



# CAPITAL DISTRICT TRANSPORTATION COMMITTEE

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December 10, 2019

Lois New

New York State Department of Environmental Conservation  
Office of Climate Change  
625 Broadway, Ninth Floor  
Albany, NY 12233-1030

Re: Framework for a Draft Regional Policy

Dear Lois,

CDTC is the designated Metropolitan Planning Organization (MPO) for the Albany-Schenectady-Troy and Saratoga Springs metropolitan areas and is one of fourteen MPOs in New York State.

CDTC has determined that the overall goals of the Transportation & Climate Initiative's (TCI) low carbon transportation policy proposal are consistent with its strategic goals and planning programs, as represented in their long-range regional transportation plans and the projects, programs and studies that are funded through their planning processes. CDTC applauds New York State for its leadership in the effort to establish the TCI. CDTC staff has attended and participated in listening sessions throughout New York State and appreciate the opportunity to offer the following comment on the design of the proposed program.

## Equity

As an organization which plans for the use of transportation funding authorized by Congress, CDTC must comply with Title VI of the Civil Rights Act of 1964 which prohibits discrimination based upon race, color, and national origin. CDTC is committed to ensuring traditionally underserved and underrepresented communities receive a fair share of the regional transportation system's benefits and are not subject to undue burdens.

CDTC maintains information and data related to the locations of protected populations within each metropolitan area in order to comply with Title VI and the Executive Order on Environmental Justice. CDTC considers transportation barriers and needs within these communities. The TCI's community outreach and project planning related to the investment of cap-and-invest proceeds should be coordinated with the NYS MPOs to ensure consistency with their equity efforts related to Title VI.

### Mobile Source Emissions

Reducing emissions from transportation is a common strategic theme in the CDTC regional transportation plan. Additionally, CDTC must comply with requirements under the Clean Air Act Amendments of 1990 as it develops its plans and programs. More recently, federal transportation legislation establishes performance measures for on-road mobile source emissions, which require that emission reduction targets be established for the ozone precursors nitrogen oxides (NOX) and volatile organic compounds (VOC). Targets are also required for carbon monoxide (CO) and particulate matter (PM10 and PM2.5).

Table 1. NYS On-Road Mobile Source Emissions Targets

Target Year	VOC (KG)	CO (KG)	NOX (KG)	PM10 (KG)	PM10 (KG)
2020	22,979	437,781	58,591	9,312	3,920
2022	42,765	839,633	107,713	18,132	7,482

Proposed caps to emissions from gasoline, on-road diesel fuel, and potential biofuels, should meet or exceed these agreed upon targets to help New York State meet its goals.

### Investment of Proceeds

Transportation improvements proposed through the TCI should be coordinated with the NYS MPOs to achieve emission reductions and other policy goals within the long-range regional transportation plans. This coordination will maximize the efficiency and leverage investment in the transportation system which will ensure greater benefits to users. It is important that revenues generated by the initiative be used to advance active transportation, public transit, cleaner vehicles, and other activities that have large-scale positive impacts on environmental quality and public health through the reduction of GHG emissions. CDTC regularly uses analytical and policy tools that assist in the prioritization of transportation projects for federal funding which could be modeled for determining how cap-and-invest proceeds are invested.



## Complementary Policies

Coordination with the NYS MPOs will support the goals of the low carbon transportation system framework as each organization works within metropolitan areas of New York State to develop and implement complementary policies in long-range regional transportation plans. MPOs can supplement the work of TCI by assisting municipalities within the metropolitan areas with coordinating infrastructure planning and land use planning that supports reducing emissions.

For more information on CDTC please visit our website at <https://www.cdtcmpo.org/> or contact me at (518) 458-2161 with any questions. We look forward to working with TCI and NYS in planning for a low carbon future.

Sincerely,



Michael V. Franchini  
Executive Director