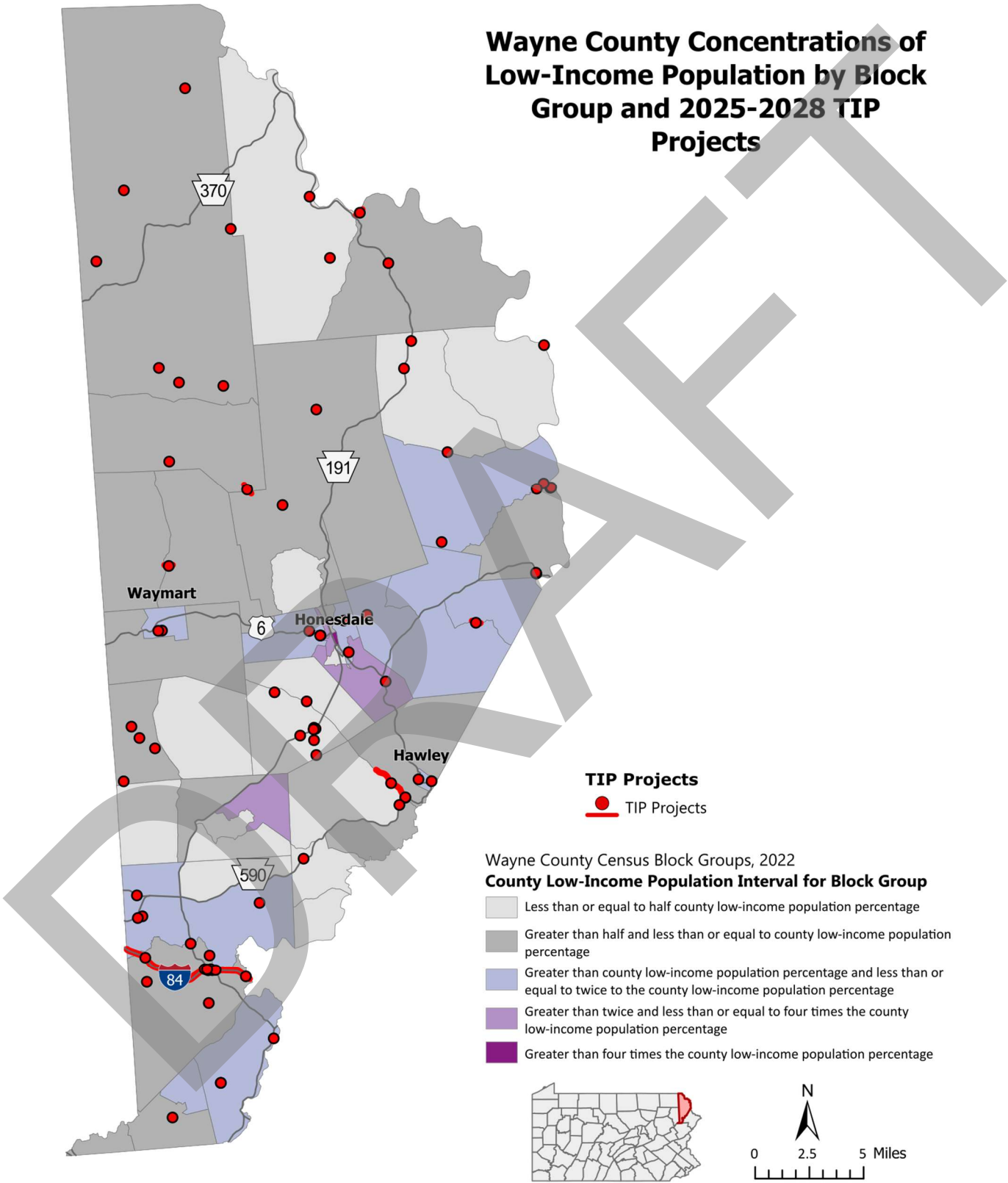
Of the locatable 65 projects on the Wayne County TIP, 40 projects are located in both high minority and high low-income block groups, 27 projects are located in high low-income block groups, and 12 projects are located in high minority block groups. Figure 10 illustrates the geographic proximity between different 2025-2028 TIP projects and high minority and high in low-income areas.

Figure 10: 2025-2028 TIP Project Locations & Minority Populations by Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Figure 11: 2025-2028 TIP Project Locations & Low-Income Populations by Census Block Group



Source: US Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

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 countywide 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 Draft 2025-2028 TIP on Low-Income and Minority Populations

MPMS	Project Title	Minority/Low-Income Interval	Project Type	Impact
9834	SR 4017 over Dyberry Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
9849	T-603 Factory Bridge #5	Does Not Exceed County Averages	Bridge Replacement	Medium
9877	SR 1023 over Equinunk Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
9936	SR 3031 over Middle Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
9972	SR 2007 over Carley Brook	High Low-Income	Bridge Replacement	Medium
9983	SR 1002 over Delaware River	High Minority & High Low-Income	Bridge Restoration	Medium
10008	SR 4008 over Johnsons Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
10018	SR 191 over Branch Middle	Does Not Exceed County Averages	Bridge Replacement	Medium
10046	SR 1020 over Delaware River	High Minority	Bridge Restoration	Medium
56746	SR 371 over Dyberry Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
67578	SR 296 over Van Aucken Creek	High Minority & High Low-Income	Bridge Replacement	Medium
67585	SR 3008 over Ariel Creek	High Low-Income	Bridge Replacement	Medium
67586	SR 3018 over Branch of Middle Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
67587	SR 3018 over Tributary Middle Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
67589	SR 3020 over Inlet Lake Quinn	Does Not Exceed County Averages	Bridge Replacement	Medium
67592	SR 3030 over Van Auken Creek	High Minority & High Low-Income	Bridge Replacement	Medium
68883	SR 247 over West Branch Dyberry Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
68906	SR 1004 over Calkins Creek	High Low-Income	Bridge Replacement	Medium
68945	SR 3031 over Wangum Brook	Does Not Exceed County Averages	Bridge Restoration	Medium
68948	SR 3039 over Collins Brook	Does Not Exceed County Averages	Bridge Restoration	Medium
68953	SR 4001 over Van Auken Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
79591	SR 6 Over Middle Creek	High Minority & High Low-Income	Bridge Restoration	Medium
79595	SR 447 over Branch of Wallenpaupack Creek	High Minority & High Low-Income	Bridge Restoration	Medium
79597	SR 1005 over Outlet of Bunnells Pond	High Low-Income	Bridge Restoration	Medium
79599	SR 1016 over Little Equinunk Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
79600	SR 3011 over West Branch	High Low-Income	Bridge Restoration	Medium
85786	SR 1002 over South Branch	High Minority & High Low-Income	Bridge Replacement	Medium
85789	SR 4035 over East Lackawanna	Does Not Exceed County Averages	Bridge Restoration	Medium
85791	I-84 EB/WB I-4R Lacka/Way	High Low-Income	Interstate Maintenance Program	High
89909	SR 4010 over Shadigee Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
96742	SR 3002 over Butternut Creek	Does Not Exceed County Averages	Bridge Restoration	Medium

Appendix 22 - Wayne County TIP Materials

MPMS	Project Title	Minority/Low-Income Interval	Project Type	Impact
96817	SR 652 Slide	High Minority	Highway Restoration	Low
109884	SR 590 over Outlet House	High Minority	Bridge Replacement	Medium
109885	SR 590 over Inlet to Lake Moca-tec	Does Not Exceed County Averages	Bridge Replacement	Medium
109886	SR 1007 over Boyd's Creek	High Low-Income	Bridge Replacement	Medium
111777	SR 6 and Long Ridge Road	High Minority & High Low-Income	Safety Improvement	Low
113847	SR 2009 over Holbert Creek	High Low-Income	Bridge Replacement	Medium
113868	SR 4014 over Hiawatha Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
113894	SR 191, 3031,3042 Intersection	Does Not Exceed County Averages	Safety Improvement	Low
114064	Church Street over Lackawanna	High Minority & High Low-Income	Bridge Replacement	Medium
115572	SR 6 and Maple Street Safety	High Low-Income	Safety Improvement	Low
115744	SR 348 over Jones Creek	High Low-Income	Bridge Preservation	Medium
115746	SR 3032 Drainage Improvement	High Minority & High Low-Income	General Maintenance	Low
115946	SR 3028 Shoulder Widening	High Minority	Safety Improvement	Low
116098	SR 0590/3028 Intersection	High Minority	Safety Improvement	Low
116968	SR 170 over West Branch o	Does Not Exceed County Averages	Bridge Restoration	Medium
116969	SR 191 over Wallenpaupack	Does Not Exceed County Averages	Bridge Restoration	Medium
116970	SR 191 over Middle Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
116971	SR 191 over Little Equinunk	Does Not Exceed County Averages	Bridge Restoration	Medium
116972	SR 191 over Salt River	Does Not Exceed County Averages	Bridge Restoration	Medium
116973	SR 191 over Outlet of Nabbys Lake	Does Not Exceed County Averages	Bridge Restoration	Medium
116974	SR 247 over Kinneyville Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
116975	SR 371 over Branch of Calkins Creek	High Low-Income	Bridge Restoration	Medium
116976	SR 507 over Tributary to Lehigh River	Does Not Exceed County Averages	Bridge Restoration	Medium
116977	SR 652 over Tributary to Delaware River	High Minority	Bridge Restoration	Medium
116978	SR 670 over Cramer Creek	Does Not Exceed County Averages	Bridge Restoration	Medium
116979	SR 690 over Wallenpaupack	High Low-Income	Bridge Restoration	Medium
116980	SR 3002 over Webster Creek	Does Not Exceed County Averages	Bridge Replacement	Medium
116981	SR 3004 over Jones Creek	High Low-Income	Bridge Restoration	Medium
116982	SR 3022 over Outlet at Bronsons Pond	Does Not Exceed County Averages	Bridge Restoration	Medium
116983	SR 3028 over Inlet to Lake Wanaka	Does Not Exceed County Averages	Bridge Restoration	Medium
116984	SR 4031 over Johnsons Creek	Does Not Exceed County Averages	Bridge Restoration	Medium

Appendix 22 - Wayne County TIP Materials

MPMS	Project Title	Minority/Low-Income Interval	Project Type	Impact
118121	SR 1011 over Beach Lake Creek	High Low-Income	Bridge Replacement	Medium
121173	SR 196 AND SR 507 Intersection	High Minority & High Low-Income	Safety Improvement	Low
121293	I-84 Camera's - Wayne County	Does Not Exceed County Averages	Highway Restoration	Low

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

	<i>Population /Asset</i>	<i>Percent Minority Population Intervals</i>					Total
		Less than or equal to half County Minority Population %	Greater than half and less than or equal to County Minority Population Percentage	Greater than County Minority Population % and less than or equal to 2x County Minority Population	Greater than 2x and less than or equal to 4x County Minority Population %	Greater than 4x the County Minority Population %	
Population Shares by Interval	Total Population	21,138	14,784	7,331	4,361	3,613	51,227
	Total Population (in %)	41.3%	28.9%	14.3%	8.5%	7.1%	100.00%
	Minority Population	546	1,146	1,053	1,099	1,750	5,594
	Minority Population (in %)	9.76%	20.49%	18.82%	19.65%	31.28%	100.00%
All Road Maintenance Projects	Percentage of Funding		99.1%	0.9%			100.0%
	Amount of Funding		\$173,228,341	\$1,545,275			\$174,773,616
All Bridge Projects	Percentage of Funding	21.5%	44.2%	14.8%	19.4%		100.0%
	Amount of Funding	\$23,830,773	\$48,924,133	\$16,403,788	\$21,517,000		\$110,675,694
All Safety Projects	Percentage of Funding	10.0%	22.6%	45.5%	22.0%		100.0%
	Amount of Funding	\$1,000,000	\$2,260,000	\$4,550,000	\$2,200,000		\$10,010,000
All Projects	Percentage of Funding	8.4%	76.0%	7.6%	8.0%		100.0%
	Amount of Funding	\$24,830,773	\$224,412,474	\$22,499,063	\$23,717,000		\$295,459,310
	Per-Capita Funding	\$1,175	\$15,179	\$3,069	\$5,438		\$5,768

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

	Population/Asset	Percent Low-Income Population Intervals					Total
		Less than or equal to half County Low-Income Population %	Greater than half and less than or equal to County Low-Income Population Percentage	Greater than County Low-Income Population % and less than or equal to 2x County Low-Income Population	Greater than 2x and less than or equal to 4x County Low-Income Population %	Greater than 4x the County Low-Income Population %	
Population Shares by Interval	Total Population	13,437	17,636	12,418	3,826	642	47,959
	Total Population (in %)	28.0%	36.8%	25.9%	8.0%	1.3%	100.00%
	Low-Income Population	309	1,526	2,033	1,077	327	5,272
	Low-Income Population (in %)	5.86%	28.95%	38.56%	20.43%	6.20%	100.00%
All Road Maintenance Projects	Percentage of Funding		0.6%	99.4%			100.0%
	Amount of Funding		\$1,003,616	\$173,770,000			\$174,773,616
All Bridge Projects	Percentage of Funding	34.1%	34.0%	31.5%	0.4%		100.0%
	Amount of Funding	\$37,721,377	\$37,667,009	\$34,883,308	\$404,000		\$110,675,694
All Safety Projects	Percentage of Funding	22.6%	29.5%	22.0%	26.0%		100.0%
	Amount of Funding	\$2,260,000	\$2,950,000	\$2,200,000	\$2,600,000		\$10,010,000
All Projects	Percentage of Funding	13.5%	14.1%	71.4%	1.0%		
	Amount of Funding	\$39,981,377	\$41,620,625	\$210,853,308	\$3,004,000		\$295,459,310
	Per-Capita Funding	\$2,975	\$2,360	\$16,980	\$785		\$6,161

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.

One Interstate Maintenance Program project was listed as potentially having a high impact on the populations that reside in the block groups. The project, MPMS 85791, consists of interstate maintenance along 23.3 miles of Interstate 84, State Route 348, State Route 8014, and State Route 8002. Construction could potentially impact access and reliability for these communities as well as contribute to congestion impacts during construction in the area and along adjacent roadways.

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

Language Taglines

English

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Vietnamese

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ပြောလျှင် သင့်အတွက် ဘာသာစကား အကူအညီ ဝန်ဆောင်မှုကို ရရှိနိုင်ပါသည်။ 1

(717) 412-5300 သို့ ခေါ်ဆိုပါ။

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