

*Image Source: FHWA*

# Environmental Justice Analysis

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“Examining the relationship between socio-economic and demographic data with that of transportation systems, plans and activities to ensure equality for all persons in the transportation planning process.”

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*Final Report*  
*2003-2004 UPWP*



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# Environmental Justice Analysis

Onondaga County

**Final Report**  
**March 2004**

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# **Environmental Justice**

## **Executive Summary**

The Syracuse Metropolitan Transportation Council (SMTC) has undertaken this study on Environmental Justice to evaluate recent and future transportation planning projects and programs within the Metropolitan Planning Organization (MPO) area. The goal of this analysis is to ensure that both the positive and negative impacts (construction/rehabilitation related improvements, maintenance of the existing infrastructure, congestion) of transportation planning conducted by the SMTC and its member agencies are fairly distributed amongst all socioeconomic populations and that no one population is adversely affected or neglected. This goal has been set to ensure the SMTC's compliance with Title VI of the Civil Rights Act of 1964, which states that "no person in the United States shall, on the basis 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."

Under guidance from the Federal Highway Administration (FHWA), the SMTC was advised to emulate the Environmental Justice evaluation activities of other MPOs. In developing a methodology for the analysis, the SMTC staff created demographic parameters based on Summary File 3 data from the 2000 United States Census. These parameters included threshold values that were assigned at the Block Group level with the purpose of identifying geographic areas with significant populations of minority persons, low-income persons, and senior citizens. Local demographic experts consulted with the SMTC staff to ensure that the parameters would adequately represent concentrations of the aforementioned populations.

As the goal of this analysis was to evaluate the impact of the SMTC's and its member agencies' planning activities on minority, low-income, and senior populations, other methodologies were employed to implement this assessment. The SMTC staff identified the agency's Public Involvement Plan and Long-Range Transportation Plan as documents that aid in ensuring environmental justice compliance. Staff also used Geographic Information Systems (GIS) to create maps locating the SMTC's Unified Planning Work Program (UPWP) projects since 1991, as well as all projects on the agency's 2001-2006 Transportation Improvement Program (TIP). These project locations were mapped against the designated target areas for environmental justice concern, developed as a result of the Census data analysis. Additionally, the SMTC staff mapped available transit options against the target areas, as well as against the locations of senior citizen facilities. The SMTC's Bicycle and Pedestrian Plan and freight planning activities were also highlighted in this analysis.

Based upon this primary assessment, the study showed that the transportation planning activities performed by the SMTC are not known to have been disproportionately distributed amongst the designated target populations. However, the SMTC has not fully examined the impacts of its studies to date. Many SMTC projects that are complete, in the process of being completed, or currently proposed, strive to enhance the viability of individual neighborhoods and the region as a whole to improve the transportation network utilizing multi-modal transportation planning practices. This approach is evident throughout the primary Environmental Justice target areas

where corridor studies or other initiatives were undertaken. In general, the SMTC's planning activities have been distributed proportionally amongst the residents of the MPO. While some gaps exist in transportation options for some of the MPO's citizens, the SMTC has asserted to mitigate these issues with reports such as the Job Access and Reverse Commute (JARC) study.

This current study is only a preliminary assessment. The SMTC's Environmental Justice analysis will continue on over multiple program years, as the agency will perform periodic assessments of its planning activities and their relevant implications. Future analyses will consider more advanced evaluation activities. This may include, but not be limited to, the formation of a Study Advisory Committee consisting of the SMTC's member agencies; coordination with other MPOs involved in similar processes; receipt of input from stakeholders, individual citizens or community groups; and research and updating of data sources that may prove useful to the analysis.



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# **Section 1: Introduction**

## **I. Background Information**

In recent years, the concept of Environmental Justice has become an increasingly important aspect of transportation planning at each level of government (Federal, State and Local). The United States Department of Transportation (USDOT), which governs the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), has mandated that Environmental Justice be included in all aspects of transportation planning. The value of such an analysis is important to transportation planning operations in that agencies and related contractors who receive federal funding are required to comply with various relevant regulations set forth by the USDOT. Environmental Justice places a high value on the equal and fair treatment of all persons, particularly racial or ethnic minority groups, low-income groups and the elderly. It is unlawful to disproportionately distribute the benefits or disadvantages of transportation planning amongst specific race, ethnic, income or age groups.

The Syracuse Metropolitan Transportation Council (SMTC) has undertaken this study to evaluate recent and future transportation planning projects/programs within the Metropolitan Planning Organization (MPO) area. The goal of this analysis is to ensure that both the positive and negative impacts (construction/rehabilitation related improvements, maintenance of the existing infrastructure, congestion) of transportation planning conducted by the SMTC and its member agencies are fairly distributed amongst all socioeconomic populations and that no one population is adversely affected. To aid in this process, the SMTC staff identified target populations (minority, low-income and elderly) using Census 2000 data in Geographic Information System (GIS) software and overlaid transportation planning project boundaries from previous years for geographic comparisons.

This study was specifically developed for identifying transportation planning projects/programs and capital activities in relation to Block Groups within the MPO area. This study is not to be used for any other purpose.

## **II. Legislative History**

The US Environmental Protection Agency's Office of Environmental Justice defines Environmental Justice as:

“The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including a racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.”

The first Federal regulation enacted that was a precursor to all Environmental Justice initiatives was Title VI of the Civil Rights Act of 1964 that states “no person in the United States shall, on the basis 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.”

This piece of legislation is useful in all Environmental Justice analyses because it designates which persons are to be included in such a study. Within this act are guidelines that clarify which race/ethnicities are considered minority populations. The four groups considered as minority populations are:

- Black
- Hispanic
- Asian American/Pacific Islander
- American Indian and Alaskan Native

The provisions of Title VI apply to Federal agencies and any other agency or private contractor that is a recipient of Federal funding. Legislation was soon enacted that developed federal regulations that deal with equal opportunities for employment and consideration of the needs for the aforementioned populations. Other Federal regulations apply to Title VI, such as Executive Order 11246 and Executive Order 11375, which prohibit federal contractors and federally-assisted construction contractors and subcontractors, who do over \$10,000 in government business in one year, from discriminating in employment decisions on the basis of race, color, religion, sex, or national origin. The executive orders also require federal contractors to develop affirmative action plans and utilize equal employment opportunities for minorities.

On February 11, 1994, President Bill Clinton issued Executive Order 12898 that stresses the provisions of Title VI, stating that “each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

The USDOT issued the DOT Order 5610.2 in 1997 to “summarize and expand upon the requirements of Executive Order 12898 on Environmental Justice.” The order is used as a framework for incorporating Environmental Justice into every USDOT activity, policy and program. Expanding on the DOT Order, in 1998 the FHWA issued DOT Order 6640.23 that requires the FHWA to implement Environmental Justice practices described in both the DOT Order 5610.2 and Executive Order 12898 into all FHWA activities.

The provisions of these laws and executive orders apply to the SMTC and to all agencies that participate in the SMTC via contracts with the New York State Department of Transportation (NYSDOT) or Federal agencies for the receipt of Federal funds. These also include the Central New York Regional Planning and Development Board, which serves as the SMTC’s host agency, and any consultants or subcontractors to these agencies.

Environmental Justice is more than a collection of definitions for disproportionate or adverse populations; it is an understanding of different socioeconomic populations whose environment is affected by governmental and transportation planning policies and the interaction between the public and the designated agency. Environmental Justice relates to these issues by focusing on three fundamental principles:<sup>1</sup>

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

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<sup>1</sup> Transportation & Environmental Justice Case Studies. U.S. Department of Transportation Federal Highway Administration, Federal Transit Administration. December 2000. pg. ii

## **Section 2. Definition of Target Populations**

### **I. Background**

In order to conduct an analysis of the Syracuse Metropolitan Transportation Council's (SMTC) planning activities that is relevant to Environmental Justice, staff had to develop a methodology for locating areas of concern. These areas would represent locations of high concentrations of minorities, low-income populations, senior citizens, or a combination of any of these. From this point, the analysis could geographically compare these areas of concern with the locations of the SMTC's and other agencies' transportation projects for determination of current status and gaps in service.

The raw data used to delineate the areas of concern, or "target" areas were available from the United States Census Bureau. Please note that verbiage used to describe target areas, concern/high concern Block Groups and the priority classified Block Groups is not specifically focused on any one population or area in the MPO; the terms used are provided by guidance from the USDOT and meant for analysis purposes only.

As part of the 2000 version of the decennial census, the Census Bureau released the Summary File 3 (SF3) dataset. This dataset includes tallies for various demographic variables based on a one in six sample of households who submitted the Census Long Form.

### **II. Geographic Area Covered by this Analysis**

The SMTC's designated planning area is displayed on [Map 1](#). The MPO is responsible for transportation planning activities for the entire region. In the case of the SMTC, all of Onondaga County, New York is included. Additionally, the SMTC's area of jurisdiction includes a small section of Oswego County, New York, which is comprised of the entire Village of Phoenix and a small, unincorporated section of the Town of Schroepfel. As shown on the map, the Schroepfel section is bounded to the south and west by the Onondaga County boundary, to the north by the Village of Phoenix boundary, and to the east by the CSX rail line. Please note, however, that since the Census Block Group that includes this area encompasses the entirety of the unincorporated sections of the Town, the entire Town was included in this analysis. During the study's timeframe, the SMTC expanded its metropolitan planning area (MPA) further into Oswego County, New York to include the Village of Central Square and areas adjacent to the village in the towns of Hastings and West Monroe. In addition, a small portion of the Town of Sullivan in Madison County, New York, was included to account for changes in the Syracuse urbanized area according to the US Census Bureau. New additions to the MPA were not analyzed for this study.

### **III. Methodology**

Using SF3, various methodologies were employed to develop meaningful threshold values to delineate areas of Environmental Justice concern via Block Groups. This is the smallest geographical area for which these data are available. Guidance was provided by various local demographic analysts from other MPO's and member agencies to decide what variables would be adequate for analyses. In addition, guidance was provided from the FHWA and the FTA on threshold designations. The following variables were utilized to determine these values.

#### **A. Minority Concentration**

When examining concentrations of minorities for Environmental Justice purposes, the previously mentioned guidelines define minorities as any populations self identified as *non-white only*, with 2000 Census race classifications. Additionally, those who consider themselves to be Hispanic are also to be included as part of the analysis. However, *Hispanic* is not considered a race category according to the Census. Instead, it is listed as an ethnicity. Therefore, Hispanics who consider themselves to be included in the *white only* race category also need to be considered in this analysis.

After consultations with the demographic analysts, it was determined that the SF3 population variable known as P7 (*Hispanic or Latino by Race*) would be used to calculate the population of all *non-white only* populations and the *Hispanic, white only* population. For the purposes of this study, the word *minority* will also include Hispanics who consider themselves white only.

#### **B. Low-Income Concentration**

Based upon research of other income analyses by SMTTC staff, it was decided that SF3 population variable P53 (*Median Household Income in 1999 Dollars*) would be the most suitable for this analysis. Variable P53 does not account for the transient group quarter populations (colleges and universities), which are utilized as target areas in this study. Future studies will refine this concentration using a more suitable income variable.

#### **C. Senior Citizen Concentration**

Population data by age are available as part of SF3 population variable P8 (*Sex by Age*). Staff tallied the total population of senior citizens in each Block Group by adding the counts of all age groups of persons aged 65 years or older, for both males and females.

With the raw data collected from the Census Bureau, staff could now work to develop the parameters that would identify Block Groups where significant concentrations of target populations existed. No agencies, Federal or otherwise, provide absolute figures to be used in the determination of these population concentrations. Rather, only general guidelines from these various agencies are available to aid in this process. Therefore, in order to ensure that meaningful thresholds were developed by the SMTTC for the analysis,

staff researched the guidelines that had been set forth by the US Department of Housing and Community Development (HUD), the Census Bureau, and by other MPO and local municipality Environmental Justice studies.

#### **IV. Definition of Environmental Justice Analysis Concentration Areas**

Once all supporting information was considered, staff made the following determinations for population thresholds. Each population variable would be divided into two separate categories, labeled as *Concern* and *High Concern* areas, in order to account for higher concentrations of one population. All concentration thresholds are based on Block Group values.

##### **A. Minority Concentration (refer to Section I for a definition of minority populations)**

*Concern Area:* Block Groups with 16% to 31% minority population.

*High Concern Area:* Block Groups with 32% or greater minority population.

According to the 2000 Census, the total population of Onondaga County is 458,336, while the minority population is 74,694. This results in an average county minority concentration of 16 percent. After researching the available materials regarding minority concentration guidelines and consulting with demographic analysts, it was determined that this average percentage would represent a suitable threshold value. It was then determined that doubling the percentage would provide a suitable measure to define *High Concern* areas. Using this method, staff could locate minority concentrations within the City of Syracuse where higher population densities exist. No Block Groups outside of the City of Syracuse boundaries had a minority concentration greater than double the county average.

##### **B. Low-Income Concentration**

*Concern Area:* Block Groups with 50% to 80% of the MPO area's median household income.

*High Concern Area:* Block Groups with less than 50% of the MPO area's median household income.

Low-income population as defined by FHWA reads "a person whose household income is at or below the Department of Health and Human Services poverty guidelines." Based on information supplied from the SF3 data, Onondaga County has an average household size of 2.4 persons. Using this guideline, the poverty level for a family of 2.4 persons is a median household income of approximately \$12,000.

After researching the available options to define low-income parameters it was determined that median household income would be the most suitable method to examine income across Block Groups. Rather than using the Department of Health and Human Services poverty thresholds, a percentage of the MPO median household income to designate low-income concentrations would be implemented. This percentage is calculated from the HUD Division of Community Planning and Development for the Community Development Block Grant program (CDBG).



A low-income Block Group is defined by HUD as a Block Group whose median household income does not exceed 50 percent of the metropolitan area median household income, while Block Groups whose median household income does not exceed 80 percent of the value are considered moderate-income.

The SMTC utilized a similar approach to the HUD guidelines when developing parameters to define low-income concentrations. Block Groups with a median household income of less than 80 percent of the countywide median household income would be classified as *Concern* areas, while Block Groups with less than 50 percent of the county value would be considered *High Concern* areas. The median household income for Onondaga County is \$40,847; therefore, \$32,678 would represent 80 percent of this value and \$20,424 would represent 50 percent.

#### C. Senior Citizen Concentration

*Concern Area:* Block Groups with 14% to 27% population aged 65 years or over.

*High Concern Area:* Block Groups with 28% or greater population aged 65 years or over.

Fourteen percent of the county population is over age 65. Since there are no specific guidelines that have been developed to measure senior citizen concentrations, SMTC staff along with the demographic analysts determined that the MPO average would represent the most suitable *Concern* parameter. The threshold for *High Concern* areas was set at double that value, or 28 percent. Please note that a threshold value of 14 percent for senior citizen populations covers a significant portion of the MPO area, and expands the target area for this study beyond an area that is reasonable for this study. Therefore, senior citizen *Concern* areas will be considered to a different extent than *Concern* areas for low-income and minority populations.

With the individual target thresholds identified, it is now possible to combine them to develop the target areas for the Environmental Justice analysis.

### V. Summary of Individual Factor Target Areas

[Map 2](#) displays the *Concern* and *High Concern* areas based on the minority thresholds. Minority concentrations are generally more centralized than the low-income and senior populations, and the areas of highest priority occupy a significant swath of land in the City of Syracuse. This area of minority concentration spreads across the central portions of the city, as well as significant sections of the southern and eastern portions of the city. Minority populations are concentrated in some non-central city areas and suburban areas where high-density residential complexes (apartments/mobile home parks) are located.

The Syracuse Metropolitan Area is also unique compared to most other urbanized areas due to the fact that it includes a Native American Nation. The Onondaga Nation Territory is also included in the designated *High Concern* area. Although it is a priority of the SMTC to include the Onondaga Nation in their planning activities, the nation has

often declined to participate in the SMTC's activities as an affirmation of their sovereignty. Please note that the data provided by the Census Bureau regarding the Onondaga Nation may include several inaccuracies. However, these data were determined to be the most reliable source of demographic information pertaining to the Nation that were available to the SMTC.

Map 3 displays the *Concern* and *High Concern* areas based on the low-income thresholds. The areas of highest concern, the Block Groups with median household incomes less than 50 percent of the MPO average, were located in the City of Syracuse and a western Block Group of the Village of Baldwinsville. Most of the *High Concern* areas in the City were clustered around the downtown area, with a few others scattered on the fringes of the city.

In addition, most of the Block Groups with median household incomes falling between 51 and 80 percent of the MPO average were also found in the City of Syracuse. A few of the *Concern* areas were located in the older village cores of East Syracuse, North Syracuse, Phoenix, and Solvay. There are also areas of *Concern* in some suburban locations where large settlements of mobile homes are present (i.e., the Town of Clay). Some of these Block Groups are part of sparsely populated areas where industrial and vacant land uses dominate, and where a few low-income residence clusters also exist. These will be given less weight as part of the analysis than areas with larger populations.

Map 4 displays the *Concern* and *High Concern* areas based on the senior citizen concentration thresholds. In general, these areas of concern are more decentralized than the minority and low-income areas. Most of the *High Concern* areas were situated in suburban areas adjacent to or on the outskirts of the City of Syracuse. For many of these areas, large senior residential facilities contribute to the high concentrations.

*Concern* areas for seniors, where the senior population equals 14 to 29 percent of the total population, are widespread throughout the MPO area. These cover most of the suburban area immediately adjacent to the City of Syracuse in addition to several scattered rural areas in outlying towns.

## **VI. Final Target Area Determination for Analysis**

The SMTC staff used a three-level approach to define the analysis target areas, much like the multiple concern approach used for each population segment. Individual concentration factors for each target population were combined to form a main target area designation for this study. This method was employed by other agencies and MPO's in their Environmental Justice analyses and determined by the SMTC to be adequate. These areas are listed as follows, and are illustrated on Map 5.

Within the three individual population variables, Block Groups designated as *Concern* areas were assigned a value of one, while Block Groups designated as *High Concern* areas were assigned a value of two. The values of the *Concern* and *High Concern* areas of the three target populations were then added together. Based upon the final sum of

these values, each Block Group was included in the appropriate priority area as designated below, or was excluded from the analysis of the target areas altogether. All Block Groups receiving a value of zero were excluded from the analysis.

#### **- High-Priority Target Areas**

Block Groups that have been given a cumulative score of 4, 5 or 6, based on the aforementioned scheme have been designated as *High-Priority* target areas. These are located in most of the Census Block Groups in the vicinity of central Syracuse. Additionally, a large swath of southwestern Syracuse has been designated in this group as well. The only *High-Priority* target areas located outside the city boundary are in the vicinity of LeMoyne College in the Town of DeWitt and the Village of Baldwinsville. The most intensive analysis as part of this study will concentrate on these Block Groups.

#### **- Medium-Priority Target Areas**

Block Groups that have been given a cumulative score of 2 or 3, based on the aforementioned scheme have been designated as *Medium-Priority* target areas. These areas exhibit less significant concentrations of the target populations, but still need to be considered as part of the Environmental Justice analysis. Within and south of the City of Syracuse, these concentrations tend to be located where minority populations and low-income factors are somewhat significant. In suburban areas, low-income or senior concentrations or a combination of the two factors tend to identify these areas as *Medium-Priority* areas. While these Block Groups represent a lesser degree of required emphasis than the *High-Priority* target areas, *Medium-Priority* target areas will also be considered to a significant degree in this study.

#### **- Low-Priority Target Areas**

Block Groups that have been given a cumulative score of 1, based on the aforementioned scheme, have been designated as *Low-Priority* target areas. Areas of low-priority for Environmental Justice consideration cover an extensive portion of the MPO. The vast majority of these Block Groups are *Medium-Priority* areas for senior citizen concentration. A few, particularly those that are adjacent to areas of higher concern, are *Medium-Priority* areas for low-income as well. While it is important to acknowledge that there are higher concentrations of senior citizens and low-income persons throughout the metropolitan area, this study will focus primarily on *High-Priority* and *Medium-Priority* target areas. For the purposes of this study, it is recommended that the *Low-Priority* target areas are accessible to transit in suburban areas and paratransit services in rural areas.

#### **- Special Block Groups**

Seven Block Groups have been specifically called out in this report as they are dominated by vacant or non-residential land uses. These areas include the Woodard Industrial Park, the Cicero Swamp, Clay Marsh, Hancock International Airport, the LeMoyne College

campus, the Syracuse University south campus, and the Woodlawn Cemetery. While population densities in these areas are generally low, their populations have been recognized in this report as falling within the parameters employed in the Environmental Justice analysis. These areas may not be filtered out of the study based on population density because in each Block Group there is a population that has a recognized need for analysis according to this report. [Map 5 II](#) displays the seven special Block Groups that are described below.

Number 1: Woodard Industrial Park area: population 322

This Block Group is dominated by industrial land uses. However, residential housing complexes can be found in the extreme southeastern corner of the region, near Vine Street. Although the total acreage of residential housing is minute compared to the overall acreage of the Woodard Industrial Park, the residents have transportation needs and therefore should be included in this study.

Number 2: Clay Marsh State Wildlife Management Area: population 596

Much like the Woodard Industrial Park, residential housing is located on a few small acres of land. Residents of this Block Group are generally located at the north side of Bear Road in the Town of Clay.

Number 3: Cicero Swamp State Wildlife Management Area: population 1,961

Like area Number 2, this is an area dominated by open space characteristics. Persons residing in this area are commonly located on the outer boundaries of the Block Group, particularly in the community of Bridgeport on this large Block Group's eastern end.

Number 4: Hancock International Airport/DeWitt Industrial areas: population 929

The northern portion of this Block Group is dominated by the Hancock International Airport, while the southern portion is dominated by railroad yards and other industrial/commercial zoned properties. Residential areas can be found primarily in the southwestern corner of this Block Group in the vicinity of New Court Avenue.

Number 5: Woodlawn Cemetery area, northern Syracuse: population 621

This Block Group is comprised of significant acreage designated as cemetery. On the Block Group's western edge are single- and multi-family homes.

Areas numbered 6 and 7 include a large percentage of persons residing in group quarters, primarily due to the number of students located there. The SMTC recognizes that it is important to address the transportation needs of these individuals to the same degree as permanent residents.

Number 6: LeMoyne College campus: population 1,685

Although this Block Group includes a significant transient group quarter population, there are also residential areas east of the LeMoyne campus. Therefore, this area should not be excluded from analysis based on the large percentage of transient college students that reside here.

Number 7: Syracuse University South Campus: population 2,200

Unlike Number 6 above, where the Block Group is comprised of transient and non-transient persons, this particular Block Group is populated in total acreage by college students. This location should remain in this analysis because it is common for students to remain in the South Campus quarters for the entire calendar year for summer internships and other job opportunities.

## **Section 3: SMTC Activities and Environmental Justice**

### **I. Public Involvement Plan**

The SMTC recognizes that the active involvement of the entire community, in addition to the SMTC Policy, Planning and Study Advisory Committee (SAC) members, is paramount to good transportation planning. Public comments are valued because they can shape the direction of a particular transportation study or planning activity, and may help to identify new transportation projects that are important to resident citizens.

For many SMTC activities, a project-specific Public Involvement Plan (PIP) sets the framework for the public involvement opportunities that will be available throughout the course of a project. The PIP also pinpoints when in the project schedule that public involvement meetings will be held to allow for the exchange of information and input. In addition to public meetings, the SMTC also recruits the necessary technical personnel and community representatives to serve on a project-specific SAC. Such a committee is created for nearly all SMTC planning activities to assist in managing projects, as well as to provide needed input and direction.

Other methods the SMTC utilizes to inform and invite the public to participate include the use of press releases to announce various meetings, project updates, and available reports; the production of its quarterly newsletter, *DIRECTIONS*; distribution of various project-specific fact sheets and flyers; and the use of public comment cards and questionnaires. In addition, the SMTC web site, [www.smtcmpo.org](http://www.smtcmpo.org), supplies up-to-date information on all SMTC transportation planning activities.

The Environmental Justice study is primarily focused on the transportation planning activities of the SMTC and its member agencies, and the identification of disproportionately affected populations as defined by the USDOT. In upcoming years, the SMTC will make a substantial effort to involve low-income, minority and elderly population stakeholder groups in this process to further identify the transportation needs and concerns of disadvantaged populations.

### **II. Long-Range Transportation Plan (LRTP)**

The LRTP serves as a blueprint that guides the Syracuse Metropolitan Area's transportation development over a 25-year period. Updated every three years to reflect changing conditions and new planning principles, the LRTP is based on projections of growth and travel demand coupled with financial assumptions. The LRTP specifically examines major urban transportation planning concerns, such as environmental/air quality, complete access to transportation, alternative transportation modes, the impact of land development on the transportation system, the impact of single occupancy vehicles, and maintenance of the existing infrastructure. The SMTC is currently in the process of updating the 2001 LRTP.

Throughout the production of the LRTP 2004 Update, the SMTC will be reaching out to the community in an effort to gather the informed views of the public regarding preferences for future development and transportation needs.

### **III. Transportation Improvement Program (TIP)**

The Transportation Improvement Program (TIP) is the agreed-upon five-year list of specific projects for which federal funds are anticipated. Required by federal law, the TIP represents the transportation improvement priorities of the Syracuse Metropolitan Area. The list of projects is multi-modal and includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects. All TIP projects are required to be consistent with the vision provided by the SMTC Long-Range Transportation Plan. System preservation is the focus of the majority of TIP projects.

Within the *High-* and *Medium-Priority* target areas there are 34 SMTC TIP projects that total \$83.148 million. These projects are dispersed amongst the following categories:

- Bicycle/Pedestrian: 3 percent or \$2.432 million
- Mobility: 19 percent or \$15.679 million
- Bridge: 63 percent or \$52.761 million
- Transit: 15 percent or \$12.276 million

The projects are referenced in Appendix 1, and shown on [Map 10](#). Please note that multiple points may represent one TIP project that includes several disparate locations.

Six current TIP projects are funded either partially or in full through the Congestion Mitigation/Air Quality (CMAQ) program. This program requires demonstration of air quality improvements that will result from the implementation of the project. The six CMAQ projects include four mobility, two bicycle/pedestrian and two transit projects. The mobility projects reflect expansions to the traffic signal interconnect system to improve traffic flow and pedestrian safety. The bicycle/pedestrian projects will implement a user-friendly pedestrian and bicycle trail system. The transit projects include ridesharing and the purchase of alternative fueled buses. All of the CMAQ projects are located in *High-Priority* target areas and will be analyzed for air quality improvements.

One area of concern mentioned during the SMTC's FHWA/FTA Certification review has been the Onondaga Nation, which has traditionally chosen not to participate in the TIP process. The NYSDOT has one project on the current TIP involving three bridges that will be replaced or rehabilitated within the Onondaga Nation territory.

#### IV. Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) identifies the annual transportation planning activities that are to be undertaken in the Syracuse Metropolitan Area in support of the goals, objectives and actions established in the Long-Range Transportation Plan. The SMTC Planning and Policy Committees must approve all UPWP studies and projects before work can begin. Specific UPWP projects completed in the past eleven years that have study specific boundaries, other than the entire MPO, have been mapped via the SMTC's Geographic Information System (GIS) for use in the Environmental Justice study.

Since 1991, the SMTC has undertaken approximately 63 UPWP projects in the MPO area. The 63 projects have been separated into 11 general categories:

- Air Quality: 5 projects or 8 percent
- Corridor Studies: 5 projects or 8 percent
- Economic Development: 4 projects or 6 percent
- Environmental Justice: 4 projects or 6 percent
- Intermodal: 7 projects or 11 percent
- Miscellaneous: 5 projects or 8 percent
- Planning: 7 projects or 11 percent
- Safety: 2 projects or 3 percent
- Traffic Needs: 17 projects or 27 percent
- Transportation & Land-Use: 4 projects or 6 percent
- Transit: 3 projects or 5 percent

The Traffic Needs category comprises the majority of UPWP projects undertaken in the past 11 years. Of the 17 projects, six are located in *Medium-* and *High-Priority* target areas. For a complete list of UPWP projects, refer to Appendix 2. Specific UPWP projects are described below and displayed on [Map 11](#) and [Map 11 II](#).

Corridor studies are further discussed to show the importance and value they have to preserving the character and overall effectiveness of a viable transportation network in a targeted area.

##### Corridor Studies

Corridor studies completed at the SMTC typically involve a comprehensive examination of the multi-modal transportation network and overall transportation needs and desires of concerned citizens within a defined geographic area. Five corridor studies (*James Street*, *Old Liverpool Road*, *Seneca Turnpike*, *South Salina Street* and *West Genesee Street*) have been completed in the SMTC MPO area since 1991, two of which fall in *High-Priority* target areas (*Seneca Turnpike* and *South Salina St*). The *South Side Transportation Study* is also located in a *High-Priority* target area. One of the five corridor studies is contained within a *Medium-Priority* Block Group (the *Old Liverpool Road* study). Each corridor



study strives to preserve and enhance the existing transportation network and environment of the corridor being examined.

The end result of each corridor study is a series of recommendations aimed at improving a specific corridor for local residents as well as through travelers. The recommendations are typically separated into two categories: those that apply to the entire corridor, and those that apply to key site-specific locations along the corridor.

Corridor wide recommendations are primarily proposed to alleviate perceived and real transportation issues discovered in an entire corridor. These recommendations are usually broad in nature and aimed primarily at enforcement and organizational/education, and regulatory measures to help preserve and enhance the transportation network in a defined corridor. Site-specific recommendations are intended to provide suggestions for transportation issues that are exclusive to key locations within a corridor, such as intersections and gateways. Recommendations provided within the majority of SMTC corridor studies are separated into short and long term categories to identify various timeframes and costs for suggested improvements throughout a specific corridor.

### **Other UPWP Projects Found in Target Areas**

There are several completed UPWP projects that are not noted or displayed in this report. These projects are not specific to any target area, as the intention is to make improvements on a system-wide basis while maintaining the existing infrastructure. For example, the Job Access and Reverse Commute Plan (JARC) and the Bicycle and Pedestrian Plan examine transit and bicycle/pedestrian facilities respectively within the entire MPO area.

Noted below are system-wide projects located in *High-Priority* target areas, many of which are within the Greater Syracuse Metropolitan Area:

- *South Side Transportation Study*
- *Safety Improvement Analysis (alternates between City and County)*
- *Congestion Management Systems (county-wide)*
- *Intelligent Transportation Systems (county-wide)*
- *Clinton Square Analysis*
- *City of Syracuse Truck Route Study*
- *University Hill Special Events Study*
- *University Hill Comprehensive Transportation Study*
- *Downtown Circulation Study*
- *Suburban Transit Demand and Marketing*

The *University Hill Comprehensive Transportation Study* is currently being conducted by the SMTC. This study came about as a result of a recommendation made within the *University Hill Special Events Study* (adopted in February 2000). The comprehensive study will address issues such as enforcement, regulations, and residential and employee parking. In addition, the need for non-automobile alternatives and improvements such as

additional park and ride shuttle systems and other mass transit options will be reviewed. Some of the specific problems related to the area include a lack of available parking for employees in the area, bicycle and pedestrian access and available transit services. The goal of the study is to develop recommendations that address the wide range of transportation and land use issues in the University Hill area from a multi-modal perspective.

Projects listed below are contained in *Medium-Priority* target Areas. Like the *High-Priority* target areas, these projects are located primarily in the Greater Syracuse Metropolitan Area, specifically in the outlying suburbs to the immediate east and west of the city line:

- *Lakefront Area Planning*
- *Dewitt Comprehensive Plan Transportation Component*
- *Eastern Onondaga County Transportation Plan*
- *Liverpool Traffic Study*

From the 20 UPWP projects that have distinguishable boundaries, nine are focused in the *Medium-Priority* and *High-Priority* target areas. Each target area is overlapped by a project, or the entire Block Group contains a UPWP project.

Since 1991, the SMTC's UPWP projects have generally been concentrated in the urban core and adjacent suburban areas to the north and east of Syracuse. The greatest concentration of UPWP projects can be found adjacent to the central business district (CBD) of the City of Syracuse. Given that there are several Block Groups defined as *High-Priority* areas in the CBD, these areas have been covered by several UPWP studies. All *High-Priority* areas have been included in the SMTC's UPWP studies. There are no known adverse or negative effects to be found from these studies, however, the SMTC the SMTC has not fully examined the impacts of its studies to date. It is important to note though, that each SMTC project is aimed at improving the transportation network, as the goals of the majority of studies have centered on system preservation and increased mobility.

While most *Medium-Priority* target areas are located where SMTC UPWP projects have taken place, there are a number of concern Block Groups to the south and west of Syracuse that have received minimal coverage; this area includes the Onondaga Nation Territory.

## **V. Transit**

The availability of public transportation to disadvantaged populations is a prime concern in addressing Environmental Justice. Populations that may have little or no access to motor vehicle transportation rely on transit to increase their mobility. Transit must be comprehensive in its times of operation and locations served in order to best suit the population. Additionally, the availability of public transit encourages the reduction of

automobile trips, which may improve air quality in the SMTC region. Several options for public transportation are available in the Syracuse area with differing scopes of operation.

## **Centro**

The Central New York Regional Transportation Authority (CNYRTA) operates Centro as the public transit system for Onondaga and adjacent counties. Centro operates fixed route transit systems including over 100 designated routes throughout the region. Many of these routes converge at a transit hub located in downtown Syracuse. From this hub, the routes diverge into various directions to serve localities throughout the region. Other routes provide service across towns or circulate through the suburbs without passing into Syracuse. Additionally, locations such as the region's many shopping centers, the Regional Transportation Center, and other outlying centers of activity serve as convergence points for transit routes.

Centro operates commuter and "city" routes in Syracuse, Oswego and Auburn as well as intercity connector services between those cities. Throughout most areas of the City of Syracuse, including *High-Priority* target areas, these routes operate with at least a thirty-minute headway, while in the suburban areas most routes operate with a seventy-minute headway or more in off-peak periods. 'Headway' is defined as the time interval between two vehicles traveling in the same direction on the same route. For example, if a bus passes a shelter at 2:00 PM and has a thirty-minute headway, the next bus on the same fixed route will pass at approximately 2:30 PM. Where several routes overlap, busses normally pass more frequently than each individual route's headway interval.

Fares to ride Centro are one dollar for travel within one fare zone with a fifty-cent charge for crossing into a new zone. Senior citizens and disabled citizens are charged sixty cents for riding on Centro with a ten-cent extension zone charge. Centro bus service operates from the early morning hours to the nighttime, seven days per week.

Transit service operates frequently in the *Medium-Priority* and *High-Priority* target areas of the MPO. Please see [Map 6](#) for a comparison of Centro's fixed route system with the target areas of this study. However, the JARC Plan, conducted by the SMTC in 2000, identifies areas where transit service does not adequately link disadvantaged populations with clusters of employment. This study focused on addressing transit needs of welfare and other low-income employees throughout the MPO area. The JARC report presents results of a study on the mobility needs of people moving from welfare to work and other low-income persons. It serves as a comprehensive plan for addressing gaps in transportation and is required by the FTA JARC grant program.

Contained in the findings section of the report are 11 gaps in the transportation network. This list then focused on six primary areas, which were reviewed in more detail. The six areas include:

1. Carrier Circle Area
2. Henry Clay Blvd and Morgan Rd Industrial Area
3. Erie Blvd to Bridge St/NYS Route 290/Manlius Center Rd

4. Taft Rd
5. Cicero/Route 11/South Bay Rd/Route 31
6. Farrell Rd/Stiles Rd

The primary focus of this report was issues that dealt with the availability of public transit. Not every person in the county has access to a vehicle, meaning they must find other options to and from work. As part of the JARC report, the SMTC conducted a telephone survey to formulate transit concerns/issues the employees might have. Utilizing collected survey information, recommendations were created to improve existing Centro routes, and to plan new routes to better serve the public.

The JARC report used 1990 Census figures to create maps and locate desired populations. Although the maps are very useful to the JARC report, they will not be used for further analysis in this study. Rather, Census 2000 figures were used in the compilation of the Environmental Justice study.

Since the JARC report was released in 2001, the CNYRTA has conducted a comprehensive restructuring of its fixed routes. Updates have been implemented to service the six gaps in transportation recognized from the JARC report. Many of the changes made involve renumbering the routes to make them easier for the public to understand. The existing Centro system now provides service to areas that were not served when the JARC Plan was compiled. Additionally, in late 2000/early 2001, Centro implemented new services for people coming off public assistance and the working poor through a newly formed Mobility Management Center (MMC). The MMC utilizes FTA JARC and State TANF grant funds to provide work trip transportation for the target populations to areas and jobs not well served by the regular route system. To date, the MMC has brokered 40,000 trips through a number of service contracts with taxi and delivery transportation companies.

On an annual basis, the CNYRTA must prepare an internal Title VI review that outlines the agency's activities to show conformity with Title VI requirements as defined by the FTA under the Civil Rights Act of 1964. The CNYRTA Title VI review document was approved by the FTA in June 2002. A series of twelve requirements were documented for the approval process ranging from utilization of the latest Census to locate minority populations, to creating a documentation process to deal with complaints and lawsuits that "allege discrimination on the basis of race, color or national origin with respect to service or other transit benefits" (Title VI Compliance Review of the CNYRTA September 2000).

### **Centro and Senior Citizens**

The CNYRTA operates Call-A-Bus service to provide transportation options to the elderly and disabled who meet the criteria of the Americans with Disabilities Act (ADA). The ADA requires Call-A-Bus to serve the same area and operate during the same hours and days as Centro bus routes. Call-A-Bus service will travel up to three-quarters of a

mile on either side of the Centro bus routes. Service beyond this area is not offered through Call-A-Bus.

Many of Centro's routes either directly serve or are adjacent to senior residential housing and common destinations for senior citizens. Please see [Map 7](#) for a comparison of senior center facility locations and transit routes. As shown on the map, there are numerous facilities that lie outside the Centro route system. Many of these facilities are located in outlying areas where it is not feasible, based on ridership, to augment the route system to serve these locations. However, some facilities are located within a reasonable distance of existing routes where future expansion or realignment of the transit system could be considered.

### **OnTrack**

The Syracuse, Binghamton & New York Railway began operation of OnTrack in 1994 with a recreational rail shuttle service. The service connects the Carousel Center with Syracuse University and Armory Square in Downtown Syracuse. A future extension is planned that will provide additional stops at the William F. Walsh Regional Transportation Center, the P&C Stadium and the Central New York Regional Market. Service is currently limited to eight trains in each direction, Wednesday through Sunday, on a seasonal basis.

OnTrack operates special trains (Orange Express) for Syracuse University football and basketball games as well as major concerts. The trains run from both Carousel Center and Armory Square to the Carrier Dome, as illustrated by [Map 8](#), thus helping to eliminate traffic that would impact nearby low-income neighborhoods. The reduction in traffic and its related mobile emissions can be viewed as a significant benefit to target areas.

### **The William F. Walsh Regional Transportation Center**

In 1998, the CNYRTA opened the \$21 million William F. Walsh Regional Transportation Center in Syracuse. Located adjacent to Interstate Route 81, the Central New York Regional Market, P&C Stadium, and Carousel Center, this intermodal facility brings together, for the first time in the Central New York community, all ground transportation services, including intercity rail, intercity bus, local and regional bus, and taxi service.

The CNYRTA simultaneously restructured a number of its bus routes in order to maximize direct service to the Center from points throughout the region, furthering the ease of intermodal passenger travel. From here, travelers can access Greyhound and Trailways intercity coach service, airport shuttle service to Hancock International Airport and ground transportation services, as well as Amtrak passenger rail along the Empire Corridor.

With the concentration of the CNYRTA routes through the William F. Walsh Regional Transportation Center, a greater level of accessibility to all intercity transportation options for targeted populations is provided. Additional future opportunities may also exist for intermodal connectivity and accessibility upon the completion of the OnTrack railroad bridge over Park Street, allowing the OnTrack Shuttle and special events trains to access the Transportation Center. With the proposed development of the Carousel Center into DestiNY, there may be further opportunities for intermodal connectivity and enhancement of access for the concern populations.

## **VI. Bicycle and Pedestrian Planning**

The SMTC examines bicycle and pedestrian transportation issues and opportunities in nearly every study undertaken by the agency. Within the SMTC's transportation studies, pedestrian and bicycle facilities, such as sidewalks, curb ramps, existence of bicycle routes and/or lanes, and the availability of bicycle racks, are examined.

Existing and proposed trails, for both transportation and recreation, throughout the MPO area are displayed in [Map 9](#), Trail System. The trails are exposed to many Environmental Justice target areas, particularly along the Onondaga Creekwalk corridor. These trails are beneficial not only for transportation purposes, but for increasing the beautification of the communities they travel through, some of which are located in identified target areas.

The SMTC is currently in the process of developing a policy level Bicycle and Pedestrian Plan for the MPO area. The primary purposes of this Plan are to preserve and enhance the bicycling and pedestrian network; and to improve the safety, attractiveness, and overall viability of cycling and walking as legitimate transportation options within the transportation system in the MPO area.

The Bicycle and Pedestrian Plan is being completed utilizing the SMTC professional staff, with support, input and participation from SMTC's member agencies, as well as citizens who are represented through a SAC, and a separate stakeholders group. Work on the project began during the 2001-2002 UPWP year, and is anticipated to be complete within the 2003-2004 UPWP year.

To give the Bicycle and Pedestrian Plan direction, the following goals were identified:

1. To encourage the use of bicycling and walking as legitimate modes of transportation;
2. To improve the safety of bicyclists and pedestrians;
3. To educate bicyclists, pedestrians, motorists, law enforcement officers, and others regarding traffic laws and safety measures;
4. To promote the improvement of travel and tourism and business opportunities along bicycle and pedestrian infrastructure;
5. To encourage planners and municipalities to develop bicycle and pedestrian resources; and
6. To develop a methodology for tracking bicycle and pedestrian improvements.

One major portion of this study has been the development of a Bicycle Suitability Map for Onondaga County. This process has not resulted in the designation of particular bicycle routes, but enables the general public (and primarily bicycle commuters) to determine which roads are currently the most suitable for bicycle travel. In addition to road ratings, the map includes bicycle and pedestrian trails, and various safety panels, highlighting rules and regulations associated with bicycle and pedestrian travel. By looking at the resulting map, we will also be able to determine where the holes exist in the current system and where to focus future efforts. The Bicycle Suitability Map will serve as a first step and starting point towards accomplishing the goal of a more bicycle and pedestrian friendly environment for our area. The map was published in March 2003 and is distributed for free to the public.

A sidewalk inventory for the towns and villages within the MPO area was also completed as part of the Bicycle and Pedestrian Plan, which includes maps of existing and proposed sidewalk locations. The SMTC did not complete an inventory of sidewalks for the City of Syracuse, as 95 - 97% of the city's parcels have sidewalk on at least one side.

As part of the overall Plan, a bicycle and pedestrian awareness survey was developed as a tool to assist in determining the public's awareness of bicycle and pedestrian safety, the public's knowledge and opinion of the existing conditions for bicycle and pedestrian travel in Onondaga County, and how often the public is currently utilizing these systems. Conducted by a market research firm, the survey was administered via telephone to four hundred four adults in Onondaga County. The SMTC will utilize those results to develop recommendations as part of the Bicycle and Pedestrian Plan, including which geographic and demographic areas to target for safety education purposes, as well as for future facility improvements.

One notable aspect of this project has been the wide array of public outreach that has taken place to date, and that will be taking place in the upcoming months. Staff has held and will continue to hold numerous SAC meetings for every phase of the project. The SAC is comprised of representatives from the SMTC's member agencies, all who have an interest in transportation planning and in creating an effective bicycle and pedestrian environment in the MPO area. There are also citizen representatives on the SAC. Stakeholder and volunteer meetings were held to solicit the assistance of cyclists in rating roads for the bicycle suitability map. In addition, to date, two public meetings have been held to explain the process and purpose of the Bicycle and Pedestrian Plan and present the relevant existing bicycle and pedestrian transportation data, and the conditions inventory data that the SMTC has compiled. More public meetings are planned for the next phases of the project.

A project specific newsletter, *In Motion...* as well as a project specific web site, [www.smtcmpo.org/bike-ped](http://www.smtcmpo.org/bike-ped), have been developed to keep the public informed of the study's progress, and upcoming meetings. Press releases and announcements of upcoming events are also forwarded to the media.

The Bicycle and Pedestrian Plan will uphold the goals of Environmental Justice through determining (via the bicycle suitability map, bicycle and pedestrian awareness survey, sharing information with the public, etc) where holes in the existing bicycle and pedestrian network exist and what can be done to alleviate these gaps and plan for the future. The development of recommendations and action items that seek to improve the community's bicycle and pedestrian environment will benefit all socioeconomic groups.

## **VII. Freight**

### **Overview**

The movement of goods by truck, rail and air can create negative pressures on an urbanized area. Of particular concern would be those areas adjacent to freight facilities such as a rail yard, intermodal terminal, airport, or distribution center. Freight traffic can produce uncomfortable levels of air pollution, noise and traffic, as well as safety concerns affiliated with truck traffic and rail-highway grade crossings. With respect to new federal legislation on Environmental Justice, it is the duty of the MPO to ensure that neighborhoods housing predominantly low-income or minority populations are not being subjected to a disproportionately high percentage of the negative impacts caused by freight movement. Environmental Justice is an important consideration as domestic freight movement is anticipated to grow by nearly 90 percent by 2020 and international freight by nearly 110 percent.

In the Syracuse Metropolitan area, the modal breakdown by freight tonnage is approximately 88 percent truck and 12 percent rail. Air and water tonnages are statistically insignificant. The greatest percentage of rail traffic is attributed to inbound raw materials to the metropolitan area. Truck traffic (both through and local) is concentrated on the National Network roadways such as I-81, I-690, I-90 and I-481. These highways are constructed and maintained to standards acceptable for large trucks. The regional freight network also consists of designated New York State Access Highways that link the National Network with truck terminals and warehouses. This network allows for access by special dimension vehicles such as automobile carriers, tandem trailers and trucks with 53-foot trailers. There are also locally designated truck routes in the City of Syracuse and various Towns and Villages.

### **Freight Related UPWP Studies**

There have been several freight related studies conducted by the SMTC that are located in the *Medium-* or *High-Priority* areas. The first was the *1996 Rail Corridor Inventory*, which included all rail corridors in the metropolitan area including the Woodard Industrial Park area (a *High-Priority* area). The rail corridor study was primarily an inventory of existing conditions and ownership of rail lines within the metropolitan area.

A recently completed study that overlaps with *High-Priority* areas is the *City of Syracuse Truck Route Study*. This study involved a comprehensive review and analysis of truck routes, related signage and constraints on truck routes within the City of Syracuse. This



study was requested by the City of Syracuse Department of Public Works to create a current database of signage and confirm the viability and necessity of the currently designated truck route system.

Prior to the completion of the *City of Syracuse Truck Route Study*, a comprehensive review of designated truck routes in the City of Syracuse had not occurred in quite some time. There was also an absence of a database for truck related signage (such as “Truck Route”, “No Trucks”, etc.) within the City limits. In addition, placement of “No Truck” signs throughout the City over time may not have been consistent with previously determined route designations. To enhance urban freight mobility, inconsistencies were identified and addressed in the analysis.

The *City of Syracuse Truck Route Study* focused on locating all of the ‘No Truck’ signs within the City limits, creating an inventory of the signs, and identifying currently designated truck routes. Areas of concern relating to signage, constraints and routes were identified and recommendations to alleviate inconsistencies were made.

### **Freight Related TIP Projects**

Projects in the SMTC TIP are generally not freight specific as they encompass several other key focus areas including safety, mobility and air quality (to name a few). However, several TIP projects are located in areas designated as *Medium-Priority* areas and are important to freight movement. One such project is the First Street Reconnect in the Village of East Syracuse. Currently traffic (including the CSX TransFlo facility for trans-loading products from rail to truck) is restricted to one access point and the reconnection of two road segments would provide improved additional access for trucks as well as increased safety and mobility for the neighborhood.

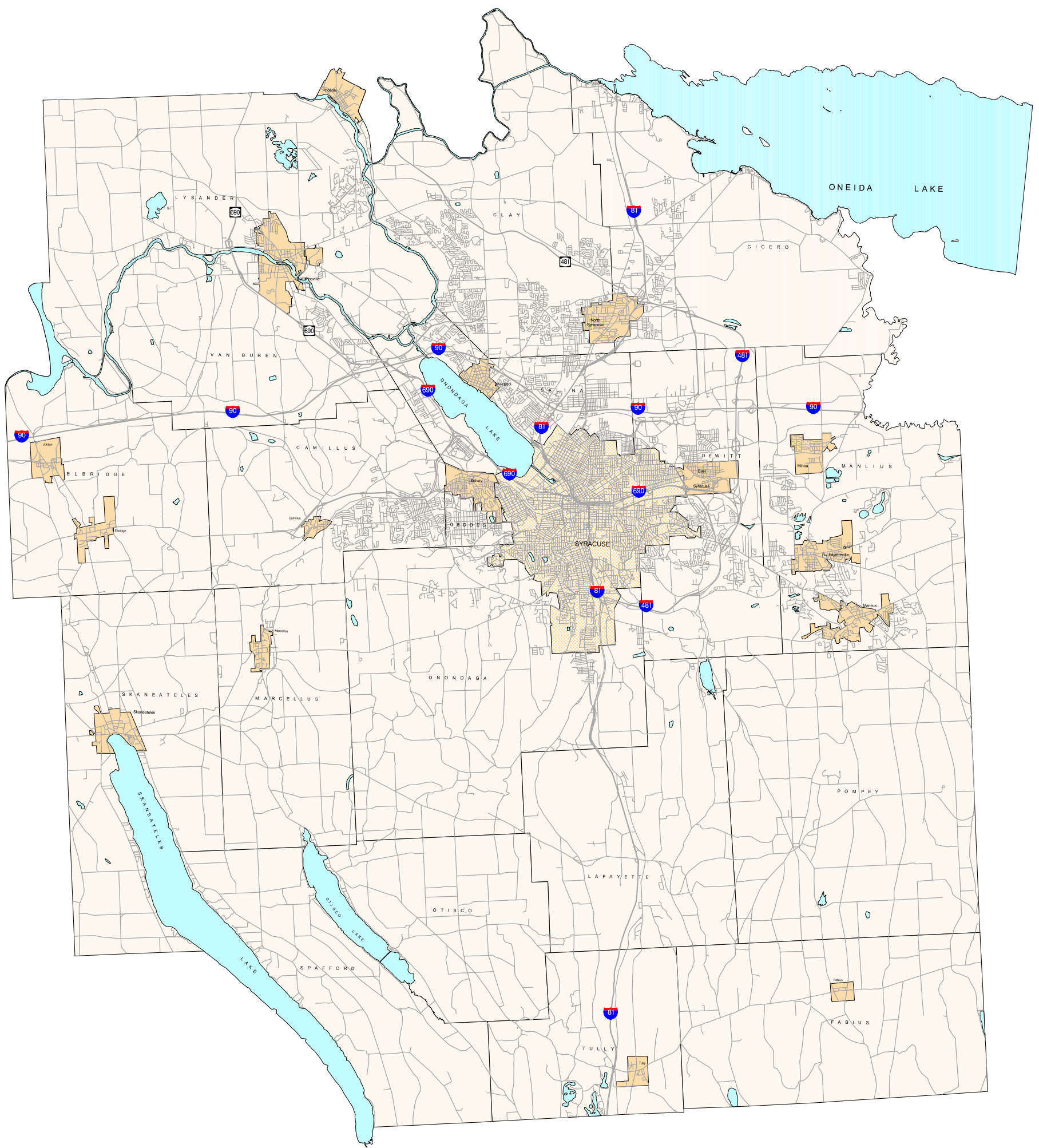
Other projects located within *High-Priority* areas that benefit freight mobility include interstate projects on I-81 and I-690, as well as several bridge projects. The signal improvements related to the Syracuse Signal Interconnect and Operations project, also enhance traffic flow and improve air quality in the designated *High-Priority* areas. Benefits of freight related projects through capital programs include construction related activities and operational access. In addition, benefits of freight related activities are determined based on the identification of freight related needs through studies conducted by the SMTC and its member agencies. Relevant negative impacts of freight related projects include noise, high traffic volumes, safety issues, lack of service/access and mobility. These projects are noted in appendix 1.

## **Section 4: Conclusions and Future Analysis**

This study complies with all mandates set forth by the FTA and the FHWA for Environmental Justice initiative.

Based upon this primary assessment, the study showed that the transportation planning activities performed by the SMTC are not known to have been disproportionately distributed regarding the designated target populations. However, the SMTC has not fully examined the impacts of its studies to date. Many SMTC projects that are complete, in the process of being completed, or that are proposed, strive to enhance the viability of individual neighborhoods and the region as a whole to improve the transportation network utilizing multi-modal transportation planning practices. This approach is evident throughout the primary Environmental Justice target areas where corridor studies or other initiatives were undertaken. While some gaps exist in transportation options for some of the MPO's citizens, the SMTC has asserted to mitigate these issues with reports such as the JARC study. In general, however, the benefits of the SMTC's planning process appear to have been distributed proportionally amongst the residents of the MPO.

This current study is only a preliminary assessment. The SMTC's Environmental Justice analysis will continue through multiple program years, as the agency will perform periodic assessments of its planning activities and their relevant implications. Future analyses will consider more advanced evaluation activities. This may include, but is not limited to, inclusion of a Study Advisory Committee consisting of the SMTC's member agencies, coordination with other MPOs involved in similar processes, receipt of input from stakeholders, individual citizens or community groups, and research and updating of data sources that may prove useful to the analysis.



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# Map 1: SMTc MPO Area

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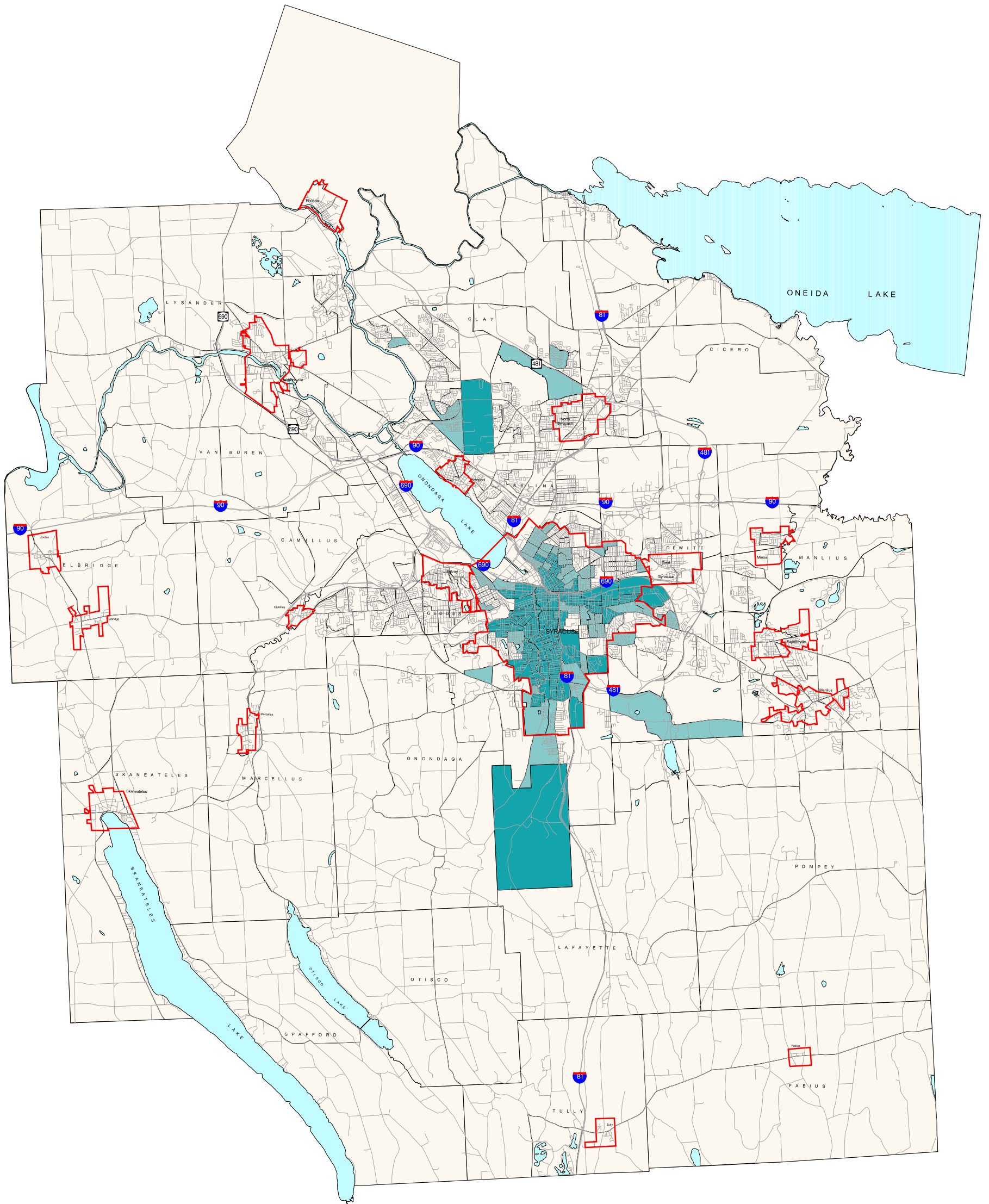
0 2 4 Miles



- Cities
- Villages
- Towns
- Water
- Roads

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## Map 2: Minority Areas of Concern

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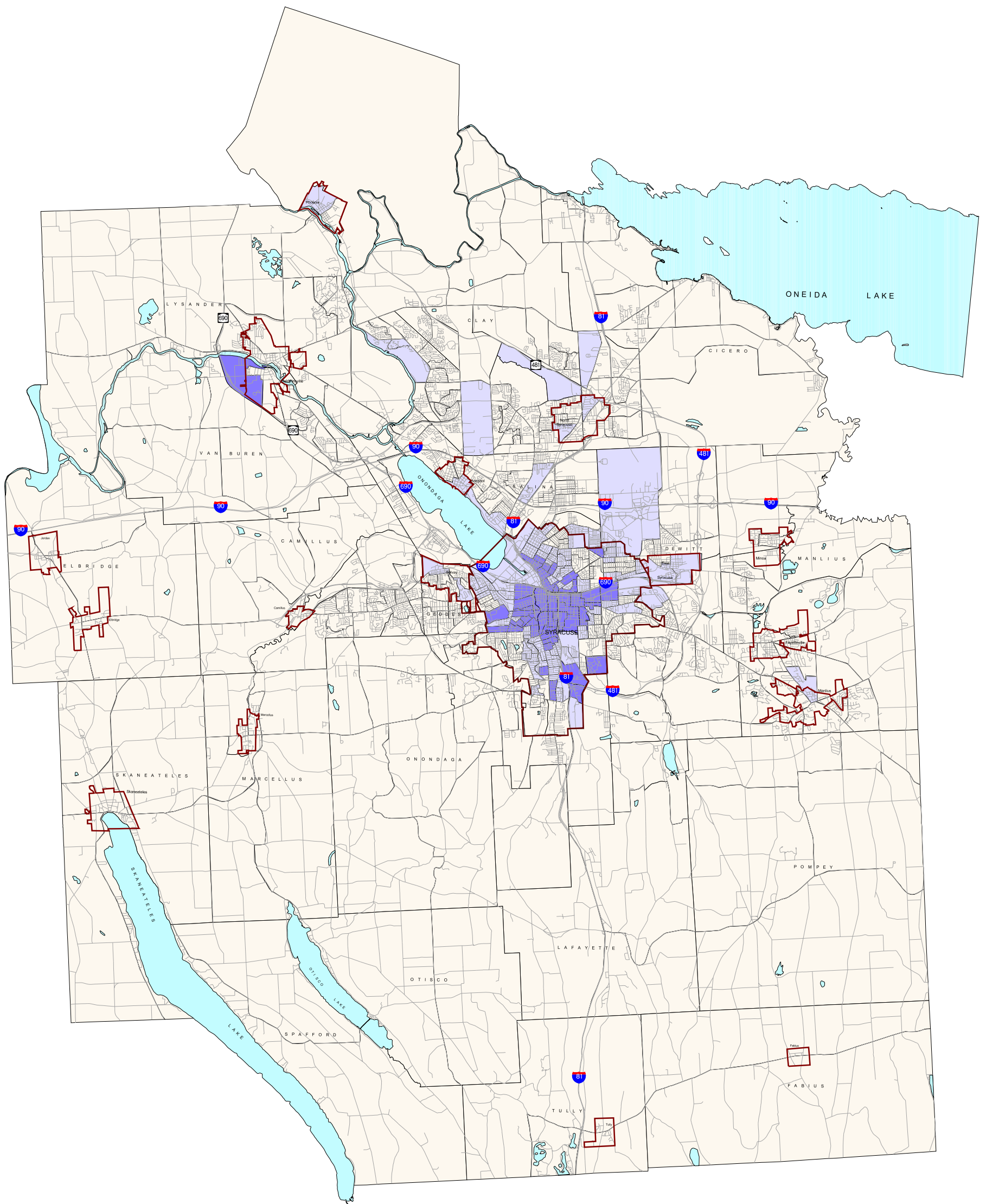
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- Target Areas**
- Below Threshold
  - Areas of Concern
  - Areas of High Concern
  - Municipalities
  - Water
  - Roads

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# Map 3: Low-Income Areas of Concern

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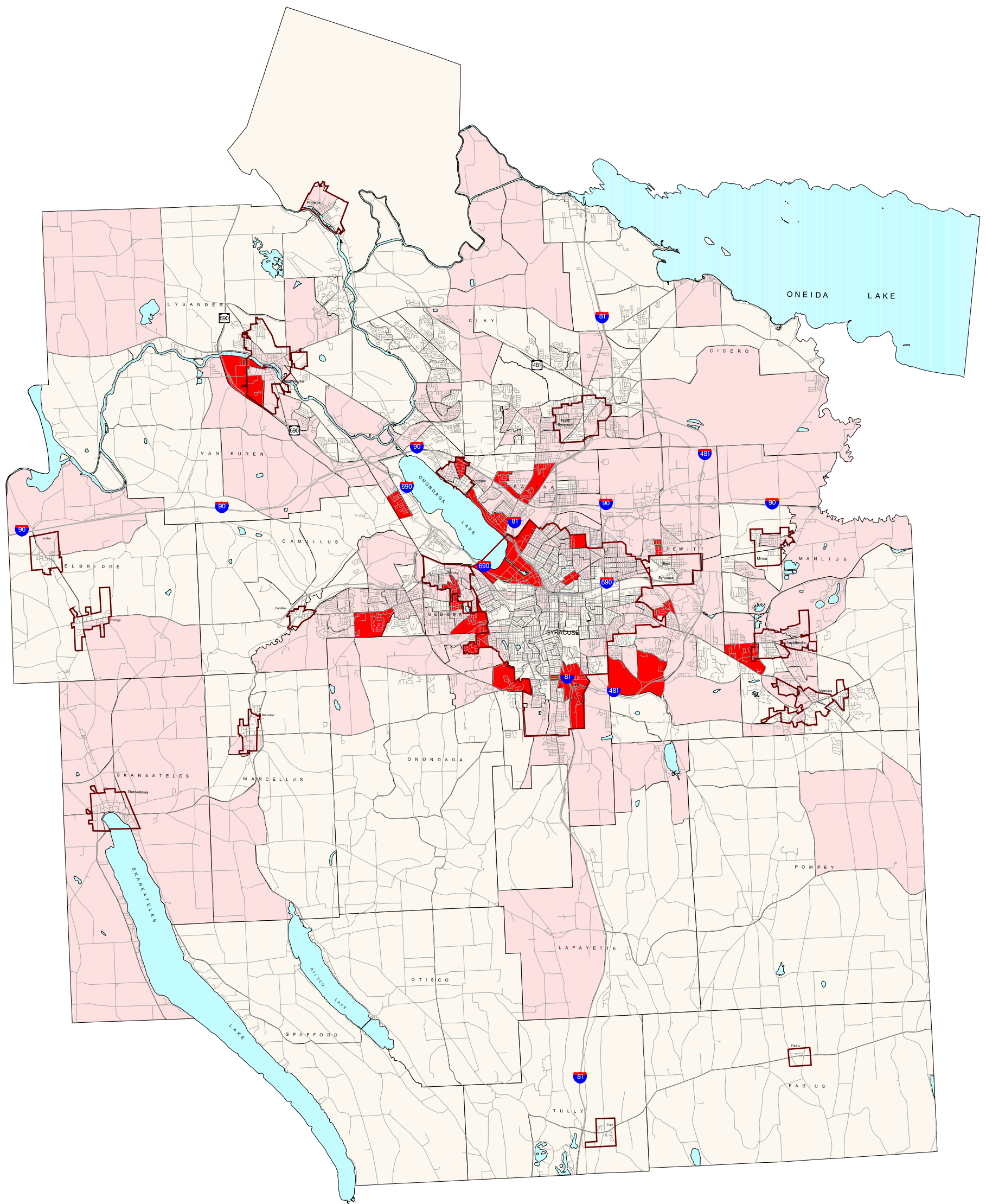
0 2 4 Miles



- Target Areas
- Below Threshold
  - Areas of Concern
  - Areas of High Concern
  - Municipalities
  - Water
  - Roads

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## Map 4: Senior Citizen Areas of Concern

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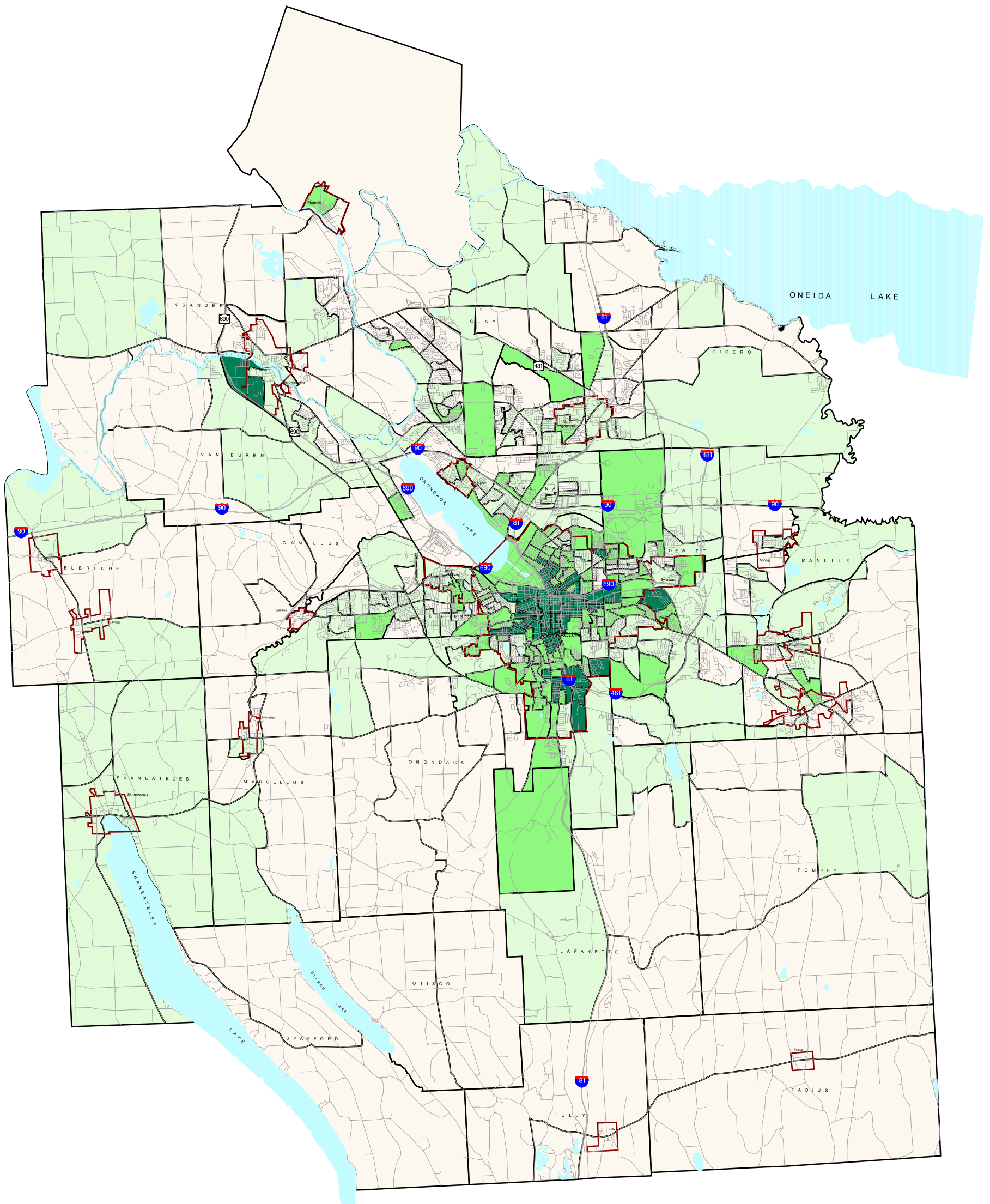


- Target Areas**
- Below Threshold
  - Areas of Concern
  - Areas of High Concern
  - Municipalities
  - Water
  - Roads

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## Map 5: Target Areas

Combined from the 3 individual target populations  
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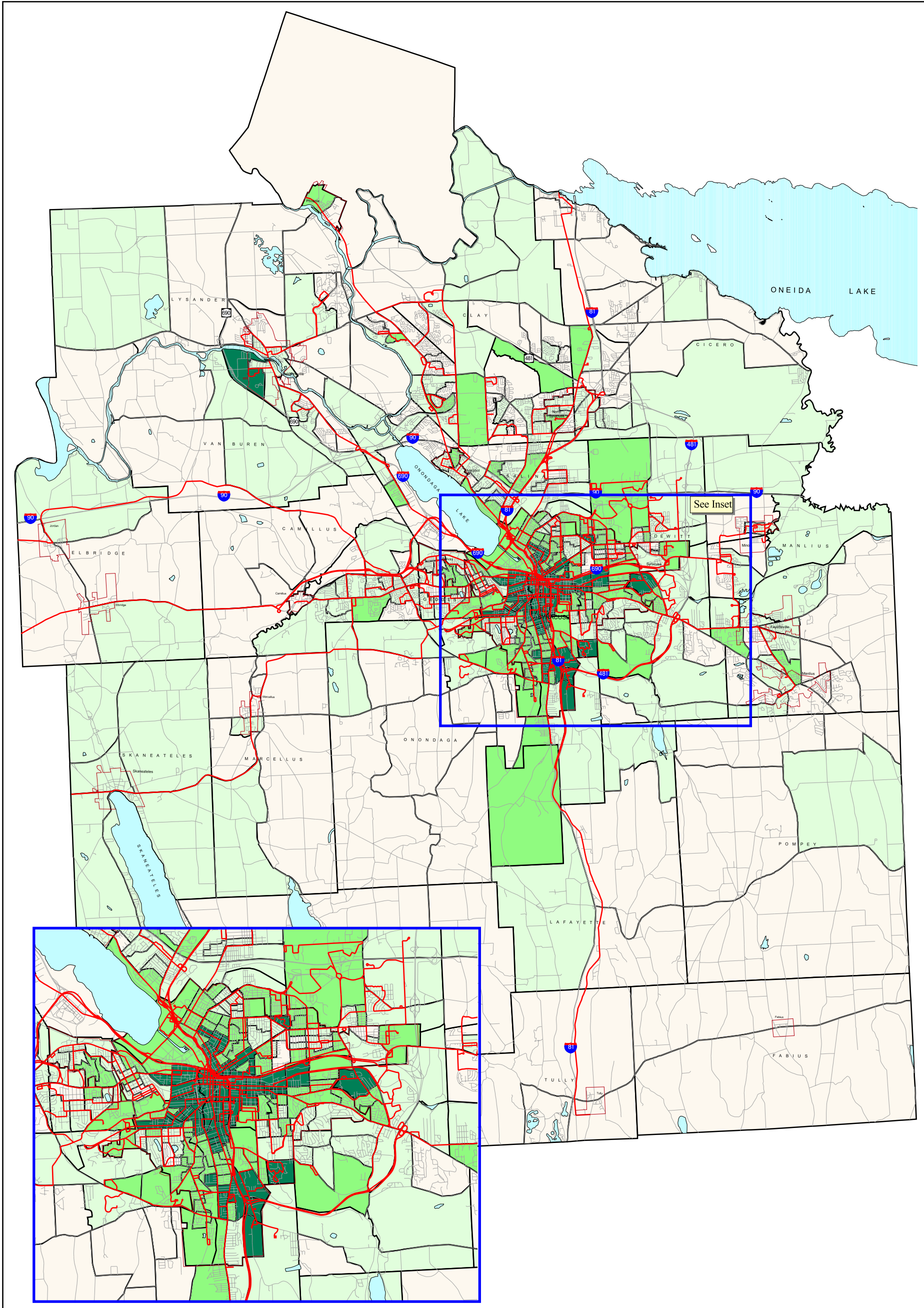
- Combined Target Areas
- Below threshold
- Low-Priority Target Areas
- Medium-Priority Target Areas
- High-Priority Target Areas
- City of Syracuse
- Villages
- Water
- Roads

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## Map 6: Centro Fixed Service

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0 2 4 Miles

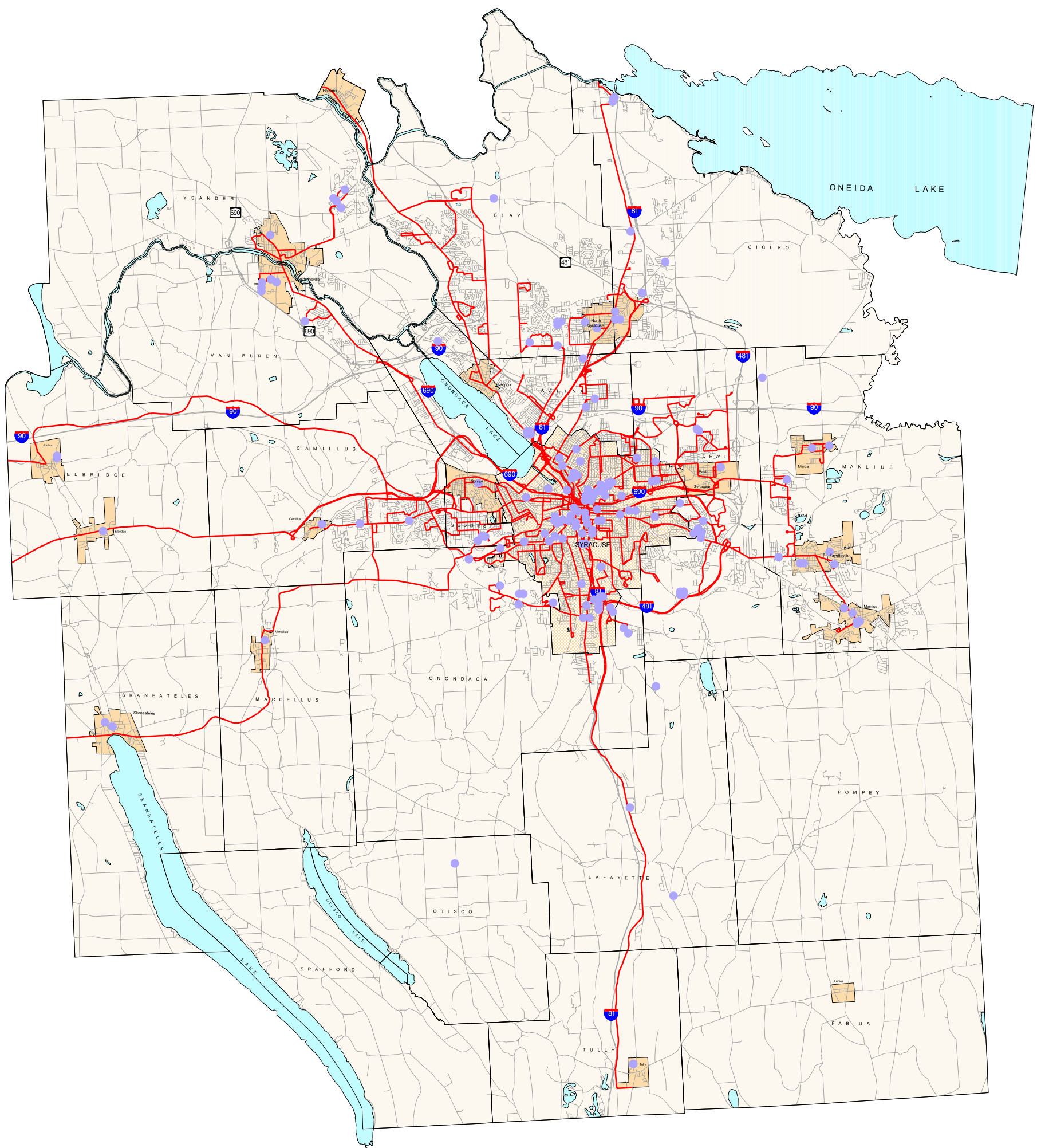
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- Combined Target Areas
  - Below Threshold
  - Low-Priority Target Areas
  - Medium-Priority Target Areas
  - High-Priority Target Areas
- Municipalities
- Centro Routes
- Roads

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## Map 7: Senior Facilities and Centro Routes

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0 2 4 Miles

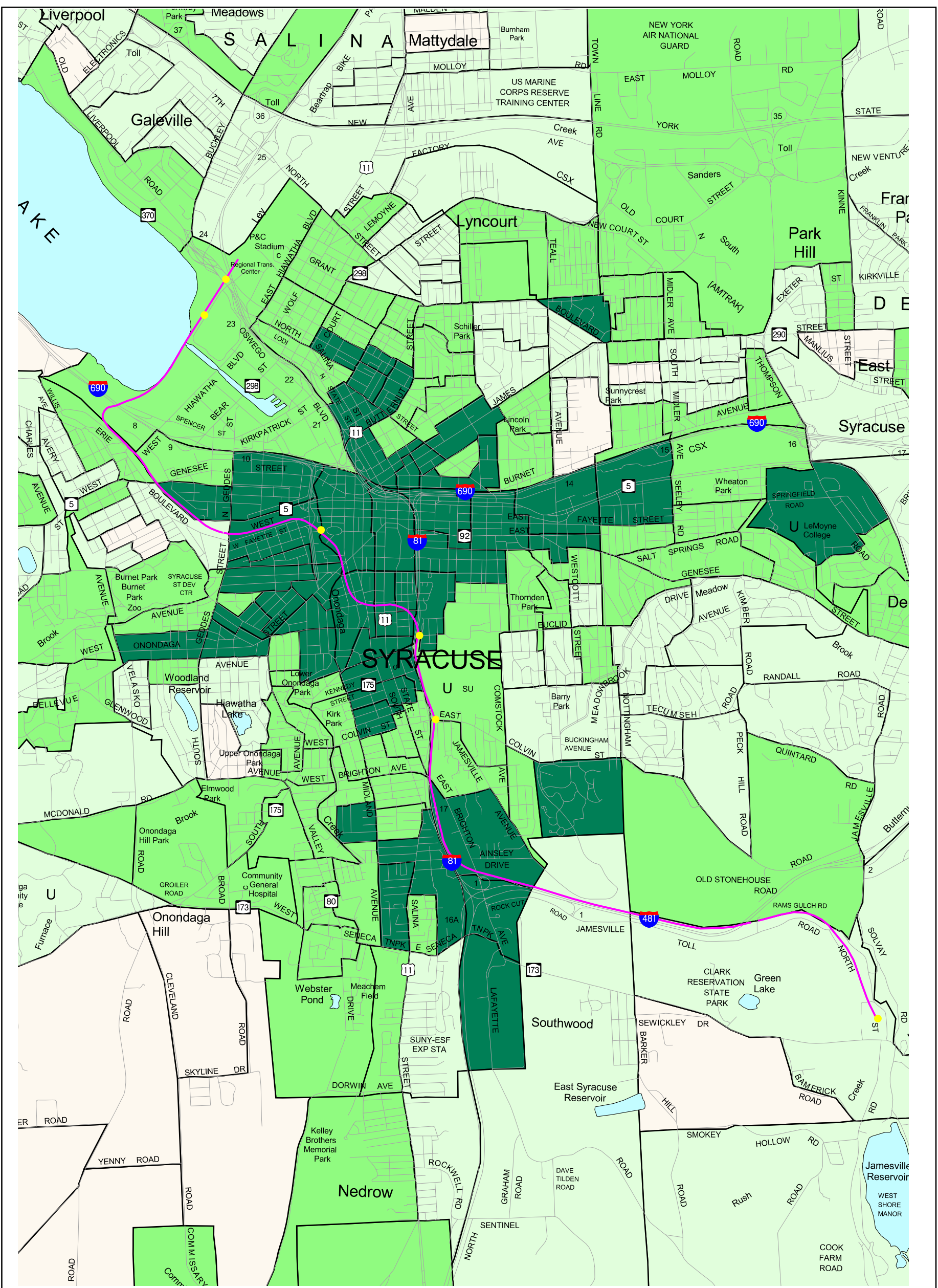


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- Senior Facilities
- Centro Routes
- City of Syracuse
- Villages
- Towns
- Water
- Roads

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## Map 8: OnTrack Rail Service

2002-2003 SMTC Environmental Justice Report

0 0.4 0.8 Miles

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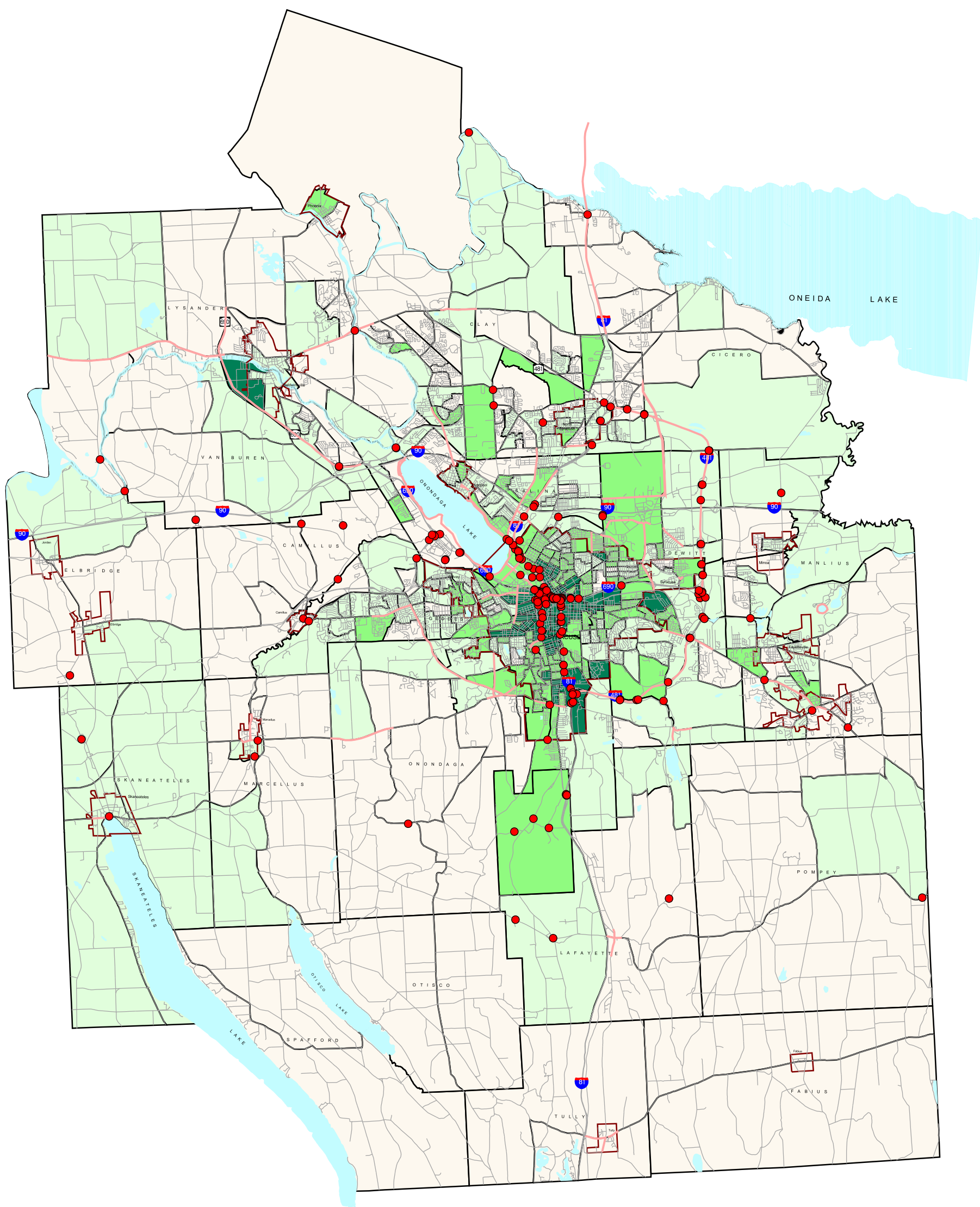


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- Combined Target Areas
  - Below Threshold
  - Low-Priority Target Areas
  - Medium-Priority Target Areas
  - High-Priority Target Areas
- Ontrack Route
- Ontrack Platform
- City of Syracuse
- Villages
- Water
- Roads







Note: multiple points can represent a single TIP project



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## Map 10: TIP Projects

2002-2003 SMTc Environmental Justice Report

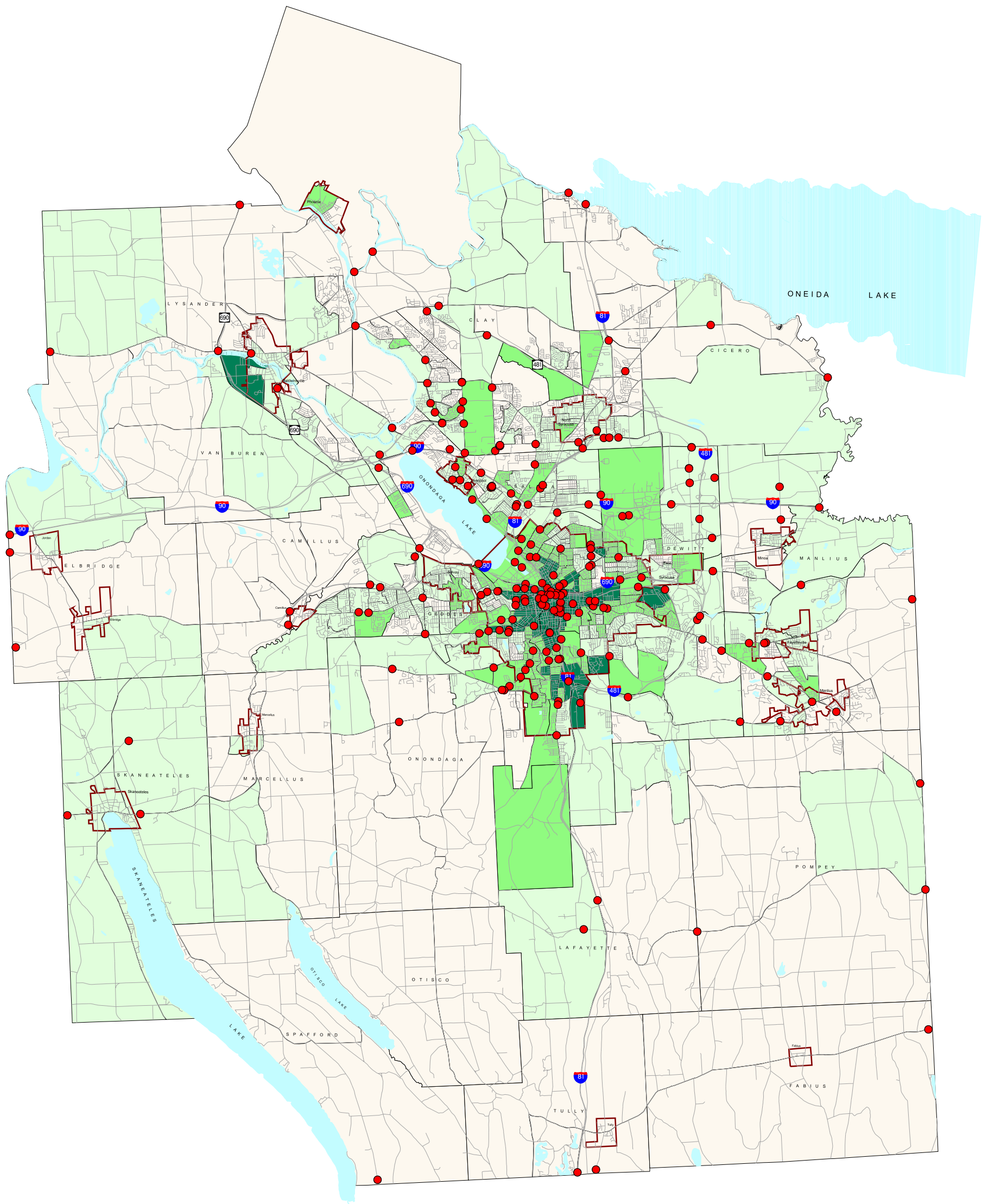


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- Combined Target Areas
- Below threshold
  - Low-Priority Target Areas
  - Medium-Priority Target Areas
  - High-Priority Target Areas
- Isolated TIP Project Locations
- TIP Road Projects
- City of Syracuse
- Villages
- Water
- Roads

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# Map 11 I: UPWP Projects

## 2002-2003 SMTC Environmental Justice Report

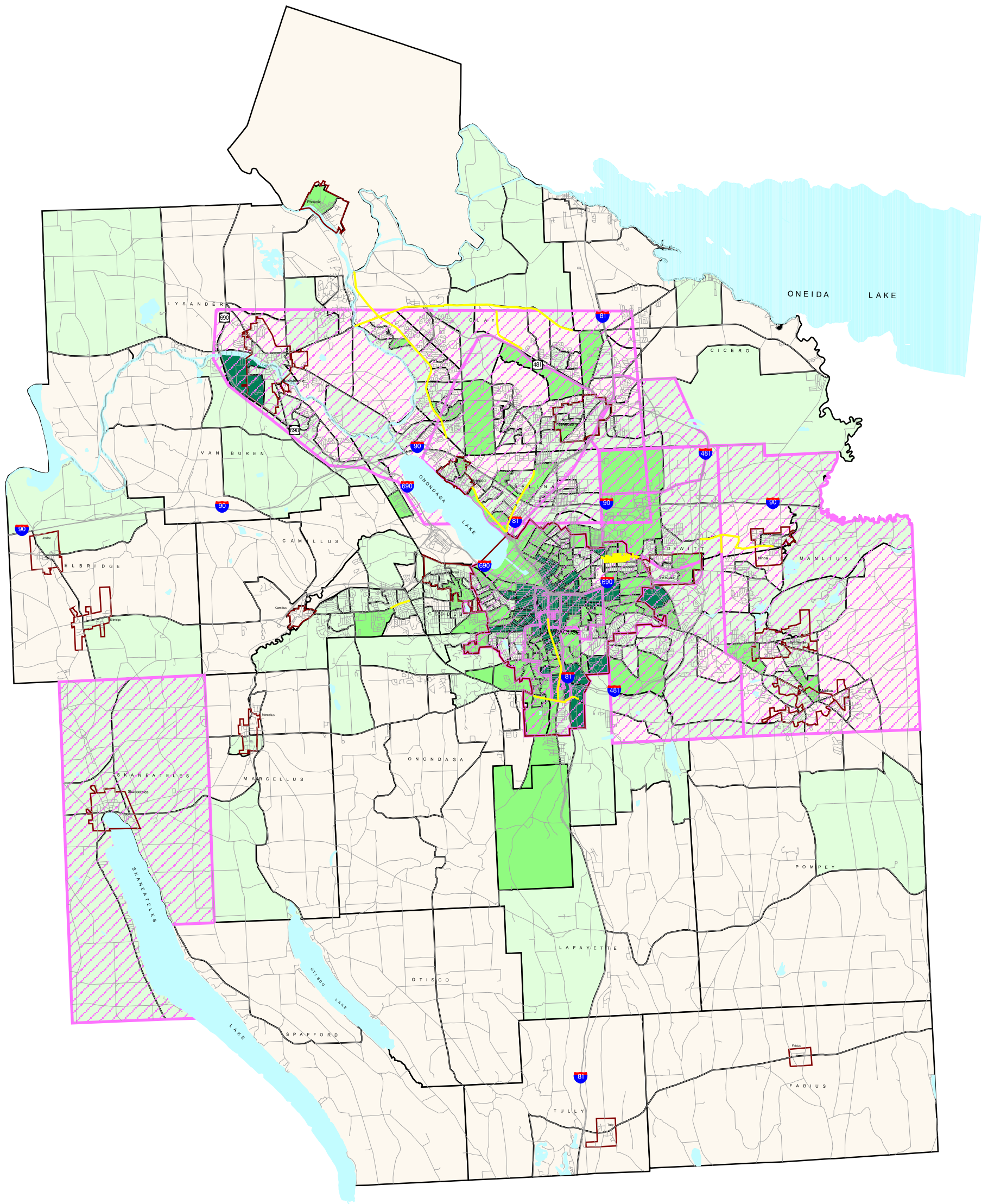
0 2 4 Miles

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- Combined Target Areas
  - Below Threshold
  - Low-Priority Target Areas
  - Medium-Priority Target Areas
  - High-Priority Target Areas
- Site Specific UPWP Locations
- City of Syracuse
- Villages
- Water
- Roads

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## Map 11 II: UPWP Projects

### 2002-2003 SMTC Environmental Justice Report

0 2 4 Miles

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- Combined Target Areas
  - Below Threshold
  - Low-Priority Target Areas
  - Medium-Priority Target Areas
  - High-Priority Target Areas
- UPWP Project Corridors
- UPWP Project Areas
- City of Syracuse
- Villages
- Water
- Roads

**Appendix 1**  
**2001-2006 TIP**  
**FEDERAL HIGHWAY ADMINISTRATION FUNDS**  
**PROGRAM LISTING FOR EJ**  
**As of June 18, 2003**

PIN	SPONSOR	PROJECT DESCRIPTION	PHASE	FUND SOURCE	FFY 01/02	FFY 02/03	FFY 03/04	FFY 04/05	FFY 05/06	TOTAL PROJECT COST
301916	SYRACUSE	ROUTE 173 OVER ONONDAGA CREEK [Air Quality Status: Exempt]	Design ROW Incidentals ROW Acquisition Construction Inspection	BRIDGE BRIDGE BRIDGE BRIDGE BRIDGE	\$0.073 \$0.010	\$0.010	\$0.775 \$0.076	\$0.225 \$0.044		
		<b>TOTAL</b>			<b>\$0.083</b>	<b>\$0.010</b>	<b>\$0.851</b>	<b>\$0.269</b>		<b>\$1.213</b>
303484	SYRACUSE	ERIE BLVD OVER ONONDAGA CREEK [Air Quality Status: Exempt]	Scoping Preliminary Design Detailed Design ROW Incidentals ROW Acquisition Construction Inspection	BRIDGE BRIDGE BRIDGE BRIDGE BRIDGE BRIDGE BRIDGE	\$0.060 \$0.165 \$0.180 \$0.001	0.001	\$1.125 \$0.135	\$1.125 \$0.135		
		<b>TOTAL</b>			<b>\$0.406</b>	<b>\$0.001</b>	<b>\$1.260</b>	<b>\$1.260</b>		<b>\$2.927</b>
375271	SYRACUSE	WALTON ST BRIDGE [Air Quality Status: Exempt]	ROW Acquisition Construction Inspection	STP-URBAN STP-FLEX STP-FLEX	\$0.080	\$1.259 \$0.150				
		<b>TOTAL</b>			<b>\$0.080</b>	<b>\$1.409</b>				<b>\$1.489</b>
375272	SYRACUSE	LODI ST/ N. SALINA SIGNAL IMPROVEMENTS [Air Quality Status: Exempt]	Scoping Preliminary Design Construction Inspection	CMAQ CMAQ CMAQ CMAQ				\$0.060 \$0.240 \$1.600 \$0.160		
		<b>TOTAL</b>						<b>\$2.060</b>		<b>\$2.060</b>
375281	SYRACUSE	KIRKPATRICK/COURT/SOLAR ST IMPROVEMENTS [Air Quality Status: Conforming]	Detailed Design ROW Acquisition Construction Inspection	STP-URBAN STP-URBAN STP-URBAN STP-URBAN	\$0.080 \$5.280 \$0.659					
		<b>TOTAL</b>			<b>\$6.019</b>					<b>\$6.019</b>
375285	SYRACUSE	GEDDES/GENESEE STS SIGNAL INTERCONNECTION [Air Quality Status: Exempt]	Scoping Preliminary Design Detailed Design Construction Inspection	CMAQ CMAQ CMAQ CMAQ CMAQ				\$0.060 \$0.250 \$0.150	\$2.400 \$0.240	
		<b>TOTAL</b>						<b>\$0.460</b>	<b>\$2.640</b>	<b>\$3.100</b>
375288	SYRACUSE	FINEVIEW BRIDGE OVER RENWICK AVE [Air Quality Status: Exempt]	Scoping Preliminary Design Detailed Design Construction Inspection	STP-URBAN STP-URBAN STP-URBAN STP-URBAN STP-URBAN	\$0.060 \$0.056 \$0.030			\$0.773 \$0.078		
		<b>TOTAL</b>			<b>\$0.146</b>			<b>\$0.851</b>		<b>\$0.997</b>



**Appendix 1**  
**2001-2006 TIP**  
**FEDERAL HIGHWAY ADMINISTRATION FUNDS**  
**PROGRAM LISTING FOR EJ**  
**As of June 18, 2003**

375289	SYRACUSE	DORWIN AVE OVER ONONDAGA CREEK [Air Quality Status: Exempt]	Scoping Preliminary Design Detailed Design Construction Inspection	STP-FLEX STP-FLEX STP-FLEX STP-FLEX STP-FLEX				\$0.060 \$0.060 \$0.038	0.628 0.063	
		<b>TOTAL</b>						<b>\$0.158</b>	<b>0.691</b>	<b>\$0.849</b>
375290	SYRACUSE	DICKERSON ST OVER ONONDAGA CREEK [Air Quality Status: Exempt]	Scoping Preliminary Design Detailed Design Construction Inspection	STP-URBAN STP-URBAN STP-URBAN STP-URBAN STP-URBAN				\$0.060 \$0.053 \$0.038	\$0.628 \$0.063	
		<b>TOTAL</b>						<b>\$0.151</b>	<b>\$0.691</b>	<b>\$0.842</b>
375291	SYRACUSE	WEST WASHINGTON STREET BRIDGE REHAB [Air Quality Status: Exempt]	Scoping Preliminary Design Detailed Design Construction Inspection	STP-URBAN STP-URBAN STP-URBAN STP-URBAN STP-URBAN				\$0.060 \$0.080	\$0.036 \$0.703 \$0.070	
		<b>TOTAL</b>						<b>\$0.140</b>	<b>\$0.809</b>	<b>\$0.949</b>
375292	SYRACUSE	MIDLAND AVENUE BRIDGE [Air Quality Status: Exempt]	Scoping Preliminary Design Detailed Design Construction Inspection	STP-URBAN STP-URBAN STP-URBAN STP-URBAN STP-URBAN				\$0.068 \$0.048	\$0.020 \$0.716 \$0.073	
		<b>TOTAL</b>						<b>\$0.116</b>	<b>\$0.809</b>	<b>\$0.925</b>
375296	SYRACUSE	ROUTE 173, HOPPER TO MONTICELLO [Air Quality Status: Exempt]	Scoping Preliminary Design Detailed Design Construction Inspection	STP-URBAN STP-URBAN STP-URBAN STP-URBAN STP-URBAN					\$0.060 \$0.080 \$0.060	
		<b>TOTAL</b>							<b>\$0.200</b>	<b>\$0.200</b>
375299	SYRACUSE	CREEKWALK, PH1, ARMORY TO CAROUSEL [Air Quality Status: Exempt]	Detailed Design ROW Acquisition Construction Inspection Construction	CMAQ STP-URBAN STP-URBAN STP-URBAN CMAQ		\$0.151	\$0.380 \$0.110 \$1.000	\$0.601 \$0.110		
		<b>TOTAL</b>				<b>\$0.151</b>	<b>\$1.490</b>	<b>\$0.711</b>		<b>\$2.352</b>

**As of June 18, 2003**

**TOTAL**

**Appendix 1**  
**2001-2006 TIP**  
**FEDERAL HIGHWAY ADMINISTRATION FUNDS**  
**PROGRAM LISTING FOR EJ**  
**As of June 18, 2003**

350138	NYSDOT	I81, ITS DOWNTOWN [Air Quality Status: Exempt]	Preliminary Design Detailed Design ROW Acquisition Construction Inspection	INTER. MAINT INTER. MAINT INTER. MAINT INTER. MAINT		\$0.080 \$0.090	\$1.000 \$0.100			
		<b>TOTAL</b>				<b>\$0.170</b>	<b>\$1.100</b>			<b>\$1.270</b>
350140	NYSDOT	I81 VIADUCT REPAIRS [Air Quality Status: Exempt]	Scoping Preliminary Design Detailed Design Construction Inspection	INTER. MAINT INTER. MAINT INTER. MAINT INTER. MAINT	\$0.060		\$9.720		\$6.480	
		<b>TOTAL</b>			<b>\$0.060</b>		<b>\$9.720</b>		<b>\$6.480</b>	<b>\$16.260</b>
350145	NYSDOT	I81,RT 173 TO THE VIADUCT, 3R PROJECT, SENECA TURNPIKE BRIDGES [Air Quality Status: Exempt]	Scoping Preliminary Design Detailed Design Construction Inspection	INTER. MAINT INTER. MAINT INTER. MAINT NHS NHS	\$0.280	\$0.186	\$5.200 \$0.520			
		<b>TOTAL</b>			<b>\$0.280</b>	<b>\$0.186</b>	<b>\$5.720</b>			<b>\$6.186</b>
350628	NYSDOT	I-690 OVER THE VAULT [Air Quality Status: Exempt]	Preliminary Design Construction Inspection	INTER. MAINT INTER. MAINT INTER. MAINT		\$1.250 \$0.156				
		<b>TOTAL</b>				<b>\$1.406</b>				<b>\$1.406</b>
350632	NYSDOT	REHAB 9 BRIDGES I-690/WEST STREET INTERCHANGE [Air Quality Status: Exempt]	Scoping Preliminary Design ROW Incidentals Detailed Design ROW Acquisition Construction Inspection	BRIDGE BRIDGE BRIDGE BRIDGE BRIDGE BRIDGE		\$0.068 \$0.315 \$0.010	\$0.394 \$0.020	\$3.500 \$0.525		
		<b>TOTAL</b>				<b>\$0.393</b>	<b>\$0.414</b>	<b>\$4.025</b>		<b>\$4.832</b>
380439	NYSDOT	I81 & I690 BRIDGE REPAIRS, PHASE 1 [Air Quality Status: Exempt]	Construction Detailed Design Construction Inspection	BRIDGE NHS NHS NHS	\$0.300		\$3.500 \$1.500 \$0.500			
		<b>TOTAL</b>			<b>\$0.300</b>		<b>\$5.500</b>			<b>\$5.800</b>

**Appendix 1**  
**2001-2006 TIP**  
**FEDERAL HIGHWAY ADMINISTRATION FUNDS**  
**PROGRAM LISTING FOR EJ**  
**As of June 18, 2003**

380466	NYSDOT	BRIDGE REPAIRS, PHASE 2 [Air Quality Status: Exempt]	Detailed Design Construction Inspection	NHS BRIDGE BRIDGE		\$0.300	\$5.000 \$0.500			
		<b>TOTAL</b>				<b>\$0.300</b>	<b>\$5.500</b>			<b>\$5.800</b>
380307	CNYRTA	CONNECTIONS RIDESHARE [Air Quality Status: Exempt]	Rideshare Rideshare Rideshare Rideshare Rideshare	CMAQ CMAQ CMAQ CMAQ CMAQ	\$0.013	\$0.013	\$0.013	\$0.013	\$0.013	
		<b>TOTAL</b>			<b>\$0.013</b>	<b>\$0.013</b>	<b>\$0.013</b>	<b>\$0.013</b>	<b>\$0.013</b>	<b>\$0.065</b>
38210	CNYRTA	CNYRTA INFO CENTER (COMMON CENTER) [Air Quality Status: Exempt]	Miscellaneous	STP-FLEX	\$0.320					
		<b>TOTAL</b>			<b>\$0.320</b>					<b>\$0.320</b>
382145	CNYRTA	REPLACE 29 ORION V's [Air Quality Status: Exempt]		CMAQ		\$4.500				
		<b>TOTAL</b>				<b>\$4.500</b>				<b>\$4.500</b>
		<b>GRAND TOTAL - TRANSPORTATION IMPROVEMENT PROGRAM</b>								<b>\$80.663</b>

## Appendix 2: UPWP Studies

Category	Project Name	Current Years Status of Project	Included on maps
Air Quality	STOP II (Signal Timing Optimization)	complete	
Air Quality	Air Quality & Conformity	in progress	
Air Quality	Clean Air	in progress	
Air Quality	Congestion Management System	complete	yes
Air Quality	TIP Conformity Determination	complete	
Corridor Study	Seneca Turnpike (Rt 173) Corridor Traffic Study	complete	yes
Corridor Study	Town of Camillus-West Genesee Street Corridor Study	complete	yes
Corridor Study	James Street Corridor Traffic Study	complete	yes
Corridor Study	South Salina Street Corridor Study/Transit Traffic Signal Preemption Program	complete	yes
Corridor Study	Town of Salina Old Liverpool Road Study	cancelled	yes
Economic Development	Air/Water Planning	in progress	
Economic Development	Town of Clay- Industrial Park Study	on hold	
Economic Development	DestiNY	in progress	
Economic Development	Lakefront Development District Study	in progress	
Environmental Justice	Environmental Justice	in progress	yes
Environmental Justice	Job Access Reverse Commute Plan	complete	
Environmental Justice	Public Participation	in progress	
Environmental Justice	ADA Plan Implementations	complete	
Intermodal	Bicycle/Pedestrian Plan	in progress	
Intermodal	Conrail/CSX Intermodal Terminal Access	complete	yes
Intermodal	City of Syracuse Truck Route Study	complete	yes
Intermodal	Bicycle/Pedestrian Planning Program	in progress	
Intermodal	Rail Corridor Inventory	complete	
Intermodal	Transportation Center	complete	yes
Intermodal	Freight Data Training	complete	
Misc	Dewitt Comprehensive Plan-Transportation Component	complete	yes
Misc	Miscellaneous Activities & Special Technical Assistance	in progress	
Misc	Operations Plan	complete	
Misc	Geographic Information Systems	in progress	
Misc	General Administration	in progress	
Planning	Intelligent Transportation Systems (ITS)	in progress	
Planning	UPWP Development	in progress	
Planning	Transportation Improvement Program (TIP)	in progress	yes
Planning	2020 Long Range Transportation Plan	complete	
Planning	Census Data Compilation and/or Analysis	in progress	
Planning	Data Collection Compilation and/or Analysis	in progress	
Planning	T-Model Development/Upgrade	in progress	

## Appendix 2: UPWP Studies

Category	Project Name	Current Years Status of Project	Included on maps
Safety	Safety Improvement Analysis	complete	
Safety	Bridge & Pavement Condition Management System	in progress	
Traffic Needs	University Hill/Downtown Traffic Circulation Study/Special Events Trans Study	complete	yes
Traffic Needs	Break in Access-Soule Rd	complete	
Traffic Needs	Eastern Onondaga County	complete	
Traffic Needs	Eastern Onondaga County Transportation Study-Phase II	complete	
Traffic Needs	Village of East Syracuse "south side" Circulation Study	complete	yes
Traffic Needs	Liverpool Area-Onondaga Lake Parkway Transportation Study	complete	
Traffic Needs	South Side Transportation Study	complete	yes
Traffic Needs	Skaneateles Traffic Study	complete	yes
Traffic Needs	Convention Center Traffic Access Study	complete	yes
Traffic Needs	University Hill Comprehensive Transportation Study	in progress	
Traffic Needs	Town of Clay-Maple Road Extension Planning Study	complete	yes
Traffic Needs	Eastern Area Study	complete	
Traffic Needs	I-481 Industrial Corridor Transportation Study	in progress	
Traffic Needs	Downtown Parking and TMO Feasibility	complete	
Traffic Needs	Clinton Square Analysis/Traffic Improvement and Urban Design Plan	complete	yes
Traffic Needs	Taft Road & Nothern Blvd Study	complete	yes
Traffic Needs	Salina Street Valley Plaza TSM	complete	yes
Trans & Land-Use	Eastern Onondaga County Transportation Planning Study	complete	yes
Trans & Land-Use	Land Use Monitoring	complete	
Trans & Land-Use	Route 31 and 57 Land Use Circulation Study/Corridor Study	complete	yes
Trans & Land-Use	Transportation/Land Use Educational Outreach	in progress	
Transit	Transit Development Plan	complete	
Transit	CENTRO Common Center Analysis	complete	yes
Transit	Suburban Transit Demand and Marketing	complete	yes