

APPENDIX A

Federal Environmental Justice Analysis

Environmental Justice

Introduction

Per federal requirements, the Capital District Transportation Committee (CDTC) undertakes an analysis of Environmental Justice in all planning initiatives, 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 4702.1B TITLE VI 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: Regional rate of Popultions of Minority & Persons with Low-Income

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 tables 2 through 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+)6+)	80.0%	7.6%	3.7%	1.2%	3.4%	4.1%
White Alone Not Hispanic or Latino	83.3%	6.9%	1.8%	1.0%	2.7%	4.2%
Minority	63.8%	11.0%	12.9%	2.0%	7.0%	3.3%

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%
Below 100% Poverty Level	61.3%	11.3%	13.2%	2.4%	8.8%	3.0%

Table 4: Commute Mode By Age

By Age	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
16-19 Years	59.9%	16.2%	4.3%	2.9%	13.0%	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
Speak English Very Well	70.3%	11.7%	4.8%	1.8%	7.0%	4.4%
Speak 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%
With a Disability	71.1%	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 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. *Data for sex and disability status include all people in Albany, Rensselaer, Saratoga, and Schenectady Counties.

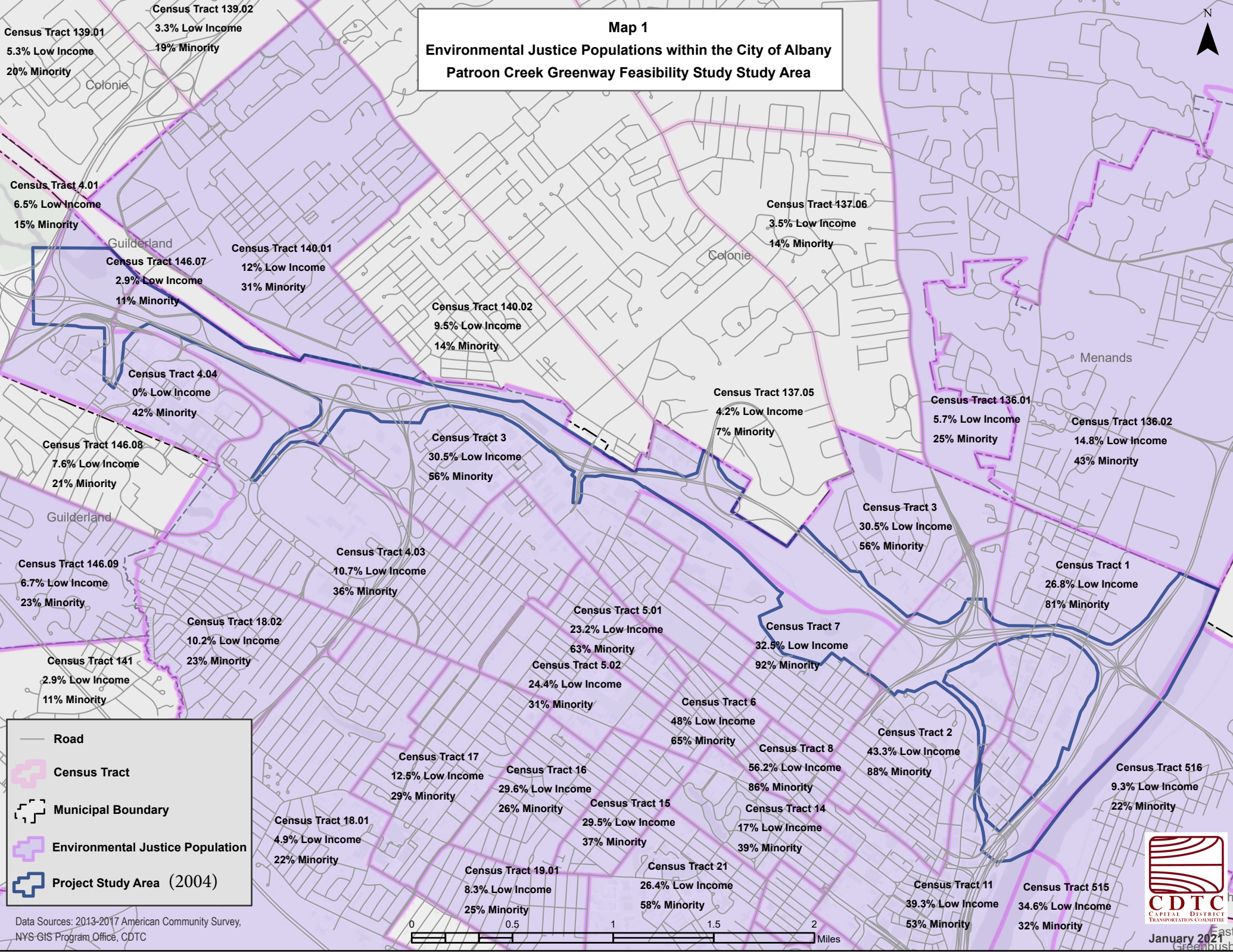
Map 1 provides an overview of the Patroon Creek Greenway Feasibility study area. The Patroon Creek Greenway Feasibility study area is included in the Environmental Justice area based on the study area Census Tracts having a higher than regional average percentage of *minority and low income residents*.

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.

Map 1

Environmental Justice Populations within the City of Albany

Patroon Creek Greenway Feasibility Study Study Area



Limited English Proficiency

Introduction

Inclusive public participation is a priority consideration in CDTC-sponsored plans, studies, and programs. Understanding and involvement are encouraged throughout the process. CDTC encourages input from all stakeholders and ensures that all segments of the population, including those that do not speak English as their primary language and who have a limited ability to speak, read, write, or understand English, have the opportunity to be involved in the transportation planning process.

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (LEP) was signed in 2000 to improve access to federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency. To ensure that programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI of the Civil Rights Act of 1964, recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

Data and Analysis

According to 2013-2017 data from the American Community Survey (ACS) table B16004, 3.2 percent of the region's population 5 years of age and older, or over 25,000 people, reported that they do not speak English "very well". USDOT guidance sets a written translation threshold at 5% eligible to be served or 1,000 people, whichever is less. Thus, any census tract with a rate of 5% or higher of LEP persons or 1,000 LEP persons are identified as LEP census tracts.

The CDTC project manager should seek further data sources or community knowledge to indicate which languages are present. If any of them constitute 1,000 people or 5% of the total study area population, whichever is less, key documents will be translated into those languages on request, and requested oral interpreting services will be provided when necessary and possible. In addition, initial outreach materials should be translated into languages meeting the above criteria.

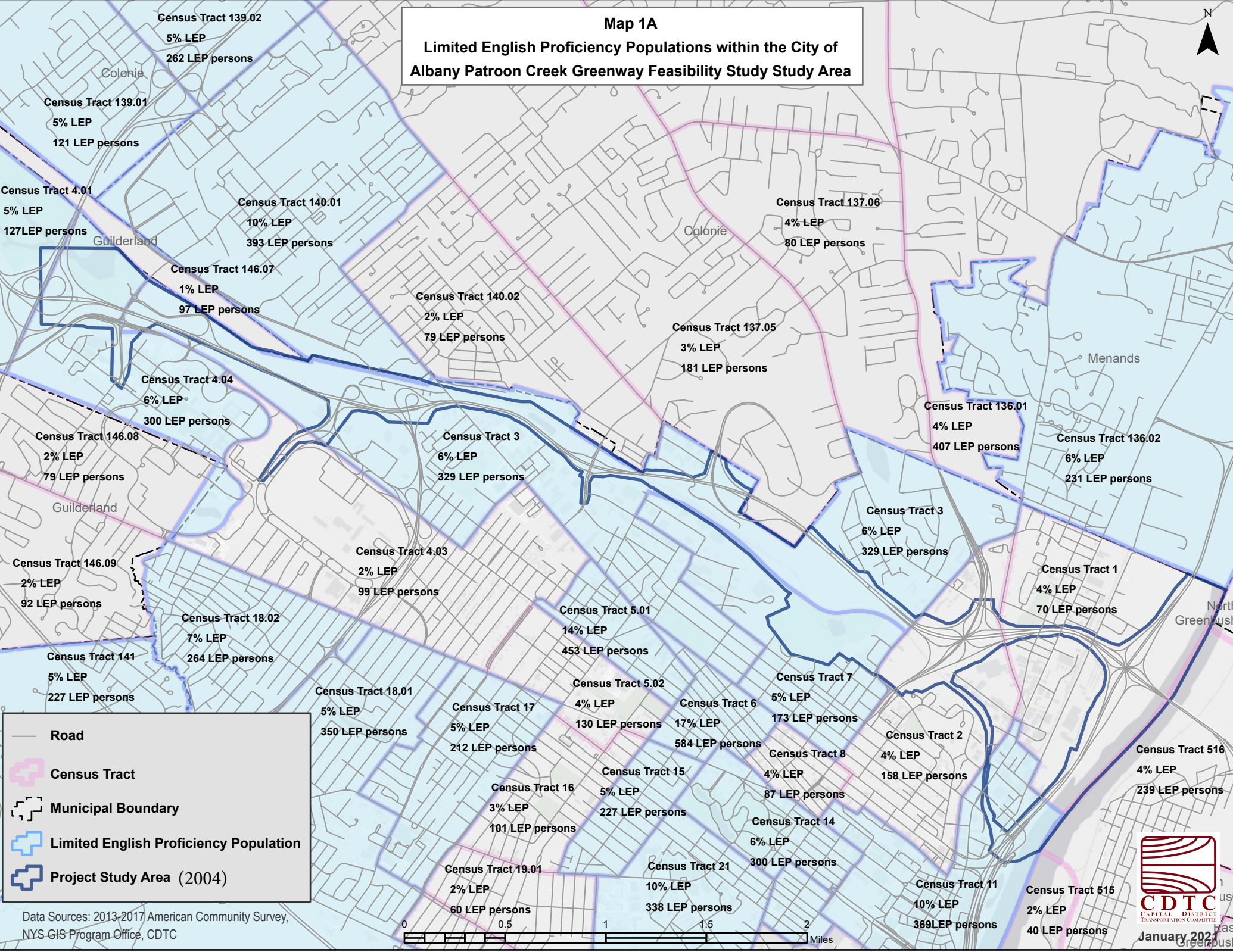
Map 1A provides an overview of the Patroon Creek Greenway Feasibility study area. The Patroon Creek Greenway Feasibility study area is included in the Limited English Proficiency area based on the study area Census Tracts having 5% or more or at least 1000 limited English proficient residents.

The Capital Region Indicators website, maintained by CDRPC, provides information on language spoken at home by ability to speak English that may be useful to further understand the population within a study area. Where the data shows a significant population speaking a broad language group, further investigation may be necessary. School districts maintain language data for attendees who do not speak English well and this information will generally reflect the children's families. There may be nearby religious institutions and local businesses that cater to people speaking a particular language or language group and could provide insight on the size of the population as well as appropriate ways to engage with them. 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 people who don't speak English very well 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 people who don't speak English very well are over-represented, as the data only captures the residential population.

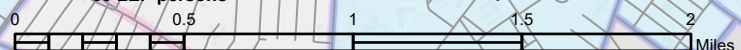
Map 1A

Limited English Proficiency Populations within the City of Albany

Patroon Creek Greenway Feasibility Study Study Area



Data Sources: 2013-2017 American Community Survey,
NYS GIS Program Office, CDTC



Census Tract	% Low income	% Minority	% LEP	LEP Persons	Spanish > 5 yrs	Indo-European > 5 yrs	Asian & Pacific	
							Island > 5 yrs	Other languages > 5 yrs
1.00	26.80	81.00	4.00	70.00	149	34	50	44
2.00	43.30	88.00	4.00	158.00	109	176	36	0
3.00	30.50	56.00	6.00	329.00	281	677	185	99
4.01	6.50	15.00	5.00	127.00	91	94	15	23
4.03	10.70	36.00	2.00	99.00	100	308	232	61
4.04	0.00	42.00	6.00	300.00	540	233	249	87
5.01	23.20	63.00	14.00	453.00	518	73	52	239
5.02	24.40	31.00	4.00	130.00	216	137	174	160
6.00	48.00	65.00	17.00	584.00	231	522	121	235
8.00	56.20	86.00	4.00	87.00	130	37	0	20
11.00	39.30	53.00	10.00	369.00	123	50	49	0
14.00	17.00	39.00	6.00	300.00	212	164	79	107
15.00	29.50	37.00	5.00	227.00	95	415	82	82
16.00	29.60	26.00	3.00	101.00	81	212	149	38
17.00	12.50	29.00	5.00	212.00	87	310	137	36
18.01	4.90	22.00	5.00	350.00	348	475	339	38
18.02	10.20	23.00	7.00	264.00	84	513	84	27
19.01	8.30	25.00	2.00	60.00	38	108	61	0
21.00	26.40	58.00	10.00	338.00	201	243	516	57
136.01	5.70	25.00	4.00	407.00	381	479	434	103
136.02	14.80	43.00	6.00	231.00	100	370	398	32
137.05	4.20	7.00	3.00	181.00	39	228	79	16
137.06	3.50	14.00	4.00	80.00	10	262	475	0
139.01	5.30	20.00	5.00	121.00	68	548	362	38
139.02	3.30	19.00	5.00	262.00	150	150	47	220
140.01	12.00	31.00	10.00	393.00	17	185	185	0
140.02	9.50	14.00	2.00	79.00	37	183	243	16
141.00	2.90	11.00	5.00	227.00	266	268	203	50
146.07	2.90	11.00	1.00	97.00	32	330	215	32
146.08	7.60	21.00	2.00	79.00	38	6	184	65
146.09	6.70	23.00	2.00	92.00	116	57	298	0
515.00	34.60	32.00	2.00	40.00	59	6	184	65

516.00	9.30	22.00	4.00	239.00	89	57	298	0
Average	17.26	35.39	5.27	214.73	152.61	239.70	188.33	60.30
Total	569.60	1,168.00	174.00	7,086.00	5,036.00	7,910.00	6,215.00	1,990.00