



**Capital District
Transportation Committee**

Environmental Justice/Title VI Analysis

January 2023

Capital District Transportation Committee
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I. PROJECT OVERVIEW

The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and Village of South Glens Falls in Saratoga County. CDTC is a federally mandated agency responsible for carrying out a comprehensive and cooperative regional transportation planning process that involves and informs the public on transportation planning decisions. CDTC is responsible, with the New York State Department of Transportation (NYSDOT) and the Capital District Transportation Authority (CDTA), for producing a Metropolitan Transportation Plan (MTP) identifying how the region will manage and operate a multi-modal transportation system. CDTC is also responsible for a Transportation Improvement Program (TIP) which assigns federal transportation funds to specific projects. The implementation of the MTP and the TIP is carried out by CDTC's member agencies.

The Environmental Justice and Title VI task (Task 1.66 in CDTC's Unified Planning Work Program) includes an effort by CDTC to perform an Environmental Justice (EJ) and Title VI review after each TIP update, and to continue to monitor our process. CDTC has undertaken this analysis on Environmental Justice and Title VI to evaluate recent and future transportation planning projects and programs within CDTC's planning area in the Capital Region of New York (Albany, Rensselaer, Schenectady and Saratoga Counties, except the Town of Moreau and the Village of South Glens Falls). 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 and Title VI 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 MPOs.

In developing a methodology for analysis, CDTC staff created demographic parameters using data from the 2016-2020 American Community Survey (ACS). We then determined the percent of residents in CDTC's planning area who meet the protected characteristics reflected in federal nondiscrimination laws and regulations. Those percentages were used as the threshold values to define census tracts with populations with a higher percent of residents of each protected characteristic, including minority and low-income persons.

Staff analyzed the following: the 2022-2027 Transportation Improvement Program (TIP), the 2020-2022 and 2022-2023 Unified Planning Work Program (UPWP), the Community and Transportation Linkage Planning Program, and regional transit accessibility. Projects and programs are shown in tabular form based on assumptions about their benefits to Environmental Justice (EJ) populations, based on a demographic analysis of commute modes in the region. Geographically identified projects located at least partially in an EJ area are also shown in maps.

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III. BOARD AND COMMITTEE MEMBERSHIP

Instructions to carry out Title VI regulations outlined in the FTA Circular 4702.1b require a table depicting the racial breakdown of planning boards, advisory councils, and committees. The table below indicates members appointed to CDTC's Policy Board, Planning Committee, and advisory committees who identify as minority if known, using the same definitions as in the Demographics section that follows. Minority categories with no membership are not shown in this table. It does not include those individuals who are members of the Policy Board by definition because of their position. Member entities appoint their own representatives to the Policy Board and Planning Committee. Membership and attendance at advisory committees is voluntary. Overall, about 4% of Policy Board and Planning Committee membership listed belongs to a minority group. About 7% of advisory committee membership belongs to a minority group. The table reflects membership on or about October 1, 2022, and was obtained by asking members to self-identify.

Table III-I: Minority Membership on Boards and Committees

Board/Committee Name	Black or African American only	Asian only	Two or More Races	Hispanic or Latino
Policy Board Appointed Full Members	0%	0%	0%	0%
Policy Board Alternate & Non-Voting Members	4%	0%	4%	7%
Planning Committee Full Members	0%	0%	0%	0%
Planning Committee Alternate & Non-Voting Members	0%	4%	0%	0%
Active Transportation Advisory Committee	0%	0%	1%	1%
Equity Advisory Committee	61%	0%	0%	0%
Freight and Goods Movement Advisory Committee	2%	3%	0%	2%
Regional Operations and Safety Advisory Committee	0%	0%	0%	3%
Regional Transportation Coordination Committee	2%	2%	2%	0%

IV. DEMOGRAPHICS AND TRANSPORTATION

The demographic analysis considers the residential locations and transportation patterns of people and households whose income is below the poverty line, by race, for limited-English speakers, people who have a disability, are under 18, over 65, or female to be able to identify their transportation needs and whether they have been addressed. The analysis also considers the impacts of transportation investments on different demographic groups based on commuting data. The final map below is a combination of the percent minority residents and percent residents below poverty and will become the “Environmental Justice” areas used by CDTC upon adoption of this report. The total population in those census tracts is about 43% of the regional population.

A. Demographics

Population	Percent of Regional Population
Income below Poverty Level	10.0%
White only	81.0%
Black or African American only	8.0%
Asian only	4.7%
American Indian & Alaska Native only	0.2%
Two or More Races	4.5%
Some Other Race	1.6%
Hispanic or Latino	5.5%
Minority	21.8%
Limited English	3.4%
Disability	12.0%
Under 18	19.6%
Over 65	17.3%
Female	51.1%

American Community Survey 5-Year data, 2016-2020

Table IV-1: Demographic categories as a percent of the regional population

Table IV-1 shows each demographic category’s percent of the regional population. The first map below for Environmental Justice areas, shows all census tracts where 1) the percent of people who are not white alone not Hispanic or Latino is greater than the regional percent of 21.8%, and/or 2) the percent of people whose income is below the federal poverty level is greater than the regional percent of 10%. Upon approval, this map will become CDTC’s new Environmental Justice areas map.

Images IV-II through IV-XV show the spatial distribution of the same categories. Data was analyzed at the census tract level, with the concentrations of each population broken into four categories. Color variations within maps show breaks in the data above the regional rate shown, which is the upper limit on the first category. Maps for only one race show only people who identify as that race alone and no other race, regardless of Hispanic or Latino ethnicity. People who identify as more than one race, regardless of Hispanic or Latino ethnicity, are shown in Two or More Races. The minority map shows all residents who identify as any race but white only and who are not Hispanic or Latino. Data on residents with income below the poverty level is shown for the population for whom poverty status is

determined. Data for age is calculated for the civilian non-institutionalized population. Note that the younger of the age categories is different on the map than in the commute data following. This is a result of the categories available in the census data. Data for age and disability is for the civilian non-institutionalized population.

Residents whose income is below the poverty line are generally concentrated in and immediately adjacent to the three largest cities - Albany, Schenectady, and Troy, where the highest concentrations are, however a number of rural towns show some concentrations as well. White only residents generally show concentrations in the suburban areas with highest concentrations in outer suburban areas. Black and African American only residents are generally concentrated in and around the region's three largest cities with the highest concentrations in those cities and Menands. Asian only residents generally show concentrations in and around the region's three largest cities with the highest concentrations in and adjacent to those cities. American Indian and Alaska Native only residents are concentrated most in areas of Schenectady and Colonie, with other concentrations in a number of suburban and rural locations. Residents of two or more races show the highest concentrations in and adjacent to the three largest cities, with additional concentrations around Saratoga Springs, some suburban locations, as well as rural towns. Residents of some other race are generally concentrated in and adjacent to the three largest cities as well as suburban Albany County, with the additional concentrations in areas throughout Rensselaer, Saratoga, and Schenectady Counties. Hispanic or Latino residents show the highest concentrations in the three largest cities, with additional concentrations in surrounding suburban areas as well as rural locations in Rensselaer, Saratoga, and Schenectady Counties. Overall, residents who are minorities, or a race other than white alone and not Hispanic or Latino, are concentrated in and among the three largest cities as well as in Saratoga Springs.

Residents with limited English proficiency are people who speak English less than very well. They are concentrated in and around the four largest cities, with the highest concentrations in the cities of Albany, Rensselaer, and Schenectady. The extent and distribution of the limited English-speaking population is the focus of CDTC's Limited English Proficiency Plan and public participation practices. Locations with concentrations of people who have a disability are spread throughout the region, as are locations with higher than regional rates of people under 18 years, over 65 years, and who are female.

Environmental Justice Tracts 2023

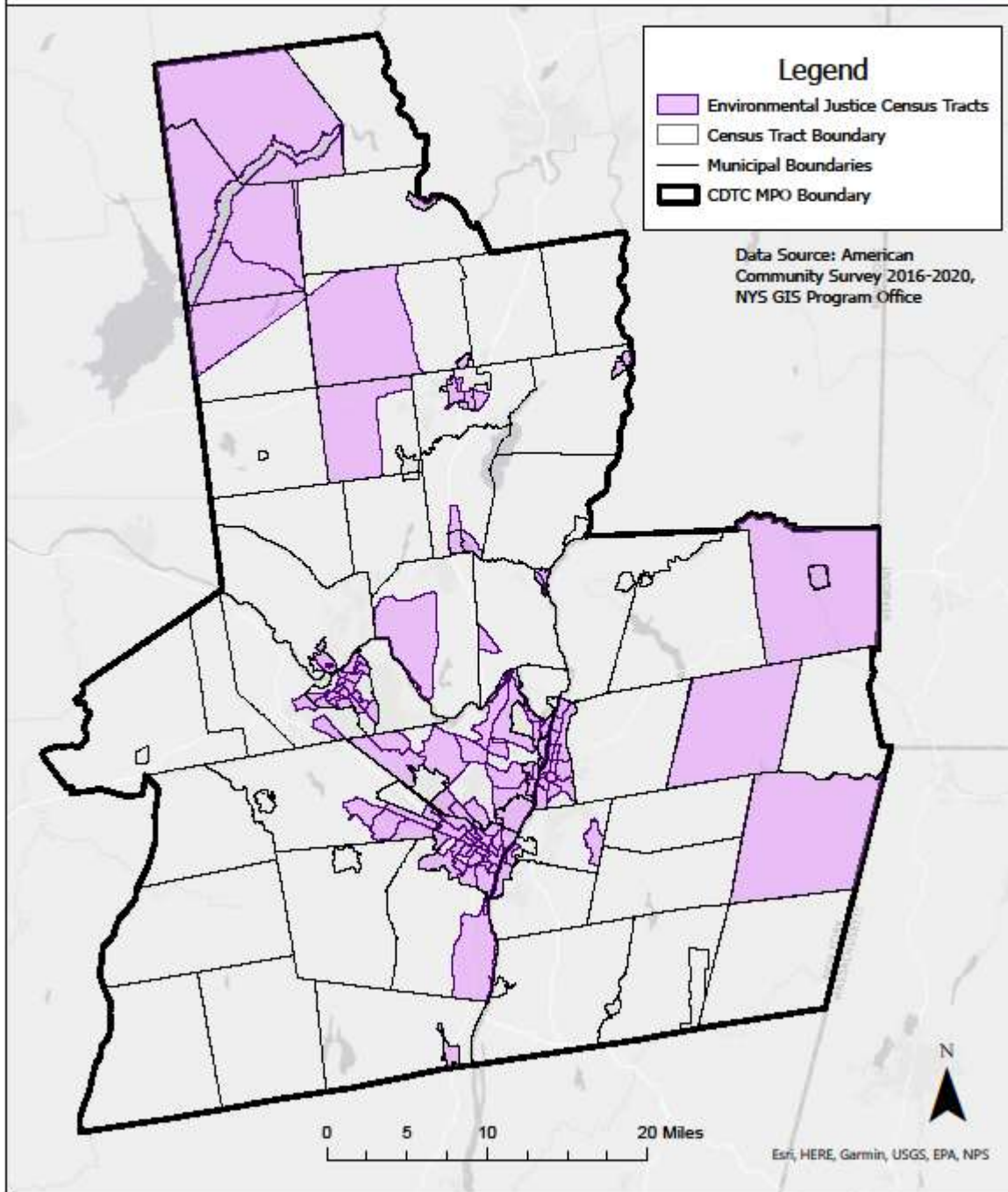


Image IV-I: Environmental Justice Tracts 2023

Residents whose income is below federal poverty level in MPO

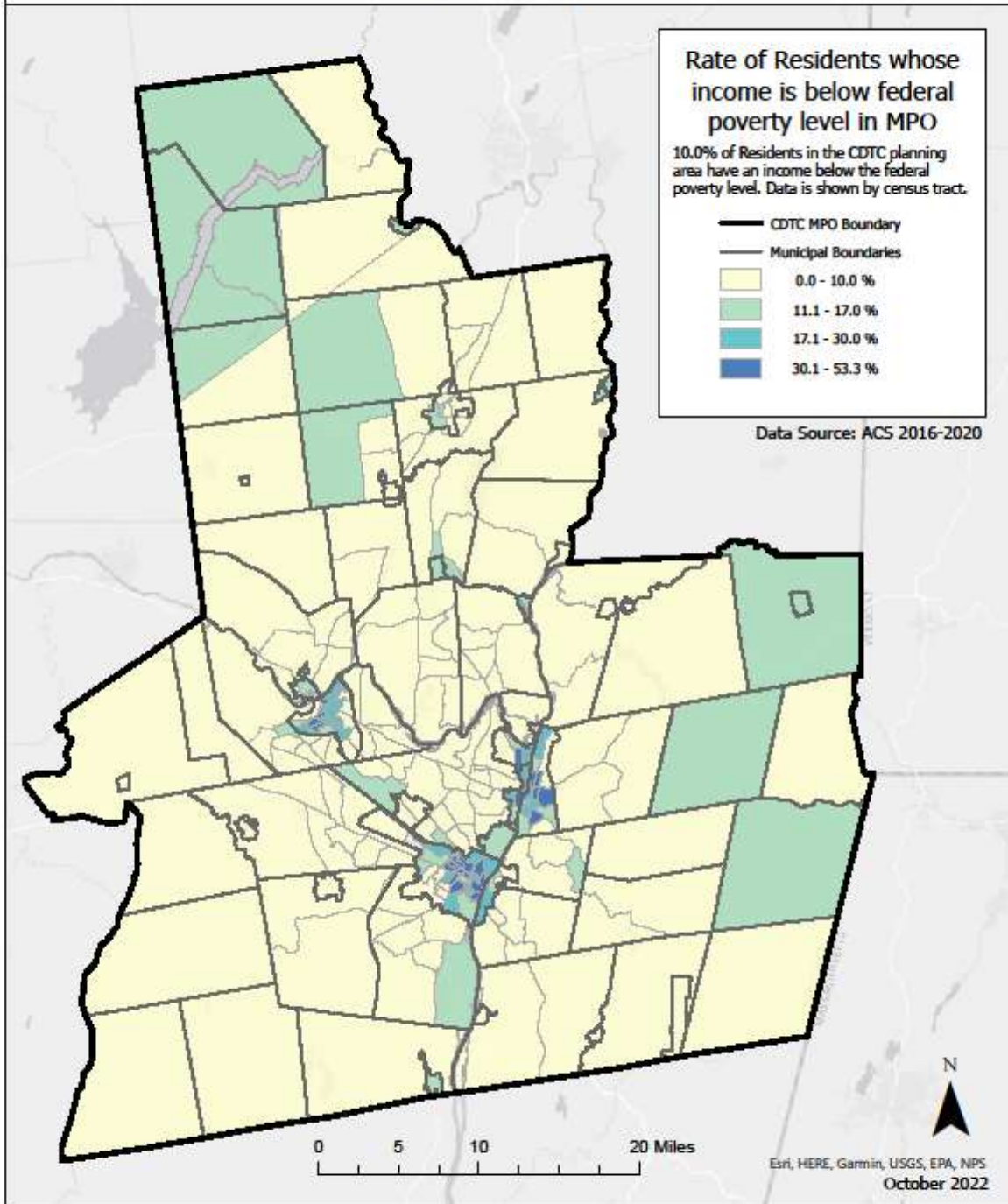


Image IV-II: Residents whose income is below federal level in MPO

White Residents in MPO

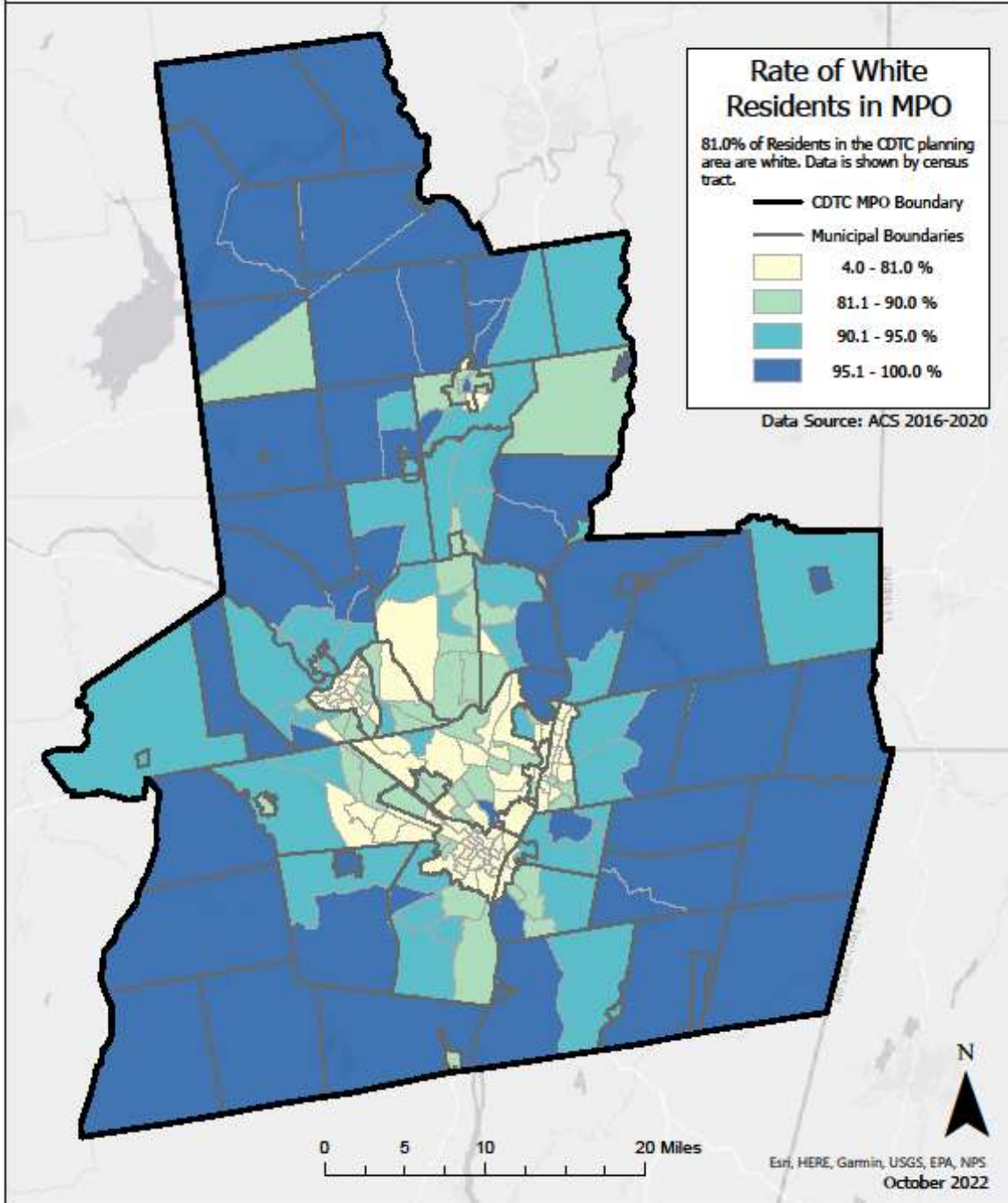


Image IV-III: White Residents in MPO

Black and African American Residents in MPO

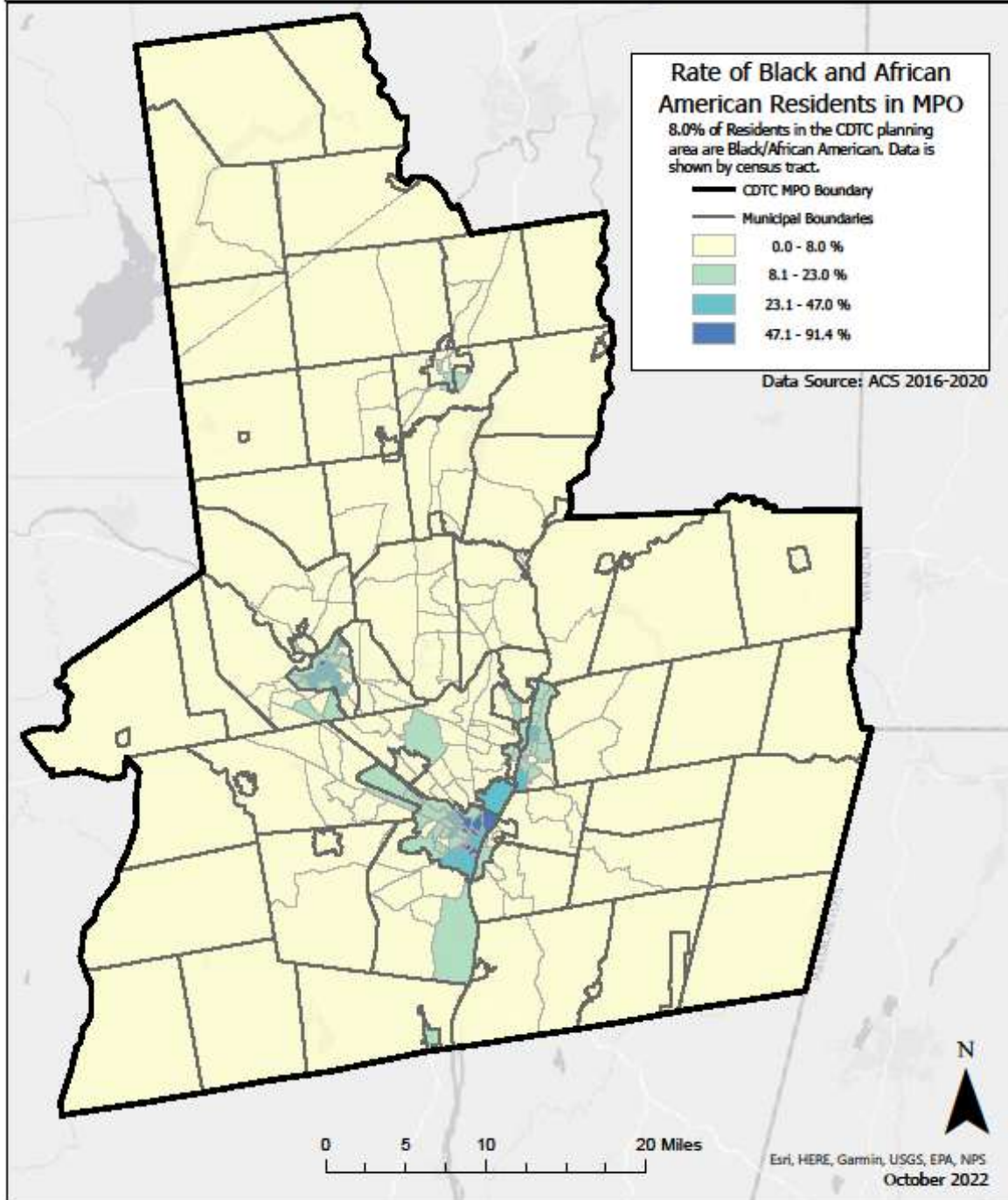


Image IV-IV: Black and African American Residents in MPO

Asian Residents in MPO

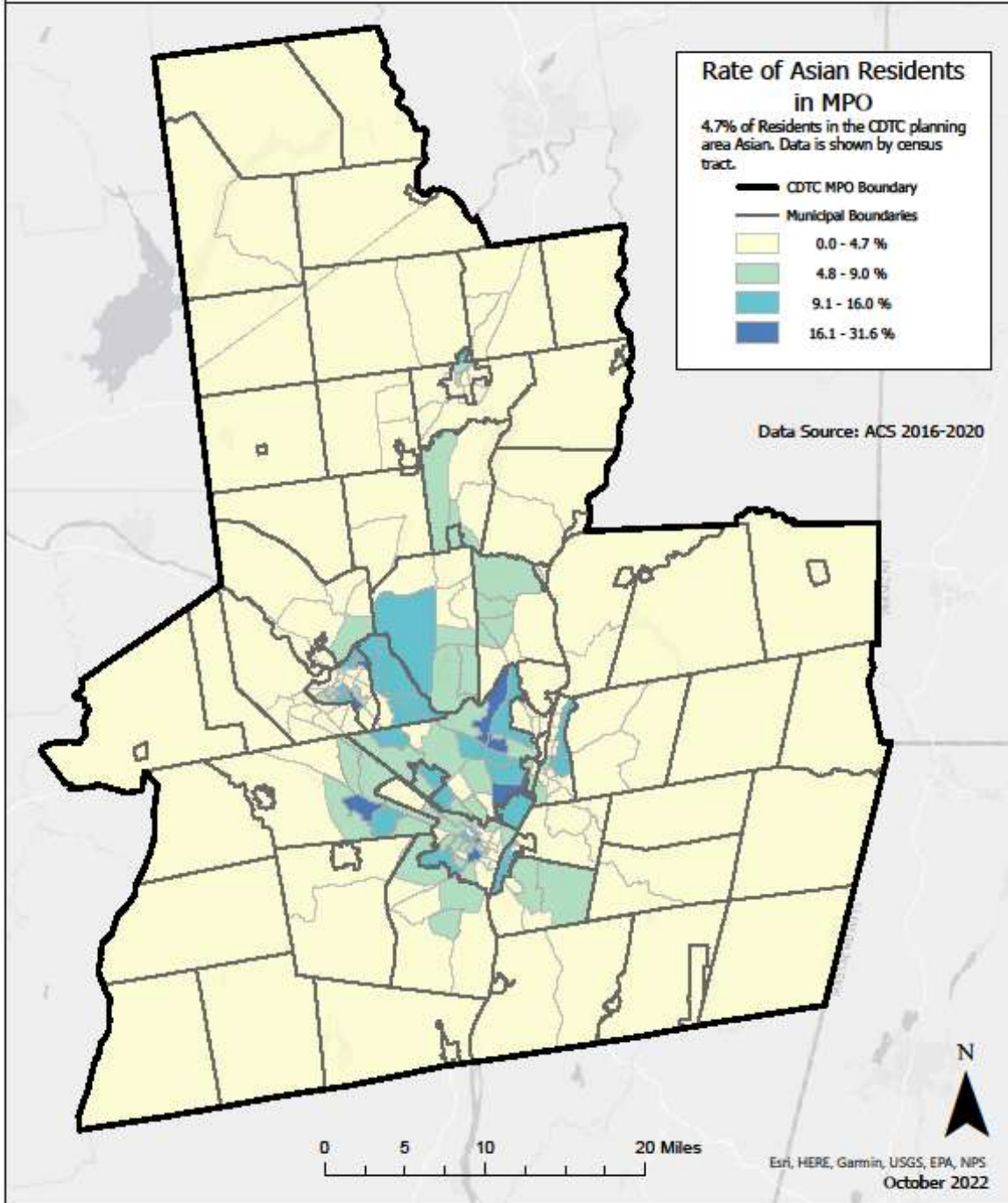


Image IV-V: Asian Residents in MPO

American Indian and Alaska Native Residents in MPO

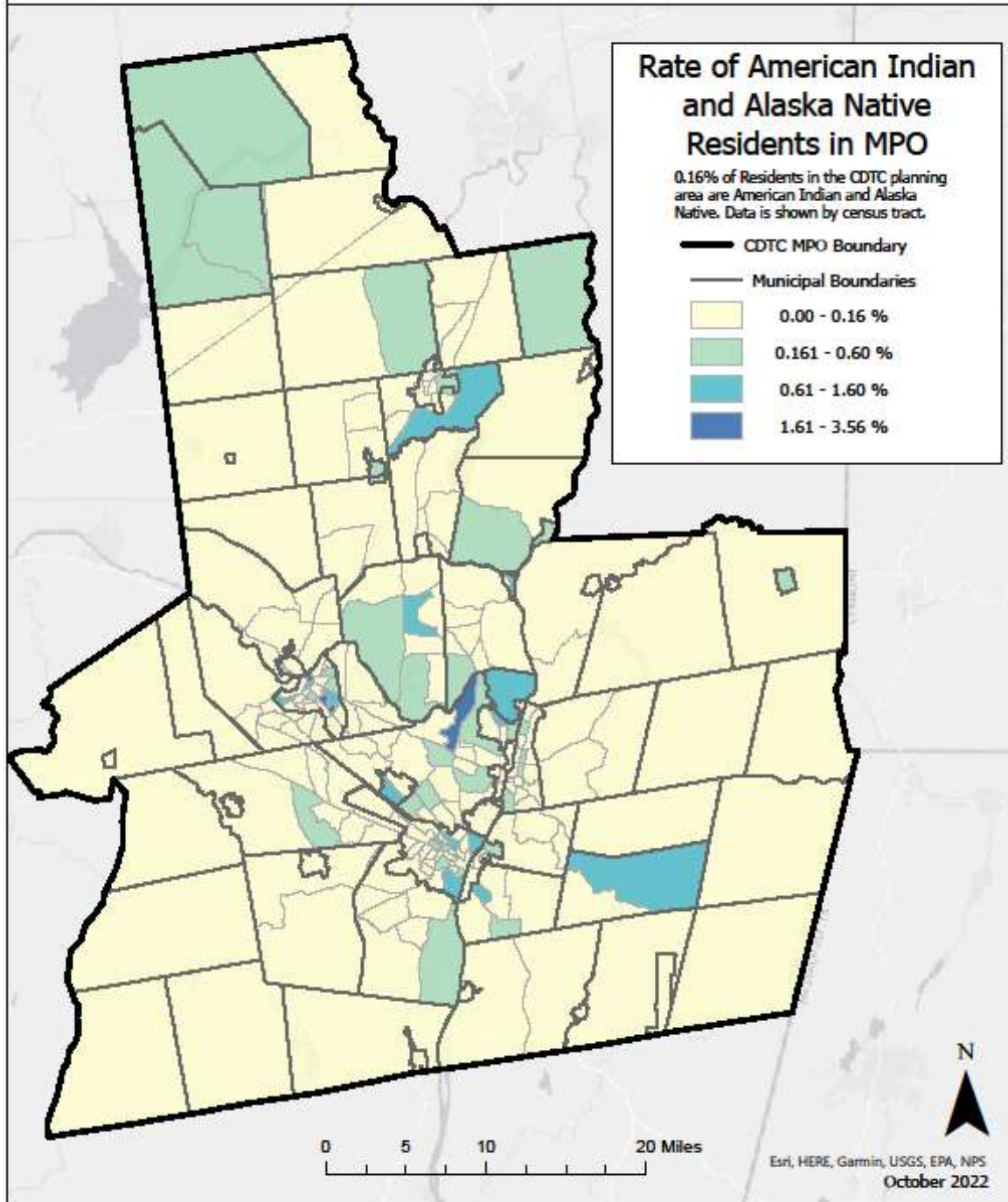


Image IV-VI: American Indian and Alaska Native Residents in MPO

Residents of Two or More Races in MPO

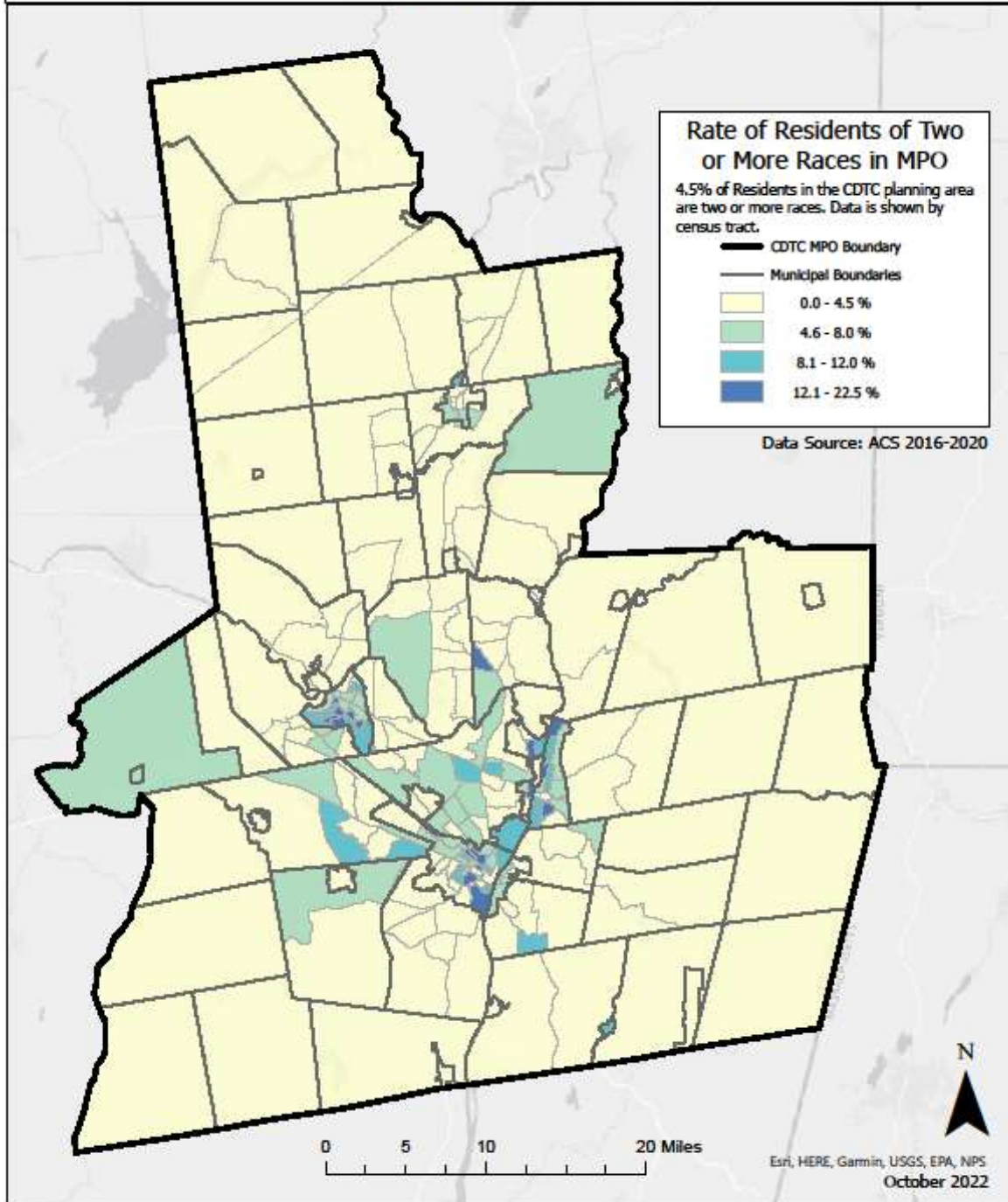


Image IV-VII: Residents of Two or More Races in MPO

Residents of Some Other Race in MPO

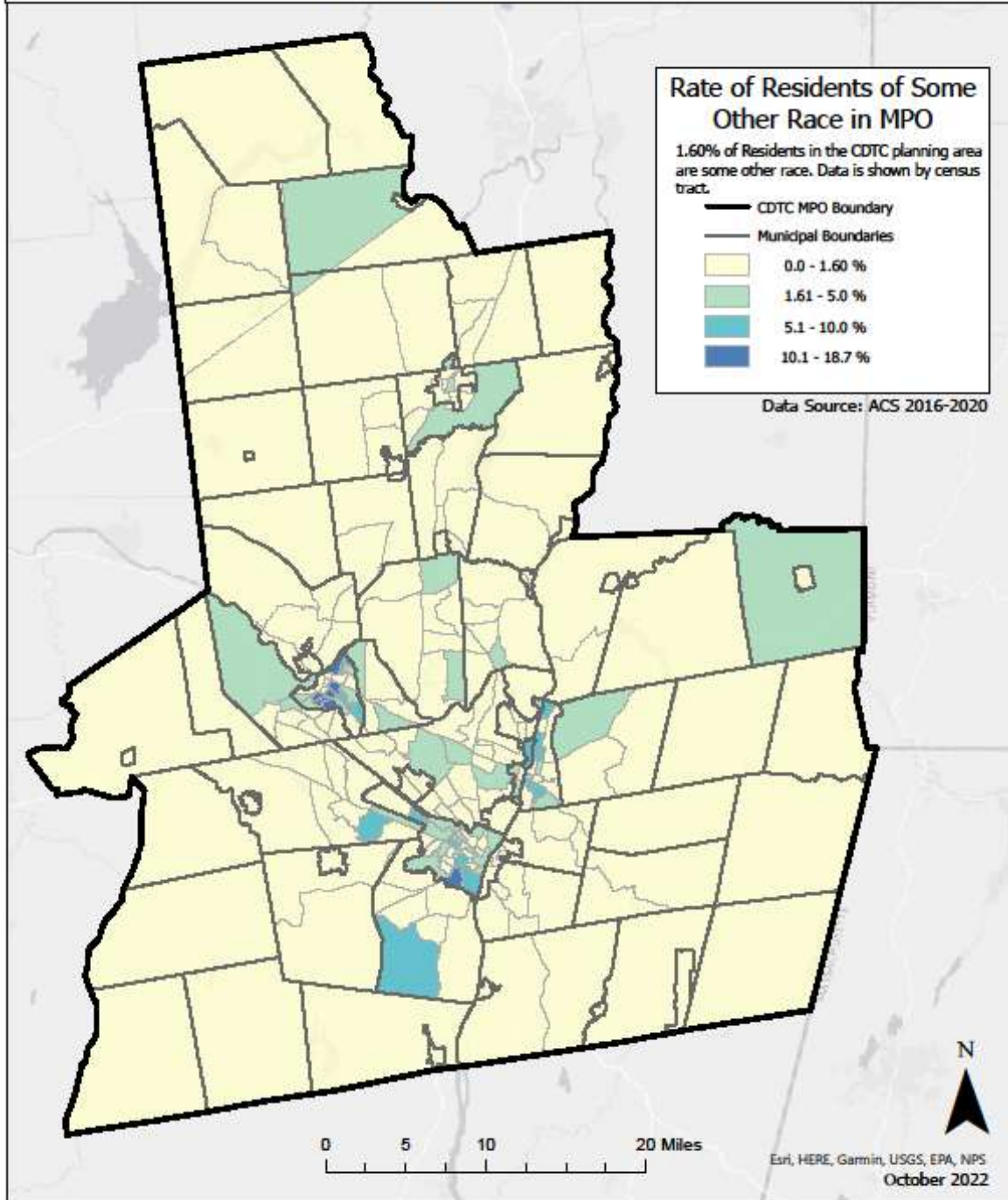


Image IV-VIII: Residents of Some Other Race in MPO

Hispanic or Latino MPO Residents

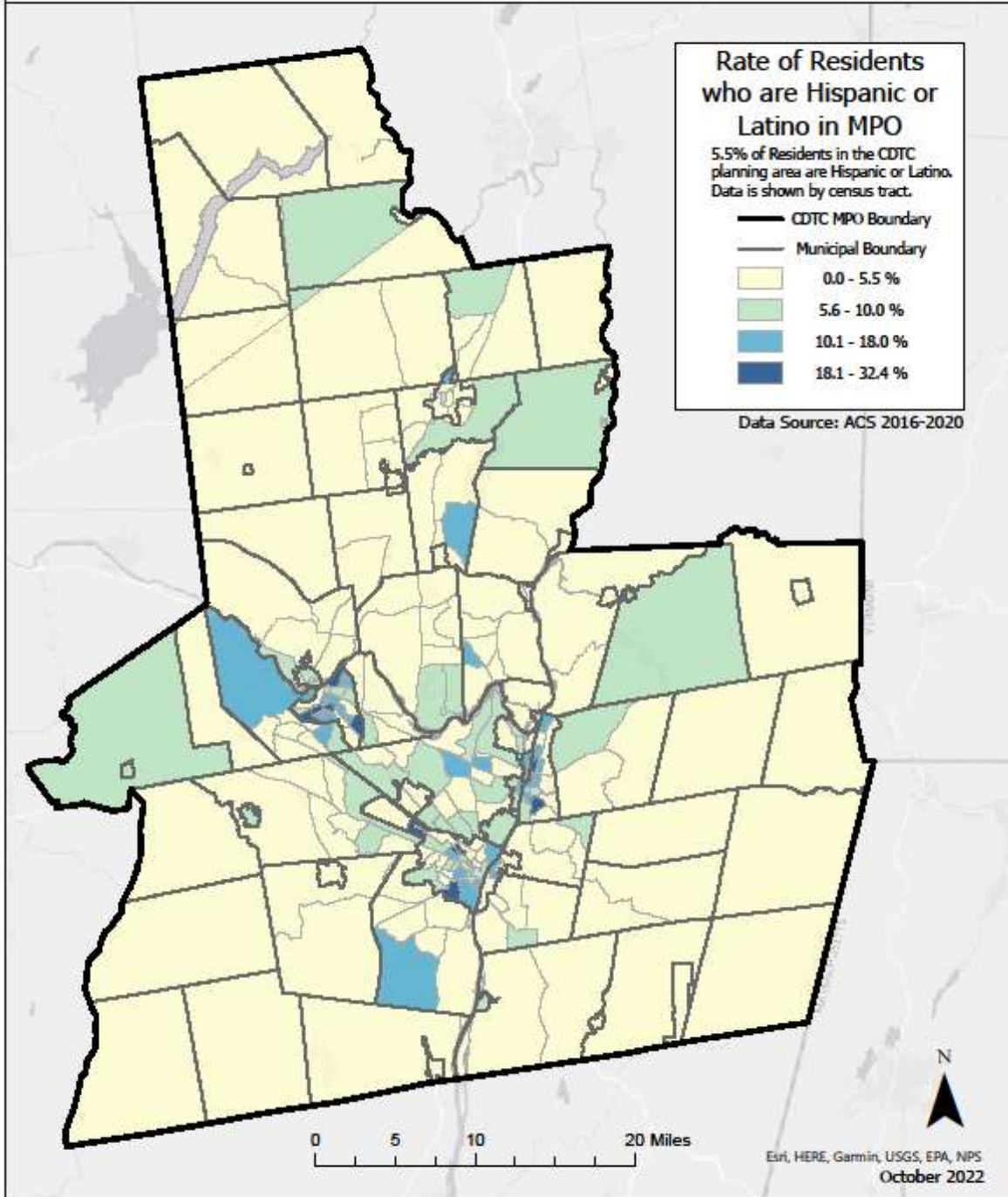


Image IV-IX: Hispanic or Latino MPO Residents

MPO Residents who are a Minority

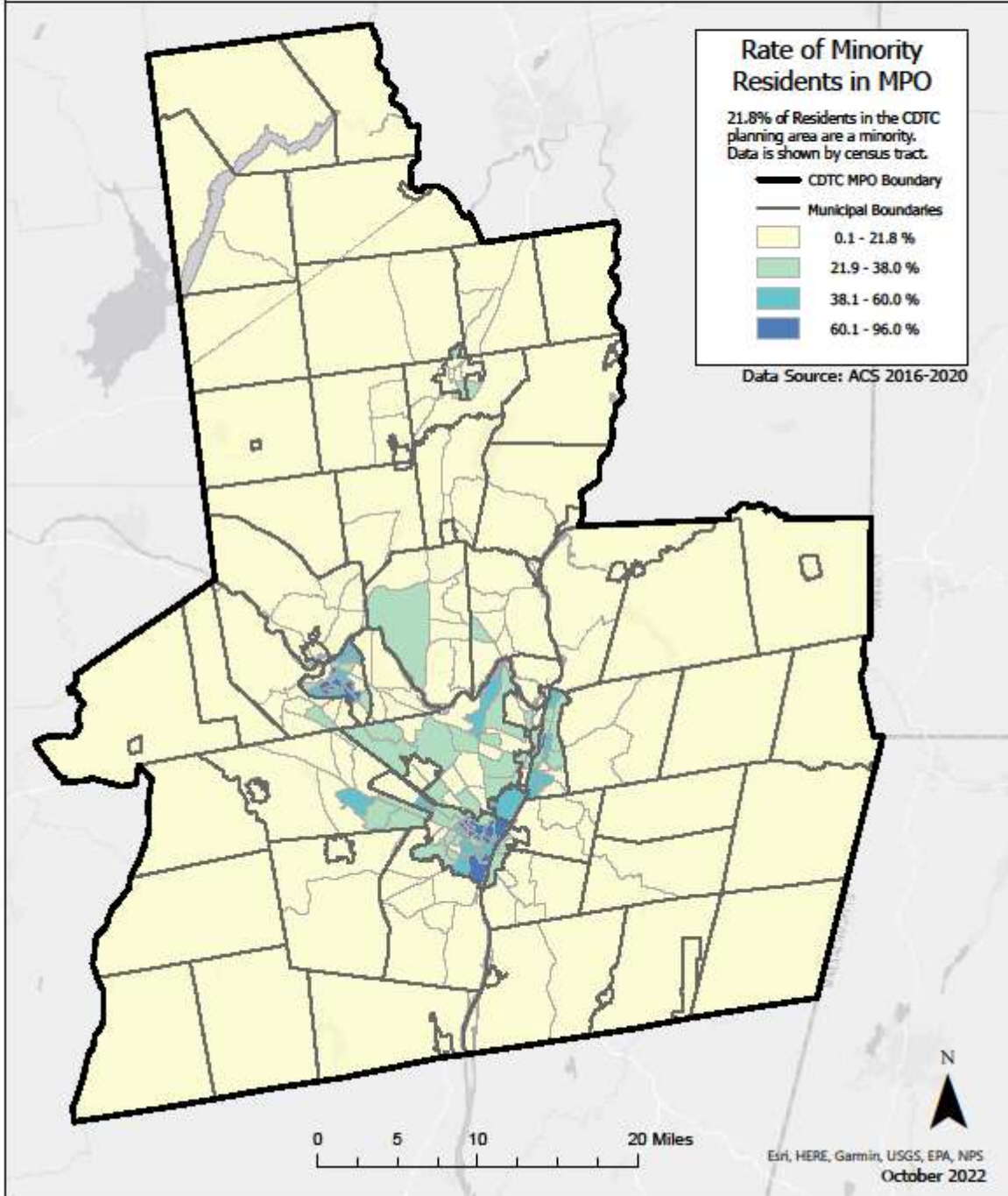


Image IV-X: MPO Residents who are a Minority

MPO residents over 5 with Limited English Proficiency

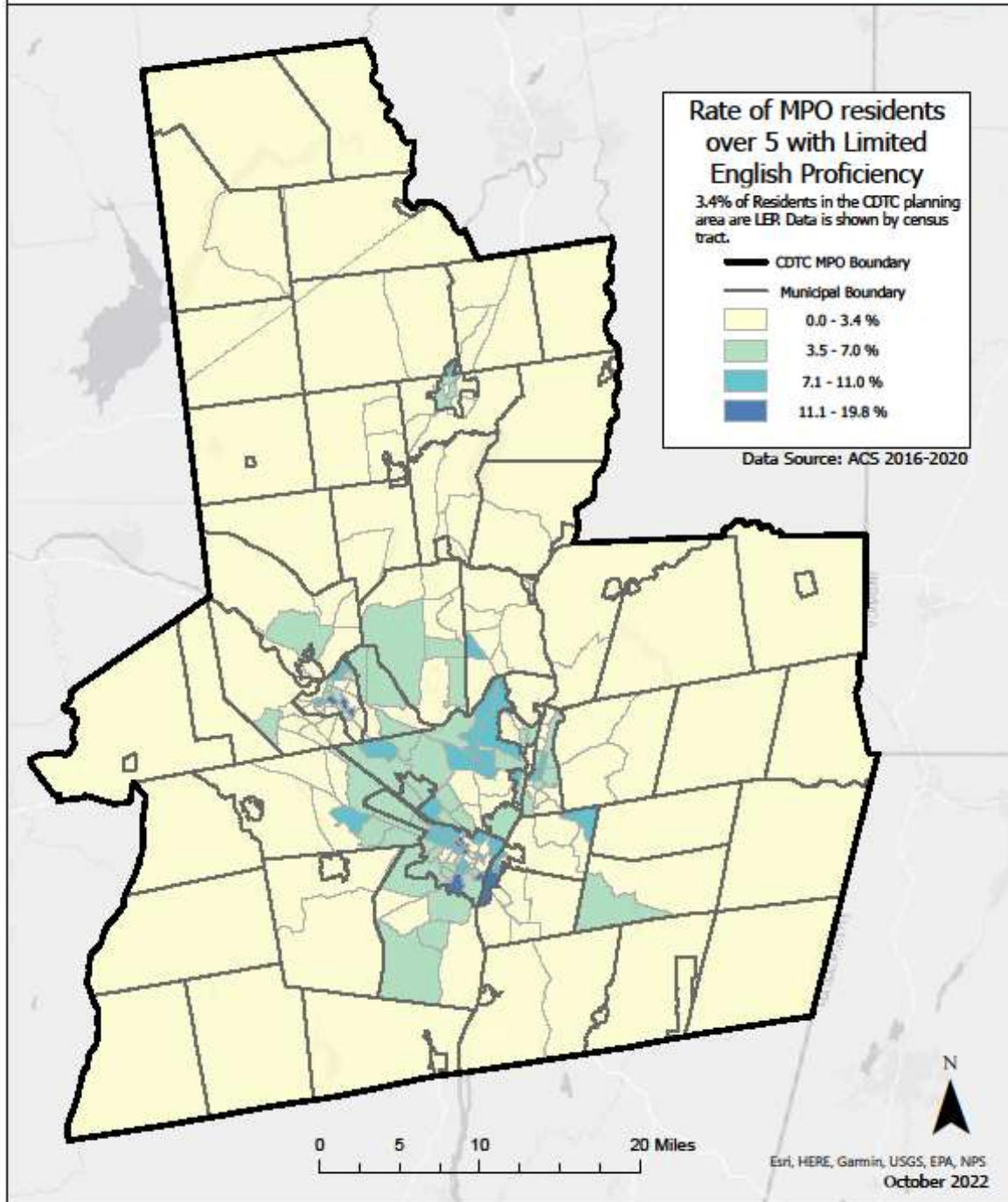


Image IV-XI: MPO residents over 5 with Limited English Proficiency

MPO residents with a Disability

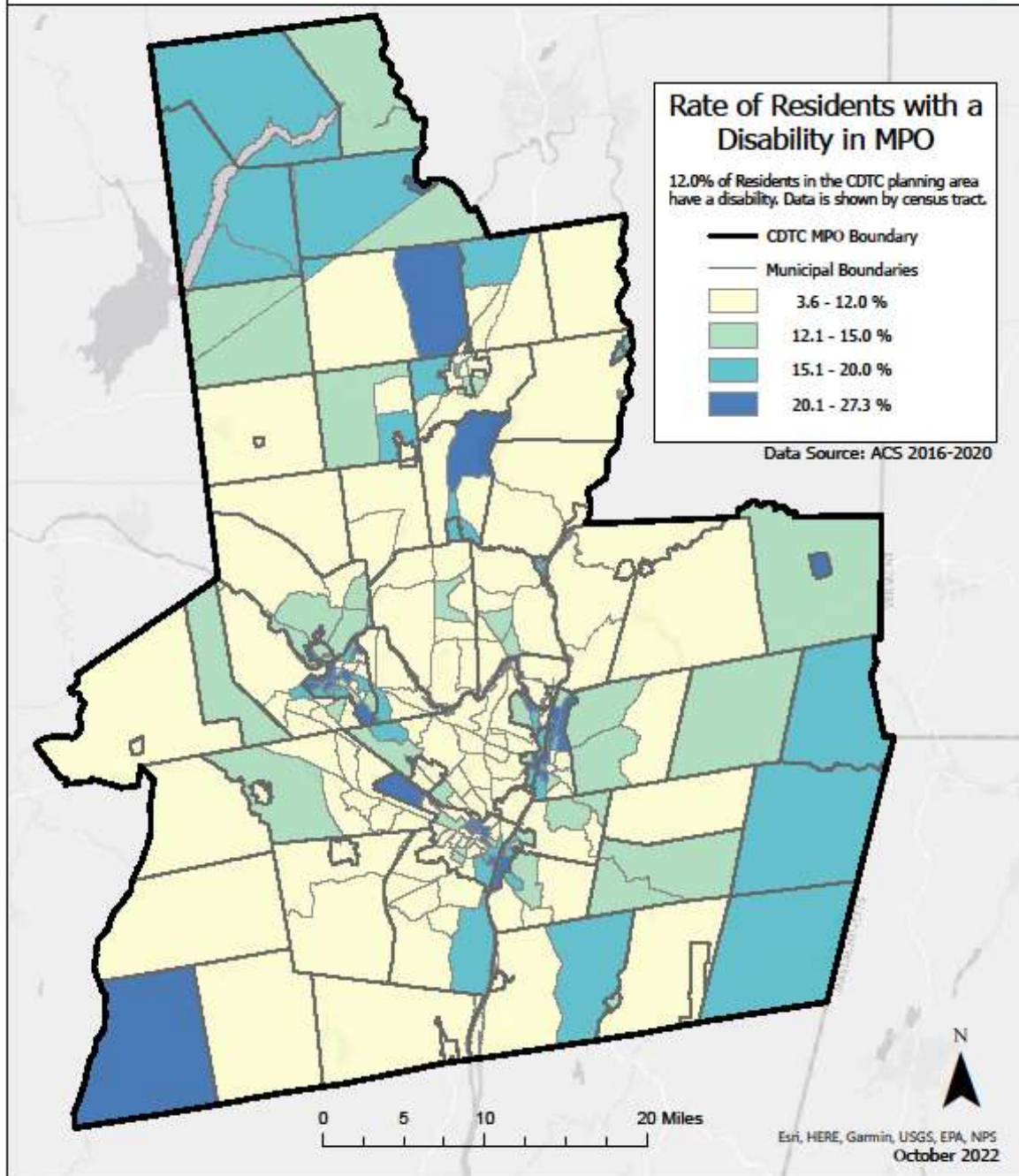


Image IV-XII: MPO residents with a Disability

Residents Under 18 in MPO

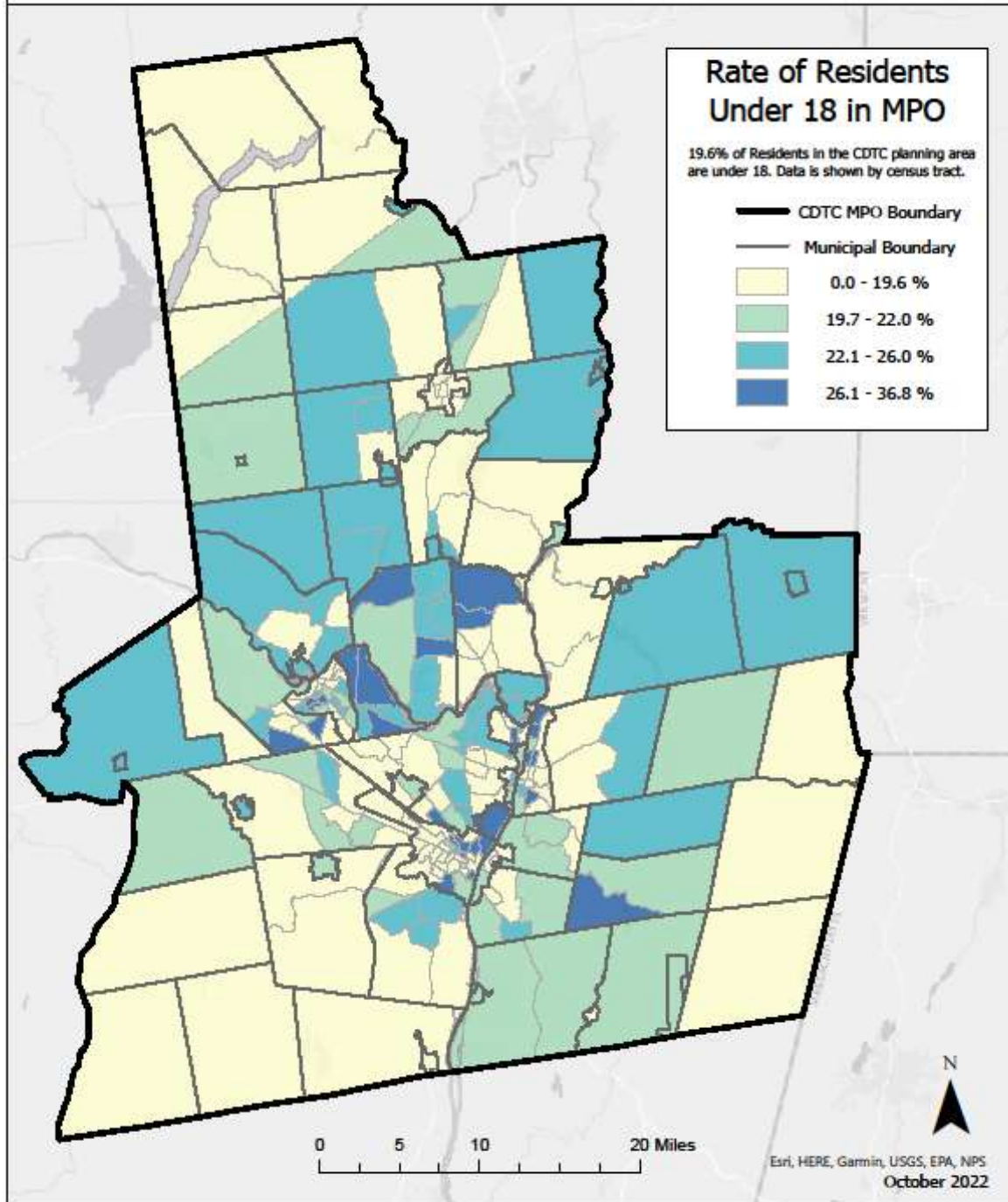


Image IV-XIII: Residents under 18 in MPO

Residents 65+ in MPO

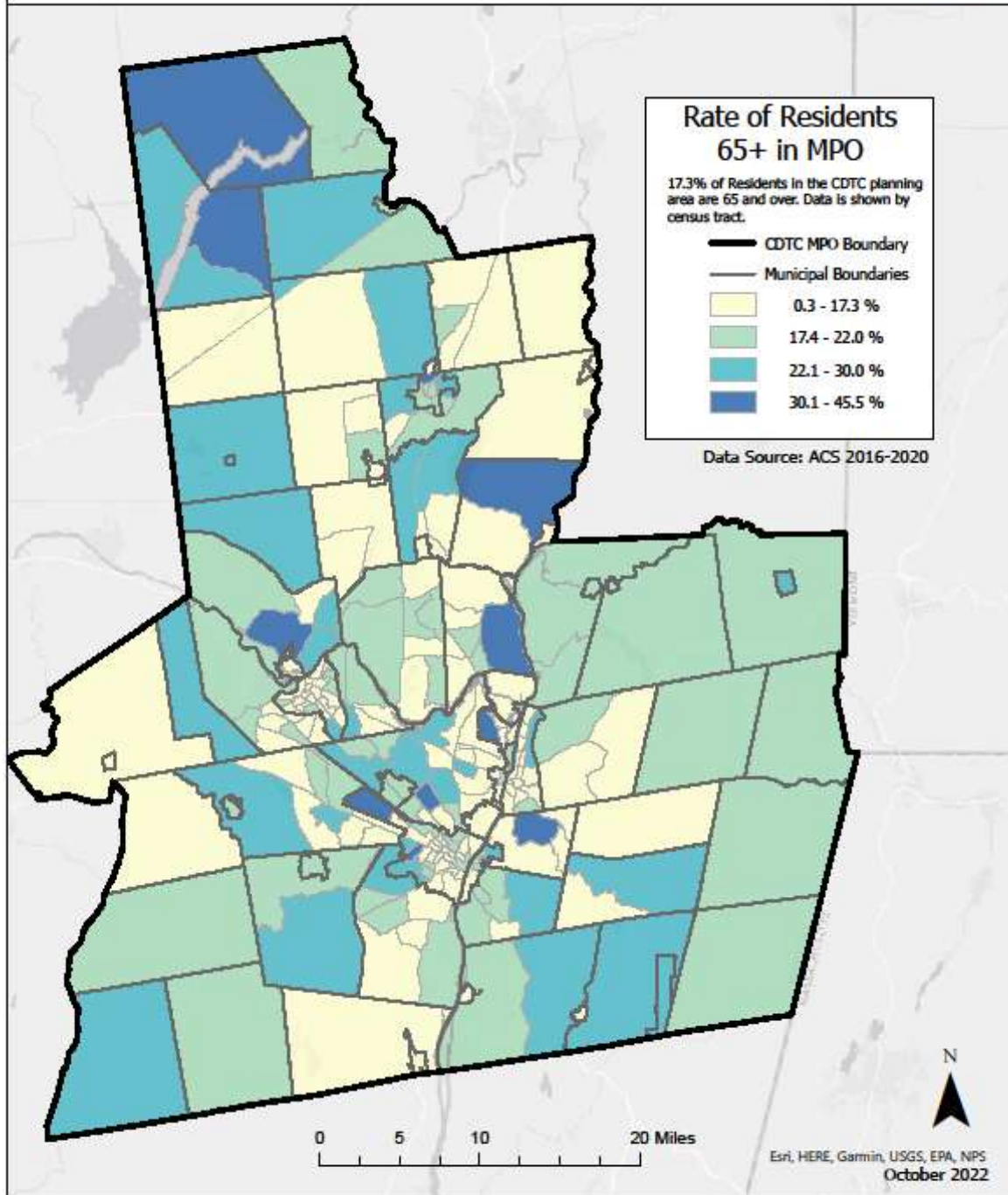


Image IV-XIV: Residents 65+ in MPO

Female MPO Residents

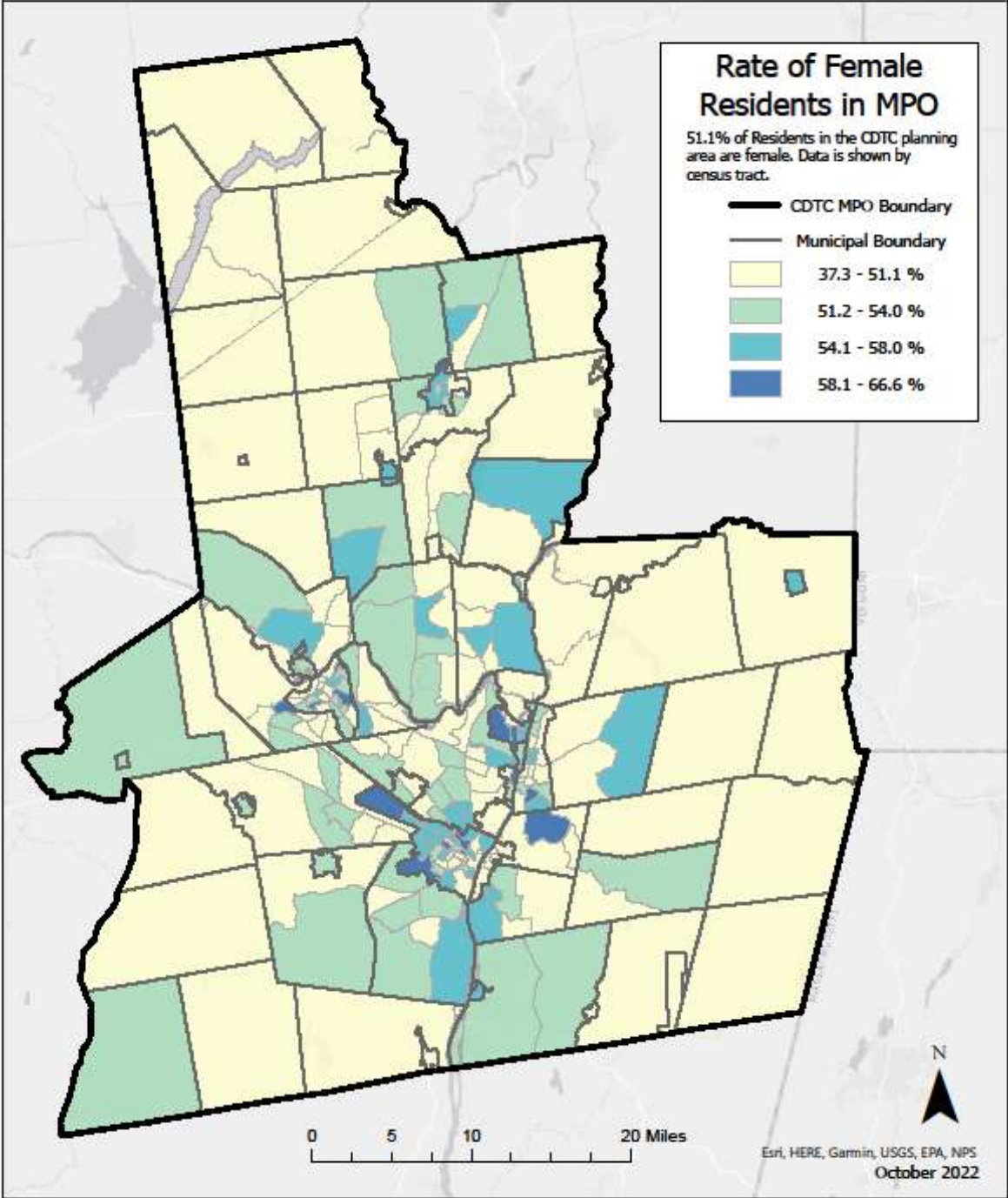


Image IV-XV: Female MPO Residents

B. Transportation

The transportation patterns by income, race/ethnicity, English ability, disability status, age, and sex in CDTC's planning area are depicted in table IV-II through IV-VII, using workers' commutes as a proxy for all travel. The greatest difference between people whose income is below the poverty level and all workers is in the drive alone and transit categories. About 10% more workers whose income is below the poverty level take transit, and 20% fewer drive alone to work, as compared to all workers. Compared to the defined non-minority population, the greatest differences are in the Drive Alone and Transit categories, with workers who are Black or African American, American Indian and Alaska Native, or Some other Race over 10% more likely to take transit, those who are American Indian and Alaska Native over 10% more likely to walk to work, and workers of each non-white race as well as Hispanic/Latino workers are around 15-20% less likely to drive alone to work.

Regardless of English ability, about 10% fewer of all people who speak a language other than English at home drive alone to work, and about 20% fewer of the people who speak English less than "very well" drive alone than people who speak only English. People who speak English less than "very well" are also over 10% more likely to carpool to work. By disability, those with any disability are almost 10% less likely to drive alone to work. Efforts to meet transportation needs of seniors and people who have a disability are the focus of CDTC's Coordinated Public Transit – Human Services Transportation Plan.

By age, workers 16-19 years old are about 15% less likely to drive alone to work, and more likely to carpool and walk, than those who are 20-64 years old. People 65 years and over are slightly more likely to drive alone and work from home, and less likely to carpool and take transit. By sex, female workers are slightly less likely to drive alone and more likely to carpool and take transit.

Note that this data is for the trip to work, and we may be able to assume that the transportation needs for the populations under 20 and over 65 have less to do with work than other trip purposes, for which we have little data. Overall, the most significant differences appear for minority and low income workers, as well as 16-19 year old and Limited English Proficient workers.

Table IV-II: Commute Mode by Income

By Poverty	Drive Alone	Carpool	Transit	Walked	Other	Work at home
Workers 16 years and over for whom poverty status is determined	78%	8%	3%	3%	1%	7%
Below 100% of the poverty level	57%	13%	14%	10%	3%	4%
100 to 149% of the poverty level	63%	14%	9%	8%	1%	6%
At or above 150% of the poverty level	80%	7%	3%	2%	1%	7%

Table IV-III: Commute Mode by Race and Ethnicity

By Race/Ethnicity	Drive Alone	Carpool	Transit	Walked	Other	Work at home
Total Workers 16 years and over	77%	8%	3%	3%	1%	7%
Black/African American alone	60%	12%	16%	7%	3%	4%
Hispanic/Latino	63%	12%	9%	8%	2%	6%
American Indian Alaska Native alone	65%	1%	20%	14%	0%	0%
Some other Race	57%	10%	19%	7%	3%	5%
Asian alone	67%	14%	5%	7%	1%	7%
Two+ Races	67%	9%	7%	5%	1%	10%
White alone	80%	7%	2%	3%	1%	7%
White alone not Hispanic/Latino	81%	7%	2%	3%	1%	7%

Table IV-IV: Commute Mode by English Ability

By Limited English Proficiency	Drive Alone	Carpool	Transit	Walked	Other	Work at home
Total Workers 16 years and over	77%	8%	3%	3%	1%	7%
Speak only English	79%	7%	3%	3%	1%	7%
Speak other languages, speak English "very well"	67%	11%	6%	7%	1%	7%
Speak other languages, speak English less than "very well"	58%	20%	7%	7%	2%	6%

Table IV-V: Commute Mode by Disability*

By Disability*	Drive Alone	Carpool	Transit	Walked	Other	Work at home
Total Civilian Noninstitutionalized Population	78%	8%	3%	3%	1%	7%
With a Disability	69%	11%	8%	4%	2%	7%
No Disability	78%	8%	3%	3%	1%	7%

Table IV-VI: Commute Mode by Age

By Age	Drive Alone	Carpool	Transit	Walked	Other	Work at home
All Workers, 16+	77%	8%	3%	3%	1%	7%
16 to 19 years	61%	16%	5%	11%	2%	6%
20-65	78%	8%	4%	3%	1%	7%
65 years and over	79%	6%	2%	3%	2%	8%

Table IV-VII: Commute Mode by Sex

By Sex	Drive Alone	Carpool	Transit	Walked	Other	Work at home
Total Workers 16 years and over	77%	8%	3%	3%	1%	7%
Male	78%	7%	3%	3%	1%	7%
Female	76%	8%	4%	3%	1%	7%

Data is from the American Community Survey 2020 5-year estimates, tables B08006, B08101, B08105, B08113, B08122, and S1811. Other includes taxi, motorcycle, and bicycle. *Data for disability status include all people in Albany, Rensselaer, Saratoga, and Schenectady Counties.

V. ANALYSIS OF PROGRAMS AND PROJECTS

The remainder of the document provides analysis of the 2022-2027 Transportation Improvement Program (TIP), the 2020-2022 and 2022-2023 Unified Planning Work Program (UPWP), the Community and Transportation Linkage Planning Program, and regional transit accessibility. Funding decisions included in this analysis were made with the Environmental Justice areas approved in the 2020 Environmental Justice Analysis, which were based on 2013-2017 American Community Survey 5-year data. For reference, that map is shown on the next page.

Projects and programs are shown in tabular form based on assumptions about their benefits to Environmental Justice (EJ) populations, based on a demographic analysis of commute modes in the region. Geographically identified projects located at least partially in an EJ area are also shown in maps.

Environmental Justice Tracts 2020

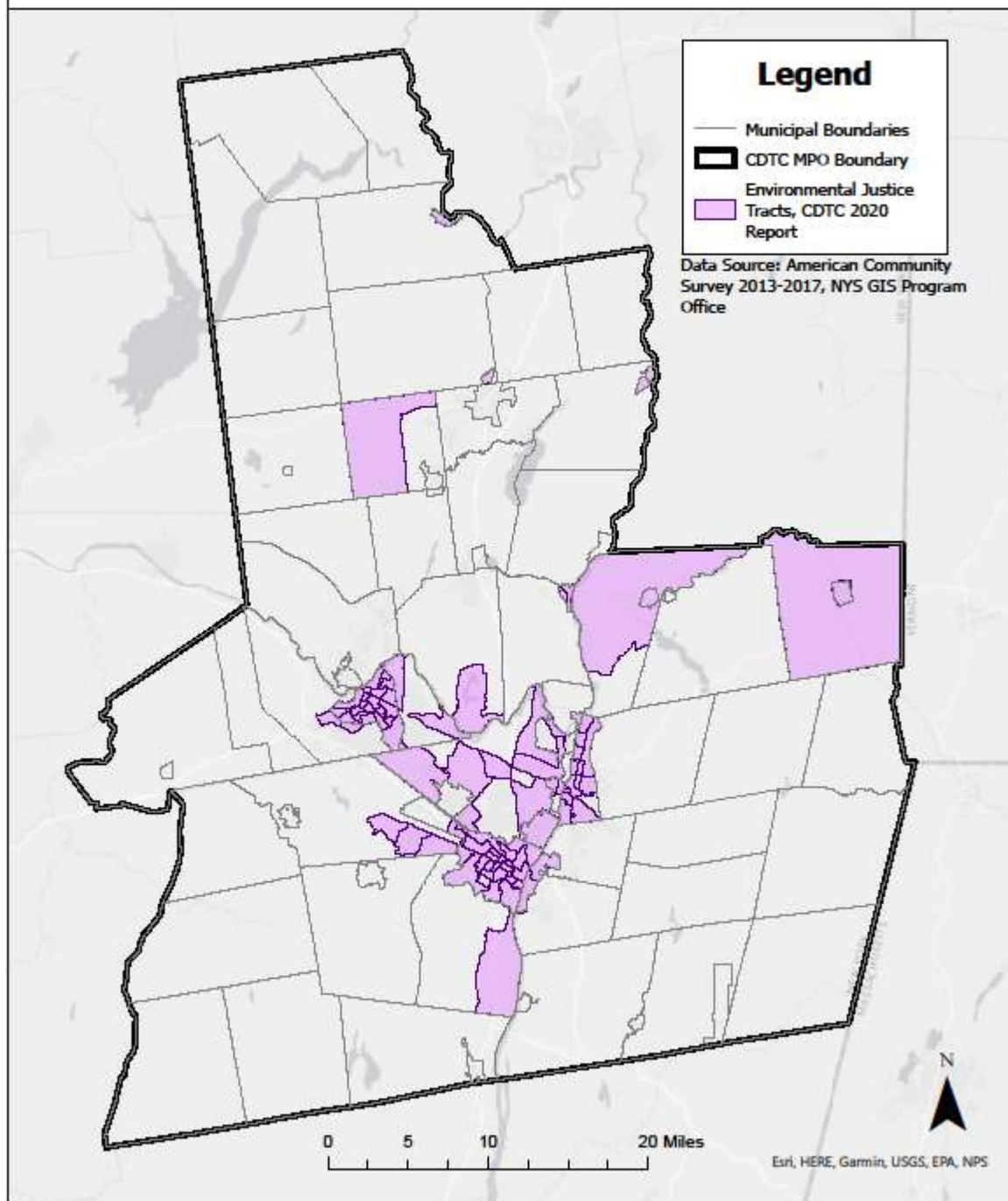


Image V-I: Environmental Justice Tracts 2020

VI. 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM

Transit, highway and other transportation improvement projects receiving federal funding within the Capital District metropolitan area are included in the Transportation Improvement Program. This analysis includes only projects that receive federal surface transportation funding, and does not include projects receiving only state funding. This analysis reflects the initial 2022-2027 TIP. It does not include projects from the 2019-2024 TIP with no funding in the 2022-2027 TIP years but that weren't constructed before the start of the 2022-2027 TIP. Those projects were subsequently added to the 2022-2027 TIP as their construction phases "rolled over" into the new funding period.

A. Merit Evaluation Process

CDTC utilized its merit evaluation process to select projects for the 2022-2027 TIP. Half of the points considered in the process came from a quantitative Benefit/Cost evaluation, and the other half came from the qualitative merit evaluation process. This process explicitly captured project benefits missing from the Benefit/Cost evaluation and is easy to understand. It also provided a direct link to the Metropolitan Transportation Plan's principles, recommendations, and funding priorities so that project selection directly reflects the Metropolitan Transportation Plan's priorities, as required. One of the categories considers Environmental Justice. Projects within or directly connected to an EJ area and with a primary purpose or significant focus on transit, bicycling, walking, or carpool received 2 points. Significant focus means that the improvements are provided over a portion of the project which is significant relative to the overall project. Projects within or directly connected to an EJ area and that maintain existing infrastructure, with a primary purpose or significant focus on automobiles received 1 point. Included are most highway resurfacing, traffic operations improvement, bridge deck repair, and preservation and rehabilitation type projects. Projects excluding EJ areas and maintaining existing infrastructure, with a primary purpose or significant focus on automobiles received 0 points. Projects A) within or directly connected to an EJ area and that are new construction, vehicle capacity improvements, or reconstruction projects which add auto capacity and could therefore induce negative impacts or B) excluding EJ areas and with a primary purpose or significant focus on transit, bicycling, walking, or carpool received -1 point.

The merit evaluation process in the 2022-2027 TIP solicitation used the Environmental Justice areas contained in the 2020 Environmental Justice Analysis, which combined the Minority and Below Poverty maps in the 2020 Environmental Justice Analysis. Therefore, this analysis is based on those areas. The EJ areas are a combination of areas that had a greater percent than the regional percent of minority residents or low income residents. We continue to assume that changes to the transportation system affect low-income and minority populations similarly based on the transportation analysis in the Demographics section above and in the 2017 and 2020 Analyses.

B. 2022-2027 Transportation Improvement Program Project Analysis

This analysis shows all programmed projects on the five years of the 2022-2027 TIP as of October 1st 2022, which is the date the TIP would normally be adopted into the Statewide Transportation Improvement Program. Dollar values are for the official five-year TIP, which is 2022-23 through 2026-

27. Each project was assigned one of three values, as shown in Table VI-I. This analysis is based on the presence and travel patterns of minority and low-income residential populations. Location in or adjacent to an Environmental Justice area does not impact the assigned value but is part of the analysis. It should be noted that the assigned value is general since projects have not undergone design when placed on the TIP; the sponsor designs the project after it is funded. The TIP is a living document and projects may later change, including in scope and value.

Table VI-I: Values Assigned to Projects

Assigned Value	Description	Analysis
Positive	Primary purpose/significant focus on transit, bicycling, walking, or carpool Greater benefit to EJ population	Compare locations to EJ areas; Compare dollar amounts to Negative and Neutral
Neutral	Maintains existing infrastructure, primary purpose/significant focus on automobiles Greater benefit to non EJ population	Compare locations to EJ areas; Compare dollar amounts to Positive
Potentially Negative	New construction, vehicle capacity improvements, or reconstruction projects Possible negative impacts	Screen for location in EJ area; Compare locations to EJ areas; Compare dollar amounts to Positive

Projects with a primary or significant focus on transit, bicycling, walking, or carpool are considered “positive.” Those that expand capacity are considered “potentially negative,” such as new construction, capacity improvements, and reconstruction projects that notably add capacity. It is important to note that they may not actually have negative effects, merely that negative effects are possible or likely given the general scope of the project. The remaining projects, which mostly maintain the existing infrastructure with a primary focus on automobiles, are considered “neutral,” including highway resurfacing, traffic operations improvement, bridge deck repair, preservation and rehabilitation.

A summary of the number and dollar amounts by project type and location in EJ areas follows. Listings include the entire programmed value of projects only partially located in EJ areas since detailed project budgets aren’t available. Dollars represent the total cost, including federal and non-federal sources. Letters in TIP numbers stand for the following: A is in Albany County, R is in Rensselaer County, RG is for regional projects, S is in Schenectady County, Sa is in Saratoga County, and T is for transit projects.

Table VI-II: TIP Project Number and Dollar Amounts by location

Category	Number of Projects	Projects in EJ Areas	% Projects in EJ Areas	Total Dollars	Dollars in EJ Areas	% Dollars in EJ Areas
Negative	1	0	0%	\$1,710,000	\$0	0%
Positive	43	16	37%	\$213,674,000	\$51,440,000	24%
Neutral	57	21	37%	\$362,658,000	\$150,561,000	42%
Total	101	37	37%	\$578,042,000	\$202,001,000	35%

“Positive”

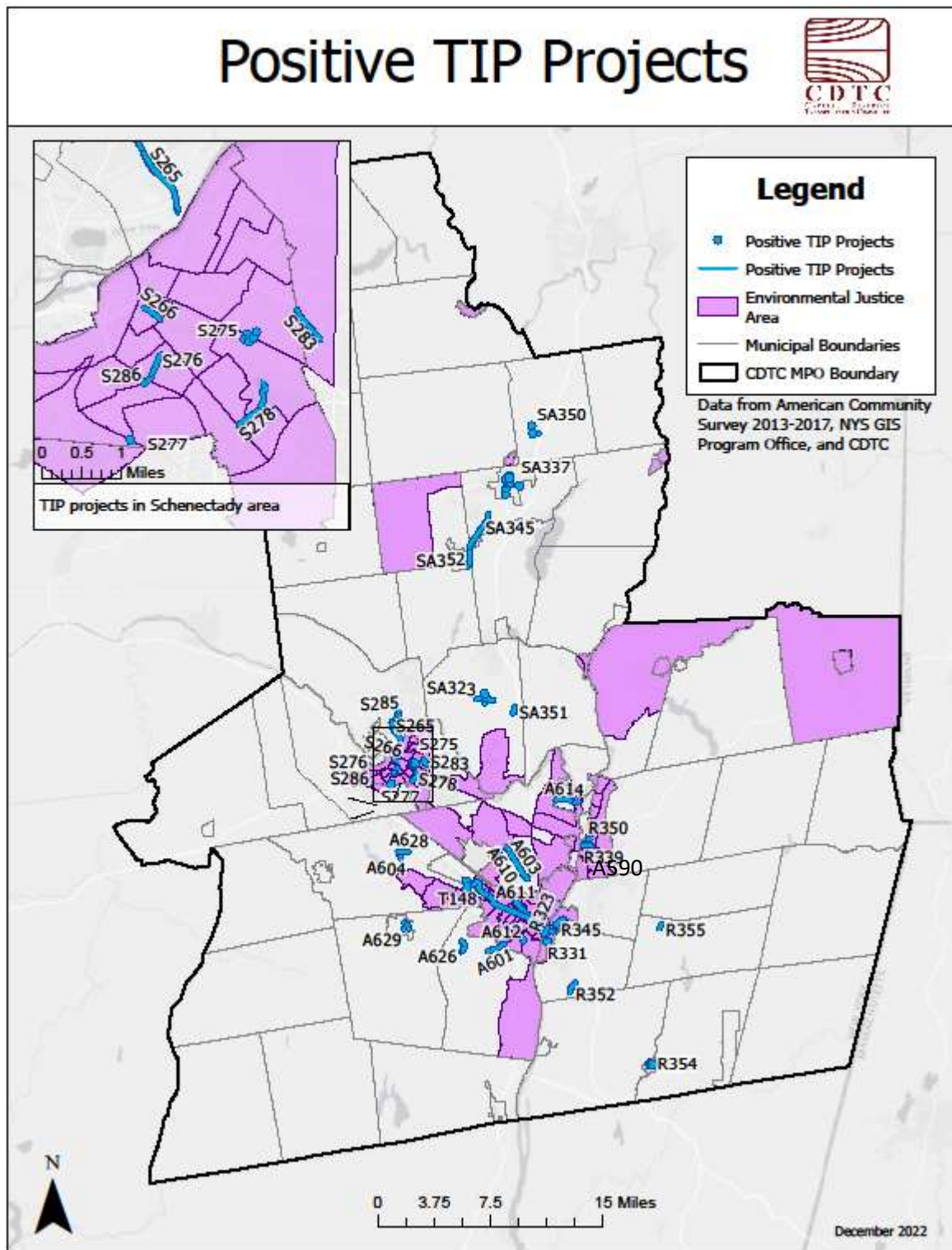
In total, there are forty-three projects categorized as positive, totaling about \$213,674,000 and shown in table VI-III, which shows dollar amounts in millions. Sixteen of these projects, totaling \$51,440,000, are located completely or partially in an EJ area. Shaded cells indicate projects that cannot be mapped due to their regional nature. The following map shows all “Positive” TIP projects that are able to be mapped.

Table VI-III: Positive TIP Project Summary

TIP #	Project Name	Location(s)	EJ	Amount
A601	Delaware Ave Complete Streets, Mill & Fill	Bethlehem		3.032
A603	Albany Shaker Rd (Cr 151), Wolf Rd to Everett Rd: Safety Improvements	Colonie Town		0.770
A604	Carman Rd Sidewalks, Okara Dr to Just South of East Old State Rd	Guiderland		0.540
A610	Albany Shaker Rd Corridor Enhancement, Design Only	Colonie Town		0.780
A611	Central Ave Reconstruction, Resurface Pavement and Implement Road Diet and Bicycle and Pedestrian Infrastructure	Albany City	EJ	5.973
A612	Frisbie Ave Reconstruction, Resurface Pavement and Install Bicycle and Pedestrian Infrastructure	Albany City	EJ	1.226
A614	Columbia St Pedestrian Accessibility, Pavement Reconstruction, Sidewalk Improvements, and Installation of Bicycle Facilities	Cohoes	EJ	5.707
A626	Cherry Ave (Rt 140) Extension Multi-Use Path	Bethlehem		1.960
A628	East Old State Rd Sidewalk Pedestrian Safety ADA Improvements	Guiderland		1.138
A629	Install and Replace Sidewalks, Curbing, Crosswalks and Shoulder Striping	Voorheesville		1.268
R323	Rensselaer Riverfront Multi-Use Trail	Rensselaer	EJ	1.086
R331	South St Bridge Replacement & Pedestrian Improvements	Rensselaer	EJ	1.845
R339	NY 2 Corridor Project	Troy	EJ	3.468
R345	Rensselear Bicycle & Pedestrians Access Improvements	Rensselear	EJ	2.760
R350	Federal St Corridor Improvements, Design Only	Troy	EJ	0.668
R352	Gilligan Rd Sidepath and Multimodal Enhancements, Design Only	East Greenbush		0.286
R354	Intersection and Pedestrian Upgrades	Nassau Village		3.071
R355	Sand Lake Beach Sidewalk Connector	Sand Lake		0.892
RG131	Bus Rapid Transit Implementation Setaside	Regional		17.750
S265	Freemans Bridge Rd Multi-Use Path & Sidewalk	Glenville		1.869

S266	Franklin St Cycle Track	Schenectady	EJ	0.446
S275	Brandywine Ave- McClellan St Pedestrian Improvements	Schenectady	EJ	1.723
S276	Craig Street Connector	Schenectady	EJ	4.792
S277	Crane Street Bridge Rehabilitation	Schenectady	EJ	4.238
S278	Schenectady Park Connector Expansion	Schenectady	EJ	0.535
S283	Grand Blvd Pavement Preservation & Bicycle Improvements	Niskayuna	EJ	1.124
S285	Freemans Bridge Rd Multi-Use Path	Glenville		1.602
S286	Craig St Bridge Improvements	Schenectady	EJ	3.199
SA323	Ny 146 And NY 146A Bicycle and Pedestrian Access Improvements	Clifton Park		1.137
SA337	Ped/ADA Traffic Signal Improvement	Saratoga Springs		0.106
SA345	Design of Zim Smith Northern Trail Extension	Ballston, Milton, Malta, Ballston Spa, Saratoga Springs		0.500
SA350	Traffic Safety and Pedestrian Connectivity	Wilton		3.774
SA351	Town Center Walkability: Clifton Country Rd Corridor Pedestrian and Bike Improvement	Clifton Park		2.281
SA352	Zim Smith Trail Northern Extension Construction	Malta, Ballston Spa		1.873
T11	Passenger Facility Improvements at Various Locations	Regional		1.000
T148	Washington/Western BRT Operations	Albany, Guilderland	EJ	12.650
T149	Intelligent Route Planning for System Expansion & Improvements	Regional		0.514
T14B	Transit Operations Support for Saratoga Service	Regional		9.539
T16	Transit Support Vehicles	Regional		1.500
T17	Transit Bus Replacement/Expansion	Regional		81.300
T57	Preventive Maintenance for Transit Projects	Regional		17.812
T6B	Star Bus Replacement and Expansion	Regional		2.940
T77	Capital Cost of Contracting for Commuter Service	Regional		3.000

Image VI-I: 2022-2027 Positive TIP Projects



“Neutral”

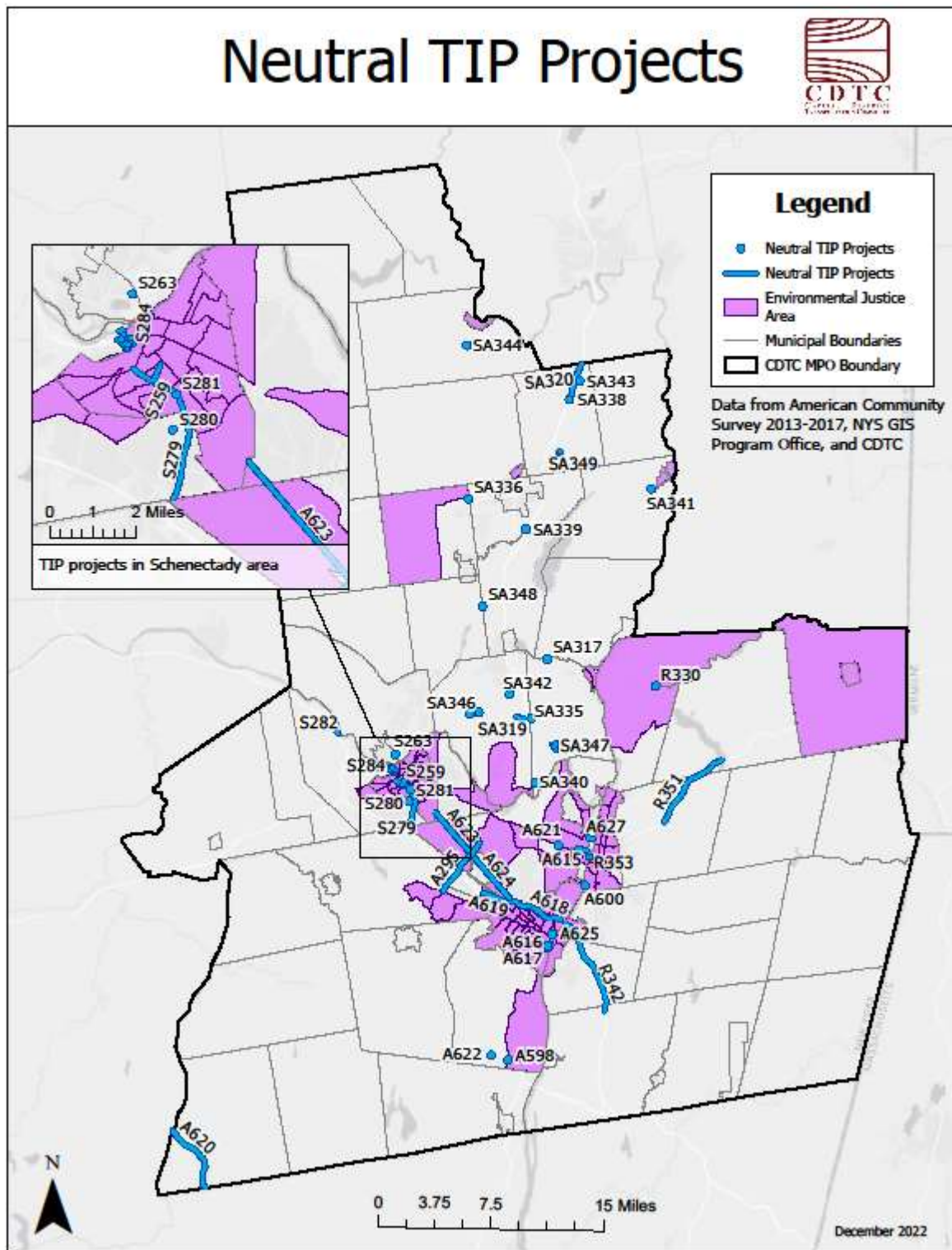
The 57 projects categorized as neutral, and thus generally benefitting non-EJ populations more than EJ populations, total about \$362,658,000 and are listed in table VI-IV, which shows amounts in millions of dollars. Shaded cells indicate projects that cannot be mapped due to their regional nature. Twenty-one of these projects intersect with EJ areas, for a total of \$150,561,000 The following map shows all “Neutral” TIP projects that are able to be mapped.

Table VI-IV: Neutral TIP Project Summary

TIP #	Project Name	Location(s)	EJ	Amount
A295	NY 155/CR 157 New Karner Rd Corridor Rehabilitation	Albany City, Colonie Village	EJ	6.550
A595	Dunn Bridge Wb To I-787 SB: Element Specific Repairs	Albany City	EJ	11.550
A598	Us Rt 9W over CSX/CP Rail, Bridge Replacement	Bethlehem	EJ	10.147
A600	NY Rt 378 Over Hudson, Bridge Painting	Menands, Troy	EJ	6.598
A615	25th St Corridor Rehabilitation	Watervliet	EJ	5.555
A616	Element Specific Bridge Repairs on I-787 South Mall Interchange	Albany City	EJ	15.301
A617	Element Specific Bridge Repairs (Minor Rehab) on I-787 to South Mall Expressway Eastbound	Albany City	EJ	17.550
A618	Pavement Resurfacing I-90 from Corporate Woods to I-787	Albany City	EJ	5.534
A619	Pavement Resurfacing I-90 from I-87 to Corporate Wood	Albany City	EJ	6.186
A620	Paving And Slope Repair on Entire Length of State Rt 145 and Resurfacing Rt 910G	Rensselaerville		5.786
A621	HSIP Rt. 2/Swatling Rd./Youngs Pl Intersection Safety Improvements	Colonie Town	EJ	4.951
A622	Bridge Replacement, Rt 396 over Coeymans Creek	Bethlehem		2.010
A623	Pavement Resurfacing, Lane Width Reduction and Drainage Repairs on Rt 5 (Central Ave) from Schenectady Line to Rt 155	Schenectady City, Colonie Town	EJ	6.826
A624	Pavement Resurfacing, Lane Width Reduction and Drainage Repairs on Rt 5 (Central Ave) from Rt 155 to Albany City Line	Colonie Town	EJ	10.250
A625	Water St over D&H Railroad: Element Specific Bridge Work	Albany City	EJ	5.333
A627	Arch St Reconstruction and Pedestrian Improvements	Green Island		2.086
R313	NY 2 Bridge over NY 22, Bridge Replacement	Petersburg		3.900
R315	Us Rt 9 Bridge over I-90 (Exit 11), Bridge Replacement	Schodack		9.917
R330	Rt 67 over B&M RR Bridge Replacement	Schaghticoke	EJ	6.664
R342	I-90 Pavement Corrective Maintenance, Hudson River to Exit 10	E Greenbush, N Greenbush, Rensselaer, Schodack	EJ	9.190
R351	Pavement Rehabilitation on Rt 7 from Rt 278 to Tomhannock Reservoir	Brunswick		12.720
R353	River / Ferry St Intersection Improvements	Troy	EJ	4.804
Rg133	Block of Funds for NYSDOT Guiderail Replacement Multi-Site Program	Regional		2.063

Rg134	Block of Funds For NYSDOT Miscellaneous Bridge Preservation Multi-Site Program	Regional		42.000
Rg135	Block of Funds for NYSDOT Culvert Replacement Multi-Site Program	Regional		5.175
Rg136	Block of Funds for NYSDOT Miscellaneous Pavement Preservation Multi-Site Program	Regional		12.314
Rg142	Block of Funds for NYSDOT Overhead Sign Replacement Multi-Site Program	Regional		9.942
Rg146	Block of Funds for New Highway Safety Improvement Program Projects	Regional		4.342
Rg15	Block of Funds for NYSDOT Durable Pavement Markings Multi-Site Project	Regional		9.238
Rg23	Block of Funds for NYSDOT Traffic Signal Replacement Multi-Site Program	Regional		2.375
Rg29	CDTC Tip Project Development Support for UPWP Task 5.61	Regional		0.675
Rg37	Highway Emergency Local Patrol (Help) Program	Regional		2.600
Rg37a	TMC Operations Engineering and Its Support	Regional		10.800
S259	Craig St Pavement Rehabilitation, from Albany St to Wyllie St	Schenectady City	EJ	0.722
S263	Sunnyside Rd over Amtrak, Bridge Rehabilitation	Scotia		4.107
S279	Resurface Pavement on I-890 from I-90 Exit 25 to Broadway/Erie Blvd	Rotterdam, Schenectady City	EJ	6.300
S280	Bridge Replacement, Rt 146 over Chrisler Avenue	Rotterdam		7.560
S281	Bridge Superstructure Replacement	Schenectady City	EJ	8.940
S282	Slope Repair and Pavement Resurfacing on State Rt 5S	Rotterdam		3.100
S284	I-890 Exit 4C State St Washington Ave PEL Study	Rotterdam	EJ	0.440
Sa317	Coons Crossing Rd over Anthony Kill	Halfmoon		1.176
Sa318	Lasher Rd Bridge over the Mourning Kill Replacement	Ballston		0.975
Sa319	NY Rt 146 and Clifton Country Rd Intersection: Safety Project	Clifton Park		4.880
Sa320	I-87 Exit 16 to CDTC Planning Area Boundary: Resurfacing	Wilton		2.097
Sa335	Intersection Safety Improvements at NY 9 & NY 146	Halfmoon		6.000
Sa336	Intersection Safety Improvements at NY 29 & Rowland St	Milton	EJ	1.170
Sa338	Bridge Replacement and Interchange Improvements, I-87 Exit 16	Wilton		21.000
Sa339	Bridge Replacement, Nelson Avenue Extension over I-87	Saratoga Springs		5.330
Sa340	Bridge Replacement, River View Rd over I-87	Halfmoon		7.976
Sa341	Bridge Replacement, Rt 32 over Fish Creek	Saratoga		3.295
Sa342	CR 109 Kinns Rd-Plank Rd Intersection Improvement	Clifton Park		1.978
Sa343	Dimmick Rd Bridge Replacement	Wilton		1.805
Sa344	Heath Rd over Sturdevant Creek Bridge Rehabilitation	Town Of Corinth		0.375
Sa346	Rt146 /Miller Rd & Tanner Rd & Rt146 /Waite Rd Intersections, Design Only	Clifton Park		0.500
Sa347	Intersection Improvements at Rt 236 And Guideboard Rd, Design Only	Halfmoon		0.500
Sa348	East Line Rd and Rt 67 Roundabout Project, Design Only	Malta		1.000
Sa349	Rt50/Old Gick/Ingersoll/Jones Rd Intersection Improvements, Design Only	Wilton		0.500

Image VI-II: 2022-2027 Neutral TIP Projects



“Negative”

One project could have negative effects and otherwise benefits the non EJ population more than the EJ population. The value is about \$1,710,000 and it is not located in an EJ area.

Table VI-V: Potentially Negative TIP Project Summary

TIP #	Project Type	Project Name	Location	Amount	EJ
S269	Traffic Operations	Rosendale Road/Old River Road Intersection Improvements	Niskayuna	\$1.71M	

VII. METROPOLITAN TRANSPORTATION PLAN: NEW VISIONS 2050

CDTC’s metropolitan transportation plan, “New Visions 2050”, serves as a blueprint that guides the four-county Capital Region’s transportation development over a 25-year period. New Visions 2050 is based on projections of growth and travel demand coupled with financial assumptions and is updated every five years to reflect changing conditions and new planning principles. The current version of the plan was adopted in September 2020.

During the process of the Plan’s development, meetings and meeting materials were developed in accordance with CDTC’s Title VI Plan, nondiscrimination policies, and Limited English Proficiency Plan. One of the five common themes present throughout the eleven technical papers is equity, namely to

- Build strong urban, suburban, and rural communities,
- Transportation investments will address all needs fairly and equitably, and
- Develop all plans and projects and analyze all transportation policies through an equity lens to eliminate negative impacts to under-served and marginalized individuals and groups.

VIII. UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) identifies the annual transportation planning activities that are to be undertaken in the Capital Region in support of the Metropolitan Transportation Plan. The CDTC Planning Committee and Policy Board approve the UPWP before work on the tasks begins.

This analysis breaks all projects described in the UPWP into the same categories as in the TIP analysis. Table VIII-I lists the project categories and the amount of 2022-2023 funding budgeted for each, less any local funding. For this UPWP, the dollar value of “neutral” projects exceeds the value of “positive” ones. Note that most tasks are of a regional nature and have no set boundaries to determine location in an EJ area. None of the projects fell into the “negative” category. Funding decisions included in this analysis were made with the Environmental Justice areas approved in the 2020 Environmental Justice Analysis. This analysis is based on the Environmental Justice areas contained in the 2020 Analysis.

Table VIII-I: UPWP Project Values by Category

Effect	Amount	% in EJ Areas
Neutral	\$2,061,893	5%
Positive	\$2,985,114	13%

Table VIII-II lists all UPWP projects by assigned category. Shaded EJ cells in the last column indicate projects of a regional nature, with no specific location. If “EJ” is listed in this column, the project is located in an EJ area. CDTC holds the contract for Task 1.68 NYSAMPO Administration on behalf of all MPO’s in New York State.

Table VIII-II: UPWP Projects by Category

Task Number and Program	Amount	Effect	EJ Area
1.51 Committee Activities	\$75,000	Neutral	
1.61 CDTC Operations and Management	\$102,500	Neutral	
1.65 UPWP Development	\$30,000	Neutral	
1.66 Environmental Justice and Title VI	\$60,000	Positive	
1.68 NYS MPO Administration*	\$250,000	Neutral	
1.69 NYSMPO/AMPO/TRB	\$50,000	Neutral	
1.70 Public Participation	\$123,000	Positive	
1.73 CDTC/CDRPC Technical Assistance	\$91,000	Positive	
1.75 Linkage Administrative/Technical	\$44,000	Positive	
2.25 Transportation Data Collection	\$74,000	Neutral	
2.28 Census and Capital Region Indicators	\$106,000	Neutral	
2.29 GIS	\$122,000	Neutral	
2.30 Pavement Condition Inventory Support	\$10,000	Neutral	
2.30.1 Pavement Condition Inventory Albany County	\$12,000	Neutral	EJ
2.30.3 Pavement Condition Inventory City of Schenectady	\$12,000	Neutral	EJ
3.11 STEP Model Development	\$50,900	Neutral	
3.21 Climate Change Initiative	\$35,000	Neutral	
3.31 Infrastructure/Financial Planning	\$40,000	Neutral	
3.35 Town of Hoosick Asset Management Plan	\$43,000	Neutral	EJ
3.41 New Visions/ MTP Refinement	\$66,000	Positive	
3.51 Performance-Based Planning	\$40,000	Neutral	
3.22 Regional Operations/Congestion Management	\$60,300	Neutral	
3.32 Regional Signal Timing Program	\$130,000	Neutral	
4.17 Complete Streets/Arterial Management	\$90,000	Neutral	
4.21 Freight Planning	\$187,750	Neutral	
4.25 Energy Efficient Logistics Grant	\$10,000	Neutral	
4.30 Smart Communities	\$86,443	Neutral	

4.35 Health Impact Assessments	\$18,000	Positive	
4.60 Capital CoExist	\$65,000	Positive	
4.64 ADA Planning	\$205,209	Positive	
4.67 Active Transportation Planning	\$85,000	Positive	
4.68 Capital District Trails Plan Implementation	\$55,655	Positive	
4.70 Clean Communities	\$106,500	Positive	
5.01 TIP	\$110,000	Neutral	
5.21 Air Quality Conformity	\$35,000	Neutral	
5.51 Travel Demand Modeling Services	\$30,000	Neutral	
5.61 TIP Project Development Support	\$135,000	Neutral	
6.12 Human Services Agency Transportation	\$74,000	Positive	
6.13 Transit Planning	\$214,109	Positive	
6.14 Regional TDM Effort	\$695,000	Positive	
6.16.1 Safety Planning	\$40,000	Neutral	
6.16.2 Security Planning	\$25,000	Neutral	
7.10.1 Town of Colonie GEIS Support	\$45,000	Neutral	EJ
7.10.2 Town of Malta GEIS Support	\$25,000	Neutral	
7.20 Shared Transit Service Planning and Analytics Initiative	\$448,334	Positive	
7.50 Menands Land Use Regulations Update	\$52,502	Positive	EJ
7.60 Scotia Downtown Connections Plan	\$53,805	Positive	
7.70 East & North Greenbush Route 4 Corridor Study	\$110,000	Positive	
7.80 City of Troy Federal Street Corridor Study	\$65,000	Positive	EJ
7.85 City of Rensselaer Waterfront Connectivity Study	\$75,000	Positive	EJ
7.86 Town of Brunswick Hoosick Road Corridor Study	\$93,000	Positive	
7.87 Sand Creek Road Complete Street Feasibility Study	\$65,000	Positive	EJ
7.88 City of Sch'dy Albany & Crane Streets Linkage Study	\$120,000	Positive	EJ

A large portion of the UPWP tasks with a specific location are for local planning work, which aim to advance the regional plan in concert with local initiatives. Of the \$677,307 budgeted for local planning work in the 2022-2023 UPWP, about 62% are in EJ areas.

IX. PUBLIC PARTICIPATION

The 2022 update to the Public Participation Policy outlines CDTC's efforts to gain input and is discussed here. That policy is expected to be updated in 2023. As part of CDTC sponsored studies and plans, staff conducts an equity scan prior to scope development and uses that information in developing the project-level participation scope. This includes but is not limited to a scan for Environmental Justice populations. Applying an equity lens ensures a process that analyzes and diagnoses the impacts of engagement decisions on under-served and marginalized groups, so that potential barriers to engagement can be identified and removed. Demographics of attendees from events, virtual public participation, and general public comments received will be compiled annually for evaluation.

CDTC publishes its nondiscrimination policy statement to its website, with Policy Board and Planning Committee press releases, and in studies and plans. Efforts to reach traditionally underserved populations include

- Working with Human Services Agencies to understand their needs and needs of people they serve,
- Providing opportunities to provide input in communities without reliable internet access,
- Focusing on engagement with minority and low income populations,
- Employing translation and interpretation services, and
- Special outreach to adults over 65 years old and people with disabilities.

CDTC's Equity Advisory Committee, established in 2016, worked with CDTC staff to create the following participation policy specific for projects with potentially negative impacts. It was first included in the June 2020 version of this document.

For projects in CDTC designated Environmental Justice areas, and that have potentially negative impacts, CDTC will work with the project sponsor and meaningful community and neighborhood representatives to disseminate project design information explaining potentially negative impacts in straightforward and plain language to impacted residents and businesses, including but not limited to those within ¼ mile of the project location. CDTC will also work with the project sponsor to create a project website with contact information or create this website itself.

A. Transportation Improvement Program

Development of the 2022-2027 TIP included the following events and activities. CDTC developed an interactive, web-based TIP feedback portal to gather public input. This included materials to describe the TIP and programming process, an interactive map with project data, a survey, the video from the virtual workshop, and an open-ended feedback form. Several press releases announcing public input opportunities, upcoming events, and closing of the comment period were distributed to all major and minor local media outlets.

CDTC developed print materials including booklets detailing the projects in each county along with analysis and data about the full program, survey and comment postcards, sandwich boards directing people to the TIP Feedback Portal, and a variety of maps and project listings that illustrate project locations and details. All public outreach events were accessible by transit. On a Tuesday evening, staff held a virtual workshop, which was recorded and uploaded to the CDTC YouTube channel (where closed captioning was available). CDTC partnered with local agencies and organizations to engage the public at open house and pop-up events in each county. There was an evening open house at the Saratoga County Office Building in Ballston Spa and the Albany Public Library's Washington Avenue branch. Pop-up events were held at farmer's markets in Troy and Schenectady, and at the Lark Station bus stop in front of the Albany Public Library's Washington Avenue branch. CDTC staff interacted with approximately 150 people over the course of these events.

CDTC worked with members and stakeholders to cross-promote the public participation opportunities and also used its social media to promote events, the TIP Feedback Portal, and to collect comments.

CDTC invited federal land stakeholders of the Watervliet Arsenal (US ARMY), the National Laboratory and the Saratoga National Historical Park to participate in the public review and consultation period, including direct communication. CDTC also extended invitations to Tribal Nations with interests in the Capital Region to participate in the public review and consultation period.

The tabling event at the Lark Station bus stop was the most fruitful to reach populations that do not have access to a private vehicle. In total, CDTC received 28 survey submissions, five comments by email, one comment via social media platforms, and one comment from CDTC's Equity Advisory Committee. In addition,

B. Limited English Proficiency

Written executive summaries of the Long Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and Public Participation Program will be translated into languages covered by the safe harbor provision upon written or verbal request to CDTC. In addition, written executive summaries of studies conducted in geographic subareas where language groups within the population constitute 1,000 people or 5% of the subarea will be translated into those languages upon request. Upon at least 48 hours request of LEP individuals speaking languages covered by the safe harbor provision, CDTC will provide interpreting services at meetings, in person if possible.

C. Accessibility

Most of CDTC's public meetings, including all Planning Committee and Policy Board meetings, are held in the CDTC offices at 1 Park Place, Albany NY 12205. When meetings are conducted in other venues, CDTC assures that the facility is accessible, externally and internally. When possible, meeting locations are selected along public bus routes. CDTC provides or coordinates the provision of auxiliary aids or services and reasonable accommodations upon request by a person with a disability. The request must be made at least 48 hours prior to the meeting at which the aids, services, or accommodations are requested.

D. Local Planning Studies

Local planning studies provide consultant and CDTC staff assistance for joint regional-local planning initiatives that link transportation and land use. Staff holds an annual solicitation and selects projects through a competitive process. Public participation is accomplished in the following manners:

- Minimum of two formal public participation opportunities, with in-person meetings usually held in the evening
- Acceptance of public comment at any point in the process
- Study Advisory Committee meetings open to the public
- Final products posted to CDTC's website and social media, often to project sponsor websites, and available upon request (subject to printing/postage charges)

- Depending on the study and sponsor community, additional outreach may include charrettes, workshops, surveys, websites, etc.

X. TRANSIT ACCESSIBILITY

The availability of public transportation to disadvantaged populations is a prime concern in addressing Title VI and Environmental Justice. People who have little or no access to motor vehicle transportation often rely on transit for mobility. Transit must be comprehensive in its times of operation and locations served in order to best suit the population. Additionally, the availability of public transit encourages the reduction of automobile trips, which may improve air quality. The Capital District Transportation Authority (CDTA) is the largest provider of public transportation in the region.

The Capital District Transportation Authority's (CDTA) 2020-2023 Title VI Program ensures compliance with FTA Circular C 4702.1B dated October 1, 2012, and implements fair apportionment of its resources throughout its service area, which was four-counties at the time of the Program's publication. CDTA has implemented procedures and policies pursuant to this program to comply with federal regulations, and to improve upon its existing commitment to equity in its practices. This program includes a Major Service Change Policy, Disparate Impact Policy, Disproportionate Burden Policy, Public Participation Plan, updated Limited English Proficiency Language Assistance Plan (LEP LAP), results of and updates to its service monitoring program, and Board approval of the CDTA Title VI Program.

CDTA operates frequently in many of the Environmental Justice areas from the 2020 Environmental Justice Analysis. See Image X-I below for a graphic comparison of the transit routes with those areas. Those not served are in rural towns, which tend to be more difficult to serve with transit. The map reflects CDTA transit service as of October 1 2022.

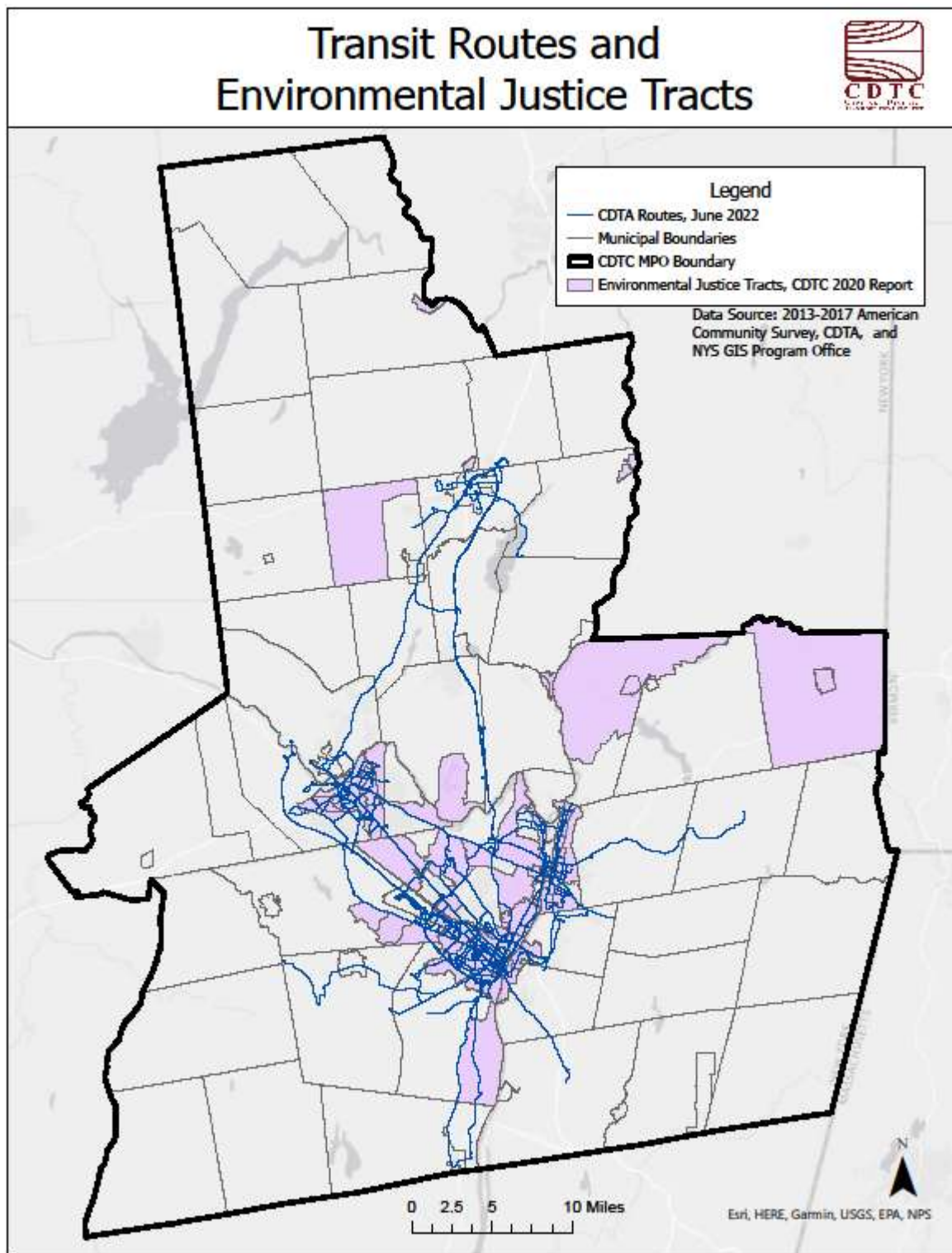


Image X-I: Transit Routes and Environmental Justice

XI. CONCLUSION

CDTC's latest TIP is relatively equitably programmed overall, with about 35% of projects and value in EJ areas, though only 24% of the dollar value of "positive" projects is programmed in Environmental Justice areas, where 40% of the population lives. New Visions, the UPWP, and the Linkage Program generally serve to benefit EJ populations. The Public Participation process is integrated with CDTC's activities. There remains room for improvement to engage EJ populations. CDTA's transit route system is equitably distributed.

E. Transportation Improvement Program

About 40% of the region's population resided in the Environmental Justice census tracts, based on the 2013-2017 American Community Survey used in the previous analysis. Overall, 35% of the dollar value of projects in the 2022-2027 TIP occur at least partially within EJ areas. About one-third of the 2022-2027 TIP's value goes to projects in the "positive" category, though only about one quarter of the value of those projects is in EJ areas. Projects in the "neutral" category make up almost two-thirds of the program's budget, with just over 40% of those dollars in EJ areas.

There is one project with potentially negative effects. It is not located in an Environmental Justice area.

Table XI-I: 2019-2024 TIP Summary, Number of Projects

Category	Total	Percent	In EJ Areas	Percent in EJ Areas
Negative	1	1%	0	0%
Positive	43	43%	16	37%
Neutral	57	56%	21	37%
Total	101	100%	37	37%

Table XI-II: 2019-2024 TIP Summary, Dollar Value of Projects

Category	Total	Percent	In EJ Areas	Percent in EJ Areas
Negative	\$1,710,000	0%	\$0	0%
Positive	\$213,674,000	37%	\$51,440,000	24%
Neutral	\$362,658,000	63%	\$150,561,000	42%
Total	\$578,042,000	100%	\$202,001,000	35%

It should be noted that "potentially negative" and "neutral" projects will benefit both the EJ and non-EJ populations, however they will benefit the non-EJ population greater since the EJ population has a significantly lower rate of driving alone as reflected in commute trips. Overall, the TIP program would be more equitable with a higher overall percentage of "positive" project value in EJ areas.

F. New Visions 2050

Adherence to the outlined New Visions 2050 common theme of equity will benefit the Environmental Justice population.

G. Unified Planning Work Program

The 2022-2023 UPWP includes about \$2.1M in funding for “neutral” projects and about \$3.0M for “positive” projects. Most of the tasks do not have a specific location, however of the local planning studies that do, about 62% of the funding is for projects in EJ areas.

H. Public Participation

CDTC’s public participation process is well-integrated with its activities. Staff now conducts an equity scan prior to scope development and uses that information in developing the project-level participation scope to help ensure that all residents and stakeholders have an opportunity to participate. However, views of those traditionally underserved by transportation, including the EJ population, could always be better solicited.

I. Public Transportation

CDTA’s transit network clearly provides a greater benefit to the EJ population.

XII. RECOMMENDATIONS

Staff will present this analysis and results to the Planning Committee, of which most members are project sponsors.

Board and committee memberships, particularly full appointed voting membership in the Policy Board and Planning Committee, does not reflect the demographics of the region by race and Hispanic/Latino ethnicity. Staff will evaluate and propose ways for the boards and committees to better reflect those regional demographics.

Staff will continue to consider the general EJ impact, as outlined in this report, in combination with location in an EJ area during the TIP project evaluation process. CDTC will notify sponsors if their project(s) are potentially negative and provide opportunity to request staff recommendations for mitigation to consider as the project is developed. Staff will assist municipalities advancing potentially negative projects in Environmental Justice areas to provide the public with information about the project, as described in the Public Participation section.

Finally, staff will update the Environmental Justice Analysis as required, ensuring staff are familiar with results by sending an electronic copy and presenting at a staff meeting, and posting this analysis and updates for public review on the CDTC website.