



Capital District Transportation Authority



Title VI Program 2025-2028

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Chapter 1 - Program Introduction

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

CDTA receives federal financial assistance to provide transit service. Federal funding is received in accordance with Chapter 53 of Title 49 of United States Code, as amended by the FAST act. As a recipient of federal funds, CDTA complies with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time. CDTA is required to update its Title VI Program. Title VI refers to prohibitions against discrimination in federal programs. CDTA is committed to the following:

1. Ensure that the level and quality of transit service is provided without regard to race, color, or national origin;
2. Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
3. Promote the full and fair participation of all affected populations in transit decision making;
4. Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations;
5. Ensure meaningful access to programs and activities by persons with limited English proficiency.

Overview of CDTA

CDTA is New York State's Capital Region mobility company with an annual ridership of 16.5 million. CDTA maintains a fleet of 286 buses, 17 commuter buses, 30 paratransit vehicles, 21 microtransit vehicles and 13 trolley buses from four facilities in Albany, Schenectady, and Troy. CDTA also owns and operates the rail stations in Saratoga Springs and Rensselaer. We serve a six-county area consisting of 987,067 people and have a workforce of approximately 650.

Our Mission

CDTA provides mobility solutions that connect the regions communities.

CDTA works to accomplish this mission by:

- Continually identifying ways to increase transit ridership and revenue.
- Taking a leadership role to help mold regional growth and improve the transportation network.
- Balancing regional needs for social service, congestion relief and basic access.
- Delivering a range of transportation services that meets a diversity of markets and customers.
- Developing innovative ways to attract and retain a high quality workforce.
- Identifying appropriate funding sources to meet the region’s transportation needs.

Overview of Title VI

Title VI is a section of the Civil Rights Act of 1964 requiring that “No person in the United States shall on the grounds 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.” The principles of Title VI are already used by CDTA to ensure that appropriate consideration is given to all stakeholders when major operational decisions are made. CDTA fully supports the objectives of Title VI, which seek to:

- Ensure that the level and quality of transit service is provided in a nondiscriminatory manner;
- Promote full and fair participation in decision-making without regard to race, color, or national origin; and
- Ensure meaningful access by persons with Limited English Proficiency (LEP).

Chapter 2 – General Requirements

Notification to Beneficiaries of Protection under Title VI

The following statement is posted on the CDTA website (<http://www.cdta.org/title-vi>), in the public reception area of the CDTA administrative headquarters, and on buses. This document is translated into Spanish, pursuant to the conclusions of CDTA’s LEP LAP, and will be translated into languages other than English and Spanish, or furnished in accessible materials, as needed upon request. A translated copy of the notice is available in the appendix of this document.

Title VI Notice

CAPITAL DISTRICT TRANSPORTATION AUTHORITY (CDTA)

- CDTA operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with CDTA.
- For more information on CDTA’s civil rights program, and the procedures to file a complaint, contact 518-482-8822 (including TDD/TTY); email Titlevi@cdta.org; visit our administrative office at 110 Watervliet Ave, Albany, NY 12206; or visit www.cdta.org.
- A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5thFloor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.
- If information is needed in another language, contact 518-482-8822.

The following statement is included on printed CDTA route schedules:

CDTA’s policy is to be fully compliant with Title VI of the 1964 Civil Right Act, which states that no one shall be excluded from participation in, denied the benefits of or discriminated against due to race, color, or national origin. Members of public may request information on this policy or file a Title VI complaint thru CDTA’s website @ www.cdta.org or by calling 518-482-8822.

CDTA Complaint and Investigation Procedure

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by CDTA may file a Title VI complaint by completing and submitting CDTA’s Title VI Complaint Form. The Title VI investigation process takes a total of 180 days. CDTA will only process complaint forms that are complete.

The complaint should contain:

- Name, address, telephone number, and signature of complainant.
- Facts and circumstances surrounding the claimed discrimination, including date(s) of allegations, and basis of complaint (i.e., race, color, national origin, gender, age, disability).
- Names of any persons, if known, who the investigator could contact for additional information to support or clarify the allegations.
- Corrective action being sought by the complainant.

Once the complaint is received, CDTA will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by our office.

After receipt of the complaint, CDTA has 30 days to investigate. Within ten days of receiving a written complaint, CDTA's Customer Service Department will acknowledge receipt of the complaint. If more information is needed to resolve the case, CDTA may contact the complainant. The complainant has 20 business days from the date they are contacted by CDTA to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 20 business days, CDTA can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a Letter of Finding (LOF). A closure letter summarizes the allegations, states that there was no Title VI violation, and advises that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur. If the complainant wishes to appeal the decision, she/he has 30 days after the date of the letter or the LOF to do so. Should the complainant choose to appeal the decision, the appeal shall be processed by a CDTA staff member other than the staff member who performed the original investigation.

A person may also file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

The CDTA Complaint and Investigation Procedure is translated into Spanish, pursuant to the conclusions of CDTA's LEP LAP, and will be translated into languages other than English and Spanish, or furnished in accessible materials, as needed upon request. A copy of the procedure translated into Spanish is available in the appendix of this document (The CDTA 2023 Title VI Program).

A copy of CDTA's Title VI Complaint Form in English and Spanish is available in the appendix of this document.

Non-Elected Committees & Councils

Members of the CDTA Board of Directors are appointed by the Governor and confirmed by the state Senate. Currently, there are 11 board seats, two of which are vacant. Three board members are women and one is a member of the disabled community. One non-voting representative for Labor also sits on the board. Currently, there are no minority board members. Membership of the board is intentionally controlled by the governor's office to ensure independent oversight of the authority. CDTA has no control over the composition of the board for that reason. Members of minority communities, along with all members of the public, are encouraged to participate in all public meetings.

Determination of Site or Location of Facilities

When CDTA engages in a construction project requiring land acquisition and/or the displacement of persons from their residences or businesses for a new operations, maintenance, or support facility, we will complete an equity analysis during the planning stage to ensure that the location of the facility is selected without regard to race, color, or national origin.

CDTA will conduct public outreach with communities, persons, and other stakeholders potentially impacted by the various site alternatives for the new facilities. The equity analysis will compare the relative impacts of various alternative sites. CDTA will also give attention to the presence of any other facilities with similar impacts in the area of each alternative site to determine if any cumulative adverse impacts might result. Analysis will be done at the census tract level to ensure that proper perspective is given to localized impacts.

If CDTA determines that the location of the project will result in a disparate impact on the basis of race, color, or national origin, CDTA will only locate the project at that site if there is substantial legitimate justification for doing so, and if there are no viable alternative locations that would have a less disparate impact on the basis of race, color, or national origin. In the case where other options do exist, CDTA will implement the least discriminatory alternative. CDTA will demonstrate how these conditions are met.

Determination of Sites or Locations of Facilities Since Last Title VI Submission

Since the last Title VI submission, CDTA completed an equity analysis relating to its plan for a West Facility. CDTA settled on the purchase of the Daily Gazette building at 2435 Maxon Road Extension in Schenectady. The site was found to be an excellent and viable option for CDTAs purpose. Although the facility is in a minority neighborhood, it is also CDTAs only option despite an exhaustive search with the help of a contractor. CDTAs analysis also found that impacts to the neighborhood would be minimal and that residents were comfortable with the plan. No tenants are being displaced as part of this plan.

List of Title VI Investigations, Complaints, and Lawsuits

There have been no Title VI investigations, complaints, or lawsuits since the of the submittal of 2023-26 Title VI Program.

Limited English Proficiency Language Assistance Plan (LEP LAP)

In accordance with FTA requirements, CDTA completed a Language Assistance Plan (LAP) to ensure that we take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of our programs and activities for individuals who are limited-English proficient. This plan was developed with input from the public and demographic analyses of our service area.

CDTA conducted a four-factor analysis that determined:

- the number and proportion of LEP persons served or encountered,
- frequency of contact with LEP individuals,
- the importance to LEP persons of our programs, activities, and services, and
- the resources available to CDTA to ensure reasonable and cost effective measures to execute the LAP.

This was followed by a five-factor implementation plan that:

- identifies the locations of concentrated LEP populations (chiefly, those speaking Spanish),
- prescribes specific language assistance measures such as oral and written language translation,
- sets staff training policies,
- provides notice of the LAP to the public and CDTA staff, and
- sets a timetable for monitoring and updating the LAP.

The full LEP LAP is available (and is submitted to FTA) as a companion document.

Subrecipients

CDTA does not currently have subrecipients.

Chapter 3 - Public Participation Plan (PPP)

Goals and Objectives

CDTA's Public Participation Plan is designed to disseminate information and to solicit and respond to public comment on the development of programs and projects. The plan provides proactive and continuing public participation for projects, programs, and decision-making to ensure programs reflect community values and benefit all segments of the community equally.

Our plan fulfills federal obligations that say grant recipients are required to comply with the public participation requirements of 49 USC Section 5307(b) – requires programs of projects to be developed with public participation and 5307(c)(1)(I) – requires a locally developed process to consider public comment before raising a fare or carrying out a major reduction in transportation service. It also fulfills CDTA's state obligation under the NYS Public Authorities Law, which requires a public hearing for establishing or changing (increase or decrease) fares, tolls, rentals, rates, charges or other fees for the transportation of passengers.

CDTA's Public Participation Plan:

- Provides opportunities for public comment as required by law.
- Provides opportunities for public and stakeholder input during planning of projects.
- Provides opportunities for the inclusion of minority, low-income, and LEP populations through public workshops and information meetings.

Public Participation as Required by Law

FTA Program-of-Projects Requirements and Section 5307 Grant Program

While a Federal Transit Administration grant applicant may choose to maintain a separate approach for complying with the public participation requirements of 49 U.S.C. Section 5307(b)(1) through (b)(7) concerning the applicant's proposed Section 5307 grant program, grant applicants are encouraged to integrate compliance with these requirements with the locally adopted public involvement process associated with the TIP.

CDTA works directly with the region's MPO, the Capital Region Transportation Council (CRTC), to develop the TIP. The public involvement activities and the time established for public review and comment on the TIP satisfies the program-of-projects requirements of the Urbanized Area Formula Program. Proposed TIPs, containing 5307 funds broken out by program, are posted to CRTC's website. Public outreach for the most recent TIP included a feedback portal on the CRTC website, social media outreach, a TIP Virtual Workshop, an open house event, multiple pop-up events, and more. CRTC's meetings are open to the public. All meetings of CRTC's Planning Committee and Policy Board, in which the TIP is discussed and developed, are also open to the public and publicized in the regional media.

Service Restructuring / Fare Changes

CDTA undertakes a comprehensive and inclusive public participation and outreach process for major service or fare changes. During the public outreach period, CDTA posts information on CDTA buses and accepts comments regarding the proposed changes in person (written or verbal), on its website, and via the USPS mail. Prior to hosting formal public hearings or meetings on the proposed change, CDTA will hold public information meetings for affected communities, hold stakeholder group meetings, and present changes to elected government officials. CDTA will consider the population likely to be affected and the resources available to determine how best to enhance participation by affected minority, low-income, and/or LEP persons. The purpose of these efforts is to include minority, low-income, and LEP populations in the planning stages.

Policy for the Soliciting of Public Comment

CDTA policy is to disseminate information and to solicit and respond to public comment on transit service and fare changes to the extent reasonable and practical.

Fare changes or major service changes are submitted to the CDTA Board of Directors upon an initial round of public discussion. Major service changes are defined in Chapter 5.

If a major service change is planned, or a change in fares is proposed, the CDTA Board of Directors will authorize formal solicitation of public comment. A notice of the proposed change(s) will be published on buses, on the CDTA website, on CDTA social media, in relevant CDTA newsletters and distributed to existing community email lists. Such published notices will include the date, time and location of any public hearings or meetings, as well as information on how to attend the meeting virtually, if applicable. Not sooner than thirty days after the notices are published and posted at least one public hearing or meeting shall be held. Special promotional fares are not included in the requirements of this section.

CDTA will translate the abovementioned outreach materials, as well as materials used during public meetings, into, and provide translation services for, the language of any LEP language group as specified in the Language Assistance Plan upon request. When public comment is sought from a community in which the Language Assistance Plan identified a significant LEP population, all materials will be provided in English and Spanish by default.

A report of all public comments received and any responses will be provided to the Board of Directors. Recommended changes in the proposal as a result of public comment may also be presented. Following completion of this process, the Board of Directors may authorize the implementation of the changes or may direct other action. Final public notice of major changes in service or any changes in the fare structure will be given via the methods stated above.

Ongoing Public Participation Opportunities

CDTA utilizes a variety of media and methods to provide interested individuals, groups, and organizations with timely information about transportation issues.

- CDTA website
 - The CDTA website (cdta.org) provides basic information about CDTA, including the most up to date information regarding fares, schedules, events, programs and news. All public workshops, information meetings and hearings are advertised on the CDTA website. The website is also used as a medium in which riders and the public can provide comments during a study.
- Social Media
 - CDTA uses social media to interact with individuals, groups, businesses and strategic partners to improve customer satisfaction. Social media is used as a direct method of public participation not to mention information sharing and gathering. We have dialogue on individual sites and drive more detailed analysis to our Customer Service Center.
- CDTA Public Meetings, Workshops, Information Meetings, and Public Hearings
 - Examples include: public hearings or meetings before fare changes and major service changes; workshops and information meetings held prior to formal public hearings on the above topics. The meetings are held at multiple locations within the affected municipality to ensure all stakeholders have the opportunity to comment.
- Rider Alerts, Newspaper Advertisements, News Releases
 - To solicit participation, these media are used to advertise changes in fares and service, as well as the meetings and hearings associated with such changes. These mediums are also used to advertise and dissemination information about CDTA that at times may be strictly informational only and may not require public participation.

Monitoring and Evaluation

CDTA continuously monitors, evaluates and improves its public participation process. Regular review is completed through the methods below:

- Tracking website usage and activity including how users arrive at the CDTA website and which pages are most visited along with other statistics.
- Tracking the number of individuals on CDTA contact lists that receive newsletters, meeting notices and agendas, and other related materials.
- Strongly encouraging people to provide comments and suggestions to the CDTA through various customer-facing channels.
- Discussions with community groups. CDTA is actively involved in group activities and receives input on a variety of transportation and planning issues.

Recent Public Participation

Since submission of CDTAs last Title VI Program in 2023, CDTA has conducted public participation for three different Title VI related purposes. Firstly, CDTA held a public meeting for feedback relating to the plan to purchase the Daily Gazette building at 2435 Maxon Road Extension for an expansion of CDTAs Schenectady Garage. Secondly, CDTA held a hearing relating to the plan to change fares in Glens Falls to match the rest of the CDTA system, which is functionally a fare increase. Lastly, CDTA conducted a public meeting for feedback on a planned change to our Disparate Impact threshold.

Chapter 4 - Service Monitoring

Transit providers are required to monitor the performance of their minority- and non-minority routes relative to their system-wide service standards and service policies. In addition to the processes set forth in this document, to be implemented every three years, service monitoring is also accomplished through:

- The annual Route Performance Report, which evaluates every fixed route in the CDTA system for level of ridership, service, and productivity, and makes recommendations to adjust service in response to changes in demand as necessary.
- A monthly performance report to the CDTA Board of Directors.
- Tracking of all comments and complaints received by CDTA's Customer Service Center.
- CDTA regularly gathers and reports data on customer satisfaction through a wide variety of metrics related to the riding experience and the customer relationship with CDTA. It also collects demographic data to create a profile of our riders and better understand their needs.

CDTA uses the results obtained from customer surveys and the comment/complaint process as input into work programs for our departments. For example, low ratings on cleanliness will lead to remedial action by Maintenance (e.g. additional training, incentive contests, and, if the budget permits, the hiring of additional cleaners). Low ratings for on-time performance and overall service quality contributes to scheduling and route evaluation work.

Response is budget-driven, with an emphasis on cost-effectiveness. Ratings on operator courtesy advise our training programs. Safety ratings are used in our annual review of safety programs and development of our Safety Plan. The answers to questions about the ease of obtaining and using customer information about our system are used by Marketing to improve such information. Thus far, there has been no significant difference in the response on quality concerns between our minority and total customers. If such a difference is found in the future, a more detailed analysis of the survey responses by route will be undertaken to better pinpoint the problem and determine a more focused response.

Level of Service Standards

Chapter Four of CDTA's 2014 Transit Development Plan (TDP) sets forth service performance standards designed to allocate the level of transit service to the level of demand, equitably distribute service and amenities, and ensure a safe and comfortable riding experience. These standards were determined through research of the Transit Cooperative Research Program's Transit Capacity and Quality of Service Manual (TCRP 100) and existing ridership and service patterns specific to the CDTA transit network. For the purposes of Title VI Service Monitoring, CDTA will adapt the standards established in its TDP to compare relative adherence to

standards on minority routes and non-minority routes. An excerpt from Chapter 4 of the TDP is included in the appendix of this document.

Minority routes are defined as those in which at least one-third of the revenue miles along that route are located in census block groups where the minority population percentage exceeds the minority population percentage in the service area. Several exceptions to this rule can exist based upon ridership and service patterns (e.g. routes could travel through minority blocks, but may not be designed to serve that area). In CDTA’s Service Monitoring Program, a sample of minority routes is compared against a sample of non-minority routes to identify any discrepancies in their relative adherence to service standards.

Level of Service standards vary depending upon a route’s classification. CDTA maintains the following Route Classification system to differentiate its services:

- **Trunk Routes**
 - Operate 7 days / week
 - 20 minute (or better) peak headway
 - Includes BusPlus (Bus Rapid Transit)
- **Neighborhood Routes**
 - Operate at least 6 days / week (Monday through Saturday)
 - 60 minute (or better) peak headway
- **Express Routes**
 - Generally uses limited-access highways and serves Park & Ride lots.
 - Operate 5 days / week (Monday through Friday)
 - Peak period trips and limited mid-day trips
- **Commuter Routes**
 - Peak service for areas difficult to reach with neighborhood routes
 - Operate 5 days / week (Monday thorough Friday)
 - Peak period trips and limited mid-day trips

Vehicle Load

“Load factor” is defined as the mean of the number of passengers on a vehicle at all stops divided by the maximum seating capacity of the transit vehicle. It is an indicator of the extent or probability of overcrowding or the need for additional vehicles. It is also a means to determine whether the level of service on a particular route at a particular time is adequate to assure a level of service deemed appropriate for the transit system. CDTA’s load factor standards stipulate that routes should not exceed an average load factor of 1.25 during peak periods on all service types except express routes. The average load factor on express routes should not exceed 1.00 because the high speeds of interstate highway travel may cause comfort and safety issues for passengers who cannot be seated for a prolonged period of time.

Vehicle Load Standards

Service type	Max Avg Load Factor
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	Peak Periods (7a-9a, 3p-6p)
Trunk/BusPlus	1.25
Neighborhood	1.25
Express	1.00
Commuter	1.25

Vehicle Headway

“Vehicle headway” is defined as the average time between trips on the same route within a particular period. CDTA vehicle headways are determined in proportion to the level of ridership and demand for transit, and by their service classification. Routes should not exceed prescribed vehicle headway maxima in accordance with their service types, to keep their schedules understandable and availability of service relatively reliable.

Vehicle Headway Standards

Service type	Peak Headway
BusPlus	10-15 min
Trunk	10-20 min
Neighborhood	30-60 min
Express	3+ trips in each direction
Commuter	3+ trips in each direction

Service Availability

CDTA’s service availability standards are determined by the TDP Transit Propensity Index (TPI), which combines demographic and economic statistics on geographic areas to determine those most likely to support transit service. Transit service should be available in at least 75% of the block groups with a TPI classification of 2 through 4. A copy of the TDP section on TPI is included in the appendix of this document.

For the purposes of the Title VI monitoring program for this standard, CDTA will compare the relative accessibility of minority census tracts and non-minority census tracts to transit, applying a standard of at least 75% of the sample population being within one-quarter of one mile (reasonable walking distance) of a CDTA transit service.

Quality-of-Service Standards

Along with level-of-service standards, CDTA quality-of-service standards are similarly included in Chapter Four of the TDP. These standards were determined through research of the Transit Cooperative Research Program’s Transit Capacity and Quality of Service Manual (TCRP 100) and existing ridership and service patterns specific to the CDTA transit network. For the purposes of Title VI Service Monitoring, CDTA will adapt the standards established in its TDP to compare

quality of service in minority and non-minority areas. An excerpt from Chapter 4 of the TDP is included in the appendix of this document.

Distribution of Transit Amenities

As per the TDP, the availability of transit waiting amenities is determined by ridership at each stop in the number of boardings per weekday. Some stops may not need certain otherwise recommended amenities due to unique circumstances – for example, a stop with sixty boardings per day that is located under an existing structure providing shelter does not necessarily require a separate shelter, though it should still have a bench and trash receptacle. These needs should be addressed on a case-by-case basis.

Transit Amenities Standards

Boardings / weekday	Shelter	Bench	Trash / Recycling
< 15	No	No	No
15-35	No	Yes	Case-by-case
35+	Yes	Yes	Yes

Vehicle Assignment

Title VI defines vehicle assignment as the process by which transit vehicles are placed into service on routes throughout the recipient’s system. CDTA’s transit vehicle fleet consists of various vehicle types, which are assigned to match the mode of service that they are operating. CDTA has an established maintenance and replacement program to ensure that its fleet includes all of the modern passenger amenities and technologies available. A full inventory of the CDTA fleet is available in the appendix of this document.

The bulk of the fleet is for the fixed-route service, which includes mainly 40’, and 60’ transit buses. With CDTA’s acquisition of Greater Glens Falls Transit, the fixed route fleet also includes a small number of 24’ and 29’ buses. CDTA also has 30-32’ trolley buses for special event routes. CDTA’s fixed-route buses are manufactured mainly by two companies – Gillig (Hayward, CA) and New Flyer (Winnipeg, MB). Approximately 71% of the fleet is manufactured by Gillig. Gillig has been CDTA’s primary bus manufacturer since 2006. The remainder of the fleet are built by New Flyer, Dodge, Freightline, Ford, and MCI. The share of the fleet built by Gillig has declined as CDTA has purchased more articulated buses from New Flyer and Dodge vehicles for its FLEX microtransit service.

Buses are assigned by size to accommodate the level of ridership anticipated on the route on which they will be operating. Outside of Warren County (where Greater Glens Falls previously operated), 40 foot buses are the default fleet and 60 foot buses are assigned on an as needed basis to meet passenger loads. In Warren County, CDTA uses 29–32-foot coach buses, which were acquired from Greater Glens Falls Transit.

CDTA's BusPlus Bus Rapid Transit service (currently routes #905, #922 and #923) uses a dedicated fleet of specially branded 40-foot Gillig buses and 60-foot articulated buses that are not used on any other routes. The Purple Line, one of CDTA's BRT routes, uses 60-foot buses exclusively. These vehicles are appropriate to the level of ridership on the routes, which are very popular and often need the extra space on a 60-foot bus.

CDTA's Northway Xpress (NX) commuter bus service (route #540) also uses a dedicated fleet of specially branded over-the-road coach buses with all forward-facing seats. NX customers pay a premium fare for these larger vehicles and other benefits of NX.

CDTA also has a small fleet of 40-foot electric vehicles. These vehicles are popular for special events and seasonal routes like the Nature Bus. The vehicles are also assigned using a special computer program intended to ensure maximum use of the electric buses while staying within the constraints of vehicle range.

Outside of these considerations, vehicles are assigned to scheduled routes randomly.

On-Time Performance

CDTA defines on-time performance (OTP) as the percentage of time-point observations on a particular route in which the bus arrives between one minute before and five minutes after the exact time that it is scheduled to arrive. CDTA sets 75% as a goal for its On-time Performance.

Results of Monitoring Program

CDTA identified minority routes and non-minority routes through GIS analysis of all routes against the census block groups they serve. Per the Title VI Circular, CDTA has identified minority routes as those whose mileage is more than 30% in census tracts with a population that is higher in minorities than the regional average. The only route for which we have taken exception is Route #540, the Northway Xpress, which CDTA counts as a non-minority route, despite the normal analysis indicating a minority route designation. This has been done because the Northway Xpress is a commuter route. Although the Northway Xpress brings riders into minority neighborhoods, the riders are coming from non-minority census tracts in Saratoga County. This exception is made within the guidelines of the Title VI Circular, which states that transit providers may adjust route designations in accordance with actual ridership. Consequently, 58 of CDTA's 75 routes (77%) are counted as minority routes.

Non-minority routes are mostly lower-frequency "lifeline" services designed to retain coverage in areas with lower transit propensity. Neighborhoods with high minority populations also happen to meet many of the criteria for successful transit service. Consequently, CDTA already concentrates most of its service in areas with high minority populations, as they are likely to produce the most ridership and return on the investment of CDTA's resources. While 23% of CDTA's routes are non-minority, only 9% of CDTA service trips are on non-minority routes.

Level of Service

Vehicle Load

For minority routes, the average peak load factor within each service type falls within the prescribed standards.

<i>Service Classification</i>	<i>Minority Route Load Factor</i>
Trunk	0.16
Neighborhood	0.14
Express	0.07
Commuter	0.1
Special	0.38
BusPlus	0.18
Total	0.15

For non-minority routes, the average peak load factor within each service type also falls within the prescribed standards.

<i>Service Classification</i>	<i>Non-Minority Route Load Factor</i>
Neighborhood	0.13
Express	0.08
Special	0.06
Total	0.12

Although the average peak load factor for all minority routes is higher than that for non-minority routes (0.15 versus 0.12), the load factor for both sets of routes does not approach the point where comfort and safety might begin to be affected. CDTA will continue to monitor load factors to ensure the comfort and safety of all our passengers.

CDTA also has the operational practice of using “stub buses” deployed by our dispatch supervisors based on road supervision and operator requests to address overcrowding. That is: CDTA monitors and adjust its service daily in response to load factors on the street, avoiding overcrowding through the use of strategically deployed vehicles and “extra-list” drivers.

As a result of the above, CDTA finds its vehicle load standard does not result in disparate impact.

A full table of load factors for individual CDTA routes is available in the appendix of this document.

Vehicle Headway

Service type	Peak Headway	Average Minority Route Peak Headway or Least Number of Trips in One Direction	Average Non-Minority Route Peak Headway or Least Number of Trips in One Direction
BusPlus	10-15 min	10 minutes	N/A
Trunk	10-20 min	12 minutes	N/A
Neighborhood	30-60 min	36 minutes	48 minutes
Express	3+ trips in each direction	21 trips	4 trips
Commuter	3+ trips in each direction	7 trips	N/A

CDTA has no non-minority BusPlus, Trunk or Commuter routes.

All services fall within acceptable limits for each service type. CDTA will continue to monitor service headways to ensure that the level of service is appropriately allocated to the level of demand.

Consequently, CDTA finds its vehicle headway policy does not cause disparate impact.

A table covering the performance of all CDTA routes, broken down by minority routes and non-minority routes is available in the appendix of this document.

Service Availability

To determine service availability, CDTA divided all census tracts in the service area into a minority group and a non-minority group. Within each group, we identified all census tracts that fell within a quarter-mile buffer of any CDTA route, and determined the proportion of the total population of the group that lives within these transit-accessible census tracts.

Tract Type	Within a Quarter Mile of CDTA Service?	
	Yes	No
Non-Minority	401	187
Minority	188	2

99% of minority census tracts (defined as those where the minority percent of the population is greater than 30%) are located within walking distance (one-quarter of one mile) of a CDTA bus route, while 68% of non-minority census tracts (defined as those where the minority percent of the population does not exceed 30%) are located within walking distance (one-quarter of one mile) of a CDTA bus route.

Because of this, a resident of a minority census tract is more likely to be within walking distance of a CDTA service than a resident of a non-minority census tract. CDTA finds its distribution of service does not result in disparate impact.

The two minority tracts which lack service have a poverty rate of 4.5% and 2.2%, making them relatively wealthy for the region. These tracts are also outside of the cities where most poor and minority neighborhoods are concentrated, as well as where CDTA service is common.

Quality of Service

Distribution of Transit Amenities

Shelters

CDTA finds it has 210 shelters in minority census tracts and 144 in non-minority census tracts.

Census Tracts	Non-Minority	Minority
Population	757,854	229,213
Area (Square Miles)	3,389	71
CDTA Shelters	144	210
Shelters per Sq Mile	0.04	2.94
People per Shelter	5,263	1,091

CDTA also finds that the distribution of shelters is 83 times higher in minority census tracts by area and 5.8 times higher by population.

As a result, CDTA finds its shelter distribution policy does not result in disparate impact. A map of the distribution of bus shelters distributed among minority tracts and non-minority tracts is available in the appendix of this document.

Benches

CDTA finds it has 142 benches in minority census tracts and 81 in non-minority census tracts.

Census Tracts	Non-Minority	Minority
Population	757,854	229,213
Area (Square Miles)	3,389	71
CDTA Benches	81	142
Benches per Sq Mile	0.02	1.99
People per Bench	9,356	1,614

CDTA also finds that the distribution of benches is 69 times higher in minority census tracts by area and 4.8 times higher by population.

As a result, CDTA finds its bench distribution policy does not result in disparate impact. A map of the distribution of benches distributed among minority tracts and non-minority tracts is available in the appendix of this document.

Vehicle Assignment

CDTA analyzed the vehicles assigned to each route using data from its Mobile Data Communication System (MDCS) and determined the vehicle type most commonly assigned to each route.

Both minority and non-minority routes are most commonly serviced by Gillig 40' buses. This is true of all routes except for five. Below is a review of the vehicle assignment patterns associated with those five routes.

Route 540 (Non-Minority Route)

The Northway Xpress (#540) uses a dedicated fleet of larger, specially branded MCI coach buses with all forward-facing seats. Customers on this service pay a significantly higher fare per ride for this benefit.

Route 560 (Non-Minority Route)

The Thruway Xpress (#540) uses a dedicated fleet of larger, specially branded MCI coach buses with all forward-facing seats. Although these buses are considered premium quality, CDTA still charges the base fare of \$1.50 for this service. This was done in contrast to the premium price on Route 560 because of the relatively high amount of poverty in Montgomery County compared to Saratoga County.

Route 910 (Minority Route)

Route 910, the BusPlus Purple Line, uses all 60 foot New Flyer diesel buses. CDTA purchased only 60 foot buses for this route in order to meet ridership demand. All 60 foot buses CDTA has purchased so far have been from New Flyer.

Route 872 (Minority Route)

Route 872, a seasonal minority route called "The Nature Bus," is served mainly by 40 foot New Flyer electric buses. This is done for branding purposes. As this is a minority route, we see using zero emission vehicles as a good choice from a civil rights perspective as well.

Route 875 (Minority Route)

Route 875, a minority route, is served mainly by 32 foot Ford gas-powered "Trolley" vehicles. This is also a branding choice. The trolley vehicles are preferred for special events.

Based on these considerations, CDTA finds that its vehicle assignment policy does not result in a disparate impact.

A full table of vehicle assignment patterns for all CDTA routes, broken down by minority routes and non-minority routes, is available in the appendix of this document.

On-Time Performance

The average on-time performance of all minority routes is 72%, while the average on-time performance of all non-minority routes is 62%. Neither minority or non-minority routes reach the 75% on-time performance standard. CDTA is continuously working to improve the on-time performance of its services.

CDTA has the same on-time performance standard for all fixed-route service. Given that minority routes have better average on-time performance than non-minority routes, CDTA finds that its on-time performance policy does not result in a disparate impact.

A full table of on-time performance percentages for all CDTA routes, broken down by minority routes and non-minority routes is available in the appendix of this document.

Improvement Plan

CDTA found no discriminatory patterns in the level or quality of the transit service that we provide by any metric. We intend to continue to guide any changes to the route network in the coming years within the principles of the Transit Development Plan and Title VI Program.

Chapter 5 - Service and Fare Changes

Transit providers are required to set policies for major service changes and fare changes

Service and Fare Change Policies

The following policies were developed in accordance with the FTA Title VI Guidance. They are designed to reflect a meaningful evaluation of the CDTA service area population and factors unique to our demographic and geographic setting. Policies were developed with GIS analysis of the CDTA service area, our experience with service and fare changes over the past decades, and public input.

Major Service Change and Fare Change Policy

Major Service Changes are defined as changes that satisfy any of the following criteria:

- Add or eliminate more than 15.0% of CDTA system revenue hours.
- Add or eliminate more than 50.0% of the revenue hours of a trunk route, BusPlus route, or any other route that exceeds 10,000 annual revenue hours.

Exceptions to these criteria include:

- A temporary addition, reduction or elimination of service that lasts no more than 12 months;
- Any route operating seasonally;
- Any shopping route;
- Rerouting due to circumstances beyond CDTA's control, including but not limited to road and/or lane closures, emergency service road blocks, flooding or roadway debris, or lack of winter maintenance including plowing, salting, and sanding that may lead to unsafe driving conditions.

A fare change is defined as an alteration to the price of any CDTA fare product, including both fare increases and fare decreases.

Any major service change or fare change shall “trigger” a service or fare equity analysis that requires approval by the CDTA Board of Directors.

CDTA will assess the effects of the proposed major service change or fare change on minority and low-income populations during the planning of such changes. If a disparate impact or disproportionate burden is found, the analysis will analyze alternatives to avoid, mitigate, or minimize these discriminatory effects, and the least discriminatory viable alternative will be chosen.

The Major Service Change and Fare Change policy is designed in such a way that an equity analysis will be periodically required of CDTA in order to further its regular service planning efforts.

Disparate Impact Policy

CDTA has defined disparate impacts as occurring when the minority share of the population bearing adverse effects of a major service change or fare policy change exceeds the minority share of CDTA's service area population by 10% or more. Since the service area minority share is currently 19.9%, the disparate impact threshold stands at 29.9%.

CDTA's ultimate goal is to avoid, minimize, or mitigate any disparate impacts on populations protected by Title VI. If a disparate impact is identified, CDTA will analyze alternatives to mitigate any potential adverse effects of major service changes or fare changes on minority populations.

Disproportionate Burden Policy

CDTA has defined disproportionate burdens as occurring when the low-income share of the population bearing adverse effects of a major service change or fare policy change exceeds the low-income share of CDTA's service area population by 10% or more. Since the service area low-income share is currently 10.6%, the disproportionate burden threshold stands at 20.6%.

CDTA's ultimate goal is to avoid, minimize, or mitigate any disproportionate burdens on populations protected by Title VI. If a disproportionate burden is identified, CDTA will analyze alternatives to mitigate any potential adverse effects of major service changes or fare changes on low-income populations.

Public Engagement Process for Setting Policies

CDTA sought public feedback during the development of this program, focused on its major service change, disparate impact and disproportionate burden policies.

Service Equity Analysis Process

When conducting a service equity analysis, CDTA will work with Remix, using their Title VI Engine to generate a Title VI analysis of the service change. Remix's Title VI Engine calculates whether the change is an increase or decrease in service by multiplying the number of bus trips by the number of potential riders for each component of the service change. It then calculates the low income and minority percentages of that population. If the change is a decrease in service and the affected population is 29.9% minority or more, then the change is potentially a Disparate Impact. If it is a decrease of service and the affected population is 20.6% low income or more, then the change is potentially a Disproportionate Burden. If the service change is an increase in service, CDTA will ensure resources are not unfairly redistributed from protected communities to unprotected ones, which could indicate a disparate impact or disproportionate

burden. In the case of a potential disparate impact or disproportionate burden, CDTA will then look into alternatives.

Service and Fare Changes since 2023 Title VI Report

Washington Western BRT (Purple Line)

CDTA started the new Purple Line service in November 2023, which amounted to a major service change. CDTA conducted its service equity analysis process and found that the major service change was a service increase, which does not constitute a disparate impact or disproportionate burden. Since some routes were actually reduced during the rollout of the Purple Line, CDTA took the extra step of using the Remix Title VI Analysis Engine to look at the changes on individual routes. CDTA concluded that the change was a service increase for all those sub-populations as well.

Glens Falls Fare Integration Fare Equity Analysis

CDTA plans to convert fares in Warren County to match the fare policy in the main CDTA network in 2025. Since this is a fare change for those riders, CDTA conducted a fare equity analysis. CDTA analyzed census data and conducted a survey of riders in Warren County. Although Warren County riders were found to be low-income and the fare change would increase costs for those riders, CDTA concluded that the planned fare change should go ahead as planned. This decision was made on the basis that:

1. continuing to offer a different fare policy in Warren County would not viably achieve the project purpose of simplifying CDTAs fare system
2. cheaper fares only available in Warren County will push CDTA to raise fares more outside of Warren County, which would be inequitable to non-Warren County riders with equal claim to Title VI protections

Chapter 6 - Implementation

Anticipated Changes and Effects

Since the previous Title VI program, annual CDTA ridership has increased from 13.8 million in Fiscal Year 2023 to 16.5 million in Fiscal Year 2024. CDTA responds to changing demand for transit service through targeted service adjustments. CDTA is in the process of updating its Transit Development Plan with the intention of realigning service to modern needs. Throughout the process of planning changes as part of the TDP and then implementing those changes, CDTA will consider principles of equity and environmental justice, and perform formal Title VI equity analyses when necessary.

Service Adjustments

CDTA regularly reviews ridership, load, and on-time performance data for its entire system of routes, and periodically reallocates service based on this analysis. This process is data-driven and oriented toward routes with the highest and lowest levels of productivity, and/or the lowest percentage of on-time trips. As nearly all anticipated service adjustments consist of adding or removing trips on existing routes, and the share of service hours changed as a result is not expected to exceed fifteen percent of total system service hours, these adjustments do not constitute a major service change and do not trigger a formal equity analysis.

In the event that these adjustments trigger a major service change, a formal Title VI equity analysis shall be performed.

Appendix A – Translated Copy of Notice to Beneficiaries of Protection under Title VI

Aviso al Público de los derechos bajo el Título VI

La Autoridad de Transporte del Distrito Capital (CDTA)

- CDTA opera sus programas y servicios sin distinción de raza, color y origen Nacional, según el Título VI de la Ley de Derechos Civiles. Cualquier persona que cree que él o ella han sido agraviados por cualquier práctica discriminatoria ilegal bajo el Título VI puede presentar una queja con CDTA.
- Por mas información sobre el programa de Derechos Civiles y los procedimientos o para presentar una queja llame al, 518-482-8822, (TDD/TTY 518-482-2022); correo electrónico Titlevi@cdta.org; o visite nuestra oficina administrativa en 110 Watervliet Ave, Albany, NY 12206. Para mas information visite, www.cdta.org.
- El/ La demandante puede presentar una queja directamente con la administración Federal de Transito por llenar una queja con la Oficina de Derechos Civiles, Atención: Coordinador(a) del programa del Título VI, East Building, 5thFloor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.
- Si necesita información en otro idioma llame al, 518-482-8822.

Appendix B – Translated Copy of CDTA Title VI Complaint and Investigation Procedure

Procedimiento De Queja Para El Titulo VI

Cualquier Persona que cree que ha sido discriminado en base de raza, color u origen nacional por La Autoridad De Transporte Del Distrito Capital (en lo sucesivo como, CDTA) puede presentar una querrela por completar y enviar el Formulario de CDTA para Quejas del Título VI. CDTA investiga denuncias recibidas a más tardar 180 días después del supuesto incidente. CDTA solamente procesara el formulario de queja que están completos.

Tan pronto que reciban la queja, CDTA revisara para determinar si nuestra oficina tiene jurisdicción. Cualquier persona que envía una querrela recibirá una carta que le informara si la queja será investigada por nuestra oficina.

CDTA tiene 30 días para investigar la denuncia. Si necesitamos mas información para resolver el caso, CDTA puede comunicarse con el/la demandante. El/La querellante tiene 20 días laborable desde la fecha que fue contactado por CDTA para enviar la información solicitada por el/la investigador(a) asignado al caso. Si el investigador no es contactado por el demandante o no recibe la información adicional dentro de los 20 días, CDTA administrativamente puede cerrar el caso. Un caso puede ser cerrado administrativamente también si el demandante ya no desea seguir su caso.

Después de que el/la investigador(a) comente sobre la queja, él/ella emitirá uno de dos documentos al demandante: una Carta de Cierre o una Carta de Encuentro (CDE). Una Carta de Cierre resume las acusaciones y afirma que no hubo una Violación del Título VI y que se cerrara el caso. Una Carta de Cierre sometera las denuncias y las entrevistas sobre el incidente y explica que si cualquier acción disciplinaria o cualquier otra acción ocurrirá. Si el/la demandante desea apelar la decisión, él/ella tiene 30 días después de la fecha de la Carta de Cierre para hacerlo.

Una persona también puede presentar una querrela directamente con La Administración Federal de Transito, con La Oficina de Los Derechos Civiles (FTA), 1200 New Jersey Avenue SE, Washington, DC 20590.

Appendix C – English Copy of CDTA Title VI Complaint Form

CAPITAL DISTRICT TRANSPORTATION AUTHORITY TITLE VI COMPLAINT FORM

Section I:		
Name:		
Address:		
Telephone (Home):		Telephone (Work):
Electronic Mail Address:		
Accessible Format Requirements?	Large Print	Audio Tape
	TDD	Other
Section II:		
Are you filing this complaint on your own behalf?	Yes*	No
*If you answered "yes" to this question, go to Section III.		
Please supply the name of the person for whom you are filing this complaint and your relationship to them:		
Please explain why you have filed for a third party:		
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.	Yes	No
Section III:		
I believe the discrimination I experienced was based on (check all that apply):		
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin		
Date of Alleged Discrimination (Month, Day, Year): _____		
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.		

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Section IV		
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Have you previously filed a Title VI complaint with this agency?	Yes	No
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Section V		
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Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?		
[] Yes	[] No	

If yes, check all that apply:

[] Federal Agency:	[] Federal Court	
[] State Agency	[] State Court	[] Local Agency

Please provide information about a contact person at the agency/court where the complaint was filed.

Name:
Title:
Agency:
Address:
Telephone:

Section VI		
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Name of agency complaint is against:
Name of person CDTA should contact for more information:
Title:
Telephone number:

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

Signature

Date

Please submit this form in person at the address below, or mail this form to:

CDTA Title VI Coordinator
 110 Watervliet Ave.
 Albany NY 12206

Appendix D – Translated Copy of CDTA Title VI Complaint Form

Formulario de Queja de la Autoridad de Transporte del Distrito Capital Titulo VI

Seccion I:		
Nombre:		
Direccion:		
Telefono (Domicilio):		Telefono (Trabajo):
Correo Electronico:		
Requisitos de format accesible?	Letra de gran tamaño	Cinta de audio
	TDD	Otro
Seccion II:		
Esta llenando esta queja en su nombre?	Si*	No
*Si usted contesto si, vaya a la seccion III.		
Si no, por favor escriba el nombre de la persona que usted esta llenando la queja y tu relación a esa persona:		
Explique por que usted esta presentando esta denuncia para alguien:		
Confirme que ha obtenido el permiso de la parte agraviada si estas presentando esta queja para alguien.	Si	No
Seccion III:		
Creo que la discriminación fue debido a: (Marque todas las que se aplican):		
<input type="checkbox"/> Raza <input type="checkbox"/> Color <input type="checkbox"/> Origen National		
Fecha de los hechos (Mes, Dia, Ano): _____		
Explicar lo mas claramente posible lo que sucedio y por que usted cree que fueron discriminados. Describir a todas las personas que participatron. Incluir los nombres y en contacto con informacion de las personas que discrimino (si se conoce) asi como los nombres e informacion de contacto de cualquier testigo.		

Appendix E – Excerpt from CDTA Transit Development Plan on Service Standards

4.1 Service Performance Standards

4.1.1 Coverage

Coverage of CDTA services is guided by the Transit Propensity Index. This combines demographic and economic statistics on geographic areas to determine those most likely to support transit service.

Transit service should be available in at least 75% of the block groups with a TPI classification of 2 through 4.

4.1.2 Headways and Span of Service

CDTA’s resources are allocated in proportion to the level of demand. Route headways can be opened to maintain service while conserving resources where it is necessary to provide coverage but ridership is minimal. Routes should not exceed prescribed headway maximums based on their service type, to keep schedules understandable and service reliable.

Clockface Headways

CDTA prefers to use “clockface” headways that evenly divide into sixty minute segments. Passengers find schedules on clockface headways easier to understand, as vehicles arrive at the same time each hour. This allows routes to meet together at the same times throughout the day and ensure shorter wait times for transferring riders.

* Although clockface headways are desirable, it is not recommended to provide a route excess resources or layover time to ensure them.

Minimum Frequency and Trips

A route’s headway should not exceed sixty minutes unless absolutely necessary. The TCRP Transit Capacity and Quality of Service Manual assigns headways above sixty minutes a Level Service of F and comments that this service is “unattractive to all riders”.

A general exception to these standards applies to express and commuter routes, whose trip times are demand-driven. To be considered useful, express and commuter routes should provide at least three trips in each direction during peak morning and afternoon travel times.

Headway Standards

Service type	Headway Ranges					
	Weekday				Weekend	
	Peak	Midday	Evening	Late Night	Day	Early AM / Evening
BusPlus	10-15	10-15	15-20	20-30	15-20	20-30
Trunk	10-20	15-30	20-30	30	15-30	30
Neighborhood	30-60	30-60	60	60	60	60
Express	3+ trips	0-3 trips	-	-	-	-
Commuter	3+ trips	0-4 trips	-	-	-	-

Span of Service

Although ridership levels are lower at night, it is necessary to maintain service to increase the viability of transit as a travel option and to incentivize trips earlier in the evening. Ridership generators such as hospitals, universities, and entertainment districts often provide unique opportunities to capture significant ridership later at night.

In general, bus routes operate using the following spans of service. Contracted partnerships may provide enhanced service late at night or early in the morning.

Span of Service Standards

Service type	Span		
	Weekday	Saturday	Sunday
BusPlus	4:00 AM – 2:00 AM	5:00 AM – 2:00 AM	6:00 AM – 1:00 AM
Trunk	5:00 AM – 12:30 AM	6:00 AM – 12:30 AM	7:00 AM – 11:30AM
Neighborhood	6:00 AM – 9:00 PM	7:00 AM – 7:30pm	-
Express	Primarily Peak Periods	-	-
Commuter	Primarily Peak Periods	-	-

4.1.3 Passenger Loads

Average load factor is the mean of the number of customers on a vehicle at all stops divided by the maximum seating capacity of the bus. It indicates passenger comfort and convenience during travel. An average load factor of 1.00 indicates all customers can find a seat, while an average load factor of 1.25 is the maximum comfortable standee load. An average load factor above 1.25 indicates that the number of passengers aboard the vehicle could lead to discomfort.

For this reason, trips should not exceed an average load factor of 1.25 on all service types except express routes. The average load factor on express routes should not exceed 1.00 because the high speeds of interstate highway travel may cause comfort and safety issues for customers.

Service type	Max Avg Load Factor	
	Peak	Off-Peak
BusPlus	1.25	1.00
Trunk	1.25	1.00
Neighborhood	1.25	1.00
Express	1.00	
Commuter	1.25	

4.1.4 Ridership Productivity

The productivity of CDTA services is measured in boardings per revenue hour of service (or per trip for express routes). All routes are designed to perform above productivity thresholds of their service classification. The thresholds break down as follows:

Routes that perform above productivity thresholds may be overcrowded at times and should be considered for enhancements. Routes that perform below productivity thresholds should be examined for restructuring to increase productivity where possible.

Service type	Threshold
BusPlus/Trunk	25 boardings / hour
Neighborhood	15 boardings / hour
Express	25 boardings / trip
Commuter	12 boardings / hour

4.2 Street Amenities Standards

4.2.1 Street Amenities

The availability of street amenities are determined by the number of weekday boardings. Individual stops may require recommended amenities due to unique circumstances (i.e. a stop with sixty boardings per day located under a large bridge does not necessarily require a shelter, but should have a bench and trash receptacle). These needs should be addressed on a case-by-case basis.

Waiting Amenities Standards

Boardings / weekday	Shelter	Bench	Trash / Recycling
< 15	No	No	No
15-35	No	Yes	Case-by-case
35+	Yes	Yes	Yes

4.2.2 Bus Stop Spacing

The spacing of local bus stops should balance convenient walk distances with shorter and more reliable trips. Spacing should correspond to the surrounding built environment and reflect the density of potential ridership in the area. The following standards apply in most applications.

The spacing of BusPlus stations should be determined independently as part of the dedicated planning studies of projects.

Environment	Local Stop Spacing	
	Typical	Maximum
Central Core	750 ft	1,000 ft
Urban Areas	1,000 ft	1,500 ft
Suburban & Rural Areas	1,250 ft	2,000 ft

Appendix F – Excerpt from CDTA Transit Development Plan on Transit Propensity Index

5.4 Transit Propensity Index

The majority of development in CDTA’s service area over the last 50 years has benefitted automobiles and does not fit the Land Use Standards outlined in Chapter Two. Serving these areas is not financially responsible as transit is unlikely to generate ridership to meet service performance standards.

After many years of development, a significant portion of residences and jobs have migrated to these areas. Roadways that have poor connectivity, single family residences on large lots or 99% of households have two vehicles keep some locations out of transit’s reach. However, in recent years some areas have begun to fill in roadway connectivity, added higher density residences with local services and jobs, and a growing percentage of households with no vehicle. The Transit Propensity Index (TPI) takes a comprehensive view of relevant factors to determine where transit is most viable.

CDTA first used a TPI with the 2007 Transit Development Plan. The TPI shown includes characteristics summarized below.

Note: Data is shown at the Block Group level, although some characteristics were only attainable at the Census Tract level. In those instances, all Block Groups in the Census Tract were assigned the same value for those characteristics. In addition, employment data was at the block level and was aggregated to the block group level. Attributes at the Tract level are income below poverty, population and age, and households by vehicles. Since these are all demographic attributes, the ridership generators index appears to be more finely grained than the demographic index.

Demographics			
Category	Maximum Points	Reason Included	How points assigned
Percent with income below poverty level (American Community Survey)	10	Lower incomes more likely to use transit	Standard deviation
65+ population density (Census DP-1)	5	Elderly use transit in disproportionate numbers	Standard deviation
Density of households with more workers than vehicles (American Community Survey)	10	People without personal vehicle access more likely to use transit	Standard deviation
Population Density (Census DP-1)	15	High density necessary for viable transit	Standard deviation
Density of 4-way intersections (NYS GIS Program Office, US Census)	10	Grid street patterns provide good transit and pedestrian access	Standard deviation
Subtotal	50		

Transit Ridership Generators			
Category	Maximum Points	Reason Included	How points assigned
Mall/Shopping Plaza (Previous TDP; 2012 Book of Lists)	10	Major destination, including of transit to work journeys	Square Feet per Square Mile 1-200,000 = 1; 200,000-300,000 = 2; 300,000-400,000 = 3; 400,000-500,000 = 4; 500,000-600,000 = 5; 600,000-700,000 = 6; 700,000-800,000 = 7; 800,000-900,000 = 8; 900,000-1,000,000 = 9; >1,000,000 = 10
Universities, Colleges (Previous TDP)	10	Students ride transit more; many have unlimited access	Students per Square Mile 1 – 499 = 1; 500 – 1,999 = 2; 2,000 – 4,999 = 3; 5,000 – 9,999 = 4; >10,000 = 5
Hospital (Previous TDP)	5	Major generator	Beds per Square Mile - Points 1 - 99 = 1; 100 - 199 = 2; 200 - 299 = 3; 300 - 399 = 4; 400 - 499 = 5; > 500 = 6
Employment Density (LEHDODES*)	20	Work trips are frequent and have high transit use	Standard deviation
Employment Density (jobs less than \$1,200/month) (LEHDODES*)	5	Workers at lower-income jobs likely to seek transit	Standard deviation
Subtotal	50		

*Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics)

Capital District Transit Propensity Index

Demographic Index

**Darker Shade Indicates
Higher Demographic Index**

This index is based on a 0 - 50 scale ranking of the intensity of the following characteristics: Population Density, Population Density (Age 65 +), Percent Income Below Poverty, Density of Households with More Vehicles Than Workers and Density of Four Corner Intersections by Census Block Group.

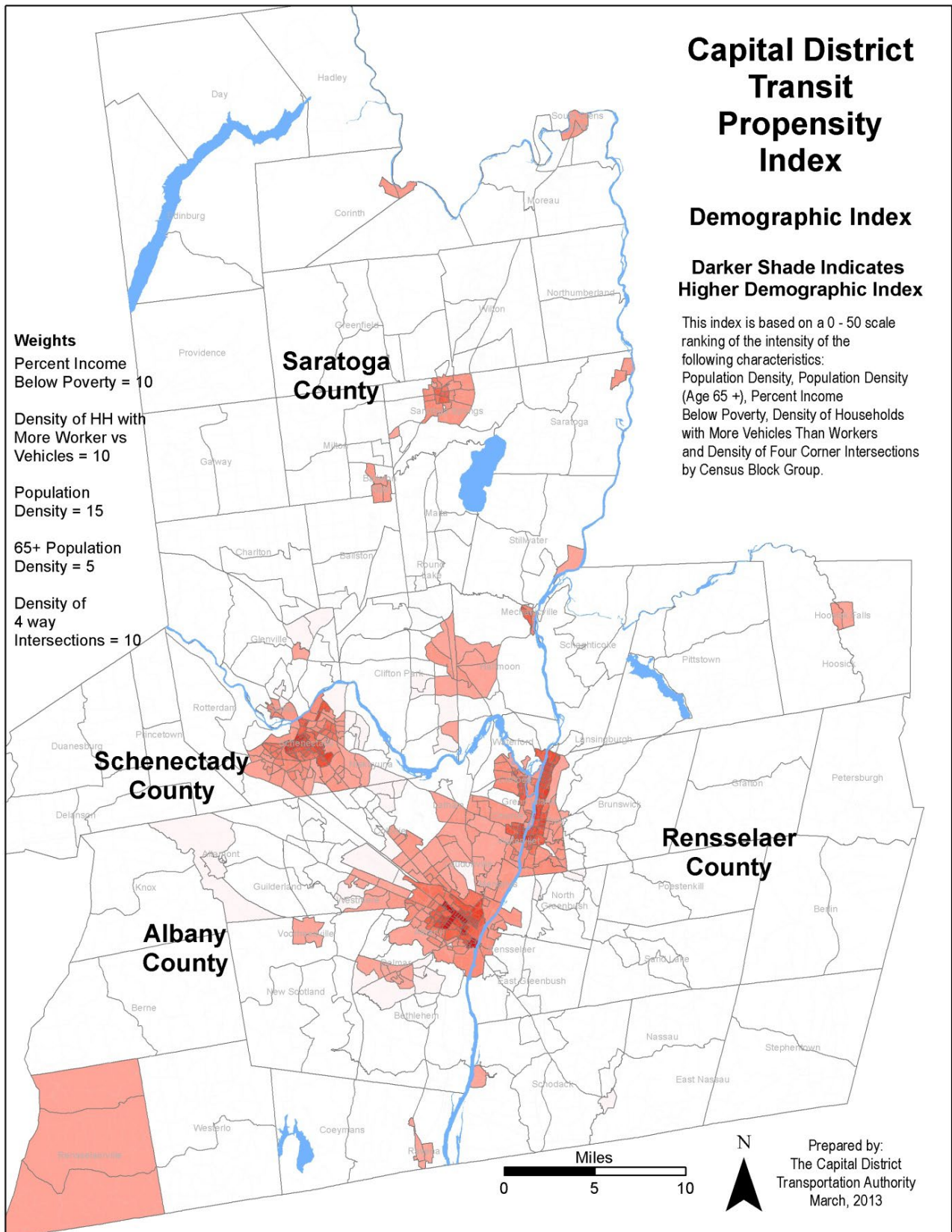
Weights
Percent Income
Below Poverty = 10

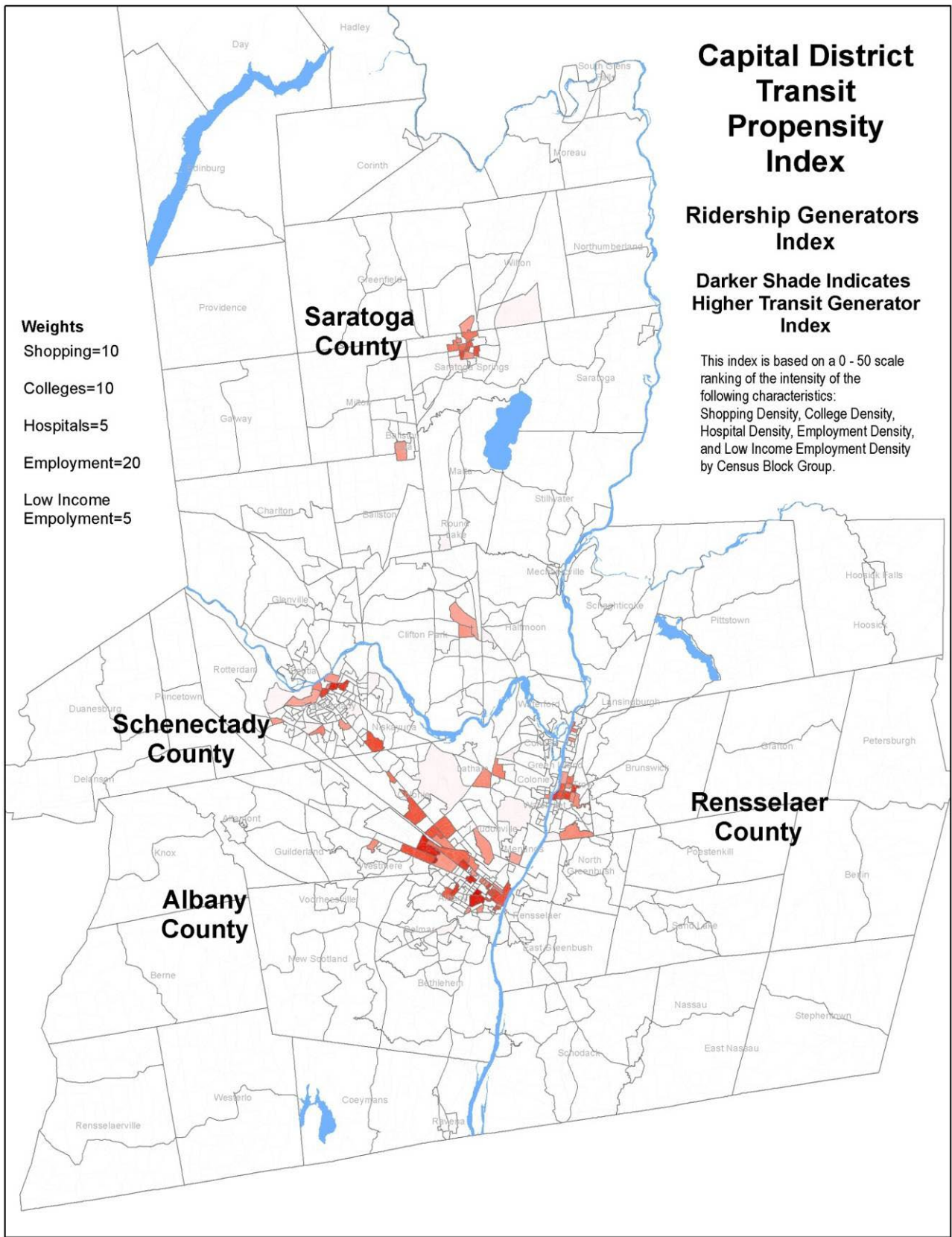
Density of HH with
More Worker vs
Vehicles = 10

Population
Density = 15

65+ Population
Density = 5

Density of
4 way
Intersections = 10



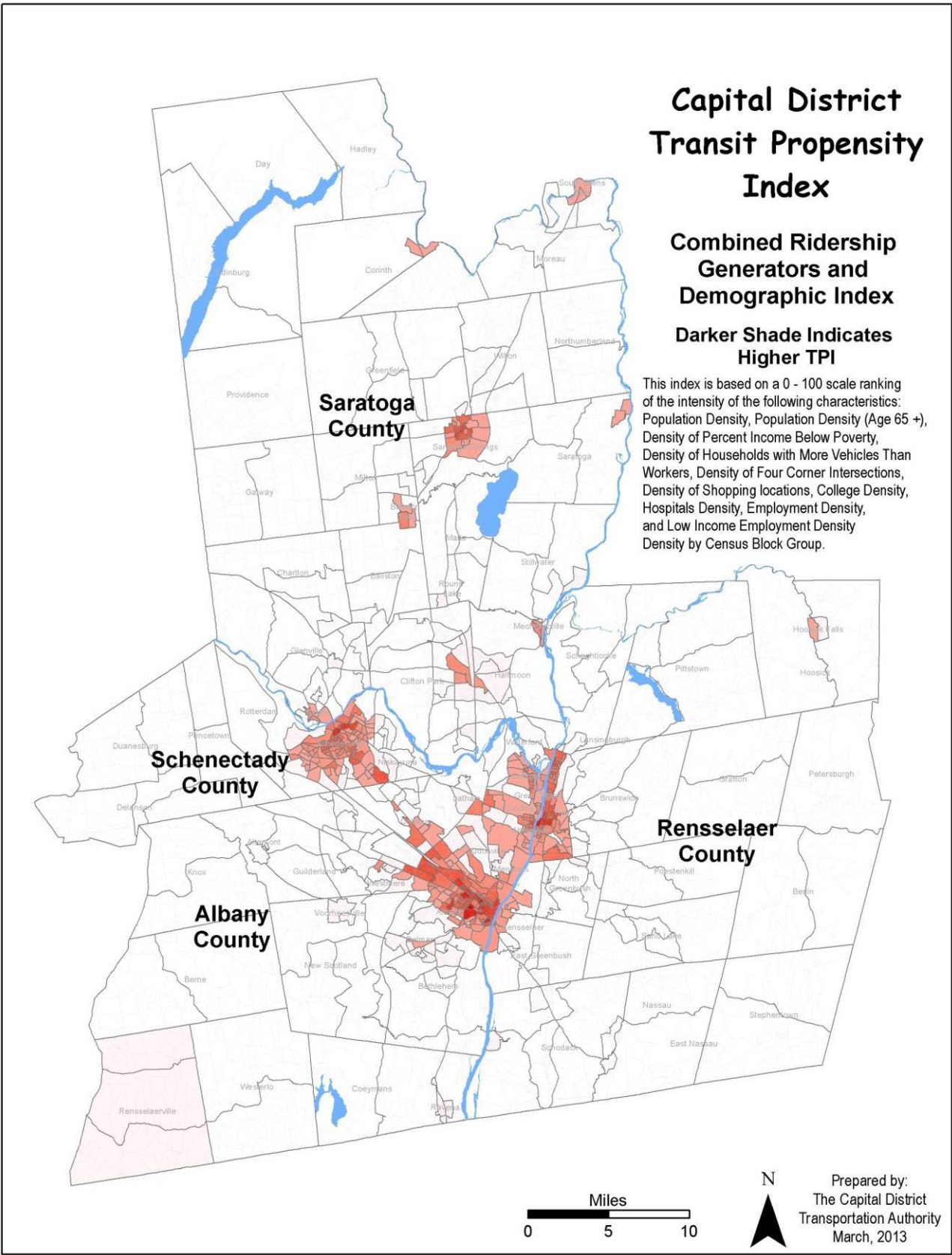


Capital District Transit Propensity Index

Combined Ridership Generators and Demographic Index

**Darker Shade Indicates
Higher TPI**

This index is based on a 0 - 100 scale ranking of the intensity of the following characteristics: Population Density, Population Density (Age 65 +), Density of Percent Income Below Poverty, Density of Households with More Vehicles Than Workers, Density of Four Corner Intersections, Density of Shopping locations, College Density, Hospitals Density, Employment Density, and Low Income Employment Density by Census Block Group.



Appendix G – Inventory of CDTA Revenue Fleet

Main Fleet

Manufacturer	Type	Length (ft)	Powertrain	Number of Vehicles
Ford	Trolley	30	Gasoline	2
Ford	Trolley	32	Gasoline	5
Freightliner	Trolley	30	Diesel	2
Freightliner	Trolley	31	Diesel	1
Freightliner	Trolley	35	Diesel	3
Ford	Coach	24	Gasoline	2
Gillig	Coach	29	Diesel	9
Gillig	Coach	40	Diesel	210
Gillig	Coach	40	Hybrid	10
New Flyer	Coach	40	Electric	8
New Flyer	Coach	60	Diesel	49
MCI	Commuter	45	Diesel	15
Prevost	Commuter	45	Diesel	2
Dodge	Microtransit	19.5	Gasoline	19
Dodge	Microtransit	24	Gasoline	2
Total Revenue Fleet				334
Vehicles in Urban Service (non-NX, non-seasonal)				309

Paratransit Fleet

Manufacturer	Type	Length (ft)	Powertrain	Number of Vehicles
Ford	Paratransit	24	Gasoline	18
Ford	Paratransit	25	Gasoline	12
Paratransit Fleet				30

Appendix H – Service Monitoring Charts

Minority Routes

Route	Service Classification	Weekday Service Frequency (Trips Per Day)	Load Factor	OTP	Most common Bus
1	Trunk	148	19%	68%	GILLIG 40' Diesel
10	Trunk	109	16%	71%	GILLIG 40' Diesel
12	Trunk	132	21%	69%	GILLIG 40' Diesel
13	Trunk	70	10%	74%	GILLIG 40' Diesel
18	Trunk	66	11%	70%	GILLIG 40' Diesel
22	Trunk	125	15%	78%	GILLIG 40' Diesel
85	Trunk	99	14%	71%	GILLIG 40' Diesel
87	Trunk	113	19%	76%	GILLIG 40' Diesel
100	Neighborhood	131	13%	61%	GILLIG 40' Diesel
106	Neighborhood	86	14%	66%	GILLIG 40' Diesel
107	Neighborhood	58	17%	76%	GILLIG 40' Diesel
111	Neighborhood	50	5%	62%	GILLIG 40' Diesel
114	Neighborhood	106	15%	74%	GILLIG 40' Diesel
117	Neighborhood	22	9%	71%	GILLIG 40' Diesel
125	Neighborhood	41	11%	63%	GILLIG 40' Diesel
155	Neighborhood	4 (Thursdays Only)	1%	63%	GILLIG 40' Diesel
182	Neighborhood	54	17%	70%	GILLIG 40' Diesel
190	Neighborhood	10	9%	83%	GILLIG 40' Diesel
214	Neighborhood	51	13%	80%	GILLIG 40' Diesel
224	Neighborhood	50	14%	78%	GILLIG 40' Diesel
233	Neighborhood	26	22%	80%	GILLIG 40' Diesel
286	Neighborhood	37	6%	75%	GILLIG 40' Diesel
289	Neighborhood	33	8%	72%	GILLIG 40' Diesel
351	Neighborhood	59	12%	83%	GILLIG 40' Diesel
352	Neighborhood	15	6%	77%	GILLIG 40' Diesel
353	Neighborhood	108	14%	81%	GILLIG 40' Diesel
354	Neighborhood	28	8%	78%	GILLIG 40' Diesel
355	Neighborhood	82	13%	68%	GILLIG 40' Diesel
370	Neighborhood	69	22%	71%	GILLIG 40' Diesel
452	Neighborhood	60	3%	72%	GILLIG 40' Diesel
523	Express	51	6%	88%	GILLIG 40' Diesel

524	Express	29	11%	80%	GILLIG 40' Diesel
525	Express	60	3%	89%	GILLIG 40' Diesel
600	Neighborhood	38	9%	78%	GILLIG 40' Diesel
601	Neighborhood	41	6%	84%	GILLIG 40' Diesel
712	Commuter	11	10%	72%	GILLIG 40' Diesel
737	Commuter	22	9%	73%	GILLIG 40' Diesel
763	Commuter	10	12%	72%	GILLIG 40' Diesel
801	Special	16	31%	60%	GILLIG 40' Diesel
802	Special	14	54%	71%	GILLIG 40' Diesel
803	Special	10	40%	53%	GILLIG 40' Diesel
805	Special	14	45%	66%	GILLIG 40' Diesel
806	Special	6	38%	69%	GILLIG 40' Diesel
807	Special	2	8%	49%	GILLIG 40' Diesel
808	Special	2	3%	59%	GILLIG 40' Diesel
810	Special	18	47%	77%	GILLIG 40' Diesel
811	Special	2	1%	75%	GILLIG 40' Diesel
812	Special	3	37%	68%	GILLIG 40' Diesel
813	Special	3	9%	41%	GILLIG 40' Diesel
815	Special	2	21%	43%	GILLIG 40' Diesel
830	Special	2	1%	58%	GILLIG 40' Diesel
872	Special	8 (Summer Saturdays Only)	10%	48%	NEWFLYER 40' Electric
873	Special	6 (Summer Saturdays Only)	8%	55%	GILLIG 40' Diesel
875	Special	64 (Summer Wed-Fri)	9%	67%	FORD 32' Gas
905	BusPlus	164	26%	71%	GILLIG 40' Diesel
910	BusPlus	206	8%	71%	NEWFLYER 60' Diesel
922	BusPlus	99	18%	73%	GILLIG 40' Diesel
923	BusPlus	99	15%	75%	GILLIG 40' Diesel
Total		2962	15%	72%	GILLIG 40' Diesel

Non-Minority Routes

Route	Service Classification	Weekday Service Frequency (Trips Per Day)	Load Factor	OTP	Most Common Bus
96	Special	6	7%	47%	GILLIG 40' Diesel
402	Neighborhood	26	#N/A	#N/A	GILLIG 29' Diesel
404	Neighborhood	40	#N/A	#N/A	GILLIG 29' Diesel
405	Neighborhood	8	#N/A	#N/A	GILLIG 29' Diesel
407	Neighborhood	14	#N/A	#N/A	GILLIG 29' Diesel
411	Neighborhood	26	#N/A	#N/A	GILLIG 29' Diesel
412	Neighborhood	20	#N/A	#N/A	GILLIG 29' Diesel
419	Neighborhood	14	#N/A	#N/A	GILLIG 29' Diesel
450	Neighborhood	64	15%	60%	GILLIG 40' Diesel
451	Neighborhood	18	2%	70%	GILLIG 40' Diesel
519	Express	6	5%	68%	GILLIG 40' Diesel
540	Express	18	12%	59%	MCI 45' Diesel
560	Express	11	8%	68%	MCI 45' Diesel
602	Neighborhood	30	7%	81%	GILLIG 40' Diesel
804	Special	2	#N/A	#N/A	GILLIG 29' Diesel
821	Special	4 (Thursdays Only)	N/A	N/A	FORD 24' Gas
840	Special	4	4%	61%	GILLIG 40' Diesel
Total		307	12%	66%	GILLIG 40' Diesel

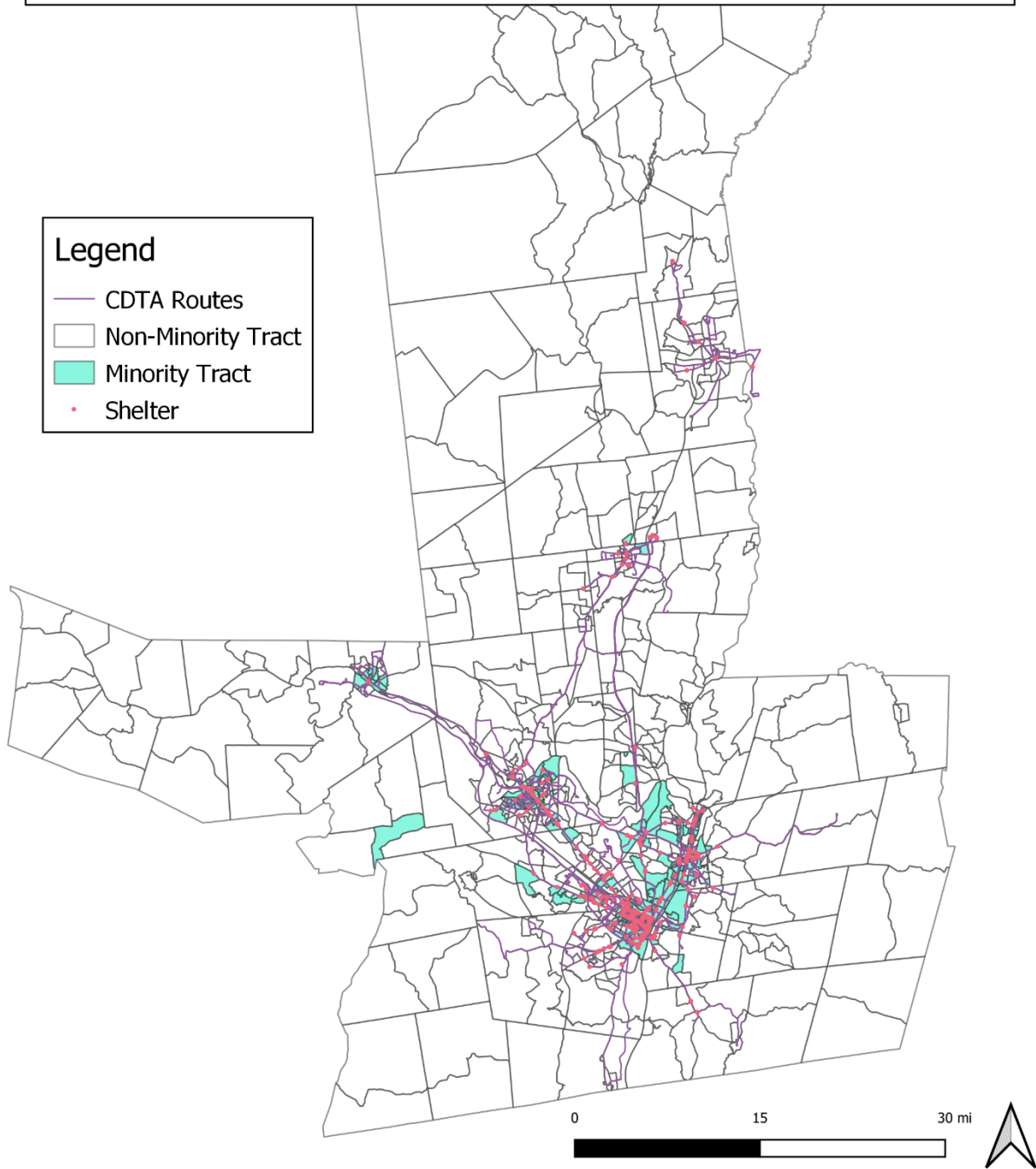
*Data is not available for routes 402-419 and 804 because they are part of Glens Falls service, which is in the process of installing the on-board systems necessary to record load factor and OTP.

**Route 821 is operated by CDTAs paratransit division, which does not include the necessary hardware to track load factor or OTP.

Appendix I – Transit Amenities Distribution Maps

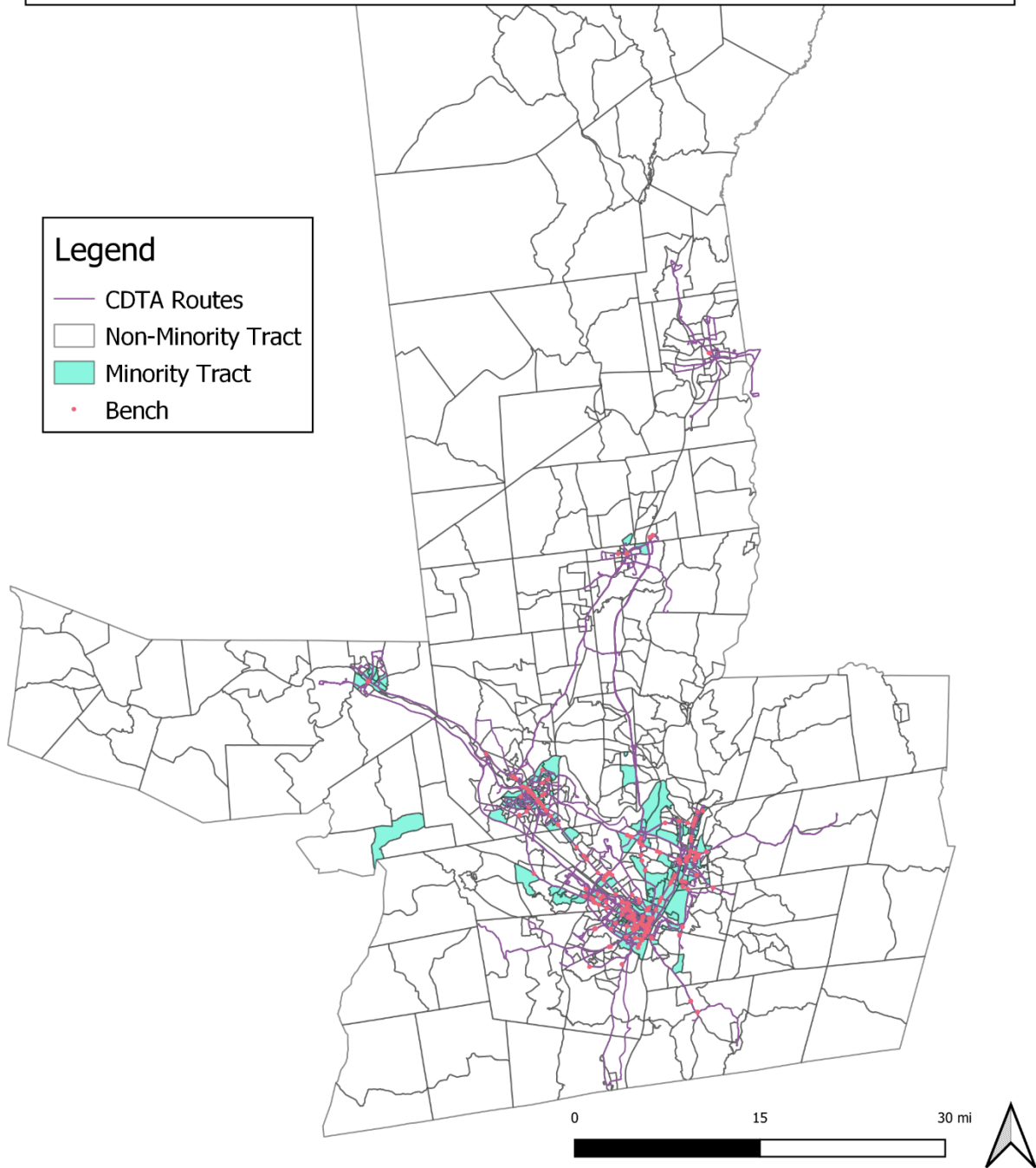
Map 1. Bus Shelters and Minority Census Tracts

Minority Census Tracts and CDTA Stops with Shelters



Map 2. Benches and Minority Census Tracts - Region

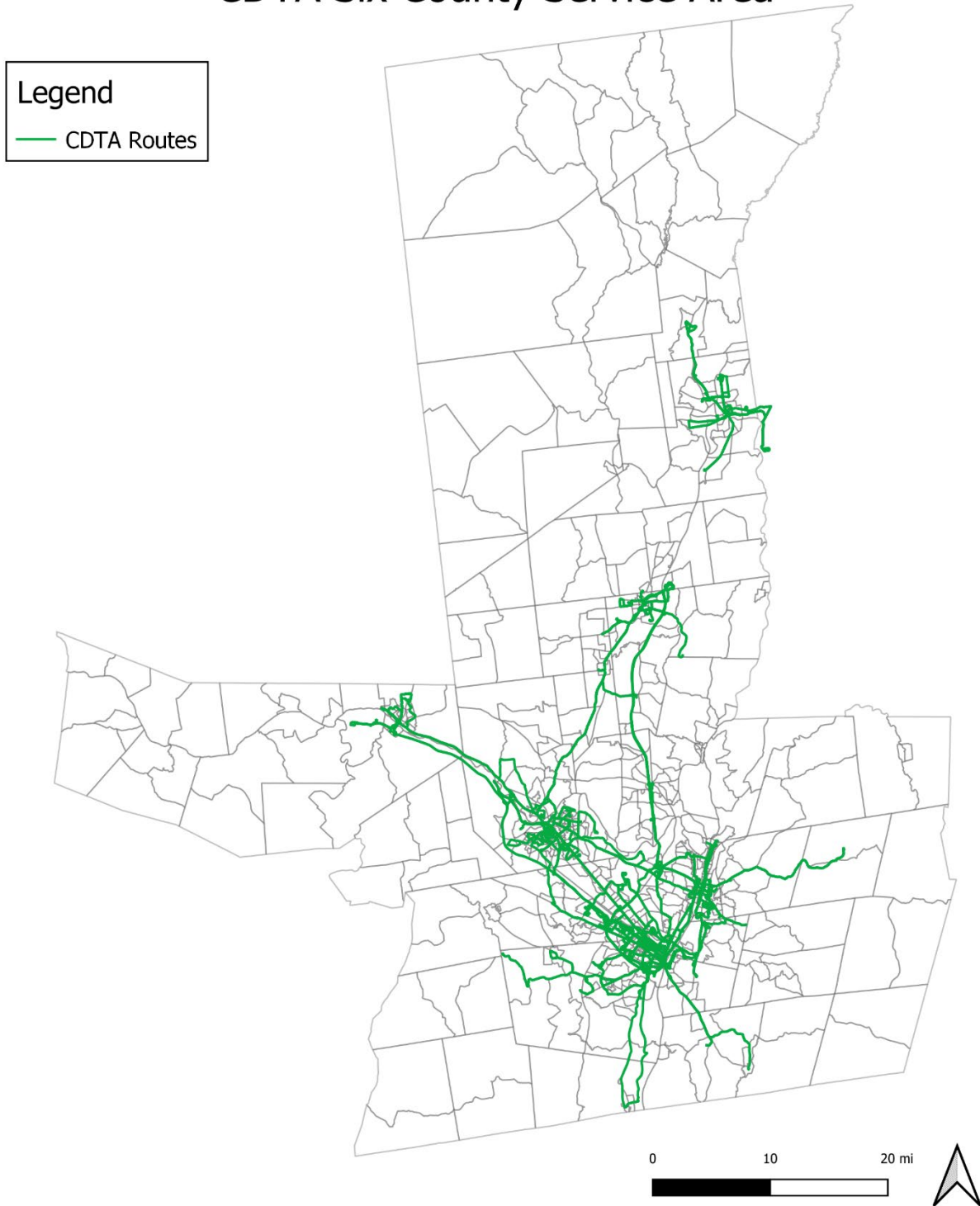
Minority Census Tracts and CDTA Stops with Benches



Appendix J – Demographic Maps and Charts

Map 3. Service Base Map

CDTA Six County Service Area

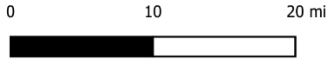
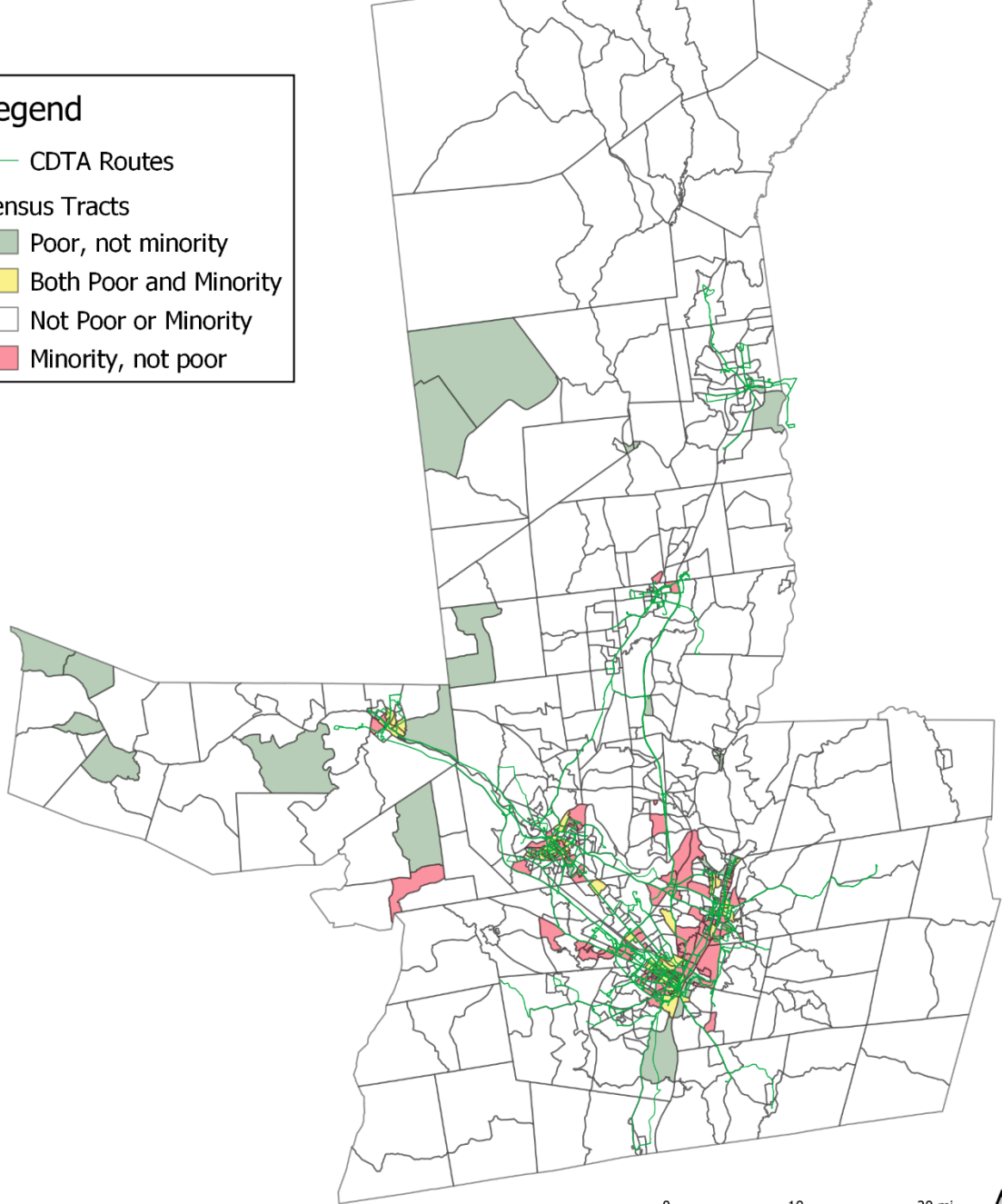


Map 4. CDTA Routes and Low Income/Minority Populations

CDTA Service and Minority/Low Income Census Tracts

Legend

- CDTA Routes
- Census Tracts
 - Poor, not minority
 - Both Poor and Minority
 - Not Poor or Minority
 - Minority, not poor

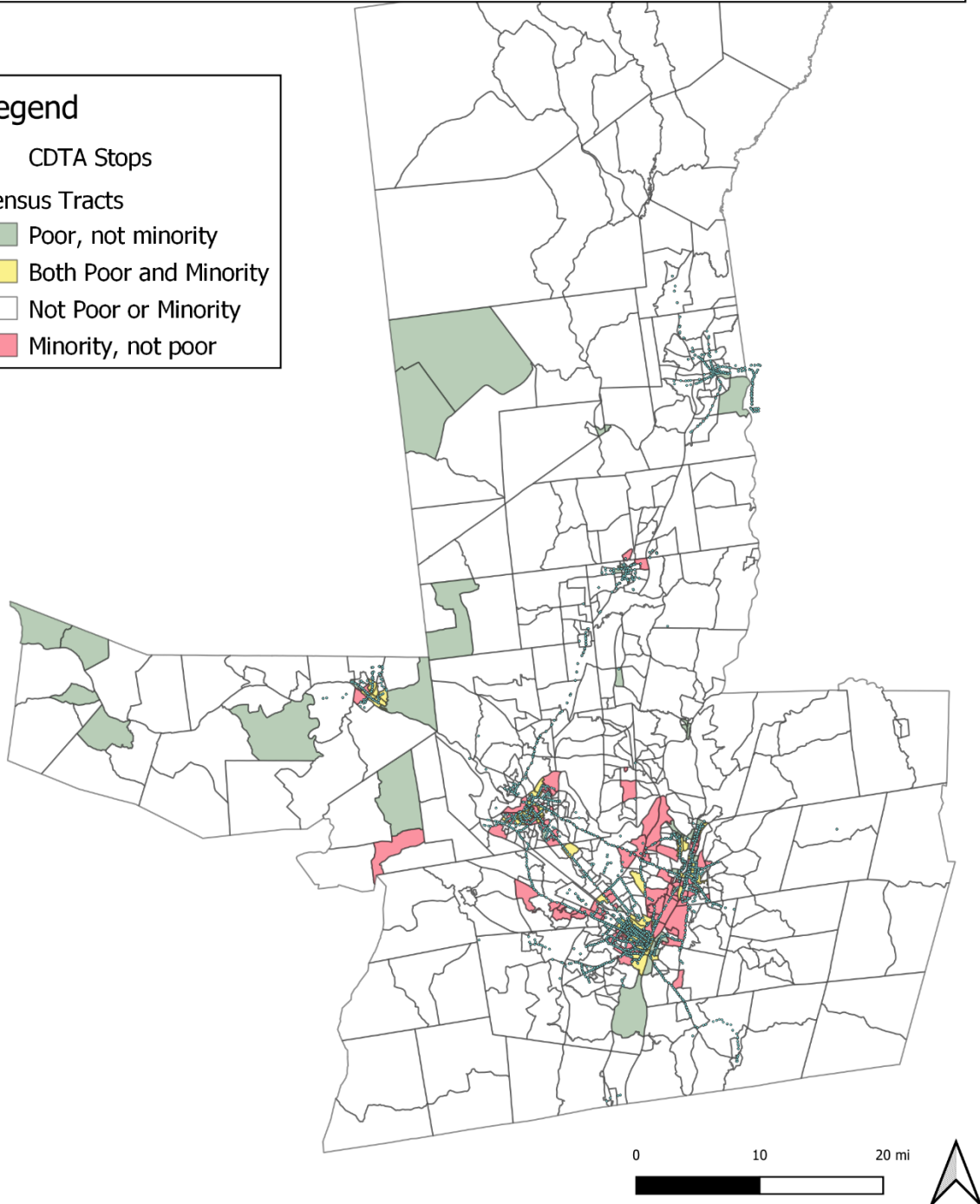


Map 5. CDTA Stops and Low Income/Minority Populations

CDTA Stops and Minority/Low Income Census Tracts

Legend

- CDTA Stops
- Census Tracts
 - Poor, not minority
 - Both Poor and Minority
 - Not Poor or Minority
 - Minority, not poor



Demographic Charts

Identification of Minority and Low Income Block Groups In CDTA Service Area

Block Group	Census Tract	County	Minority Block Group	Low Income Block Group	Population (For Race Determination)	Minority Population	Percent Minority	Population (For Low Income Determination)	Low Income Population	Percent Low Income
1	1	Albany	No	Yes	724	373	51.5%	724	111	15.3%
2	1	Albany	Yes	Yes	1,535	1,136	74.0%	1,527	530	34.7%
1	11	Albany	Yes	Yes	2,143	837	39.1%	2,117	757	35.8%
1	127	Albany	Yes	No	1,623	401	24.7%	1,609	335	20.8%
2	127	Albany	No	No	756	37	4.9%	753	103	13.7%
3	127	Albany	Yes	Yes	1,085	432	39.8%	1,085	218	20.1%
1	128	Albany	Yes	Yes	902	392	43.5%	902	386	42.8%
2	128	Albany	Yes	Yes	590	201	34.1%	590	170	28.8%
3	128	Albany	Yes	No	656	164	25.0%	656	276	42.1%
4	128	Albany	Yes	Yes	1,827	1,065	58.3%	1,827	895	49.0%
1	129	Albany	Yes	No	1,427	381	26.7%	1,427	398	27.9%
2	129	Albany	Yes	No	728	131	18.0%	728	187	25.7%
3	129	Albany	Yes	No	419	102	24.3%	419	91	21.7%
4	129	Albany	No	No	917	272	29.7%	917	0	0.0%
1	130	Albany	No	No	895	80	8.9%	895	0	0.0%
2	130	Albany	No	No	1,487	50	3.4%	1,487	71	4.8%
3	130	Albany	No	No	1,105	81	7.3%	1,105	204	18.5%
4	130	Albany	No	No	1,788	126	7.0%	1,788	10	0.6%
5	130	Albany	No	No	1,755	74	4.2%	988	15	1.5%
1	131	Albany	No	No	979	178	18.2%	979	65	6.6%
2	131	Albany	Yes	Yes	1,145	513	44.8%	1,145	535	46.7%
3	131	Albany	Yes	No	844	17	2.0%	835	170	20.4%

1	132	Albany	No	Yes	678	268	39.5%	678	21	3.1%
2	132	Albany	Yes	No	1,120	202	18.0%	1,120	325	29.0%
3	132	Albany	Yes	Yes	1,694	695	41.0%	1,694	785	46.3%
1	133	Albany	No	No	2,456	734	29.9%	2,456	190	7.7%
2	133	Albany	No	No	509	122	24.0%	507	90	17.8%
3	133	Albany	Yes	No	1,019	258	25.3%	1,019	244	23.9%
1	134	Albany	No	No	825	86	10.4%	825	71	8.6%
2	134	Albany	Yes	No	797	120	15.1%	797	163	20.5%
3	134	Albany	No	Yes	1,227	393	32.0%	1,227	198	16.1%
1	135.03	Albany	No	Yes	1,365	450	33.0%	1,365	150	11.0%
2	135.03	Albany	No	Yes	1,934	679	35.1%	1,928	101	5.2%
3	135.03	Albany	No	Yes	2,147	964	44.9%	2,147	61	2.8%
1	135.05	Albany	No	No	1,023	199	19.5%	990	10	1.0%
2	135.05	Albany	No	No	1,860	166	8.9%	1,860	281	15.1%
1	135.07	Albany	No	No	1,640	440	26.8%	1,640	241	14.7%
2	135.07	Albany	No	Yes	593	264	44.5%	593	23	3.9%
1	135.09	Albany	No	No	979	241	24.6%	979	47	4.8%
2	135.09	Albany	No	No	2,432	521	21.4%	2,417	34	1.4%
1	135.1	Albany	No	No	1,745	458	26.2%	1,745	23	1.3%
2	135.1	Albany	No	Yes	1,811	712	39.3%	1,811	150	8.3%
1	135.11	Albany	No	Yes	2,916	1,015	34.8%	2,916	94	3.2%
2	135.11	Albany	No	Yes	676	516	76.3%	676	8	1.2%
1	135.12	Albany	No	No	2,128	275	12.9%	2,128	46	2.2%
2	135.12	Albany	No	No	1,530	129	8.4%	1,530	74	4.8%
1	136.02	Albany	No	Yes	1,395	535	38.4%	1,395	0	0.0%
2	136.02	Albany	No	Yes	1,438	455	31.6%	1,438	85	5.9%
3	136.02	Albany	No	Yes	1,679	934	55.6%	1,679	185	11.0%
1	136.03	Albany	No	Yes	1,770	596	33.7%	1,756	45	2.6%
2	136.03	Albany	No	Yes	1,462	495	33.9%	1,462	30	2.1%

1	136.04	Albany	No	No	1,320	46	3.5%	1,320	40	3.0%
2	136.04	Albany	No	No	4,122	1,055	25.6%	1,850	132	7.1%
3	136.04	Albany	No	Yes	1,844	706	38.3%	1,844	260	14.1%
1	137.03	Albany	No	No	2,293	529	23.1%	1,623	207	12.8%
1	137.06	Albany	No	No	2,159	172	8.0%	2,113	64	3.0%
1	137.07	Albany	No	No	1,639	151	9.2%	1,639	67	4.1%
2	137.07	Albany	No	No	1,175	127	10.8%	1,175	0	0.0%
3	137.07	Albany	Yes	Yes	1,148	406	35.4%	1,148	231	20.1%
4	137.07	Albany	No	No	1,917	100	5.2%	1,851	20	1.1%
1	137.08	Albany	No	No	1,243	137	11.0%	1,243	45	3.6%
2	137.08	Albany	No	No	2,008	125	6.2%	2,008	68	3.4%
1	137.09	Albany	No	No	1,913	295	15.4%	1,899	24	1.3%
2	137.09	Albany	No	No	1,003	275	27.4%	1,003	36	3.6%
1	138.02	Albany	No	No	1,898	499	26.3%	1,898	140	7.4%
2	138.02	Albany	No	No	885	32	3.6%	874	45	5.1%
3	138.02	Albany	No	No	1,669	312	18.7%	1,669	22	1.3%
1	138.03	Albany	No	No	368	0	0.0%	368	0	0.0%
2	138.03	Albany	Yes	Yes	1,448	528	36.5%	1,448	292	20.2%
3	138.03	Albany	No	No	1,931	289	15.0%	1,931	249	12.9%
1	138.04	Albany	No	No	1,951	468	24.0%	1,951	129	6.6%
2	138.04	Albany	No	No	504	27	5.4%	504	10	2.0%
3	138.04	Albany	No	No	600	97	16.2%	600	60	10.0%
4	138.04	Albany	No	No	949	117	12.3%	949	33	3.5%
1	139.01	Albany	No	No	1,006	227	22.6%	1,006	41	4.1%
2	139.01	Albany	No	No	1,357	176	13.0%	1,357	40	2.9%
1	139.02	Albany	No	No	1,358	147	10.8%	1,358	76	5.6%
2	139.02	Albany	No	No	747	97	13.0%	747	82	11.0%
3	139.02	Albany	No	No	2,023	528	26.1%	2,023	151	7.5%
4	139.02	Albany	No	No	1,276	241	18.9%	1,276	40	3.1%

1	14	Albany	No	No	1,020	207	20.3%	1,020	143	14.0%
2	14	Albany	No	No	1,248	133	10.7%	1,248	67	5.4%
3	14	Albany	Yes	Yes	1,007	553	54.9%	1,007	253	25.1%
4	14	Albany	No	No	779	114	14.6%	779	103	13.2%
1	140.01	Albany	No	No	612	113	18.5%	612	32	5.2%
2	140.01	Albany	Yes	Yes	595	279	46.9%	595	181	30.4%
3	140.01	Albany	No	Yes	1,437	439	30.5%	1,437	102	7.1%
4	140.01	Albany	No	Yes	918	671	73.1%	918	58	6.3%
1	140.02	Albany	No	Yes	989	363	36.7%	989	57	5.8%
2	140.02	Albany	No	No	2,187	471	21.5%	2,187	104	4.8%
3	140.02	Albany	No	No	1,117	60	5.4%	1,117	1	0.1%
4	140.02	Albany	Yes	No	1,274	64	5.0%	1,274	310	24.3%
1	141	Albany	No	No	1,629	219	13.4%	1,629	0	0.0%
2	141	Albany	No	No	1,293	185	14.3%	1,283	107	8.3%
3	141	Albany	No	No	1,890	188	9.9%	1,890	10	0.5%
4	141	Albany	No	No	958	229	23.9%	958	0	0.0%
1	142.01	Albany	No	No	1,484	241	16.2%	1,385	34	2.5%
2	142.01	Albany	No	No	1,191	111	9.3%	1,191	22	1.8%
3	142.01	Albany	No	No	2,388	157	6.6%	2,388	47	2.0%
4	142.01	Albany	No	No	765	35	4.6%	765	102	13.3%
1	142.02	Albany	No	No	1,532	20	1.3%	1,532	63	4.1%
2	142.02	Albany	No	No	859	20	2.3%	834	70	8.4%
3	142.02	Albany	No	No	2,827	148	5.2%	2,827	58	2.1%
4	142.02	Albany	No	No	1,041	148	14.2%	1,041	30	2.9%
1	142.03	Albany	No	No	1,970	206	10.5%	1,970	122	6.2%
2	142.03	Albany	No	No	1,807	0	0.0%	1,807	0	0.0%
3	142.03	Albany	No	No	569	71	12.5%	569	0	0.0%
4	142.03	Albany	No	No	674	138	20.5%	674	0	0.0%
5	142.03	Albany	No	No	1,189	88	7.4%	1,189	10	0.8%

1	143.01	Albany	No	No	731	137	18.7%	731	31	4.2%
2	143.01	Albany	Yes	No	2,265	569	25.1%	2,258	496	22.0%
1	143.03	Albany	No	No	1,629	103	6.3%	1,629	7	0.4%
2	143.03	Albany	No	No	1,501	236	15.7%	1,501	55	3.7%
3	143.03	Albany	No	No	1,756	223	12.7%	1,756	71	4.0%
1	143.04	Albany	No	No	238	0	0.0%	238	14	5.9%
2	143.04	Albany	No	No	2,853	324	11.4%	2,853	206	7.2%
1	144.01	Albany	No	No	792	72	9.1%	792	10	1.3%
2	144.01	Albany	No	No	2,192	10	0.5%	2,181	241	11.0%
3	144.01	Albany	No	No	1,010	50	5.0%	1,010	38	3.8%
1	144.02	Albany	No	No	1,547	296	19.1%	1,547	207	13.4%
2	144.02	Albany	No	No	1,712	184	10.7%	1,712	179	10.5%
1	145.01	Albany	No	No	1,672	96	5.7%	1,672	114	6.8%
2	145.01	Albany	No	No	1,159	20	1.7%	1,159	10	0.9%
1	145.02	Albany	No	No	970	17	1.8%	970	0	0.0%
2	145.02	Albany	No	No	1,550	15	1.0%	1,550	206	13.3%
3	145.02	Albany	No	No	896	263	29.4%	896	66	7.4%
1	145.03	Albany	No	No	1,465	81	5.5%	1,465	155	10.6%
2	145.03	Albany	No	No	1,375	110	8.0%	1,375	39	2.8%
1	146.06	Albany	No	No	824	37	4.5%	791	13	1.6%
2	146.06	Albany	No	No	791	79	10.0%	791	12	1.5%
3	146.06	Albany	No	No	2,277	303	13.3%	2,277	87	3.8%
1	146.08	Albany	No	Yes	2,196	686	31.2%	720	112	15.6%
2	146.08	Albany	No	No	2,047	562	27.5%	2,027	200	9.9%
1	146.09	Albany	No	Yes	1,385	517	37.3%	1,385	50	3.6%
2	146.09	Albany	No	No	1,622	194	12.0%	1,622	30	1.8%
3	146.09	Albany	No	No	1,619	198	12.2%	1,619	234	14.5%
1	146.11	Albany	No	No	744	110	14.8%	744	8	1.1%
2	146.11	Albany	No	Yes	1,696	553	32.6%	1,683	41	2.4%

1	146.12	Albany	No	No	1,745	124	7.1%	1,745	110	6.3%
1	146.13	Albany	No	No	1,000	72	7.2%	993	63	6.3%
2	146.13	Albany	No	No	1,473	259	17.6%	1,367	11	0.8%
3	146.13	Albany	No	No	422	71	16.8%	422	36	8.5%
1	146.14	Albany	No	No	1,315	225	17.1%	1,315	0	0.0%
2	146.14	Albany	No	No	793	3	0.4%	793	0	0.0%
3	146.14	Albany	No	Yes	1,595	685	42.9%	1,595	30	1.9%
4	146.14	Albany	No	Yes	1,957	778	39.8%	1,957	102	5.2%
1	146.15	Albany	No	Yes	1,744	1,023	58.7%	1,744	257	14.7%
2	146.15	Albany	No	No	1,272	161	12.7%	1,033	58	5.6%
1	146.16	Albany	No	No	1,989	295	14.8%	1,972	177	9.0%
2	146.16	Albany	No	No	1,453	329	22.6%	1,453	0	0.0%
3	146.16	Albany	No	No	2,595	631	24.3%	2,595	58	2.2%
1	146.17	Albany	No	No	1,435	228	15.9%	1,377	78	5.7%
2	146.17	Albany	No	No	943	174	18.5%	943	47	5.0%
1	147	Albany	No	No	1,066	67	6.3%	1,066	64	6.0%
2	147	Albany	No	No	1,613	1	0.1%	1,613	75	4.6%
1	148.01	Albany	No	No	566	16	2.8%	566	28	4.9%
2	148.01	Albany	No	No	1,002	14	1.4%	1,002	85	8.5%
3	148.01	Albany	No	No	1,127	96	8.5%	1,122	5	0.4%
1	148.02	Albany	No	No	879	10	1.1%	873	36	4.1%
2	148.02	Albany	No	No	919	50	5.4%	919	48	5.2%
1	148.03	Albany	No	No	1,490	46	3.1%	1,490	90	6.0%
2	148.03	Albany	No	No	1,717	120	7.0%	1,717	73	4.3%
1	15	Albany	Yes	No	1,444	347	24.0%	1,437	496	34.5%
2	15	Albany	Yes	Yes	1,680	728	43.3%	1,680	1,125	67.0%
3	15	Albany	Yes	Yes	1,449	684	47.2%	1,444	377	26.1%
4	15	Albany	No	No	625	152	24.3%	625	0	0.0%
1	16	Albany	Yes	Yes	1,585	685	43.2%	1,177	345	29.3%

2	16	Albany	No	Yes	1,092	731	66.9%	1,092	117	10.7%
3	16	Albany	No	No	579	124	21.4%	579	60	10.4%
4	16	Albany	No	Yes	1,503	489	32.5%	1,471	234	15.9%
1	17	Albany	No	Yes	944	320	33.9%	944	110	11.7%
2	17	Albany	No	No	1,059	153	14.4%	1,059	84	7.9%
3	17	Albany	No	Yes	2,220	962	43.3%	2,104	176	8.4%
1	18.02	Albany	No	No	805	202	25.1%	805	109	13.5%
2	18.02	Albany	No	No	1,197	89	7.4%	1,197	135	11.3%
3	18.02	Albany	No	No	2,040	484	23.7%	2,040	340	16.7%
1	18.03	Albany	No	No	1,024	71	6.9%	1,024	92	9.0%
2	18.03	Albany	No	No	1,685	362	21.5%	1,685	21	1.2%
3	18.03	Albany	No	No	899	42	4.7%	899	35	3.9%
1	18.04	Albany	No	Yes	1,286	651	50.6%	1,226	202	16.5%
2	18.04	Albany	No	No	890	81	9.1%	890	115	12.9%
3	18.04	Albany	No	No	1,346	162	12.0%	1,346	55	4.1%
1	19.01	Albany	No	No	1,546	281	18.2%	1,538	38	2.5%
2	19.01	Albany	No	No	985	52	5.3%	985	80	8.1%
1	19.02	Albany	No	Yes	700	242	34.6%	700	10	1.4%
2	19.02	Albany	No	No	769	82	10.7%	769	0	0.0%
3	19.02	Albany	No	Yes	1,001	336	33.6%	1,001	81	8.1%
1	2.01	Albany	No	Yes	245	208	84.9%	245	12	4.9%
2	2.01	Albany	Yes	Yes	1,437	1,297	90.3%	1,437	625	43.5%
3	2.01	Albany	No	Yes	783	572	73.1%	783	117	14.9%
1	2.02	Albany	Yes	Yes	1,692	1,647	97.3%	1,692	637	37.6%
2	2.02	Albany	No	Yes	682	410	60.1%	677	131	19.4%
1	20	Albany	No	Yes	2,771	1,450	52.3%	2,763	374	13.5%
2	20	Albany	Yes	No	788	146	18.5%	788	265	33.6%
3	20	Albany	No	No	807	188	23.3%	807	20	2.5%
4	20	Albany	No	Yes	710	239	33.7%	710	22	3.1%

5	20	Albany	No	Yes	1,500	964	64.3%	1,479	219	14.8%
1	21	Albany	Yes	Yes	1,103	446	40.4%	1,103	239	21.7%
2	21	Albany	No	Yes	940	311	33.1%	144	11	7.6%
3	21	Albany	Yes	Yes	1,274	598	46.9%	1,198	570	47.6%
1	22	Albany	Yes	No	1,594	414	26.0%	1,594	364	22.8%
2	22	Albany	No	No	815	175	21.5%	815	57	7.0%
1	23	Albany	No	Yes	494	464	93.9%	494	64	13.0%
2	23	Albany	Yes	Yes	1,477	959	64.9%	1,477	551	37.3%
1	25	Albany	Yes	Yes	611	561	91.8%	611	369	60.4%
2	25	Albany	Yes	Yes	1,404	1,033	73.6%	1,404	300	21.4%
3	25	Albany	Yes	Yes	382	277	72.5%	375	264	70.4%
4	25	Albany	Yes	Yes	665	620	93.2%	665	273	41.1%
1	26	Albany	No	Yes	778	425	54.6%	778	19	2.4%
2	26	Albany	No	Yes	2,025	1,360	67.2%	2,025	141	7.0%
3	26	Albany	Yes	Yes	1,379	935	67.8%	1,321	334	25.3%
4	26	Albany	Yes	Yes	571	541	94.7%	570	287	50.4%
1	3.01	Albany	Yes	Yes	1,492	742	49.7%	1,492	582	39.0%
2	3.01	Albany	Yes	Yes	1,345	1,090	81.0%	1,345	339	25.2%
1	3.02	Albany	No	No	1,552	234	15.1%	1,538	227	14.8%
2	3.02	Albany	Yes	Yes	1,648	927	56.3%	1,613	411	25.5%
1	4.01	Albany	No	No	2,301	248	10.8%	1,871	154	8.2%
1	4.03	Albany	Yes	Yes	771	337	43.7%	771	180	23.3%
2	4.03	Albany	Yes	Yes	1,737	535	30.8%	1,737	456	26.3%
3	4.03	Albany	No	No	1,013	273	26.9%	1,013	46	4.5%
4	4.03	Albany	No	No	827	180	21.8%	827	49	5.9%
1	4.04	Albany	No	Yes	5,126	2,309	45.0%	23	0	0.0%
1	5.01	Albany	Yes	Yes	1,001	719	71.8%	1,001	591	59.0%
2	5.01	Albany	Yes	Yes	516	164	31.8%	485	162	33.4%
3	5.01	Albany	Yes	Yes	1,003	894	89.1%	1,003	654	65.2%

4	5.01	Albany	Yes	Yes	951	679	71.4%	951	404	42.5%
1	5.02	Albany	No	Yes	2,009	695	34.6%	227	34	15.0%
2	5.02	Albany	Yes	Yes	1,779	873	49.1%	1,765	642	36.4%
1	6	Albany	Yes	Yes	407	234	57.5%	407	324	79.6%
2	6	Albany	Yes	Yes	773	676	87.5%	773	329	42.6%
3	6	Albany	Yes	Yes	2,172	1,402	64.5%	2,172	1,063	48.9%
1	7	Albany	Yes	Yes	1,257	1,024	81.5%	1,091	235	21.5%
2	7	Albany	Yes	Yes	989	839	84.8%	989	401	40.5%
3	7	Albany	No	Yes	781	721	92.3%	781	83	10.6%
4	7	Albany	Yes	Yes	706	645	91.4%	706	416	58.9%
1	8	Albany	Yes	Yes	321	321	100.0%	321	67	20.9%
2	8	Albany	Yes	Yes	1,086	1,019	93.8%	1,086	498	45.9%
3	8	Albany	Yes	Yes	393	305	77.6%	393	104	26.5%
1	702	Montgomery	No	No	421	90	21.4%	421	32	7.6%
2	702	Montgomery	Yes	Yes	923	359	38.9%	923	465	50.4%
3	702	Montgomery	No	Yes	887	463	52.2%	789	135	17.1%
1	703	Montgomery	Yes	Yes	767	253	33.0%	767	228	29.7%
2	703	Montgomery	No	Yes	1,331	634	47.6%	1,331	246	18.5%
1	704	Montgomery	Yes	No	569	169	29.7%	569	126	22.1%
2	704	Montgomery	No	No	1,541	165	10.7%	1,541	250	16.2%
1	705	Montgomery	Yes	Yes	1,572	479	30.5%	1,571	343	21.8%
2	705	Montgomery	No	No	1,026	28	2.7%	1,026	46	4.5%
1	706	Montgomery	Yes	Yes	827	373	45.1%	823	230	27.9%
2	706	Montgomery	Yes	Yes	1,359	600	44.2%	1,356	282	20.8%
1	707	Montgomery	No	No	1,078	139	12.9%	1,078	158	14.7%
2	707	Montgomery	No	No	1,232	351	28.5%	1,227	41	3.3%
1	708	Montgomery	Yes	Yes	1,262	419	33.2%	1,262	291	23.1%
2	708	Montgomery	Yes	Yes	1,978	1,087	55.0%	1,978	761	38.5%
1	709	Montgomery	Yes	Yes	1,471	843	57.3%	1,421	345	24.3%

1	721	Montgomery	Yes	No	1,195	201	16.8%	1,071	221	20.6%
2	721	Montgomery	No	No	1,949	101	5.2%	1,949	87	4.5%
3	721	Montgomery	No	No	869	53	6.1%	745	37	5.0%
4	721	Montgomery	No	No	1,551	0	0.0%	1,546	33	2.1%
1	722	Montgomery	No	No	823	153	18.6%	823	0	0.0%
2	722	Montgomery	No	No	1,045	130	12.4%	1,045	33	3.2%
3	722	Montgomery	No	No	917	25	2.7%	915	153	16.7%
4	722	Montgomery	No	No	803	40	5.0%	777	68	8.8%
1	723	Montgomery	No	No	1,516	41	2.7%	1,459	188	12.9%
2	723	Montgomery	No	No	1,686	111	6.6%	1,682	232	13.8%
1	724	Montgomery	Yes	No	901	54	6.0%	901	197	21.9%
2	724	Montgomery	Yes	No	1,686	110	6.5%	1,579	339	21.5%
1	725	Montgomery	No	No	860	30	3.5%	830	61	7.3%
2	725	Montgomery	No	No	677	49	7.2%	677	112	16.5%
3	725	Montgomery	No	No	877	34	3.9%	877	14	1.6%
4	725	Montgomery	Yes	No	1,775	162	9.1%	1,775	412	23.2%
1	726	Montgomery	No	No	1,356	72	5.3%	1,356	67	4.9%
2	726	Montgomery	Yes	No	1,453	112	7.7%	1,416	303	21.4%
3	726	Montgomery	No	No	861	18	2.1%	861	9	1.0%
1	727	Montgomery	No	No	986	66	6.7%	907	100	11.0%
2	727	Montgomery	Yes	No	1,261	18	1.4%	1,261	307	24.3%
3	727	Montgomery	No	No	1,314	119	9.1%	1,310	152	11.6%
4	727	Montgomery	No	No	948	44	4.6%	948	39	4.1%
1	728	Montgomery	No	No	1,098	15	1.4%	1,098	93	8.5%
2	728	Montgomery	No	No	969	91	9.4%	969	49	5.1%
3	728	Montgomery	No	No	902	114	12.6%	902	27	3.0%
4	728	Montgomery	No	No	1,102	82	7.4%	1,097	71	6.5%
1	401	Rensselaer	Yes	No	1,664	494	29.7%	1,660	800	48.2%
2	401	Rensselaer	Yes	Yes	1,219	582	47.7%	1,219	596	48.9%

3	401	Rensselaer	No	No	332	0	0.0%	332	57	17.2%
4	401	Rensselaer	No	No	494	60	12.1%	494	56	11.3%
5	401	Rensselaer	No	No	519	154	29.7%	507	54	10.7%
1	402	Rensselaer	Yes	No	1,020	231	22.6%	1,020	452	44.3%
2	402	Rensselaer	Yes	Yes	1,189	774	65.1%	1,189	500	42.1%
3	402	Rensselaer	No	Yes	1,049	452	43.1%	1,049	102	9.7%
4	402	Rensselaer	Yes	No	1,401	231	16.5%	1,401	311	22.2%
1	403	Rensselaer	No	Yes	1,325	606	45.7%	1,325	145	10.9%
2	403	Rensselaer	No	No	674	194	28.8%	674	45	6.7%
3	403	Rensselaer	No	Yes	1,328	414	31.2%	1,328	215	16.2%
1	404	Rensselaer	Yes	Yes	1,154	965	83.6%	1,154	670	58.1%
2	404	Rensselaer	No	Yes	1,183	627	53.0%	1,183	231	19.5%
1	405	Rensselaer	Yes	No	856	220	25.7%	856	217	25.4%
2	405	Rensselaer	Yes	Yes	1,169	740	63.3%	1,166	690	59.2%
1	406	Rensselaer	Yes	Yes	701	362	51.6%	689	179	26.0%
2	406	Rensselaer	Yes	Yes	1,495	691	46.2%	813	314	38.6%
1	407.01	Rensselaer	Yes	Yes	1,422	460	32.3%	1,051	287	27.3%
2	407.01	Rensselaer	No	No	1,855	498	26.8%	1,515	279	18.4%
3	407.01	Rensselaer	Yes	Yes	818	423	51.7%	818	247	30.2%
1	407.02	Rensselaer	No	Yes	1,403	484	34.5%	1,240	169	13.6%
1	408	Rensselaer	No	Yes	667	248	37.2%	667	85	12.7%
2	408	Rensselaer	No	No	1,190	135	11.3%	1,190	172	14.5%
1	409	Rensselaer	No	Yes	804	393	48.9%	804	115	14.3%
2	409	Rensselaer	No	No	753	178	23.6%	753	124	16.5%
3	409	Rensselaer	No	No	758	82	10.8%	758	96	12.7%
4	409	Rensselaer	Yes	Yes	573	318	55.5%	573	200	34.9%
1	410	Rensselaer	No	Yes	981	449	45.8%	920	160	17.4%
2	410	Rensselaer	Yes	Yes	1,191	549	46.1%	956	331	34.6%
3	410	Rensselaer	No	Yes	1,945	1,089	56.0%	1,882	233	12.4%

1	411.01	Rensselaer	No	No	1,823	147	8.1%	1,823	165	9.1%
2	411.01	Rensselaer	No	No	1,176	329	28.0%	1,165	56	4.8%
1	411.02	Rensselaer	Yes	Yes	1,018	524	51.5%	1,018	801	78.7%
2	411.02	Rensselaer	No	Yes	1,469	547	37.2%	1,398	261	18.7%
1	412	Rensselaer	No	No	559	119	21.3%	518	35	6.8%
2	412	Rensselaer	No	Yes	653	198	30.3%	653	0	0.0%
3	412	Rensselaer	No	No	996	116	11.6%	925	9	1.0%
4	412	Rensselaer	Yes	No	1,391	205	14.7%	1,279	375	29.3%
1	413	Rensselaer	No	No	1,195	218	18.2%	632	8	1.3%
2	413	Rensselaer	No	No	650	123	18.9%	650	27	4.2%
3	413	Rensselaer	Yes	Yes	737	229	31.1%	422	168	39.8%
4	413	Rensselaer	No	No	1,507	380	25.2%	243	18	7.4%
5	413	Rensselaer	Yes	Yes	954	441	46.2%	802	485	60.5%
1	414	Rensselaer	No	Yes	2,380	828	34.8%	2,380	249	10.5%
2	414	Rensselaer	No	No	1,628	126	7.7%	1,628	95	5.8%
1	515	Rensselaer	Yes	Yes	1,090	419	38.4%	1,090	263	24.1%
2	515	Rensselaer	Yes	No	1,594	329	20.6%	1,594	459	28.8%
1	516.01	Rensselaer	Yes	No	655	116	17.7%	655	289	44.1%
2	516.01	Rensselaer	No	No	1,524	404	26.5%	1,507	264	17.5%
3	516.01	Rensselaer	Yes	No	540	90	16.7%	540	192	35.6%
1	516.02	Rensselaer	No	Yes	1,872	589	31.5%	1,872	99	5.3%
2	516.02	Rensselaer	No	No	1,000	16	1.6%	963	47	4.9%
3	516.02	Rensselaer	Yes	No	977	204	20.9%	977	216	22.1%
1	517.01	Rensselaer	No	No	1,501	31	2.1%	1,501	38	2.5%
2	517.01	Rensselaer	No	No	1,987	103	5.2%	1,987	178	9.0%
1	517.02	Rensselaer	No	No	1,489	145	9.7%	1,458	290	19.9%
2	517.02	Rensselaer	No	No	1,736	63	3.6%	1,680	55	3.3%
1	518	Rensselaer	No	No	1,338	50	3.7%	1,338	198	14.8%
2	518	Rensselaer	No	No	564	14	2.5%	563	59	10.5%

3	518	Rensselaer	No	No	1,206	17	1.4%	1,206	0	0.0%
4	518	Rensselaer	No	No	2,432	118	4.9%	2,432	307	12.6%
1	519.01	Rensselaer	No	No	1,486	43	2.9%	1,486	104	7.0%
2	519.01	Rensselaer	No	No	1,986	26	1.3%	1,906	102	5.4%
3	519.01	Rensselaer	No	No	1,081	118	10.9%	1,081	37	3.4%
1	519.02	Rensselaer	No	No	1,430	39	2.7%	1,419	21	1.5%
2	519.02	Rensselaer	No	No	1,431	114	8.0%	1,331	65	4.9%
1	520.02	Rensselaer	No	No	2,221	43	1.9%	2,221	144	6.5%
1	520.03	Rensselaer	No	No	1,313	113	8.6%	1,313	39	3.0%
2	520.03	Rensselaer	No	Yes	525	161	30.7%	525	0	0.0%
3	520.03	Rensselaer	No	No	987	26	2.6%	987	96	9.7%
4	520.03	Rensselaer	No	No	1,049	24	2.3%	1,049	39	3.7%
1	520.04	Rensselaer	No	No	1,569	405	25.8%	1,569	39	2.5%
2	520.04	Rensselaer	No	No	1,301	13	1.0%	1,301	100	7.7%
3	520.04	Rensselaer	No	No	1,876	95	5.1%	1,876	53	2.8%
4	520.04	Rensselaer	No	No	954	38	4.0%	954	25	2.6%
5	520.04	Rensselaer	No	No	747	34	4.6%	747	0	0.0%
1	521.01	Rensselaer	No	No	720	108	15.0%	720	100	13.9%
2	521.01	Rensselaer	No	No	1,194	25	2.1%	1,194	143	12.0%
1	521.02	Rensselaer	No	No	1,325	70	5.3%	1,320	49	3.7%
1	521.03	Rensselaer	No	No	1,032	19	1.8%	1,032	144	14.0%
2	521.03	Rensselaer	No	No	998	33	3.3%	998	71	7.1%
1	522.01	Rensselaer	No	No	1,471	94	6.4%	1,471	103	7.0%
2	522.01	Rensselaer	No	No	1,471	88	6.0%	1,471	13	0.9%
3	522.01	Rensselaer	No	No	1,388	129	9.3%	1,388	76	5.5%
1	522.03	Rensselaer	No	No	1,626	144	8.9%	1,626	228	14.0%
2	522.03	Rensselaer	No	No	1,033	0	0.0%	1,033	45	4.4%
3	522.03	Rensselaer	No	No	511	10	2.0%	511	15	2.9%
4	522.03	Rensselaer	No	No	2,035	0	0.0%	2,035	20	1.0%

5	522.03	Rensselaer	No	No	864	3	0.3%	864	94	10.9%
1	522.04	Rensselaer	No	No	1,266	42	3.3%	1,266	0	0.0%
2	522.04	Rensselaer	No	No	1,025	184	18.0%	1,025	54	5.3%
1	523.01	Rensselaer	No	Yes	1,963	597	30.4%	1,958	8	0.4%
2	523.01	Rensselaer	No	No	833	93	11.2%	833	52	6.2%
3	523.01	Rensselaer	No	No	2,697	327	12.1%	2,679	0	0.0%
1	523.03	Rensselaer	No	No	1,179	74	6.3%	1,179	133	11.3%
1	523.05	Rensselaer	No	No	594	39	6.6%	594	71	12.0%
2	523.05	Rensselaer	No	No	856	19	2.2%	856	38	4.4%
3	523.05	Rensselaer	No	No	1,134	157	13.8%	1,126	15	1.3%
1	523.06	Rensselaer	No	No	2,235	178	8.0%	2,235	21	0.9%
2	523.06	Rensselaer	No	No	479	30	6.3%	479	71	14.8%
3	523.06	Rensselaer	No	No	1,293	131	10.1%	985	26	2.6%
1	524.02	Rensselaer	No	No	2,563	311	12.1%	2,208	87	3.9%
1	524.05	Rensselaer	No	No	547	58	10.6%	547	0	0.0%
2	524.05	Rensselaer	No	No	2,190	366	16.7%	2,189	67	3.1%
1	524.06	Rensselaer	No	Yes	989	321	32.5%	989	78	7.9%
2	524.06	Rensselaer	No	No	819	238	29.1%	819	24	2.9%
3	524.06	Rensselaer	No	No	2,196	361	16.4%	2,164	153	7.1%
1	524.07	Rensselaer	No	No	2,768	560	20.2%	2,768	52	1.9%
2	524.07	Rensselaer	No	No	2,309	216	9.4%	2,309	8	0.3%
1	524.08	Rensselaer	No	No	1,328	69	5.2%	1,328	122	9.2%
2	524.08	Rensselaer	No	No	971	43	4.4%	971	71	7.3%
1	525.01	Rensselaer	No	No	962	43	4.5%	962	9	0.9%
2	525.01	Rensselaer	No	No	1,009	145	14.4%	1,009	34	3.4%
3	525.01	Rensselaer	No	No	2,160	188	8.7%	2,160	44	2.0%
4	525.01	Rensselaer	No	No	1,539	16	1.0%	1,539	33	2.1%
1	525.02	Rensselaer	No	No	3,197	108	3.4%	3,174	111	3.5%
2	525.02	Rensselaer	No	No	1,093	125	11.4%	1,093	17	1.6%

3	525.02	Rensselaer	No	No	658	0	0.0%	658	46	7.0%
4	525.02	Rensselaer	No	No	782	64	8.2%	782	33	4.2%
1	525.03	Rensselaer	No	No	1,480	110	7.4%	1,409	155	11.0%
1	526.01	Rensselaer	No	No	1,783	11	0.6%	1,783	44	2.5%
2	526.01	Rensselaer	No	No	1,679	115	6.8%	1,679	65	3.9%
1	526.02	Rensselaer	No	No	1,169	102	8.7%	1,143	79	6.9%
1	526.03	Rensselaer	No	No	1,434	80	5.6%	1,378	40	2.9%
2	526.03	Rensselaer	No	No	1,367	29	2.1%	1,367	125	9.1%
1	601.02	Saratoga	Yes	No	3,161	33	1.0%	3,151	660	20.9%
2	601.02	Saratoga	No	No	818	116	14.2%	818	0	0.0%
3	601.02	Saratoga	No	No	534	41	7.7%	534	0	0.0%
4	601.02	Saratoga	No	No	1,897	23	1.2%	1,897	77	4.1%
1	601.03	Saratoga	No	No	762	0	0.0%	762	3	0.4%
2	601.03	Saratoga	No	No	991	120	12.1%	991	0	0.0%
1	601.04	Saratoga	No	No	1,224	46	3.8%	1,224	104	8.5%
2	601.04	Saratoga	No	No	815	17	2.1%	815	122	15.0%
3	601.04	Saratoga	No	No	2,429	218	9.0%	2,429	405	16.7%
1	602	Saratoga	No	No	1,153	226	19.6%	1,153	63	5.5%
2	602	Saratoga	No	No	986	4	0.4%	986	159	16.1%
3	602	Saratoga	No	No	1,600	61	3.8%	1,590	157	9.9%
1	603.01	Saratoga	No	No	1,168	11	0.9%	1,168	130	11.1%
2	603.01	Saratoga	No	No	2,094	66	3.2%	2,094	139	6.6%
1	604	Saratoga	No	No	1,188	15	1.3%	1,177	64	5.4%
2	604	Saratoga	Yes	No	976	59	6.0%	976	212	21.7%
3	604	Saratoga	Yes	No	405	9	2.2%	405	96	23.7%
1	605.01	Saratoga	No	No	1,031	33	3.2%	1,031	185	17.9%
2	605.01	Saratoga	No	No	1,064	66	6.2%	1,064	11	1.0%
1	605.04	Saratoga	No	No	479	44	9.2%	479	28	5.8%
2	605.04	Saratoga	Yes	No	592	3	0.5%	592	153	25.8%

1	605.05	Saratoga	No	No	526	23	4.4%	526	19	3.6%
2	605.05	Saratoga	Yes	No	478	48	10.0%	478	123	25.7%
1	605.06	Saratoga	No	No	962	72	7.5%	955	191	20.0%
2	605.06	Saratoga	No	No	724	61	8.4%	724	31	4.3%
1	605.07	Saratoga	No	No	373	13	3.5%	373	37	9.9%
1	606.01	Saratoga	No	No	1,203	26	2.2%	1,203	117	9.7%
2	606.01	Saratoga	No	No	847	103	12.2%	847	140	16.5%
3	606.01	Saratoga	No	No	994	122	12.3%	994	153	15.4%
1	606.02	Saratoga	No	No	1,488	42	2.8%	1,488	186	12.5%
2	606.02	Saratoga	No	No	2,567	245	9.5%	2,567	268	10.4%
3	606.02	Saratoga	No	No	932	82	8.8%	932	2	0.2%
1	607.03	Saratoga	No	No	1,582	0	0.0%	1,551	6	0.4%
2	607.03	Saratoga	No	No	1,862	208	11.2%	1,853	126	6.8%
1	607.04	Saratoga	No	No	1,137	66	5.8%	1,125	44	3.9%
2	607.04	Saratoga	No	No	1,637	50	3.1%	1,637	10	0.6%
3	607.04	Saratoga	No	No	1,313	161	12.3%	1,313	107	8.1%
1	607.05	Saratoga	No	No	1,063	107	10.1%	1,055	38	3.6%
2	607.05	Saratoga	No	No	1,237	185	15.0%	1,237	63	5.1%
3	607.05	Saratoga	No	No	2,153	34	1.6%	2,153	16	0.7%
1	607.06	Saratoga	No	No	2,502	70	2.8%	2,502	51	2.0%
2	607.06	Saratoga	No	No	1,580	16	1.0%	1,580	0	0.0%
3	607.06	Saratoga	No	No	1,325	27	2.0%	1,325	69	5.2%
1	608	Saratoga	No	No	2,390	220	9.2%	2,359	78	3.3%
2	608	Saratoga	No	No	2,097	123	5.9%	2,097	177	8.4%
3	608	Saratoga	No	No	758	97	12.8%	758	74	9.8%
1	609.01	Saratoga	No	No	1,835	217	11.8%	1,835	56	3.1%
2	609.01	Saratoga	No	No	886	114	12.9%	886	0	0.0%
3	609.01	Saratoga	No	No	1,074	221	20.6%	1,074	13	1.2%
1	609.02	Saratoga	No	No	1,232	18	1.5%	1,232	143	11.6%

2	609.02	Saratoga	No	No	812	23	2.8%	805	111	13.8%
1	610.01	Saratoga	No	No	918	21	2.3%	918	36	3.9%
2	610.01	Saratoga	No	No	763	84	11.0%	763	146	19.1%
3	610.01	Saratoga	No	No	1,218	23	1.9%	1,218	26	2.1%
1	610.02	Saratoga	No	No	1,016	104	10.2%	1,011	71	7.0%
2	610.02	Saratoga	Yes	No	946	179	18.9%	933	218	23.4%
1	611.01	Saratoga	Yes	Yes	385	242	62.9%	385	147	38.2%
2	611.01	Saratoga	No	No	1,245	322	25.9%	1,245	167	13.4%
3	611.01	Saratoga	No	No	519	13	2.5%	519	57	11.0%
1	611.02	Saratoga	No	No	980	24	2.4%	980	24	2.4%
2	611.02	Saratoga	No	Yes	1,090	434	39.8%	1,088	0	0.0%
3	611.02	Saratoga	No	No	748	10	1.3%	748	59	7.9%
4	611.02	Saratoga	No	No	589	9	1.5%	589	4	0.7%
1	612.01	Saratoga	Yes	No	780	21	2.7%	455	155	34.1%
2	612.01	Saratoga	No	No	836	184	22.0%	836	72	8.6%
3	612.01	Saratoga	No	No	695	151	21.7%	656	0	0.0%
1	612.02	Saratoga	No	No	848	47	5.5%	848	84	9.9%
2	612.02	Saratoga	No	No	1,035	131	12.7%	1,035	84	8.1%
3	612.02	Saratoga	Yes	No	1,314	282	21.5%	1,314	375	28.5%
1	613.01	Saratoga	No	No	925	79	8.5%	843	78	9.3%
2	613.01	Saratoga	No	No	1,357	43	3.2%	1,357	261	19.2%
3	613.01	Saratoga	No	No	1,632	51	3.1%	1,632	145	8.9%
1	613.03	Saratoga	No	Yes	1,986	669	33.7%	10	0	0.0%
1	613.04	Saratoga	No	No	866	66	7.6%	866	105	12.1%
2	613.04	Saratoga	No	No	892	20	2.2%	892	4	0.4%
3	613.04	Saratoga	No	No	1,352	63	4.7%	1,352	0	0.0%
1	613.05	Saratoga	No	No	1,809	198	10.9%	1,780	139	7.8%
2	613.05	Saratoga	No	No	1,280	56	4.4%	1,240	106	8.5%
3	613.05	Saratoga	No	No	481	51	10.6%	481	51	10.6%

1	614.01	Saratoga	No	No	1,333	88	6.6%	1,333	112	8.4%
2	614.01	Saratoga	No	No	867	6	0.7%	867	25	2.9%
3	614.01	Saratoga	No	No	2,060	167	8.1%	1,979	141	7.1%
1	614.03	Saratoga	No	No	2,554	267	10.5%	2,553	37	1.4%
2	614.03	Saratoga	No	No	1,492	82	5.5%	1,340	179	13.4%
3	614.03	Saratoga	No	No	754	11	1.5%	754	31	4.1%
4	614.03	Saratoga	No	No	2,031	115	5.7%	2,031	54	2.7%
1	614.04	Saratoga	No	No	840	21	2.5%	840	18	2.1%
2	614.04	Saratoga	No	No	2,366	136	5.7%	2,366	55	2.3%
1	615	Saratoga	No	No	1,726	7	0.4%	1,726	50	2.9%
2	615	Saratoga	No	No	708	10	1.4%	708	22	3.1%
3	615	Saratoga	Yes	No	1,105	7	0.6%	1,105	245	22.2%
1	616	Saratoga	No	No	1,049	143	13.6%	1,049	57	5.4%
2	616	Saratoga	No	No	831	62	7.5%	816	46	5.6%
3	616	Saratoga	No	No	1,031	255	24.7%	1,016	70	6.9%
4	616	Saratoga	No	No	1,430	38	2.7%	1,430	16	1.1%
1	617.01	Saratoga	No	No	2,117	200	9.4%	2,117	36	1.7%
2	617.01	Saratoga	No	No	3,253	227	7.0%	3,095	265	8.6%
3	617.01	Saratoga	No	No	1,073	75	7.0%	1,073	0	0.0%
1	617.02	Saratoga	No	No	2,014	122	6.1%	2,014	77	3.8%
2	617.02	Saratoga	No	No	1,055	58	5.5%	1,055	39	3.7%
3	617.02	Saratoga	No	No	1,485	56	3.8%	1,485	54	3.6%
1	618	Saratoga	No	No	2,670	154	5.8%	2,670	203	7.6%
2	618	Saratoga	No	No	1,260	348	27.6%	1,104	77	7.0%
3	618	Saratoga	No	No	1,556	35	2.2%	1,552	48	3.1%
1	619.04	Saratoga	No	No	1,883	471	25.0%	1,883	149	7.9%
2	619.04	Saratoga	No	No	594	0	0.0%	594	9	1.5%
3	619.04	Saratoga	No	No	1,682	203	12.1%	1,666	118	7.1%
4	619.04	Saratoga	No	No	1,502	58	3.9%	1,502	0	0.0%

1	619.05	Saratoga	No	No	979	99	10.1%	979	0	0.0%
2	619.05	Saratoga	No	No	731	63	8.6%	731	84	11.5%
3	619.05	Saratoga	No	No	1,618	46	2.8%	1,618	222	13.7%
1	619.06	Saratoga	Yes	No	2,624	293	11.2%	2,624	597	22.8%
2	619.06	Saratoga	No	No	932	40	4.3%	932	25	2.7%
1	619.07	Saratoga	No	No	1,782	233	13.1%	1,692	49	2.9%
2	619.07	Saratoga	No	No	2,831	511	18.1%	2,831	25	0.9%
1	620.01	Saratoga	No	No	1,432	0	0.0%	1,432	213	14.9%
2	620.01	Saratoga	No	No	2,336	23	1.0%	2,336	254	10.9%
3	620.01	Saratoga	No	No	964	12	1.2%	964	0	0.0%
1	620.02	Saratoga	No	No	1,791	30	1.7%	1,791	59	3.3%
2	620.02	Saratoga	No	No	834	70	8.4%	834	138	16.5%
1	621	Saratoga	No	No	1,756	126	7.2%	1,756	225	12.8%
1	622	Saratoga	No	No	1,003	21	2.1%	1,003	125	12.5%
2	622	Saratoga	Yes	No	923	129	14.0%	923	198	21.5%
3	622	Saratoga	Yes	No	1,013	76	7.5%	1,013	260	25.7%
1	623	Saratoga	No	No	871	46	5.3%	871	103	11.8%
2	623	Saratoga	Yes	No	1,367	264	19.3%	1,367	384	28.1%
1	624.04	Saratoga	No	No	3,057	72	2.4%	3,057	69	2.3%
1	624.06	Saratoga	No	No	1,004	158	15.7%	1,004	27	2.7%
2	624.06	Saratoga	No	No	705	172	24.4%	705	19	2.7%
3	624.06	Saratoga	No	No	2,461	241	9.8%	2,461	62	2.5%
1	624.07	Saratoga	No	No	1,264	71	5.6%	1,264	144	11.4%
2	624.07	Saratoga	No	No	1,311	34	2.6%	1,311	19	1.4%
3	624.07	Saratoga	No	No	1,842	519	28.2%	1,842	200	10.9%
1	624.08	Saratoga	No	No	913	32	3.5%	913	70	7.7%
2	624.08	Saratoga	No	No	1,948	15	0.8%	1,948	0	0.0%
1	624.09	Saratoga	No	No	484	24	5.0%	484	46	9.5%
2	624.09	Saratoga	No	No	936	47	5.0%	936	12	1.3%

3	624.09	Saratoga	No	No	1,556	80	5.1%	1,556	40	2.6%
1	624.1	Saratoga	No	No	2,572	707	27.5%	2,572	107	4.2%
2	624.1	Saratoga	No	No	1,264	339	26.8%	1,264	36	2.8%
1	625.01	Saratoga	No	No	2,148	143	6.7%	2,148	52	2.4%
2	625.01	Saratoga	No	No	2,168	329	15.2%	2,168	15	0.7%
3	625.01	Saratoga	No	No	809	50	6.2%	809	0	0.0%
1	625.03	Saratoga	No	No	1,718	169	9.8%	1,691	0	0.0%
2	625.03	Saratoga	No	No	2,244	276	12.3%	2,244	0	0.0%
3	625.03	Saratoga	No	No	1,907	426	22.3%	1,907	2	0.1%
4	625.03	Saratoga	No	Yes	355	136	38.3%	355	16	4.5%
1	625.05	Saratoga	No	No	2,669	468	17.5%	2,649	38	1.4%
2	625.05	Saratoga	No	No	1,769	74	4.2%	1,769	94	5.3%
1	625.06	Saratoga	No	Yes	2,273	753	33.1%	2,273	11	0.5%
2	625.06	Saratoga	No	No	1,320	127	9.6%	1,320	11	0.8%
3	625.06	Saratoga	No	No	1,634	297	18.2%	1,621	6	0.4%
1	625.07	Saratoga	No	No	2,112	585	27.7%	2,112	128	6.1%
2	625.07	Saratoga	No	No	1,841	225	12.2%	1,841	20	1.1%
1	625.08	Saratoga	No	No	1,756	185	10.5%	1,756	56	3.2%
2	625.08	Saratoga	No	No	652	74	11.3%	652	41	6.3%
3	625.08	Saratoga	No	No	2,166	386	17.8%	2,043	148	7.2%
1	625.09	Saratoga	No	No	1,927	85	4.4%	1,927	28	1.5%
2	625.09	Saratoga	No	No	1,416	139	9.8%	1,416	48	3.4%
1	626.01	Saratoga	No	No	2,185	147	6.7%	2,156	17	0.8%
2	626.01	Saratoga	No	No	1,041	96	9.2%	1,041	0	0.0%
1	626.02	Saratoga	No	No	1,415	135	9.5%	1,415	18	1.3%
2	626.02	Saratoga	No	No	4,989	1,250	25.1%	4,989	148	3.0%
1	627	Saratoga	No	No	1,754	348	19.8%	1,754	38	2.2%
2	627	Saratoga	No	No	2,495	234	9.4%	2,495	85	3.4%
3	627	Saratoga	No	No	1,872	153	8.2%	1,872	154	8.2%

1	628	Saratoga	No	No	617	34	5.5%	617	36	5.8%
2	628	Saratoga	No	No	1,496	78	5.2%	1,490	162	10.9%
1	629	Saratoga	No	No	714	30	4.2%	714	0	0.0%
1	201.01	Schenectady	No	Yes	1,026	344	33.5%	1,026	49	4.8%
2	201.01	Schenectady	No	No	1,423	418	29.4%	1,417	24	1.7%
1	201.02	Schenectady	Yes	Yes	853	498	58.4%	853	226	26.5%
2	201.02	Schenectady	No	Yes	1,657	541	32.6%	1,657	309	18.6%
1	202	Schenectady	Yes	Yes	648	334	51.5%	648	147	22.7%
2	202	Schenectady	Yes	Yes	1,944	913	47.0%	1,811	508	28.1%
1	203	Schenectady	No	No	728	172	23.6%	549	104	18.9%
2	203	Schenectady	No	Yes	1,383	481	34.8%	716	66	9.2%
1	205	Schenectady	No	No	1,395	355	25.4%	1,395	66	4.7%
2	205	Schenectady	No	Yes	742	295	39.8%	742	0	0.0%
3	205	Schenectady	No	No	983	218	22.2%	947	126	13.3%
4	205	Schenectady	No	No	613	76	12.4%	613	42	6.9%
5	205	Schenectady	No	Yes	832	549	66.0%	832	27	3.2%
6	205	Schenectady	No	No	702	112	16.0%	702	134	19.1%
1	206	Schenectady	No	No	1,997	557	27.9%	1,984	34	1.7%
2	206	Schenectady	Yes	Yes	1,659	590	35.6%	1,652	362	21.9%
1	207	Schenectady	No	Yes	748	315	42.1%	748	0	0.0%
2	207	Schenectady	Yes	Yes	1,768	977	55.3%	1,768	865	48.9%
3	207	Schenectady	No	Yes	842	606	72.0%	842	23	2.7%
4	207	Schenectady	No	Yes	630	505	80.2%	630	90	14.3%
5	207	Schenectady	Yes	Yes	1,857	1,625	87.5%	1,857	834	44.9%
1	208	Schenectady	Yes	Yes	1,306	575	44.0%	1,306	313	24.0%
2	208	Schenectady	Yes	Yes	656	349	53.2%	655	232	35.4%
3	208	Schenectady	No	Yes	1,113	705	63.3%	1,113	135	12.1%
4	208	Schenectady	Yes	Yes	534	531	99.4%	534	170	31.8%
1	209	Schenectady	Yes	Yes	1,014	890	87.8%	1,014	462	45.6%

2	209	Schenectady	Yes	Yes	1,077	998	92.7%	1,077	336	31.2%
3	209	Schenectady	No	Yes	341	131	38.4%	341	58	17.0%
4	209	Schenectady	No	Yes	1,506	1,430	95.0%	1,506	129	8.6%
1	210.01	Schenectady	Yes	Yes	1,278	821	64.2%	1,022	239	23.4%
1	210.02	Schenectady	Yes	Yes	872	594	68.1%	872	566	64.9%
2	210.02	Schenectady	Yes	Yes	1,049	531	50.6%	1,049	461	43.9%
3	210.02	Schenectady	Yes	Yes	807	475	58.9%	807	603	74.7%
1	212	Schenectady	No	Yes	1,066	356	33.4%	1,066	60	5.6%
2	212	Schenectady	No	Yes	1,156	386	33.4%	1,156	164	14.2%
3	212	Schenectady	No	No	654	159	24.3%	654	126	19.3%
1	214	Schenectady	Yes	Yes	763	645	84.5%	763	311	40.8%
2	214	Schenectady	Yes	Yes	812	555	68.3%	812	237	29.2%
3	214	Schenectady	Yes	Yes	508	233	45.9%	508	147	28.9%
4	214	Schenectady	Yes	Yes	1,158	813	70.2%	1,157	656	56.7%
1	215	Schenectady	Yes	Yes	701	331	47.2%	701	250	35.7%
2	215	Schenectady	Yes	Yes	1,626	1,042	64.1%	1,626	859	52.8%
3	215	Schenectady	No	Yes	575	319	55.5%	575	31	5.4%
1	216	Schenectady	Yes	Yes	520	258	49.6%	520	214	41.2%
2	216	Schenectady	No	Yes	795	644	81.0%	795	110	13.8%
3	216	Schenectady	No	Yes	1,029	449	43.6%	830	152	18.3%
4	216	Schenectady	No	Yes	1,152	635	55.1%	1,152	106	9.2%
1	217	Schenectady	Yes	Yes	740	631	85.3%	740	167	22.6%
2	217	Schenectady	No	Yes	785	339	43.2%	785	43	5.5%
3	217	Schenectady	No	Yes	1,868	1,291	69.1%	1,868	331	17.7%
4	217	Schenectady	Yes	Yes	683	523	76.6%	681	431	63.3%
1	218.01	Schenectady	No	No	995	275	27.6%	961	6	0.6%
2	218.01	Schenectady	No	Yes	1,229	485	39.5%	1,229	146	11.9%
1	218.02	Schenectady	Yes	No	1,662	457	27.5%	1,521	356	23.4%
2	218.02	Schenectady	No	No	588	58	9.9%	588	40	6.8%

3	218.02	Schenectady	No	Yes	910	281	30.9%	910	0	0.0%
4	218.02	Schenectady	No	Yes	1,350	513	38.0%	1,350	85	6.3%
1	319.01	Schenectady	No	No	2,681	434	16.2%	2,631	62	2.4%
2	319.01	Schenectady	No	No	2,353	699	29.7%	2,342	36	1.5%
1	319.02	Schenectady	No	No	636	69	10.8%	582	8	1.4%
2	319.02	Schenectady	No	No	1,574	162	10.3%	1,521	55	3.6%
3	319.02	Schenectady	No	No	832	79	9.5%	832	0	0.0%
1	320	Schenectady	No	No	933	68	7.3%	923	0	0.0%
2	320	Schenectady	No	No	904	63	7.0%	904	0	0.0%
3	320	Schenectady	No	No	942	197	20.9%	942	0	0.0%
4	320	Schenectady	No	No	606	0	0.0%	606	37	6.1%
5	320	Schenectady	No	No	1,093	241	22.0%	1,093	31	2.8%
6	320	Schenectady	No	Yes	1,041	376	36.1%	1,041	37	3.6%
7	320	Schenectady	No	Yes	1,484	825	55.6%	1,393	191	13.7%
1	321.01	Schenectady	No	No	953	232	24.3%	953	2	0.2%
2	321.01	Schenectady	No	No	767	95	12.4%	767	17	2.2%
3	321.01	Schenectady	No	No	698	0	0.0%	698	5	0.7%
4	321.01	Schenectady	No	No	1,252	310	24.8%	1,252	23	1.8%
5	321.01	Schenectady	No	No	2,028	295	14.5%	2,028	6	0.3%
1	321.02	Schenectady	No	No	989	229	23.2%	989	24	2.4%
2	321.02	Schenectady	No	No	1,139	256	22.5%	1,122	17	1.5%
1	322	Schenectady	No	No	1,301	44	3.4%	1,301	116	8.9%
2	322	Schenectady	No	No	2,202	184	8.4%	2,111	143	6.8%
3	322	Schenectady	No	No	586	24	4.1%	586	5	0.9%
4	322	Schenectady	No	No	664	48	7.2%	664	45	6.8%
1	323	Schenectady	No	No	719	30	4.2%	719	33	4.6%
2	323	Schenectady	No	No	750	85	11.3%	750	20	2.7%
3	323	Schenectady	No	No	1,070	92	8.6%	1,067	31	2.9%
1	324.02	Schenectady	No	No	612	0	0.0%	612	19	3.1%

2	324.02	Schenectady	No	No	1,844	143	7.8%	1,844	145	7.9%
3	324.02	Schenectady	No	No	1,020	135	13.2%	1,020	102	10.0%
1	324.03	Schenectady	No	No	1,010	94	9.3%	1,010	30	3.0%
2	324.03	Schenectady	No	No	1,438	50	3.5%	1,438	5	0.3%
1	324.04	Schenectady	No	No	1,228	55	4.5%	1,228	23	1.9%
2	324.04	Schenectady	No	No	2,481	247	10.0%	2,481	211	8.5%
3	324.04	Schenectady	No	No	838	73	8.7%	838	12	1.4%
4	324.04	Schenectady	No	No	1,917	313	16.3%	1,717	26	1.5%
1	325.02	Schenectady	No	No	1,192	46	3.9%	1,159	7	0.6%
2	325.02	Schenectady	No	No	1,742	119	6.8%	1,568	19	1.2%
1	325.03	Schenectady	No	No	1,390	24	1.7%	1,390	0	0.0%
2	325.03	Schenectady	No	No	1,920	103	5.4%	1,920	199	10.4%
3	325.03	Schenectady	No	No	1,092	35	3.2%	1,092	50	4.6%
1	325.04	Schenectady	No	No	681	48	7.0%	681	37	5.4%
2	325.04	Schenectady	No	No	1,630	76	4.7%	1,630	26	1.6%
1	326.01	Schenectady	No	No	1,103	76	6.9%	1,103	37	3.4%
2	326.01	Schenectady	No	No	1,304	202	15.5%	1,304	115	8.8%
1	326.02	Schenectady	No	No	1,713	86	5.0%	1,713	52	3.0%
2	326.02	Schenectady	No	No	597	0	0.0%	597	90	15.1%
3	326.02	Schenectady	No	No	1,906	317	16.6%	1,906	95	5.0%
1	327	Schenectady	No	No	1,115	151	13.5%	1,115	0	0.0%
2	327	Schenectady	Yes	Yes	894	431	48.2%	894	197	22.0%
3	327	Schenectady	No	No	1,460	353	24.2%	1,460	168	11.5%
4	327	Schenectady	No	No	675	45	6.7%	675	106	15.7%
1	329.01	Schenectady	No	No	1,121	234	20.9%	1,121	79	7.0%
2	329.01	Schenectady	No	No	1,160	49	4.2%	1,160	8	0.7%
3	329.01	Schenectady	No	No	958	51	5.3%	958	33	3.4%
4	329.01	Schenectady	No	No	407	43	10.6%	407	31	7.6%
1	329.02	Schenectady	No	No	571	73	12.8%	571	0	0.0%

2	329.02	Schenectady	No	No	723	189	26.1%	723	0	0.0%
3	329.02	Schenectady	No	No	1,634	89	5.4%	1,634	73	4.5%
4	329.02	Schenectady	No	No	917	136	14.8%	917	12	1.3%
5	329.02	Schenectady	No	No	447	40	8.9%	447	15	3.4%
1	330.02	Schenectady	No	No	2,589	208	8.0%	2,583	58	2.2%
1	330.03	Schenectady	No	No	2,076	526	25.3%	2,076	55	2.6%
2	330.03	Schenectady	No	No	845	77	9.1%	845	118	14.0%
3	330.03	Schenectady	No	No	890	111	12.5%	890	36	4.0%
1	330.04	Schenectady	No	No	1,201	145	12.1%	1,201	15	1.2%
2	330.04	Schenectady	No	No	482	35	7.3%	482	0	0.0%
3	330.04	Schenectady	No	No	755	68	9.0%	755	56	7.4%
4	330.04	Schenectady	No	Yes	495	184	37.2%	495	47	9.5%
1	331.01	Schenectady	No	No	577	13	2.3%	577	14	2.4%
2	331.01	Schenectady	No	No	1,367	98	7.2%	1,367	67	4.9%
1	331.02	Schenectady	Yes	No	1,484	62	4.2%	1,484	297	20.0%
2	331.02	Schenectady	No	No	1,237	123	9.9%	1,237	25	2.0%
3	331.02	Schenectady	No	No	1,270	117	9.2%	1,270	211	16.6%
4	331.02	Schenectady	No	Yes	787	277	35.2%	787	17	2.2%
5	331.02	Schenectady	No	No	1,209	0	0.0%	1,209	54	4.5%
1	332	Schenectady	Yes	Yes	1,654	564	34.1%	1,654	342	20.7%
2	332	Schenectady	No	Yes	842	282	33.5%	842	129	15.3%
3	332	Schenectady	Yes	No	472	129	27.3%	472	95	20.1%
4	332	Schenectady	No	Yes	708	302	42.7%	708	90	12.7%
1	333	Schenectady	No	No	1,439	175	12.2%	1,439	46	3.2%
2	333	Schenectady	No	No	948	238	25.1%	948	15	1.6%
1	334	Schenectady	No	No	628	148	23.6%	515	64	12.4%
2	334	Schenectady	No	No	1,225	200	16.3%	1,199	127	10.6%
3	334	Schenectady	No	No	1,355	251	18.5%	0	0	0.0%
1	335	Schenectady	No	Yes	2,667	910	34.1%	2,641	301	11.4%

1	701	Warren	No	No	1,424	137	9.6%	1,350	104	7.7%
2	701	Warren	No	No	1,404	61	4.3%	1,404	176	12.5%
1	702	Warren	No	No	1,355	166	12.3%	1,337	132	9.9%
2	702	Warren	Yes	No	688	204	29.7%	676	184	27.2%
1	703	Warren	No	No	1,486	100	6.7%	1,486	127	8.5%
2	703	Warren	No	No	2,184	179	8.2%	2,184	227	10.4%
1	704	Warren	No	No	1,052	73	6.9%	1,052	29	2.8%
2	704	Warren	No	No	1,507	266	17.7%	1,507	228	15.1%
3	704	Warren	No	No	1,267	10	0.8%	1,267	98	7.7%
1	705	Warren	No	No	1,012	35	3.5%	1,012	119	11.8%
2	705	Warren	Yes	No	1,364	101	7.4%	1,264	254	20.1%
1	706.02	Warren	No	No	842	72	8.6%	842	14	1.7%
2	706.02	Warren	No	No	702	46	6.6%	702	37	5.3%
1	706.03	Warren	No	No	466	12	2.6%	466	73	15.7%
2	706.03	Warren	No	No	2,199	117	5.3%	2,157	313	14.5%
3	706.03	Warren	No	No	1,436	74	5.2%	1,436	114	7.9%
1	706.04	Warren	No	No	0	0	0.0%	0	0	0.0%
2	706.04	Warren	No	No	431	0	0.0%	431	8	1.9%
3	706.04	Warren	No	No	1,799	147	8.2%	1,679	76	4.5%
1	707.01	Warren	No	No	1,175	0	0.0%	1,175	74	6.3%
2	707.01	Warren	No	No	1,014	23	2.3%	1,014	107	10.6%
3	707.01	Warren	No	No	1,186	98	8.3%	1,186	54	4.6%
4	707.01	Warren	No	No	578	40	6.9%	578	0	0.0%
1	707.02	Warren	No	No	2,274	117	5.1%	2,274	95	4.2%
2	707.02	Warren	No	No	2,622	91	3.5%	2,622	320	12.2%
1	708.01	Warren	No	No	2,468	348	14.1%	2,463	60	2.4%
2	708.01	Warren	No	No	1,433	82	5.7%	1,337	242	18.1%
1	708.02	Warren	No	No	1,127	76	6.7%	1,127	149	13.2%
2	708.02	Warren	No	No	2,476	169	6.8%	2,446	110	4.5%

1	709	Warren	No	No	607	7	1.2%	559	28	5.0%
2	709	Warren	No	No	2,242	272	12.1%	2,215	159	7.2%
3	709	Warren	No	No	1,661	106	6.4%	1,661	23	1.4%
4	709	Warren	No	No	402	0	0.0%	402	0	0.0%
1	710	Warren	No	No	705	2	0.3%	705	71	10.1%
2	710	Warren	No	No	1,261	28	2.2%	1,261	113	9.0%
3	710	Warren	No	No	632	14	2.2%	632	96	15.2%
4	710	Warren	No	No	492	0	0.0%	492	0	0.0%
1	720.01	Warren	No	No	1,014	129	12.7%	1,011	53	5.2%
2	720.01	Warren	No	No	727	0	0.0%	727	40	5.5%
1	720.02	Warren	No	No	1,031	44	4.3%	1,031	40	3.9%
2	720.02	Warren	No	No	735	35	4.8%	711	42	5.9%
1	730	Warren	No	No	1,531	69	4.5%	1,531	170	11.1%
2	730	Warren	No	No	1,360	88	6.5%	1,342	150	11.2%
3	730	Warren	No	No	733	58	7.9%	733	88	12.0%
4	730	Warren	No	No	333	15	4.5%	333	45	13.5%
1	735	Warren	No	No	1,151	82	7.1%	1,151	159	13.8%
2	735	Warren	No	No	653	46	7.0%	653	51	7.8%
1	740	Warren	No	No	670	13	1.9%	670	15	2.2%
2	740	Warren	No	No	580	90	15.5%	566	22	3.9%
3	740	Warren	No	No	1,069	95	8.9%	984	141	14.3%
1	750.01	Warren	No	No	1,016	45	4.4%	1,015	60	5.9%
2	750.01	Warren	No	No	909	71	7.8%	909	134	14.7%
1	750.02	Warren	No	No	503	10	2.0%	503	40	8.0%
2	750.02	Warren	No	No	672	73	10.9%	667	52	7.8%
1	760	Warren	No	No	607	0	0.0%	584	68	11.6%
2	760	Warren	No	No	616	25	4.1%	616	79	12.8%
3	760	Warren	No	No	901	14	1.6%	901	43	4.8%
1	780	Warren	No	No	859	29	3.4%	859	46	5.4%

2	780	Warren	No	No	516	0	0.0%	516	5	1.0%
3	780	Warren	No	No	525	7	1.3%	525	50	9.5%

Appendix K – Demographic Passenger Profile from Survey Data

CDTA regularly conducts onboard surveys of its passengers to collect information on customer satisfaction and also build a demographic profile of its customers to help improve service, target transit marketing efforts, and ensure that the CDTA riding experience is fair and equal.

These surveys were administered by professional interviewers with randomly selected riders across CDTA’s regular routes. The number of interviews conducted on each route is proportionate to that route’s total ridership relative to all riders on regular routes. The following relevant statistics were gathered in 2023:

Race/Ethnicity

Ethnic Background	% of all riders
White	28%
Black / African American	50%
Hispanic/Latino	14%
Asian	4%
Other	4%

Main Language Spoken at Home

Language Spoken at Home	% of all riders
English	92%
Speak Other Languages	8%

“Please select the range that includes your annual income level”

Annual Income	% of all riders
Less than \$25,000	29%
\$25,000 to \$49,999	30%
\$50,000 to \$74,999	5%
>\$74,999	1%
Prefer not to say	34%

“What is your age?”

Age Group	% of all riders
Under 18	2%
18 to 29	27%
30 to 39	23%
40 to 49	20%
50 to 65	21%
More than 65	4%
Prefer not to say	2%

“What is usually the purpose of your CDTA trip?”

Usual Purpose of CDTA Trip	Total Riders
Work	55%
Shopping	17%
Social / Recreation	7%
School	12%
Medical / Dental	4%
Religious	<1%
Other	4%

Appendix L – Board Agenda

Capital District Transportation Authority Agenda Action Sheet

Subject: Approve Title VI Update
Committee: Strategic and Operational Planning
Meeting Date: March 20, 2025

Background

CDTA follows its Title VI Program to make certain that decisions put our customers on a level playing field and do not unfairly favor or disfavor one demographic over another. According to FTA Circular 4702.1B, Chapter 3: “...FTA requires that all direct and primary recipients document their compliance with DOT’s Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA...”

and the Title VI Program must include:

“...a copy of the recipient’s plan for providing language assistance to persons with limited English proficiency, based on the DOT LEP Guidance.”

In summary, the program contains:

- General requirements, including a copy of Title VI notifications and a report of investigations
- Service monitoring standards that include level and quality of service
- An analysis of our adherence to service monitoring standards (we do comply)
- The definition of a “major service change”
- The definition of a “disparate impact”
- The definition of a “disproportionate burden”
- A Public Participation Plan that describes customer and stakeholder outreach procedures
- A Limited English Proficiency Language Assistance Plan that describes our strategy for addressing customers who do not read, write, or speak English well

The latest version of our program was approved by the Board in 2023. Due to the recent changes in our service footprint, the Planning Department has completed an update of the Title VI Program (including the Language Assistance Plan). The most noteworthy changes to the program include:

- The addition of Warren County;
- An increase of the Disparate Impact threshold from 25% to 30%, based on demographic data;
- Summaries of Title VI analyses, including:
 - Purchase of the Daily Gazette (52% minority, no viable alternatives, impact minimal)
 - Warren County Fare Change (65% low income, 18% minority from rider survey, change will proceed as planned)
 - Purple Line “Major” Service Change (45.8% minority, 18.7% low income, service increases do not require alternatives analysis)
- Updates to all data and maps, including service monitoring, which found no concerns

Proposed Action

I am recommending approval of the 2025-2028 Title VI Program and corresponding Language Assistance Plan, and consent to submit them to the FTA.

Manager

Christopher Desany, Vice President of Planning and Infrastructure

Appendix M – Board Approval

CAPITAL DISTRICT TRANSPORTATION AUTHORITY RESOLUTION No. 16 - 2025

Approve 2025-2028 Title VI Program

WHEREAS, the Capital District Transportation Authority (Authority) is charged with providing transit services within the Capital District Transportation District, and

WHEREAS, the Authority is subject to a number of state and federal statutes and regulations, including those found at 42 U.S.C. §2000 *et seq.* and 49 C.F.R. 21, and is further subject to the oversight of the United States Federal Transit Administration, and

WHEREAS, the Authority is required to develop and approve a comprehensive Title VI Program, to be submitted to the Federal Transit Administration for review every three years, and

WHEREAS, the Authority has reviewed and updated the Title VI Program, and after extensive review and discussion, now recommends the approval and submission of the 2025-2028 Title VI Program to the Federal Transit Administration.

NOW, THEREFORE, IT IS RESOLVED AS FOLLOWS:

1. The Authority hereby approves the 2025-2028 Title VI Program and directs its submission to the Federal Transit Administration.
2. This Resolution will not require any significant direct expenditure of public funds or result in any revenue.
3. This Resolution shall take effect immediately.

CERTIFICATION

The undersigned, duly qualified and acting as Secretary of the Capital District Transportation Authority, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capital District Transportation Authority held on the 26th day of March, 2025.

Dated: March 26, 2025



Michael J. Criscione, Vice-Chairman