



**Capital District
Transportation Committee**

Environmental Justice/Title VI Analysis

March 2020

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. 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) includes an effort by CDTC to perform an Environmental Justice (EJ) review after each TIP update, and to continue to monitor our 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 2013-2017 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 2019-2024 Transportation Improvement Program (TIP), the 2018-2020 Unified Planning Work Program (UPWP), the Community and Transportation Linkage Planning Program, the Public Participation Policy, the Limited English Proficiency Plan, 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

A. Policy Board and Planning Committee

The tables below indicate the minority 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. Overall, about 2% of membership belongs to a minority group.

Table II-1: Policy Board Full Members

Name	Representing	Minority
Kathy M. Sheehan, Chair	City of Albany	
Carm Basile, Vice Chair	CDTA	
Patrick Barnes, Secretary	NYSDOT Region I	
Patrick Madden	City of Troy	
Christopher M. Briggs	City of Cohoes	
Dennis M. Baker	City of Mechanicville	
Richard J. Mooney	City of Rensselaer	
Gary R. McCarthy	City of Schenectady	
Meg Kelly	City of Saratoga Springs	
Michael P. Manning	City of Watervliet	
Paula A. Mahan	Town of Colonie	
Edward Kinowski	Town of Stillwater	
Louis Esposito	Town of Princetown	
Kevin Tollisen	Saratoga County Board of Supervisors	
Steven McLaughlin	Rensselaer County Executive	
Andrew Joyce	Albany County Legislature	
Daniel P. McCoy	Albany County Executive	
Anthony W. Jasenski, Sr	Schenectady County Legislature	
Tom Werner	Saratoga County	
Joe Landry	Schenectady County	
Michael E. Stammel	Rensselaer County Legislature	
James D. Shaughnessy	CDRPC	
Joseph Stahl	NYS Thruway Authority	
Patrick K. Jordan	Port of Albany	
John A. O'Donnell	Albany International Airport Authority	

Table II-2: Policy Board Non-Voting Members

Name	Representing	Minority
Stephen Goodman	Federal Transit Administration	
Richard J. Marquis	Federal Highway Administration	
Maria Chau	Federal Highway Administration	Asian

Table II-3: Policy Board Alternate Members

Name	Representing	Minority
Andrew Kreshik	City of Troy	
Thomas Richardson	City of Mechanicville	
Charles Moore	City of Rensselaer	
Christopher Wallin	City of Schenectady	
Brad Birge	City of Saratoga Springs	
Jeremy Smith	City of Watervliet	
Randy Milano	City of Albany	
Joseph LaCivita	Town of Colonie	
Nancy Perry	Town of Sand Lake	
Meg Grenier	Village of Menands	
Michael Valentine	Saratoga County	
Linda von der Heide	Rensselaer County	
George Penn	Albany County Executive's Office	
Steve Feeney	Schenectady County	
Ann Shaughnessy	Rensselaer County Legislature	
Mark Castiglione	CDRPC	
Robert Rice	NYSDOT Region I	
Tim Wainwright	NYS Thruway Authority	
Richard J. Hendrick	Albany Port District Commission	
Steve Iachetta	Albany International Airport Authority	

Table II-4: Planning Committee Full Members

Name	Representing	Minority
Steve Iachetta, Chair	Albany International Airport Authority	
Steve Feeney, Vice Chair	Schenectady County	
Randy Milano	City of Albany	
Bradley Birge	City of Saratoga Springs	
Chris Wallin	City of Schenectady	
Jeremy Smith	City of Watervliet	
Charles Moore	City of Rensselaer	
Andrew Kreshik	City of Troy	
Tom Richardson	City of Mechanicville	
Joseph LaCivita	Town of Colonie	
Peter Comenzo	Town of Rotterdam	
Michael Valentine	Saratoga County	
Lisa Ramundo	Albany County	
Mark Castiglione	CDRPC	
Ross Farrell	CDTA	
Robert Rice	NYSDOT Region I	

Joseph Stahl	NYS Thruway Authority	
Tony Vasil	Albany Port District Commission	

Table II-5: Planning Committee Non-Voting Members

Name	Representing	Minority
Richard J. Marquis	FHWA	
Michael V. Franchini, Secretary	CDTC	
Maria Chau	FHWA	Asian
Mike Sheehan	NYS DEC	

Table II-6: Planning Committee Alternate Members

Name	Representing	Minority
Susan Barden	City of Saratoga Springs	
Kristin Diotte	City of Schenectady	
David Wheatley	City of Watervliet	
Steve Strichman	City of Troy	
C. Mark Seber	City of Mechanicville	
Michael Tengeler	Town of Colonie	
Paul Reuss	Village of Menands	
Nadine Fuda	Town of Schodack	
John Scavo	Town of Clifton Park	
Jaime O'Neill	Town of Malta	
Adam Yagelski	Town of East Greenbush	
Rob Leslie	Town of Bethlehem	
Laura Robertson	Town of Niskayuna	
Donald Csaposs	Town of Guilderland	
Andrew Kohout	Village of Scotia	
William Anslow	Albany County	
W. Joseph Teliska	Rensselaer County	
Todd Fabozzi	CDRPC	
Chris Desany	CDTA	
Greg Wichser	NYSDOT Region I	
Tim Wainwright	NYS Thruway Authority	
Richard Hendrick	Albany Port District Commission	
John O'Donnell	Albany International Airport Authority	

B. Advisory Committees

The tables below indicate the minority members on CDTC's advisory committees, using the same definitions as in the Demographics section following. Membership and attendance is voluntary. Future members cannot be anticipated. About 6% of membership belongs to a minority group.

Table II-7: Bicycle and Pedestrian Advisory Committee

Name	Affiliation	Minority
Al Karoly	AECOM	
Andrew Kennedy	Center for Economic Growth	
Andrew Lynn	Troy Bike Rescue	
Anne Benware	Bethlehem Bike/Ped Committee	
Anthony Tozzi	Town of Malta	
Audrey Ball	Town of Malta	
Brent Irving	Capital District Transportation Authority	
Charles Moore	City of Rensselaer	
Charles Welge	Albany County Department of Health	
Chris Morris	NYS Office of Parks Recreation, & Historic Preservation	
Chris Spencer	City of Albany	
Christina (Tina) Carton	City of Saratoga Springs	
Christine Vanderlan	Columbia Land Conservancy	
Chuck Dollard	Village of Voorheesville	
Colin Klepetar		
Dan Lynch		
Daniel Berheide	Alta Planning & Design	
Daniel Biggs	Weston & Sampson	
Daniel Patterson		
David Downes	Albany Bicycle Coalition	
Don Odell	Albany Bicycle Coalition	
Donna Liquori	Bethlehem	
Dylan Carey	Parks & Trails New York	
Elaine Troy	Retired NYS Department of Health	
Emmett McDevitt	Federal Highway Administration	
Erin Colligan		
Fred Mastroianni	GPI	
Gina Gillooley	NYS Department of Health	
Henrietta O'Grady		
Ivan Vamos	NY Bicycling Coalition	
Jackie Hakes	MJ Engineering	
James Mearkle	Albany County	
James Rath	City of Troy	
Janette Kaddo Marino	Bikeatoga	
Janette Schue	Niskayuna Resident	
Jeff Olson	Alta Planning & Design	
Jen Hogan	NYS Department of Health	
Jennifer Viggiani	Town of Clifton Park	
Jessica Marquard	CT Male	
Jim Ercolano	NYS Department of Transportation	
Jim Levy	Planning 4 Places / SCEAC	

Jim Moore	University at Albany	
Joanne Klepetar	Town of Wilton Resident	
John DiMura		
John Gillivan	GE Retiree	
John Mitchell	Halfmoon Trails	
John Scavo	Town of Clifton Park	
Kelly Mateja		
Ken Crandall	Troy Bike Rescue	
Ken Kovalchik	Town of Guilderland	
Kristin Murphy	NYS Department of Health	
Lauren Stairs	Schenectady County Department of Health	
Leah Golby	NYBC Board Member	
Linda Von Der Heide	Rensselaer County	
Lindsay Zefting	Alta Planning & Design	
Lindsey Garney	CDTA	
Lisa Wallin	MJ Engineering	
Lois Chaplin	Cornell Local Roads Program	
Lorenz Worden	Albany Bicycle Coalition	
Mark Cashman		
Martin Daley	Capital District Regional Planning Commission	
Maureen Kemmet	Village of Victory	
Megan Stevens	Saratoga Battlefield Historic Site	
Meghan Webster	NYSDOT Main Office	
Melissa Cherubino	Town of Glenville	
Michael Horn	Saratoga PLAN	
Michael Williams	Capital District Transportation Authority	
Mike Toole	Bikeatoga	
Nate Ownes	Town of Bethlehem	
Pat Tuz	Town of Wilton Resident	
Paul Forte	NY Bicycling Coalition	
Paul Reuss	Village of Menands	
Paul Russell		
Paul Winkeller	Bike advocate	
Peter Knutson	Schenectady County	
Peter Lion	Center for Economic Growth	
Rachel Manes	NY Academy of Medicine	
Rachelle McKnight	Weston & Sampson	
Rob Leslie	Town of Bethlehem	
Robin Dropkin	Parks & Trails New York	
Ross Farrell	Capital District Transportation Authority	
Sasha Eisenstein	Canal Corporation	
Scott Lewendon		
Steve Feeney	Schenectady County	

Steve Godlewski	Creighton Manning Engineering	
Steve Strichman	City of Troy Planning	
Susan Olson	NYS Department of Transportation	
Tara Hotis	Capital Roots	
Thomas Hotaling	NYS Office of Parks, Recreation & Historic Preservation	
Tim Kennedy		
Todd Fabozzi	Capital District Regional Planning Commission	
Tom Murnane		
Tricia Bulatao	Albany County DOH	
Valerie Deane	NYSDOT Region 1	
Victoria Keir	Seton Health Partners	
Wally Elton	Saratoga Springs Southwest Neighborhood Association	
Wendy Lucas		
Will Malcom	Parks and Trails NY	
Zach Powell	City of Albany	

Table II-8: Complete Streets Advisory Committee

Name	Affiliation	Minority
Andrew Kohout	Village of Scotia	
Brad Birge	City of Saratoga Springs	
Brad Glass	City of Albany	
Brent Irving	Capital District Transportation Authority	
Brian Kirch	NYS Department of Transportation Region 1	
Audrey Burneson	NYS Department of Transportation Region 1	
Chris Marini	City of Albany	
David Wheatley	City of Watervliet	
Greg Wichser	NYS Department of Transportation Region 1	
James Rath	City of Troy	
Jennifer Viggiani	Town of Clifton Park	
Mark Castiglione	Capital District Regional Planning Commission	
Michael Williams	Capital District Transportation Authority	
Nate Owens	Town of Bethlehem	
Randall Milano	City of Albany	
Robert Leslie	Town of Bethlehem	
Ross Farrell	Capital District Transportation Authority	
Stephanie Long	NYS Department of Transportation Region 1	
Steve Feeney	Schenectady County	
Steven Strichman	City of Troy	
Tina Carton	City of Saratoga Springs	
Todd Fabozzi	Capital District Regional Planning Commission	

Table II-9: Equity Advisory Committee

Name	Affiliation	Minority
Akilah Jones	Schenectady Job Training Agency	Black or African American
Brenda Robinson	Veteran Health Administration; Albany Public Library; City of Albany Commission on Human Rights	Black or African American
Crickett Thomas-O'Dell	Workforce Development Institute	Black or African American
Dan Davis		Black or African American
Elaine Frazier	Capital Area Urban League?	Black or African American
Ifeachor Potts	Alliance for Positive Health; Community Action Board	Black or African American
James Sottile	New York State Senate; 2 nd Avenue Neighborhood Association	
Johan Matthews	Boys Day Out; Youth Enrichment Services	Caribbean American/Black
Merton Simpson	Albany County Legislator	Black or African American
Michael Williams	Capital District Transportation Authority	
Nicole Weijola	New York State Senate	
Sergio Adams	St. Catherine's Center for Children; Kappa Alpha Psi	Black or African American
Travon Jackson	BlueLight Development Group; ICSP Inc.	Black or African American
Trent Griffin-Braaf	Tech Valley Shuttle; Community Justice Board; Schenectady Works	Black
Tricia Bulatao	Albany County Department of Health; Albany Damien Center	

Table II-10: Freight and Goods Movement Advisory Committee

Name	Affiliation	Minority
Adam Yagelski	Town of East Greenbush	
Andrew Kennedy	Center for Economic Growth	
Bill Trudeau	Traffic Engineering Services	
Bob Doyle	Golub Corporation (Price Chopper/Market 32)	
Brad Birge	City of Saratoga Springs	
Brian Stewart	Cambridge Systematics	
Catherine Lawson	SUNY Albany/AVAIL	
Chad Grinnell	Norfolk-Southern RR	
Christopher Wallin	City of Schenectady	
Dave Schmitz	Golub Corporation (Price Chopper/Market 32)	
David Ahl	Galesi Group Corporate Office	
David Rosenberg	NYS DOT-Planning Bureau 6-1	
Donald Csaposs	Town of Guilderland	

Elizabeth Staubach	Town of Bethlehem - Dept of Economic Development and Planning	
Emily Traiforos	Go Rail	
Erik Hallas	General Electric-Logistics Department	
Erik VandenBerg	GE	
Gautam Mani	Federal Highway Administration	Asian
Glenn Posca	CDTC	
Jacob Beeman	CDTC	
Jeffrey Flumignan	USDOT - Maritime Administration	
Jeffrey Gritsavage	NYS Canal Corporation	
Jeffrey Wojtowicz	RPI CITE / VREF Center for Excellence	
Jeremy Smith	City of Watervliet	
Jim Davis	NYSDOT-Transit Systems Bureau	
Joe Stahl	NYS Thruway Authority	
John Davidson	DA Collins Companies	
John Evers	Albany County Executives Office	
John Gaylord	Albany Port Railroad	
John McGreavy	SMS Rail Lines	
John Scavo	Town of Clifton Park	
Jose Holguin-Veras	RPI CITE / VREF Center for Excellence	Hispanic or Latino
Kate Maynard	Capital District Regional Planning Commission	
Kendra Hems	NYS Motor Truck Association	
Leo Roohan	YRCW	
Lisa Ramundo	Albany County Public Works	
Lou Esposito	Town of Princetown / Owner Operator Independent Drivers Association / C & L Enterprises	
Maria Chau	Federal Highway Administration	Asian
Mark Eagan	Capital Region Chamber	
Mark Landgraff	Citizen (former NYSDOT)	
Maurice O'Connell	CSX Transportation	
Melody Sheahan	Pan Am Railways	
Michael Fesen	Norfolk Southern Railroad	
Michael Valentine	Saratoga County Planning	
Mike Izdebski	Carver Companies	
Mike Novicky	CSX Transportation	
Nadine Fuda	Town of Schodack	
Ned Sullivan	Scenic Hudson	
Pete Bardunias	Southern Saratoga Chamber	
Peter Comenzo	Town of Rotterdam	
Peter Lion	Center for Economic Growth	
Peter Plumeau	EDR Group	
Peter Rea	NYSDOT Region 1	
Randy Milano	City of Albany	
Rich Hendrick	Albany Port District Commission	

Rick Crawford	Norfolk Southern Corporation-Government Relations	Black/African American
Rob Goldman	NYS Marine Highway	
Rob Leslie	Town of Bethlehem - Dept of Economic Development and Planning	
Robert Boss	Mohawk Global Logistics	
Robyn Marquis	NYSERDA	
Rod Nofziger	OOIDA	
Scott Roth	New York Commercial Real Estate	
Scott Wigger	Railroads of New York, Inc.	
Steve Feeney	Schenectady County	
Steve Gayle	RSG	
Steve Iachetta	Albany County Airport Authority	
Steve Ribet	Distribution Unlimited	
Steven Strichman	City of Troy	
Thomas O'Connor	Capital Region Chamber	
Thomas Werner	Saratoga Co./NYSDOT fmr.	
Tony Vasil	Albany Port District Commission	
Tori Riley	Saratoga Economic Development Corporation	
Tracy Zayac	Mainfreight Inc	
William Anslow	Albany County Public Works	

Table II-11: Regional Operations and Safety Advisory Committee

Name	Affiliation	Minority
Kerry Thompson	Albany County	
Andrew Sattinger	NYS Department of Transportation Main Office	
Leslie Basset	NYS Department of Transportation Region 1	
Mark Castiglione	Capital District Regional Planning Commission	
Bill Trudeau	City of Albany	
Mark Pyskadlo	NYS Department of Transportation Region 1	
Brent Irving	Capital District Transportation Authority	
Maureen Kozakiewicz	Governor's Traffic Safety Committee	
Brian Kirch	NYS Department of Transportation Region 1	
Brian Menyuk	NYS Department of Transportation Region 1	
Peter Knutson	Schenectady County	
Brian Cross	NYS Department of Transportation	
Regina Doyle	NYS Department of Transportation Main Office	
Brian Rossi	Schenectady County Sheriff	
Rich Cordero	Capital District Transportation Authority	
Chief Elaine M. Rudzinski	Town of East Greenbush	
Sergeant Steve Hopsicker	NYS Police	
Christopher R. Wallin	City of Schenectady	

Thomas Werner	Saratoga County	
Emmett McDevitt	Federal Highway Administration	
Tim Wainwright	New York State Thruway Authority	
Timothy Crothers	Federal Highway Administration	
Jason Temple	Office of the Schenectady County Sheriff	
First Sergeant Tracy Mance	Albany County Sheriff's Dept.	
Jim Mearkle	Albany County	
Tracy Balogh	NYS Department of Transportation	

Table II-12: Regional Transportation and Coordination Committee

Name	Affiliation	Minority
Amanda Hulbert	Warren Washington Albany ARC	
Amy Carman	Catholic Charities of Schenectady	
Amy Neumann	Capital District Transportation Authority	
Andy Gilpin	Captain Community Human Services	
Bill Garrison	Center for Disability Services	
Bob O'Connell	Captain Community Human Services	
Carol Rosbozom	Rensselaer County	
Cathryn Bern Smith	Schenectady County	
Charlotte Fuss	Knox	
Christina Mead	Veterans Administration	
Christine Cary	Town of Colonie	
Denise Figueroa	Capital District Transportation Authority	
Denise Yannaci	Saratoga County	
Diane Conroy LaCivita	Colonie Senior Services	
Don Anderson	Colonie Senior Services	
Donald Csaposs	Town of Guilderland	
Donna Stressel	St. Peter's Health Partners	
Gina McCarthy	Albany Guardian Society	
Greg Cuda	Saratoga ARC	
Greg Giuliano	Captain Community Human Services	
Gretchen Moore Simmons	Senior Services of Albany	
Ilse Funk	Catholic Charities	
Jane Sanders	Town of Bethlehem	
Jennifer Dunn	Saratoga Bridges	
Jill Weinisch	Wildwood Programs	
Katherine Hill Brown	Community Caregivers	
Kelli Barron	Warren, Washington Albany ARC	
Kelly Mateja	NYS Office for Aging	
Ken Harris	Albany Guardian Society	
Kevin White	Schenectady ARC	
Kirsten Danforth	Veterans Administration	

Lester Arras	Wildwood Programs	
Linda Miller	Community Caregivers	
Lois Celeste	Saratoga Senior Center	
Lucas Rogers	Albany County	
Margo Mahoski	Catholic Charities of Schenectady	
Marisa Alber	NYS Department of Family Assistance	
Mark Castiglione	Capital District Regional Planning Commission	
Mark Sheehan	Schenectady ARC	
Marlene Hildenbrandt	Catholic Charities of Schenectady	
Martina Hull	Sidney Albert Albany JCC	
Mary Ann Kelley	Town of Guilderland	
Maryellen Casey-Usis	Albany Neighborhood Naturally Occurring Retirement Community	
Matthew Hanrahan	Albany County	
Mike Barry	Center for Disability Services	
Mike Flaherty	St. Peter's Health Partners	
Monika Boeckman	Senior Services of Albany	
Nancy McKiernan	Baptist Health System	
Nicole Manning	Saratoga County	
Olivia DiPace	NYS Office of Temporary and Disability Assistance	
Patrick Magee	Alliance for Better Health	
Peggy Osborne	Town of Bethlehem	
Peter Barber	Town of Guilderland	
Phyllis Relyea	Northeast Parent and Child Society	
Rad Anderson	Bethlehem Seniors	Black or African American
Rebecca Starzyk	Healthy Capital District Initiative	
Renee Markle	Schenectady County	
Sandra Cross	Saratoga County	
Sheila Brazie	NYS Office for People with Developmental Disabilities	
Sherri Wolken	St. Peter's Health Partners	
Sister Betsy Van Deusen	Catholic Charities	
Stephanie Dale	Senior Services of Albany	
Stephanie Foard	Captain Community Human Services	
Steve Beaulac	Wildwood Programs	
Susan Bredice	Village of Colonie	
Tanya Pitts	Capital District Transportation Authority	Black or African American
Tim Farrell	Albany County	
Todd Finkle	Renssealer County	
Tom Vaughan	NYS Department of Transportation	

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 combination of the percent minority residents and percent residents below poverty will become the “Environmental Justice” areas used by CDTC upon adoption of this report.

A. Demographics

Category	Regional Rate
Low Income	12.5%
Minority	21.5%
Limited English	3.2%
Disability	12.7%
Under 18	20.0%
Over 65	15.8%

Table III-1: Rates of Low-Income, Minority, Limited-English, Disabled, Under 18, and Over 65 Populations

The residential patterns of low-income, minority, limited-English, disabled, under 18, and over 65 populations in CDTC’s planning area are shown below in images III-1 through III-6. American Community Survey (2013-2017 5-year) data was analyzed at the census tract level, and is shaded in tracts above the regional thresholds shown at right by category. Color variations within maps show 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. Residents with low-income are defined as those whose household income falls below the poverty line, and data is shown for the population for whom poverty status is determined.

Image III-1: Percent Residents Below Poverty

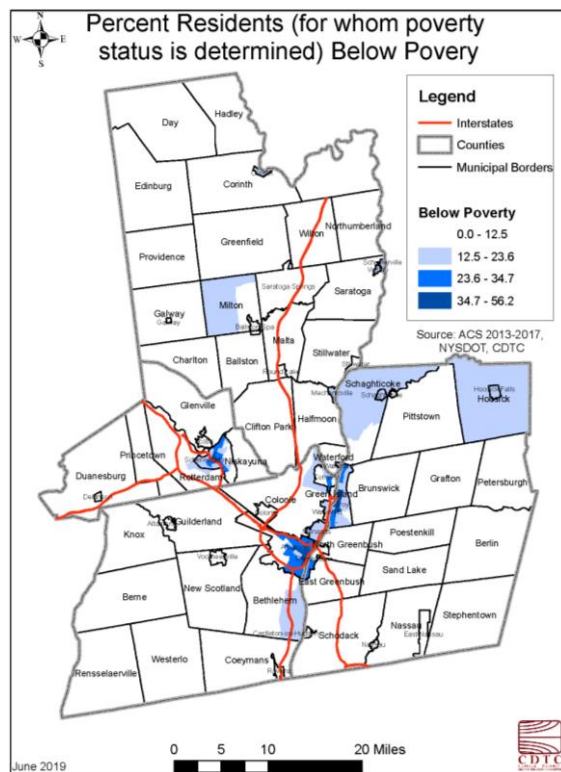


Image III-2: Percent Minority Residents

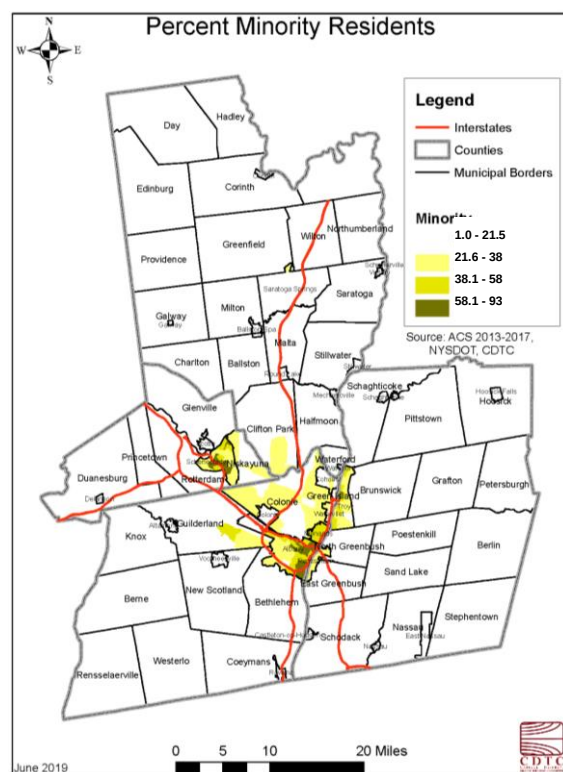


Image III-6: Percent Limited English Proficiency Residents

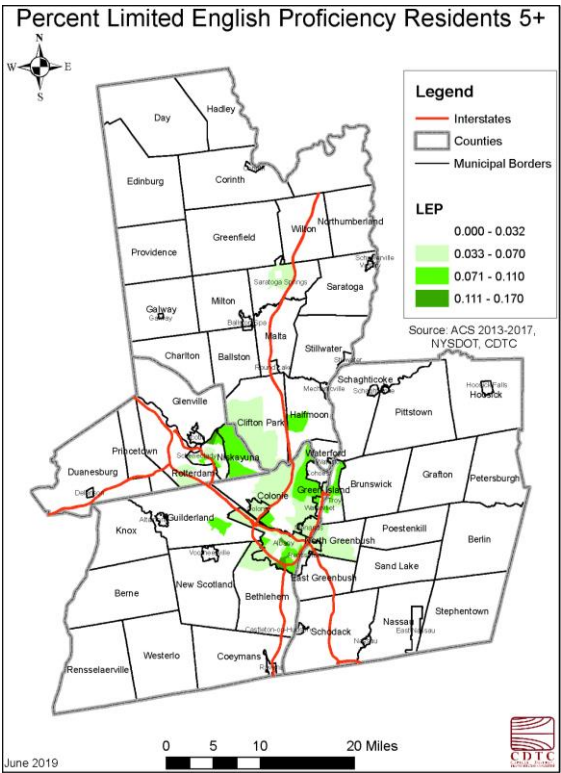


Image III-5: Percent Residents Who Have a Disability

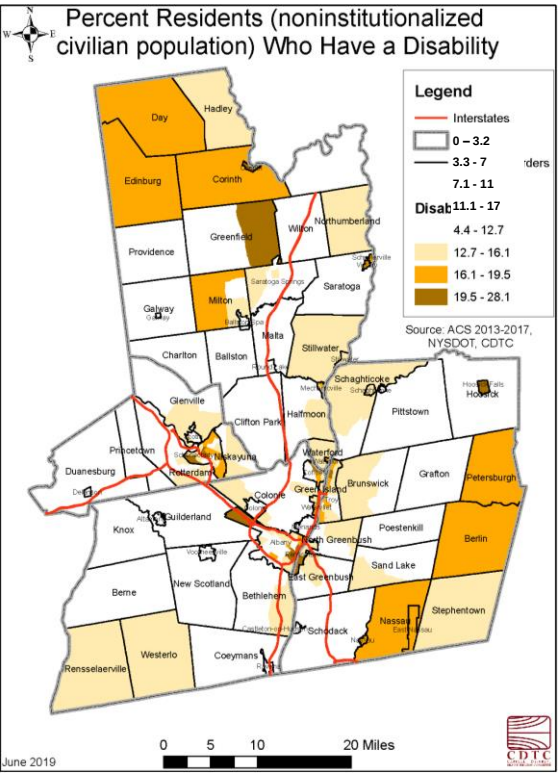


Image III-4: Percent Residents 65+

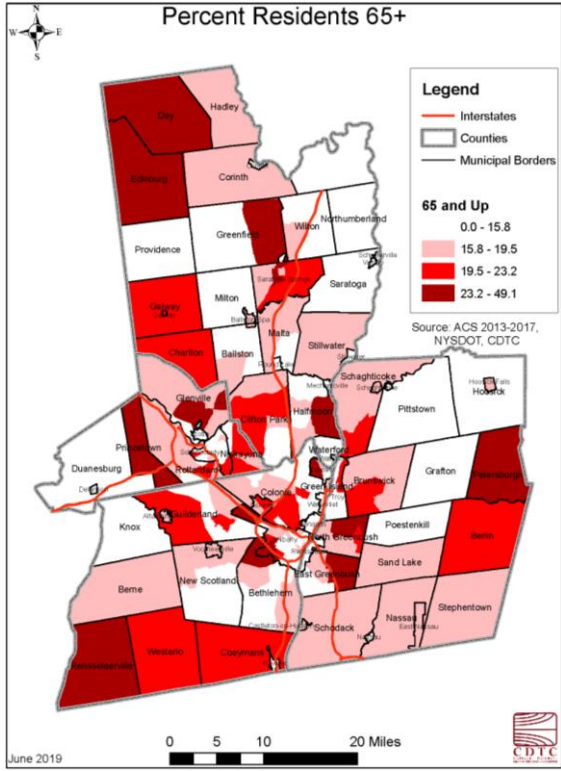
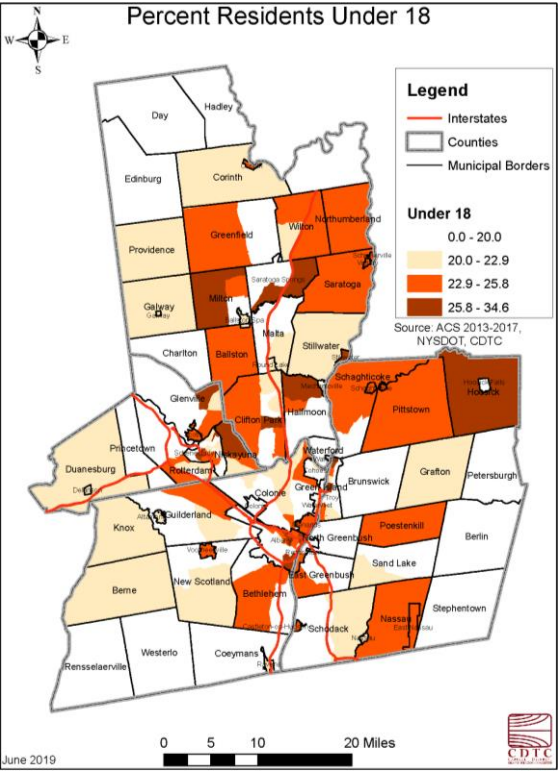


Image III-3: Percent Residents Under 18



Minority residents generally reside in and around the region’s three largest cities. In general, concentrations of low-income residents occur in urban areas, in addition to some rural and suburban areas. 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 5 years and over who speak English less than “very well” are concentrated in the core area. People who have a disability are spread throughout the region. Data for age and disability is for the civilian non-institutionalized population.

B. Transportation

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

By age, 16-19 year olds show a significant difference between the older age groups: the 16-19 group is 21% less likely to drive alone to work, about 9% more likely to carpool, and 10% 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.

For people who speak a language other than English at home, people who speak English less than “very well” are slightly less likely to drive alone and slightly more likely to carpool and take transit. By disability, those with any disability are about 10% less likely to drive alone to work. Commute modes by sex are very similar. For more information on efforts to meet transportation needs of seniors and people who have a disability, see CDTC’s Coordinated Public Transit – Human Services Transportation Plan.

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 likely have less to do with work than other trip purposes, for which we have little data. Overall, the most significant differences appear in the race/ethnicity and income comparisons, as well as the comparison between 16-19 year olds and other ages. For these reasons, the remainder of this analysis focuses on an Environmental Justice area, which combines the Minority and Below Poverty maps above.

Table III-2: Commute Mode by Race/Ethnicity

By Race/Ethnicity	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
All Workers (16+)	80.0%	7.6%	3.7%	1.2%	3.4%	4.1%
White Alone Not Hispanic or Latino	83.3%	6.9%	1.8%	1.0%	2.7%	4.2%
Minority	63.8%	11.0%	12.9%	2.0%	7.0%	3.3%

Table III-3: Commute Mode by Income

By Income	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
At/Above 100% Poverty Level	81.8%	7.4%	3.2%	1.1%	2.6%	3.9%
Below 100% Poverty Level	61.3%	11.3%	13.2%	2.4%	8.8%	3.0%

Table III-4: Commute Mode By Age

By Age	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
16-19 Years	59.9%	16.2%	4.3%	2.9%	13.0%	3.8%
20-64 Years	80.8%	7.4%	3.7%	1.1%	3.1%	3.9%
65+ years	80.7%	5.0%	2.9%	1.3%	2.5%	7.6%

Table III-5: Commute Mode by English Ability

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

Table III-6: Commute Mode by Disability

By Disability Status*	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Without any Disability	80.7%	7.4%	3.5%	1.1%	3.4%	4.0%
With a Disability	71.1%	11.2%	6.7%	2.4%	4.3%	4.3%

Table III-7: Commute Mode by Sex

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

Data is from the American Community Survey 2017 5-year estimates, tables S0802, B08105H, B08101, B08122, S0801, B08113, and S1811. Other includes taxi, motorcycle, and bicycle. *Data for sex and disability status include all people in Albany, Rensselaer, Saratoga, and Schenectady Counties.

IV. 2019-2024 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 does not include projects from the 2016-2021 TIP that weren't constructed before the start of the 2019-2024 TIP. Those projects were subsequently added to the 2019-2024 TIP as their construction phases "rolled over" into the new funding period.

Merit Evaluation Process

CDTC utilized its merit evaluation process to select projects for the 2019-2024 TIP. Half of the points considered in the process come from a quantitative Benefit/Cost evaluation, and the other half come from the qualitative merit evaluation process. This process explicitly captures project benefits missing from the Benefit/Cost evaluation, and is easy to understand. It also provides a direct link to the New Visions principles, recommendations, and funding priorities so that project selection directly reflects the New Visions priorities, as required. One of the categories considers 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 receive 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 receive 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 receive 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 or B) excluding EJ areas and with a primary purpose or significant focus on transit, bicycling, walking, or carpool receive - 1 point. The merit evaluation process in the 2019-2024 TIP solicitation used the Environmental Justice areas contained in the 2016 Environmental Justice Analysis. Therefore, this analysis is based on those areas.

A. 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; the sponsor designs the project after it is funded. This analysis shows all programmed projects on the 2019-2024 TIP as of October 1st 2019, 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 2019-20 through 2023-24. Projects may later change – for example, A584 "Menands Bike/Ped Connector" has since been amended to include additional funding to repave Route 32 adjacent to the project.

Table IV-1: Values Assigned to Projects

Assigned Value	Description	Analysis
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
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

We base this analysis only on the presence and travel patterns of minority and low-income populations. The sex 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 the focus of CDTC's Limited English Proficiency 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. These trends follow from the previous version of this document.

For the purpose of this analysis, we use the combined low-income and minority populations from the January 2017 Environmental Justice/Title VI Analysis. This is because the 2019-2024 TIP was developed in part using the merit evaluation process described above, for which Environmental Justice scores used the Environmental Justice areas from the 2017 Analysis. We continue to assume that changes to the transportation system affect low-income and minority populations the same, based on the transportation analysis in the Demographics section above and in the 2017 Analysis.

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. 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 IV-2: TIP Project Number and Dollar Amounts by location

Category	Projects	Projects in EJ Areas	% Projects in EJ Areas	Total Dollars	Dollars in EJ Areas	% Dollars in EJ Areas
Negative	4	3	75%	\$9,548,000	\$7,560,000	79%
Positive	44	12	27%	\$395,199,000	\$28,701,000	7%
Neutral	84	23	27%	\$328,363,000	\$101,983,000	31%
Total	132	38	29%	\$733,110,000	\$138,244,000	19%

“Positive”

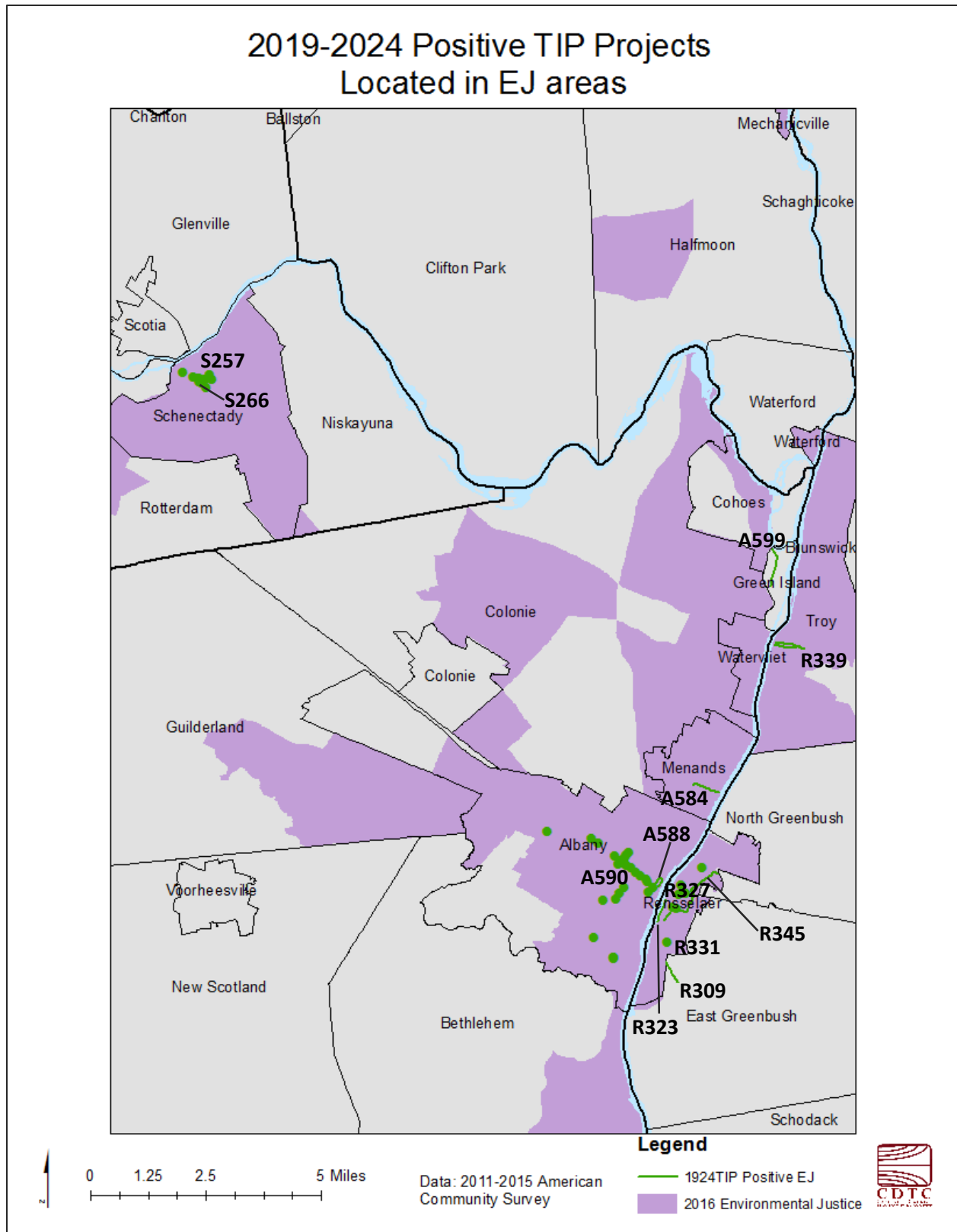
In total, there are forty-four projects categorized as positive, totaling about \$395,199,000 and shown in table IV-4, with dollar amounts in millions. Shaded cells indicate projects that cannot be mapped due to their regional nature. Twelve of these projects, totaling \$28,701,000, are located completely or partially in an EJ area, depicted on the map below. While the Albany Skyway (A588) is classified as Positive and is located in an Environmental Justice area, CDTC’s Equity Advisory Committee did not support the project and requested that assumed benefits to members of Environmental Justice communities not be used as a selling point for this project.

Table IV-3: Positive TIP Project Summary

TIP #	Project Type	Project Name	Location	Amount	EJ
A581	Bicycle or Pedestrian	West Old State Road: New Sidewalk	Guilderland	\$0.23M	
A583	Safety	Carman Road Safety Improvements	Guilderland	\$1.10M	
A584	Bicycle or Pedestrian	Menands Bike/Ped Connector	Menands	\$4.76M	EJ
A588	Bicycle or Pedestrian	Albany Skyway	Albany	\$8.80M	EJ
A590	Safety	City of Albany PSAP	Albany	\$1.23M	EJ
A599	Restoration & Preservation	Cohoes Avenue, Arch Street to the Cohoes City Line: Mill & Fill	Green Island	\$1.05M	EJ
A601	Restoration & Preservation	Delaware Avenue, Elsmere Avenue to Normans Kill Bridge: Mill & Fill, Complete Streets & Road Diet Project	Bethlehem	\$3.64M	
A603	Safety	Albany Shaker Road (CR 151), Wolf Road to Everett Road: Safety Improvements	Colonie (Town)	\$0.86M	
A604	Bicycle or Pedestrian	Carman Road Sidewalks	Guilderland	\$0.63M	
R309	Bicycle or Pedestrian	US 9 and 20 Sidewalk Construction from Bruen Court to the Rensselaer City Line	East Greenbush	\$0.63M	EJ
R310	Bicycle or Pedestrian	Sand Lake Hamlets Sidewalk Enhancements	Sand Lake	\$0.65M	
R323	Bicycle or Pedestrian	Rensselaer Riverfront Multi-Use Trail	Rensselaer	\$1.40M	EJ
R327	Safety	City of Rensselaer PSAP	Rensselaer	\$0.45M	EJ
R331	Bridge Replacement	South Street Bridge: Bridge Replacement & Pedestrian Improvements	Rensselaer	\$2.19M	EJ
R339	Restoration & Preservation	NY 2 (Congress and Ferry Streets) from 11th Street to the Congress Street Bridge Ramps: Corridor Improvements	Troy	\$4.03M	EJ
R345	Bicycle or Pedestrian	Rensselaer Bicycle & Pedestrians Access Improvements	Rensselaer	\$2.76M	EJ
RG118	Bicycle or Pedestrian	ADA Compliance Set-Aside	Regional	\$1.00M	
RG130	Transit	Travel Demand Management & Multimodal	Regional	\$3.00M	
RG131	Transit	Bus Rapid Transit	Regional	\$19.4M	
S243	Bicycle or Pedestrian	Mohawk-Hudson Bike-Hike Trail Rehabilitation	Rotterdam	\$0.20M	
S244	Restoration & Preservation	Highbridge Road & East Campbell Road: Hot In-Place Recycling & Sidewalk Reconstruction/Extension	Rotterdam	\$1.23M	
S249	Safety	Nott Street/Balltown Road Intersection: Safety Improvements	Niskayuna	\$1.35M	
S257	Safety	City of Schenectady PSAP	Schenectady	\$0.88M	EJ

S265	Bicycle or Pedestrian	Freemans Bridge Road Multi-Use Path	Glenville	\$1.78M	
S266	Bicycle or Pedestrian	Franklin Street Cycle Track	Schenectady	\$0.52M	EJ
S267	Bicycle or Pedestrian	NY 5S Bike/Ped Improvements	Rotterdam	\$2.76M	
S268	Bicycle or Pedestrian	Washington Avenue Bike/Ped Connection	Scotia	\$0.70M	
S270	Bicycle or Pedestrian	Empire State Trail Parallel to NY 5S: Connect Existing Pieces of the Trail	Rotterdam	\$4.05M	
S271	Bicycle or Pedestrian	Empire State Trail: Connect Existing Pieces of the Trail	Rotterdam	\$3.66M	
SA306	Bicycle or Pedestrian	Moe Road Multi-Use Path	Clifton Park	\$0.88M	
SA312	Safety	Clifton Park PSAP	Clifton Park	\$0.41M	
SA322	Bicycle or Pedestrian	Saratoga Springs Sidewalk Missing Links Program	Saratoga Springs	\$1.90M	
SA323	Bicycle or Pedestrian	NY 146 and NY 146A Bicycle & Pedestrian and Bicycle Access Improvements	Clifton Park	\$1.32M	
T11	Capital Facility	Passenger Facility Improvements at Various Locations	Regional	\$0.96M	
T14A	Operating Assistance	Transit Operating Assistance	Regional	\$204.88M	
T14B	Operating Assistance	Transit Operations Support for Saratoga Service: Preventive Maintenance & Operating Assistance	Saratoga Springs	\$9.31M	
T16	Capital Vehicle	Transit Support Vehicles	Regional	\$1.04M	
T17	Capital Vehicle	Transit Bus Replacement/Expansion	Regional	\$13.86M	
T57	Capital Vehicle	Preventive Maintenance	Regional	\$73.63M	
T6A	Capital Vehicle	Enhanced Mobility of Seniors and Individuals with Disabilities Program	Regional	\$3.88M	
T6B	Capital Vehicle	STAR Buses Replacement and Expansion	Regional	\$3.75M	
T72	Capital Facility	Safety and Security	Regional	\$1.00M	
T77	Capital Vehicle	Capital Cost of Contracting for Commuter Service in the Capital District to points North, West & South	Regional	\$3.00M	
T9	Capital Facility	Facility Improvements	Regional	\$0.45M	

Image IV-1: 2019-2024 Positive TIP Projects Located in EJ Areas



“Neutral”

The 84 projects categorized as neutral, and thus generally benefitting non-EJ populations more than EJ populations, total about \$328,363,000 and are listed in table IV-5, in millions of dollars. Shaded cells indicate projects that cannot be mapped due to their regional nature. Twenty-three of these projects intersect with EJ areas, for a total of \$101,983,000. The following map shows only these.

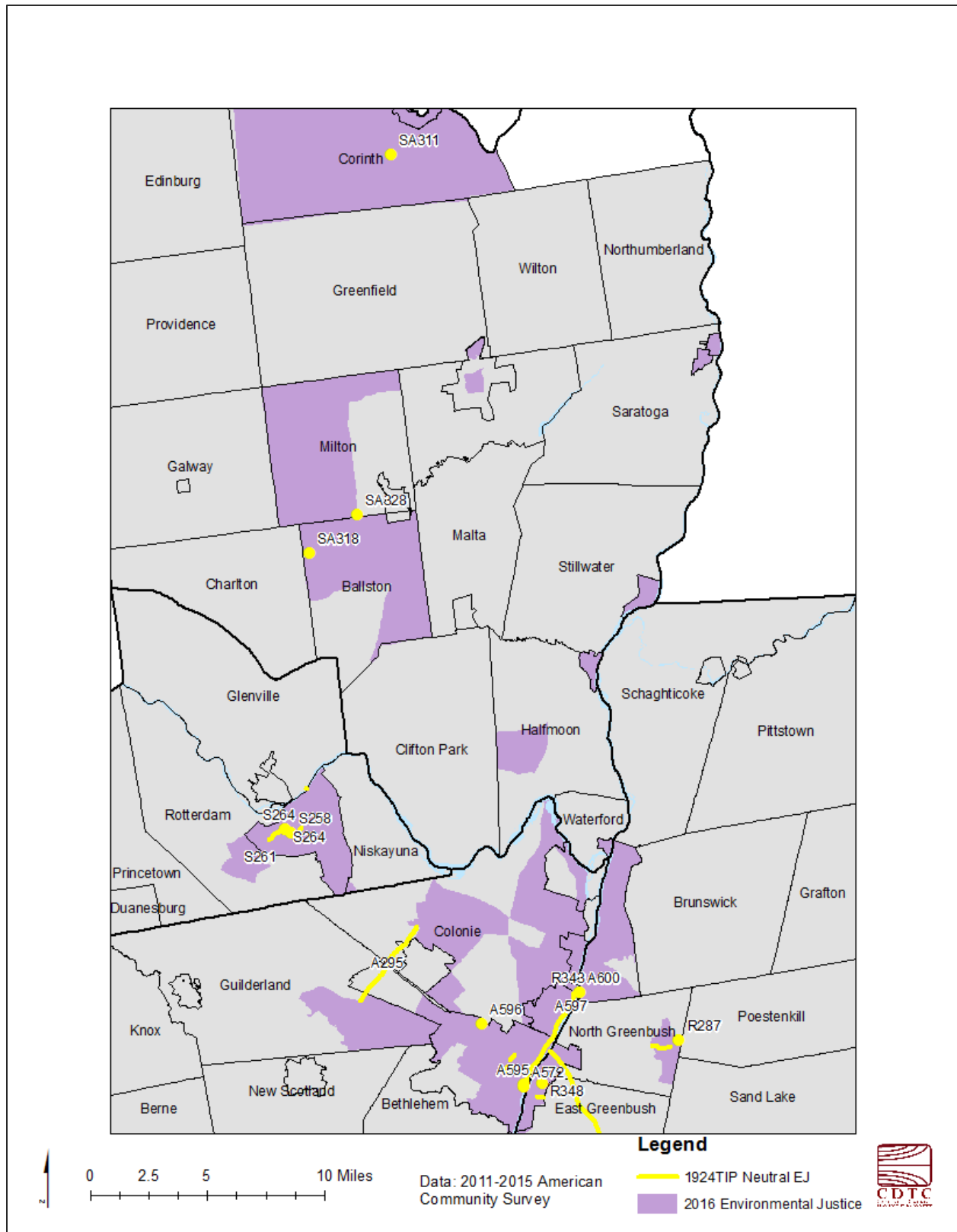
Table IV-4: Neutral TIP Project Summary

TIP #	Project Type	Project Name	Location	Amount	EJ
A295	Highway Infr. & Capacity Impr.	New Karner Rd (NY 155), from US 20 to Watervliet Shaker Rd: Corridor Improv.	Multiple	\$5.52	EJ
A572	Bridge Work	I-787 NB Ramp over the SME to SME WB: Element Specific Repairs	Albany	\$10.64	EJ
A576	Bridge Replacement	NY 144 Bridge over the Hannacrois Creek: Replacement	Coeymans	\$3.10	
A587	Traffic Operations	US NY 9W/Feura Bush Rd/Glenmont Rd (NYS NY 910A): Roundabout	Bethlehem	\$4.05	
A593	Restoration & Preservation	Henry Johnson Blvd, Sheridan Ave to Livingston Ave: Mill & Fill	Albany	\$0.97	EJ
A594	Restoration & Preservation	Lark St, Madison Ave to Washington Ave: Mill & Fill	Albany	\$0.74	EJ
A595	Bridge Work	Dunn Bridge WB To I-787 SB: Element Specific Repairs	Albany	\$26.43	EJ
A596	Bridge Work	Everett Rd Bridge over I-90: Element Specific Repairs	Albany	\$10.65	EJ
A597	Restoration & Preservation	I-787 Exit 3B to Exit 7 (NY 378): Pavement Corrective Maintenance	Multiple	\$4.68	EJ
A598	Bridge Replacement	US 9W Over CSX/CP Rail: Replacement	Bethlehem	\$12.15	
A600	Bridge Work	NY 378 Over Hudson: Bridge Paint	Multiple	\$3.43	EJ
A606	Bridge Work	James St Over Eagles Nest Creek: Culvert	Cohoes	\$1.00	
R287	Bridge Replacement	CR 68 (Snyder's Lake Rd) Large Culvert and Bridge Over Wynantskill Creek	Poestenkill	\$1.51	EJ
R313	Bridge Replacement	NY 2 over NY 22 Bridge: Replacement	Petersburgh	\$2.66	
R314	Bridge Work	CR 129 (Tamarac Rd): Replace Large Culvert with an Aluminum Box Culvert	Pittstown	\$0.51	
R315	Bridge Replacement	US 9 Bridge over I-90 (Exit 11): Replacement	Schodack	\$10.92	
R316	Bridge Replacement	NY 2 Bridge over the Poestenkill: Replacement	Brunswick	\$3.66	
R324	Safety	Howland Ave (formerly Depot Hill Rd): Grade Crossing Signal Upgrade	Schaghticoke (Town)	\$0.31	
R325	Safety	Old Schaghticoke Rd: Grade Crossing Signal Upgrade	Schaghticoke (Town)	\$0.63	
R328	Bridge Repair or Replacement	Campbell Ave over Wynantskill: Bridge Repair or Replace	Troy	\$3.13	
R329	Bridge Repair or Replacement	Stop 13 Rd over Wynantskill: Bridge Repair or Replace	Sand Lake	\$1.03	
R330	Bridge Replacement	NY 67 Over B&M RR: Bridge Replacement	Schaghticoke (Town)	\$6.61	
R332	Restoration & Preservation	Best Rd (CR 55) from Sand Lake Town Line to NY 150: Overlay	Sand Lake	\$0.39	

R333	Restoration & Preservation	Eastern Union Turnpike (CR 49) from Glass Lake Rd to NY 43: Overlay	Sand Lake	\$0.21	
R334	Restoration & Preservation	Fogarty Rd (CR 126) Wetsel Rd to Pittstown Town Line: Overlay	Schaghticoke (Town)	\$0.15	
R335	Restoration & Preservation	Pershing Ave (CR 68) Troy Ave to Peck Rd: Overlay	North Greenbush	\$0.24	EJ
R336	Restoration & Preservation	River Rd (CR 120) from CR 125 to Washington County Line: Overlay	Schaghticoke (Town)	\$0.15	
R337	Restoration & Preservation	Snyders Lake Rd (CR 68) from CR 65 (Bloomingrove Dr) to Troy Ave: Overlay	North Greenbush	\$0.58	
R338	Restoration & Preservation	Third Ave from the Bridge to City/Town Line: Pavement Rehabilitation & Bike/Ped Improv.	Rensselaer	\$0.57	EJ
R340	Safety	Intersection of US Route 4 and I-90: Safety Improv.	East Greenbush	\$4.43	
R341	Restoration & Preservation	I-90 Exit 10.5 (at Kraft Road) to NYS Thruway: Pavement Corrective Maintenance	Schodack	\$7.64	
R342	Restoration & Preservation	I-90 Hudson River to Exit 10.5 (at Kraft Rd): Pavement Corrective Maintenance	Multiple	\$7.87	EJ
R343	Bridge Work	NY 378 Over Hudson: Bridge Paint	Multiple	\$3.43	EJ
R346	Bridge Work	Morner Rd Over Mill Creek: Culvert	East Greenbush	\$0.50	
R347	Bridge Work	Mannix Rd Over Mill Creek: Culvert	East Greenbush	\$0.52	
R348	Bridge Work	Partition St Over Quackenderry Creek: Culvert	Rensselaer	\$0.99	EJ
RG133	Safety	Guiderail Replacement	Regional	\$2.50	
RG134	Bridge Work	State Bridge Miscellaneous Preservation Set-Aside	Regional	\$31.00	
RG135	Bridge Work	State Culvert Replacements Set-Aside	Regional	\$10.50	
RG136	Restoration & Preservation	State Miscellaneous Pavement Maintenance Set-Aside	Regional	\$33.00	
RG137	Restoration & Preservation	State Slope Repairs Set-Aside	Regional	\$0.25	
RG141	Other Highway	Navigational Lights Replacement	Regional	\$0.95	
RG142	Other Highway	Overhead Sign Structure Replacement	Regional	\$13.90	
RG143	Other Highway	Sign Replacement	Regional	\$0.75	
RG15	Other Highway	Durable Pavement Markings Set-Aside	Regional	\$10.50	
RG23	Traffic Operations	Traffic Signal Set-Aside for State Roads	Regional	\$1.15	
RG29	Problem Assessment	CDTC Project Development Support	Regional	\$0.68	
RG37	Traffic Operations	HELP Program	Regional	\$3.00	
RG37A	Traffic Operations	TMC Operating Costs	Regional	\$5.00	
RG37B	Traffic Operations	TMC Engineering Support	Regional	\$3.75	
RG37C	Traffic Operations	TMC ITS Set-Aside	Regional	\$0.75	
S204	Bridge Replacement	Kings Rd (CR 65) over CSX: Bridge Replacement	Schenectady	\$5.32	
S238	Bridge Repair or Replacement	NY 911F (Freemans Bridge) over the Mohawk River/Erie Canal, Rehabilitation	Glenville	\$3.30	EJ
S242	Restoration & Preservation	Broadway from 0.12 miles south of Weaver St. to Fourth St: Mill and Fill	Schenectady	\$1.09	EJ
S251	Safety	Air National Guard Rd: Grade Crossing Signal	Scotia	\$0.29	

		Upgrade			
S252	Safety	Van Buren Ln: Grade Crossing Signal Upgrade	Glenville	\$0.28	
S253	Safety	Sacandaga Rd (NY 147) Grade Crossing Signal Upgrade	Scotia	\$0.36	
S254	Safety	Vley Rd Grade Crossing Signal Upgrade	Scotia	\$0.36	
S255	Safety	Freeman's Bridge Rd (NY 911F) Grade Crossing Signal Upgrade	Glenville	\$0.29	
S258	Bridge Repair or Replacement	Francis Ave Over I-890: Bridge Repair or Replace	Schenectady	\$2.93	EJ
S259	Restoration & Preservation	Craig Street, Albany St to Wyllie St: Mill & Fill	Schenectady	\$0.78	EJ
S260	Bridge Repair or Replacement	US 20 Over Schoharie Creek: Element Specific Repairs	Duanesburg	\$2.79	
S261	Restoration & Preservation	Guilderland Ave & Helderberg Ave: Mill & Fill	Rotterdam	\$1.09	EJ
S263	Bridge Repair or Replacement	Sunnyside Rd Bridge: Rehabilitation	Scotia	\$4.80	
S264	Bridge Work	I-890 over Erie Blvd and Broadway: Element Specific Repairs	Schenectady	\$13.32	EJ
SA297	Bridge Replacement	Ashdown Rd. Bridge over the DHRR: Replacement	Clifton Park	\$1.68	
SA302	Bridge Replacement	CR 13 (Barkersville Fayville Rd) over Cadman Creek: Bridge Replacement	Providence	\$1.08	
SA308	Safety	Ashdown Rd Grade Crossing Signal Upgrade	Clifton Park	\$0.29	
SA309	Safety	Blue Barns Rd (CR 110) Pan AM Railways Grade Crossing Signal Upgrade	Clifton Park	\$0.37	
SA311	Safety	NY 9N Grade Crossing Signal Upgrade	Corinth (V)	\$0.45	EJ
SA313	Bridge Repair or Replacement	Hans Creek Rd over Hans Creek: Bridge Repair or Replace	Providence	\$0.61	
SA314	Bridge Repair or Replacement	Fox Hill Rd over Little Hans Creek: Bridge Repair or Replace	Edinburg	\$0.63	
SA315	Restoration & Preservation	I-87 Resurfacing Exits 13-15	Multiple	\$4.37	
SA316	Restoration & Preservation	I-87 Resurfacing Exits 15-16	Wilton	\$4.37	
SA317	Bridge Replacement	Coons Crossing Rd over Anthony Kill: Bridge Replacement	Halfmoon	\$1.38	
SA318	Bridge Work	Lasher Rd Bridge over Mourning Kill: Element Specific Repairs	Ballston	\$0.85	EJ
SA319	Safety	Intersection of NY 146 and Clifton Country Rd: Safety Improvements	Clifton Park	\$4.85	
SA320	Restoration & Preservation	I-87 Exit 16 to CDTC Planning Area Boundary: Resurfacing	Wilton	\$2.10	
SA321	Restoration & Preservation	I-87 Resurfacing Exits 11-13	Multiple	\$4.37	
SA327	Bridge Work	Peaceable St Over Mourning Kill: Culvert	Charlton	\$1.00	
SA328	Bridge Work	CR 59 Over Gordon Creek Tributary: Culvert	Milton	\$0.50	EJ
SA329	Bridge Work	Parker Rd Over Breen Brook: Culvert	Hadley	\$1.00	
SA330	Bridge Work	Military Rd Over Sand Creek: Culvert	Edinburg	\$0.96	
SA331	Bridge Work	South Main St Over Hudson Tributary: Culvert	Halfmoon	\$0.86	

Image IV-2: 2019-2024 Neutral TIP Projects Located in EJ Areas



“Negative”

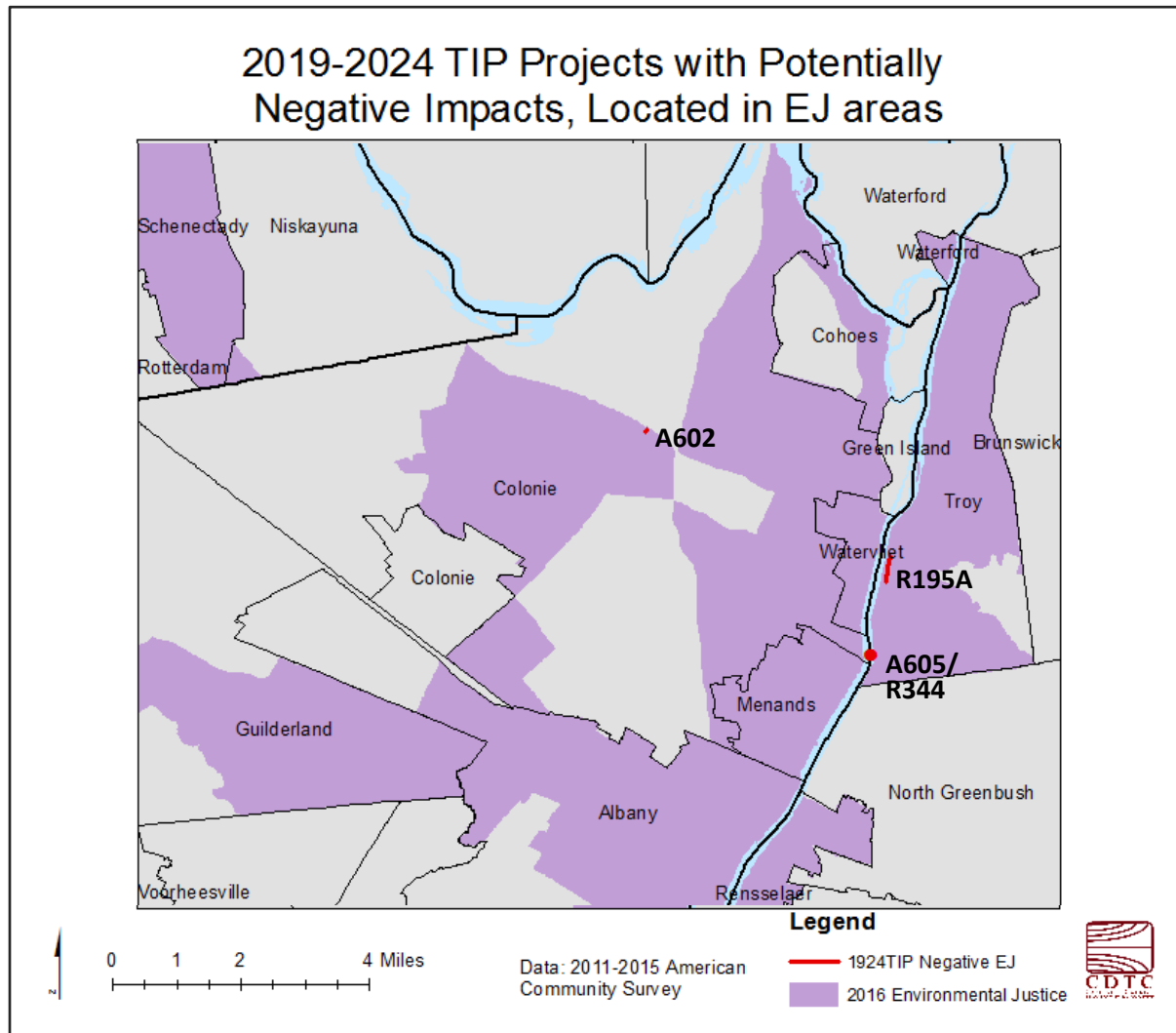
In total, there are four projects that could have negative effects and otherwise benefit the non EJ population more than the EJ population, totaling about \$9,548,000 and shown in the table. Three of these projects are located completely or partially in an EJ area, depicted on the map below. Three of the projects provide capacity improvements, and the other (R195A) is new construction.

It should be noted that the sponsor of R195A, South Troy Industrial Park Road Phase II, expects the project to remove freight traffic from adjacent streets. However, CDTC’s traffic model assignment showed no traditional traffic benefits, because there are already several alternate routes and general traffic would not divert to the new facility. The model does not explicitly model trucks. In addition, the project is expected to spur economic development, which can reasonably be expected to increase traffic overall.

Table IV-5: Potentially Negative TIP Project Summary

TIP #	Project Type	Project Name	Location	Amount	EJ
A602	Safety	I-87 Exit 6 Interchange Safety Improvements	Colonie (Town)	\$2.00M	EJ
A605/ R344	Problem Assessment	NY 378 Troy Menands Bridge Study	Menands/ Troy	\$0.87M	EJ
R195A	New Construction	South Troy Industrial Park Road Phase II (Northern End)	Troy	\$4.70M	EJ
S269	Traffic Operations	Rosendale Road/Old River Road Intersection Improvements	Niskayuna	\$1.99M	

Image IV-3: 2019-2024 Potentially Negative TIP Projects Located in EJ Areas



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, and has not been updated since the 2016 Environmental Justice/Title VI Analysis. The update for "New Visions 2050" is underway.

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 the UPWP before work on the studies and projects 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 project categories and the amount of 2020-2022 funding budgeted for each, less local funding. For this UPWP, the dollar value of "neutral" projects exceeds the value of "positive" ones. With the exception of linkage studies, tasks have no set boundaries to determine location in an EJ area. None of the projects fell into the "negative" category. The merit evaluation process in the 2019-2024 TIP solicitation used the Environmental Justice areas contained in the 2016 Environmental Justice Analysis. Therefore, this analysis is based on those areas.

Table VI-1: UPWP Project Values by Category

Effect	Amount	% in EJ Areas
Neutral	\$1,911,183	0%
Positive	\$1,483,893	16%

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. CDTC holds the contract for Task 1.68 NYSAMPO Administration on behalf of all MPO's in New York State.

Table VI-2: UPWP Projects by Category

Task Number and Program	Amount	Effect	EJ Area
1.51 Committee Activities	\$80,000	Neutral	
1.61 Certification Review	\$5,000	Neutral	
1.64 Americans with Disabilities Act (ADA) Compliance	\$72,500	Positive	
1.65 Unified Planning Work Program Development	\$10,000	Neutral	
1.66 Environmental Justice Compliance, Title VI, and DBE	\$50,000	Positive	
1.67 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	\$75,000	Neutral	
1.70 Public Participation	\$40,000	Positive	
1.71 Provision of Community Services	\$45,000	Positive	
1.73 CDTC/CDRPC Technical Assistance	\$100,000	Positive	

1.75 Linkage Program Administration and Technical Support	\$56,926	Positive	
2.25 Data Collection	\$75,000	Neutral	
2.28 Census	\$110,988	Neutral	
2.29 Geographic Information Systems (GIS)	\$157,820	Neutral	
2.30 Highway Condition Inventory	\$25,000	Neutral	
3.11 STEP Model Development and Maintenance	\$50,000	Neutral	
3.21 Energy, Climate Change Initiative, Air Quality & Environment	\$25,000	Neutral	
3.31 Infrastructure & Financing Planning	\$122,500	Neutral	
3.41 New Visions and RTP Refinement	\$115,467	Positive	
3.51 Performance-based Planning & Programming	\$30,000	Neutral	
3.12 I-787 Livable Corridor Study	\$5,000	Neutral	EJ
3.22 Regional Operations and Congestion Management	\$60,000	Neutral	
3.32 Regional Signal Timing Program	\$75,000	Neutral	
4.17 Complete Streets	\$100,000	Neutral	
4.21 Freight Planning	\$148,875	Neutral	
4.23 Every Day Counts	\$5,000	Neutral	
4.25 Energy Efficient Logistics Grant	\$20,000	Neutral	
4.30 Smart Communities	\$90,000	Neutral	
4.60 Capital Coexist	\$70,000	Positive	
4.67 Bike/Pedestrian Planning	\$105,000	Positive	
4.68 Capital District Trails Plan Implementation	\$37,500	Positive	
4.70 Clean Communities	\$124,000	Positive	
5.01 TIP Development and Maintenance	\$90,000	Neutral	
5.10 Project Delivery and Tracking	\$20,000	Neutral	
5.51 Provision of Technical Services	\$30,000	Neutral	
5.61 Project Development Support	\$135,000	Neutral	
6.12 Human Service Agency Transportation	\$80,000	Positive	
6.13 Transit Planning	\$95,000	Positive	
6.14 Regional Travel Demand Management Effort	\$100,000	Positive	
6.16.1 Safety Planning	\$90,000	Neutral	
6.16.2 Security Planning	\$20,000	Neutral	
7.30 City of Albany Bicycle and Pedestrian Master Plan	\$97,500	Positive	EJ
7.XX Village of Ballston Spa Pedestrian & Bicycle Master Plan	\$75,000	Positive	
7.XX Village of Menands Land Use Regulations Update	\$90,000	Positive	EJ
7.XX Village of Scotia Downtown Connections Plan	\$75,000	Positive	
7.90 Hoosick Street Parkway Implementation Study	\$55,000	Positive	EJ

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 \$392,500 budgeted for Linkage Studies in the 2020-2022 UPWP, about 62% are in EJ areas. Linkage study task numbers begin with a "7" in Table VI-2.

VII. PUBLIC PARTICIPATION

The 2015 update to the Public Participation Policy outlines CDTC's efforts to gain input. CDTC publishes its nondiscrimination policy statement to its website, with Policy Board and Planning Committee press releases, and in studies and plans. When circumstances dictate, CDTC also holds community meetings in accessible neighborhood locations, conducts special outreach to seniors, places notices in minority newspapers or newsletters, seeks input from 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. Now the Equity Advisory Committee, this group worked with CDTC staff to create the following participation policy specific for projects with potentially negative impacts.

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.

Documents and plans, other than for Linkage Program

CDTC relies on the following to gain participation in its documents and plans.

- 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
- Press releases listing the presentation topics and including the nondiscrimination policy statement
- 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 transportation related issues and receive a response
- 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 with nondiscrimination policy statement 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

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, and posted to CDTC's website. 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 and posted on-line. Upon at least one-week request of LEP individuals speaking languages covered by the safe harbor provision, CDTC will provide interpreting services at meetings, in person if possible.

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, Colonie 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 seven business days prior to the meeting at which the aids, services, or accommodations are requested.

Linkage Program

The Linkage Program provides consultant and 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.

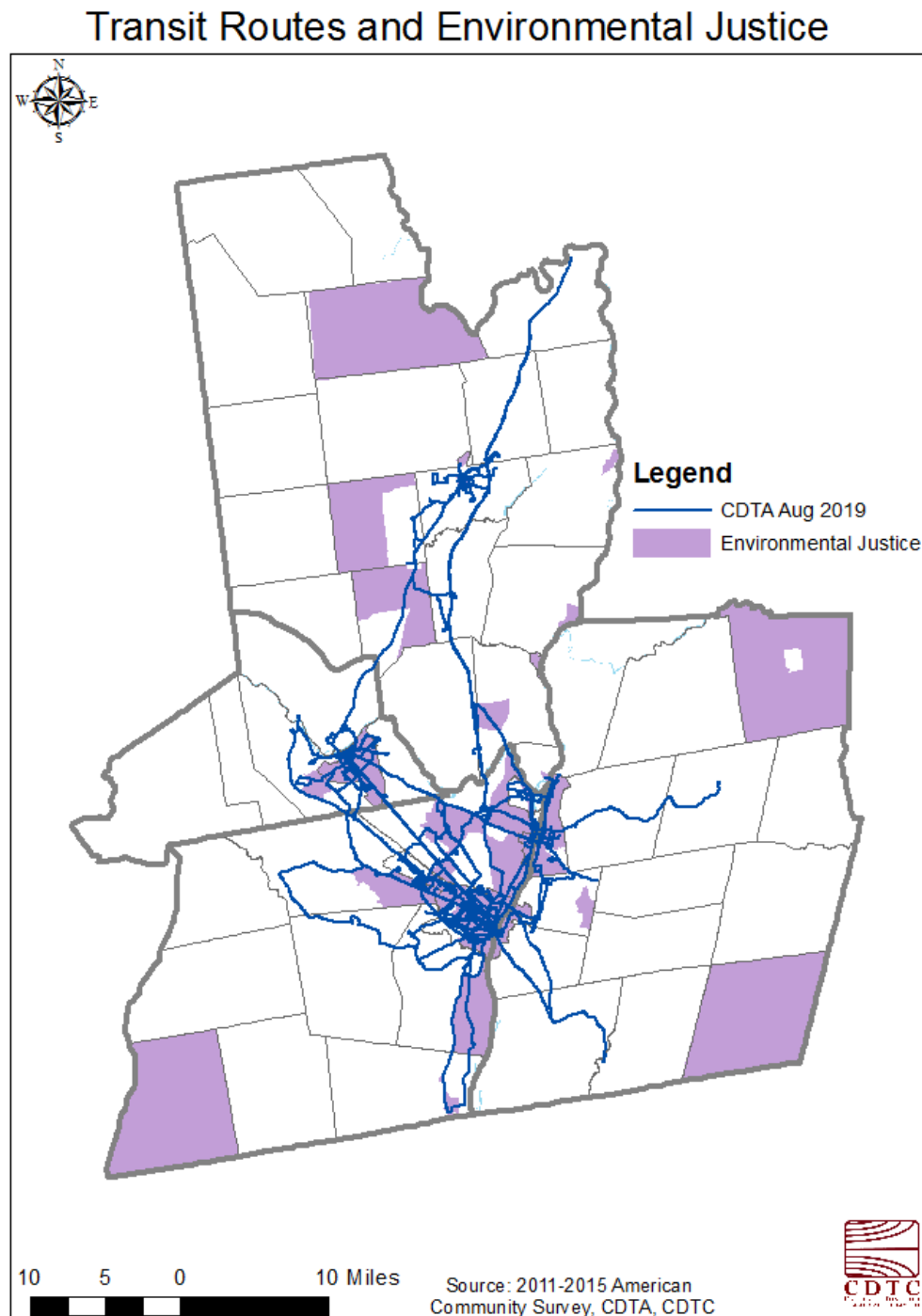
VIII. TRANSIT ACCESSIBILITY

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 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) 2017-2020 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. 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, Limited English Proficiency Language Assistance Plan, 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, which tend to be more difficult to serve with transit. See Image VIII-1 below for a graphic comparison of the transit routes with those areas. The map reflects CDTA transit service as of August 2019.

Image VIII-1: Transit Routes and Environmental Justice



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, 19% of the dollar value of projects in the 2019-2024 TIP occur at least partially within Environmental Justice areas. Over half of the 2019-2024 TIP's value goes to projects in the "positive" category, with 7% of the value of those projects intersecting with EJ areas. Projects in the "neutral" category make up almost one-half of the program's budget, with about one-third of those dollars in EJ areas. About 1% of the program's value falls in the possibly "negative" category.

There are four projects with potentially negative effects, three of which are located in an Environmental Justice area. These should be evaluated for disproportionately high and adverse impacts to Environmental Justice populations before construction and also the participation policy specific for projects with potentially negative impacts.

Table IX-1: 2019-2024 TIP Summary

Category	Projects				Dollars			
	Total #	Total %	# in EJ Areas	% Category in EJ Areas	Total Dollars	Total %	Dollars in EJ Areas	% Category in EJ Areas
Negative	4	3%	3	75%	\$9,548,000	1%	\$7,560,000	79%
Positive	44	33%	12	27%	\$395,199,000	54%	\$28,701,000	7%
Neutral	84	64%	23	27%	\$328,363,000	45%	\$101,983,000	31%
Total	132	100%	38	29%	\$733,110,000	100%	\$138,244,000	19%

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 in EJ areas, 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. The update for "New Visions 2050" is underway.

Unified Planning Work Program

The 2020-2022 UPWP includes about \$1.9M in funding for "neutral" projects and about \$1.5M for "positive" projects. Most of the tasks do not have a specific location.

Linkage Studies

CDTC's Linkage Studies trend toward providing a greater benefit to the EJ population. Over half of the Linkage Study funding in the 2020-2022 UPWP is for studies in EJ areas.

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. 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.