

## Executive Summary

The preparation of a Community Demographic Assessment is based on Title VI of the Civil Rights Act of 1964, which requires recipients of federal aid to certify and ensure nondiscrimination in the use of those funds.

The basic principles to be addressed are:

- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on all populations
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and
- Prevent the denial of, reduction of, or significant delay in the receipt of benefits by all populations of all income levels.

In support of that, the **FFY 2027-2030 Community Demographic Assessment** was prepared. A statewide methodology was developed and followed in the creation of this document. Census block groups were classified into intervals based on the ratio of census block group to county population percentages for the demographic categories of Minority, White (non-Hispanic or Latino), Below Poverty Level, and Above Poverty Level populations across Berks County. The concentration of these populations is then viewed against criteria described below to address the basic principles above and aid in the determination of potential impacts of the FFY 2027-2030 TIP projects on the community.

The Crash and Injury Analysis identifies the number, percentage, and location of motorized Reportable Crashes, Persons Involved, Suspected Serious Injuries, and Fatalities across each of the population intervals. These are also identified for nonmotorized crashes. The analysis goes further to identify these same numbers for various nonmotorized transportation modes, including horse and buggy, bicycle, and pedestrian.

The Pavement and Bridge Analysis identifies the relationship between pavement and bridge conditions to all population and all income concentrations. The pavement condition analysis explores the condition of pavement categorized by the International Roughness Index (IRI) and Overall Performance Index (OPI) of pavement. The bridge condition analysis identifies bridge conditions by count and by amount of deck area in square feet.

The fixed route transit service of Berks Area Regional Transportation Authority (BARTA) in relation to concentrations of populations based on race and income level was also explored to view availability of a transit service to the residents of Berks County. These routes were also analyzed when laid over a map of low wage jobs to low wage workers to view accessibility to these jobs.

The Community Demographic Assessment wraps up by evaluating the Types of Projects and Distribution of the FFY 2027-2030 Transportation Improvement Program and Potential Impacts of the Transportation Projects on the Community.

The assessment found no disproportionately high or adverse effects on any population or income concentrations but did recommend careful consideration of these potential issues in future program updates. A copy of the **FFY 2027-2030 Community Demographic Assessment** can be found on the Berks County Planning Commission website at: [www.berkspa.gov/planning](http://www.berkspa.gov/planning).