



**BCKP REGIONAL INTERGOVERNMENTAL COUNCIL**

**TRANSPORTATION PLANNING  
PUBLIC PARTICIPATION PLAN**

**A Strategy for Citizen Involvement**

**December 2017**

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## **BCKP REGIONAL INTERGOVERNMENTAL COUNCIL**

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## Introduction

The BCKP Regional Intergovernmental Council (RIC) is the federally designated Metropolitan Planning Organization (MPO) for the Charleston, WV Metropolitan Planning Area. As such, it performs cooperative, continuous and comprehensive transportation planning for Kanawha and Putnam counties. The RIC represents the region's transportation interests and needs at the state and federal levels and has an established history of providing effective and inclusive transportation planning for this region.

Public participation plays a vital role in transportation planning. The RIC recognizes this and works to build consensus in its transportation planning process. It employs a variety of public participation techniques in carrying out its planning process including citizen and technical advisory committees, public meetings, tabling at local events, charrettes, surveys, public notices, newsletters, social media, and the RIC website.

This plan describes the strategies, techniques and activities the RIC employs to inform and engage the public in transportation planning issues with the purpose of maximizing participation and effectiveness. Through this plan, RIC endeavors to achieve a level and mix of public participation activities appropriate to the scope and nature of the planning activity. Additionally, this plan outlines the RIC's goals for ensuring successful public participation. One area of intent in this plan is to ensure all-inclusive outreach to traditionally underserved populations, including limited English proficient (LEP) persons, low-literacy persons, minorities, and persons of low-income.

This plan is a dynamic document and will be reviewed annually by the RIC staff to maintain compliance with any new state or federal legislation and policies.

## The Role of the RIC Policy Board in Transportation Planning

The RIC Policy Board is composed of representatives from the local communities within RIC's Metropolitan Planning Area. The Board functions as the "eyes and the ears" of those communities and performs a key public participation role by communicating to RIC staff and members of the WV DOH and the FHWA the transportation concerns of the communities. The Board convenes quarterly meetings for the purpose of:

- communicating local transportation issues and needs to RIC transportation planning staff
- receiving updates from RIC transportation planning staff regarding transportation planning issue and ongoing plans and studies
- discussing and deliberating over transportation policy issues
- adopt transportation plans and studies
- approve RIC's Transportation Improvement Program (TIP) and subsequent amendments
- review and adopt RIC's annual Unified Planning Work Program (UPWP) and transportation planning budget

The dates, times and locations for each meeting are published in the local newspaper's Bulletin Board Section, the West Virginia Secretary of State's (WVSOS) website and the RIC website ([www.wvregion3.org](http://www.wvregion3.org)). Notification is also sent to each member and appropriate agency staff members.

The RIC Policy Board is comprised of elected officials from its four-county region, as well as citizen representatives from each county and the city of Charleston. In addition, one representative from the West Virginia Division of Highways (WV DOH), one representative from the Kanawha Valley Regional Transportation Authority (KVRTA), two representatives from minority organizations, and twelve (12) at-large citizen representatives are appointed to serve on the Policy Board. The at-large members are selected to comply with state and federal requirements for board composition, as well as to represent a cross-section of the population.

## **Federal Title VI and Environmental Justice Statutory Requirements**

Elements of the RIC's public participation program are guided by federal statutory and regulatory requirements, particularly Title VI of the Civil Rights Act of 1964 and Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, enacted in 1994. While the RIC's program meets the requirements of these laws and regulations, it also endeavors to meet the spirit and intent of these laws to improve the transportation planning process for all peoples. Below is a summary of federal Title VI and Environmental Justice requirements.

The Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin. There are 11 titles within the Civil Rights Act. Title VI stresses that public

funds cannot be used to encourage, entrench, or result in discrimination. Perhaps the most widely used passage from the Title VI enactment is as follows:

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 otherwise subjected to discrimination under any program or activity receiving federal financial assistance (42 USC 2000 Section 601).

Since the passage of the Civil Rights Act, the applicability of the legislation has broadened to include protection against discrimination based on age, disability, sex, religion, limited English proficiency (LEP), and income level. This process was carried out through several federal statutes, regulations, policies, and executive orders.

The Civil Rights Restoration Act of 1987 clarifies that Title VI applies to all programs and activities of Federal-aid recipients, sub-recipients, and contractors. Title VI addresses discrimination in federally funded programs by providing legislation to rectify and prevent discriminatory behavior within these organizations and ensuring that federally distributed funds will not be used to adversely affect minority populations. The Civil Rights Act and Title VI apply to all Metropolitan Planning Organizations (MPO) receiving federal funds. Current Title VI law prohibits discrimination in all programs, policies, and activities receiving federal funding.

In 1994, President William J. Clinton recognized that federally funded programs and activities were at risk of negatively affecting minority and low-income groups. As a result, he issued Executive Order (E.O.) 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Its purpose is to focus federal attention on environmental and human health effects of federal actions on minority and low-income populations. The goal of Environmental Justice is achieving environmental protection for all communities.

The Executive Order directs federal agencies, and agencies which receive federal funding, to identify and address any disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. The order also directs each agency to develop a strategy for implementing environmental justice. The order also promotes nondiscrimination in federal and federally-funded programs that affect human health and the environment, as well as provide minority and low-income communities with access to public information and public participation.

The RIC staff adheres to federal public participation requirements for MPOs, which are described in the Code of Federal Regulations Title 23, Section 450.316 CFR 450.316. In particular, section (1) (vii) of the Title 23 regulations references how MPOs should address the needs of Environmental Justice populations:

Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.

Throughout its transportation planning process, the RIC considers the transportation needs of these traditionally underserved populations. This plan seeks to reduce public participation barriers that may exist for low-income, minority, disabled, and limited English proficiency (LEP) groups. Detailed planning for all underserved populations is further described in the RIC's Title VI Plan, which is available on the RIC website. Thematic maps and tables displaying the percentage of LEP, minority and low-income persons by Census Tract for Kanawha and Putnam counties are provided in the Appendix to this plan on page 16.

## **Additional Federal Public Participation Requirements**

Current federal transportation funding legislation, known as The Fixing America's Surface Transportation Act (FAST Act), emphasizes public participation within the transportation planning process, and requires the inclusion of or comments from specific groups located within RIC's Metropolitan Planning Area. Current guidance requires the RIC to:

- 1) Publish a public notice of the public participation procedures to be used and allow 45 days for written public comment before the procedures are adopted or revised.
- 2) Summarize, analyze, and report on the disposition of written and oral comments (in air quality nonattainment and maintenance areas) for either the Metropolitan Transportation Plan (MTP) or the Transportation Improvement Program (TIP).
- 3) Submit comments to the Federal Highways Administration (FHWA) and the Federal Transit Administration (FTA) with the MTP or TIP and make available to other parties by request.

- 4) Provide an additional opportunity for public comment (in nonattainment and maintenance areas) when the final MTP or TIP is different than the one made available for public comment.
- 5) Provide an opportunity for citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, freight shippers, providers of freight transportation services, representatives of users of pedestrian walkways, and bicycle transportation facilities, representatives of the disabled, and other interested parties to participate in the development of the Public Participation Plan, the MTP and the TIP.
- 6) Utilize visualization techniques to describe plans and studies.
- 7) Conduct public meetings at convenient and accessible locations at convenient times.
- 8) Make public information available in an electronically accessible format, such as the web.
- 9) Consult with Federal, state and Indian tribal governments, land management and regulatory agencies, as well as state and local agencies responsible for natural resources, environmental protection, conservation and historic preservation concerning development of the transportation plan.
- 10) Provide reasonable opportunity for comment from interested parties regarding the Public Participation Plan. A list of all known interested parties will be maintained by the RIC staff for this purpose. The list will include the RIC Policy Board and the Transportation Technical Advisory Committee (TTAC), private providers of transportation, affected public agencies, representatives of transportation agency employees, social service agencies (particularly those who serve low-income and minority populations), and environmental resource agencies.
- 11) Comply with Limited English Proficiency (LEP) requirement (Executive Order 13166) when soliciting comments from the general public (in accordance with Title VI of the Civil Rights Act).

## Public Participation Goals

Public participation is integral to good transportation policies, programs and projects. Without meaningful public involvement, there is a risk of making poor decisions or



decisions that have unintended negative consequences. Meaningful public participation is essential for good decision-making. The RIC embraces this position and does not engage in public participation solely to fulfill agency or statutory obligations.

The RIC is responsible for actively involving all affected parties in an open, cooperative and collaborative process. Through this process, members of the public can influence transportation decisions in a meaningful way. The following list outlines the RIC's public participation goals and objectives:

- 1) **Opportunity:** Ensure that all stakeholders and members of the public have ample opportunity to provide input into the transportation planning process.
  - a. Attend existing events to engage Kanawha and Putnam County residents in brief transportation surveys
  - b. Contact local community organizations in order to attend their meetings and events and coordinate targeted community engagement through these organizations
- 2) **Inform:** Effectively publicize all public participation opportunities when transportation plans and studies are being developed.
  - a. Continue to interact with members of the community on the RIC social media accounts including Facebook and Twitter
  - b. Consider creating further social media accounts to increase the RIC's online presence
  - c. Publicize events in a myriad of ways including, but not excluded to, social media, television and radio news stations, online and print media sources, and flyers
- 3) **Engage:** Involve stakeholders and the public in the transportation planning process.
  - a. Strive to hold public meetings, stakeholder meetings, and steering committee meetings at every phase of a plan, project, or study
- 4) **Educate:** Effectively communicate transportation planning issues, concepts and activities to stakeholders and the public.
  - a. Ensure that RIC staff and other meeting facilitators are prepared to provide current, accurate and relevant transportation information to meeting participants

- b. Provide visual and educational materials that clearly and easily communicate the subject matter
  - c. Vary the presentation type and discussion to fit the particular audience
- 5) **Access:** Reach out to and engage traditionally underserved groups such as minority, low-income and limited English proficiency (LEP) populations.
  - a. Speak with local leaders and advocacy groups such as Literacy Volunteers of Kanawha County (LVKC), Carver Career Center, West Side Neighborhood Association, and Charleston East End
  - b. Implement Title VI and Environmental Justice language within goals lists for all plan updates, projects, and studies
  - c. Increase public meetings in areas with low-income, LEP, and minority populations
- 6) **Respond:** Ensure that issues raised by the public are explicitly considered and responded to.
  - a. Record all public comments and incorporate them into appropriate plans, projects, and studies
- 7) **Compliance:** Meet or exceed the spirit, intent and requirements of local, state and federal statutes or regulations.
  - a. Comply with new and future legislation regarding public participation and transportation
  - b. Research best practices or public participation success stories from other MPOs, public agencies, and the private sector

## Public Participant Groups

Public participants in the transportation planning process belong to one of two groups: key stakeholders and the general public. Key stakeholders consist of:

- elected officials, such as state delegates and state senators, county commissioners, mayors and city council members
- city and county government staff, such as city and county managers, department heads and planning department officials
- resource agency staff, such as officials with the WV DOH, the WV Department of Environmental Protection (WV DEP), and the FHWA

- public transportation providers, such as the KVRTA and the Kanawha and Putnam County School Systems, paratransit agencies, and local taxi services
- regional freight providers, including trucking or delivery companies
- community leaders in business and development, including economic development and chamber of commerce officials

The general public includes:

- users of public highways and public transit, bicyclists and pedestrians
- all other persons residing, working, or conducting business within the RIC Metropolitan Planning Area

This group also contains traditionally underserved people including low income populations, minority populations, and citizens of limited English proficiency. The RIC's transportation planning efforts endeavor to address the concerns and transportation needs of these groups, with attention given to those who are traditionally underserved and disadvantaged.

## **Public Participation Methods**

The RIC employs a variety of public participation techniques including meeting with citizen and technical advisory committees, steering committees, interagency consultation groups, key stakeholders, the public, and special interest groups.

Additional public participation methods include tabling at local community events, charrettes, surveys, public notices, newsletters, and online engagement through the RIC's website and social media accounts. These activities may be implemented in varying combinations and degrees during the development of a specific transportation plan or study depending on their need and potential benefit. The following section describes each of these activities in detail.

### **Advisory Committees**

Two transportation advisory committees, the Transportation Technical Advisory Committee (TTAC) and the RIC Bicycle and Pedestrian Committee, participate in RIC's transportation planning process. The RIC also uses the Coordinated Services

Working Group – although this group is not an official committee – for matters related to transportation for the elderly and disabled. Additionally, the RIC attends the bi-monthly meetings of the Putnam County Transportation Committee.

The Transportation Technical Advisory Committee (TTAC) consists of representatives from the WV DOH, KVRTA, the FHWA, the City of Charleston, Kanawha and Putnam County planning commissions, and regional economic development agencies. Members of the TTAC discuss regional transportation issues, studies and projects. Moreover, TTAC meetings provide a forum for members to share ideas and concerns and give updates of regional transportation and development projects. Additionally, TTAC members review the Transportation Improvement Program (TIP) and TIP amendments and make recommendations for approval to the RIC Policy Board. TTAC meetings are held quarterly and are prior to Policy Board meetings. The dates, times, and locations for all of these meetings are sent to each member.

The Coordinated Services Working Group is composed of representatives from regional transit providers and the WV Division of Transit. It meets quarterly and advises RIC staff on regional transit issues and also discusses transit policies and improvement projects.

RIC's Bicycle and Pedestrian Committee is composed of local bicyclists and pedestrians, the WV DOH, the City of Charleston and the Kanawha and Putnam County Planning Commissions. It meets on an as-need basis and advises RIC staff on regional bicycle and pedestrian issues and recommends bicycle and pedestrian policies and improvement projects.

RIC transportation planning staff also meets bi-monthly with the Putnam County Transportation Committee, a committee sponsored by the Putnam County Commission. This committee was established to review and discuss existing and future transportation issues with the citizens of Putnam County.

### **Steering Committees**

During the development of a transportation plan or study, the RIC staff may assemble a steering committee to meet at predetermined intervals in order to provide direction and input into the plan. Steering committees consist of key stakeholders.

### **Interagency Consultation**

The RIC staff may assemble a group of technical and resource personnel to review technical findings or recommendations of a plan or study, particularly air quality conformity determination findings. The staff communicates with this group through in-person meetings, telephone meetings, or email.

### **Stakeholder Meetings and Interviews**

During the development of a transportation plan or study, the RIC staff seeks input from key stakeholders. The RIC engages these stakeholders through group meetings, individual meetings, or phone meetings.

### **Public Meetings**

Public meetings play a key role in conducting public participation. They provide the general public with an opportunity to:

- provide input into the transportation planning process
- express their thoughts or concerns regarding proposed transportation improvements or policy proposals
- receive information and education from the RIC staff and other officials regarding transportation issues, projects, and policies

The RIC staff conducts a variety of public meeting types. These meetings may be in the form of:

- general open house-style meetings open for the public
- meetings held with and hosted by local civic or community groups
- meetings held in minority or low-income communities and targeted to include persons residing in these communities

Public meetings are publicized through notices or articles in the local newspaper, flyers or posters in prominent public locations, television news stories, press releases, social media such as Facebook and Twitter and the RIC website.

During public meetings, members of the public are given an opportunity to view maps and other visual media, review plans and studies, speak with RIC staff and other transportation officials, and provide oral and written comments on proposed plans, projects and studies. The RIC records all public comments and summarize them for use during the development of a plan or study.

**Special Interest Group Meetings**

Special interest groups include those related to business, institutional, cultural, social, or civic interests. The RIC staff endeavors to identify and engage social and civic groups representing the needs of minority, low income, disabled, and limited English proficiency (LEP) groups. The RIC staff engages these groups by participating in meetings held by organizations in their communities.

**Tabling at Local Events**

The RIC staff may set up and staff a table or booth at an existing local community event in order to publicize public outreach events, share information on existing and developing plans and studies, provide information to the public regarding regional transportation policies and issues, and obtain input on developing plans and studies.

**Charrettes**

Charrettes have been used by planning and design teams for many years. A charrette is a collaborative, workshop-style session in which a group of individuals drafts a solution to a problem. The RIC conducts charrettes with targeted groups of stakeholders to receive ideas and input on transportation issues.

**Surveys**

The RIC transportation planning staff uses public surveys to gather input on transportation needs and concerns during the development of a plan or study. Surveys are either paper surveys or web-based electronic surveys disseminated through email, social media and the RIC website. Electronic surveys often yield input from a wider audience as compared to paper surveys.

**Public Notices**

The RIC staff place notices in local newspapers to publicize upcoming public meetings. Additionally, the RIC staff place public notices for adoption of a new TIP, amendments to the existing TIP, adoption of a new Public Participation Plan, updates to the Public Participation Plan, and other activities which require or benefit from public notice.

**Newsletters**

The RIC produces and distributes a quarterly newsletter, known as the RIC Messenger, which is published on the RIC website. RIC also produces an Annual Report which is also published on its website.

**Social Media**

The RIC staff maintains an active Facebook page and Twitter account. Both of these are kept active with posts about RIC public meetings, photographs from projects and events, and links to articles and graphics related to transportation planning.

**RIC Website**

RIC maintains a publicly available website. The current RIC Metropolitan Transportation Plan and RIC Transportation Improvement Program are available for viewing. During Plan updates, progress reports will be provided and any public surveys used will be available for viewing online. The RIC website address is [www.wvregion3.org](http://www.wvregion3.org).

## Appendix

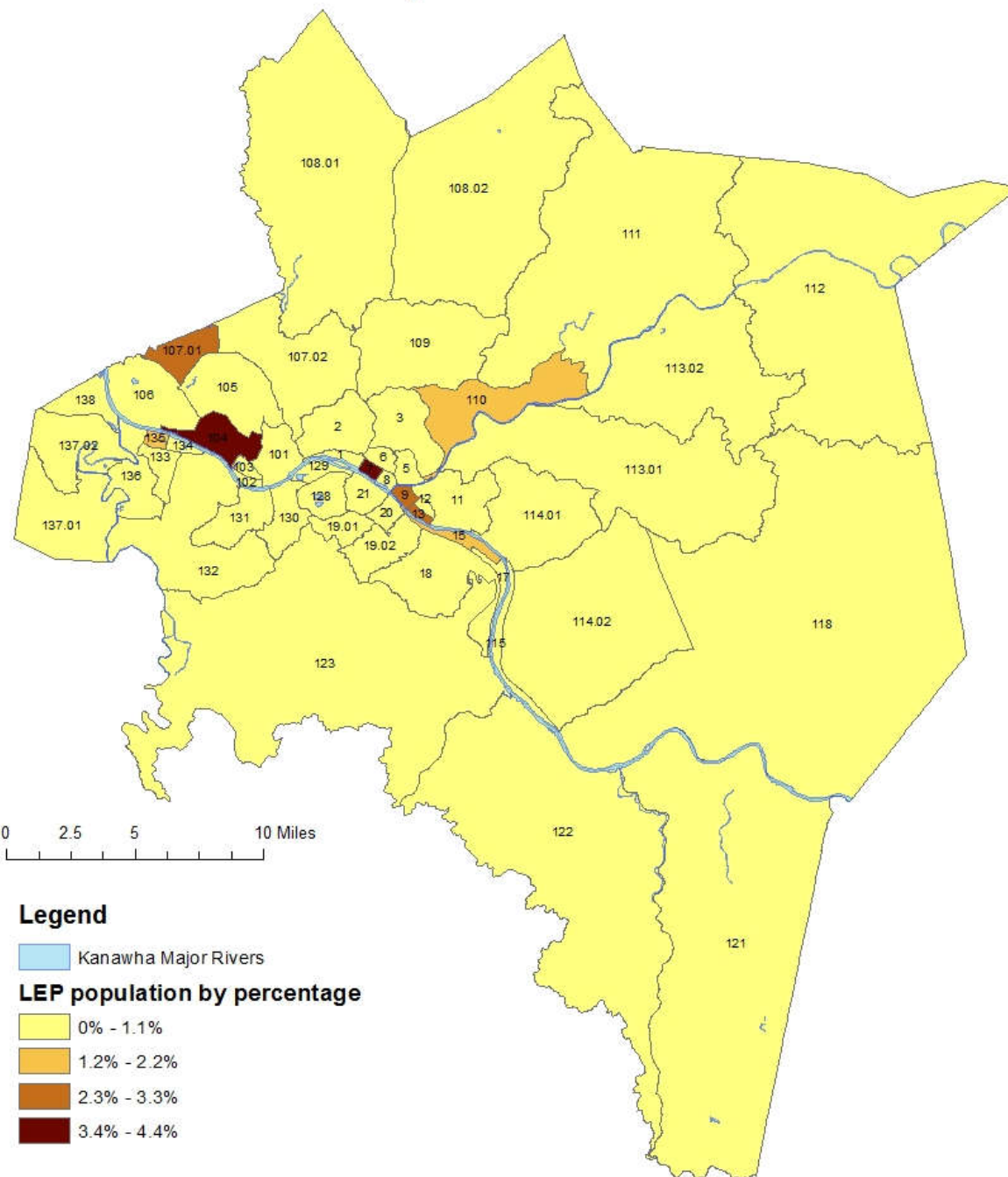
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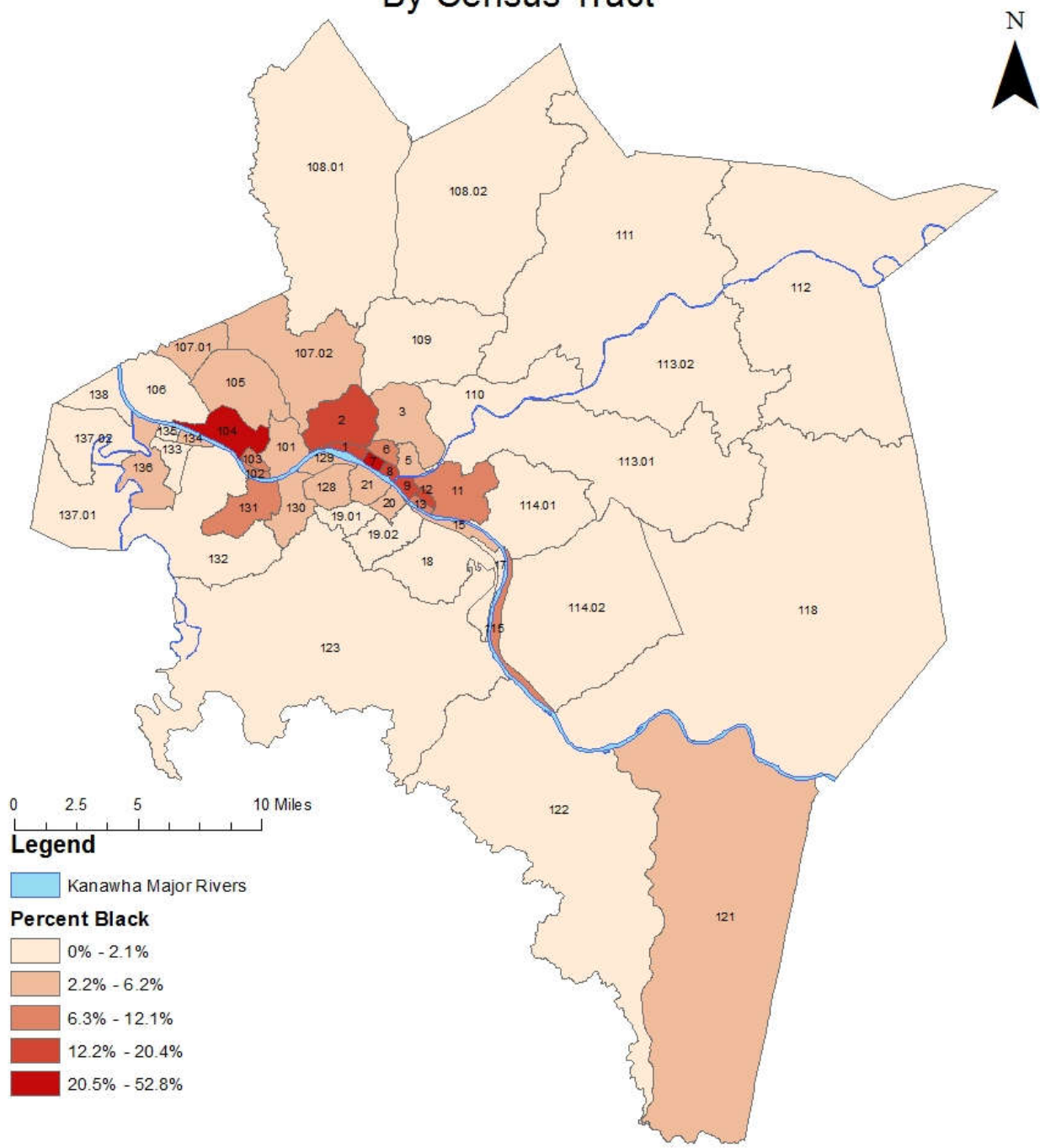
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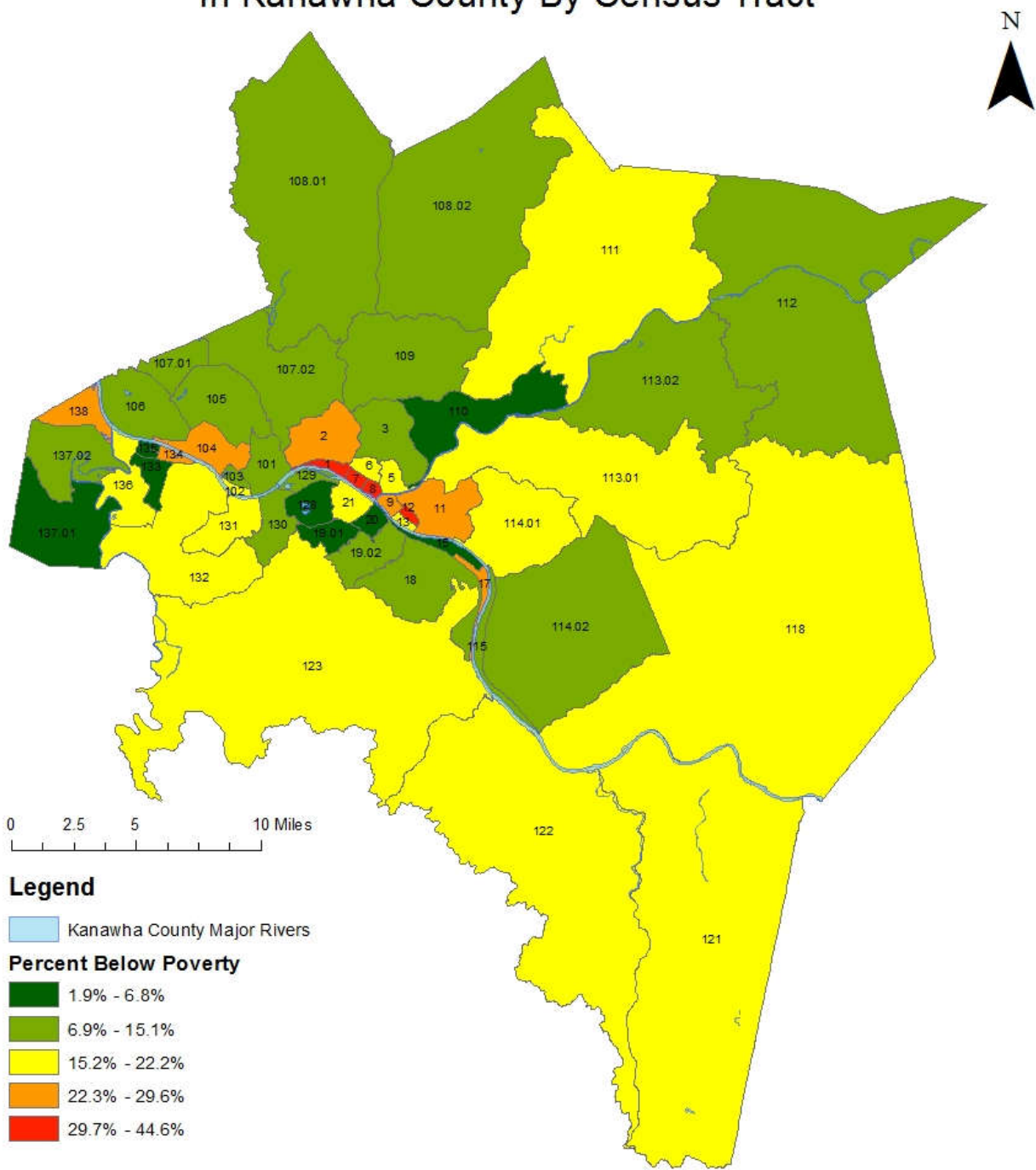
## Kanawha County LEP Populations By Census Tract



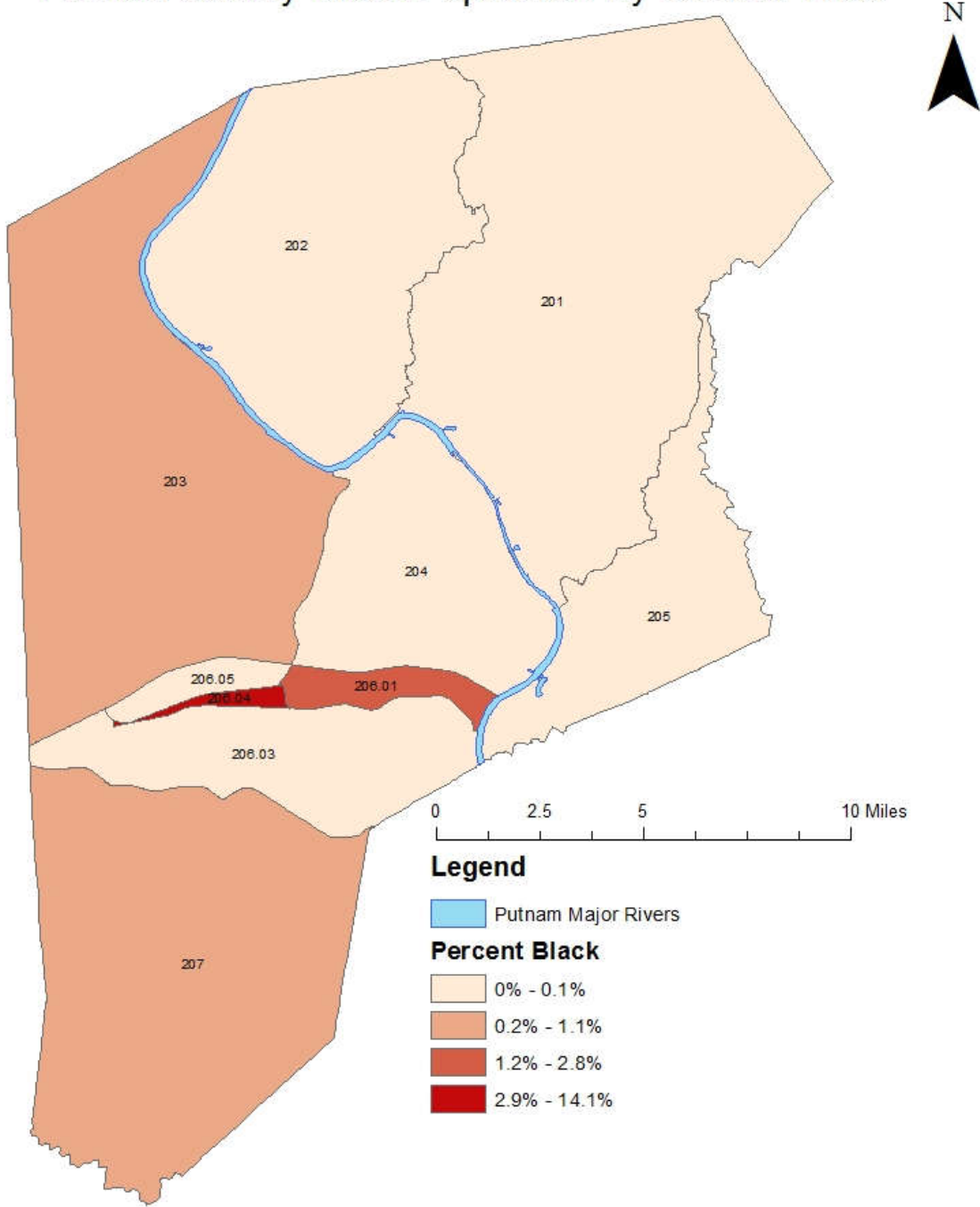
## Kanawha County Black Population By Census Tract



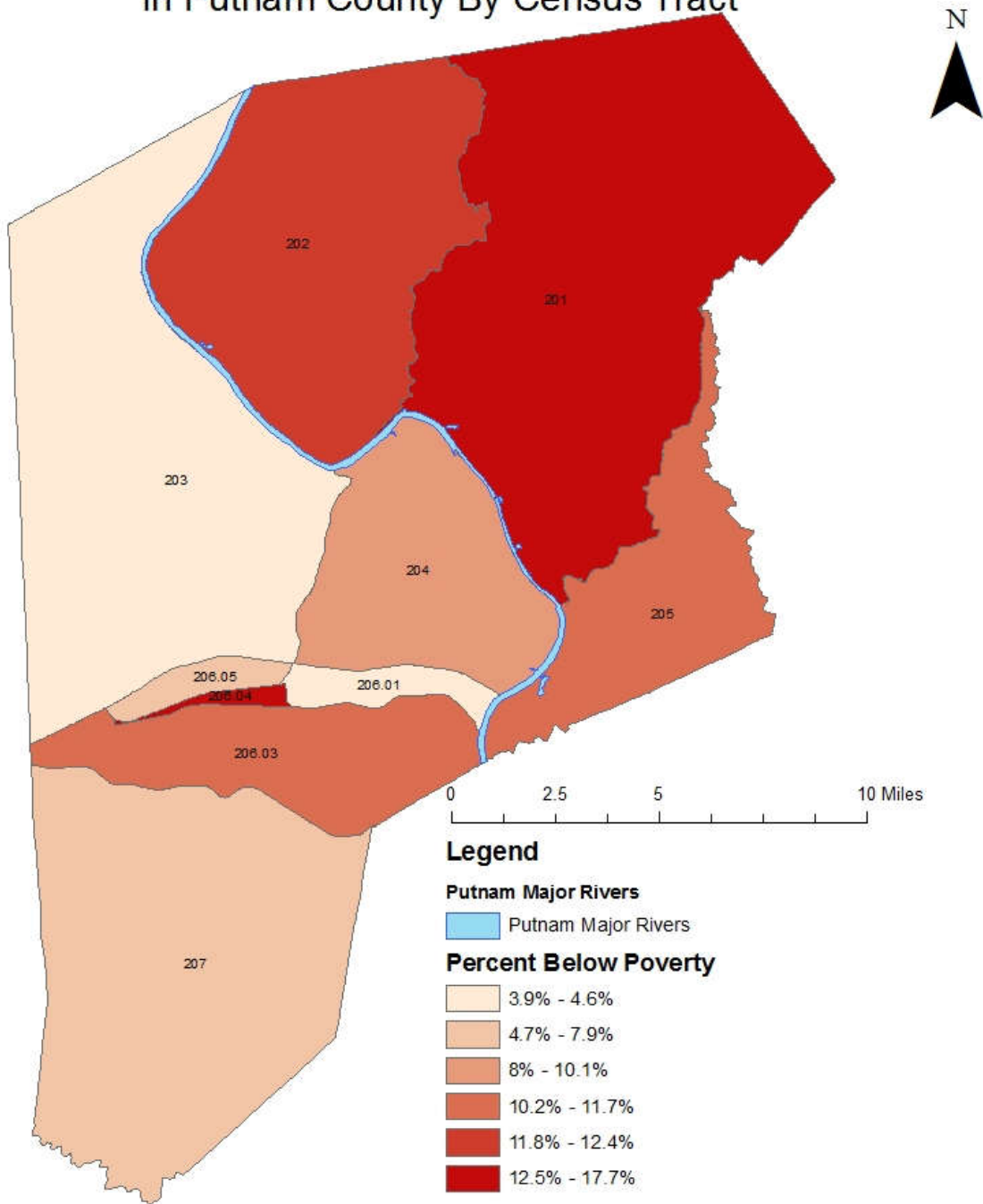
## Percent of People Below the Poverty Line In Kanawha County By Census Tract



# Putnam County Black Population By Census Tract



## Percent of People Below the Poverty Line In Putnam County By Census Tract



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	<b>Geography</b>	<b>Poverty Status Determined</b>	<b>Persons Below Poverty</b>	<b>Percent Below Poverty</b>
<b>Putnam County</b>	Census Tract 201	4995	885	17.7
	Census Tract 202	5338	660	12.4
	Census Tract 203	4537	207	4.6
	Census Tract 204	6743	681	10.1
	Census Tract 205	6116	718	11.7
	Census Tract 206.01	5547	216	3.9
	Census Tract 206.03	7288	832	11.4
	Census Tract 206.04	2931	490	16.7
	Census Tract 206.05	7707	609	7.9
	Census Tract 207	4627	367	7.9
<b>Kanawha County</b>	Census Tract 1	1286	574	44.6
	Census Tract 2	2122	562	26.5
	Census Tract 3	3054	325	10.6
	Census Tract 5	2146	354	16.5
	Census Tract 6	4303	884	20.5
	Census Tract 7	1976	715	36.2
	Census Tract 8	1515	566	37.4
	Census Tract 9	699	207	29.6
	Census Tract 11	5124	1337	26.1
	Census Tract 12	1609	685	42.6
	Census Tract 13	2135	473	22.2
	Census Tract 15	4111	206	5.0
	Census Tract 17	1839	422	22.9
	Census Tract 18	2505	319	12.7
	Census Tract 19.01	4035	106	2.6
	Census Tract 19.02	3842	347	9.0
	Census Tract 20	3362	90	2.7
	Census Tract 21	5313	1111	20.9
	Census Tract 101	3747	452	12.1
	Census Tract 102	2166	429	19.8
	Census Tract 103	2307	333	14.4
	Census Tract 104	1064	296	27.8
	Census Tract 105	5192	654	12.6
	Census Tract 106	5303	501	9.4
	Census Tract 107.01	5463	623	11.4
	Census Tract 107.02	5074	525	10.3
	Census Tract 108.01	6960	742	10.7
	Census Tract 108.02	3853	508	13.2
	Census Tract 109	2935	313	10.7
	Census Tract 110	4881	256	5.2
	Census Tract 111	5198	848	16.3
	Census Tract 112	3590	515	14.3
	Census Tract 113.01	2794	487	17.4
	Census Tract 113.02	5575	529	9.5
	Census Tract 114.01	2087	426	20.4
	Census Tract 114.02	3807	389	10.2
	Census Tract 115	3950	595	15.1
	Census Tract 118	5266	998	19.0
Census Tract 121	3813	629	16.5	
Census Tract 122	4609	1007	21.8	
Census Tract 123	6925	1134	16.4	
Census Tract 128	4365	266	6.1	
Census Tract 129	1374	199	14.5	
Census Tract 130	4524	635	14.0	
Census Tract 131	4091	826	20.2	
Census Tract 132	3250	553	17.0	
Census Tract 133	2472	48	1.9	
Census Tract 134	2268	595	26.2	
Census Tract 135	2729	130	4.8	
Census Tract 136	4503	830	18.4	
Census Tract 137.01	2162	147	6.8	
Census Tract 137.02	6478	938	14.5	
Census Tract 138	2784	710	25.5	

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	Geography	Total Population	Black	American Indian	Asian	Hispanic	Percent Black	Percent American Indian	Percent Asian	Percent Hispanic
Kanawha County	Census Tract 1	1286	222	5	0	24	17.3%	0.00	0.00	0.02
	Census Tract 2	2133	394	0	9	3	18.5%	0.00	0.00	0.00
	Census Tract 3	3054	98	0	30	5	3.2%	0.00	0.01	0.00
	Census Tract 5	2153	92	0	0	29	4.3%	0.00	0.00	0.01
	Census Tract 6	4430	455	14	0	53	10.3%	0.00	0.00	0.01
	Census Tract 7	1978	656	0	31	16	33.2%	0.00	0.02	0.01
	Census Tract 8	1515	309	0	0	7	20.4%	0.00	0.00	0.00
	Census Tract 9	780	130	0	4	20	16.7%	0.00	0.01	0.03
	Census Tract 11	5193	629	8	129	17	12.1%	0.00	0.02	0.00
	Census Tract 12	1629	242	0	11	109	14.9%	0.00	0.01	0.07
	Census Tract 13	2154	175	6	47	110	8.1%	0.00	0.02	0.05
	Census Tract 15	4659	196	0	160	60	4.2%	0.00	0.03	0.01
	Census Tract 17	1839	20	0	12	0	1.1%	0.00	0.01	0.00
	Census Tract 18	2683	39	0	132	171	1.5%	0.00	0.05	0.06
	Census Tract 19.01	4035	53	0	280	58	1.3%	0.00	0.07	0.01
	Census Tract 19.02	3842	15	0	195	0	0.4%	0.00	0.05	0.00
	Census Tract 20	3362	142	0	5	13	4.2%	0.00	0.00	0.00
	Census Tract 21	5317	253	0	124	52	4.8%	0.00	0.02	0.01
	Census Tract 101	3939	218	14	116	80	5.5%	0.00	0.03	0.02
	Census Tract 102	2166	156	0	19	0	7.2%	0.00	0.01	0.00
	Census Tract 103	2325	197	0	0	65	8.5%	0.00	0.00	0.03
	Census Tract 104	1370	724	0	6	23	52.8%	0.00	0.00	0.02
	Census Tract 105	5192	173	0	137	179	3.3%	0.00	0.03	0.03
	Census Tract 106	5303	15	0	21	0	0.3%	0.00	0.00	0.00
	Census Tract 107.01	5488	177	10	133	45	3.2%	0.00	0.02	0.01
	Census Tract 107.02	5132	166	0	14	0	3.2%	0.00	0.00	0.00
	Census Tract 108.01	6989	0	22	0	7	0.0%	0.00	0.00	0.00
	Census Tract 108.02	3854	0	11	0	0	0.0%	0.00	0.00	0.00
	Census Tract 109	2935	0	0	0	199	0.0%	0.00	0.00	0.07
	Census Tract 110	4881	23	0	85	0	0.5%	0.00	0.02	0.00
	Census Tract 111	5198	4	0	0	0	0.1%	0.00	0.00	0.00
	Census Tract 112	3599	6	0	0	8	0.2%	0.00	0.00	0.00
	Census Tract 113.01	2870	4	10	0	69	0.1%	0.00	0.00	0.02
	Census Tract 113.02	5655	0	0	0	12	0.0%	0.00	0.00	0.00
	Census Tract 114.01	2087	0	0	0	9	0.0%	0.00	0.00	0.00
	Census Tract 114.02	3807	38	21	0	10	1.0%	0.01	0.00	0.00
	Census Tract 115	3965	281	2	3	17	7.1%	0.00	0.00	0.00
	Census Tract 118	5457	64	0	0	0	1.2%	0.00	0.00	0.00
Census Tract 121	3876	114	2	89	62	2.9%	0.00	0.02	0.02	
Census Tract 122	4609	86	0	0	53	1.9%	0.00	0.00	0.01	
Census Tract 123	7603	150	18	18	48	2.0%	0.00	0.00	0.01	
Census Tract 128	4365	115	0	0	17	2.6%	0.00	0.00	0.00	
Census Tract 129	1374	51	35	19	8	3.7%	0.03	0.01	0.01	
Census Tract 130	4529	189	0	0	0	4.2%	0.00	0.00	0.00	
Census Tract 131	4250	312	0	26	46	7.3%	0.00	0.01	0.01	
Census Tract 132	3408	50	12	0	12	1.5%	0.00	0.00	0.00	
Census Tract 133	2472	22	0	28	19	0.9%	0.00	0.01	0.01	
Census Tract 134	2328	144	64	15	53	6.2%	0.03	0.01	0.02	
Census Tract 135	2729	58	0	24	0	2.1%	0.00	0.01	0.00	
Census Tract 136	4512	175	0	11	61	3.9%	0.00	0.00	0.01	
Census Tract 137.01	2190	19	0	0	0	0.9%	0.00	0.00	0.00	
Census Tract 137.02	6478	10	16	0	79	0.2%	0.00	0.00	0.01	
Census Tract 138	2788	16	1	0	21	0.6%	0.00	0.00	0.01	
Census Tract 201	5027	0	0	0	20	0.0	0.00	0.00	0.40	
Census Tract 202	5399	0	0	36	111	0.0	0.00	0.70	2.10	
Census Tract 203	4560	48	0	0	26	1.1	0.00	0.00	0.60	
Census Tract 204	6750	5	13	12	11	0.1	0.20	0.20	0.20	
Census Tract 205	6280	7	0	5	90	0.1	0.00	0.10	1.40	
Census Tract 206.01	5592	158	0	31	15	2.8	0.00	0.60	0.30	
Census Tract 206.03	7300	0	75	22	206	0.0	1.00	0.30	2.80	
Census Tract 206.04	2954	416	0	148	0	14.1	0.00	5.00	0.00	
Census Tract 206.05	7843	0	24	53	61	0.0	0.30	0.70	0.80	
Census Tract 207	4651	38	0	19	12	0.8	0.00	0.40	0.30	
Putnam County										