



**Capital District
Transportation Committee**

Environmental Justice/Title VI Analysis

December 2017

Capital District Transportation Committee
One Park Place
Albany NY 12205
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CDTC'S ENVIRONMENTAL JUSTICE/TITLE VI EVALUATION

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. As a federally mandated agency, CDTC serves as a forum for carrying out a comprehensive and cooperative regional transportation planning process. CDTC is responsible, with the New York State Department of Transportation (NYSDOT) and the Capital District Transportation Authority (CDTA), for producing a long-range regional transportation plan that meets the social, environmental, economic, and travel needs of the region. CDTC is also responsible for a Transportation Improvement Program (TIP) which assigns federal transportation funds to specific projects. CDTC involves and informs the public on transportation planning decisions. The implementation of CDTC's transportation plan is carried out by CDTC's member agencies.

The DBE Program Update/Environmental Justice (Task 1.66 in CDTC's Unified Planning Work Program) routinely includes an effort by CDTC to perform a review of Environmental Justice (EJ) issues, as well as to implement a standard procedure for including Environmental Justice in the planning process.

The Capital District Transportation Committee (CDTC) has undertaken this analysis on Environmental Justice to evaluate recent and future transportation planning projects and programs within the four-county 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 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 that are some form of a recipient of FTA, which CDTC is not.

In developing a methodology for analysis, CDTC staff created demographic parameters using data from the 2011-2015 American Community Survey (ACS). Threshold values were defined at the census tract level to identify geographic areas with populations of minority or low-income persons greater than the regional rate.

Staff analyzed the following: the 2016-2021 Transportation Improvement Program (TIP), the 2016-2018 Unified Planning Work Program (UPWP), the Community and Transportation Linkage Planning Program, the Public Participation Policy, and regional transit accessibility. Projects and programs are shown in tabular form based on assumptions about their benefits to Environmental Justice (EJ) populations. Geographically identified projects located at least partially in an EJ area are also shown in maps.

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II. BOARD AND COMMITTEE MEMBERSHIP

The tables below indicate the minority and low-income members on CDTC’s two boards at present, using the same definitions as in the Demographics section following. Member entities choose their own representatives. Many are elected officials. Future members cannot be anticipated. A “*” in the Low Income column indicates that a public record of income above the poverty threshold could not be established, however, it is likely that all members have income above the poverty threshold.

Policy Board Full Members			
Name	Representing	Minority	Low Income
Kathy M. Sheehan, CDTC Chair	City of Albany	No	No
Carm Basile, CDTC Vice-Chair	Capital District Transportation Authority	No	No
Sam Zhou, CDTC Secretary	NYS Department of Transportation	Asian	No
Dennis M. Baker	City of Mechanicville	No	No
Stan Brownell	Rensselaer County Legislature	No	*
John Clarkson	Town of Bethlehem	No	No
Lou Desso	Town of North Greenbush	No	No
Daniel J. Dwyer	City of Rensselaer	No	*
Patrick K. Jordan, Esq.	Albany Port District Commission	No	*
Anthony Jasenski Sr.	Schenectady County Legislature	No	No
Kathleen M. Jimino	Rensselaer County Executive	No	No
Joe Landry	Town of Niskayuna	No	No
Patrick Madden	City of Troy	No	No
Paula A. Mahan	Town of Colonie	No	No
Michael P. Manning	City of Watervliet	No	*
Gary McCarthy	City of Schenectady	No	No
Daniel P. McCoy	Albany County Executive	No	No
Joseph Moloughney	New York State Thruway Authority	No	No
Shawn M. Morse	City of Cohoes	No	No
John A. O’Donnell	Albany County Airport Authority	No	No
Michael E. Stammel	Capital District Regional Planning Commission	No	*
Sean M. Ward	Albany County Legislature	No	*
Thomas C. Werner	Saratoga County	No	No
Arthur M. Wright	Saratoga County Board of Supervisors	No	*
Joanne D. Yepsen	City of Saratoga Springs	No	*

Policy Board Non-Voting Members			
Name	Representing	Minority	Low Income
Peter Osborn	Federal Highway Administration	No	No
Marilyn G. Shazor	Federal Transit Administration, Region III	No	No

Policy Board Alternate Members			
Name	Representing	Minority	Low Income
Andrew Kreshik	City of Troy	No	No
Thomas Richardson	City of Mechanicville	No	*
Charles Moore	City of Rensselaer	No	No
Christopher Wallin	City of Schenectady	No	No
Joseph J. Ogden	City of Saratoga Springs	No	No
Bradley Birge	City of Saratoga Springs	No	No
Jeremy Smith	City of Watervliet	No	No
Randy Milano	City of Albany	No	No
Joseph LaCivita	Town of Colonie	No	No
Steven Tommasone	Town of Rotterdam	No	No
Ed Kinowski	Town of Stillwater	No	No
Michael Valentine	Saratoga County	No	No
Linda von der Heide	Rensselaer County	No	No
Maggie Alix	Albany County	No	No
George Penn	Albany County	No	No
Steve Feeney	Schenectady County	No	No
Ann Shaughnessy	Rensselaer County	No	No
Rocky Ferraro	Capital District Regional Planning Commission	No	*
Rob Cherry	NYS DOT Region I	No	No
Frank Bonafide	NYS DOT Region I	No	No
Richard Hendrick	Albany Port District Commission	No	No
Steve Iachetta	Albany County Airport Authority	No	No

Planning Committee Full Members			
Name	Representing	Minority	Low Income
Steve Iachetta, <i>Chair</i>	Albany County Airport Authority	No	No
Steve Feeney, <i>Vice-Chair</i>	Schenectady County	No	No
Brad Birge	City of Saratoga Springs	No	No
Frank Bonafide	NYS Department of Transportation	No	No
Rob Cherry	NYS Department of Transportation	No	No
Wayne Bonesteel	Rensselaer County	No	No
Melissa Cherubino	City of Cohoes	No	No
Darrell Duncan	Albany County	No	No
Ross Farrell	Capital District Transportation Authority	No	No

Rocky Ferraro	Capital District Regional Planning Commission	No	*
Andrew Kreshik	City of Troy	No	No
Joseph LaCivita	Town of Colonie	No	No
Randy Milano	City of Albany	No	No
Joseph Moloughney	New York State Thruway Authority	No	No
Charles Moore	City of Rensselaer	No	No
Tom Richardson	City of Mechanicville	No	*
Jeremy Smith	City of Watervliet	No	No
Michael Valentine	Saratoga County	No	No
Tony Vasil	Albany Port District Commission	No	No
Chris Wallin	City of Schenectady	No	No
Kevin Corcoran	Town of Glenville	No	No

Planning Committee Non-Voting Members			
Name	Representing	Minority	Low Income
Michael V. Franchini, <i>Secretary</i>	Capital District Transportation Committee	No	No
Nina Chung	Federal Transit Administration	Asian	No
Maria Chau	Federal Highway Administration	Asian	No
Michael Sheehan	NYS Dep't of Environmental Conservation	No	No
Peter Comenzo	Town of Rotterdam	No	No
Tony Tozzi	Town of Malta	No	No
Nadine Fuda	Town of Schodack	No	No
John Scavo	Town of Clifton Park	No	No
Paul Reuss	Village of Menands	No	No
Rob Leslie	Town of Bethlehem	No	No
Laura Robertson	Town of Niskayuna	No	No
Donald Csaposs	Town of Guilderland	No	No

Planning Committee Alternate Members			
Name	Representing	Minority	Low Income
Paul Dillon	City of Albany	No	No
Susan Barden	City of Saratoga Springs	No	No
Karimeh Shamieh	City of Schenectady	No	*
Ozzie Priotti	City of Rensselaer	No	No
Gary Geurtze	City of Mechanicville	No	*
Michael Tengeler	Town of Colonie	No	No
William Anslow	Albany County	No	No
W. Joseph Teliska	Rensselaer County	No	No
Todd Fabozzi	Capital District Regional Planning Commission	No	*

Chris Desany	Capital District Transportation Authority	No	No
Tim Wainwright	NYS Thruway Authority	No	No
Richard Hendrick	Albany Port District Commission	No	No
John O'Donnell	Albany County Airport Authority	No	No

III. DEMOGRAPHICS AND TRANSPORTATION

The demographic analysis considers the residential locations and transportation patterns of low-income, minority, limited-English, disabled, under 18, and over 65 populations to identify their transportation needs and whether they have been addressed. The analysis also considers whether the benefits and burdens of transportation investments have been fairly distributed.

A. Demographics

The residential patterns of minority, low-income, under 18, over 65, limited-English, and disabled populations in CDTC's planning area are shown below in images III-1 and III-2. Census data was analyzed at the census tract level, and is shaded in census tracts above the regional thresholds shown at right by category. Color variations within maps show natural breaks in the data, above the regional threshold. Minority residents are defined as residents who identify themselves as anything but white only, not Hispanic or Latino.

Category	Regional Rate
Minority	19.3%
Low Income	11.4%
Under 18	20.8%
Over 65	14.6%
Limited English	3.1%
Disability	11.8%

Table III-1

Residents with low-income are defined as those whose household income falls below the poverty line (in 2015, generally between \$12,082 and \$45,822 depending on household size and age of

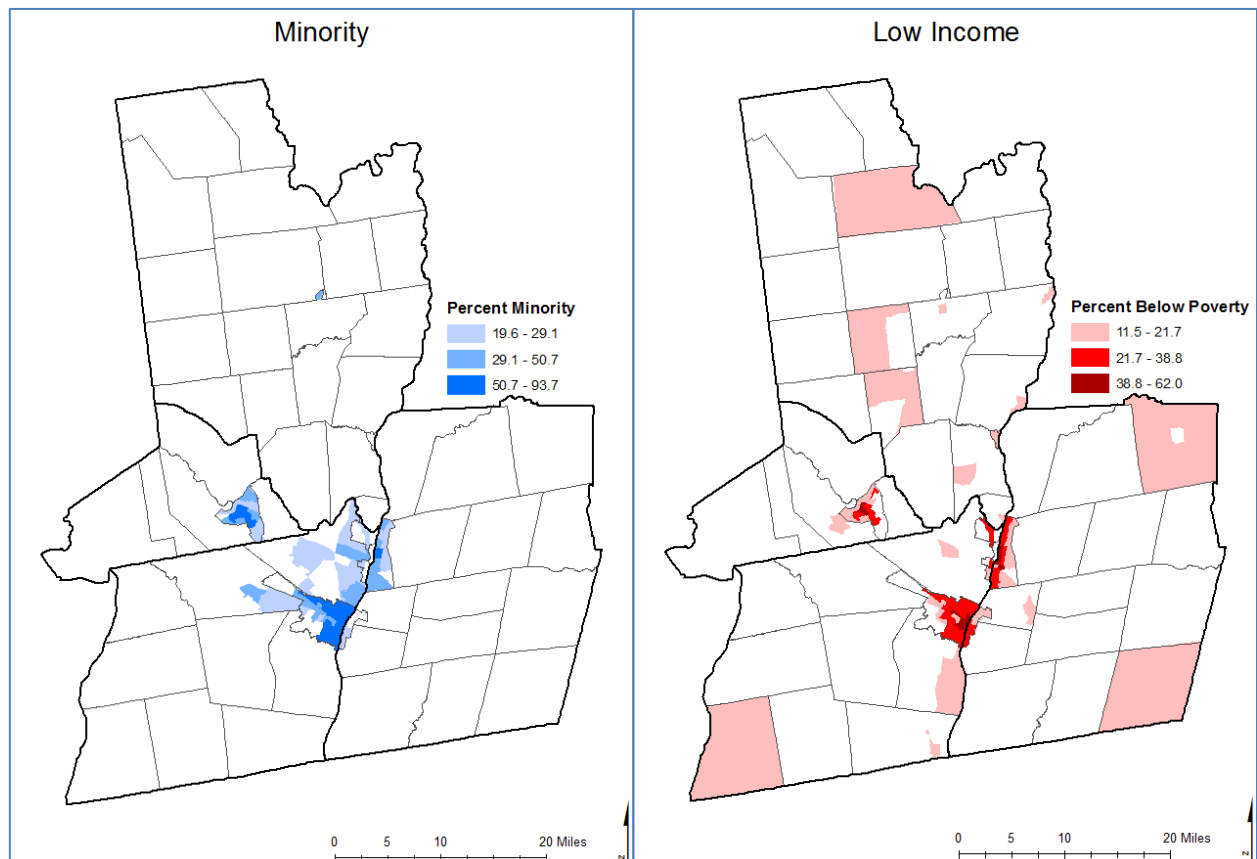


Image III-1.

members), and data is shown for the population for whom poverty status is determined. In general, concentrations of low-income residents occur in urban areas, in addition to some rural and suburban areas. Minority residents generally reside in and around the region's three largest cities. Data for age is calculated for the civilian non-institutionalized population. Higher than regional rates of people under 18 years and over 65 years are distributed throughout the region. Note that the younger of the age categories is different in the map than in the commute data following. This is a result of the categories available in the census data. People who speak English less than "very well", for the population 5 years and over, show some concentration in the core area. People who have any disability are spread throughout the region. Data for age and disability is for the civilian non-institutionalized population.

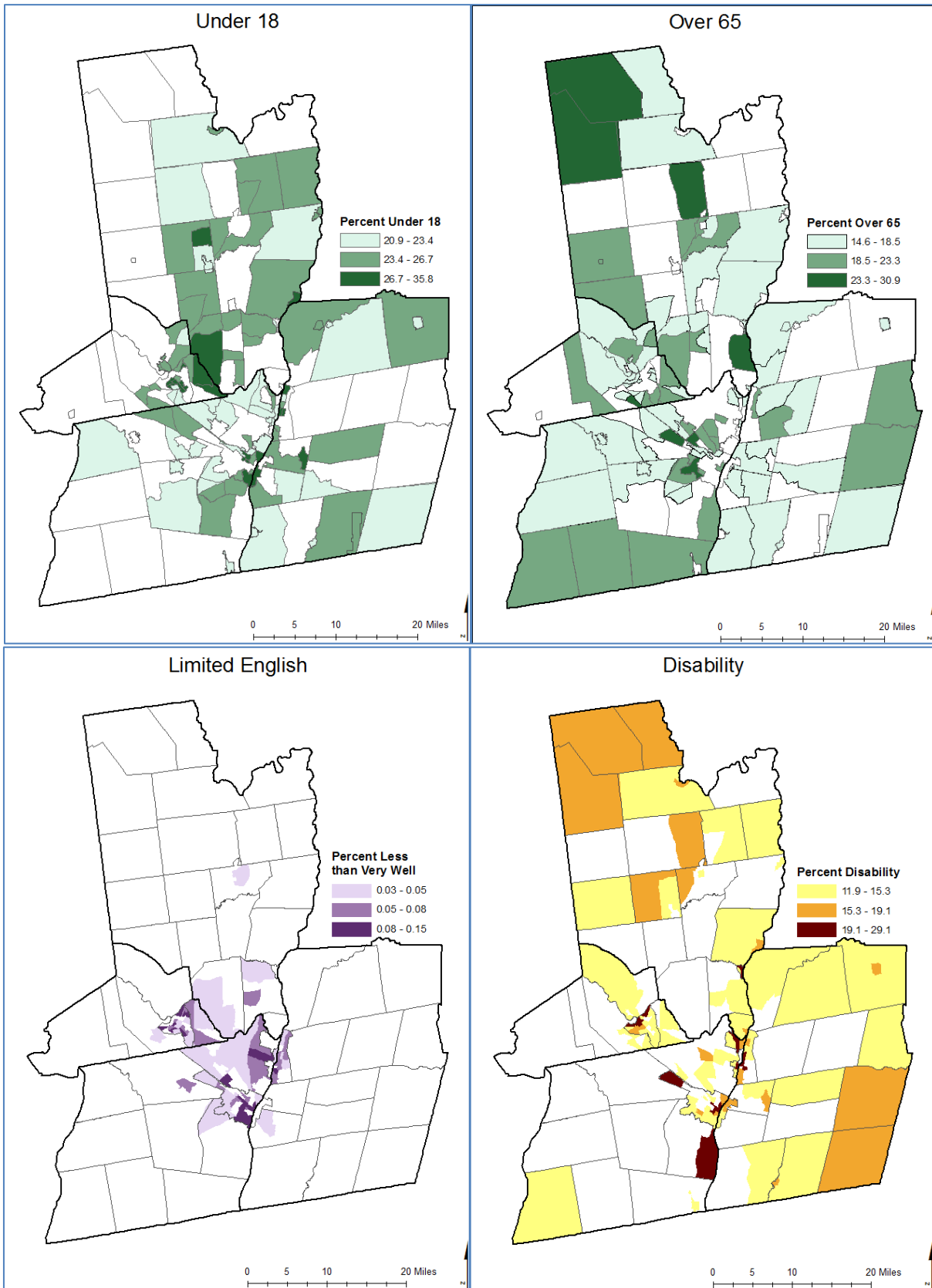


Image III-2.

B. Transportation

The transportation patterns by race/ethnicity, income, age, English ability, disability status, and gender in CDTC’s planning area are depicted in table III-2, 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 18% less likely to drive alone, 10% more likely to take transit, and is also more likely to walk. 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, 11% more likely to commute via transit, and more likely to walk.

By age, 16-19 year olds show a significant difference between the older age groups: the 16-19 group is 23% less likely to drive alone to work, 9% more likely to carpool, and 12% more likely to walk, than 20-64 year olds. People 65 years and over are slightly less likely to carpool and slightly more likely to work from home. 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 are likely to have less to do with work than other trip purposes for which we have little data.

By English ability, people who speak English less than “very well” are slightly less likely to drive alone and slightly more likely to carpool. By disability, those with any disability are 12% less likely to drive alone to work. Commute modes by gender are very similar.

The most significant differences appear in the minority and income comparisons, as well as the comparison between 16-19 year olds and other ages.

Table III-2. Commute Mode 4-County NY Capital Region						
By Race/Ethnicity	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
All Workers (16+)	80.5%	7.7%	3.3%	1.2%	3.6%	3.7%
White Alone Not Hispanic or Latino	83.3%	7.1%	1.8%	1.1%	2.9%	3.9%
Minority	65.4%	10.5%	11.6%	2.1%	7.5%	2.9%
By Income	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
At/Above 100% Poverty Level	82.3%	7.6%	2.7%	1.2%	2.7%	3.6%
Below 100% Poverty Level	62.4%	9.7%	13.3%	1.9%	9.2%	3.5%
By Age	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
16-19 Years	58.4%	14.6%	6.0%	3.1%	15.6%	2.4%
20-64 Years	81.3%	7.5%	3.2%	1.2%	3.2%	3.6%

65+ years	81.7%	5.3%	2.2%	0.9%	2.3%	7.6%
By English Ability	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Speak English Very Well	71.5%	11.0%	4.9%	1.8%	6.8%	3.9%
Speak English Less than Very Well	68.0%	13.2%	5.6%	2.2%	7.6%	3.4%
By Disability Status	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Without any Disability	81.1%	7.4%	3.0%	1.2%	3.6%	3.6%
With a Disability	69.7%	11.6%	7.6%	2.2%	4.2%	4.7%
By Gender	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Male	80.8%	7.3%	2.9%	1.5%	4.0%	3.6%
Female	80.3%	8.0%	3.7%	1.0%	3.3%	3.7%

Data: CDRPC, from American Community Survey 2014 5-year estimates, tables S0802, B08105H, B08101, B08122, S0801, B08113, and S1811. Other includes taxi, motorcycle, and bicycle.

IV. 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM

CDTC has institutionalized a strong connection between the New Visions plan and the Transportation Improvement Program (TIP). This connection is made through (a) adopted principles guiding planning and investment; (b) the strong budgetary component of the plan; (c) a strong linkage between planning products and TIP candidate projects and (d) a high level of cooperation among parties in assembling the plan. The net effect is a more balanced TIP than otherwise would be the case. Additionally, CDTC's TIPs over the past decade have shown remarkable flexibility in matching fund sources to needed projects.

A. Merit Evaluation Process

CDTC utilized a new merit evaluation process to select projects for the 2016-2021 TIP. Half of the points considered in the process came from the same Benefit/Cost evaluation used in previous solicitations. The other half of the points came through the new procedure to evaluate qualitative project aspects. The new system provided a more explicit, transparent, and easily understood system to capture project benefits missing from the Benefit/Cost evaluation. It also provided a direct link to the New Visions 2040 principles, recommendations, and funding priorities so that project selection directly reflects the New Visions priorities, as required. One of the categories considered Environmental Justice, following the same logic as applied below. 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 maintained 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. Included are most highway resurfacing, traffic operations improvement, bridge deck repair, and preservation and rehabilitation type projects. Projects A) within or directly connected to an EJ area and that were new construction, vehicle capacity improvements, or reconstruction projects which add auto capacity or B) excluding EJ areas and with a primary purpose or significant focus on transit, bicycling, walking, or carpool received -1 point. This analysis was based on the Environmental Justice areas contained in the 2014 Environmental Justice Analysis.

B. Transportation Improvement Program

Each project was assigned one of three values, as shown in Table IV-2. It should be noted that the assigned value is general since projects have not undergone design when placed on the TIP; design resides thereafter with the sponsor, generally a municipality or New York State. This analysis shows all programmed projects on the 2016-2021 TIP as of October 1st 2016, which is the date the TIP was adopted into the Statewide Transportation Improvement Program. Dollar values are for the official five-year TIP, which is 2016-17 through 2020-21. Projects may later change – for example, A564 “Madison Avenue from Partridge St. to Lake Ave./Delaware Ave.” and A565 “Madison Avenue from New Scotland Ave. to South Lake Ave.” have since been combined into one project.

Assigned Value	Description	Analysis
Negative	Possible negative impacts and Greater benefit to non EJ population	Screen for location in EJ area; Compare locations to EJ areas; Compare dollar amounts to Positive
Positive	Greater benefit to EJ population	Compare locations to EJ areas; Compare dollar amounts to Negative and Neutral
Neutral	Greater benefit to non EJ population	Compare locations to EJ areas; Compare dollar amounts to Positive

Table IV-1

We base this analysis only on the presence and travel patterns of minority and low-income populations. The gender and English proficiency categories lack significant variation in commute mode while the age variables have problematic distribution in the maps. However, the extent and distribution of the limited English speaking population is an important component of CDTC’s Public Participation Plan. Finally, the transportation needs of the disability population appear to vary more broadly, which may be due to widely varying physical, mental, and behavioral abilities within this group.

For the purpose of this analysis, we combine low-income and minority populations into one “Environmental Justice” population, because we assume that changes to the transportation system affect low-income and minority populations the same. This assumption is based on the transportation analysis in the Demographics section above. Projects with a primary or significant focus on transit, bicycling, walking, or carpool are considered “positive.” Those that expand capacity are considered “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 value of projects only partially located in EJ areas since detailed project budgets aren’t available. Dollars represent the total cost, including both federal and non-federal sources.

Category	Projects	Projects in EJ Areas	% Projects in EJ Areas	Total Dollars	Dollars in EJ Areas	% Dollars in EJ Areas
Negative	2	2	100%	\$51,060,000	\$51,060,000	100%
Positive	32	7	22%	\$124,379,000	\$11,910,000	10%
Neutral	72	28	39%	\$245,249,000	\$63,329,000	26%
Total	106	38	36%	\$420,688,000	\$126,299,000	30%

Table IV-2

“Negative”

In total, there are two (2) projects that could have negative effects and otherwise benefit the non EJ population more than the EJ population, totaling \$51,060,000 and shown in the table. Both projects could have negative effects and are located completely or partially in an EJ area, depicted on the map below.

TIP #	Project Type	Project Name	Location	Amount	EJ
A240	New Construction	I-87 Exit 4 Airport Connector	Town of Colonie	\$41.6M	EJ
R195	New Construction	South Troy Industrial Park Road	City of Troy	\$9.46M	EJ

Table IV-3

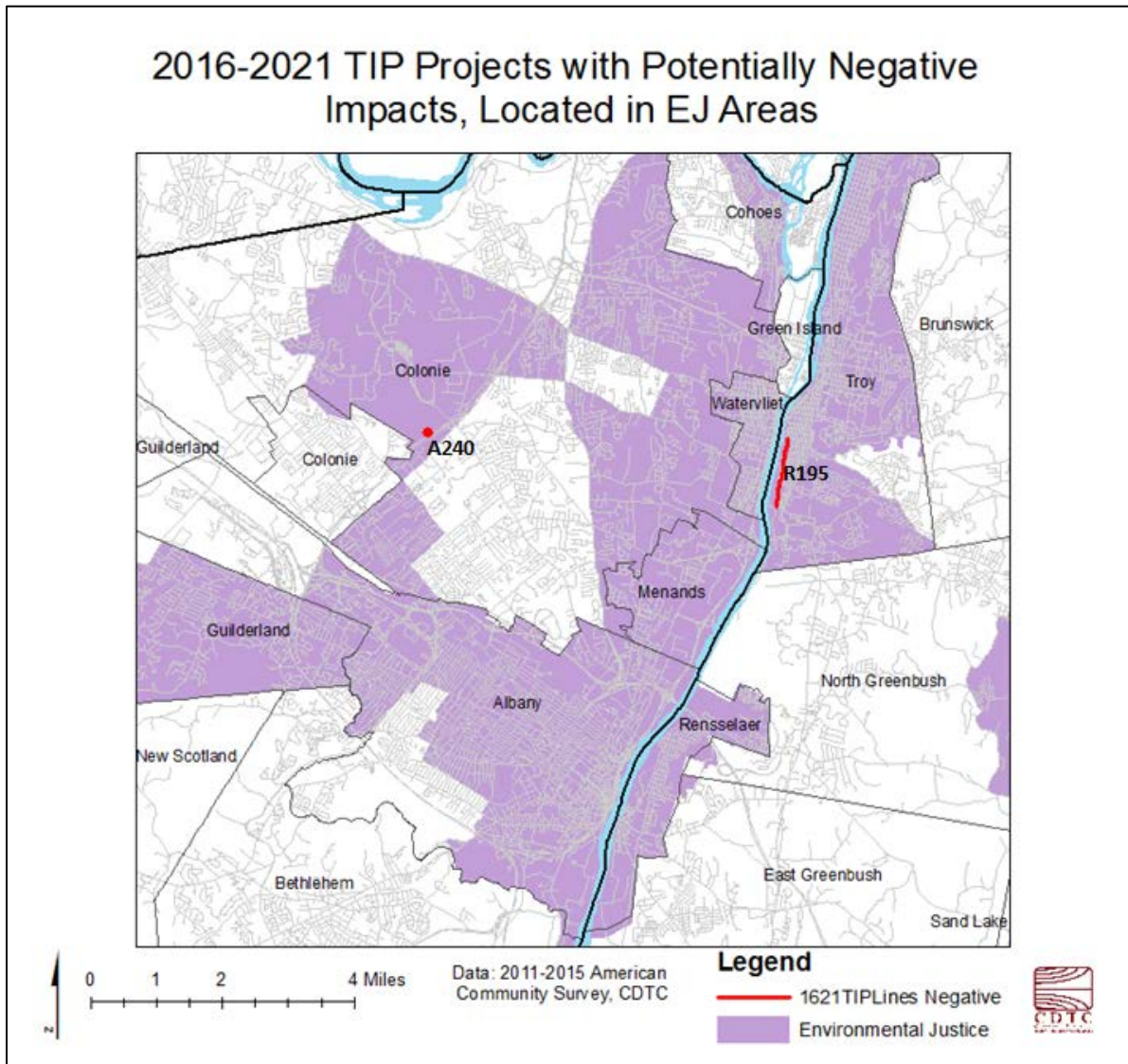


Image IV-1

“Positive”

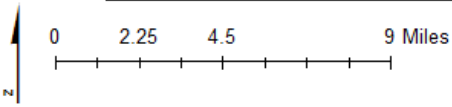
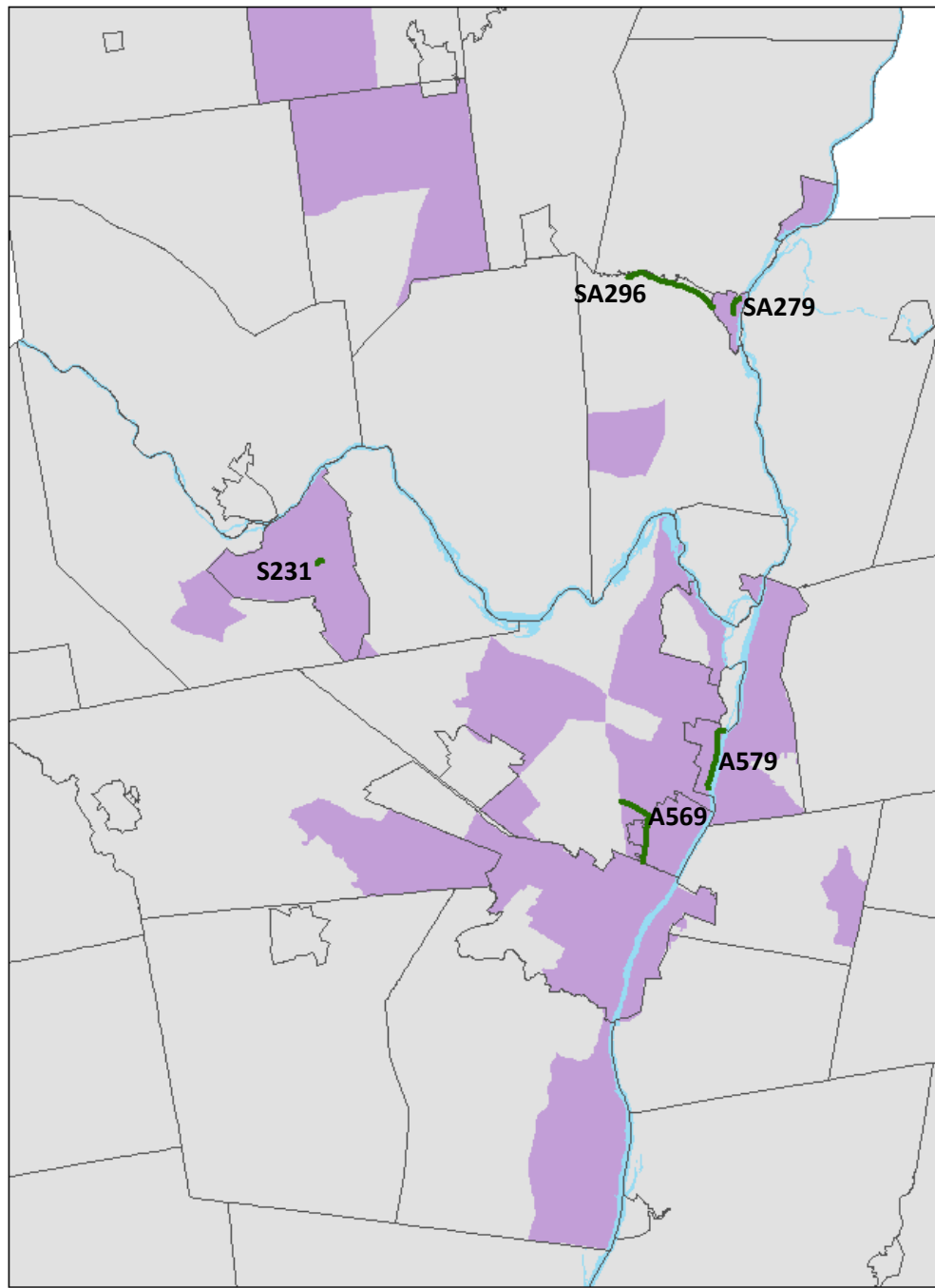
In total, there are thirty-two (32) projects categorized as positive, totaling \$124,379,000 and shown in table IV-4, with dollar amounts in millions. Shaded cells in the EJ column indicate projects that cannot be mapped due to their regional nature. Eight (8) of these projects, totaling \$13,119,000, are located completely or partially in an EJ area, depicted on the map below. Note that T90 and T107, Hudson River Corridor BRT projects, are included in the EJ area calculation but not shown on the map, as the exact alignment is not known. However, it will run along the Hudson River in Albany and Troy, which is in the depicted EJ area.

TIP #	Project Type	Project Name	Location	Amount	EJ
A546	Bicycle or Pedestrian Improvement	Delaware Avenue Hamlet Multi-Modal Streetscape Enhancements	Town of Bethlehem	\$2.63M	
A552	Bicycle or Pedestrian Improvement	Black Bridge Rail Trail Connection	Village of Green Island	\$0.375M	
A569	Restoration & Preservation	NY 377 and NY 378: Mill & Fill NY 377	Multiple	\$1.354M	EJ
A577	Bicycle or Pedestrian Improvement	Voorheesville Pedestrian Connectivity	Village of Voorheesville	\$0.827M	
A579	Bicycle or Pedestrian Improvement	Watervliet Bike Path	City of Watervliet	\$0.505M	EJ
A581	Bicycle or Pedestrian Improvement	West Old State Road: New Sidewalk	Town of Guilderland	\$0.297M	
A583	Safety	Carmen Road Safety Improvements	Town of Guilderland	\$1.15M	
R310	Bicycle or Pedestrian Improvement	Sand Lake Hamlets Sidewalk Enhancements	Town of Sand Lake	\$1.776M	
RG118	Bicycle or Pedestrian Improvement	ADA Compliance Set-Aside		\$1.24M	
RG130	Transit Work	Travel Demand Management & Multimodal		\$1.8M	
RG131	Transit Work	Bus Rapid Transit		\$10.05M	
S217	Bicycle or Pedestrian Improvement	Flower Hill Multi-Use Path Connection	Town of Niskayuna	\$0.516M	
S231	Bicycle or Pedestrian Improvement	Central Park Downtown Trail Connection	City of Schenectady	\$1.202M	EJ
S243	Bicycle or Pedestrian Improvement	Mohawk-Hudson Bike-Hike Trail Rehabilitation	Town of Rotterdam	\$0.216M	
S244	Bicycle or Pedestrian Improvement	Highbridge Rd. & East Campbell Rd.	Town of Rotterdam	\$0.769M	
SA279	Bicycle or Pedestrian Improvement	North Central Avenue Pedestrian Safety Project	City of Mechanicville	\$0.406M	EJ

TIP #	Project Type	Project Name	Location	Amount	EJ
SA290	Bicycle or Pedestrian Improvement	Geyser Road Spa State Park Bicycle and Pedestrian Trail	City of Saratoga Springs	\$2.019M	
SA292	Bridge Work	Zim Smith Trail Bike/Ped Bridge Over US 9	Town of Clifton Park	\$0.677M	
SA296	Bicycle or Pedestrian Improvement	Zim Smith Southern Trail Extension	Multiple	\$2.993M	EJ
T107	Transit Work	Hudson River Corridor BRT		\$3.65M	EJ
T108	Transit Work	TDM Multimodal Implementation		\$1.2M	
T11	Capital Facility Expenditure	Passenger Facility Improvements at Various Locations		\$0.914M	
T14B	Operating Assistance	Transit Operations Support for Saratoga Service		\$6.563M	
T17	Capital Vehicle Expenditure	Transit Bus Replacement/Expansion		\$25.415M	
T57	Capital Vehicle Expenditure	Preventive Maintenance		\$44.872M	
T6A	Capital Vehicle Expenditure	Enhanced Mobility of Seniors and Individuals with Disabilities		\$2.7M	
T6B	Capital Vehicle Expenditure	STAR Buses Replacement and Expansion		\$1.6M	
T72	Capital Facility Expenditure	Safety and Security		\$1M	
T77	Capital Vehicle Expenditure	Capital Cost of Contracting for Commuter Service		\$3M	
T90	Transit Work	Hudson River Corridor BRT		\$1.8M	EJ

Table IV-4

2016-2021 Positive TIP Projects Located in EJ Areas



Data: 2011-2015 American Community Survey, CDTC

Legend

- 1621TIP Positive EJ
- Environmental Justice



Image IV-2

“Neutral”

The 72 projects categorized as neutral, and thus generally benefitting non-EJ populations more than EJ populations, total \$245,249,000 and are listed in table IV-5, with amounts in millions of dollars. Shaded cells in the EJ column indicate projects that cannot be mapped due to their regional nature. Twenty-eight (28) of these projects intersect with EJ areas, for a total of \$63,329,000. The following map shows only these.

TIP #	Project Type	Project Name	Location	Amount	EJ
A487	Resurfacing	NY 7, I-87 To I-787 Overlap	Town of Colonie	2.31	EJ
A526	Bridge Work	CR 9 over Fox Creek	Town of Berne	2.04	
A538	Bridge Restoration or Reconstruction	SME Ramp To I-787 North	City of Albany	4.165	EJ
A539	Bridge Restoration or Reconstruction	I-787 NB to SME	City of Albany	2.825	EJ
A553	Resurfacing	Albany Shaker Road/Dalessandro Boulevard	Town of Colonie	1.068	EJ
A562	Bridge Work	Henry Johnson Blvd. over Sherman Street	City of Albany	1.08	EJ
A564	Restoration & Preservation	Madison Avenue from New Scotland Ave. to Lark St.	City of Albany	0.642	EJ
A565	Restoration & Preservation	Madison Avenue from New Scotland Ave. to South Lake Ave.	City of Albany	0.684	EJ
A566	Restoration & Preservation	New Scotland Avenue, Manning Blvd. to Onderdonk Ave.	City of Albany	0.319	
A567	Restoration & Preservation	Pearl Street from Clinton Ave. to Madison Ave.	City of Albany	0.776	EJ
A568	Restoration & Preservation	Hudson Avenue from Tibbits Ave to the Watervliet City Line	Village of Green Island	0.729	
A570	Restoration & Preservation	I-787 Pavement Joint Preservation	Multiple	2.313	EJ
A571	Restoration & Preservation	Krumkill Road from Font Grove Road to the Normanskill	Town of New Scotland	0.352	
A572	Bridge Restoration or Reconstruction	I-787 NB Ramp over the SME to SME WB	City of Albany	9.039	EJ
A573	Bridge Restoration or Reconstruction	I-90 Bridge over Erie Blvd.	City of Albany	6.471	EJ
A574	Bridge Restoration or Reconstruction	I-90 Bridge over Fuller Road	City of Albany	6.508	EJ
A575	Bridge Restoration or Reconstruction	US 9W Bridge over I-787	City of Albany	3.289	EJ

TIP #	Project Type	Project Name	Location	Amount	EJ
A576	Bridge Restoration or Reconstruction	NY 144 Bridge over the Hannacrois Creek	Town of Coeymans	2.116	
A578	Restoration & Preservation	NY 32 (3rd Ave.) from 1st St. (South City Line) to Broadway	City of Watervliet	0.649	EJ
A580	Bridge Restoration or Reconstruction	NY 7 Bridge over the Hudson River	Village of Green Island	1	
R246	Bridge Restoration or Reconstruction	US 4 over the Hudson River	City of Troy	2.2	EJ
R287	Bridge Restoration or Reconstruction	CR 68 Over Wynantskill Creek	Town of Poestenkill	1.415	
R289	Bridge Restoration or Reconstruction	CR 114 Over Powamppokonk Creek	Town of Schaghticoke	0.772	
R297	Bridge Replacement	Plank Road (CR 126) over the Deepkill	Town of Pittstown	0.683	
R298	Bridge Work	Preservation of County Bridges CR 26 over Black Creek	Multiple	1.66	EJ
R308	Bridge Restoration or Reconstruction	NY 7 Bridge over the Hudson River	City of Troy	1	EJ
R311	Restoration & Preservation	CR 18 (Hoags Corner Road) from CR 15/51 to CR 20	Town of Nassau	0.085	
R312	Bridge Work	CR 68 (Snyder's Lake Road) Large Culvert Replacement	Town of North Greenbush	0.351	EJ
R313	Bridge Replacement	NY 2 over NY 22 Bridge	Town of Petersburg	2.791	
R314	Bridge Work	CR 129 (Tamarac Road)	Town of Pittstown	0.613	
R315	Bridge Replacement	US 9 Bridge over I-90 (Exit 11)	Town of Schodack	10.917	
R316	Bridge Replacement	NY 2 Bridge over the Poestenkill	Town of Brunswick	4.108	
R317	Restoration & Preservation	NY 2 Slope Repair at the intersection with Stewart Rd.	Town of Petersburg	1.725	
R318	Road Reconstruction	East Street from Partition St. to Third Ave.	City of Rensselaer	2.251	EJ
R319	Restoration & Preservation	CR 51 (Burden Lake Road) from CR 18 to CR 52 and First Dyke	Multiple	0.366	
RG132	Safety	Rustic Rail Replacement		0.29	
RG133	Safety	Guiderail Replacement		1.005	

TIP #	Project Type	Project Name	Location	Amount	EJ
RG134	Bridge Miscellaneous	State Bridge Miscellaneous Preservation Set-Aside		23.375	
RG135	Bridge Miscellaneous	State Culvert Replacements Set-Aside		4.595	
RG136	Restoration & Preservation	State Miscellaneous Pavement Maintenance Set-Aside		57.605	
RG137	Restoration & Preservation	State Slope Repairs Set-Aside		0.54	
RG138	Restoration & Preservation	Local Low Volume Roads, Bridges and Culverts		2.093	
RG15	Miscellaneous	Durable Pavement Markings Set-Aside		9.195	
RG23	Traffic Operations	Traffic Signal Set-Aside for State Roads		1.765	
RG29	Problem Assessment	CDTC Project Development Support		0.675	
RG37	Traffic Operations	HELP Program DOT's Highway Emergency Local Patrol		2.875	
RG37A	Traffic Operations	TMC Operating Costs		2.625	
RG37B	Traffic Operations	TMC Engineering Support		3.875	
RG37C	Traffic Operations	TMC ITS Set-Aside		0.625	
S167	Bridge Work	Oak Street over CSX	City of Schenectady	1.75	EJ
S204	Bridge Restoration or Reconstruction	Kings Road (CR 65) over CSX	City of Schenectady	3.852	
S223	Restoration & Preservation	Schenectady City Pavement Preservation	City of Schenectady	1.05	EJ
S229	Safety	Hamburg Street (NY 146) from roundabout to the Sch'dy City L	Town of Rotterdam	9.9	
S235	Bridge Work	Duanesburg Churches Road over S Chuctanunda Creek	Town of Duanesburg	0.486	
S236	Bridge Work	Schenectady Bridges	City of Schenectady	1.32	EJ
S238	Bridge Restoration or Reconstruction	NY 911F (Freemans Bridge) over the Mohawk River/Erie Canal	Town of Glenville	2.079	
S239	Bridge Restoration or Reconstruction	Michigan Avenue Bridge over I-890	City of Schenectady	4.242	EJ

TIP #	Project Type	Project Name	Location	Amount	EJ
S240	Restoration & Preservation	Sunnyside Road	Town of Glenville	0.411	
S241	Restoration & Preservation	Erie Blvd. from Union St. to Nott St.	City of Schenectady	1.517	EJ
S242	Restoration & Preservation	Broadway from 0.12 miles south of Weaver St. to Fourth Street	City of Schenectady	1.209	EJ
S245	Traffic Operations	Rosa Road, Wendell Avenue and Nott Street Intersection	City of Schenectady	0.4	EJ
S246	Restoration & Preservation	Highbridge Rd. & East Campbell Rd.	Town of Rotterdam	0.666	
SA214	Resurfacing	I-87, Exit 12 to Exit 15	Multiple	2.75	
SA244	Bridge Restoration or Reconstruction	US 4 over the Hudson River	Village of Waterford	2.2	EJ
SA280	Traffic Operations	Geyser Road (CR 43)/Ballston Avenue (NY 50) Intersection	City of Saratoga Springs	0.185	
SA281	Traffic Operations	Sitterly Road at Woodin Road and Crossings Boulevard	Town of Halfmoon	0.132	
SA283	Restoration & Preservation	Sitterly Road from US 9 to Clifton Park Town Line	Town of Halfmoon	0.36	EJ
SA297	Bridge Replacement	Ashdown Rd. Bridge over the DHRR	Town of Clifton Park	1.587	
SA300	Bridge Replacement	East High Street & Crescent Avenue over I-87	Multiple	16.545	
SA301	Traffic Operations	Geyser Rd. (CR 43), Avenue of the Pines and NY 50	City of Saratoga Springs	0.932	
SA302	Bridge Replacement	CR 13 (Barkersville Fayville Road) over Cadman Creek	Town of Providence	0.891	
SA303	Safety	Grade Crossing Upgrade	Town of Halfmoon	0.335	

Table IV-4

2016-2021 Neutral TIP Projects Located in EJ Areas

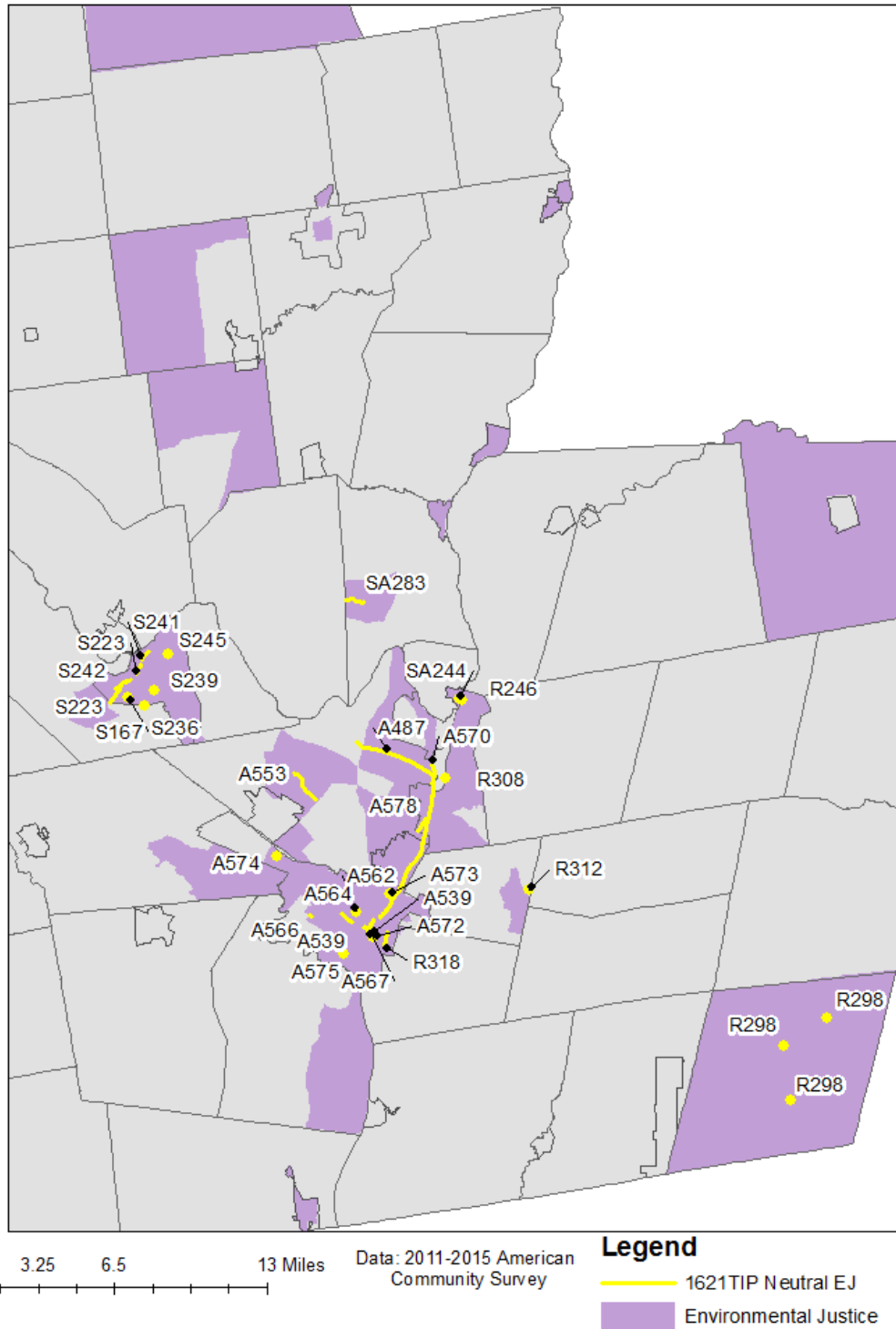


Image IV-3

V. LONG RANGE TRANSPORTATION PLAN: NEW VISIONS 2040

CDTC’s long range regional transportation plan, “New Visions”, serves as a blueprint that guides the four-county Capital Region’s transportation development over a 25-year period. New Visions is based on projections of growth and travel demand coupled with financial assumptions, and is updated every four years to reflect changing conditions and new planning principles. The plan was developed initially through a broad technical and public process between 1993 and 1997. The plan was up-dated with the New Visions 2021 document in October 2000 and its project schedule and air quality conformity assessment further updated in 2001 and 2003. A New Visions 2025 Amendment was adopted in August 2004, reaffirming existing policies and principles. New Visions 2030 took special steps to increase stakeholder participation. New Visions 2035 was completed in July 2011 and was an update of New Visions 2030. New Visions 2040 was completed in September 2015 and amended with the Regional Freight and Goods Movement Plan in March 2016.

The current New Visions has 12 planning and investment principles to provide a framework for funding decisions, project selection criteria, corridor-level planning and project implementation. Five of these apply to Environmental Justice in the region. Those are listed below.

- Regional Equity – Transportation investments will address all needs fairly and equally.
- Complete Streets – Street design will serve all users including pedestrians, bicyclists, transit riders, freight, and drivers.
- Bicycle and Pedestrian Transportation – Bicycle and pedestrian travel is vital to the region’s public health, transportation, and the economy.
- Transit – Our transit services will provide modern, innovative, and viable travel options.
- Safety and Security – We can significantly save lives and reduce injuries when we decrease traffic crashes and better respond to traffic emergencies.

VI. 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 New Visions. The CDTC Planning Committee and Policy Board must approve all UPWP studies and projects before work can begin.

This analysis breaks all projects described in the UPWP into the same categories as in the TIP analysis. Table VI-1 lists the categories and the amount of 2016-2017 funding budgeted for each, less local funding. Task 6.02 is an estimate for analysis purposes. For this UPWP, the dollar value of “positive” projects exceeds the value of “neutral” ones, largely a result of rail programs, most of which intersects with EJ areas. Overall, 33% of funding was spent on projects intersecting with EJ areas. None of the projects fell into the “negative” category.

Categories	Main Program	NYSAMPO Shared Cost	State Planning Research	ARRA High Speed Rail	Total	% Category in EJ Area
Neutral	\$2,298,000	\$254,397	\$0	\$0	\$4,052,397	11%
Positive	\$1,487,392	\$0	\$1,500,000	\$1,500,000	\$2,987,392	62%
Total	\$3,385,392	\$254,397	\$1,500,000	\$1,500,000	\$7,039,789	33%

Table VI-1

Table VI-2 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. It should be noted that the two ARRA High Speed Rail funding is listed as positive because they have a primary focus on transit. These two projects are studies and not construction, but it should be noted that if constructed, there could be negative impacts.

Effect				Task #	Main Program	Amount	EJ
Positive	1.64	Americans with Disabilities Act Compliance	\$60,000				
Positive	1.66	Environmental Justice Compliance and Title VI	\$50,000				
Positive	3.77	New Visions	\$50,000				
Positive	4.07	Human Service Agency Transportation/ADA	\$50,000				
Positive	4.60	Capital Coexist	\$80,000				
Positive	4.67	Bike/Pedestrian Planning	\$90,000				
Positive	4.68	Regional Trails Perspective Update	\$100,000				
Positive	5.05	Town of Guilderland: Westmere Corridor Study	\$6,045				EJ
Positive	5.19	Albany Shaker Road Corridor Study	\$70,000				EJ
Positive	5.20	Freemans Bridge Road Complete Streets Feasibility Study & Policy	\$27,500				
Positive	5.52	Provision of Community Services	\$45,000				
Positive	5.60	Transit Planning Support	\$50,000				
Positive	5.62	New Scotland Zoning Refinements and Site Design Guidelines	\$38,000				

Positive	5.63	Regional Travel Demand Management Initiative	\$60,000	
Positive	5.64	Stillwater Route 4 Zoning and Site Design Standards	\$67,500	EJ
Positive	5.66	Saratoga Springs Bicycle, Pedestrian and Public Transit Master Plan	\$11,097	EJ
Positive	5.67	Linkage Program Administrative and Technical Support	\$190,000	
Positive	5.68	Carshare	\$25,000	
Positive	5.69	Bikeshare	\$25,000	
Positive	5.71	Albany Complete Streets Policy and Design Manual	\$20,000	EJ
Positive	5.72	Malta Route 9 Reconfiguration Feasibility Study	\$23,500	
Positive	5.73	Schodack Zoning Code Amendments and Site Design Guidelines	\$33,750	
Positive	5.80	City of Albany Waterfront Multi-Use Path Connection Feasibility Study	\$60,000	EJ
Positive	5.81	Bethlehem Delaware Avenue Complete Streets Feasibility Study	\$31,250	
Positive	5.82	Schenectady Urban Bike Infrastructure Master Plan	\$56,250	EJ
Positive	5.83	Troy Bicycle Facilities Guidelines	\$22,500	EJ
Positive	5.86	Clean Communities	\$65,000	
Positive	5.89	New Visions Guidebook/Training	\$10,000	
Positive	5.90	Public Participation	\$40,000	
Positive	5.91	Bus Rapid Transit Planning	\$30,000	EJ

Neutral	1.51	Committee Activities	\$110,000	
Neutral	1.61	Certification Review	\$5,000	
Neutral	1.65	Unified Planning Work Program Development	\$10,000	
Neutral	1.67	CDTC's Prospectus: Continuing Operations Plan & Operating Procedures	\$6,000	
Neutral	1.68	NYSAMPO Administration	\$250,000	
Neutral	1.69	AMPO/NYSAMPO/TRB Committees and Working Groups	\$110,000	
Neutral	2.16	STEP Model Development and Maintenance	\$125,000	
Neutral	2.25	Data Collection	\$150,000	
Neutral	2.28	Census/Household Travel Survey	\$98,000	
Neutral	2.29	Geographic Information Systems	\$219,000	
Neutral	2.30	Routine Highway Condition Inventory	\$50,000	
Neutral	2.31	Traffic Volume Report	\$20,000	
Neutral	3.02	Safety Planning	\$150,000	
Neutral	3.03	Energy, Climate Change Initiative, Air Quality and Environment	\$25,000	
Neutral	3.07	Regional Operations and Congestion Management	\$60,000	
Neutral	3.11	I-787 Livable Corridor Study	\$50,000	EJ
Neutral	3.90	Transition to Performance-based Planning & Programming	\$60,000	

Ne utr al	4.1 7	Complete Streets/Arterial Management	\$75, 000	
Ne utr al	4.2 1	Freight Planning	\$215 ,000	
Ne utr al	4.2 2	Security Planning	\$30, 000	
Ne utr al	4.2 3	Every Day Counts Initiative	\$15, 000	
Ne utr al	4.9 0	Project Delivery & Tracking	\$40, 000	
Ne utr al	4.9 7	Transportation Improvement Program Development and Maintenance	\$150 ,000	
Ne utr al	5.5 1	Provision of Technical Services	\$140 ,000	
Ne utr al	5.6 1	Project Development Support	\$135 ,000	
Effe ct	Ta sk #	Other Programs	Amo unt	E J
Pos itiv e	6.0 3	American Recovery and Reinvestment Act	\$1,5 00,0 00	E J
Ne utr al	6.0 1	NYSAMPO Shared Cost Initiatives	\$254 ,397	
Ne utr al	6.0 2	State Planning Research Funded Efforts - Short Term Data Collection	\$1,1 00,0 00	
Ne utr al	6.0 2	State Planning Research Funded Efforts - I87/Route 9	\$400 ,000	E J

A large portion of the UPWP activity is contained in CDTC's Community and Transportation Linkage Planning Program. The objective of the Linkage Program is to advance the regional plan in concert with local initiatives.

Of the \$467,392 budgeted for Linkage Studies in the 2016-2018 UPWP, 67% or \$313,392 of the study areas included EJ areas. All of the Linkage Studies are listed in Table VI-3.

Effect				T a s k #	Linkage Study	Am oun t	E J
Pos	5.0	Town of Guilderland:	\$6,	E			

itive	5	Westmere Corridor Study	045	J
Positive	5.19	Albany Shaker Road Corridor Study	\$70,000	EJ
Positive	5.20	Freemans Bridge Road Complete Streets Feasibility Study & Policy	\$27,500	
Positive	5.62	New Scotland Zoning Refinements and Site Design Guidelines	\$38,000	
Positive	5.64	Stillwater Route 4 Zoning and Site Design Standards	\$67,500	EJ
Positive	5.66	Saratoga Springs Bicycle, Pedestrian and Public Transit Master Plan	\$11,097	EJ
Positive	5.71	Albany Complete Streets Policy and Design Manual	\$20,000	EJ
Positive	5.72	Malta Route 9 Reconfiguration Feasibility Study	\$23,500	
Positive	5.73	Schodack Zoning Code Amendments and Site Design Guidelines	\$33,750	
Positive	5.80	City of Albany Waterfront Multi-Use Path Connection Feasibility Study	\$60,000	EJ
Positive	5.81	Bethlehem Delaware Avenue Complete Streets Feasibility Study	\$31,250	
Positive	5.82	Schenectady Urban Bike Infrastructure Master Plan	\$56,250	EJ
Positive	5.83	Troy Bicycle Facilities Guidelines	\$22,500	EJ

VII. PUBLIC PARTICIPATION

CDTC relies on public participation in the following manners, as outlined in the 2015 update to the Public Participation Policy. When circumstances dictate, CDTC also holds community meetings in accessible neighborhood locations, conducts special outreach to seniors, places notices in minority newspapers or newsletters, accommodates people with Limited English Proficiency, and works with Human Service Agencies on public education in relation to their community service function. CDTC publishes a quarterly newsletter highlighting current planning programs or processes. In 2016, CDTC established an Equity Task Force to ensure that CDTC takes reasonable steps to ensure access to opportunities and that no person is denied benefits of CDTC's

planning process on the basis of minority and/or low income status; to identify and address disproportionately high and adverse human health or environmental effects of CDTC's programs, policies, and activities on minority and low-income populations; to ensure meaningful involvement in CDTC's planning process on issues related to Environmental Justice and Title VI; and to provide input on the most effective methods to engage and respond to Environmental Justice and Title VI populations.

Documents and plans, other than for Linkage Program

- Use the Internet to display and advertise
- Provide information and input opportunities via social media
- Add maps
- Notify known interested parties of availability and public comment deadline
- Set deadline of no less than 30 days (60 days for New Visions drafts and final documents and for TIP recommended program of projects)
- Place in public libraries in affected area at beginning of review period
- Designate an informed and available staff person to answer inquiries
- Provide free summary document in accessible format, when available
- Provide full document or plan (subject to printing/postage charges)
- Provide written response to written comments

Policy Board

The CDTC Policy Board is responsible for establishing and implementing regional transportation policies, principles, and priorities, and consists of elected officials and representation of federal, state, and regional agencies. The Board holds four scheduled meetings annually. Public participation is accomplished in the following manners:

- Meeting notification and an invitation to participate posted in the Times Union; Daily Gazette; The Saratogian; Troy Record; and the Spotlight newspapers
- Announcement to CDTC's website at least one week prior with the agenda and relevant materials
- Scheduled meeting time for non-board members to comment on any agenda item
- Acceptance of written comments to be incorporated into meeting minutes
- Provision upon request of relevant background documents, staff memos, studies, reports, or analyses

Planning Committee

The Planning Committee provides technical expertise in the preparation and analysis of transportation plans and programs with membership designated by Policy Board members. Public participation is accomplished in the following manners:

- Notification to a 60+ contact mailing list
- Announcement to CDTC's website at least one week prior with the agenda and relevant materials
- A "Visitor's Issues" agenda item to comment on transportation related issues and receive a response
- Provision upon request of relevant background documents, staff memos, studies, reports, or analyses

Linkage Program

The Linkage Program provides consultant or CDTC staff technical 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 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.

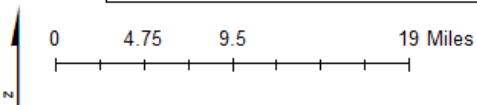
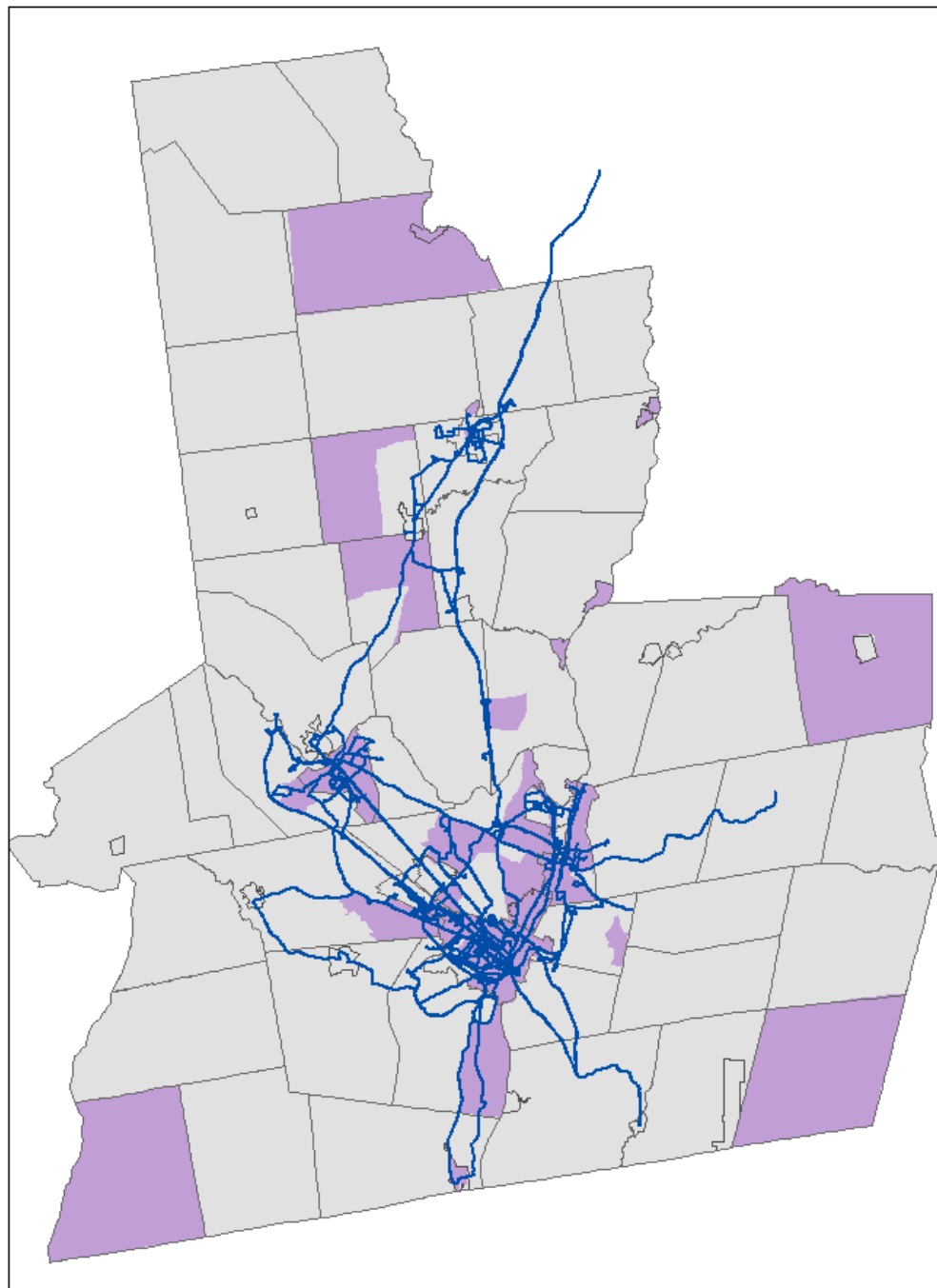
VIII. TRANSIT ACCESSIBILITY

The availability of public transportation to disadvantaged populations is a prime concern in addressing Environmental Justice. People who have little or no access to motor vehicle transportation rely on transit to increase their 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) 2014-2016 Title VI Program ensures compliance with FTA Circular C 4702.1B dated October 1, 2012, and fair apportionment of its resources throughout its four-county service area. During 2013, CDTA implemented procedures and policies pursuant to this program to comply with new 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), Fare Equity Analysis, 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. Those not served are in rural towns. See below for a graphic comparison of the transit routes with those areas.

Transit Routes and Environmental Justice



Data: 2011-2015 American Community Survey, CDTA

Legend

- CDTA August 2016
- Environmental Justice



Image VIII-1

IX. CONCLUSION

CDTC’s latest TIP could be more equitably programmed, with a higher percentage of “positive” projects in EJ areas and a smaller percentage of the potentially “negative” projects in EJ areas. New Visions, the UPWP, and the Linkage Program generally serve to benefit EJ populations. The Public Participation process is integrated with CDTC’s activities, but there remains room for improvement to engage EJ populations. CDTA’s transit route system is equitably distributed.

Transportation Improvement Program

Overall, over half of the 2016-2021 TIP’s value goes to projects in the “neutral” category, with a greater benefit to the non EJ population. Projects in the “positive” make up almost one-third of the program’s budget, and just over 10% of the program’s value falls in the possibly “negative” category.

30% of the dollar value of projects in the 2016-2021 TIP occur at least partially within Environmental Justice areas. There are only two projects with potentially negative effects, and both should be evaluated for disproportionately high and adverse impacts to Environmental Justice populations before construction. These two projects are some of the most expensive in the program.

About 10% of “positive” and 25% of “neutral” dollars were associated with projects at least partially within EJ areas.

2016-2021 TIP Summary

Category	Projects				Dollars			
	Total #	Total %	# EJ Areas	% Category in EJ Areas	Total	Total %	EJ Areas	% Category in EJ Areas
Negative	2	2%	2	100%	\$51,060,000	12%	\$51,060,000	100%
Positive	32	30%	8	25%	\$124,379,000	30%	\$13,119,000	11%
Neutral	72	68%	28	39%	\$245,249,000	58%	\$63,329,000	26%
Total	106	100%	38	36%	\$420,688,000	100%	\$126,299,000	30%

Table IX-1

It should be noted that “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. Nonetheless, the TIP program would be more equitable with a higher overall percentage of “positive” project value, and a lower percent of potentially negative value occurring in EJ areas.

New Visions 2040

Adherence to the outlined New Visions 2040 principles will benefit the Environmental Justice population.

Unified Planning Work Program

The 2016-2018 UPWP shows a greater benefit from “positive” projects to the EJ population, but a lesser benefit from “neutral” projects.

Linkage Studies

CDTC’s Linkage Studies trend toward providing a greater benefit to the EJ population.

Public Participation

CDTC's public participation process is well-integrated with its activities. However, views of those traditionally underserved by transportation, including the EJ population, could always be better solicited.

Public Transportation

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

X. RECOMMENDATIONS

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

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.

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.

XI. Appendix – Comments Received

1. Seek public comment on potential mitigation for “negative” projects
Response: CDTC seeks public comment on all projects under funding consideration before making funding decisions. To maintain fairness among all applicants, CDTC compares potential projects to each other as provided in the applications submitted before the due date. Once funded, mitigation is the responsibility of the project sponsor.
2. CDTC staff should provide recommended mitigation to project sponsors for consideration as they develop “negative” projects.
Response: CDTC will provide sponsors the opportunity for CDTC staff to provide mitigation recommendations on their projects as they develop them and once funding has been awarded – this has been added. Note that this is not to provide recommendations to resubmit a project for funding consideration.
3. Seek data on youth transportation more inclusive than work trips.
Response: Staff have looked into alternative data sources available for the region, but have not found any region-wide sources that can be compiled with available staff time.
4. Consider if South Troy Industrial Park Road could be part of a trail.
Response: Staff communicated this request to the project sponsor.
5. Notify sponsors of potentially negative projects.
Response: CDTC will notify sponsors of potentially negative projects - this has been added.
6. Find a new word for negative – how about “exclusionary”
Response: We would like to find different language than positive, negative, and neutral, however we feel that “exclusionary” indicates a lack not only of any positive effects but also of any opportunity for participation, which should not be the case even with negative impacts.
7. Give communities our EJ Analysis information. It will help them as they document further development of their projects.
Response: This document is available online as a pdf. Staff will investigate making the maps available online in an additional format. Data shown in the maps will be available for project sponsors on request, for use in their own analysis specific to their total population.