

**Cambria County Metropolitan Planning Organization
FFY 2023-2026 Transportation Improvement Program
FFY 2023-2034 Twelve Year Program
Environmental Justice Project Impact Analysis**

In order to determine the impacts placed on Cambria County's low-income and minority populations by each of the 2023 Transportation Program update projects, a benefits and burdens analysis was performed. The projects were overlaid on low-income and minority population maps, to determine which projects were located in high concentrations of Environmental Justice (EJ) affected populations. Each project was then reviewed as to whether it would be a benefit or a burden to the residents of the area in which it was located.

Benefits and burdens were determined based on how the population in the immediate vicinity of the project would be affected after the project was completed; impacts during the construction of the project were also considered. Projects which did not permanently alter the width, alignment, or function of the transportation facilities were considered to be of no burden or benefit.

Results of the benefits and burdens analysis can be viewed in the accompanying maps and table. According to the analysis, of the sixty-five (72) projects on the TIP, two (2) were considered to have a high impact, four (4) were considered to have a moderate impact, and the remaining sixty-six (66) were considered to have a low impact.

Out of the seventy-two projects, twelve (12) are located in communities of moderately low income, and eleven (11) in communities with very low income. The remaining forty-nine (49) are located in communities with average-to-high income. Two (2) projects are located in communities with a moderate percentage of minorities, while eight (8) are located in places of high minority percentage.

The four moderate impact projects were found to be a moderate burden on their communities due to inconveniences which could arise during construction. None of them were considered to be a long-term burden. One of the projects is located in an area of moderate low income, but none of the projects were in an area of significant minority population.

Both of the high impact projects are new construction business/industrial park access roads. One is located in a community considered to have both low income, and a high percentage of minority population. This project is considered to be of significant benefit, however, due to potential economic benefits once completed. The other high impact project is not located in an area of low income or a high percentage of minorities, and that project is also considered to be a significant benefit.