

# **APPENDIX C**

---

## **ENVIRONMENTAL JUSTICE AND LIMITED ENGLISH PROFICIENCY**

## APPENDIX C – ENVIRONMENTAL JUSTICE AND LIMITED ENGLISH PROFICIENCY

### Introduction

Per federal requirements, the Capital District Transportation Committee (CDTC) undertakes an analysis of Environmental Justice in all planning initiatives, including within the Community and Transportation Linkage Planning Program Linkage Program, to evaluate if transportation concepts and recommendations impact Environmental Justice populations. The goal of this analysis is to ensure that both the positive and negative impacts of transportation planning conducted by CDTC and its member agencies are fairly distributed and that defined Environmental Justice populations do not bear disproportionately high and adverse effects.

This goal has been set to:

- Ensure CDTC's compliance with Title VI of the Civil Rights Act of 1964, which states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."
- Assist the United State Department of Transportation's agencies in complying with Executive Order 12898 stating, "Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."
- Address FTA C 4702.1 TITLE VII REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS, which includes requirements for MPO's that are some form of a recipient of FTA, which CDTC is not.

### Data and Analysis

CDTC staff created demographic parameters using data from the 2013-2017 American Community Survey (ACS). Threshold values were assigned at the census tract level to identify geographic areas with significant populations of minority or low-income persons. Tracts with higher than the regional average percentage of low-income or minority residents are identified as Environmental Justice populations. Minority residents are defined as those who identify themselves as anything but white only, not Hispanic or Latino. Low-income residents are defined as those whose household income falls below the poverty line.

Table 1	
Category	Regional Rate
Low Income	12.5%
Minority	21.5%

The transportation patterns by race/ethnicity, income, age, English ability, disability status, and sex in CDTC's planning area are depicted in table III-2 through III-7, using the commute to work as a proxy for all travel. The greatest difference between the defined minority and non-minority population is in the Drive Alone and Transit categories: The minority population is almost 20% less likely to drive alone, 11% more likely to take transit, and is also more likely to walk and carpool. The defined low-income population and the non-low-income population follow the same trend, with the low-income population 20% less likely to drive alone, 10% more likely to commute via transit, and more likely to walk and carpool. Other categories showed a lesser difference.

Table 2						
Commute Mode by Race/Ethnicity						
By Race/Ethnicity	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
All Workers (16+)	80.0%	7.6%	3.7%	1.2%	3.4%	4.1%
White (Non-Hispanic or Latino)	83.3%	6.9%	1.8%	1.0%	2.7%	4.2%
<b>Minority</b>	<b>63.8%</b>	<b>11.0%</b>	<b>12.9%</b>	<b>2.0%</b>	<b>7.0%</b>	<b>3.3%</b>

Table 3						
Commute Mode by Income						
By Income	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
At/Above 100% Poverty Level	81.1%	7.4%	3.2%	1.1%	2.6%	3.9%
<b>Below 100% Poverty Level</b>	<b>61.3%</b>	<b>11.3%</b>	<b>13.2%</b>	<b>2.4%</b>	<b>8.8%</b>	<b>3.0%</b>

Table 4						
Commute Mode by Age						
By Age	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
<b>16-19 Years</b>	<b>59.9%</b>	<b>16.2%</b>	4.3%	2.9%	<b>13.0%</b>	3.8%
20-64 Years	80.0%	7.4%	3.7%	1.1%	3.1%	3.9%
65+ Years	80.7%	5.0%	2.9%	1.3%	2.5%	7.6%

Table 5						
Commute Mode by English Ability						
By English Ability	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Speaks English Very Well	70.3%	11.7%	4.8%	1.8%	7.0%	4.4%
Speaks English Less than Very Well	65.6%	14.3%	8.3%	1.2%	7.4%	3.2%

Table 6						
Commute Mode by Disability						
By Disability Status*	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Without any Disability	80.7%	7.4%	3.5%	1.1%	3.4%	4.0%
<b>With a Disability</b>	<b>71.1%</b>	11.2%	6.7%	2.4%	4.3%	4.3%

Table 7						
Commute Mode by Sex						
By Sex*	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Male	80.1%	7.5%	3.4%	1.5%	3.7%	3.9%
Female	80.2%	7.8%	3.9%	0.9%	3.1%	4.3%

\*Data for sex and disability status include all people in Albany, Rensselaer, Saratoga, and Schenectady Counties.

Data is from the American Community Survey 2017 5-year estimates, tables S0802, B08105H, B08101, B08122, S0801, B08113, and S1811. Other includes taxi, motorcycle, and bicycle.

The maps on the following pages provide the boundaries of the Environmental Justice populations and the Limited English Proficiency Populations within or near the study area. Village of Scotia is covered by two Census Tracts, and neither tract meets the thresholds for EJ populations. However, this does not necessarily mean that outreach to EJ populations is not warranted. Efforts should still be made to reach EJ individuals in the study area. Nearby, Census Tracts in the City of Schenectady just east of the study area meet the EJ thresholds.

The Capital Region Indicators website, maintained by the Capital District Regional Planning Commission (CDRPC), provides information by race and ethnicity (White, Black or African American, Asian, and Hispanic or Latino) that may be useful to further understand the population within a study area. Since this document is a regional analysis performed at the census tract level, small scale populations may be overlooked. It therefore may still be useful to scan the project area, particularly if the project area is small, as minority or low-income populations may form a significant portion of the study area residents but not be reflected in the larger census tract areas. In addition, the project should look for worksites and other generators where minority and/or low-income people are over-represented, as the data only captures the residential population.

The Capital Region Indicators webpage for Village of Scotia may be found here:

<https://www.capitalregionindicators.org/profile/3665893>

# Map 1 Environmental Justice Populations within the Scotia Downtown Connections Plan Linkage Project Study Area

Census Tract 324.04

5.2% Low Income

6% Minority

Census Tract 324.04

5.2% Low Income

6% Minority

Census Tract 324.03

7.2% Low Income

8% Minority

Census Tract 342.02

2.5% Low Income

15% Minority

Census Tract 323

5.5% Low Income

12% Minority

Census Tract 322

8.6% Low Income

5% Minority

Census Tract 324.03

7.2% Low Income

8% Minority

Census Tract 202

27.3% Low Income

51% Minority

Census Tract 203

26.9% Low Income

34% Minority

Census Tract 335

13.2% Low Income

24% Minority

Census Tract 210

51.5% Low Income

63% Minority

Census Tract 326.02

3.9% Low Income

6% Minority

Road

Census Tract

Municipal Boundary

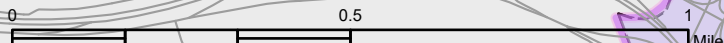
Environmental Justice Population

Linkage Project Study Area



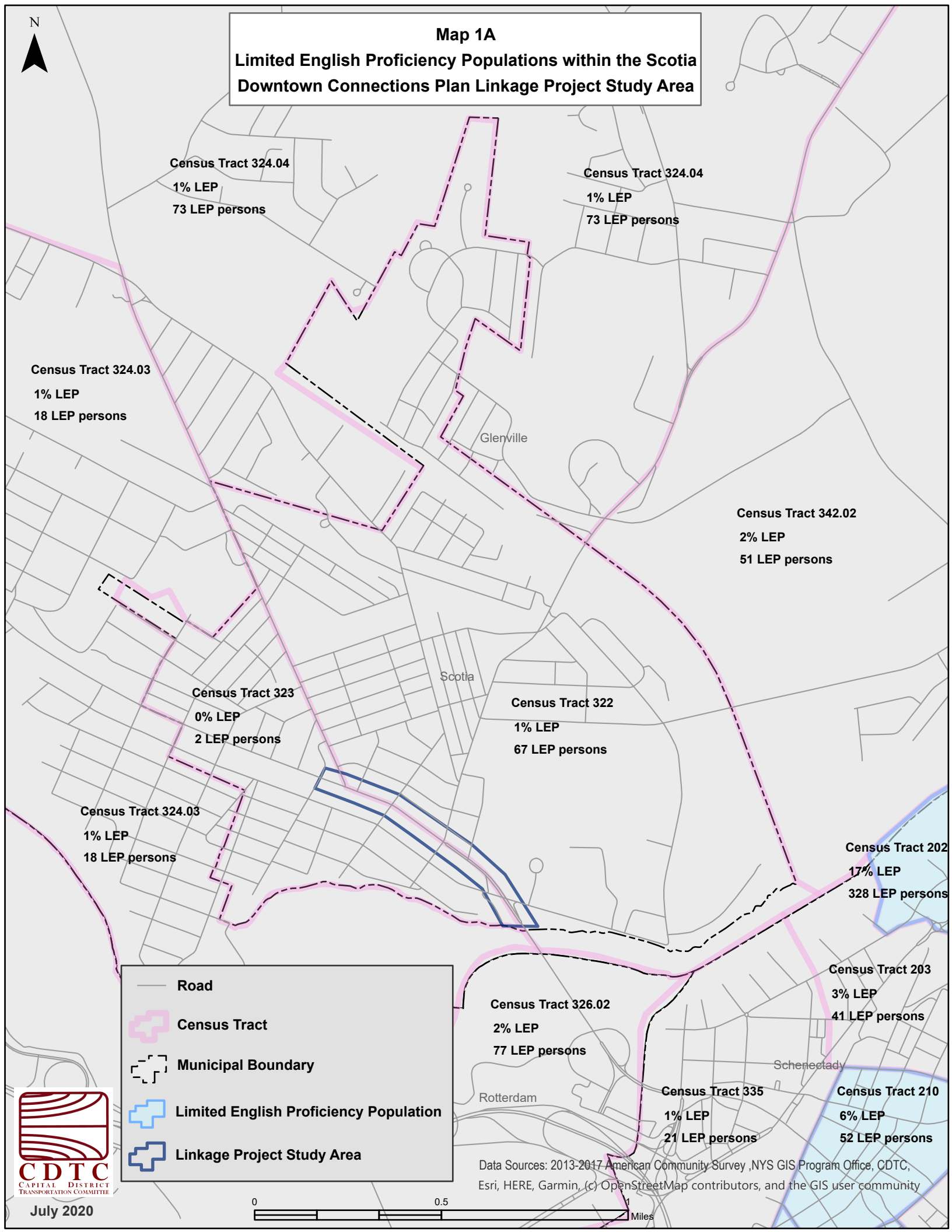
July 2020

Data Sources: 2013-2017 American Community Survey, NYS GIS Program Office, CDTC, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community





**Map 1A**  
**Limited English Proficiency Populations within the Scotia**  
**Downtown Connections Plan Linkage Project Study Area**



## **Environmental Mitigation**

### **Introduction**

Per federal requirements, the Capital District Transportation Committee (CDTC) undertakes an Environmental Features Scan in all Community and Transportation Linkage Planning Program (Linkage Program) initiatives. The Environmental Features Scan identifies the location of environmentally sensitive features, both natural and cultural in relation to project study areas. Although the conceptual planning stage is too early in the transportation planning process to identify specific potential impacts to environmentally sensitive features, the early identification of environmentally sensitive features is an important part of the environmental mitigation process. It should also be noted here that as specific projects advance through the project development process, the applicable NEPA and SEQRA regulations requiring potential environmental impact identification, analysis and mitigation will be followed by the implementing agencies as required by federal and state law. CDTC is not an implementing agency.

### **Data and Analysis**

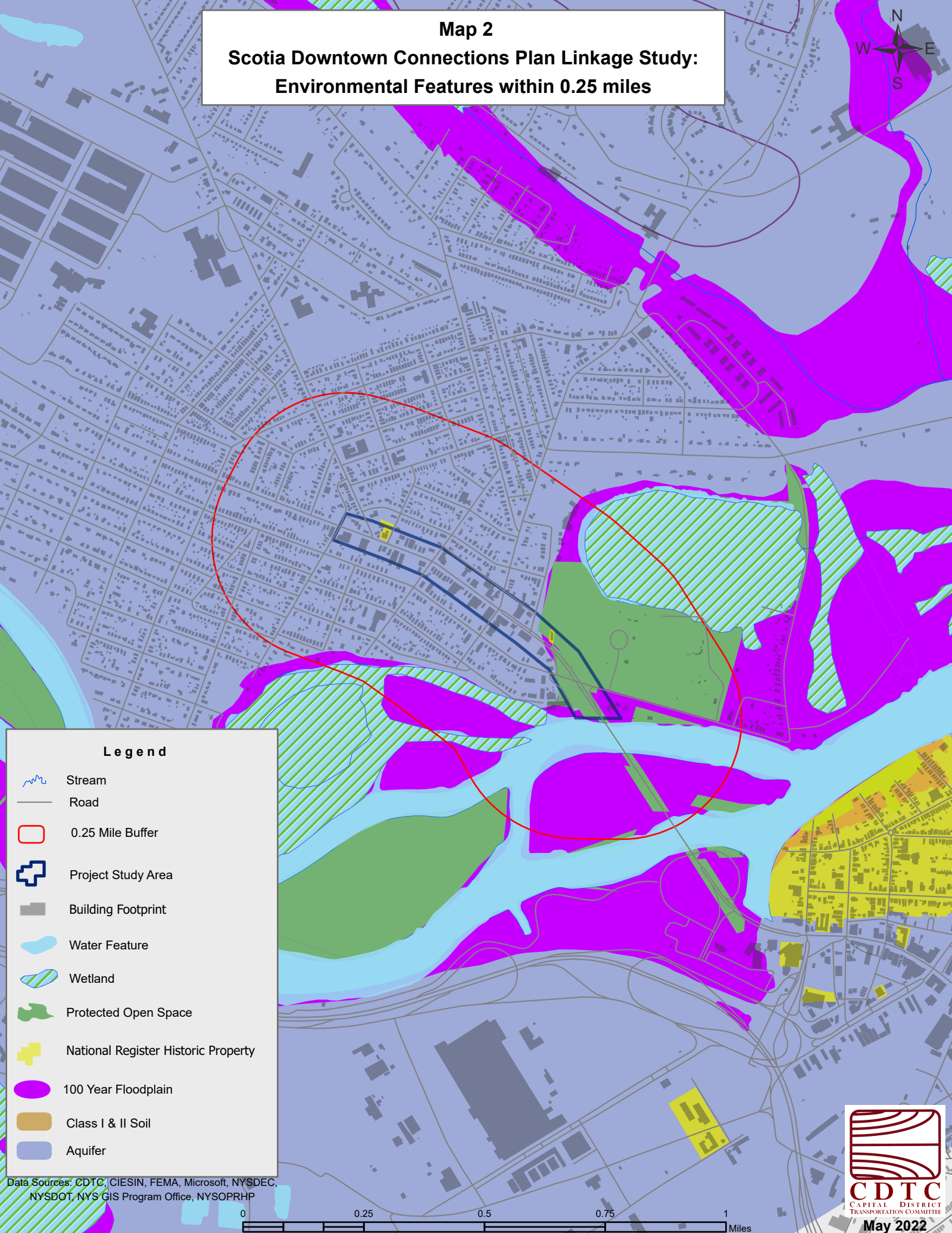
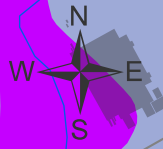
CDTC staff relies on data from several state and federal agencies to maintain an updated map-based inventory of both natural and cultural resources. The following features are mapped and reviewed for their presence within each study area as well as within a quarter mile buffer of the defined study area boundary.

- sole source aquifers
- aquifers
- reservoirs
- water features (streams, lakes, rivers and ponds)
- wetlands
- watersheds
- 100 year flood plains
- rare animal populations
- rare plant populations
- significant ecological sites
- significant ecological communities
- state historic sites
- national historic sites
- national historic register districts
- national historic register properties
- federal parks and lands
- state parks and forests
- state unique areas
- state wildlife management areas
- county forests and preserves
- municipal parks and lands
- land trust sites
- NYS DEC lands
- Adirondack Park
- agricultural districts
- NY Protected Lands
- natural community habitats
- rare plant habitats
- Class I & II soils

Map 2 provides an overview of the environmentally sensitive (cultural and natural) features located within the Scotia Downtown Connections study area as well as within a quarter mile buffer of the defined study area boundary.



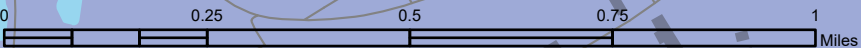
**Map 2**  
**Scotia Downtown Connections Plan Linkage Study:**  
**Environmental Features within 0.25 miles**



**Legend**

- Stream
- Road
- 0.25 Mile Buffer
- Project Study Area
- Building Footprint
- Water Feature
- Wetland
- Protected Open Space
- National Register Historic Property
- 100 Year Floodplain
- Class I & II Soil
- Aquifer

Data Sources: CDTC, CIESIN, FEMA, Microsoft, NYSDEC, NYSDOT, NYS GIS Program Office, NYSOPRHP





## **Conclusion**

The Scotia Downtown Connections study area lies adjacent to the Mohawk River. The eastern terminus of the study area is the Western Gateway Bridge over the river. The entire project study area, along with the rest of Village of Scotia, sits atop an aquifer. Collins Park and the Glen Sanders Mansion, at the eastern end of the study area, are protected open spaces. Small portions of 100-year floodplain are found on the banks of the Mohawk River and near the Scotia Library to the west of Collins Park. The library is on the National Register of Historic Places, along with the United State Postal Service office on Center Street. Outside the study area boundary and within the quarter-mile buffer, there are portions of wetland on the banks of the Mohawk River and to the north of Collins Park.

The concept plan developed by this study is not expected to negatively impact environmental features near the study area as the recommended improvements are to occur within the existing curb-to-curb paved area.