

Adirondack / Glens Falls Transportation Council

Title VI / Environmental Justice Review

1. Purpose

The Environmental Justice Planning Project, Task 4.10 of the Adirondack / Glens Falls Transportation Council's (A/GFTC's) *Unified Planning and Work Program (UPWP)*, calls for "an annual report detailing the location(s) of minority and low-income populations in the Greater Glens Falls area, the location(s) of transportation planning activities, success and/or failure to address those populations equitably, and a mechanism to continue consideration of those factors in the future." This review will examine A/GFTC's performance with respect to compliance with existing Environmental Justice legislation.

2. Background

A/GFTC is the designated Metropolitan Planning Organization (MPO) for the Planning and Programming Area of Warren County, NY, Washington County, NY, and the Town of Moreau in Saratoga County, NY. All MPOs are required to review their transportation planning activities to ensure that low-income and minority groups are receiving equitable treatment. The following is a list of relevant legislation:

- Title VI of the *1964 Civil Rights Act* (42 U.S.C. 2000d-1) states that, "No person in the United States shall, on the ground of race, color, or natural 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."
- The *President's Executive Order on Environmental Justice* (Executive Order 12898, issued February 11, 1994) further provides that "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 impacts of its programs, policies, and activities on minority populations and low-income populations."
- In compliance with Executive Order 12898, the United States Department of Transportation (USDOT) issued the *United States Department of Transportation Order on Environmental Justice (DOT Order 5610.2, April 15, 1997)* requiring the incorporation of environmental justice principles into all existing USDOT activities, policies, and programs.
- Issued December 2, 1998, the Federal Highway Administration's (FHWA's) *FHWA Actions to Address Environmental Justice in Minority Populations*

and Low-Income Populations (FHWA 6640.23) is a similar document to *DOT Order 5610.2* and requires incorporation of environment justice principles into all FHWA activities, policies, and programs.

None of the legislation listed above contains guidance or standards regarding the review of MPO practices. This report was developed by A/GFTC based on its interpretation of the documents listed above.

3. Review Criteria

The two sets of demographic and economic data used in this review are Minority Population Percentage and Low and Moderate Income Population Locations. The base geographical unit used for classification is the Census Block Group, the finest level of detail at which such data is available. The analysis area has been defined as the entire A/GFTC Planning and Programming Area.

A. Minority Population Percentage

Minority Population Percentage is the total number of minority persons in all minority groups (from the *2000 Census of Population and Housing*) divided by the total number of all persons per Census Block Group. The total number of persons from all minority groups was used due to the general absence of a significant regional minority population that is comprised of any one single ethnic group.

B. Low and Moderate Income Population Locations

Income level data was derived from 2000 Census. The HUD Division of Community Planning and Development for the Community Development Block Grant program (CDBG) uses a metropolitan area's median household income to determine income thresholds. A/GFTC will use a similar approach to identify Low and Moderate Income Population Locations. In accordance with HUD standards, Low Income Population Locations are identified as those Block Groups where the median household income does not exceed 50 percent of county median household income. Block Groups with median household income values that are between 50 and 80 percent of the county value are identified as Moderate Income Population Locations. Median household incomes for the three counties within the A/GFTC Planning and Programming Area are listed below:

County	Median Household Income*	80%	50%
Warren	\$39,198	\$31,358	\$19,599
Washington	\$37,668	\$30,134	\$18,834
Saratoga	\$49,460	\$39,568	\$24,730

*from the *Census Transportation Planning Package*

4. Transportation Improvement Program (TIP) Review (FHWA funds)

To review the distribution of FHWA funds, the locations of projects currently listed in A/GFTC's Transportation Improvement Program (TIP) will be examined. The function of the TIP is to schedule the design and construction of federal aid-eligible transportation projects five years into the future. Prior to final adoption by A/GFTC's Policy Committee, the draft TIP is made available to the public by distribution to area municipal offices, libraries, and at other community events. The purpose of this distribution is to make the TIP available for public comment as the document is being developed. Comments received are reviewed by staff and the A/GFTC Technical Advisory Committee (TAC) and considered for incorporation into each final document. The present schedule for TIP revisions is once every two years.

5. Public Transit Service Review (Federal Transit Administration (FTA) funds)

In addition to programming available FHWA funds for the Glens Falls Urban Area, A/GFTC also receives planning funds from FTA for the same area. An analysis of the public transit service area is included. A/GFTC does not make the final determination regarding public transit routing. That responsibility lies with Greater Glens Falls Transit, the federally designated recipient of FTA Capital and Operating funds in the Glens Falls Urban Area.

6. Review Results

A. Minority Population Percentages

The highest value for Minority Population Percentage for any Census Block Group that lies within the Glens Falls Urban Area was found to be 8.5%. Discounting two Block Groups that contain correctional facilities, the highest Minority Population Percentage outside of the Glens Falls Urban Area was found to be 4.22%. *Appendix A* contains maps showing the distribution of minority populations throughout the Planning and Programming Area and the Glens Falls Urban Area. Because of the unusually low percentage of minority residents that characterizes the area, it is staff's assertion that no Block Group within the A/GFTC Planning and Programming Area warrants special consideration status based upon Minority Population Percentage.

B. Low Income Population Locations

Based upon the low and moderate income thresholds identified previously in this report, sixteen Census Block Groups within the Planning and Programming Area have been identified as Low or Moderate Income Population Locations. Ten of those Block Groups are within the Glens Falls Urban Area, and are identified by the symbol (u).

Block Group#	Municipality	% of County Median Income
361130705002	City of Glens Falls (u)	43.67
360910602001	Village of South Glens Falls (u)	60.45
361130706002	Town of Queensbury (u)	60.90
361130702001	City of Glens Falls (u)	65.10
361150803001	Village of Hudson Falls (u)	69.56
361130730001	Town of Warrensburg	70.15
361130705001	City of Glens Falls (u)	73.50
361130703001	City of Glens Falls (u)	73.81
361150840003	T. / V. of Granville	74.24
361150880002	Village of Fort Edward (u)	75.68
361130740001	Town of Johnsburg	76.13
361150870003	Town of Argyle	76.90
361150820002	T. / V. of Whitehall	78.54
361130720001	Village of Lake George (u)	78.99
361130704002	City of Glens Falls (u)	79.60
361130740002	Town of Johnsburg	79.72

1) TIP Project Distribution

- *Glens Falls Urban Area*

Low or Moderate Income Population Locations within the Urban Area are typically adjacent to at least one Principal Arterial or Minor Arterial roadway that serves a unique regional transportation function. TIP projects that include maintenance of those arterials are vital to sustaining and improving the functionality of the regional transportation network as a whole.

Urban Area reconstruction projects that have been advanced to the design phase include Route 4 in Hudson Falls and Fort Edward, Corinth Road / Main Street / Broad Street in Queensbury and Glens Falls, and Warren Street in Glens Falls. These projects all intersect Low or Moderate Population Locations and are designed to balance regional circulation improvements with minimal negative community impacts. All will provide benefits to the immediate surrounding environment, including bicycle and pedestrian enhancements, safety improvements, and new pavement surfaces.

- *Non-Urban Area*

The majority of capital projects in the rural portion of the A/GFTC Programming Area are bridge rehabilitation and replacement projects. The 2003-08 TIP contains several bridge projects within Moderate Income Population Locations. These projects are generally designed to preserve the utility of the existing transportation system by maintaining access to areas not directly served by higher classification roadways and as such constitute an

investment in local infrastructure as opposed to a displacement of burden.

For more detail regarding the geographic relationship between TIP projects and Low and Moderate Income Population Locations, refer to the maps in *Appendix B*.

2) Transit Service

- *Glens Falls Urban Area*
Low and Moderate Income Population Locations within the Glens Falls Urban Area are well-covered by public transit services provided by Greater Glens Falls Transit. Most residents of those Block Groups are within ¼ mile (or approximately a 15 minute walk) of a regular GGFT route.
- *Non-Urban Area*
GGFT services do not presently extend beyond the Glens Falls Urban Area boundary.

Appendix C contains a map depicting transit service in the Urban Area.

6. Public Involvement

A/GFTC actively seeks public participation in all phases of the planning process. In addition to posting all draft publications for public comment, the public is notified of and encouraged to attend all A/GFTC Policy Committee and Technical Advisory Committee meetings. Articles relating to various projects and activities are routinely posted in local newspapers and broadcast on local radio stations. Special project newsletters and surveys are sent to property owners and residents adjacent to specific work or study areas. A/GFTC staff participates in public events throughout the year in order to obtain further public participation and explain how the transportation planning process works.

7. Conclusions

Upon review of the demographic and economic information obtained in preparing this report, the following conclusions can be made:

- Minority populations are not subjected to a disparate amount of adverse environmental and/or health impacts as a result of federally funded transportation projects or activities.** Because of the fact that minority populations in the A/GFTC Planning and Programming Area are very small, and that no specific Block Group within that area is characterized by a disproportionately large minority

population, no areas of specific concern can be identified based on the locations of minority populations.

- B. **Persons living in Low Income Population Locations are not subjected to a disparate amount of adverse environmental and/or health impacts as a result of federally funded transportation projects or activities.** Sixteen Block Groups in the A/GFTC Planning and Programming Area have been classified by A/GFTC as Low or Moderate Income Population Locations based on a methodology similar to that used by HUD. Those locations warrant monitoring with respect to future A/GFTC planning and programming activities. Throughout the entire planning area, TIP projects have been equitably distributed so that Low Income Population Locations are receiving maintenance funding and are not being forced to suffer adverse effects from projects designed to benefit residents of other areas. Presently, Low and Moderate Income Population Locations within the Glens Falls Urban Area are well served by public transit.
- C. **All persons in the A/GFTC Planning and Programming Area, regardless of ethnicity or income status, have equal opportunity to participate in the transportation planning process.** The public outreach efforts undertaken by A/GFTC involve mailings, media notifications, public postings, and public appearances. Those efforts are not geared towards persons of any specific ethnic group or income level.

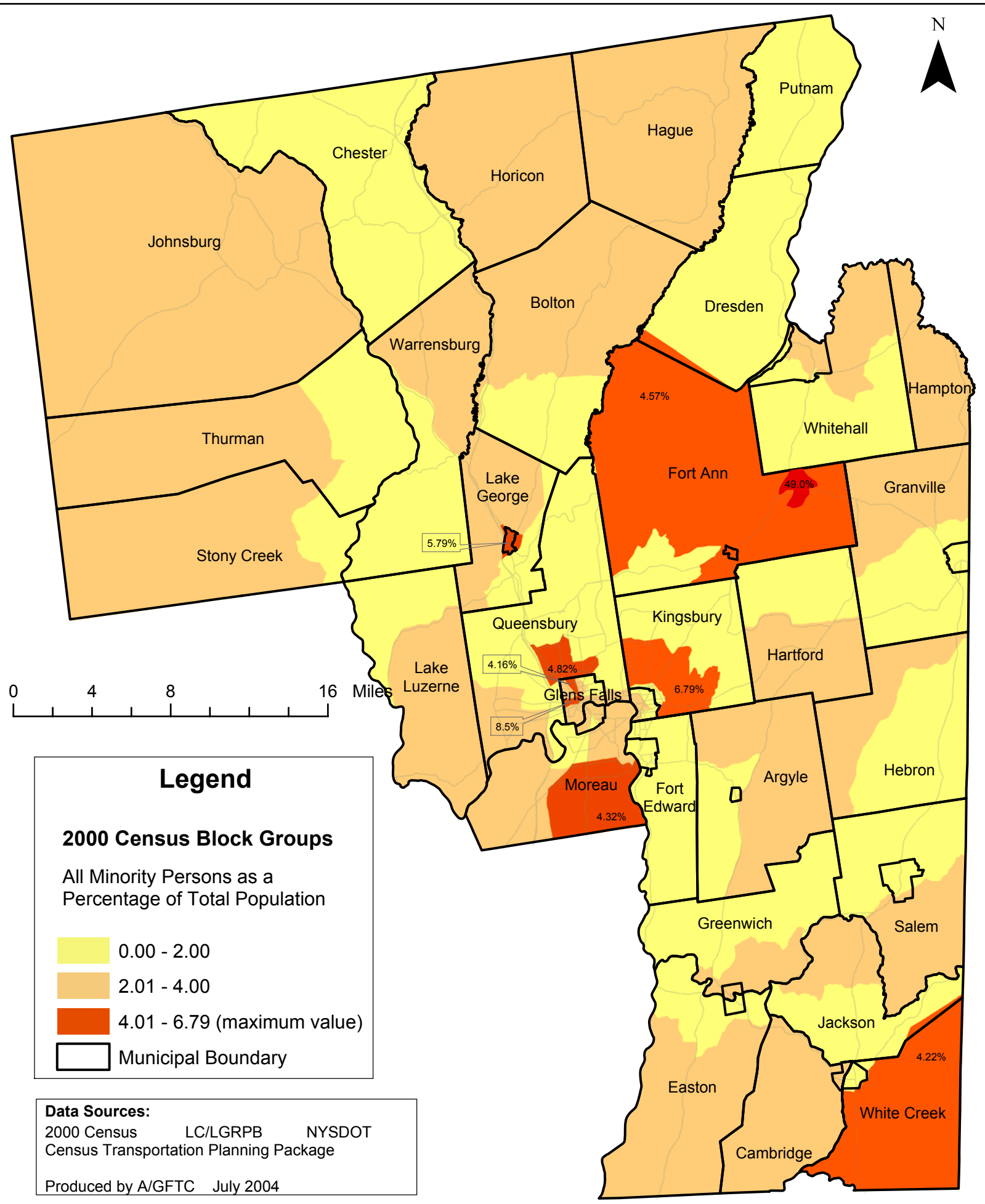
8. Future Documentation

A/GFTC will continue to update this review as new data is released. Information generated by this review will be maintained, and the planning process will continue to be monitored to ensure that A/GFTC complies with Environmental Justice legislation in its usage and dispersal of federal funds.

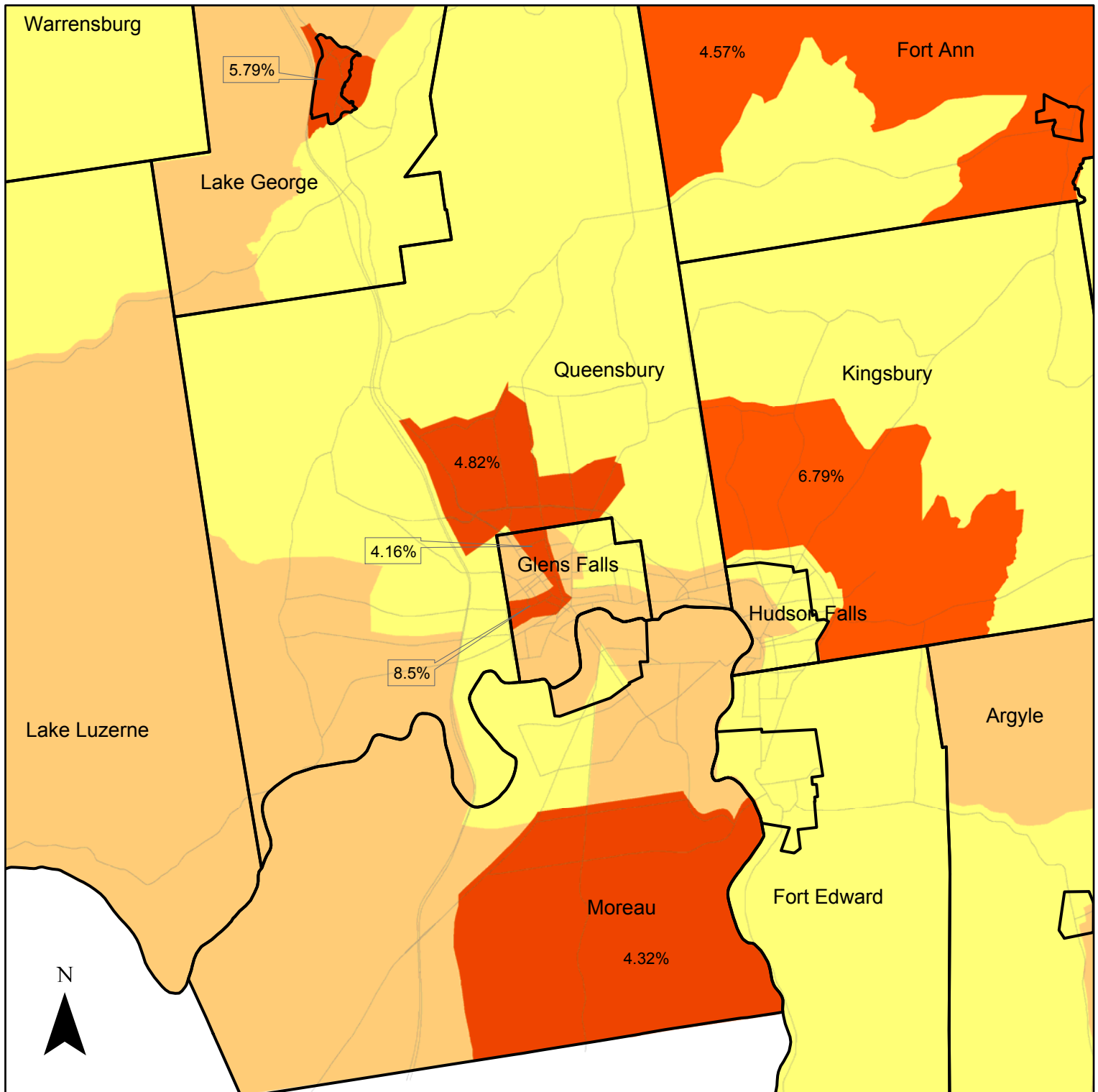
Appendix A

Minority Population Data

Minority Population Percentages - Planning and Programming Area



Minority Population Percentages - Urban Area



Legend

2000 Census Block Groups

All Minority Persons as a
Percentage of Total Population

- 0.00 - 2.00
- 2.01 - 4.00
- 4.01 - 6.79 (maximum value)

Municipal Boundary

0 1.5 3 6 Miles

Data Sources:

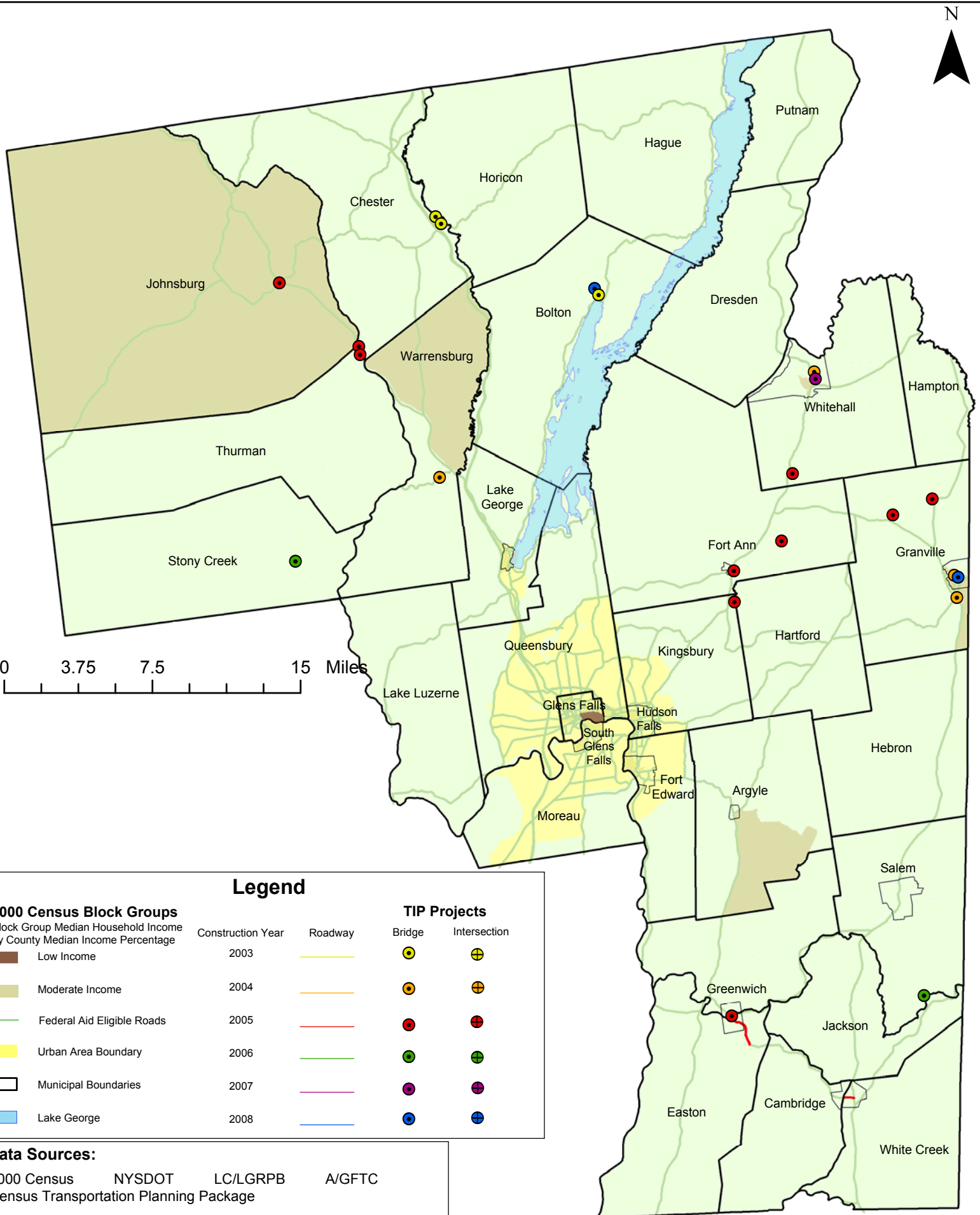
2000 Census
NYSDOT
LC/LGRP
A/GFTC
Census Transportation Planning Package

Produced by A/GFTC July 2004

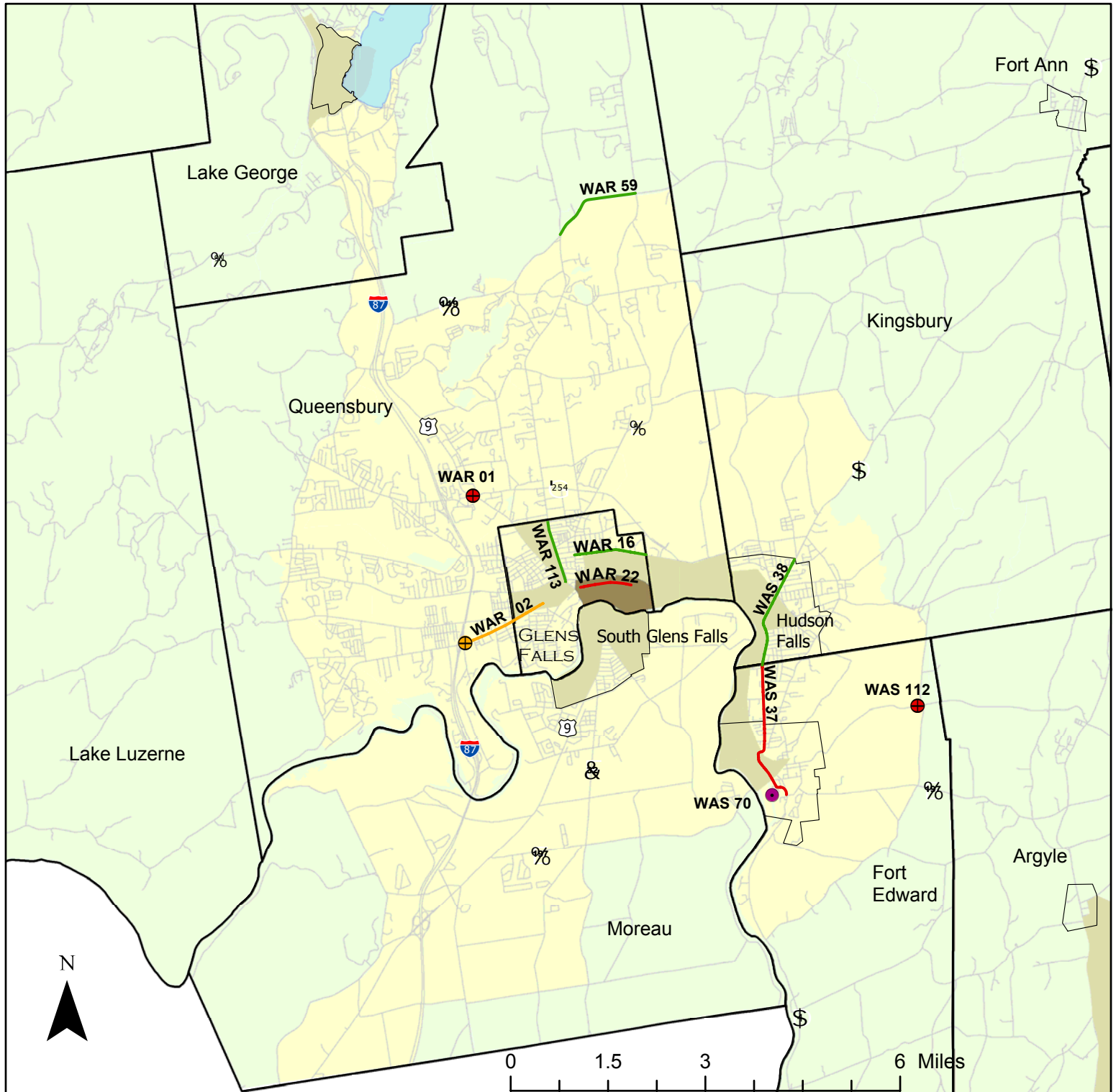
Appendix B

TIP Projects and Low Income Population Locations

TIP Projects / Low Income Population Areas Planning and Programming Area



TIP Projects / Low Income Population Areas - Urban Area



Legend

TIP Projects

Construction Year	Roadway	Bridge	Intersection
2003	—	●	⊕
2004	—	●	⊕
2005	—	●	⊕
2006	—	●	⊕
2007	—	●	⊕
2008	—	●	⊕

2000 Census Block Groups

Block Group Median Household Income
by County Median Income Percentage

	Low Income
	Moderate Income
	Urban Area Boundary
	Municipal Boundaries
	Lake George

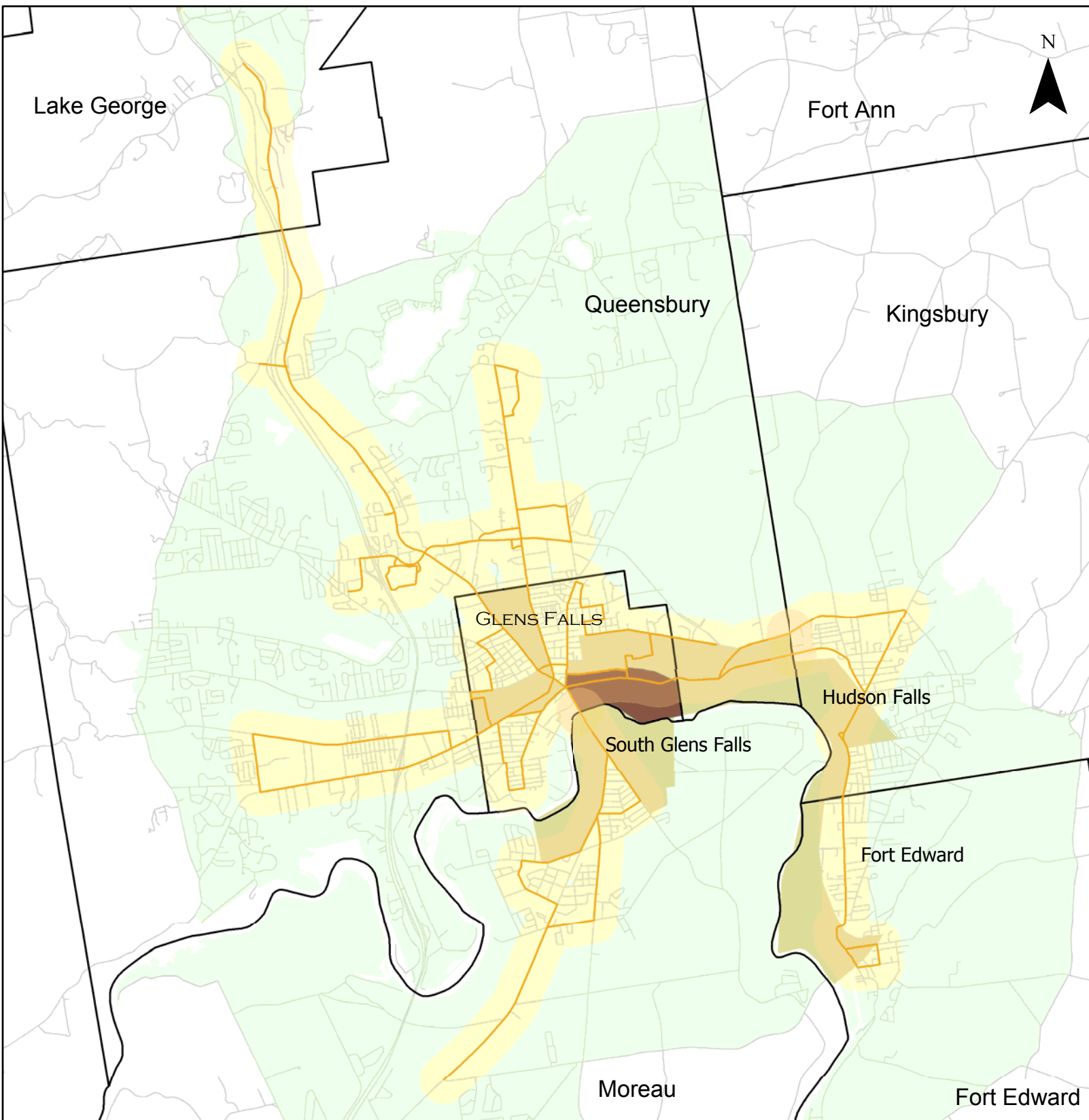
Data Sources:

2000 Census
 NYSDOT
 Census Transportation
 Planning Package
 LC/LGRP
 A/GFTC
 Produced by A/GFTC July 2004

Appendix C

Transit Service and Low Income Populations

Transit Routes / Low Income Populations - Urban Area



Legend

- GGFT Fixed Route System
- 1/4 Mile Service Area Buffer
- Low Income
- Moderate Income
- Urban Area Boundary
- Municipal Boundaries

0 0.5 1 2 Miles

Data Sources:

2000 Census
NYSDOT
Census Transportation Planning Package
Greater Glens Falls Transit
LC/LGRP

Produced by A/GFTC July 2004