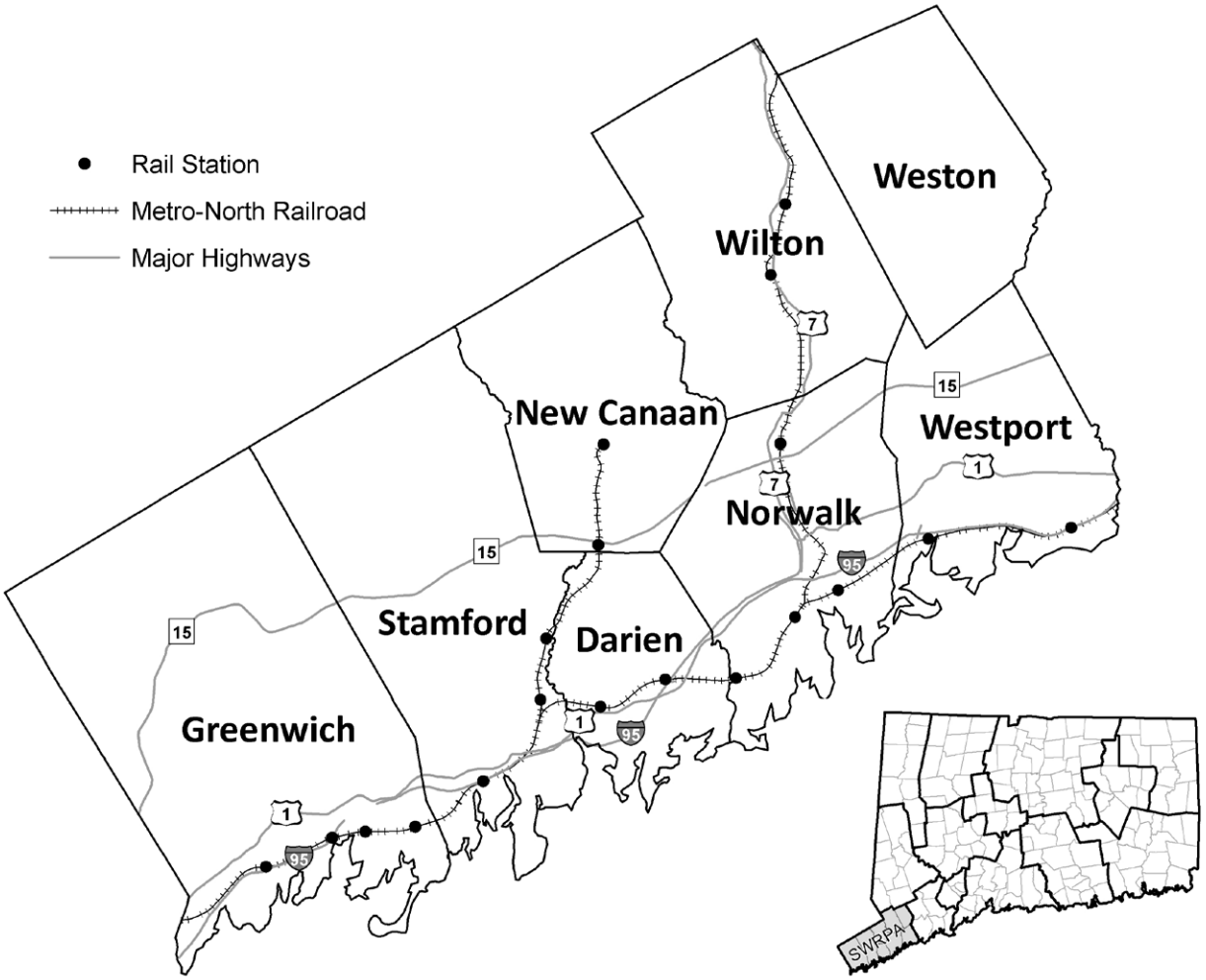
South Western Region Environmental Justice Annual Assessment 2013

Transportation Planning Programs Including the Transportation Improvement Program 2012-2015 and the Long Range Transportation Plan 2011-2040



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Executive Summary

Each year since 2001, the South Western Regional Planning Agency has developed demographic profiles of the South Western Region (the Region) and assessed the Region's transportation planning programs and its products, such as the Transportation Improvement Program and the Long Range Transportation Plan, for compliance with the guiding principles of environmental justice (EJ). These principles seek to: assure that transportation plans and programs do not have an adverse impact on communities of concern; ensure full participation in the transportation decision-making process; and prevent the reduction or denial of benefits for communities of concern. The ***South Western Region Environmental Justice Annual Assessment 2013*** (2013 EJ Assessment) evaluates the *South Western Region Transportation Improvement Program 2012-2015* (the "*TIP*") and the *South Western Region Long Range Transportation Plan 2011-2040* (the "*LRTP*") using a methodology that focuses on data available at the Census tract level. The *2013 EJ Assessment* also examines the travel patterns and ability to speak English among the population residing in identified communities of concern. The environmental justice implications of LRTP and TIP project locations and stated objectives are examined in terms of their benefits and burdens upon communities of concern.

The South Western Region's commitment to EJ is reflected in its transportation planning program. The *2013 EJ Assessment* supports and is supported by the *2009 Public Participation Plan for the South Western Region Metropolitan Planning Organization* (the "*PPP*"), which was endorsed by the South Western Region Metropolitan Planning Organization (SWRMPO) in May 2009. The *2013 EJ Assessment* recommends a continued effort to assess benefits and burdens and to refine, as needed, the methodology used to analyze the *TIP* and *LRTP* as well as individual projects, programs and policies.

Data from the 2010 Census of Population and Housing and the 2007-2011 American Community Survey were used to prepare a demographic profile for the Region and to identify the geographic distribution of the population of concern. The population of concern is identified using the following three criteria: percent of minority population, per capita income, and percent of persons below the poverty level. The *2013 EJ Assessment* utilizes the newest American Community Survey data for all eighty-four Census tracts that comprise the Region. Communities of concern were defined as any Census tract meeting or exceeding defined thresholds for all three criteria.

The *2013 EJ Assessment* identified communities of concern in Greenwich (1 Census tract), Norwalk (8 Census tracts), and Stamford (14 Census tracts). In Greenwich, the communities of concern are located in the Chickahominy area along the US 1 corridor. In Norwalk, the communities of concern are located in central and South Norwalk, generally along the US 7 Corridor. In Stamford, the communities of concern are located in the Downtown, Waterside, South End, Glenbrook, Springdale, and Ridgeway areas.

An analysis of Census travel data shows that workers residing in the communities of concern have different commuting patterns than do workers residing in the remainder of the Region. The data indicate that workers residing in the communities of concern drive alone and use the railroad at lower rates and use carpools, bus transit, walking and bicycling at greater rates than do their counterparts in the remainder of the Region. Other data indicate that workers residing in the communities of concern generally have shorter commutes and fewer very long commutes than do their counterparts in the remainder of the Region.

Language barriers were assessed using Census data on residents' ability to speak English. Limited English Proficient (LEP) households are those in which no member 14 years old and over speaks only English or speaks a non-English language and speaks English 'very well.' In other words, all members 14 years old and over have at least some difficulty with English."[1] During 2007-2011, 9,414 out of 136,058 (6.9%) households in the Region were determined to be Limited English Proficient. Within the communities of concern, 21.0% of households were determined to be LEP. Of those households determined to be LEP within the communities of concern, 62.3% spoke Spanish and 32.8% spoke another Indo-European language.

The *South Western Region Long Range Transportation Plan 2011 – 2040* (*LRTP*) provides the framework for transportation planning, programming, and decision-making that benefit the entire population including residents of the communities of concern. SWRMPO's latest *LRTP* was endorsed in 2011 and covers the period between 2011 and 2040. Stakeholders and the general public were given numerous opportunities to review and comment on the draft *LRTP* prior to its adoption by the SWRMPO.

The *2009 Public Participation Plan for the South Western Region Metropolitan Planning Organization* (*PPP*) is the SWRMPO's official policy on involving the public in the transportation planning process. The *PPP* provides an overview of the objectives for public involvement, and the activities of the SWRMPO and the TTAG. The *PPP* also outlines the SWRMPO's adoption and amendment processes for transportation plans, projects, and tasks; comment periods; opportunities for public participation; noticing practices; techniques to address regulations guiding the public participation process, such as environmental justice; plan evaluation; and strategies for public participation.

This report identifies the South Western Region's FY2012 and FY2013 work program areas that promote EJ principles. In FY2012 and FY2013, the South Western Region will:

- Continue to implement the policy and procedures described in the *PPP*;
- Continue to research and refine benefits and burdens analyses and procedures;
- Develop a framework to assess benefits and burdens that fully considers the balance of impacts upon a community of concern;
- Continue to assess the EJ implication of projects on the *TIP* and *LRTP* with the objective of assuring that there are no disproportionate negative impacts as a result of project

[1] US Census Bureau, *2000 Census of Population and Housing, Summary File 3.*

scope, scheduling or funding level and that the benefits resulting from improvements are not inequitably apportioned throughout the Region;

- Continue to research and apply best practices in EJ, benefits and burdens, Title VI and LEP;
- Consider which, if any, other populations should be included in benefits and burdens assessment and community outreach activities;
- Continue to expand community and faith-based outreach contacts and network opportunities and procedures;
- Continue to enhance transportation planning program information available on the SWRPA website;
- Continue to explore ways to increase accessibility to transportation planning program information and services on the web, in the media, and through outreach;
- Continue to advance EJ, Title VI and public involvement as "emphasis areas" of the South Western Region transportation planning program; and
- Continue to provide quarterly and annual EJ, Title VI, and LEP reports.

2013 Environmental Justice Assessment

Background

As a result of federal mandates, attention has been placed on the need to incorporate environmental justice (EJ) principles into the processes and products of transportation planning. Recipients of federal-aid must abide by nondiscrimination policies as laid out by Title VI of the Civil Rights Act of 1964 (Title VI). These requirements were amplified by Executive Order No. 12898, issued February 11, 1994, which requires that each federal agency incorporate EJ into its mission "by identifying and addressing…disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations".

The US Department of Transportation (US DOT) mandates that EJ be considered in each phase of the planning and implementation processes. The US DOT outlined three principles to guide Metropolitan Planning Organizations (MPOs) in their EJ efforts:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
2. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. Prevent the denial of, the reduction in or the significant delay in the receipt of benefits by minority and low-income populations.[2]

In 2005, the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU regulations represent a continuation of the efforts from previous surface transportation bills to implement EJ principles and procedures at all levels of transportation decision-making.

Demographic Overview of Connecticut's South Western Region

The South Western Region ("the Region") consists of eight municipalities in southwestern Connecticut. These municipalities are the Cities of Norwalk and Stamford and the Towns of Darien, Greenwich, New Canaan, Weston, Westport and Wilton.

Generally, the Region is substantially developed and is the second most densely populated planning region in the state of Connecticut. According to the 2010 Census, there were 364,519 persons residing in the 212.3 square mile Region, resulting in a population density of approximately 1,717 persons per square mile (2.7 persons per acre). The City of Norwalk had the highest population density in the Region at 3,771 persons per square mile (5.9 persons per acre), while the Town of Weston had the lowest population density at 492 persons per square mile (0.8 persons per acre) (Table 1).

[2] US DOT, "An Overview of Transportation and Environmental Justice."

Table 1. Population Density by Municipality, Region and State, 2010 [3]

Place	Total Population	Area (Square Miles)	Population Density (persons / sq. mi)	Population Density (persons / acre)
Darien	20,732	12.7	1,632.4	2.6
Greenwich	61,171	48.4	1,263.9	2.0
New Canaan	19,738	22.5	877.2	1.4
Norwalk	85,603	22.7	3,771.1	5.9
Stamford	122,643	38.3	3,202.2	5.0
Weston	10,179	20.7	491.7	0.8
Westport	26,391	19.7	1,339.6	2.1
Wilton	18,062	27.3	661.6	1.0
Region	**364,519**	**212.3**	**1,717.0**	**2.7**
Connecticut	3,574,097	4,545.1	786.4	1.2

For the purposes of this report, the minority population is considered to be all racial and ethnic groups except non-Hispanic Whites. In 2010, the Region's minority population was 116,476 persons, representing 32.0% of the Region's total population. The two largest minority groups in the Region are Hispanic White (32,047 persons or 8.8%), and Black or African American (31,479 persons or 8.6%), followed by some other race (21,608, or 5.9%), Asian (21,388 persons or 5.9%), and persons of two or more races (8,887 persons or 2.4%). The total Hispanic or Latino population (59,040 persons) comprised 16.2% of the Region's total population. Among the Hispanic or Latino population, 54.3% identified themselves as White (32,047 persons). It is notable that the minority population comprises a greater percentage of the Region's total population (32.0%) than it does for Connecticut as a whole (28.8%) (Table 2).

Table 2. Minority Population in the South Western Region and the State of CT, 2010 [4]

Item	South Western Region		Connecticut	
	Number	Percentage	Number	Percentage
Total Population	364,519	-	3,574,097	-
White, non-Hispanic	248,043	68.0%	2,546,262	71.2%
Minority Groups, Total	116,476	32.0%	1,027,835	28.8%
Black or African American	31,479	8.6%	362,296	10.1%
Asian	21,388	5.9%	135,565	3.8%
Other	31,562	8.7%	303,826	8.5%
Hispanic	32,047	8.8%	226,148	6.3%

According to the Census, the Region's per capita income during 2007-2011 was $64,706, which is substantially higher than that of the state as a whole ($37,627). Within the Region, per capita income ranged from $44,595 in Stamford to $99,016 in New Canaan. During 2007-2011, the Region's median household income was $111,939, which is substantially higher than that of the state as a whole ($69,243). Within the Region, median household income ranged from $76,384 in Norwalk to $205,563 in Weston. In six of the eight municipalities, at least 25% of households earned more than $200,000 per year, Norwalk and Stamford being the exceptions. [5]

[3] U.S. Census Bureau. *2010 Redistricting Data Summary File*.
[4] U.S. Census Bureau. *2010 Redistricting Data Summary File*.
[5] U.S. Census Bureau, *2007-2011 American Community Survey 5-Year Estimates*.

Despite the Region's wealth, concentrated areas of poverty do exist. These areas tend also to be characterized by lower percentages of non-Hispanic Whites than the Region as a whole. During 2007-2011, the percentage of the Region's minority population living below the poverty line (14.6%) was four times higher than that of the non-Hispanic White population (3.6%). Of the 25,247 persons living below the poverty level, 64.6% (16,311 persons) were minority and 35.4% (8,936 persons) were non-Hispanic White (Table 3).

Table 3. Poverty by Minority Status in Connecticut's South Western Region [6]

Item	Minority	White, not Hispanic or Latino	Total
Population for whom poverty status is determined	111,630	247,974	359,604
Income in 2011 below poverty level	16,311	8,936	25,247
Percent	14.6%	3.6%	7.0%

[6] U.S. Census Bureau, *2007-2011 American Community Survey 5-Year Estimates*.

Determining the Geographic Distribution of Populations of Concern

In order to structure planning efforts to comply with EJ mandates, the geographic distribution of the population of concern was evaluated against three criteria at the Census tract level. All data was obtained from the *2010 Census of Population and Housing, Redistricting Data* and the *2007-2011 American Community Survey 5-Year Estimates*. The following three criteria were used in the analysis:

- percent of minority population (all persons except those identifying themselves as White, non-Hispanic);
- per capita income; and,
- percent of persons below the poverty level.

A geographic area satisfies one of the criteria if it exceeds a designated threshold. In the case of per capita income, an area satisfies the criteria if per capita income does not exceed a designated threshold. The threshold for each criterion is set at the regional mean or in the case of per capita income, the regional per capita income. If an area meets all three of the criteria, it is highlighted as a *Community of Concern*. The thresholds of each criterion are listed in the last column of Table 4.

Using the method described above, an analysis was conducted examining all Census tracts in the Region. Tracts were chosen because of the availability of data and ability to perform fine grain geographical analysis. Further, while *Census 2010* data is available at smaller geographic levels, Census tracts are the most precise geographic level available for data from the *2007-2011 American Community Survey 5-Year Estimates.*

Table 4. Environmental Justice Criteria: Municipalities in the South Western Region [7]

Item	Darien	Greenwich	New Canaan	Norwalk	Stamford	Weston	Westport	Wilton	Region	Threshold
Total Population	20,732	61,171	19,738	85,603	122,643	10,179	26,391	18,062	364,519	
Minority Population	1,834	12,364	1,706	37,885	57,237	967	2,676	1,807	116,476	
Minority Population, %	8.8%	20.2%	8.6%	44.3%	46.7%	9.5%	10.1%	10.0%	32.0%	**32.0%**
Per Capita Income	$94,376	$91,478	$99,016	$45,122	$44,595	$88,161	$93,089	$77,169	$64,706	**$64,706**
Pop. for whom Poverty Status is Determined	20,448	60,553	19,566	84,604	120,536	10,131	26,020	17,746	359,604	
Pop. Below Poverty Level	1,035	2,266	427	6,765	13,213	248	923	370	25,247	
Pop. Below Poverty Level, %	5.1%	3.7%	2.2%	8.0%	11.0%	2.4%	3.5%	2.1%	7.0%	**7.0%**

[7] U.S. Census Bureau, *2010 Redistricting Data Summary File, 2007-2011 American Community Survey 5-Year Estimates.*

Demographic Characteristics of the Population Residing in Communities of Concern

According to the analysis, twenty-three of the Region's eighty-four Census tracts (27.4%) met all three of the EJ criteria. As shown in Figure 3, Greenwich has one qualifying Census tract, which is located in the Chickahominy area along the US 1 corridor. In Norwalk, the eight qualifying Census tracts are located in central and South Norwalk generally along the Route 7 corridor. In Stamford, the fourteen qualifying Census tracts are located in the Downtown, West Side, Waterside, South End, Glenbrook, Springdale, and Ridgeway areas. The remaining municipalities in the Region did not have any Census tracts that met all three criteria.

Table 5 provides a summary of the attributes of the qualifying Census tracts aggregated by municipality. The analysis reveals the location and demographic characteristics that distinguish the communities of concern from the Region as a whole. It is evident that the communities of concern are host to concentrations of low income and minority populations in excess of the regional mean. For instance, although these twenty-three Census tracts contain only 30% of the Region's total population, they represent almost 60% of the Region's minority population as well as nearly 70% of persons living below the poverty level. Per capita incomes are 52% lower in the communities of concern than they are for the Region as a whole. The disproportionate concentration of populations of concern within these Census tracts is similarly dramatic when examined relative to their respective municipal totals.

Table 5 Census Tracts Comprising the Communities of Concern, Summarized by Municipality [8] [9]

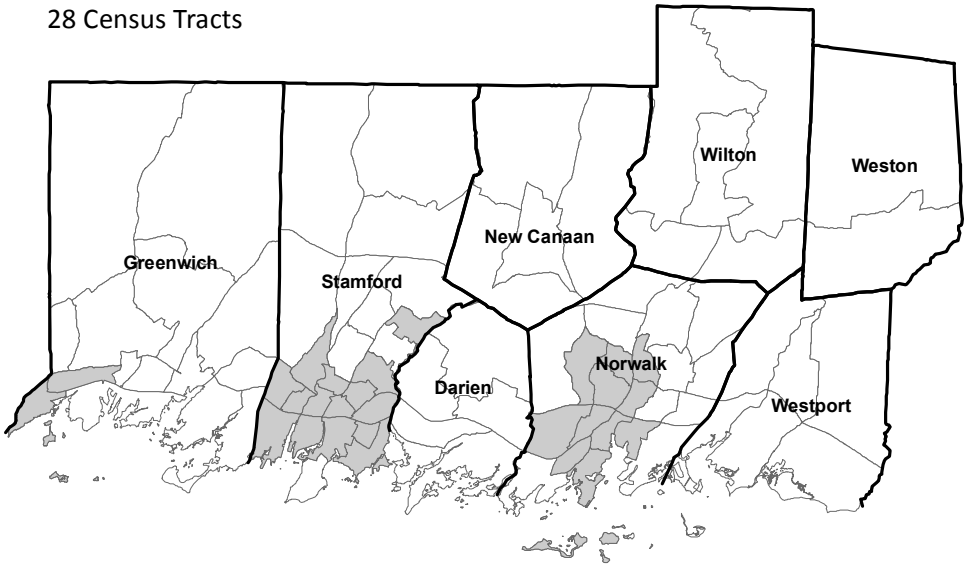
Item	*Thresholds*	Greenwich	Norwalk	Stamford	Total	Regional Share	Region
Number of Census Tracts		1	8	14	23	27.4%	84
Total Population		5,494	30,274	73,750	109,518	30.0%	364,519
Minority Population		2,240	20,746	45,250	68,236	58.6%	116,476
Minority Population, %	*32.0%*	40.8%	68.5%	61.4%	62.3%	-	32.0%
Per Capita Income	*$64,706*	$45,470	$31,975	$33,757	$33,852	52.3%	$64,706
Pop. for whom Poverty Status is Determined		4,895	27,001	74,010	105,906	29.5%	359,604
Pop. Below Poverty Level		493	4,787	12,065	17,345	68.7%	25,247
Pop. Below Poverty Level, %	*7.0%*	10.1%	17.7%	16.3%	13.5%	-	7.0%

[8] U.S. Census Bureau, *2010 Redistricting Data Summary File, 2007-2011 American Community Survey 5-Year Estimates*.
[9] Appendix A provides the figures for the individual Census tracts that comprise the Communities of Concern.

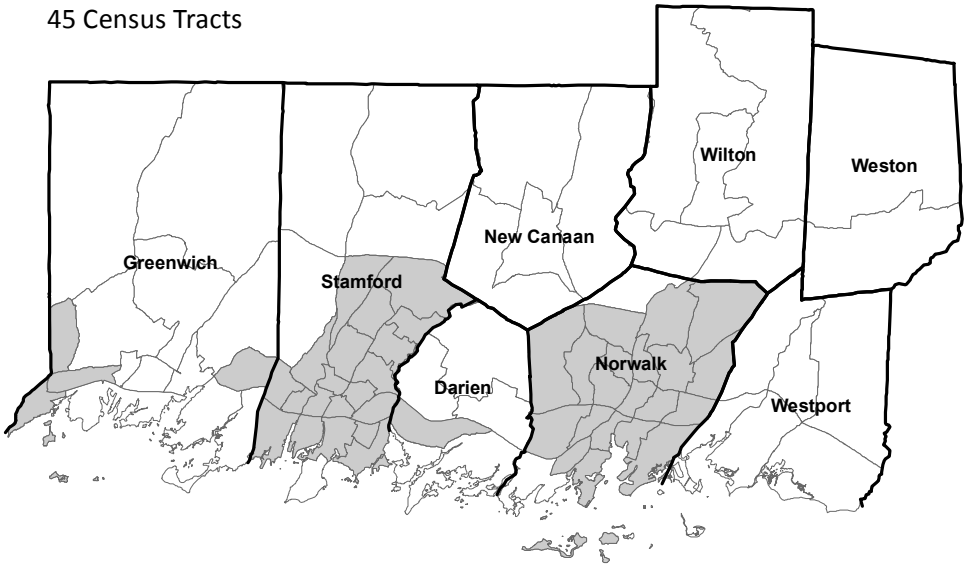
Census Tracts That Met Individual Environmental Justice Criteria

Figure 1

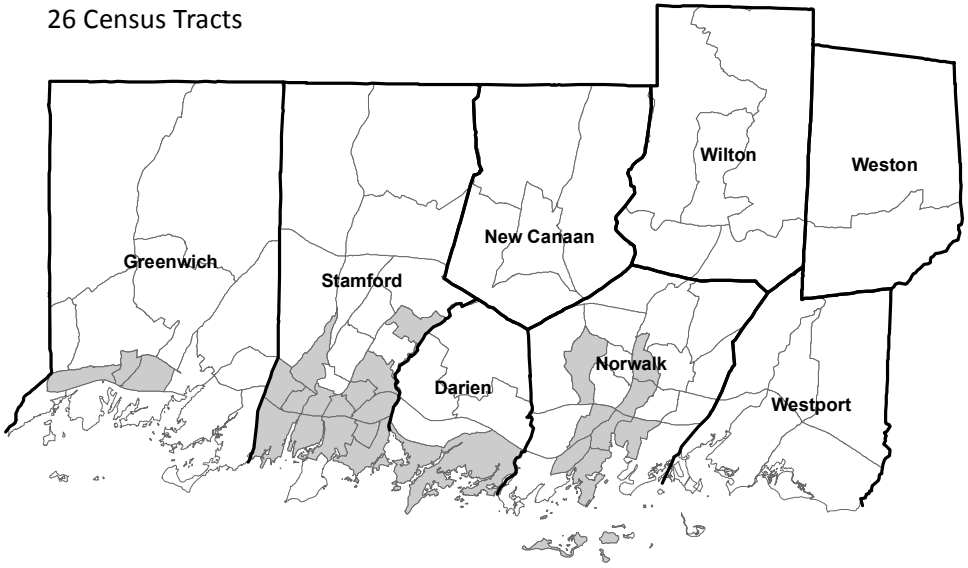
Minority Population, %
28 Census Tracts

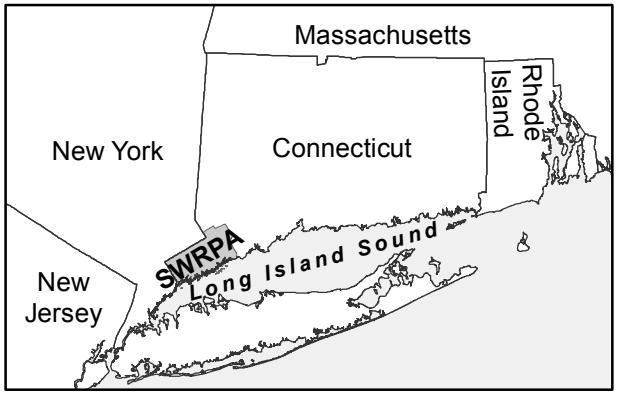


Per Capita Income
45 Census Tracts



Persons in Poverty, %
26 Census Tracts





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Disclaimer: This map is intended for general planning purposes only.

Sources: US Census Bureau, TIGER/Line 2010, 2010 Census Redistricting Data and 2007-2011 American Community Survey

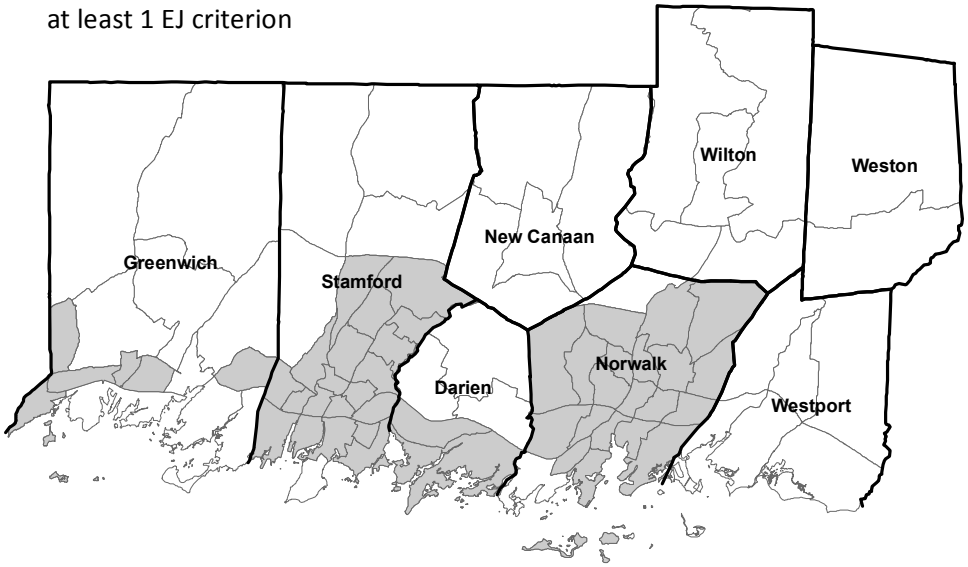
Miles
0 2.5 5 7.5 10

Census Tracts That Met Multiple Environmental Justice Criteria

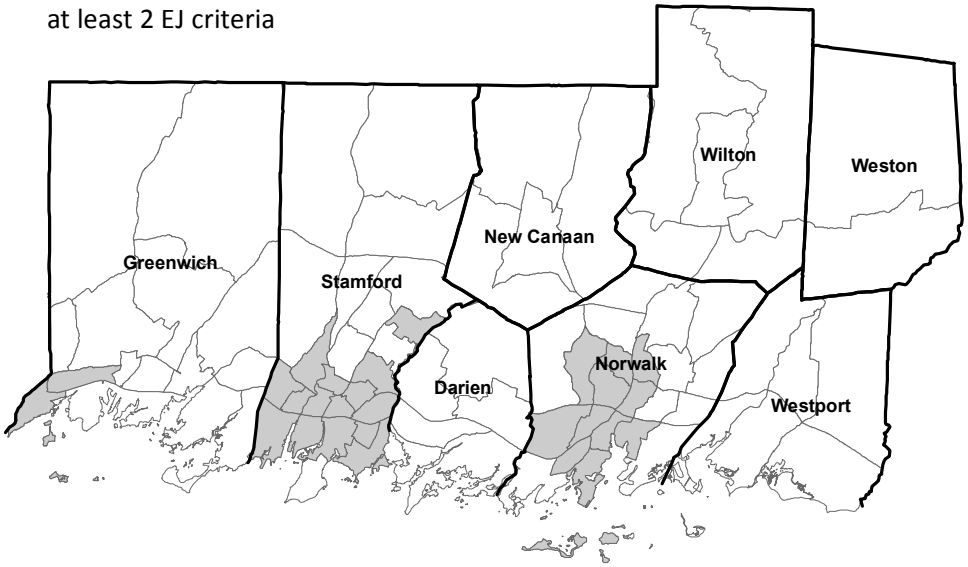
Figure 2

Additional information contained in Appendix A

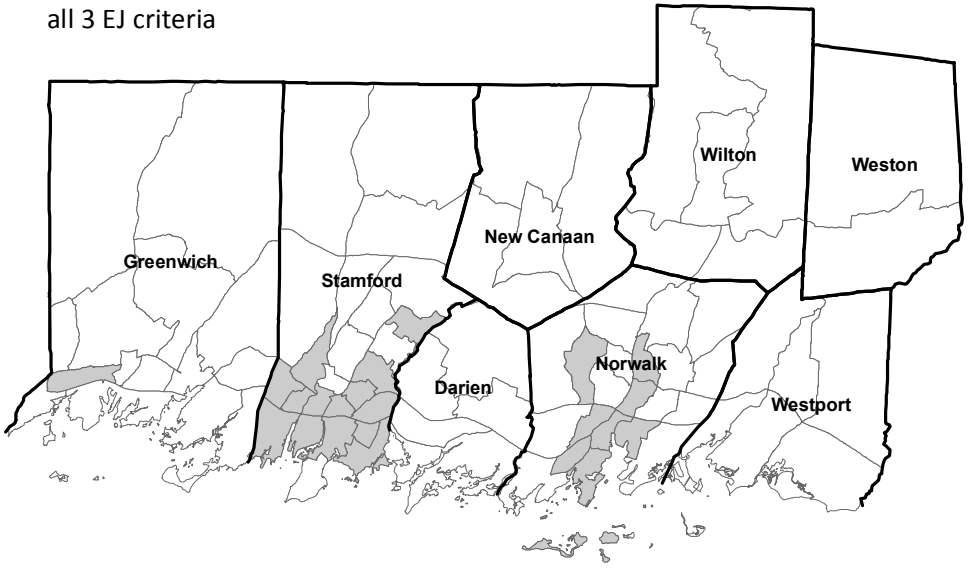
48 Census tracts that meet at least 1 EJ criterion



28 Census tracts that meet at least 2 EJ criteria

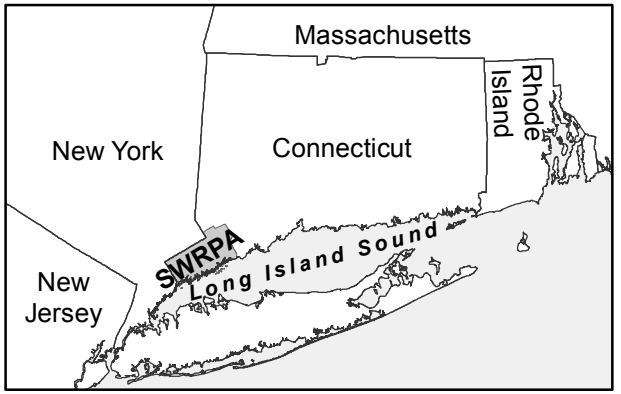


23 Census tracts that meet all 3 EJ criteria



Factors Considered:

Minority Population, %
Per Capita Income
Persons in Poverty, %



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Sources: US Census Bureau, TIGER/Line 2010, 2010 Census Redistricting Data and 2007-2011 American Community Survey

Miles
0 2.5 5 7.5 10

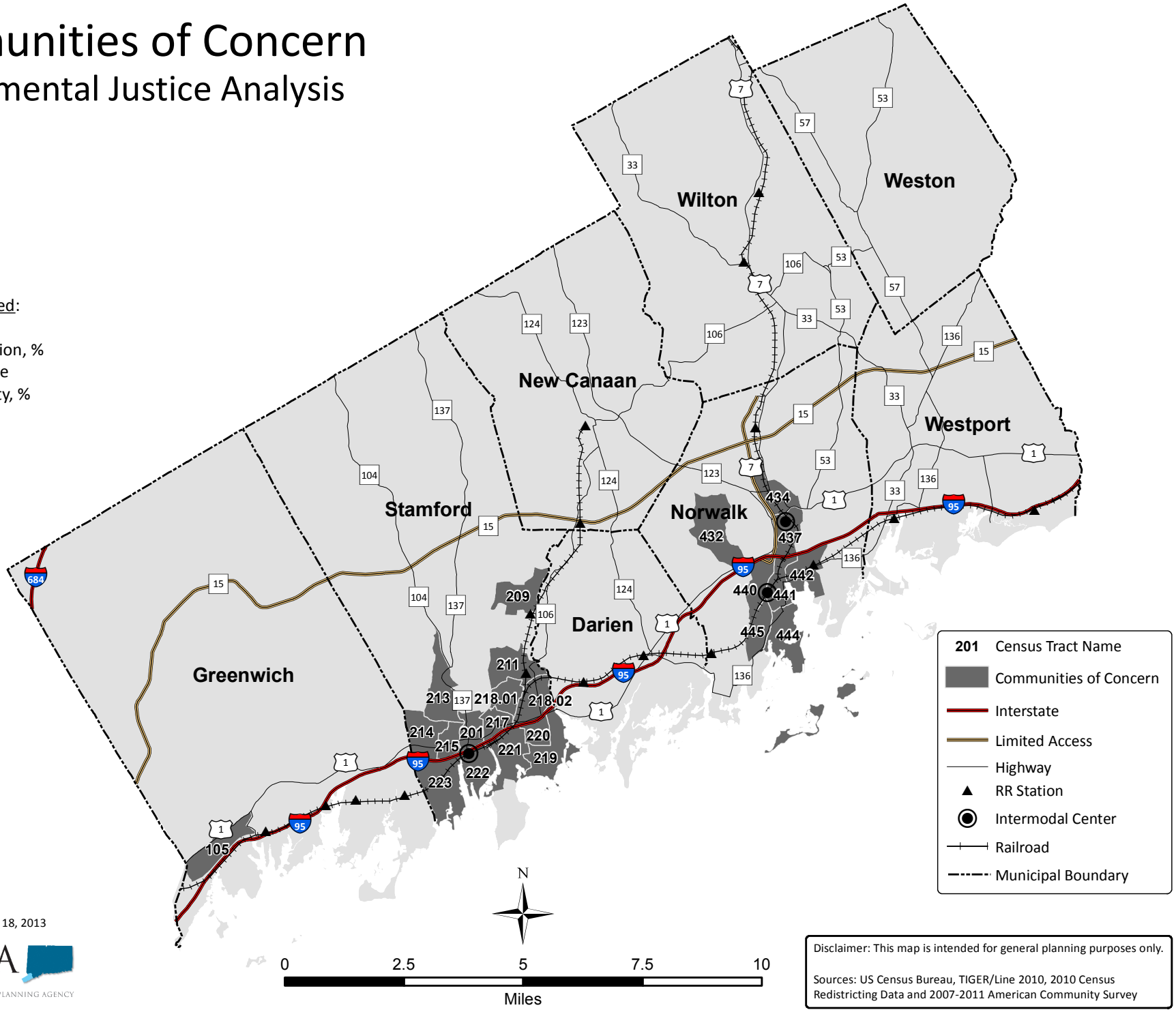
Communities of Concern

Environmental Justice Analysis

Figure 3

Factors Considered:

Minority Population, %
Per Capita Income
Persons in Poverty, %



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Disclaimer: This map is intended for general planning purposes only.

Sources: US Census Bureau, TIGER/Line 2010, 2010 Census Redistricting Data and 2007-2011 American Community Survey

Travel Characteristics of the Population Residing in Communities of Concern

The data presented in Table 6 depicts a distinct difference between the means of transportation to work and vehicle availability data among the population residing in the communities of concern and those residing in the remainder of the Region. For instance, workers residing in the communities of concern drove alone to work at a rate roughly 5% lower than did workers residing in the remainder of the Region. This difference is attributable, in part, to lower availability of vehicles among residents of the communities of concern. In fact, households in the communities of concern were more than four times as likely to not have a vehicle available compared to their counterparts in the remainder of the Region.

As a result of decreased availability of vehicles, workers residing in the communities of concern rely on other means of transportation at a greater rate. The population residing in the communities of concern carpool at a 7.8% higher rate than do their counterparts in the remainder of the Region. Despite the proximity of several well-served train stations (Greenwich, South Norwalk, and Stamford) to the identified Census tracts, workers residing in the communities of concern commuted on the railroad at a 7.1% lower rate than did their counterparts in the remainder of the Region. On the other hand, workers residing in the communities of concern ride the bus at a 6.1% higher rate than do their counterparts in the remainder of the Region. In fact, workers residing in the communities of concern accounted for nearly two-thirds of all bus commuters in the entire Region.

Table 6 Means of Transportation to Work and Households with No Vehicle Available, Communities of Concern and the Remainder of the Region [10]

Item	Communities of Concern			Remainder			Region	
	Count	Percent	Share	Count	Percent	Share	Count	Percent
Workers 16 years and over	57,244	-	33.1%	115,890	-	66.9%	173,134	-
Drove alone	37,465	65.4%	31.7%	80,764	69.7%	68.3%	118,226	68.3%
Carpooled	7,209	12.6%	55.0%	5,904	5.1%	45.0%	13,113	7.6%
Bus	3,934	6.9%	78.8%	1,057	0.9%	21.0%	4,991	2.9%
Railroad	2,830	4.9%	15.8%	15,105	13.0%	84.2%	17,935	10.4%
Walk or Bicycle	4,216	7.4%	61.5%	2,635	2.3%	38.5%	6,851	4.0%
Other Means	366	0.6%	27.8%	951	0.8%	72.2%	1,317	0.8%
Worked at Home	1,224	2.1%	11.4%	9,475	8.2%	88.6%	10,699	6.2%
Households	42,990	-	31.6%	93,068	-	68.4%	136,058	-
Households with Vehicle(s) Available	36,461	84.8%	28.9%	89,588	96.3%	71.1%	126,049	92.6%
Households with No Vehicle Available	6,529	15.2%	65.2%	3,480	3.7%	34.8%	10,009	7.4%

The data presented in Table 7 depicts the difference in travel time to work by the population residing in the communities of concern and those residing in the remainder of the Region. In general, workers residing in the communities of concern tend to have shorter commutes than do their counterparts in the remainder of the Region. Workers residing in the communities of concern commute less than 15 minutes, between 15 and 29 minutes, and between 30 and 44 minutes at rates 4% to 6% greater than do their counterparts in the remainder of the Region. Perhaps most notably, workers residing in the communities of concern have a 7.6% lower rate

[10] U.S. Census Bureau, *2007-2011 American Community Survey 5-Year Estimates.*

of very long commutes (60 or more minutes) compared to their counterparts in the remainder of the Region. This is probably attributable to the significant number of workers residing in the remainder of the Region who commute to Manhattan.

Table 7 Travel Time to Work, Communities of Concern and the Remainder of the Region [11]

Item	Communities of Concern			Remainder			Region	
	Count	Percent	Share	Count	Percent	Share	Count	Percent
Workers 16 years and over	57,244	-	33.1%	115,890	-	66.9%	173,134	-
Worked at home	1,224	**2.1%**	11.4%	9,475	**7.1%**	88.6%	10,699	**6.2%**
Less than 15 minutes	18,649	**32.6%**	38.5%	29,733	**27.4%**	61.5%	48,382	**27.9%**
15 to 29 minutes	22,816	**39.9%**	38.1%	37,038	**32.3%**	61.9%	59,854	**34.6%**
30 to 44 minutes	7,794	**13.6%**	34.9%	14,529	**12.4%**	65.1%	22,323	**12.9%**
45 to 59 minutes	2,019	**3.5%**	26.2%	5,681	**4.6%**	73.8%	7,700	**4.4%**
60 or more minutes	4,742	**8.3%**	19.6%	19,434	**16.2%**	80.4%	24,176	**14.0%**

Implications of Travel Characteristics

This analysis provides insight into potential benefits and burdens incurred by the population residing in the communities of concern from improvements to the Region's transportation systems. Census figures indicate that workers residing in the communities of concern rely more heavily upon different means of transportation to access employment locations than do their counterparts in the remainder of the Region. Specifically, workers residing within communities of concern rely more on carpooling, walking, bicycling, and bus transit. They rely less on driving alone and much less on the railroad. Workers residing within communities of concern also tend to have shorter commute times than their counterparts in the remainder of the Region. Especially noteworthy are the limited number of workers with very long commutes (60 or more minutes).

In order to quantify the benefits and impacts of transportation improvements on the ability of the population of concern to reach places of employment, additional information is needed. The Census data reflects actual travel patterns but not necessarily the desired or preferred travel patterns. SWRPA will research approaches to benefits and burdens assessment and will pursue activities that are both feasible and effective.

Potential disproportionately high and adverse impacts on populations residing within the communities of concern extend beyond commutation to work and encompass human health or environmental effects and interrelated social and economic effects. Transportation projects can impact air quality, water quality, drainage and stormwater and public safety, which can all be quantitatively measured. Transportation projects can also affect community cohesion, economic development, noise, aesthetics, property values and cultural resources.[12] In order to understand and mitigate the impacts of transportation projects on populations of concern, quantitative evaluations should be conducted as part of an open process that relates back to performance measures.

[11] U.S. Census Bureau, *2007-2011 American Community Survey 5-Year Estimates.*

[12] National Cooperative Highway Research Program. 2004. *Report 532: Effective Methods for Environmental Justice Assessment*.

On the other hand, transportation projects can create significant benefits to populations residing within the communities of concern. Transportation projects can enhance mobility and access and in certain cases, minimize the impact of the transportation system on environmental quality, public safety, and community. Benefits accrued from improvements to the transportation system must be balanced against any hardships they impose upon adjacent populations, especially those located within identified communities of concern.

Limited English Proficient Households

According to the 2007-2011 American Community Survey, 9,414 households in the Region, or 7.0%, are considered to be Limited English Proficient (LEP). LEP households are those in which no member 14 years old and over speaks only English or speaks a non-English language and speaks English 'very well.' In other words, all members 14 years old and over have at least some difficulty with English. Among all LEP households in the Region, 5,187 spoke Spanish, 3,451 spoke other Indo-European languages, 713 spoke Asian and Pacific Island languages and 63 spoke other languages.

The data provided in Table 8 indicate that households in the communities of concern are almost three times as likely to be LEP than the Region as a whole. In fact, households located within the communities of concerns accounted for more than two-thirds of all LEP households in the Region, well in excess of their percentage of total households (22.5%). Further, households in the communities of concern account for over three-quarters of all LEP Spanish households in the Region. Of note, LEP households within the communities of concern were nearly twice as likely to speak Spanish as any other foreign language.

Table 8 Household Language by Limited English Proficiency, Communities of Concern and the Region [13]

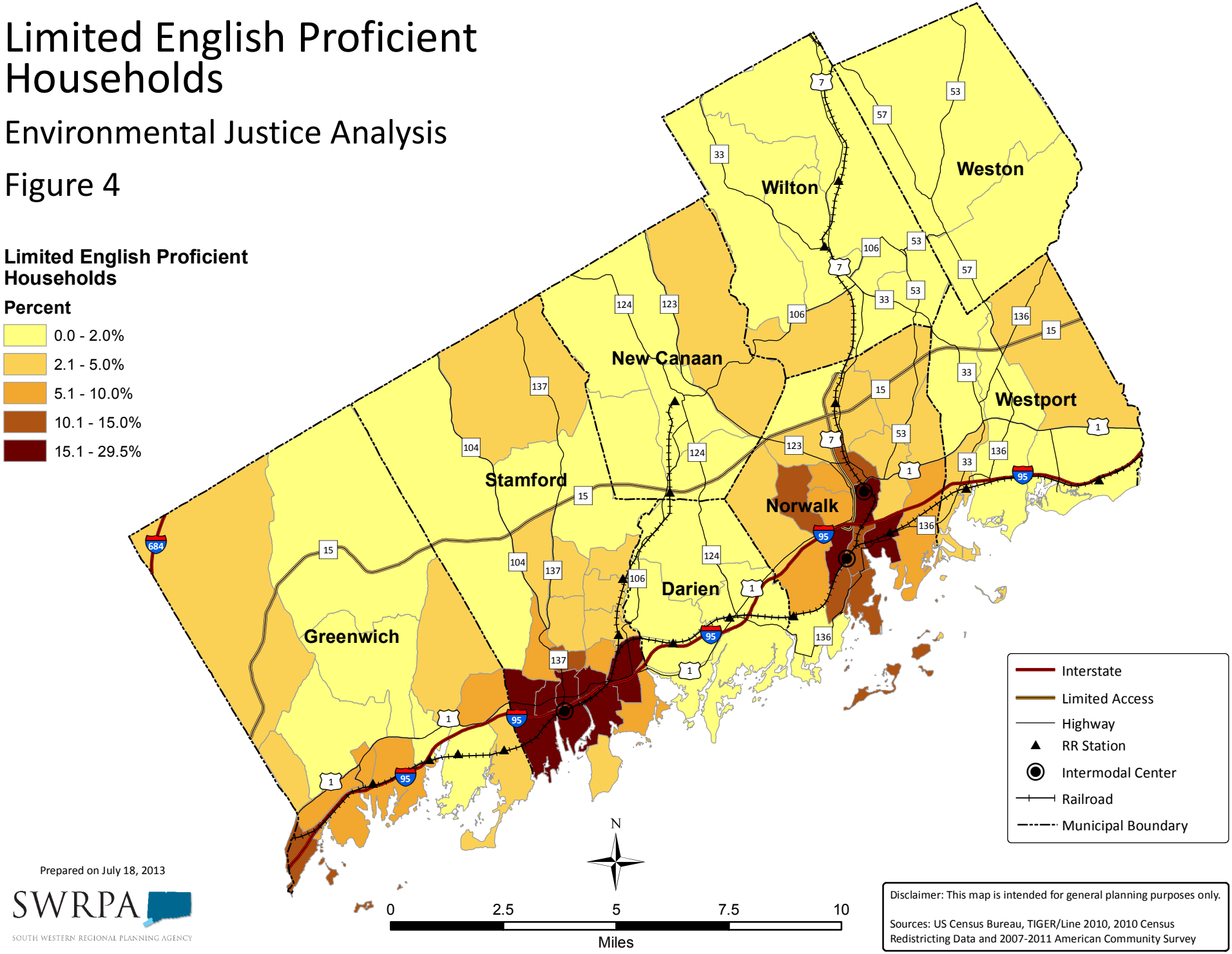
	Communities of Concern									South Western Region	
	Greenwich		Norwalk		Stamford		Total				
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Share	Count	Percent
Total:	2,142	-	12,981	-	27,867	-	30,547	-	22.5%	136,058	-
English	1,313	61.3%	8,365	64.4%	14,166	50.8%	17,092	56.0%	18.3%	93,663	68.8%
Spanish	267	12.5%	3,096	23.9%	6,708	24.1%	7,364	24.1%	41.6%	17,690	13.0%
Other Indo-European Languages	415	19.4%	1,263	9.7%	5,503	19.8%	4,611	15.1%	24.3%	19,005	14.0%
Asian and Pacific Island Languages	147	6.9%	178	1.4%	1,242	4.5%	1,353	4.4%	28.8%	4,692	3.4%
Other Languages	0	0.0%	79	0.6%	248	0.9%	127	0.4%	12.6%	1,008	0.7%
Limited English Proficient Households:	177	8.3%	1,882	14.5%	4,363	15.7%	6,422	21.0%	68.2%	9,414	6.9%
Spanish	55	2.6%	1,248	9.6%	2,697	9.7%	4,000	13.1%	77.1%	5,187	3.8%
Other Indo-European Languages	85	4.0%	555	4.3%	1,467	5.3%	2,107	6.9%	61.1%	3,451	2.5%
Asian and Pacific Island Languages	37	1.7%	40	0.3%	189	0.7%	266	0.9%	37.3%	713	0.5%
Other Languages	0	0.0%	39	0.3%	10	0.0%	49	0.2%	77.8%	63	0.0%

[13] U.S. Census Bureau, *2007-2011 American Community Survey 5-Year Estimates*.

Limited English Proficient Households

Environmental Justice Analysis

Figure 4



Prepared on July 18, 2013

SWRPA
SOUTH WESTERN REGIONAL PLANNING AGENCY

Disclaimer: This map is intended for general planning purposes only.

Sources: US Census Bureau, TIGER/Line 2010, 2010 Census Redistricting Data and 2007-2011 American Community Survey

Participation in the Decision-Making Process

To ensure that transportation improvements will benefit the population residing within the communities of concern, SWRPA promotes full and fair participation by all persons in the transportation decision-making process. Since the inception of the transportation planning process in 1981, SWRPA has proactively encouraged public involvement. The *2009 Public Participation Plan of the South Western Region Metropolitan Planning Organization* (*PPP*), endorsed in May 2009, defines the procedures. The process includes regularly scheduled meetings of the South Western Region Metropolitan Planning Organization (SWRMPO) and the Transportation Technical Advisory Group (TTAG). The annual meeting schedule is issued to all stakeholders and Town Clerks as well as posted on the SWRPA website along with meeting agendas and summaries. Additionally, media releases with meeting information and relevant agenda items are issued to all local newspapers one week prior to MPO meeting, which includes information on how to arrange for translation services. Formal legal notices are published for SWRMPO meetings, the *Transportation Improvement Program* (*TIP*), the *South Western Region Long Range Transportation Plan 2011 - 2040* (*LRTP*), and public involvement process changes. In addition, notices of meetings of interest to transportation stakeholders and opportunities to participate in public input sessions or to review and comment on documents are posted to the SWRPA website, which includes a translation link, and sent via e-mail to interested parties.

In 2006, SWRPA analyzed social vulnerability for evacuation as part of an emergency preparedness planning exercise. Social vulnerability was determined by analyzing a series of demographic characteristics, including:

- Population 5 years or under
- Population 85 years or over
- Population (over 5 years) with disabilities
- Institutionalized population in group quarters
- Households with linguistic isolation
- Occupied housing units with no vehicles

This analysis revealed the spatial variability of populations likely to require additional assistance beyond their own means in case of evacuation. The report was shared with state and local emergency management officials.

In FY2006-07, SWRPA participated in the creation of a *Locally Coordinated Human Services Transportation Plan* (*LOCHSTP*). The *LOCHSTP* entails three human service transportation program funding streams and provides the key initiatives and recommendations for coordinated human services transportation for the Bridgeport-Stamford Urbanized Area. Plan development was a product of a cooperative planning process that integrated the expertise of state and regional planning organizations with the insight generated from extensive community outreach performed by SWRPA to representatives of human services organizations and advocacy groups for seniors, persons with disabilities and lower income persons. Regularly scheduled meetings of a *LOCHSTP* working group provided public forums to address SWRPA on the needs of the community. SWRPA assumed the lead role in writing the *LOCHSTP*, along with

the development, hosting and continual updating of a website containing all pertinent documents and meeting information necessary to effectively communicate with the public. The *LOCHSTP* was updated in FY2007-08 to address the evolving transportation needs of the targeted populations in greater detail. The update included an emphasis on special populations, the FTA New Freedoms Initiative (NFI) program, increased outreach and public involvement. A subsequent update in FY2009 identified additional gaps and strategies, and led to the development of a regional Mobility Manager whose primary responsibility is to work with disadvantaged populations to improve their transportation options. A more comprehensive plan update was anticipated to be conducted in FY2012-13 to reassess progress made since the initial LOCHSTP plan was drafted and to update gaps and strategies.

In 2004 and 2010, SWRPA provided technical assistance to Norwalk Transit District (NTD) in support of their Title VI compliance reporting. Title VI of the 1964 Civil Rights Acts 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[14]." SWRPA staff assisted NTD with GIS maps of its service area that identify fixed route bus service in relation to low income and minority populations. Demographic data for the maps was obtained from the 2000 Census of Population and Housing.

In FY2011-11, SWRPA expanded its network of contacts with stakeholders, other community organizations, and individuals. When topics of interest to the network are identified, key contacts are notified and encouraged to pass on the information to other interested parties. A past example of the usefulness of this network is the Stamford Transportation Center taxi surcharge proposals and hearings. Notice of this proposal was sent to key social service contacts, who in turn provided the information to interested and impacted parties. In this instance, the Connecticut Department of Transportation (CTDOT) terminated its taxi passenger surcharge, which negatively impacted both riders and taxi drivers, in part because of the comments received from impacted parties at public hearings.

SWRPA uses its website, http://www.swrpa.org, as a major communication tool to broadcast public information and encourage involvement. The website provides information on the transportation planning process and leadership. Numerous documents produced by SWRPA and SWRMPO are posted to the website, including MPO and TTAG notices, agendas and meeting summaries, the *LRTP*, *TIP*, and the *Unified Planning Work Program*. Other transportation planning program information is also available for key topics such as Air Quality Conformity, Environmental Justice, Intelligent Transportation Systems (ITS), and Congestion Management Process (CMP). Technical memoranda, meeting agendas and summaries, project scopes and schedules, and other documents produced as part of key planning studies are also available on the website. In 2009 and 2012, SWRPA made upgrades to the website, which make it a more interactive as well as easier to use and more visually appealing.

In addition, SWRPA's website provides information on transportation activities, projects, public hearings and draft documents of other agencies that are deemed to impact or be of interest to

[14] 42 U.S.C. Section 2000d.

the South Western Region transportation stakeholders. Some examples of this include CTDOT studies such as the CTDOT *Long Range Transportation Plan*, Statewide TIP, Capital Plan, projects scheduled for advertising and active studies (Danbury Branchline Environmental Assessment).

In FY2012 and FY2013, SWRPA will continue to evaluate language barriers and the public involvement process, and further refine environmental justice evaluations and recommendations. This will lead to new policies and programs to address public involvement, Title VI and Limited English Proficiency. An example of this is the executive summary of the *LRTP*, which is translated into Spanish and available on SWRPA's website. SWRPA hopes to translate other documents or executive summaries, as feasible. This initiative will build upon FY2009-10 work which emphasized development of community outreach mechanisms and networks of minority, community, senior, and faith-based organizations and identified newspapers likely to be read by the populations of concern and providing a translation link to SWRPA's website. For instance, information on major projects is distributed to the Region's Spanish language media and MPO agendas include information on how to request special accommodations in both English and Spanish.

Transportation Improvement Program and Long Range Transportation Plan

The *South Western Region Transportation Improvement Program, FFY 2012 – 2015* (*TIP*) and the *South Western Region Long Range Transportation Plan 2011-2040* (*LRTP*) include a mix of highway, rail, bus, carpool, bicycle and pedestrian transportation improvements. The overarching goal of the *LRTP* is to provide a safe, efficient, cost effective and balanced transportation system that promotes mobility, access and choice. The proposed projects in the *LRTP* are often implemented through the *TIP*. A list of *2012-2015 TIP* projects endorsed by the South Western Region Metropolitan Planning Organization that are located within communities of concern is provided in Appendix B. A list of projects contained in the *LRTP* that are located within communities of concern is provided in Appendix C. The list of *TIP* projects includes a descriptive name, location, cost, funding source, and an overall evaluation of the benefit or burden to the local community. The list of *LRTP* projects include a descriptive name, location, approximate year of implementation, and an overall evaluation of the benefit or burden to the local community. Figure 5 illustrates proposed *TIP* projects with a definitive geographic location that are within communities of concern, while Figure 6 illustrates proposed *LRTP* projects with a definitive geographic location that are within communities of concern. Certain *LRTP* and *TIP* projects, such as transit rolling stock acquisition and replacement, transit operating funds, vehicle emissions reductions program and carpool incentive programs, lack a specific geographic location and are therefore omitted from Figures 5 and 6.

TIP adoption follows a proscribed process that encourages public involvement. The public is provided with multiple opportunities to examine the *TIP* and provide comments on the document through SWRPA's website, public hearings, and direct contact with SWRPA staff during regular office hours. The notice of availability of the draft *TIP* update and public information sessions are legally noticed prior to *TIP* adoption. SWRPA's public involvement procedures are more fully described in the *PPP.*

The *TIP* includes highway projects for I-95 and other arterials that will improve traffic flow and safety. For instance, reconstruction of the Metro-North railroad bridge over East Avenue in Norwalk will reduce congestion as well as promote economic development in East Norwalk, a portion of which is in a community of concern. Similarly, Stamford Urban Transitway Phase 2 will further enhance access to and economic development opportunities in the South End and East Side neighborhoods of Stamford, both of which are communities of concern.

In addition to projects contained in the *TIP*, there are numerous recommended projects in the *LRTP* that are identified as "illustrative" by USDOT and "FYI" by CTDOT, and are not part of the financial envelope. For instance, the *LRTP* recommends the completion of the CT-15 and US 7 interchange, which would reduce travel time to and from locations east of the interchange and add redundancy to the Region's expressway system. Completing the interchange would reduce congestion and improve safety on Main Avenue in Norwalk. These improvements should have the net effect of improving access to many employment locations, which should benefit persons residing in the communities of concern. The South Norwalk Intermodal project will integrate rail, bus and taxi services and improve parking, pedestrian and bicycle facilities around a major transit station.

In addition, the *LRTP* recommends the completion of the Norwalk River Valley Trail and the Mill River Greenway. These projects will promote the bicycle and pedestrian mobility and safety between residential and commercial areas for all as well as provide a healthy, active transportation options for persons residing in the communities of concern.

An open planning process was used during the development of the updated *LRTP*. Prior to MPO adoption, the public was given numerous opportunities to examine the draft *LRTP* and comment on the plan through SWRPA's website, public hearings held throughout the Region, and at SWRPA's offices during regular office hours. The availability of the draft *LRTP* update and public information sessions were legally noticed, as was SWRMPO and TTAG discussions and actions on the *LRTP* prior to adoption.

TIP Projects Located in Communities of Concern

Environmental Justice Analysis

Figure 5

Additional information contained in Appendix B

Prepared on July 25, 2013

SWRPA
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0 0.5 1 1.5
Miles

Disclaimer: This map is intended for general planning purposes only.

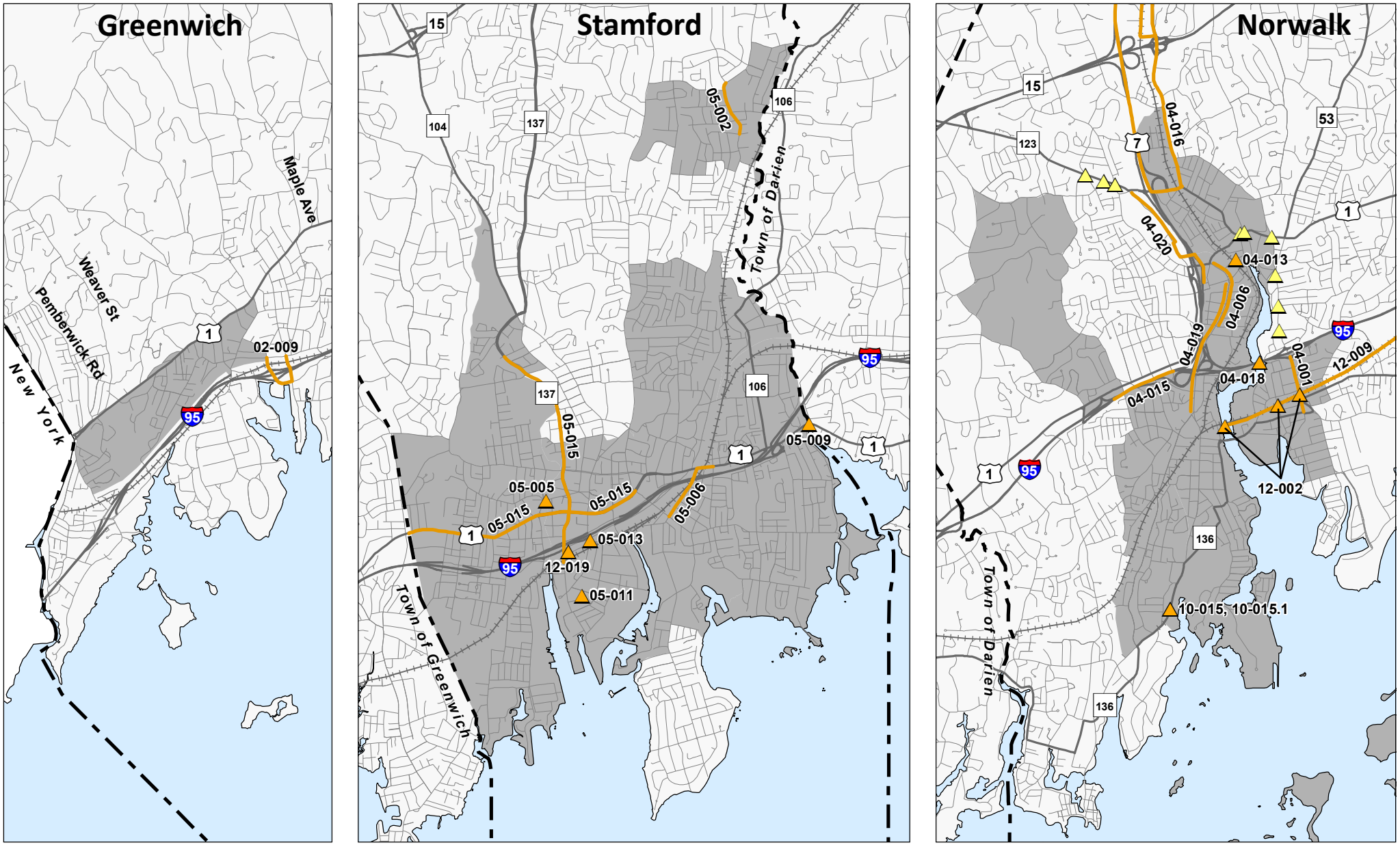
Sources: CTDEEP, SWRPA TIP 2012-2015

TIP Projects

TIP Project 04-017

*Refer to Appendix B for Corresponding Project IDs

Communities of Concern
Metro-North Railroad
Highways
Local Roads



LRTP Projects Located in Communities of Concern

Environmental Justice Analysis

Figure 6

Additional information contained in Appendix C

Prepared on July 25, 2013

SWRPA
SOUTH WESTERN REGIONAL PLANNING AGENCY

0 0.5 1 1.5
Miles

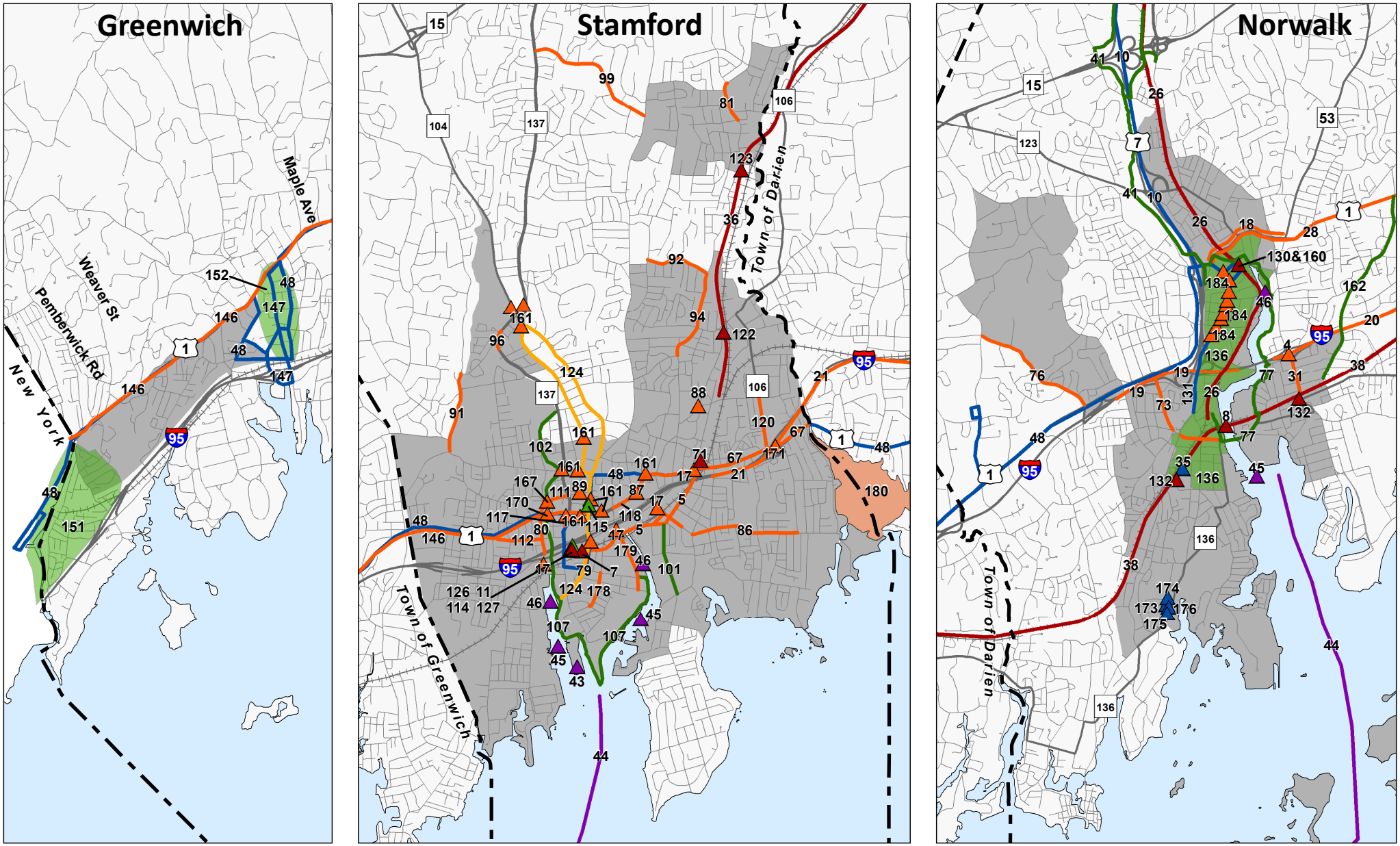
Disclaimer: This map is intended for general planning purposes only.

Sources: CTDEEP, SWRPA LRTP 2011-2040

Bike-Ped Projects
Bus Projects
Highway Projects
Rail Projects
Streetcar Projects
Waterborne Projects

Communities of Concern
Metro-North Railroad
Highways
Local Roads

*Refer to Appendix C for Corresponding Project IDs



Benefits and Burdens Evaluation

In order to understand the potential benefits and burdens upon communities of concern resulting from projects listed in the *2012-2015 TIP* and *2011-2040 LRTP*, an evaluation was conducted. The criteria used to evaluate the potential benefits and burdens of the projects are summarized below. The evaluation is based on the best available project information. For both the *TIP* and the *LRTP*, all projects located in a community of concern are also located in an area with at least one LEP household. Projects identified as benefiting communities of concern include projects aimed at reducing congestion, increasing access to transit, or improving access and safety for pedestrians and bicycles. A number of the projects located in communities of concern were also identified as having no impact on benefits and burdens. These projects were generally associated with regular maintenance and maintaining a state of good repair.

Projects located in communities of concern account for 64% of all funding provided in the *2012-2015 TIP*. None of the *TIP* projects located in communities of concern are expected to disproportionally burden a community of concern. *TIP* projects located in communities of concern that are expected to benefit a community of concern represent 25% of all total funding, while *TIP* projects located in communities of concern that are expected to have no impacts on a community of concern represent 39% of all total funding (Table 9). Results of the evaluation are included in Appendix B.

Table 9 Summary of Benefits and Burdens Associated with 2012-2015 TIP Projects Located in Communities of Concern (based on proportion of funding)

Proportion of Total Funding for Projects Located in Communities of Concern	64%
Proportion of Total Funding for Projects Benefiting Communities of Concern	25%
Proportion of Total Funding for Projects with Potential Burdens to Communities of Concern	0%
Proportion of Total Funding for Projects with No Impact to Communities of Concern	39%
Proportion of Total Funding Allocated to Bus Service	17%
Proportion of Total Funding Allocated to Rail Service	39%
Total TIP Funding	$1,895,583,000

The potential impacts of projects identified in the *2011-2040 LRTP* were also assessed. Of the 175 projects included in the *LRTP*, 45% are located within communities of concern. None of these projects are expected to burden a community of concern. *LRTP* projects located in the communities of concern that are expected to benefit the local community represent 18% of all *LRTP* projects, while *LRTP* projects located in the communities of concern that are expected to have no impacts on the local community represent 26% of all *LRTP* projects (Table 10). Results of the evaluation are included in Appendix C.

Table 10 Summary of Benefits and Burdens Associated with 2011-2040 LRTP Projects Located in Communities of Concern (based on proportion of projects)

Proportion of All Projects Located within Communities of Concern	45%
Proportion of All Projects Benefiting Communities of Concern	18%
Proportion of All Projects with Potential Burdens to Communities of Concern	0%
Proportion of All Projects with No Impact to Communities of Concern	26%
Total Number of LRTP Projects	175

Benefits and Burdens Evaluation Criteria

- **Congestion**: + = Completed project expected to alleviate congestion based on the criteria below; 0 = no change; - = project that when complete would increase congestion.

  Criteria

  Projects that satisfy one or more of the following:

  - Any project with a clear stated purpose of mitigating congestion;
  - Any project with a clear stated purpose of improving transportation system management and operations;
  - Any project with a location on an identified congested state highway (V/C > 0.8) that includes one or more of the following elements:[15]
    - Transportation demand management measures
    - Traffic operational improvements
    - Measures to encourage high occupancy vehicle use
    - Transit capital improvements
    - Transit operational improvements
    - Measures to encourage the use of non-motorized modes
    - Congestion pricing
    - Growth management
    - Access management
    - Incident management
    - Intelligent Transportation Systems
    - General purpose capacity expansion

- **Air Quality**: + = When complete would reduce mobile emissions; 0 = neither positive nor negative air quality impacts; - = projects that may negatively affect air quality in the community.

- **Access to Transit:** + = increased access to transit: 0 = no change in service level; - = reduces access to transit.

[15] New York State Associations of Metropolitan Planning Organizations (NYSMPOs): Congestion Management Process (CMP) Innovations: A Menu of Options, 42.

- **Bike or Pedestrian Access**: + = improvements to bike and pedestrian access or safety based on the criteria below; 0 = no change; - = elimination of a system improving bike or pedestrian access.

  Criteria

  Projects identified as impacting or improving the bicycle and pedestrian system:
  - New, improved or rehabilitated sidewalks, including accessible ramps and other features and sidewalks on bridges (*sidewalk*);
  - New, improved or rehabilitated multi-use trails or bicycle facilities, including bike lanes (*multi-use*);
  - Roadway safety improvements that provide tangible safety benefits to bicyclists and pedestrians, including traffic signal projects that include pedestrian actuation (*safety*);
  - Roadway repaving projects that improve the road surface used by bicyclists (*paving*);
  - New, improved or rehabilitated bicycle parking or storage (*bike storage*);
  - Multimodal improvements, such as bicycle or pedestrian improvements to transit facilities, and multimodal planning studies (*multimodal*).

- **Located in a Tract with at least 1 LEP household**: Yes/No.

- **Located in Tract >10% LEP households**: Yes/No.

- **Overall Benefit or Burden**: Benefit = project where positive impacts (+) outweigh negative impacts (-) or where positive impacts are identified for at least two categories; Burden = project where negative impacts (-) outweigh positive impacts (+) or where negative impacts are identified for at least two categories; Neutral = project where positive (+) and negative (-) impacts are equal or where impacts are identified for less than two categories.

- **Funding allocations**: (*TIP* assessment based on proportion of total funds. *LRTP* assessment based on proportion of projects, due to limited information on project funding).
  - Proportion of total funds allocated to projects benefiting communities of concern;
  - Proportion of total funds allocated to projects with potential burdens on communities of concern;
  - Proportion of total funding allocated to bus services;
  - Proportion of total funding allocated to rail services.

South Western Region Commitment to Environmental Justice Principles

SWRPA on behalf of the SWRMPO will continue to develop environmental justice assessments, procedures, programs, policies and services that promote environmental justice principles. This commitment to environmental justice is supported by recommendations that will lead to policy, process, program and service changes. Annual self-evaluations of the public involvement process, environmental justice and Title VI will be conducted.

Specific recommendations for FY2012 and FY2013 include:

- Continue to implement public involvement procedures described in the SWRMPO-endorsed *PPP*;
- Conduct annual evaluations of *PPP* and refine as appropriate;
- Continue to research and refine benefits and burdens analyses and procedures;
- Develop a framework to assess benefits and burdens that fully considers the balance of impacts upon a community;
- Continue to assess the EJ implication of projects on the *TIP* and *LRTP* with the objective of assuring that there are no disproportionate negative impacts as a result of project scope, scheduling or funding level and that the benefits resulting from improvements are equitably apportioned throughout the Region;
- Continue to research and apply best practices in EJ, benefits and burdens, Title VI, and LEP.
- Consider which, if any, other populations should be included in benefits and burdens assessment and community outreach activities;
- Continue to expand the community outreach contacts and network opportunities and procedures;
- Continue to enhance transportation planning program information available on the SWRPA website;
- Continue to explore ways to increase accessibility to transportation planning program information and services on the web, in the media, and through outreach;
- Continue to advance EJ, Title VI and public involvement as “emphasis areas” of the South Western Region transportation planning program; and
- Continue to provide quarterly and annual EJ, Title VI, and LEP reports.

Appendix A

Census Tracts that Met all Four Environmental Justice Criteria

Refers to information presented in Figure 2

Town	Census Tract	Total Population	Minority Population	Percent Minority	Per Capita Income	Poverty Status Determined	Below Poverty Level	Percent Below Poverty Level
Green-wich	105	5,494	2,240	40.77%	$45,470	4,895	493	10.07%
Norwalk	432	3,074	1,604	52.18%	$45,822	3,029	215	7.10%
	434	4,471	2,872	64.24%	$28,426	3,983	444	11.15%
	437	2,039	1,467	71.95%	$26,953	2,046	384	18.77%
	440	5,974	4,327	72.43%	$30,150	5,587	890	15.93%
	441	3,509	2,429	69.22%	$33,283	3,000	929	30.97%
	442	3,994	2,032	50.88%	$33,970	3,511	350	9.97%
	444	3,572	2,666	74.64%	$36,998	3,049	583	19.12%
	445	3,641	3,349	91.98%	$22,076	2,796	992	35.48%
	Total	30,274	20,746	68.53%	$31,975	27,001	4,787	17.73%
Stamford	201	3,523	1,947	55.27%	$38,301	4,057	981	24.18%
	209	4.906	1,654	33.71%	$40,041	4,279	450	10.52%
	211	5,976	2,292	38.35%	$52,621	5,426	629	11.59%
	213	4,422	2,292	51.83%	$34,546	4,522	527	11.65%
	214	6,690	5,362	80.15%	$20,853	6,900	1,058	15.33%
	215	6,303	5,734	90.97%	$16,472	6,960	1,669	23.98%
	217	7,354	4,121	56.04%	$48,136	6,377	1,144	17.94%
	218.01	4,334	2,067	47.69%	$41,438	4,518	495	10.96%
	218.02	5,408	3,447	63.74%	$23,355	5,555	842	15.16%
	219	5,713	2,583	45.21%	$38,022	5,527	762	13.79%
	220	2,959	1,777	60.05%	$26,634	3,016	401	13.30%
	221	7,213	5,154	71.45%	$27,397	6,713	1,202	17.91%
	222	3,186	2,703	84.84%	$21,612	3,473	869	25.02%
	223	5,763	4,117	71.44%	$39,083	6,687	1,036	15.49%
	Total	73,750	45,250	61.36%	$33,757	74,010	12,065	16.30%
Total		109,518	68,236	62.31%	$33,852	105,906	17,345	16.37%

Appendix B

TIP Projects, FFY 2012 – 2015, Located within Communities of Concern with Results of Benefits and Burdens Evaluation

Refers to information presented in Figure 5

SWRPA ID	Project #	Route	Town	Project Name	Description	Total Amount of Funding FY12-FY15	Funding Source	Congestion	Air Quality	Access to Transit	Bike/Ped	Located in a Tract with at least 1 LEP Household	Located in a Tract >10% LEP Households	Overall Benefit or Burden
02-009	0056-0312	Various	Greenwich	Traffic Signal Upgrade	The installation of Adaptive Signal Control Technology along the Arc St corridor in Greenwich, to reduce congestion through appropriate signal timing during peak travel periods.	$2,775,000	FHWA	+	+	0	0	Yes	No	Benefit
04-001	0102-0297	East Ave	Norwalk	Reconstruction of East Ave at Metro-North RR Bridge	Reconstruction and minor widening of East Ave from I-95N ramp south to Van Zant Street in Norwalk, including a new sidewalk and the widening and vertical clearance improvements at the Metro North RR bridge on East Avenue.	$4,393,000	FHWA	+	+	+	+	Yes	Yes	Benefit
04-006	0102-0334	West/Belden Ave	Norwalk	Traffic Signal Upgrade along West and Belden Avenues	Upgrade of the existing traffic signals system along West Ave and Belden Ave from the intersection of Butler St to the intersection of Burnell Blvd in Norwalk.	$2,170,000	FHWA	+	+	0	+	Yes	Yes	Benefit
04-013	0102-0324	Burnell Blvd	Norwalk	Rehabilitation of Burnell Blvd Bridge over Metro North RR	Rehabilitation of the bridge carrying Burnell Blvd over Metro-North RR and Norwalk River. The existing 3-span bridge over the river will be replaced with a 2-span bridge within the same footprint to allow for the removal of an in-water structure.	$10,000,000	FHWA	+	0	0	+	Yes	Yes	Benefit

SWRPA ID	Project #	Route	Town	Project Name	Description	Total Amount of Funding FY12-FY15	Funding Source	Congestion	Air Quality	Access to Transit	Bike/Ped	Located in a Tract with at least 1 LEP Household	Located in a Tract >10% LEP Households	Overall Benefit or Burden
04-015	0102-0278	I-95	Norwalk	Revise Interchange/Speed Change Lanes	The project provides auxiliary lanes in each direction of I-95 between exits 14 and 15, and improvements to US-1.	93,000,000	FHWA	+	+	0	0	Yes	Yes	Benefit
04-016	0102-0345	US-7	Norwalk	Route 7 Corridor Study – Phase 3	The next phase of the Route 7 Assessment & Implementation Plan, initiated in March 2012, will complete development of the near, mid, and long term improvements, as well as a financial plan.	$125,000	FHWA	+	+	+	+	Yes	Yes	Benefit
04-017	0102-0347	Various	Norwalk	Traffic Signal Upgrade at 10 Locations	An upgrade and modernization of traffic signals in Norwalk and the City's central traffic control system with the intention of decreasing congestion, increasing travel speed, and reducing air pollution.	$3,025,000	FHWA	+	+	0	0	Yes	Yes	Benefit
04-018	0102-0348	I-95	Norwalk	Rehabilitation of Yankee Doodle Bridge over Norwalk River	Rehabilitation of bridge carrying I-95 over the Norwalk River and Hendricks Ave. Recommended repairs include painting the steel superstructure, deck joint replacement, and repairs to the navigation lighting and timber fender system.	$14,300,000	FHWA/ Bridge	0	0	0	0	Yes	Yes	Neutral
04-019	0102-TIGR5	West Ave	Norwalk	West Ave Circulator	The TIGER-supported program will include construction of biking related infrastructure and amenities at parking garages. Each facility will house bike/car-sharing and pedestrian wayfinding. Walkable street elements will be added to the corridor.	$18,720,000	FHWA	+	+	0	+	Yes	Yes	Benefit
04-020	0102-TMP1	Norwalk River Valley Trail	Norwalk	Construction of the Third Section of the Norwalk River Valley Trail	Construction of Phase 3 of NRVT, beginning at existing trail terminus at Union Park and continuing north to Route 123.	$120,000	FHWA	+	+	0	+	Yes	Yes	Benefit

SWRPA ID	Project #	Route	Town	Project Name	Description	Total Amount of Funding FY12-FY15	Funding Source	Congestion	Air Quality	Access to Transit	Bike/Ped	Located in a Tract with at least 1 LEP Household	Located in a Tract >10% LEP Households	Overall Benefit or Burden
05-002	0135-0297	Hope St	Stamford	Widening of Minivale Rd to Northill St	Minor widening along with replacements of storm drainage system, sidewalk, and signal control equipment at the intersection of Northill St, Camp Ave, and Weed Hill Ave in Stamford.	$5,061,000	FHWA	+	+	0	+	Yes	No	Benefit
05-005	0135-0310	West Main St	Stamford	West Main Street Bridge Replacement	Replacement of the bridge at West Main St over the Mill River in Stamford for pedestrian use to connect the Mill River Trail to downtown.	$1,370,000	FHWA	0	0	0	+	Yes	Yes	Neutral
05-006	0135-TXXX	SUT	Stamford	Stamford Urban Transitway (SUT) Multimodal Facility (Phase 2)	Phase 2 of the SUT will provide a direct connection to the Stamford Transportation Center including sidewalks, bicycle lanes, general vehicle travel lanes, and Bus/HOV lanes. Bus priority at all traffic signals, real time information and kiosks at bus stops will be provided.	$2,000,000	FTA & FHWA	+	+	+	+	Yes	Yes	Benefit
05-009	0135-0307	US-1	Stamford	Rehabilitation of US-1 Bridge over Noroton River	The superstructure will be partially reconstructed to repair the cracked southerly spandrel wall and scour countermeasures will be installed.	$3,900,000	FHWA/ Bridge	0	0	0	0	Yes	No	Neutral
05-011	0135-HPID	Various	Stamford	Harbor Point Transit Service – Vehicles	Purchase three specialty transit shuttles to serve Stamford's South End and the Harbor Point development connecting with CT Transit and rail service.	$609,000	FTA	+	+	+	+	Yes	Yes	Benefit

SWRPA ID	Project #	Route	Town	Project Name	Description	Total Amount of Funding FY12-FY15	Funding Source	Congestion	Air Quality	Access to Transit	Bike/Ped	Located in a Tract with at least 1 LEP Household	Located in a Tract >10% LEP Households	Overall Benefit or Burden
05-013	0135-0301	Atlantic St	Stamford	Atlantic St Railroad Bridge Overpass	Replacement of deficient railroad bridge over Atlantic St. The project will involve widening and lowering Atlantic St, the installation of sidewalks, and reconstruction of an I-95 off-ramp with a new bridge over Atlantic St.	$2,000,000	FHWA	+	+	0	+	Yes	Yes	Benefit
05-014	0135-0324	Various	Stamford	Stamford Bus and Shuttle Study	The study will evaluate current operations, services, and rates; Then develop service and investment alternatives that will guide future investment in the bus and shuttle services.	$375,000	Study	+	+	+	0	Yes	Yes	Neutral
05-015	0135-0323	Various	Stamford	ADA Sidewalk Ramps Along US-1, CT-137, and SR-493	Construction of new or retrofitted ADA accessible sidewalk curb ramps.	$726,000	FHWA	+	+	0	+	Yes	Yes	Benefit
10-001	0412-0122	Norwalk TD	Norwalk	Norwalk Transit District – ADA Operating Norwalk	N/A	$5,224,000	FTA	0	+	+	+	N/A	N/A	Benefit
10-002	0412-0123	Norwalk TD	Stamford	Norwalk Transit District – ADA Operating Stamford	N/A	$15,083,000	FTA	0	+	+	+	N/A	N/A	Benefit
10-004	0412-0118	Norwalk TD	Norwalk	Norwalk Transit District – Fixed Routes	N/A	$37,552,000	FTA	+	+	+	0	N/A	N/A	Benefit
10-006	0412-T073	Norwalk TD	Norwalk	Norwalk Transit District - Admin Capital & Service Replacement Program	N/A	$936,000	FTA	+	+	+	0	N/A	N/A	Benefit
10-009	0412-T073	Norwalk TD	Norwalk	Norwalk Transit District – Replace Paratransit Vehicles Program	N/A	$3,572,000	FTA	0	+	+	0	N/A	N/A	Benefit
10-010.1	0412-XXXX	Norwalk TD	Norwalk	Norwalk Transit District – Replace 12 30-ft Buses	N/A	$4,755,000	FTA	+	+	+	+	N/A	N/A	Benefit
10-010.4	0412-XXXX	Norwalk TD	Norwalk	Norwalk Transit District – Replace 19 2003 35-ft & 1 2003 40-ft Buses	N/A	$8,734,000	FTA	+	+	+	+	N/A	N/A	Benefit
10-010.5	0412-XXXX	Norwalk TD	Norwalk	Norwalk Transit District – Replace 2 40-ft Buses	N/A	$862,000	FTA	+	+	+	+	N/A	N/A	Benefit
10-010.6	0412-T073	Norwalk TD	Norwalk	Norwalk Transit District – Replace 3 2004 30-ft Buses	N/A	$1,261,000	FTA	+	+	+	+	N/A	N/A	Benefit

SWRPA ID	Project #	Route	Town	Project Name	Description	Total Amount of Funding FY12-FY15	Funding Source	Congestion	Air Quality	Access to Transit	Bike/Ped	Located in a Tract with at least 1 LEP Household	Located in a Tract >10% LEP Households	Overall Benefit or Burden
10-015	0412-XXXX	Norwalk TD	Norwalk	Norwalk Transit District – Facility Improvements	Installation of a gasoline tank and fueling station at Norwalk Transit District.	$400,000	FTA	0	0	0	0	Yes	Yes	Neutral
10-015.1	0412-XXXX	Norwalk TD	Norwalk	Norwalk Transit District – Facility Improvements/Study/Analysis	Study of the facility needs for expansion, looking at the property across the street from Norwalk Transit District as a potential location.	$200,000	FTA	0	0	0	0	Yes	Yes	Neutral
12-002	0301-0040	NHL-ML	Westport/ Stamford	Construct the Walk, Saga, East Ave and Osborne Ave Bridges	Construct the Walk, Saga, East Ave and Osborne Ave Bridges.	$306,183,000	FTA	0	0	0	0	Yes	Yes	Neutral
12-008	0301-0077	NHL-ML	Various	New Haven Line Track Program	N/A	$52,500,000	FTA	0	0	0	0	N/A	N/A	Neutral
12-009	0301-T119	NHL-ML	Various	New Haven Line Catenary Replacement – Section C1A and C2	Replace the existing catenary system to allow for maximum speed allowed by track geometry and other physical constraints.	$129,270,000	FTA	0	0	0	0	Yes	Yes	Neutral
12-014	0300-0149	NHL-ML	Various	New Haven Line – Positive Train Control	Installation of Positive Train Control systems to monitor train activity, prevent collisions, control headway spacing, convey and enforce speed restrictions, advice of hazards and inoperable grade crossings.	$132,000,000	FTA	0	0	0	0	N/A	N/A	Neutral
12-016	0300-XXXX	NHL-ML	Various	New Haven Line – Bridge Timber Program	N/A	$35,000,000	FTA	0	0	0	0	N/A	N/A	Neutral
12-017	0300-XXXX	NHL-ML	Various	NHL Rail Rolling Stock – Rehabilitation Program	N/A	$20,000,000	FTA	0	0	+	0	N/A	N/A	Neutral
12-018	0300-XXXX	NHL-ML	Various	NHL Railroad Signal Replacement – TIGER Discretionary Grant	The communication and signal system is out dated and needs to be replaced. The installation of fiber optic cable and a new cab-signal system will support increased track capacity and high-speed services.	$46,450,000	FTA	+	+	+	0	Yes	N/A	Benefit

SWRPA ID	Project #	Route	Town	Project Name	Description	Total Amount of Funding FY12-FY15	Funding Source	Congestion	Air Quality	Access to Transit	Bike/Ped	Located in a Tract with at least 1 LEP Household	Located in a Tract >10% LEP Households	Overall Benefit or Burden
12-019	0301-0157	STC & Vicinity	Stamford	Stamford Intermodal Access	The project will make train platforms more accessible and less congested, enhance current station capacity to improve pedestrian movement, update internal station directions and improve safety on surrounding streets.	$20,750,000	FTA	+	+	+	+	Yes	Yes	Benefit
14-001	0401-XXXX	CT Transit	Stamford	CT Transit – Stamford	N/A	$45,420,000	FTA	+	+	+	+	N/A	N/A	Benefit
14-002	0400-XXXX	CT Transit	Various	CT Transit – Admin Capital & Service Replacement	N/A	$4,000,000	FTA	+	+	+	+	N/A	N/A	Benefit
14-003.1	0400-XXXX	CT Transit	Various	CT Transit – Replace 2 Coach Buses	N/A	$1,269,000	FTA	+	+	+	+	N/A	N/A	Benefit
14-003.2	0400-XXXX	CT Transit	Various	CT Transit – Replace 32 Buses	N/A	$14,000,000	FTA	+	+	+	+	N/A	N/A	Benefit
14-003.3	0400-XXXX	CT Transit	Various	CT Transit – Replace 40 2002 40-ft Buses	N/A	$18,000,000	FTA	+	+	+	+	N/A	N/A	Benefit
14-003.4	0400-XXXX	CT Transit	Various	CT Transit – Replace 58 2003 40-ft & 7 Coach Buses	N/A	$32,000,000	FTA	+	+	+	+	N/A	N/A	Benefit
14-003.5	0400-XXXX	CT Transit	Various	CT Transit – Replace 84 2004 40-ft Buses	N/A	$38,419,000	FTA	+	+	+	+	N/A	N/A	Benefit
14-003.6	0400-XXXX	CT Transit	Statewide	CT Transit – Replace 32 2001 40-ft Buses	N/A	$21,000,000	FTA	+	+	+	+	N/A	N/A	Benefit
14-006	0SXT-0110	Various Bus	Statewide	Purchase Accessible Vans/Buses	N/A	$11,884,000	FTA	+	+	+	0	N/A	N/A	Benefit
14-008	0400-XXXX	CT Transit	Various	CT Transit – Replace Fareboxes	N/A	$50,000,000	FTA	0	0	0	0	N/A	N/A	Neutral

Appendix C

LRTP 2011-2040 Projects Located within Communities of Concern with Results of Benefits and Burdens Evaluation

Refers to information presented in Figure 6

SWRPA ID	Project #	Route	Town	Project Name	Year	Congestion	Air Quality	Access to Transit	Bike/Ped	Located in a Tract with at least 1 LEP Household	Located in a Tract >10% LEP Households	Overall Benefit or Burden
4	0102-0331	I-95	Norwalk	Exit 16 Improvements	2030	+	+	0	+	Yes	Yes	Benefit
5	0135-TXXX	N/A	Stamford	Urban Transitway	2015	+	+	+	+	Yes	Yes	Benefit
7	0301-0047	NHL	Stamford	STC Parking Garage Replacement	2025	+	0	+	0	Yes	Yes	Benefit
8	0301-0040	NHL	Norwalk	Design, Rehab Walk Bridge	2030	0	0	0	0	Yes	Yes	Neutral
10	N/A	NTD	NTD	7-Link Route Study	2015	0	0	+	0	Yes	Yes	Neutral
11	N/A	NHL	Stamford	STC Master Plan	2020	0	0	+	+	Yes	Yes	Benefit
17	N/A	N/A	Stamford	Rail Bridge Priority Program	2040	+	0	0	0	Yes	Yes	Neutral
18	0102-0325	US-1	Norwalk	US-1 Widening, 4 Lane Cross-Section	2020	+	+	0	+	Yes	Yes	Benefit
19	0102-0278	I-95	Norwalk	Exit 14-15 Operational Lanes/ Revise Interchange	2015	+	+	0	0	Yes	Yes	Benefit
20	0102-0295	I-95	Norwalk/ Westport	Exit 16-17 Median Barrier and Safety Improvements	2030	0	+	0	0	Yes	Yes	Neutral
21	0135-0309	I-95	Darien/ Stamford	I-95 Bridge over MNRR and Exit 8-10 Operational Lanes	2040	+	+	0	0	Yes	No	Benefit
26	N/A	NHL-DB	Norwalk/ Wilton	Danbury Branch Improvements	2030	+	+	+	0	Yes	Yes	Benefit
28	0158-0193	US-1	Norwalk/ Westport	US-1 Improvements	2025	+	+	0	+	Yes	Yes	Benefit
31	0102-0297	N/A	Norwalk	East Avenue RR Bridge and Roadway Improvements	2025	+	+	+	+	Yes	Yes	Benefit
35	N/A	N/A	Norwalk	South Norwalk Intermodal Facility Design/Construction	2040	+	+	+	+	Yes	Yes	Benefit

SWRPA ID	Project #	Route	Town	Project Name	Year	Congestion	Air Quality	Access to Transit	Bike/Ped	Located in a Tract with at least 1 LEP Household	Located in a Tract >10% LEP Households	Overall Benefit or Burden
36	N/A	NHL-NCB	Stamford/ New Canaan	New Canaan Branch Improvements	2030	+	+	+	0	Yes	No	Benefit
38	N/A	NHL	Various	Catenary Upgrades	2030	0	0	0	0	Yes	Yes	Neutral
41	N/A	N/A	Norwalk/ Wilton	Norwalk River Valley Trail	2040	0	0	0	+	Yes	Yes	Neutral
43	N/A	N/A	Stamford	Ferryboat, Terminal, and Parking Facility	2025	0	0	+	0	Yes	Yes	Neutral
44	N/A	N/A	Norwalk/ Stamford	Ferry to New York	2030	0	0	+	0	Yes	Yes	Neutral
45	N/A	N/A	Norwalk/ Stamford	Maintenance Dredging of Harbors	2020	0	0	0	0	Yes	Yes	Neutral
46	N/A	N/A	Norwalk/ Stamford	Port Infrastructure Improvements	2040	0	0	0	0	Yes	Yes	Neutral
48	N/A	US-1	Norwalk/ Stamford	US-1 Enhanced Bus Service	2030	+	+	+	0	Yes	Yes	Benefit
67	N/A	US-1	Stamford	US-1 (East Main St) Reconstruction	2035	+	+	0	+	Yes	Yes	Benefit
71	N/A	NHL	Stamford	East Main St Railroad Station	2035	+	+	+	0	Yes	Yes	Benefit
73	0102-H082	N/A	Norwalk	Fairfield Ave Reconstruction	2020	0	0	0	+	Yes	Yes	Neutral
75	0102-H001	N/A	Norwalk	Washington Street Reconstruction	2020	0	0	0	+	Yes	Yes	Neutral
76	0102-XXXX	N/A	Norwalk	Scribner Ave Reconstruction	2020	0	0	0	+	Yes	Yes	Neutral
77	N/A	N/A	Norwalk	Norwalk Harbor Loop Trail	2040	0	0	0	+	Yes	Yes	Neutral
79	N/A	NHL	Stamford	Atlantic Street Widening and Streetscape	2016	+	0	0	+	Yes	Yes	Benefit
80	N/A	N/A	Stamford	Greenwich Ave/W Main St Reconstruction	N/A	0	0	0	+	Yes	Yes	Neutral
81	0135-0297	N/A	Stamford	Hope St Reconstruction	2015	0	0	0	+	Yes	No	Neutral
86	N/A	N/A	Stamford	Cove Road Reconstruct Roadway	2025	0	0	0	+	Yes	Yes	Neutral
87	N/A	N/A	Stamford	Elm St & Tresser Blvd Intersection Improvements	2013	0	0	0	+	Yes	Yes	Neutral
88	N/A	N/A	Stamford	Glenbrook Rd & Hamilton Ave Intersection Improvements	2015	0	0	0	+	Yes	No	Neutral
89	N/A	N/A	Stamford	Main St & Summer St Intersection Improvements	2017	0	0	0	+	Yes	Yes	Neutral
91	N/A	N/A	Stamford	Stillwater Road Roadway Improvements	2040	0	0	0	+	Yes	No	Neutral

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92	N/A	N/A	Stamford	Toms Road Roadway Improvements	2025	0	0	0	+	Yes	No	Neutral
94	N/A	N/A	Stamford	Hope Street Improvements & Reconstruction	2040	0	0	0	+	Yes	No	Neutral
96	N/A	N/A	Stamford	Cold Spring Road Improvements & Reconstruction	2040	0	0	0	+	Yes	No	Neutral
99	N/A	N/A	Stamford	Vine Rd Improvements & Reconstruction	2040	0	0	0	+	Yes	No	Neutral
101	N/A	N/A	Stamford	Magee Avenue Sidewalk/ On-Street Bicycle Facility	2020	0	0	0	+	Yes	Yes	Neutral
102	0135-0271	N/A	Stamford	Mill River Pedestrian/ Bicycle Route	2020	0	0	0	+	Yes	Yes	Neutral
107	N/A	N/A	Stamford	Harbor Area Pedestrian/ Bicycle Trail	2016	0	0	0	+	Yes	Yes	Neutral
111	N/A	N/A	Stamford	Main Street Streetscape	2011	0	0	0	+	Yes	Yes	Neutral
112	N/A	N/A	Stamford	Richmond Hill Avenue Streetscape	2017	0	0	0	+	Yes	Yes	Neutral
114	N/A	NHL	Stamford	STC Bicycle Lockers	2016	0	0	+	+	Yes	Yes	Benefit
115	N/A	N/A	Stamford	Bell St & Atlantic St Area Pedestrian Improvements	2021	0	0	+	+	Yes	Yes	Neutral
117	0135-0300	CT-493	Stamford	Route 493 (Washington Blvd) Reconstruct Median	2020	0	0	+	+	Yes	Yes	Neutral
118	N/A	US-1	Stamford	US-1 (Tresser Blvd) Reconstruct Median	2020	0	0	+	+	Yes	Yes	Neutral
120	0135-0287	CT-106	Stamford	Courtland Ave Reconstruction & US-1 Intersection Improvements	2020	0	0	0	+	Yes	Yes	Neutral
122	N/A	NHL-NCB	Stamford	Glenbrook Train Station Enhancements	2015	+	0	+	0	Yes	No	Benefit
123	N/A	NHL-NCB	Stamford	Springdale Train Station Enhancements	2015	+	0	+	0	Yes	No	Benefit
124	N/A	N/A	Stamford	Stamford Streetcar	2040	+	+	+	0	Yes	Yes	Benefit
126	N/A	NHL	Stamford	STC Parking Study	2015	0	0	+	0	Yes	Yes	Neutral
127	N/A	NHL	Stamford	Stamford Transportation Center Improvements	2025	+	0	+	+	Yes	Yes	Benefit
130	N/A	NHL-DB	Norwalk	Wall Street Rail Station Study	2020	+	0	+	0	Yes	Yes	Benefit
131	N/A	N/A	Norwalk	West Ave Bus Service Improvements	2040	+	0	+	0	Yes	Yes	Benefit

SWRPA ID	Project #	Route	Town	Project Name	Year	Congestion	Air Quality	Access to Transit	Bike/Ped	Located in a Tract with at least 1 LEP Household	Located in a Tract >10% LEP Households	Overall Benefit or Burden
132	N/A	N/A	Norwalk	TOD at South Norwalk, East Norwalk Rail Stations	2040	+	+	+	+	Yes	Yes	Benefit
136	N/A	N/A	Norwalk	Connectivity Study Improvements	2040	0	0	+	+	Yes	Yes	Benefit
146	N/A	US-1	Greenwich/ Stamford	US-1 Greenwich-Stamford Study Improvements	2040	+	+	0	+	Yes	Yes	Benefit
147	N/A	N/A	Greenwich	Downtown Shuttle Pilot Program	2025	0	0	+	0	Yes	No	Neutral
151	N/A	N/A	Greenwich	Byram Master Plan – Streetscapes/Sidewalk Improvements	2015	0	0	0	+	Yes	No	Neutral
152	N/A	N/A	Greenwich	Greenwich Town Center Streetscape Implementation	2015	0	0	0	+	Yes	Yes	Neutral
160	N/A	N/A	Norwalk	Wall Street Rail Station	2040	+	0	+	0	Yes	Yes	Benefit
161	N/A	N/A	Stamford	Parking Guidance System	2020	+	+	0	0	Yes	Yes	Benefit
162	0102-0329	N/A	Norwalk	Strawberry Hill SRTS	2020	0	0	+	+	Yes	Yes	Benefit
167	0135-0310	N/A	Stamford	West Main Street Bridge Replacement	2015	0	0	0	+	Yes	Yes	Neutral
170	0135-0291	US-1	Stamford	US-1 Bridge over Rippowam (Mill) River Rehabilitation	2014	0	0	0	+	Yes	Yes	Neutral
171	0135-0274	I-95 & US-1	Stamford	US-1 Bridge over I-95 Rehabilitation	2040	0	0	0	+	Yes	Yes	Neutral
173	N/A	NTD	NTD	Gasoline Fueling System	2030	0	0	0	0	Yes	Yes	Neutral
174	N/A	NTD	NTD	Hybrid and/or Natural Gas Fueling System	2030	0	+	0	0	Yes	Yes	Neutral
175	N/A	NTD	NTD	New Bus Storage Space	2030	0	0	+	0	Yes	Yes	Neutral
176	0412-XXXX	NTD	NTD	NTD Facility State of Good Repair	2040	0	0	+	0	N/A	N/A	Neutral
178	N/A	N/A	Stamford	Pacific Street Roadway Improvements	2013	+	0	0	+	Yes	Yes	Benefit
179	N/A	N/A	Stamford	Canal Street Roadway Improvements	2013	+	0	0	+	Yes	Yes	Benefit
180	0035-0179	N/A	Stamford/ Darien	Holly Pond Restoration	2015	0	0	0	0	Yes	No	Neutral
184	0102-0334	N/A	Norwalk	Traffic Signal Upgrade along West Ave & Belden Ave	2015	+	+	0	+	Yes	Yes	Benefit