

# Appendix A - Environmental Justice

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### Introduction

Per federal requirements, the Capital District Transportation Committee (CDTC) undertakes an analysis of Environmental Justice in all Community and Transportation Linkage Planning Program (Linkage Program) initiatives to evaluate if transportation concepts and recommendations impact Environmental Justice populations. Impacts may be defined as those that are positive, negative and neutral as described in CDTC's Environmental Justice Analysis document, published March 2014 (available at <http://www.cdtcmpo.org/ej/ej.htm>). 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.

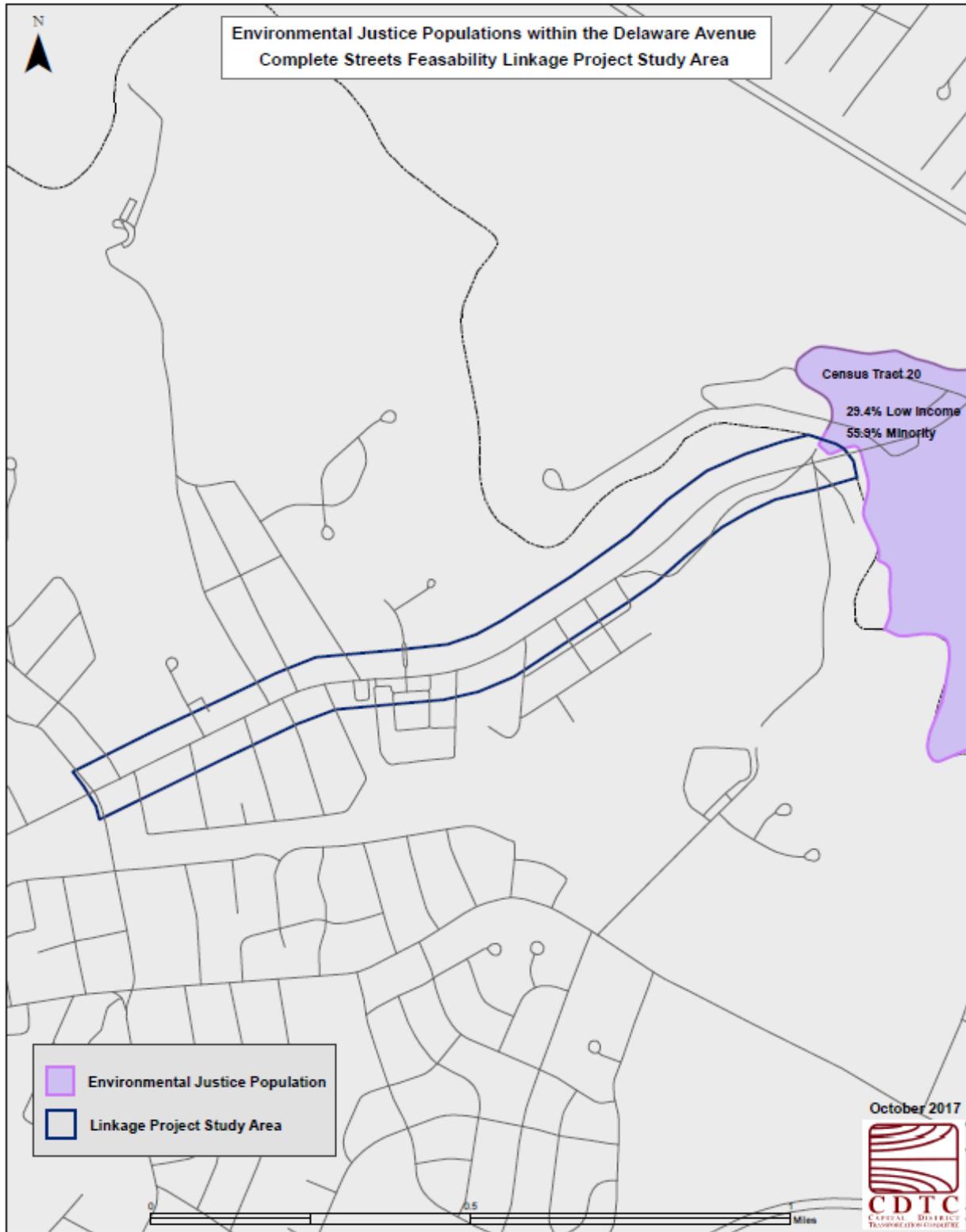
This goal has been set to:

- 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 basis 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 MPOs that are some form of a recipient of FTA, which CDTC is not.

### Data and Analysis

In developing a methodology for its most recent analysis, CDTC staff created demographic parameters using Summary File 1 data from the 2010 United States Census as well as data from the 2007-2011 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 included on Map 1 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.

Map 1



The transportation patterns of low-income and minority populations in CDTC’s planning area are depicted in Table 1, using the commute to work as a proxy for all travel. The greatest absolute difference between the defined minority and non-minority population is in the Drive Alone and Transit categories: The non-minority population is 17.5% more likely to drive alone, slightly more likely to work at home, 10.1% less likely to take transit, and is also less likely to carpool, walk, or use some other method to commute. The greatest absolute difference between the defined low-income population and the non-low-income population follows the same trend, with the non-low-income population 20.9% more likely to drive alone and 11.7% less likely to commute via transit.

By Race	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
All Workers (16+)	80.0%	8.3%	3.2%	1.2%	3.6%	3.7%
White Alone Not Hispanic or Latino	82.5%	7.8%	1.8%	1.0%	2.9%	3.9%
<b>Minority</b>	<b>65.0%</b>	<b>11.0%</b>	<b>11.9%</b>	<b>2.1%</b>	<b>7.4%</b>	<b>2.6%</b>
By Income	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
All Workers (16+) for whom poverty status is determined	80.7%	8.3%	3.2%	1.2%	3.0%	3.6%
At/Above 100% Poverty Level	81.7%	8.2%	2.6%	1.1%	2.8%	3.6%
<b>Below 100% Poverty Level</b>	<b>60.8%</b>	<b>10.2%</b>	<b>14.3%</b>	<b>3.1%</b>	<b>7.7%</b>	<b>3.9%</b>

Data: American Community Survey 2011 5-year estimates, tables B08105H + B08122. Other incl. taxi, motorcycle, bicycle.

The Delaware Avenue Complete Streets Feasibility Study area is adjacent to an Environmental Justice area based on Census Tracts having a higher than regional average percentage of minority and/or low-income residents. Consideration for including these populations in the planning process was given in the following ways:

- The Internet was used to display and advertise information about the study.
- Social media was used to provide information and input opportunities.
- Two formal public participation opportunities were provided, with meetings held in the evening in transit accessible locations.
- Public comment was accepted throughout the study process.
- Draft study products, meeting summaries and presentations, and a contact email address to provide comments or ask questions, were posted to the study website throughout the study process: <https://delawareavecompletestreets.com/>
- Final products will be posted to CDTC’s website, the Town of Bethlehem’s website and on social media.

**Conclusion**

CDTC defines plans and projects with a primary or significant focus on transit, bicycling, walking, or carpooling as being “positive”. As the primary purpose of the Delaware Avenue Complete Streets Feasibility Study is to create a plan for a more balanced transportation system along Delaware Avenue

to enable safe and comfortable ADA compliant access for users of all ages and abilities, including pedestrians, bicyclists, transit users and motor vehicle drivers, otherwise known as a Complete Street, it has been determined that the Delaware Avenue Complete Streets Feasibility Study will have a positive impact on the effected populations. The Study makes recommendations for roadway changes to improve the pedestrian and bicycling environment as well as to enhance safety for all users, including those using transit, which, if implemented, will provide positive benefits for Environmental Justice populations in and adjacent to the study area.

**Environmental Features Scan**

CDTC’s New Visions 2040 regional transportation plan encourages smart growth as well as investment and development in urban areas as a method to protect natural resources. Smart growth policies also help to protect rural character and open space, and protect quality of life in the Capital Region. CDTC has undertaken review of natural and cultural resource mapping, and for the development of the Regional Transportation Plan consulted with federal, state and local agencies on environmental issues as an important part of the environmental mitigation process. Along with evaluating the impacts to environmental systems of candidate transportation projects for federal funds, CDTC documents the environmental systems present in the study areas for Linkage Program planning initiatives.

Map 2 provides an overview of the environmental systems present in the Delaware Avenue Complete Streets Feasibility Study area. CDTC uses GIS mapping of the below environmental systems to screen for potential project impacts. Features within 0.25 miles of the study area are included in Map 2 and highlighted in bold text in the list below. The Delaware Avenue Complete Streets Feasibility Study recommendations are not expected to impact any identified features since the study area is already developed and recommendations focus primarily within the current footprint of the Delaware Avenue roadway itself within the study area.

- sole source aquifers
- **aquifers**
- reservoirs
- **water features (streams, lakes, rivers)**
- 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
- 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
- agriculture parcels in farm use
- **Class I & II soils**
- Parcels Taxed as Farmland

