

# **Environmental Justice Analysis**

**Syracuse Metropolitan Planning Area**

**Final Report  
July 2012**



Syracuse Metropolitan Transportation Council  
126 N. Salina St., 100 Clinton Square, Suite 100,  
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# Environmental Justice Analysis

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**Final Report**  
**July 2012**

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council is solely responsible for its contents.

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# **Environmental Justice**

## **Project Overview**

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 Area (MPA). 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."*

In developing a methodology for analysis, the SMTC staff created demographic parameters using Summary File 1 data from the 2010 United States Census as well as data from the 2005-2009 American Community Survey (ACS). These parameters included threshold values that were assigned at either the block level or tract level, depending upon the variable being analyzed, with the purpose of identifying geographic areas with significant populations of minority persons, low-income persons, senior citizens and persons with Limited English proficiency (LEP).

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, senior and LEP 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 2005, as well as all FHWA funded projects on the agency's 2011-2015 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.

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 Coordinated Public Transit Human Services Transportation Plan.

This current study is an updated version of the assessments done in the report acknowledged as complete during the 2004-2006 program year. 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 may consider additional evaluation activities. This may include, but is not limited to, continued participation from the project specific 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 activities 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, 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 four populations (minority, low-income, senior citizens, and Limited English Proficiency [LEP]) using Census 2010 data and American Community Survey (ACS) 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 census tracts within the MPO area. This study is not to be used for any other purpose.

## II. Legislative History

The U.S. 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
- American Indian and Alaskan Native
- Native Hawaiian/ Other Pacific Islander

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 administrative 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.

After taking into consideration the federal definition of Environmental Justice, the SMTC determined that for this region, there might be other variables that should be reviewed. This is because the USDOT’s planning regulations require MPOs to “seek out and consider the needs of those traditionally underserved by existing transportation systems, including, but not limited to, low-income and minority households.” It is for that reason that the discussion has been broadened in this report to consider the (LEP) population. In consideration that this population may have transportation-related needs, data has been gathered and a map has been produced in this report to show this population’s concentration within the MPA.

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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 SMTC's planning activities that are relevant to Environmental Justice, staff had to develop a methodology for locating areas of concentration. These areas would represent concentrated locations of minorities, low-income populations, and senior citizens or a combination of any of these target populations. Then, the analysis could geographically compare these areas of concentration 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 concentration, or "target" areas, were available from the United States Census Bureau. Please note that verbiage used to describe target areas, concentration/high concentration census tracts, and the priority classified census tracts are not specifically focused on any one population or area in the MPO. The terms used are provided as guidance from the USDOT and meant for analysis purposes only.

As part of the 2010 version of the decennial census, the Census Bureau released the Summary File 1 (SF1) dataset. It contains the data compiled from questions asked of all people and about every housing unit. Population items include sex, age, race, Hispanic or Latino origin, household relationship, household type, household size, family type, family size, and group quarters. Housing items include occupancy status, vacancy status, and tenure (whether a housing unit is owner-occupied or renter-occupied).

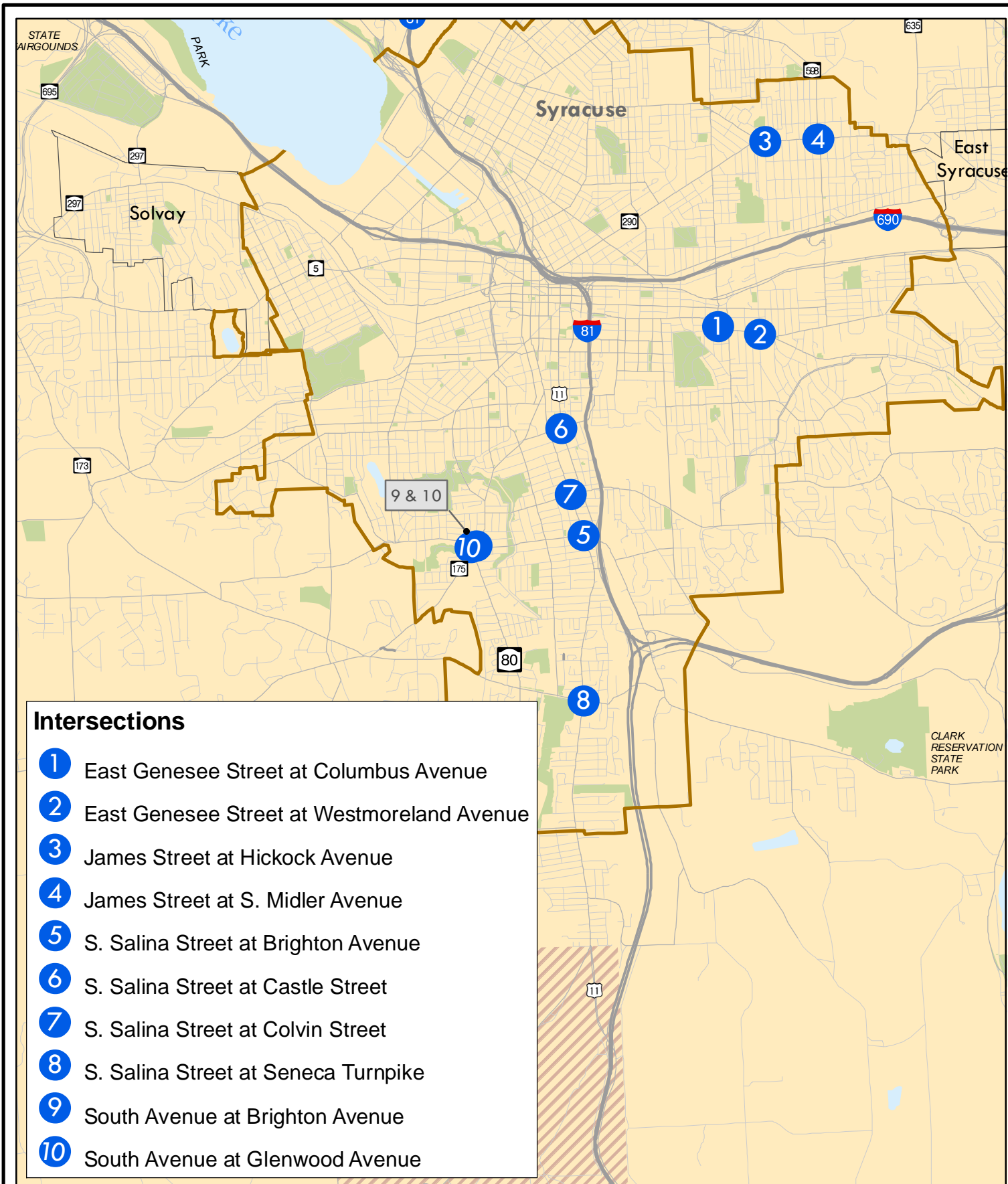
SF1 includes population and housing characteristics for the total population, population totals for an extensive list of race (American Indian and Alaska Native tribes, Asian, and Native Hawaiian, and Other Pacific Islander) and Hispanic or Latino groups, and population and housing characteristics for a limited list of race and Hispanic or Latino groups.

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

The SMTC's designated planning area is displayed on Map 1. Data, to revise the MPO planning area based on 2010 Census, was not made available in time for inclusion into this study. Therefore, it should be noted that the planning area is still based on the 2000 Census as it was for the 2006 Environmental Justice report.

The MPO is responsible for transportation planning activities for the entire metropolitan area. The SMTC's area of jurisdiction includes all of Onondaga County and small portions of Oswego (the Village of Phoenix and a small portion of the Town of Schroepfel) and Madison (a small portion of the Town of Sullivan) counties in New York State. The SMTC Metropolitan Planning Area (MPA) also includes the Village of Central Square and portions of the Towns of Hastings and West Monroe in addition to those municipalities already noted for Oswego County.

In instances where the census tracts were analyzed, where they overlapped the MPA boundary, it was assumed that the ratios of the populations being analyzed in any of these overlapping tracts were distributed evenly. Thus, the percentage of that population in the whole tract could then be applied to just the parts that were in the MPA.



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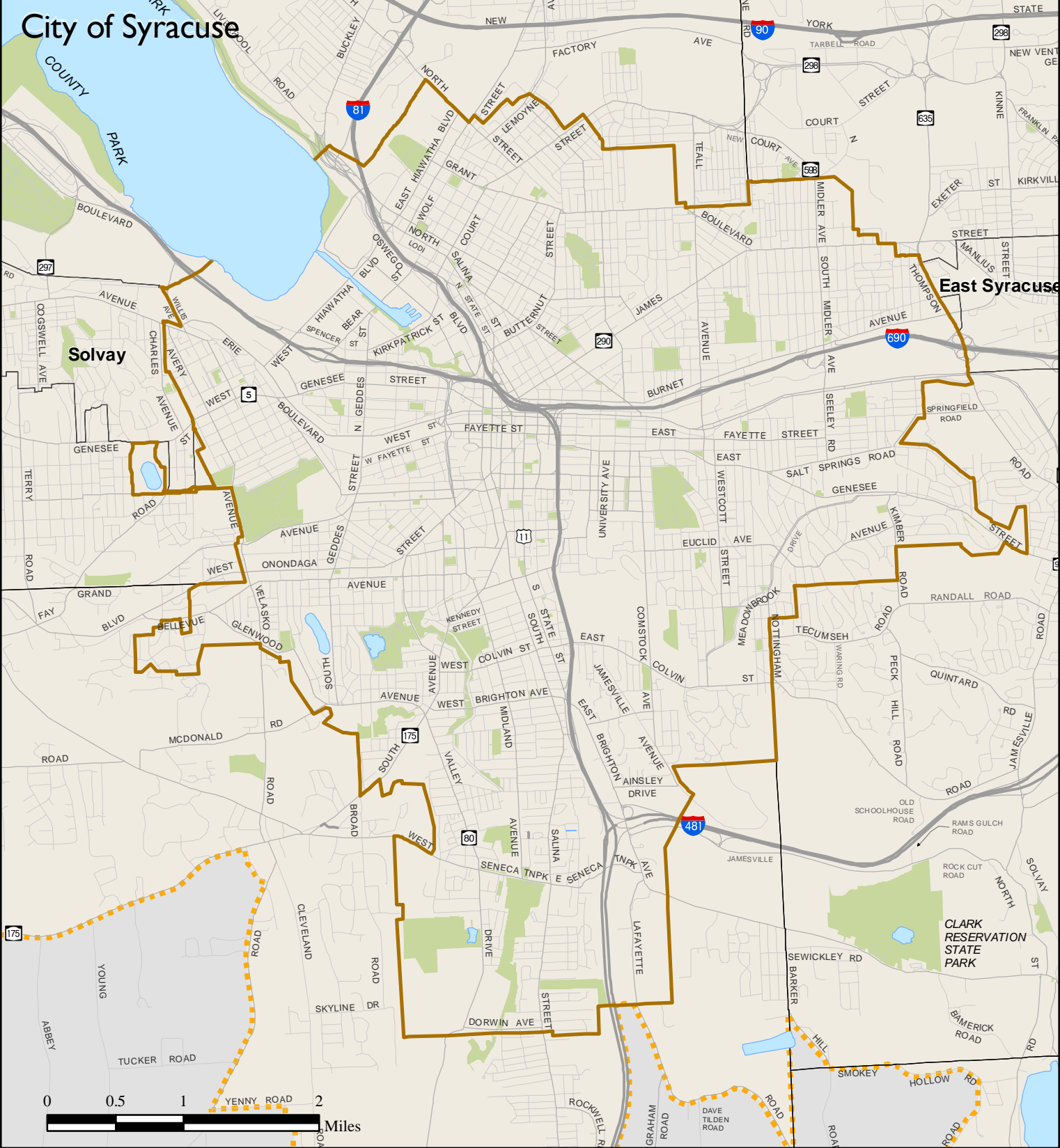
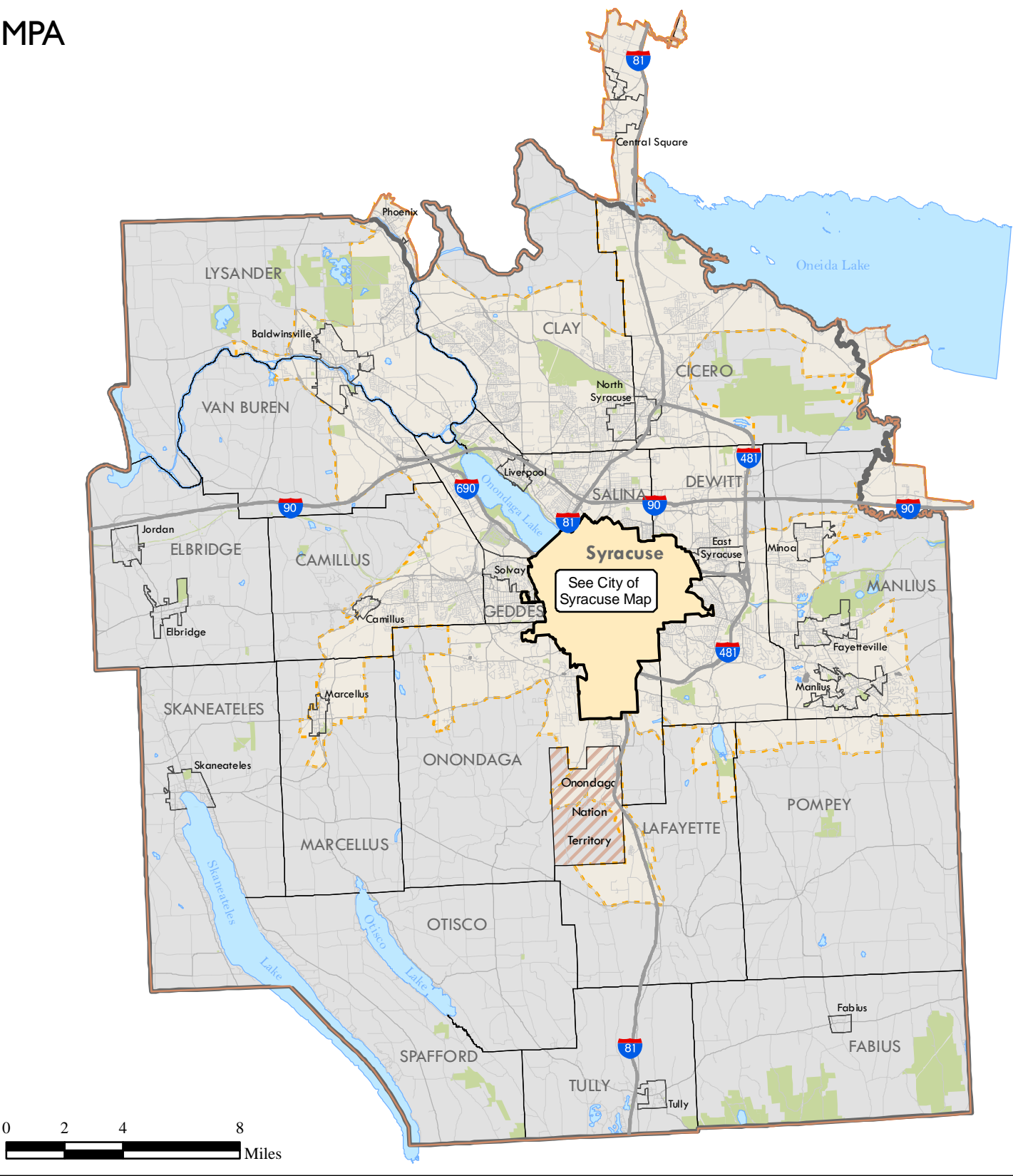
## Locations Analyzed - City of Syracuse

### Safety Improvement Analysis

Basemap Copyrighted by NYSDOT  
Data Sources: SMTC, NYSDOT, 2011  
Prepared by SMTC, 02/2012

0 0.25 0.5 1  
Miles

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Data Sources: SMTC, NYSDOT, 2011  
Prepared by SMTC, 03/2012

# SMTC MPA

## Environmental Justice Report

### Map 1

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- Legend**
- Interstates
  - Major Roads
  - Local Roads
  - City of Syracuse
  - Town
  - Village
  - Onondaga Nation Territory
  - Parks
  - Urban Area (2000 Census)
  - SMTC MPA



### III. Methodology

Because of the limitations of the type and geographic scale of census data in 2010 as compared to 2000, the data analysis process had to be changed from the last report. Therefore, certain decisions had to be made based on data availability and accuracy. This section of the report explains the reasoning behind what data analysis steps were taken to complete the analyses for this report.

To be able to compare as many variables as possible at a similar geography and still achieve an acceptable level of accuracy, staff chose to analyze data at the tract geography. However, because some data was available at the block geography (such as total population and total senior citizen population), staff took advantage of this smaller geography when appropriate, without compromising the goal of being able to compare variables at a similar geography. For example, staff used block data to calculate the estimate for the total population in the MPA (476,895), as well as total numbers of senior citizen and minority populations. This created a better MPA-wide estimate, or “threshold” value, of senior citizen and minority populations than would have resulted from tract data, because of the smaller areas that overlap the boundary of the MPA. After calculating these MPA-wide proportions of senior citizen and minority populations, they were then used as thresholds to compare to proportions calculated within each tract to determine areas of concentration and high concentration.

For some variables, such as LEP and low-income populations, block data was not used to calculate MPA-wide totals because the only data available was from the ACS 2005-2009 5-year estimates. ACS data is based on sample data as opposed to decennial 100% data, and it was necessary to use this data set to acquire low-income and LEP concentration values. However, as recommended by the Census Bureau, this data should only be analyzed at the tract geography to achieve acceptable accuracy, hence our decision to analyze everything at the tract level. For these two ACS variables then, the values attained from the five tracts overlapping the MPA boundary were adjusted based on analyzing ortho-imagery; with these images, staff estimated the percentage of the population inside and outside the MPA for the five overlapping tracts. After calculating the total LEP and low-income populations, these values were divided by the MPA total population (calculated from block data, as explained above) to obtain the MPA threshold values.

In cases where tracts overlap the MPA boundary, it is assumed that the ratio of, for example, senior citizens to the total population, in any of these overlapping tracts is distributed evenly, and thus the percentage of senior citizens in the whole tract (inside and outside the MPA) can also be applied to just the parts that are in the MPA. That is, while the *total* numbers of population, senior citizens, and minorities were adjusted to reflect the MPA boundary (by using the block geographies or ortho-imagery), the ratios contained within entire tracts were considered acceptable to be used for the parts of the tracts just within the MPA.

The analysis of High-Priority Target Areas required the combination of two 2010 Summary File 1 census variables (senior citizen and minority), which is 100% data; and one 2009 5-year ACS variable (low-income), which is from older sample data taken between 2005 and 2009.

The difference in dates and data collection methodologies of these two data sets is obviously not ideal, insofar as staff had to combine these three variables to create Target Areas. Also, the 2010 Summary File 1 data is based on 2010 tract geographies (146 total tracts), and the 2009 5-year ACS data is based on 2000 tract geographies (150 total tracts), which presented another less than ideal scenario for our analysis. However, it is necessary to work with the data that is available at this time. Furthermore, staff's research and inquiry into recent census data methodologies leads to the conclusion that the data used for this analysis, while imperfect, is sufficient for the purpose of this report, which is to create a generally reliable summary of certain demographic qualities of the MPA.

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

When examining concentrations of minorities for Environmental Justice purposes, staff is using the guidelines specified in the previous report. Updated to 2010 Census race classifications, minorities in this analysis are thus defined as any populations self-identified as *non-white alone*. Additionally, those who consider themselves to be *Hispanic* are also 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 alone* race category also need to be considered in this analysis. It was determined that the SF1 population table P5 (*Hispanic or Latino Origin by Race*) would be used to calculate the Hispanic population.

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

Based on research of other income analyses by SMTTC staff, it was decided that the ACS 2009 5-year data population table B19013 (*Median Household Income*) would be the most suitable for this analysis. As was described briefly in section III, ACS data is based on sample information taken from 2005-2009, so while its accuracy is acceptable, it is not as timely as 2010 SF1 data.

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

Population data by age are available as part of the SF1 population table P12 (*Sex by Age*). Staff tallied the total population of senior citizens in each tract by adding the counts of all age groups of persons aged 65 years or older, for both males and females, and divided these values by the total populations in each tract.

#### ***D. Limited English Proficiency (LEP) Population***

Data pertaining to the population that identifies itself as speaking English less than well, or the LEP population, was available from the ACS 2009 5-year data population table B16001 (*Language Spoken at Home by Ability to Speak English for the Population 5+ Years*). Staff tallied the total population of each language category who identified themselves as able to "Speak English less than 'very well'" and divided this by the total population for each tract.

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

Once all supporting information was considered, staff made the following determinations to categorize concentration areas or areas of concentration. Each population variable would be divided into two separate categories, labeled as *Concentration* and *High Concentration* areas, in order to account for higher concentrations of one population.

It should be noted that definitions of “Below Threshold,” “Areas of Concentration,” and “Areas of High Concentration” have been changed slightly since the last report for each variable (except Low-Income, which uses a definition from HUD).

For Minority, LEP, and Senior Citizens, “Below Threshold” is defined as Census tracts that have concentrations that are below the MPA-wide percentage, or threshold. The threshold equals the total number of senior citizens in the MPA divided by the total population of the MPA.

“Areas of Concentration” is defined as Census tracts that range from the threshold to and including the 75<sup>th</sup> percentile of all Census tracts, which we defined as the cutoff point to determine Areas of High Concentration.

“Areas of High Concentration” is defined as Census tracts that are above the 75<sup>th</sup> percentile of all tract values.

The definition of the 75<sup>th</sup> percentile is the value below which 75% of all observations fall. Previously, “Areas of High Concentration” was defined as Census tracts that are at least twice that of the threshold (MPA-wide percentage). Since distributions of tract values for each variable are skewed (i.e. there are some very high outlying values), we decided to use the 75<sup>th</sup> percentile, which disregards skewness or bias and always captures the upper quartile (25%) of all values.

**A. *Minority Concentration*** – Map 2 (refer to section I for a definition of minority populations)

*Concentration Area:* Tracts with 20% to 36% minority population.

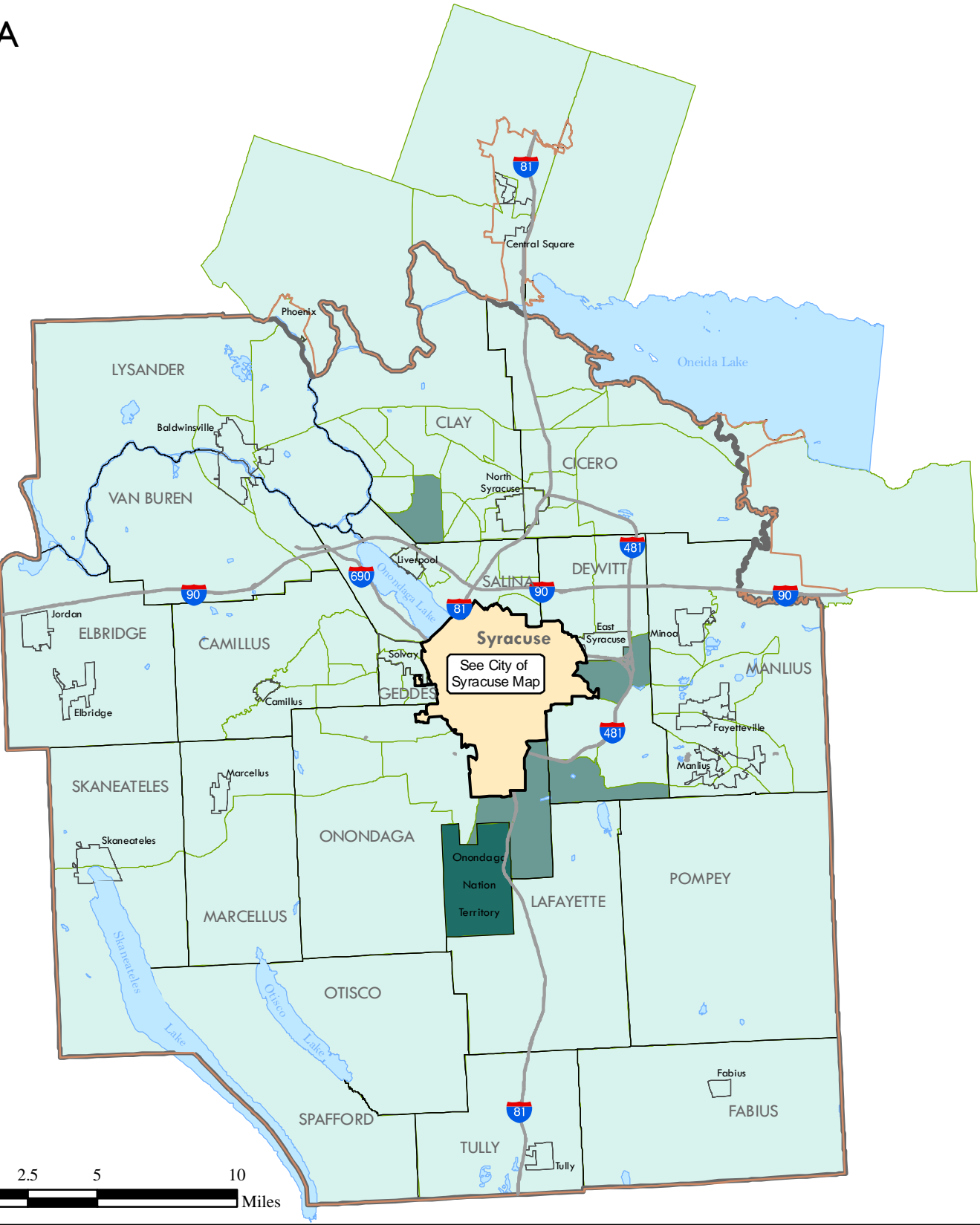
*High Concentration Area:* Tracts with greater than 36% minority population.

According to 2010 Census block data, the total population for the MPA is 476,895, while the minority population is 97,354. This results in a minority concentration of 20% for the entire MPA, or the threshold value. As previously noted, it was decided to define the High Concentration Area as minority populations greater than the 75<sup>th</sup> percentile, or third quartile value. The Concentration Area captures a range of values from the threshold (20%) to the 75<sup>th</sup> percentile (36%); and the High Concentration Area captures values above the 75<sup>th</sup> percentile. With the exception of the Onondaga Nation Territory, no tracts outside of the City of Syracuse were found to have a minority concentration greater than the 75<sup>th</sup> percentile.

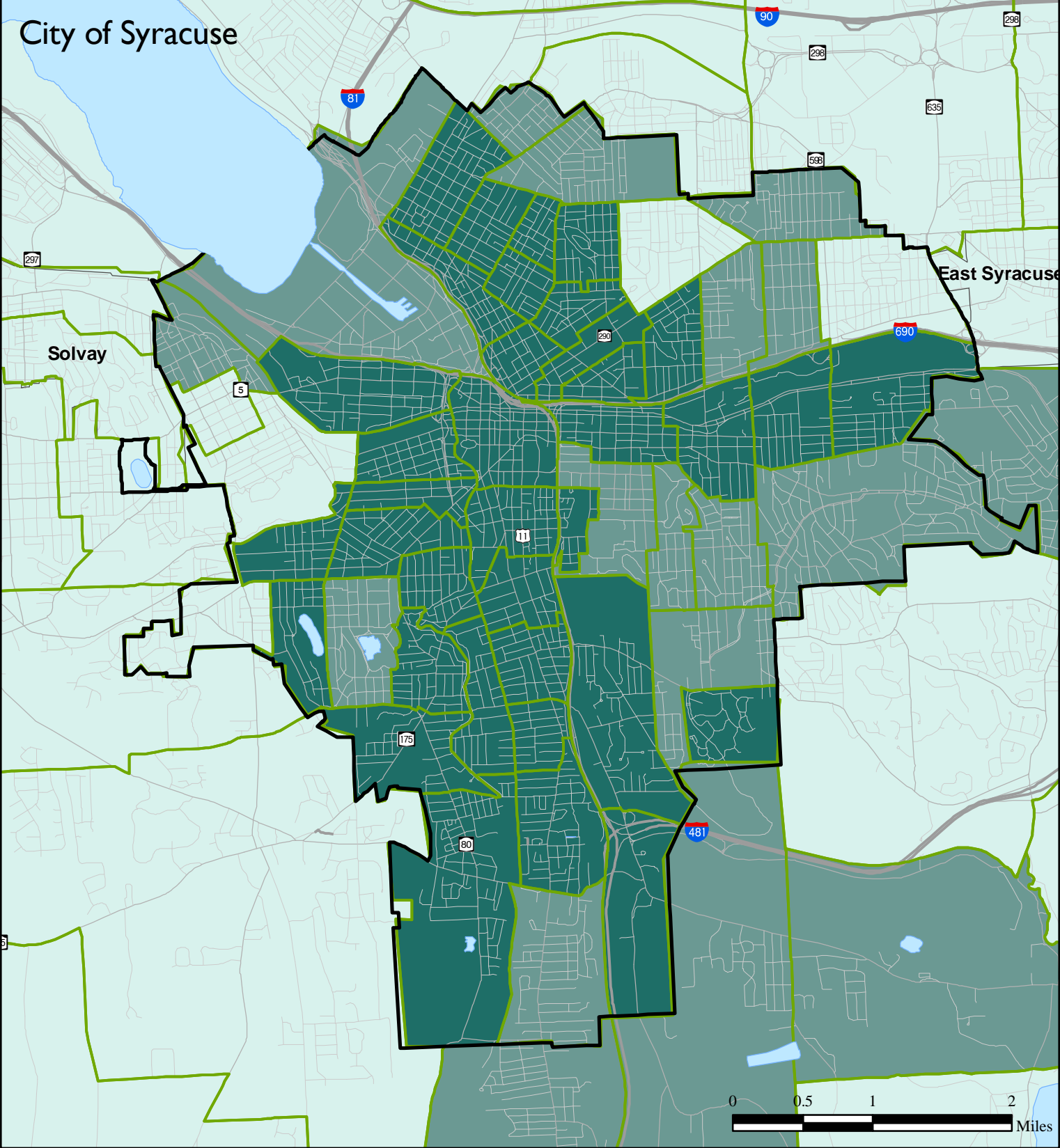
Map 2 displays the *Concentration* and *High Concentration* areas based on the minority thresholds. The areas of concentration occupy a significant portion of land in the City of Syracuse. The area of highest minority concentration spreads across the central portions of the city, as well as significant sections of the southern, western, and northern portions of the city. Minority populations are concentrated in some non-central city areas and suburban areas as well.

The Syracuse Metropolitan Area is also unique compared to most other urbanized areas because it includes a Native American Nation. The Onondaga Nation Territory is also included in the designated *High Concentration* 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 was available to the SMTC.

MPA



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Data Sources: SMTC, NYSDOT, 2011  
Census 2010 SF1 Data  
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# Minority Areas of Concentration

## Environmental Justice Report

### Map 2

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#### Legend

- Interstates
- SMTC MPA
- Target Areas by Tract**
  - Below Threshold (< 20%)
  - Areas of Concentration (20% - 36%)
  - Areas of High Concentration (> 36%)



***B. Low-Income Concentration – Map 3***

*Concentration Area:* Tracts with less than or equal to 80% of the MPA median household income.

*High Concentration Area:* Tracts with less than 50% of the MPA median household income.

The low-income concentration areas used in this study were determined by the Department of Housing and Urban Development (HUD), Division of Community Planning and Development Block Grant Program (CDBG) guidelines for identification of low-income populations. As defined by HUD, a tract is labeled as low-income when its median household income does not exceed 50% of the metropolitan area median household income. Tracts whose median household income does not exceed 80% of the value are considered to be moderate income tracts. For the purposes of this study, the SMTC will use the labels *High Concentration Area* and *Concentration Area* in place of the low-income and moderate-income tract designations, respectively, though the calculations are the same. The average median household income for the MPA is \$49,697; therefore, \$39,758 represents 80% of this value, and \$24,849 represents 50%.

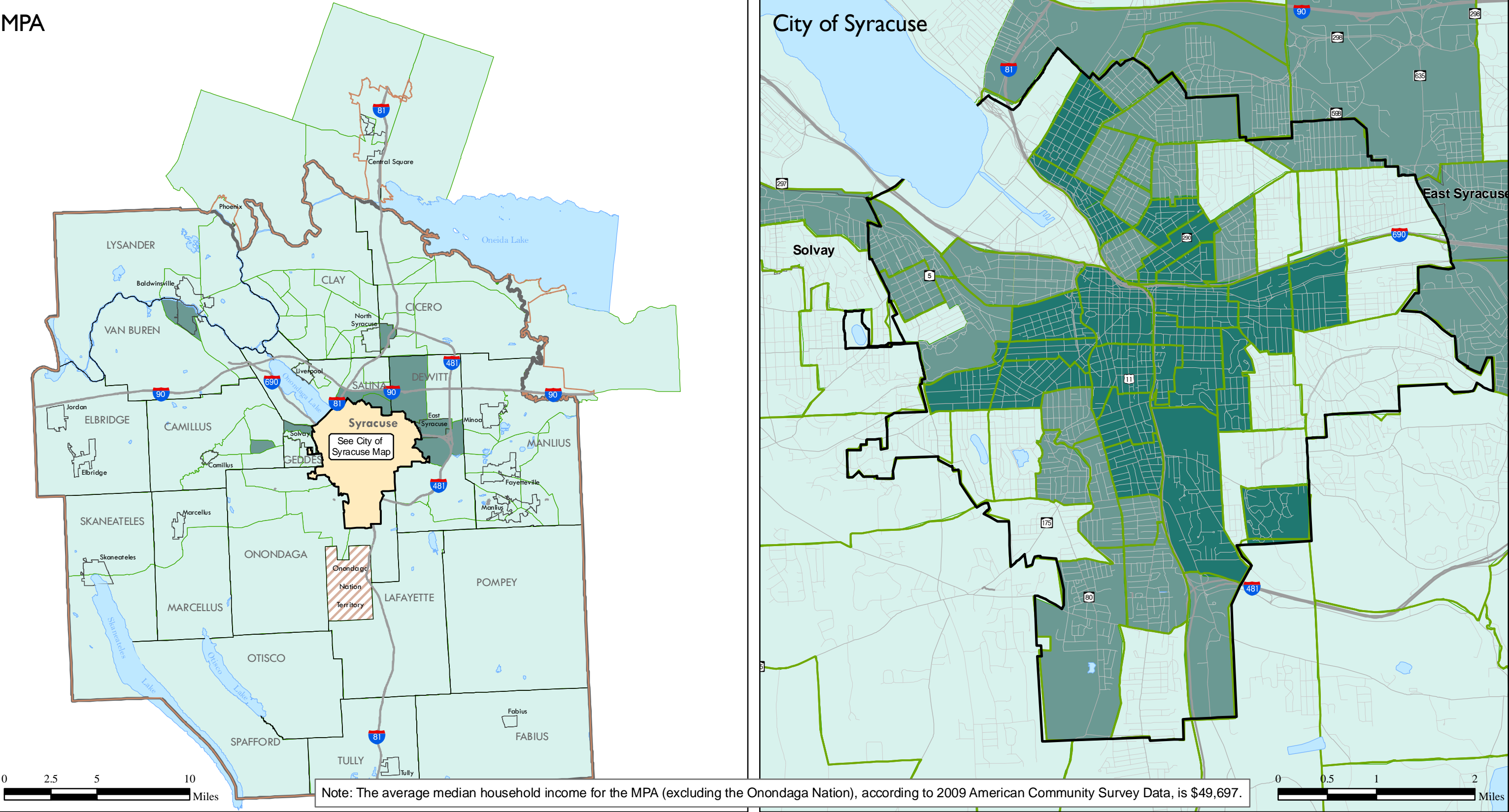
Map 3 displays the *Concentration* and *High Concentration* areas based on the low-income percentages. The areas of highest concentration, the tracts with median household incomes less than or equal to 50 percent of the MPO median, were all located in the City of Syracuse. Most of the *High Concentration* areas in the City lie in and around the core of the city, or the downtown area.

In addition, most of the tracts with median household incomes less than or equal to 80 percent of the MPO median were also found in the City of Syracuse. Concentration areas were also located in the older village cores of East Syracuse, North Syracuse, and Solway, to name a few.

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MPA

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Data Sources: SMTC, NYSDOT, 2011  
ACS 2009 5-Yr Data  
Prepared by SMTC, 03/2012

# Low-Income Areas of Concentration

## Environmental Justice Report

### Map 3

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**Legend**

- Interstates
- SMTC MPA
- Onondaga Nation Territory (No Data)

**Target Areas by Tract**

- Below 50% of the Threshold (<\$24,848)
- Between 50% and 80% of the Threshold (\$24,849 - \$39,758)
- Above 80% of the Threshold (>\$39,758)



### ***C. Senior Citizen Concentration – Map 4***

*Concentration Area:* Tracts with 13% to 18% population aged 65 years or over.

*High Concentration Area:* Tracts with greater than 18% population aged 65 years or over.

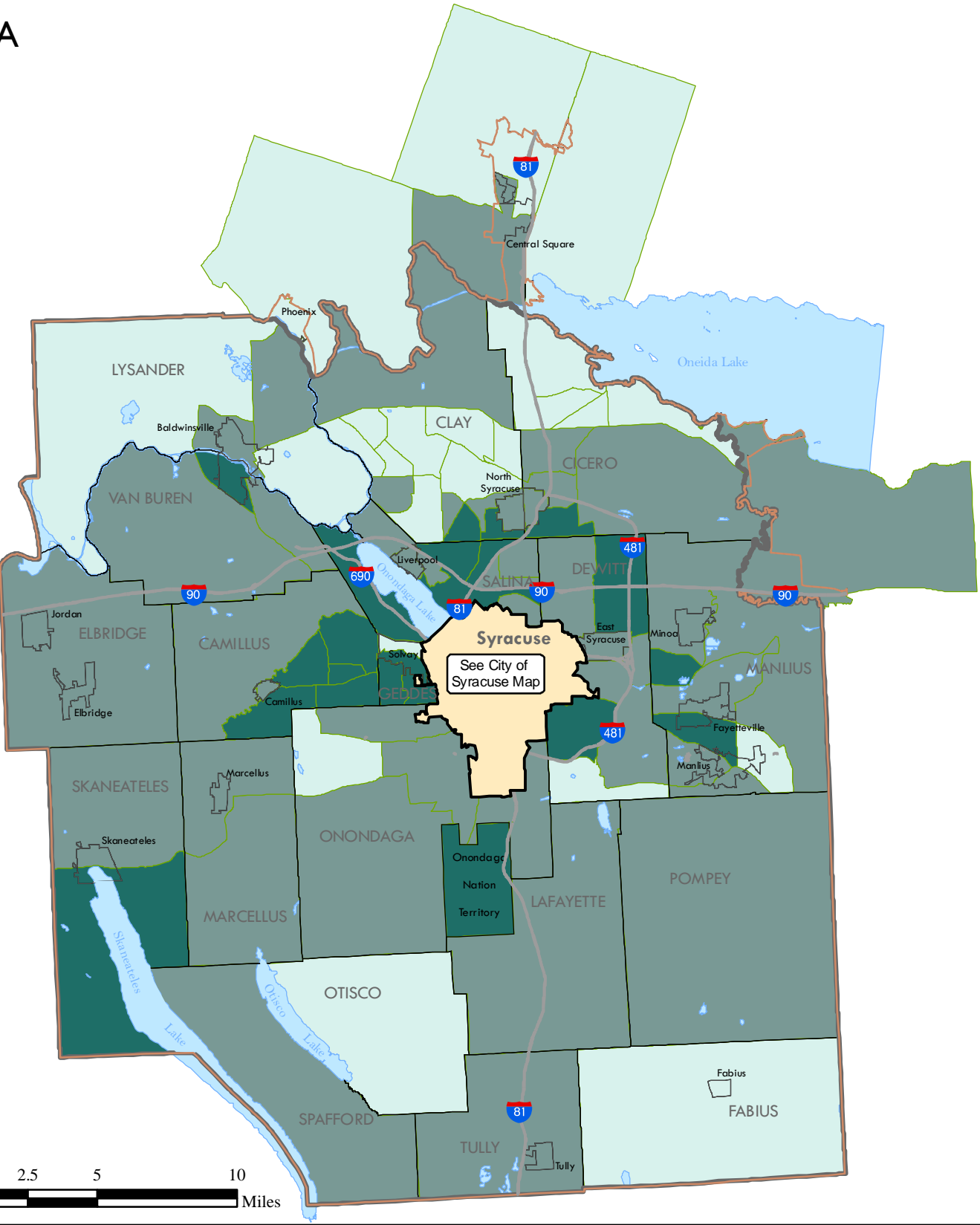
Thirteen percent of the MPA's population is over age 65, which represents the threshold value. As with the analysis for minority concentrations, staff defined the High Concentration Areas as above the 75<sup>th</sup> percentile, or above 18%. The highest concentration of senior citizen population in tracts in the MPA is 30% (see Map 4).

Map 4 displays the *Concentration* and *High Concentration* areas based on the senior citizen concentration thresholds. In general, these areas of concentration are more decentralized than the minority and low-income areas. Most of the *High Concentration* 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 help contribute to the high concentrations.

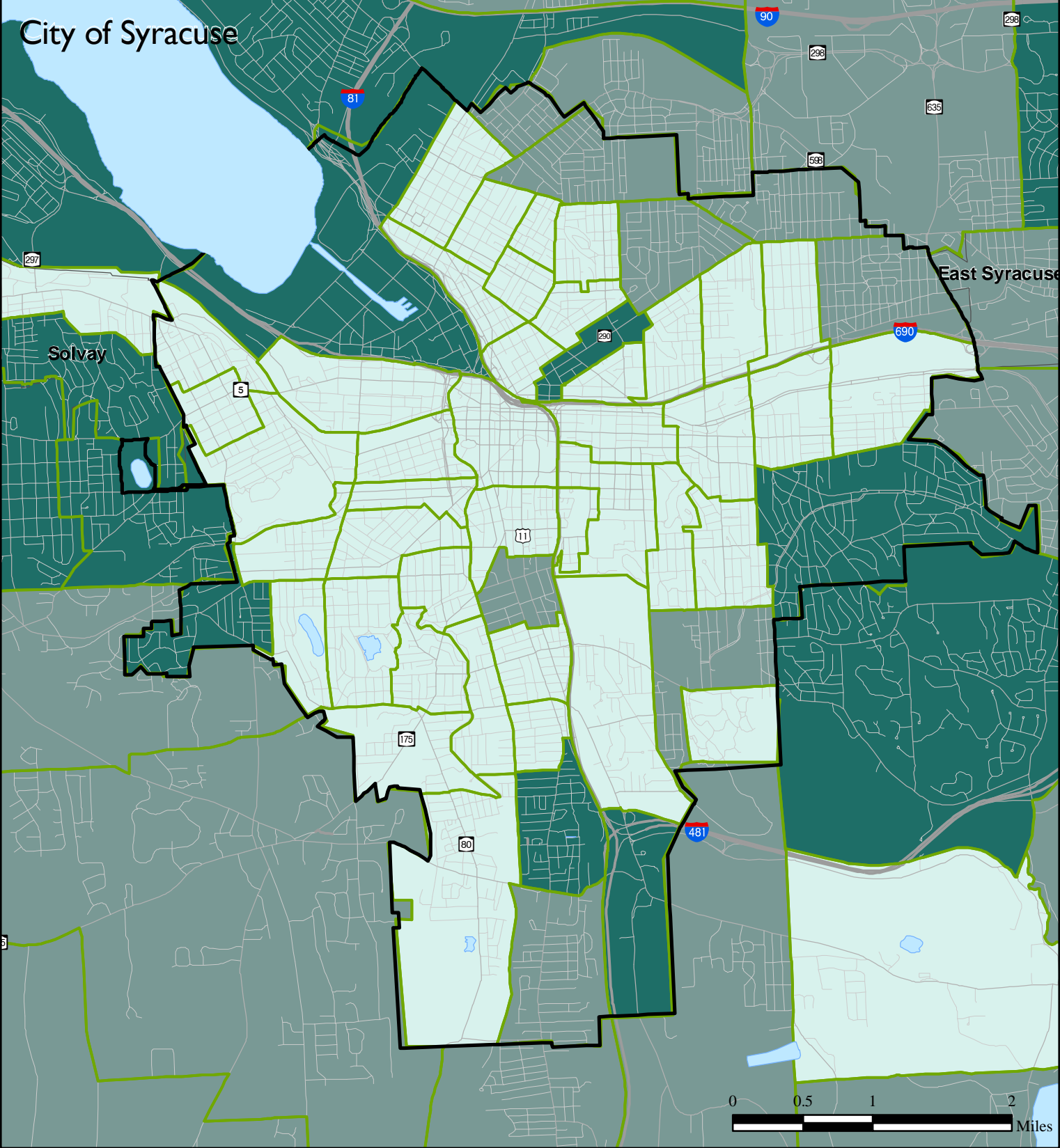
The *Concentration* areas for seniors, where the senior population equals 13 to 18 percent of the total population, are widespread throughout the MPO area. These cover most of the suburban areas immediately adjacent to the City of Syracuse, in addition to several scattered rural areas in outlying towns.

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Data Sources: SMTC, NYSDOT, 2011  
Census 2010 SF1 Data  
Prepared by SMTC, 03/2012

## Senior Citizen Areas of Concentration

### Environmental Justice Report

#### Map 4

This map is for presentation purposes only.  
The SMTC does not guarantee the accuracy or completeness of this map.

#### Legend

Interstates  
SMTC MPA

#### Target Areas by Tract

Below Threshold (<13%)  
Areas of Concentration (13% - 18%)  
Areas of High Concentration (>18%)



***D. Limited English Proficiency (LEP) Concentration – Map 5***

*Concentration Area:* Tracts with 3% to 4% LEP population

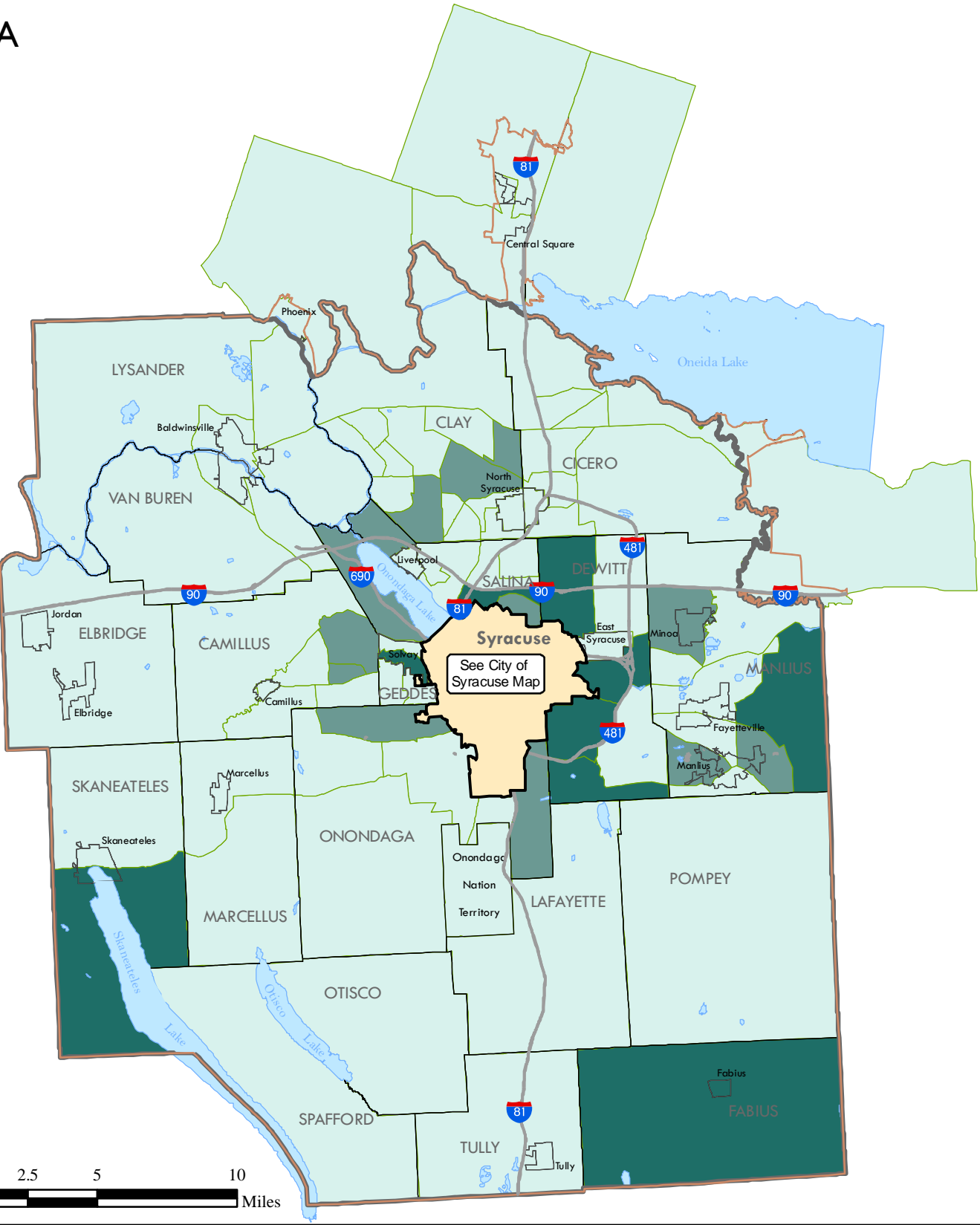
*High Concentration Area:* Tracts with greater than 4% LEP population

According to 2010 census tract data, the total population for the MPA is 476,895, while the LEP population is 13,179. This results in a LEP concentration of 3% for the entire MPA, or the threshold value. Staff decided to define the High Concentration Area as LEP populations greater than the 75<sup>th</sup> percentile, or third quartile value, as was done with the minority and senior populations. The Concentration Area captures a small range of values from the threshold (3%) to the 75<sup>th</sup> percentile (4%); and the High Concentration Area captures values above the 75<sup>th</sup> percentile. The northeastern part of the city is where a large portion of the LEP concentration lies. Meanwhile the tracts with a high LEP concentration are in many instances the same tracts that contained some of the highest concentrations of minority and low income populations. Similar to those populations, some of the highest concentrations of LEP populations lie nearest the core of the city, particularly on the northern and western sides of the downtown area.

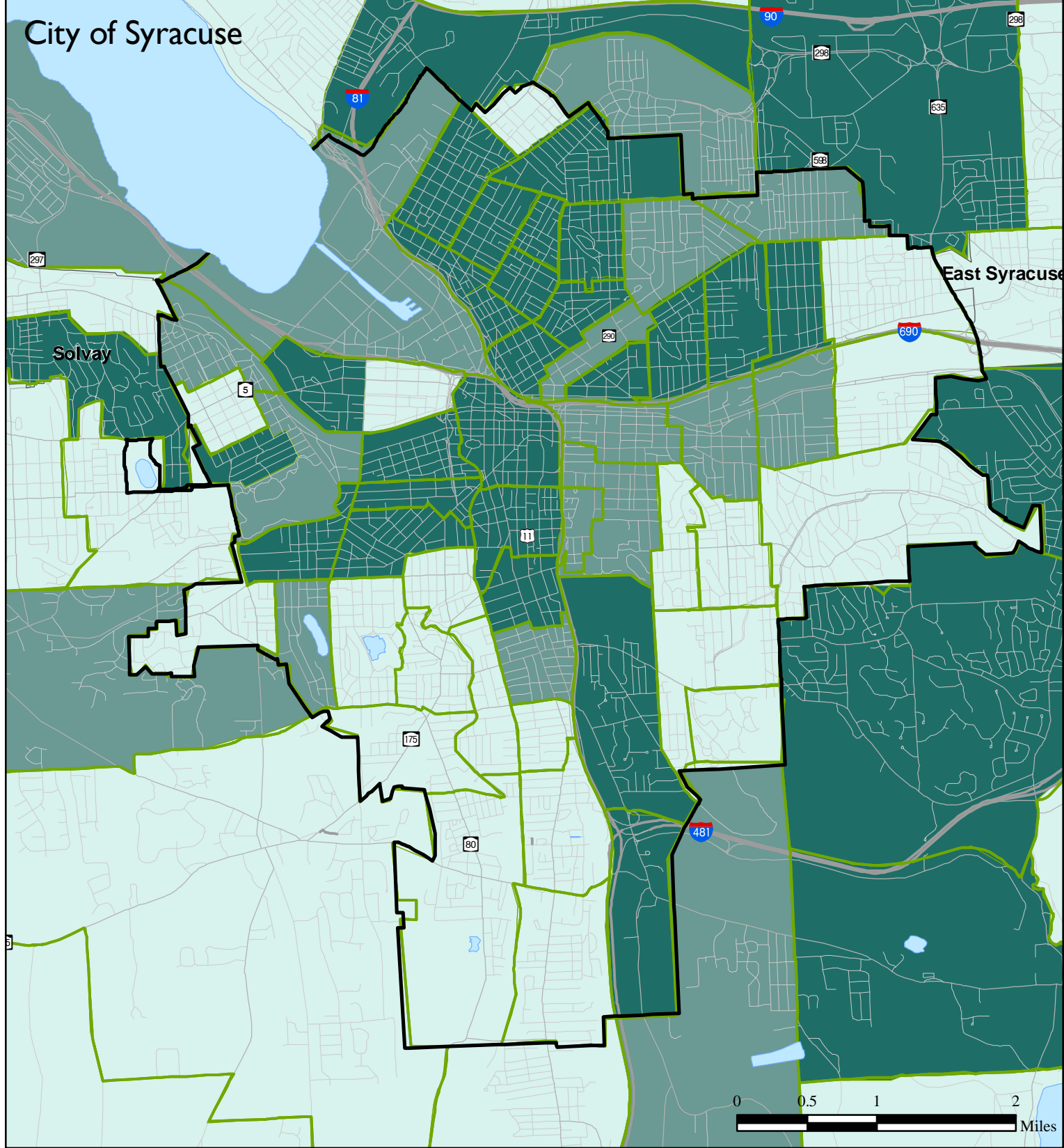
Outside of the City of Syracuse, some portions of the Town of Clay, Camillus, Manlius, and Onondaga contain areas of LEP concentration. Meanwhile, the eastern half of the Town of Manlius, the western half of the Town of Dewitt, the southern half of the Town of Skaneateles, and the extreme southeast corner of the MPA in the Town of Fabius contain high concentrations of LEP populations.

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Data Sources: SMTC, NYSDOT, 2011  
ACS 2009 5-Yr Data  
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## Limited English Proficiency Areas of Concentration

### Environmental Justice Report

#### Map 5

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#### Legend

— Interstates  
— SMTC MPA

#### Target Areas by Tract

Below Threshold (<3%)  
Areas of Concentration (3% - 4%)  
Areas of High Concentration (>4%)



## **V. Final Priority Target Area Determination for Analysis**

With the individual population thresholds identified, a combined target area for analysis was developed.

The SMTC staff used a three-level approach to define the analysis target areas, much like the multiple concentration approach used for each population segment. Individual concentration factors for each target population were combined to form a main target area designation for this task. These areas are listed as follows and are illustrated on Map 6.

Within the three individual population variables (i.e., minority, low-income, and elderly), census tracts designated as *Concentration* areas were assigned a value of one, while census tracts designated as *High Concentration* areas were assigned a value of two. The values of the *Concentration* and *High Concentration* areas of three target populations were then added together. When all of the variables were added, the maximum total was 6, and the minimum was 1. A value of 0 was considered to be “below threshold”. Each variable was weighted equally. Based upon the final sum of these values, each census tract was included in the appropriate priority area as designated below, or was excluded from the analysis of the target areas altogether. All census tracts receiving a value of zero were excluded from the analysis.

- **High-Priority Target Areas**

Census tracts 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. With the exception of the Onondaga Nation Territory, all of the census tracts that fall within this category are located within the City of Syracuse. They fall mainly within the center of the city and run near the two main highways that dissect the city into quarters. The largest concentration falls on the western half of the city, but there are also portions on the north, south, and east sides of the city as well. The most intensive analysis as part of this study will concentrate on these census tracts.

- **Medium-Priority Target Areas**

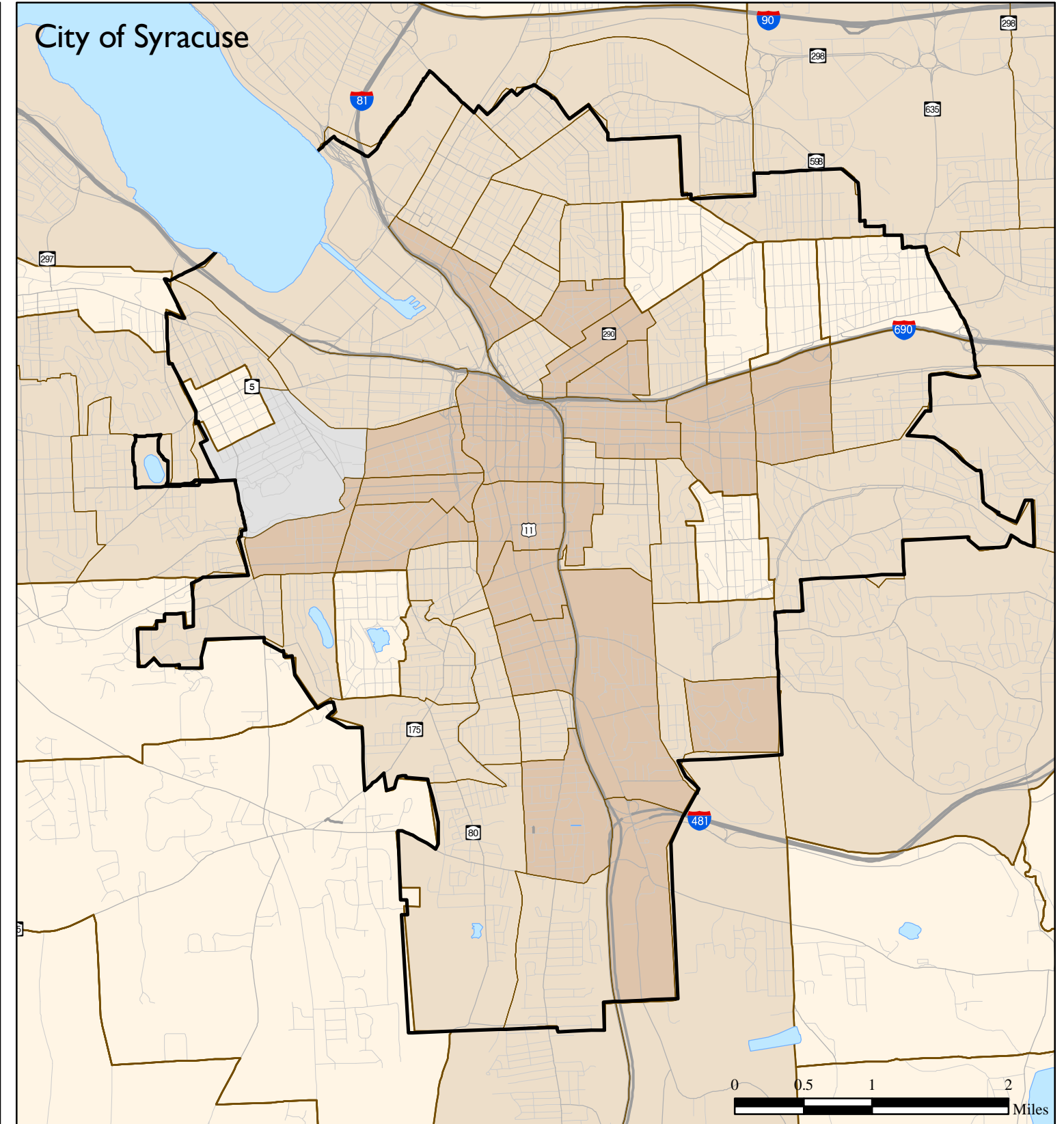
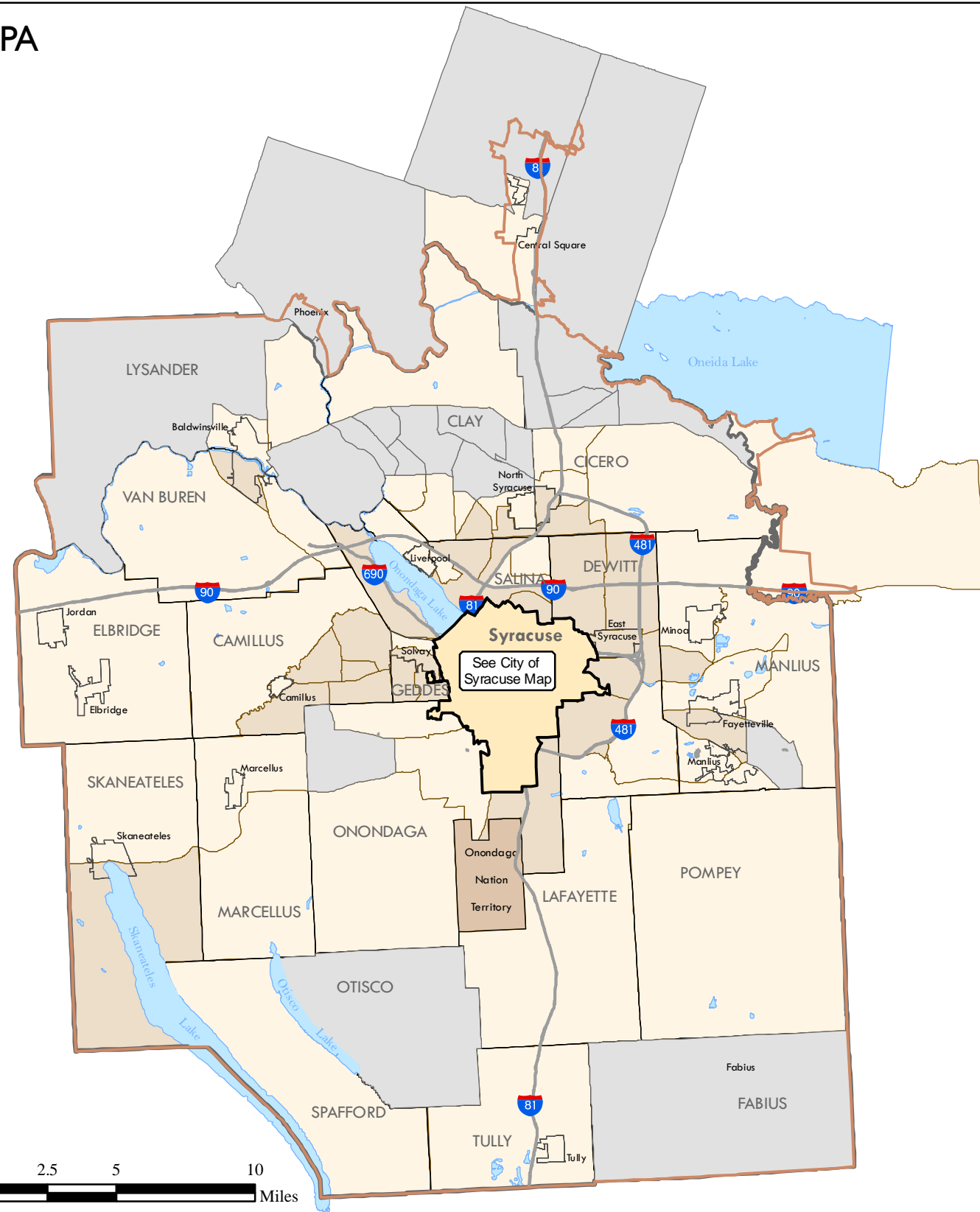
Census tracts that have been given a cumulative score of 2 or 3, based on the aforementioned system, have been designated as *Medium-Priority* target areas. These areas exhibit less significant concentrations of the target populations, but are still an important part of the Environmental Justice analysis. These concentrations tend to be located where minority and low-income populations are somewhat significant. The majority of these areas are located in the remainder of the city census tracts except for a few tracts on the western side of the city. There are also other areas in the suburbs and rural areas where low-income and senior factors tend to identify these areas as *Medium-Priority* areas. Areas where there are *Medium-Priority* census tracts outside of the City include, but are not limited to, the southern half of the Town of Skaneateles, southern and northern DeWitt (Carrier Circle area), small areas in the Town of Manlius, a portion of

the village of North Syracuse, and some areas in Clay, Cicero, Geddes, Camillus and Van Buren. While these census tracts 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**

Census tracts that have been given a cumulative score of 1, based on the aforementioned system, have been designated as *Low-Priority* target areas. Areas of low-priority for Environmental Justice consideration cover an extensive portion of the MPO area. The vast majority of these census tracts are areas of *Concentration* for the senior citizen population. While it is important to acknowledge that there are higher concentrations of senior citizens, low-income, and minority 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 be accessible to transit in suburban areas and paratransit services in rural areas, if they are not already.

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Data Sources: SMTC, NYSDOT, 2011  
Census 2010 SF1 Data; 2009 5-Yr ACS Data  
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**Priority Target Areas**  
**Combined Target Areas by Tract**  
 Environmental Justice Report

Map 6

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### Legend

— Interstates  
 SMTc MPA

### Combined Target Areas by Tract

- Low-Priority Target Areas
- Medium-Priority Target Areas
- High-Priority Target Areas
- Non-Target Areas



- **Low Population and/or Transient Population Areas**

There are several locations that have been called out in this report as being low and/or transient population areas. Many of the areas are considered low in population either because they consist mainly of vacant or non-residential land use or because they are made up of transient populations. Some of these areas include, but are not limited to, the Woodard Industrial Park, the Cicero Swamp, Hamlin (a.k.a. Clay) Marsh, Hancock International Airport, the LeMoyne College campus, the ESF campus and the Syracuse University main and south campuses. While populations in these areas are generally low and/or transient, the census tracts upon which they sit have been recognized in this report as falling within the parameters employed in the Environmental Justice analysis. It is because of this that the nearby populations within these census tracts should not be filtered out of the study.

Map 7 entitled “Low Population Areas” denotes those areas that have low and/or transient populations with a numbered circle corresponding to a list on the map. These circles are then overlaid onto the Target Area map, to help identify those census tracts within the target area, which contain these low population areas.

Below is a list of the low and/or transient population areas as identified on Map 7, along with a description of where some residents reside near these low population areas.

1. Hastings Center in the Town of Hastings

Residences are located primarily north of the Village of Central Square along Barker Road and Shanty Creek Road and within the village itself. There are also residences located in the US 11/Northern Boulevard/County Route 4 area.

2. Town of West Monroe

Residences are clustered near the intersection of Mulroney Drive and County Route 37. There are also residences located to the east of County Route 37 near the western edge of Oneida Lake.

3. Town of Schroepfel

Residences are located in close proximity to County Route 57 near the village of Phoenix. There is also a cluster of residences just north of the town center, off of County Route 54.

4. Woodard Industrial Park

Residential housing complexes can be found in the southeast of the industrial park near Vine Street.

5. Hamlin Marsh Wildlife Management Area

Much like the Woodard Industrial Park, residential housing is located on a few acres of land nearby and is generally located to the north side of Bear road in Clay.

6. Cicero Swamp State Wildlife Management Area

This is an area dominated by open space characteristics. Persons residing nearby are mostly in the community of Bridgeport on the eastern edge of the management area.

7. Town of Sullivan

Nearby residences are primarily located in the northern part of the town along the shoreline of Oneida Lake. There are also residences located in the southwest section in close proximity to Adams Road and Fyler Road.

8. Rosamond Gifford Zoo

Immediately outside the footprint of the zoo are many residences.

9. Syracuse University/SUNY ESF Campus

A large percentage of transient college students reside here. Immediately outside the footprint of Syracuse University are many other residents.

10. Lemoyne College

A large percentage of transient college students reside here, who require various transportation alternatives. There are residential areas east of the LeMoyne campus. Beyond the footprint of Lemoyne are many other residents.

11. Syracuse University South Campus

This area is comprised mainly of transient persons with a few residences located in the northeast corner of the census tract upon which the campus sits.

12. Green Lakes State Park

Residents that reside within the same census tract are located nearby in the northeast section of the Village of Fayetteville off of Route 5.

13. Jamesville Quarry

Residences are located along Woodchuck Hill Road and in developments off of Woodchuck Hill Road.

14. Jamesville Correctional Facility, Hamlet of Jamesville

Residents are in proximity of the Hamlet of Jamesville and to the west of the hamlet along Route 173.

15. Onondaga Nation Territory

As discussed briefly in a previous section, the Nation is a sovereign territory and should be included in this analysis.

16. Hancock International Airport/DeWitt Industrial areas

Nearby residential areas that fall within the same census tract as the airport can be found primarily in the vicinity of New Court Avenue and near the intersection of Kirkville Road and Exeter Street.

17. Woodlawn Cemetery area, northern Syracuse

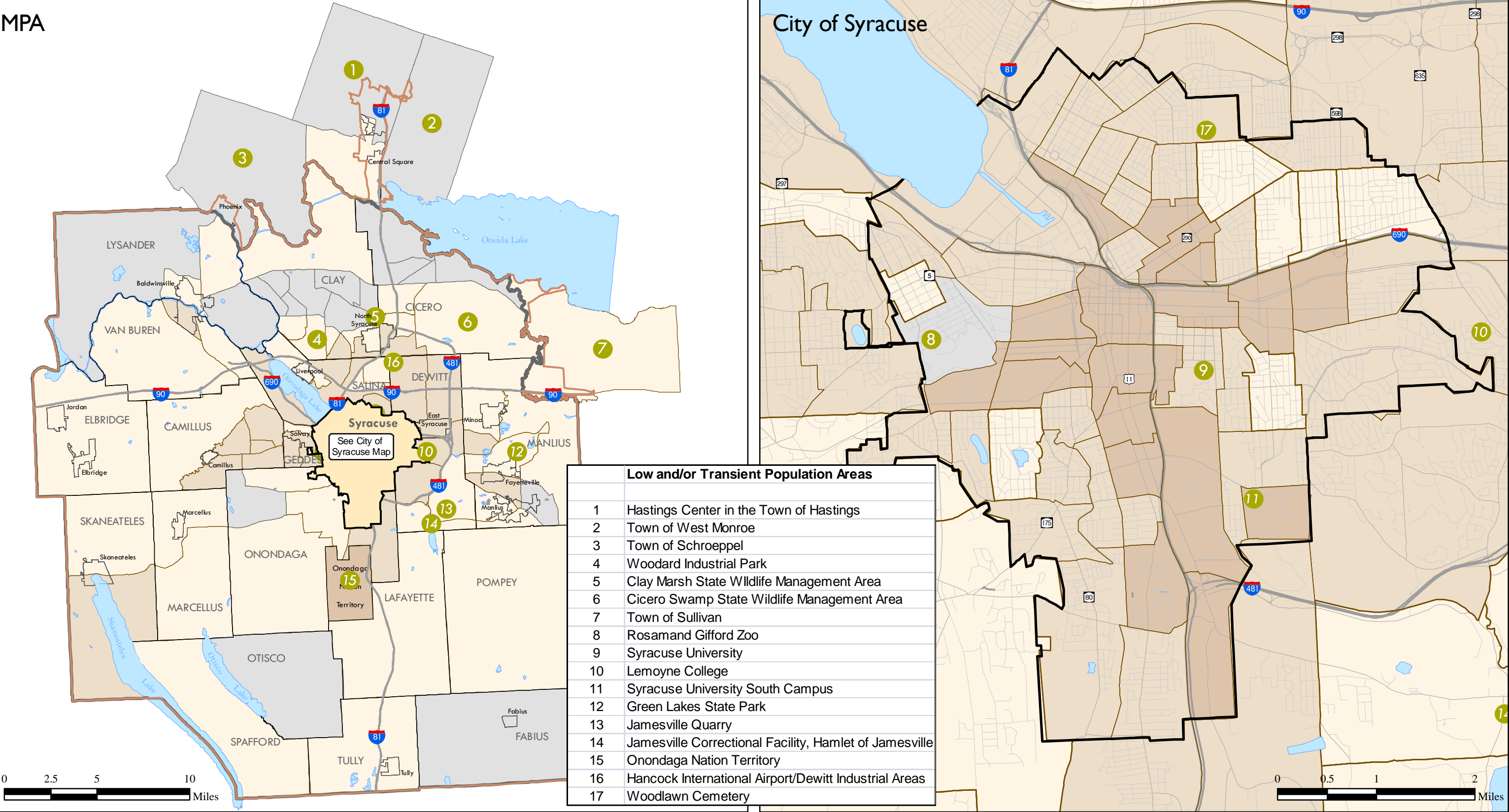
This area is comprised of significant acreage designated as cemetery. To the west of the cemetery are single- and multi-family homes.

Numbers 9, 10, 11, and 14 in this list include a large percentage of persons residing in institutional quarters. The SMTC recognizes that it is important to address the transportation needs of all individuals to the same degree, regardless of permanence of residence.

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Data Sources: SMTC, NYSDOT, 2011  
Census 2010 SF1 Data; ACS 2009 5-Yr Data  
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## Low and/or Transient Population Areas

### Environmental Justice Report

#### Map 7

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#### Legend

Interstates  
SMTC MPA

#### Combined Target Areas by Tract

Low-Priority Target Areas  
Medium-Priority Target Areas  
High-Priority Target Areas  
Non-Target Areas



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

### **I. Public Involvement**

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.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU), the most current federal reauthorizing transportation legislation, was signed into law on August 10, 2005. A key provision of SAFETEA-LU requires that all Metropolitan Planning Organizations (MPO) develop and utilize a Public Participation Plan (PPP) that provides reasonable opportunities for interested parties to comment on the content of the Long-Range Transportation Plan (LRTP) and the TIP. SMTC's PPP speaks in general to what the agency does to incorporate the public into the planning process. The PPP is available on the SMTC's website.

Beyond the PPP, many of the SMTC activities have a project-specific Public Involvement Plan (PIP) that 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 newsletter, *Directions*; distribution of various project-specific fact sheets and fliers; 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 analysis 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.

## **II. Long-Range Transportation Plan**

The LRTP serves as a blueprint that guides the Syracuse Metropolitan Area's transportation development over a 25-year period. The LRTP is based on projections of growth and travel demand coupled with financial assumptions, and is updated every four years to reflect changing conditions and new planning principles. The LRTP specifically examines major urban transportation planning concentrations, 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 completed the 2011 LRTP Update in July 2011. The SMTC is currently working on an entirely new LRTP, which will be completed in 2015.

As part of the LRTP 2011 Update, the SMTC reached out to the community, using the Community Planning & Transportation Resident Survey in an effort to gather the informed views of the public regarding preferences for future development and transportation needs. The survey's respondent demographics showed that people older than 65 years of age made up 20% of the respondents. Twenty-three percent of the survey respondents had an annual household income of less than \$25,000, while 24% had an annual household income of \$25,000 to \$49,000. Though a majority of the respondents were White/European American/Caucasian; 8% were Black or African American; 1% were Asian or Pacific Islander; 2% were American Indian, Eskimo, or Aleut; and 4% considered themselves a race "other" than those above.

### III. Transportation Improvement Program

The Transportation Improvement Program (TIP) is the agreed-upon multi-year list of specific projects for which federal transportation 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 LRTP. System preservation is the focus of the majority of TIP projects.

Note that the TIP projects discussed below are FHWA funded projects only and do not include any FTA funded projects from the 2011-2015 TIP.

Within the *High-* and *Medium-Priority* target areas, there are 54 TIP projects that total \$185,934,550 million. These projects are dispersed amongst the following categories:

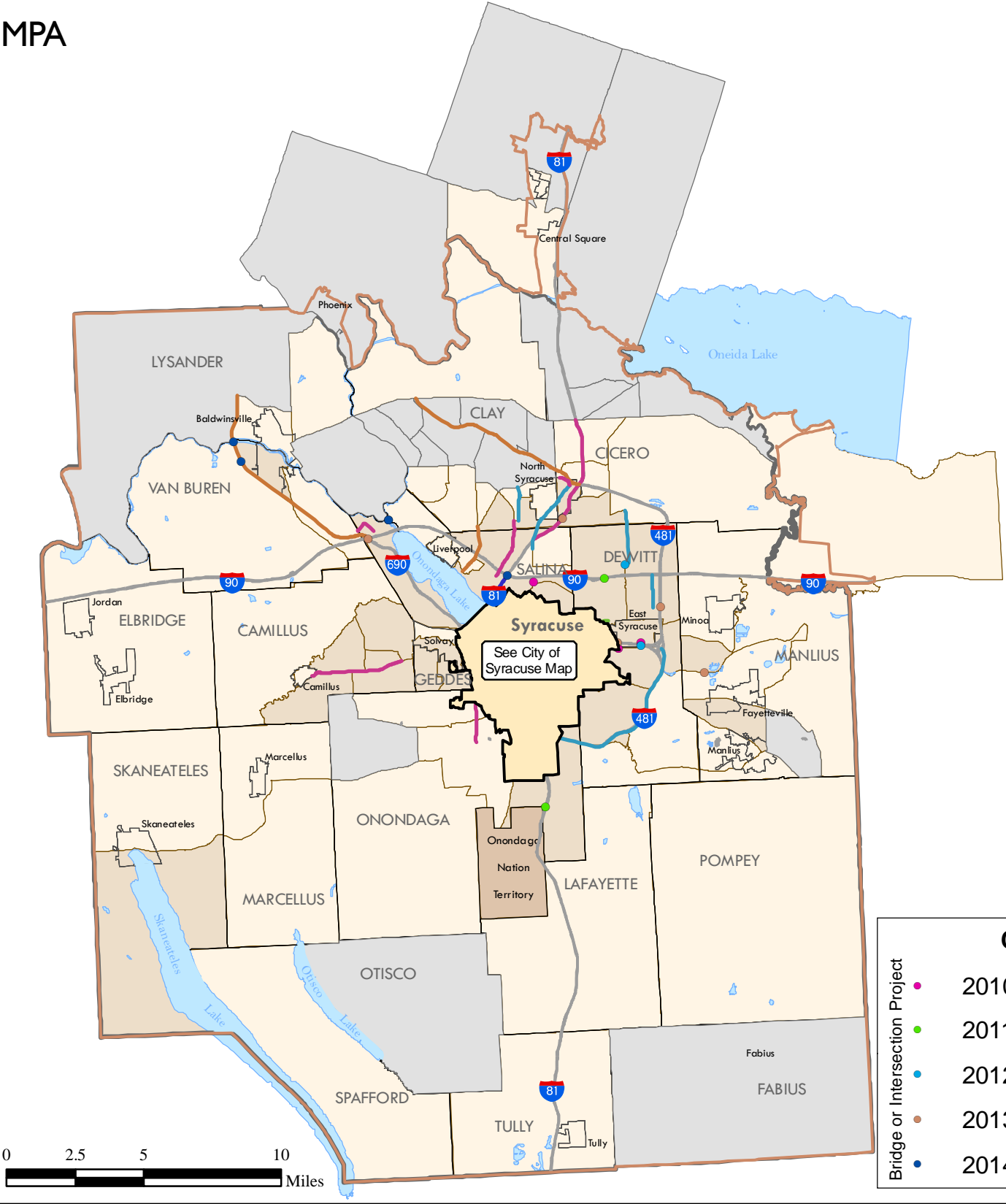
- Bicycle/Pedestrian: 5 percent or \$ 9.691 million
- Bridge: 51 percent or \$ 94.968 million
- Air Quality: 3 percent or \$ 6.219 million
- Other: 2 percent or \$ 3.940 million
- Highway: 38 percent or \$ 71.116 million

The projects are referenced in Appendix 1 and shown on Map 8. Please note that multiple points may represent one TIP project that includes several disparate locations. Also note, in some instances, parts of the above projects may fall into areas that are neither medium nor high priority areas.

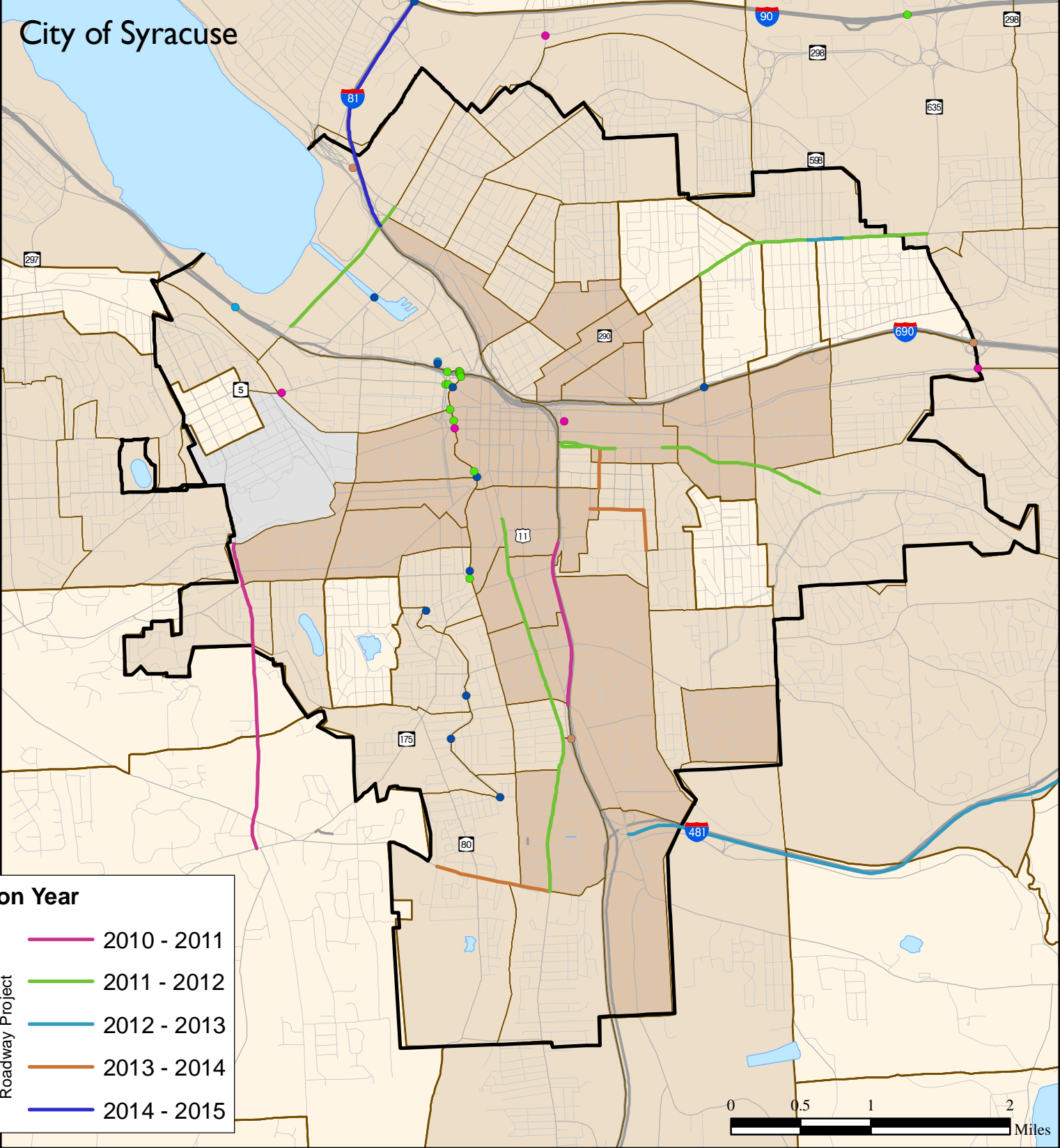
Four current TIP projects are funded either partially or in full through the Congestion Mitigation/Air Quality (CMAQ) program. This program requires demonstration of air quality improvements that will result from the implementation of the project. The four CMAQ projects include three air quality and one bicycle/pedestrian project(s). The air quality projects reflect two expansions to traffic signal interconnect systems to improve traffic flow and pedestrian safety as well as additional phases to a Freeway Incident Management System. The one bicycle/pedestrian project will implement a road diet with a bike lane. All of the CMAQ projects are located in *Medium and/or High-Priority* target areas and will be analyzed for air quality improvements.

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Construction Year			
Bridge or Intersection Project	●	2010 - 2011	Roadway Project
	●	2011 - 2012	
	●	2012 - 2013	
	●	2013 - 2014	
	●	2014 - 2015	
	—	2010 - 2011	
	—	2011 - 2012	
	—	2012 - 2013	
	—	2013 - 2014	
	—	2014 - 2015	



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Data Sources: SMTC, NYSDOT, 2011  
Census 2010 SF1 Data; 2009 5-Yr ACS Data  
Prepared by SMTC, 03/2012

Location of TIP Projects in Medium and High Priority Target Areas

Environmental Justice Report

Map 8

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**Legend**

- Interstates
- SMTC MPA

**Combined Target Areas by Tract**

- Low-Priority Target Areas
- Medium-Priority Target Areas
- High-Priority Target Areas
- Non-Target Areas



#### **IV. Unified Planning Work Program**

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 LRTP. The SMTC Planning and Policy Committees must approve all UPWP studies and projects before work can begin.

Since 2005, the SMTC has undertaken approximately 47 UPWP projects in the MPO area. The 47 projects have been separated into 11 general categories:

- |                              |                   |
|------------------------------|-------------------|
| • Air Quality:               | 3 projects (6%)   |
| • Bicycle/Pedestrian:        | 9 projects (19%)  |
| • Corridor Studies:          | 3 projects (6%)   |
| • Economic Development:      | 4 projects (9%)   |
| • Environmental Justice:     | 2 projects (4%)   |
| • Miscellaneous:             | 1 projects (2%)   |
| • Planning:                  | 7 projects (15%)  |
| • Safety:                    | 3 projects (6%)   |
| • Traffic Needs:             | 3 projects (6%)   |
| • Transportation & Land-Use: | 11 projects (23%) |
| • Transit:                   | 1 projects (2%)   |

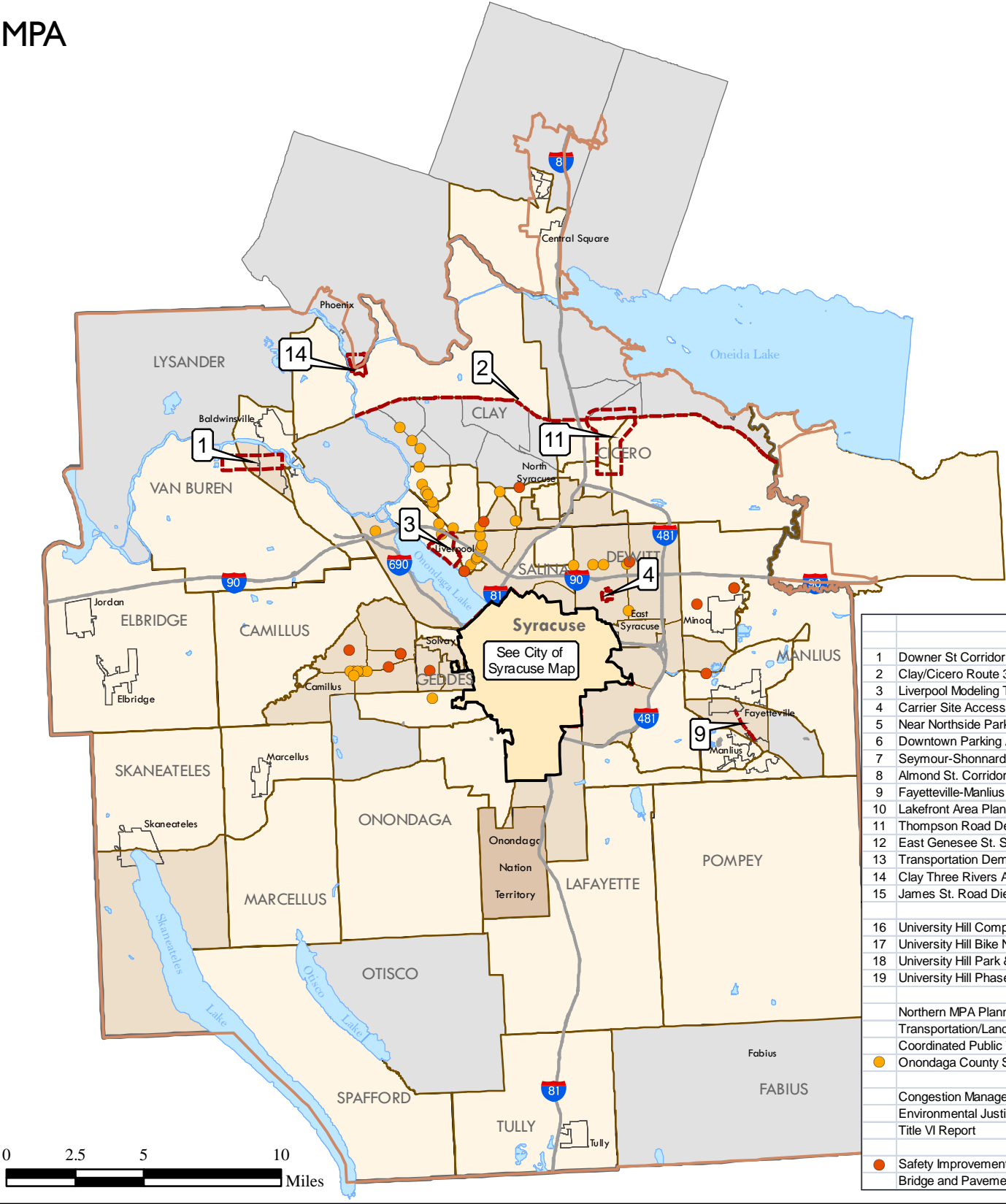
The transportation & land use category comprises the majority of UPWP projects undertaken in the past eight years. For a complete list of UPWP projects, refer to Appendix 2.

#### **Completed Projects**

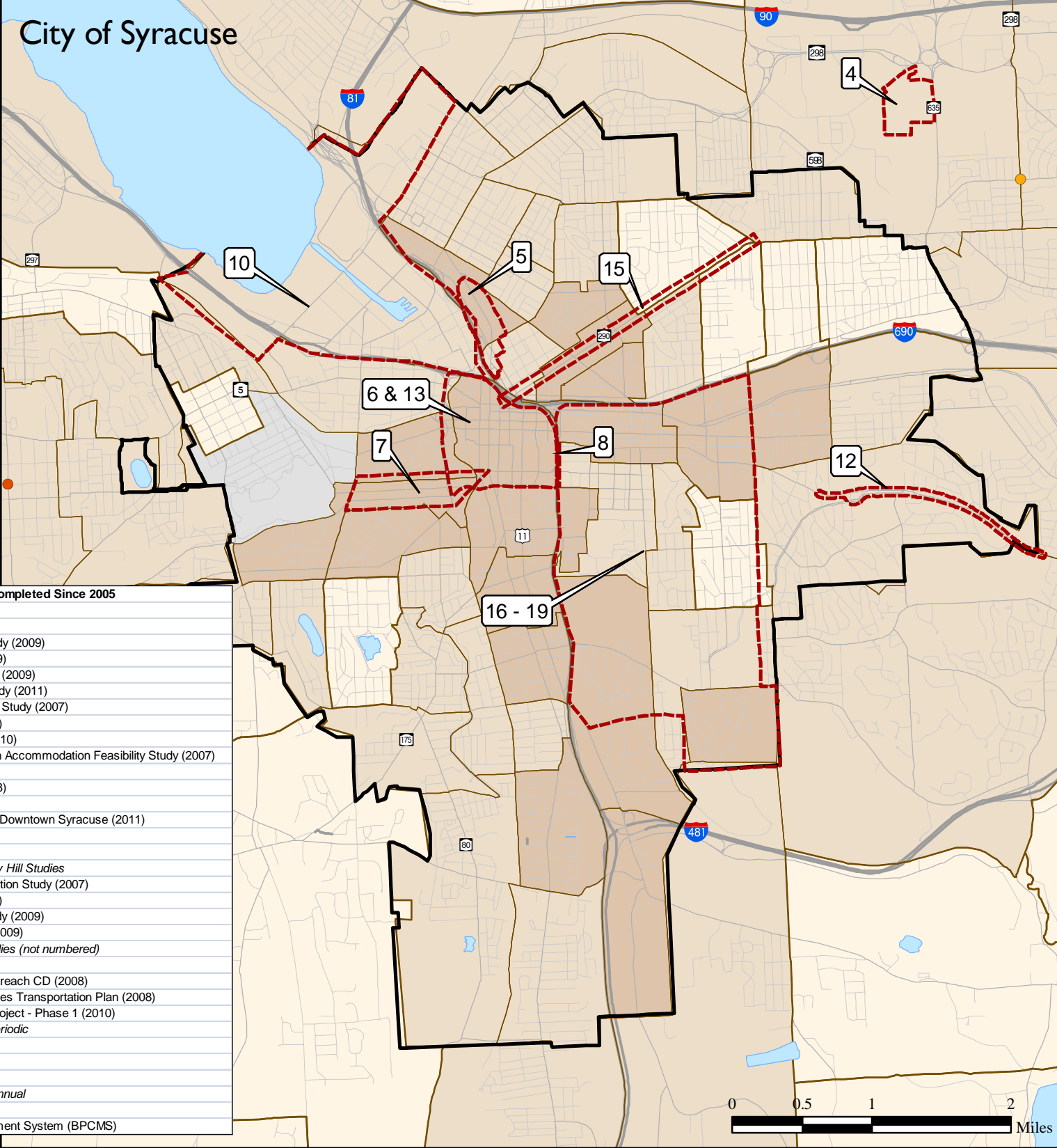
Of the 47 UPWP projects undertaken in the past eight years (from 2005 to present), many are annual projects that are currently in progress. Twenty-eight (28) projects and/or associated activities have been completed. Twenty-two (22) total projects and/or associated activities have study-specific locations or boundaries, other than the entire MPO or large sections of the MPO, that have been mapped using SMTC's Geographic Information System (GIS) in order to show which priority target areas they fell within. These projects are listed below by which priority target area they fell within and are displayed on Map 9.

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City of Syracuse



UPWP Projects Completed Since 2005	
1	Downer St Corridor Study (2009)
2	Clay/Cicero Route 31 Transportation Study (2009)
3	Liverpool Modeling Technical Memo (2009)
4	Carrier Site Access Transportation Study (2009)
5	Near Northside Parking & Wayfinding Study (2011)
6	Downtown Parking Analysis and Mapping Study (2007)
7	Seymour-Shonnard Corridor Study (2008)
8	Almond St. Corridor Pedestrian Study (2010)
9	Fayetteville-Manlius Rd/Rt 257 Pedestrian Accommodation Feasibility Study (2007)
10	Lakefront Area Planning (2008)
11	Thompson Road Demand Modeling (2008)
12	East Genesee St. Sidewalk Study (2011)
13	Transportation Demand Management for Downtown Syracuse (2011)
14	Clay Three Rivers Access Study (2011)
15	James St. Road Diet (2011)
University Hill Studies	
16	University Hill Comprehensive Transportation Study (2007)
17	University Hill Bike Network Project (2008)
18	University Hill Park & Ride Feasibility Study (2009)
19	University Hill Phase II Feasibility Study (2009)
MPA-Wide Studies (not numbered)	
Northern MPA Planning (2009)	
Transportation/Land Use Educational Outreach CD (2008)	
Coordinated Public Transit Human Services Transportation Plan (2008)	
Onondaga County Signal Optimization Project - Phase 1 (2010)	
Periodic	
Congestion Management Process (CMP)	
Environmental Justice (EJ) Report	
Title VI Report	
Annual	
●	Safety Improvement Analysis
●	Bridge and Pavement Condition Management System (BPCMS)



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Data Sources: SMTC, NYSDOT, 2011  
2010 SF1 Data; 2009 5-Yr ACS Data  
Prepared by SMTC, 03/2012

# Locations of UPWP Projects Completed Since the 2005 LRTP Update Environmental Justice Report Map 9

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**Legend**

- Interstates
- SMTC MPA
- Combined Target Areas by Tract**
- Low-Priority Target Areas
- Medium-Priority Target Areas
- High-Priority Target Areas
- Non-Target Areas



Of the 22 completed projects and/or associated activities capable of being mapped, the projects listed below primarily took place in *High-priority* target areas:

- Downtown Parking Analysis and Mapping Study
- Seymour-Shonnard Street Corridor Study
- Transportation Demand Management for Downtown Syracuse

Those completed projects and/or associated activities capable of being mapped that fell in both *High and Medium-priority* target areas are listed below:

- Almond Street Corridor Pedestrian Study
- Near Northside Parking and Wayfinding Study

Those completed projects and/or associated activities capable of being mapped that were primarily contained within *Medium-priority* target areas are as follows:

- Lakefront Area Planning
- F-M Road/Route 257 Sidewalk Feasibility Study
- Carrier Site Access Transportation Study
- East Genesee Street Sidewalk Study

Those completed projects and/or associated activities capable of being mapped that fell in both *Medium and Low-priority* target areas are listed below:

- Downer Street Corridor Study
- Onondaga County Signal Optimization Project – Phase I
- Safety Improvement Analysis Project - 2010 County Intersections
- Safety Improvement Analysis Project - Terry Rd. at Clover Rd. Intersection

Those completed projects and/or associated activities capable of being mapped that were primarily located in *Low-priority* target areas are as follows:

- Clay/Cicero Route 31 Transportation Study
- Thompson Road Demand Modeling
- Clay Three Rivers Access Study
- Liverpool Modeling Technical Memo

Finally, those completed projects and/or associated activities capable of being mapped that were located in all three priority target areas are as follows:

- University Hill Comprehensive Transportation Study
- University Hill Park & Ride Feasibility Study
- University Hill Transportation Study Phase II: Feasibility Study for Short Term Transportation Recommendations
- University Hill Bike Network Project
- James Street Road Diet

There are several completed projects/studies that may be listed on the map, but not actually displayed, because they are not specific to any one area, as the intention is to make improvements on a system-wide basis while maintaining the existing infrastructure. Those projects are as follows:

- Transportation/Land Use Educational Outreach
- Coordinated Public Transit Human Services Transportation Plan
- Congestion Management Process
- Environmental Justice Report
- Bridge and Pavement Condition Management System
- Bicycle and Pedestrian Plan
- Northern MPA Planning
- Title VI Report

Since 2005, 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 the center core of the city has been defined as a *High-Priority* area, this area has been covered by several UPWP studies. All *High-Priority* areas in general 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 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 Priority target areas are located where SMTC UPWP projects have taken place, there are a number of census tracts in the northern and southern parts of the MPA that have received minimal coverage; this includes the Onondaga Nation Territory.

### **Corridor Studies**

The UPWP Corridor studies are 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. The corridor studies completed at the SMTC typically involve a comprehensive examination of the multi-modal transportation network and overall transportation needs and desires of concentrated citizens within a defined geographic area. Three corridor studies (*Downer Street*, *Seymour-Shonnard*, and *James Street*) as previously noted, have been completed in the SMTC MPO area since 2005. Seymour-Shonnard fell entirely within a *High-Priority* target area; Downer Street fell in both a *Medium-Priority* and *Low-Priority* target area, while James Street fell within all three priority target areas. Regardless of what target area they are located within, 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.

## 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.

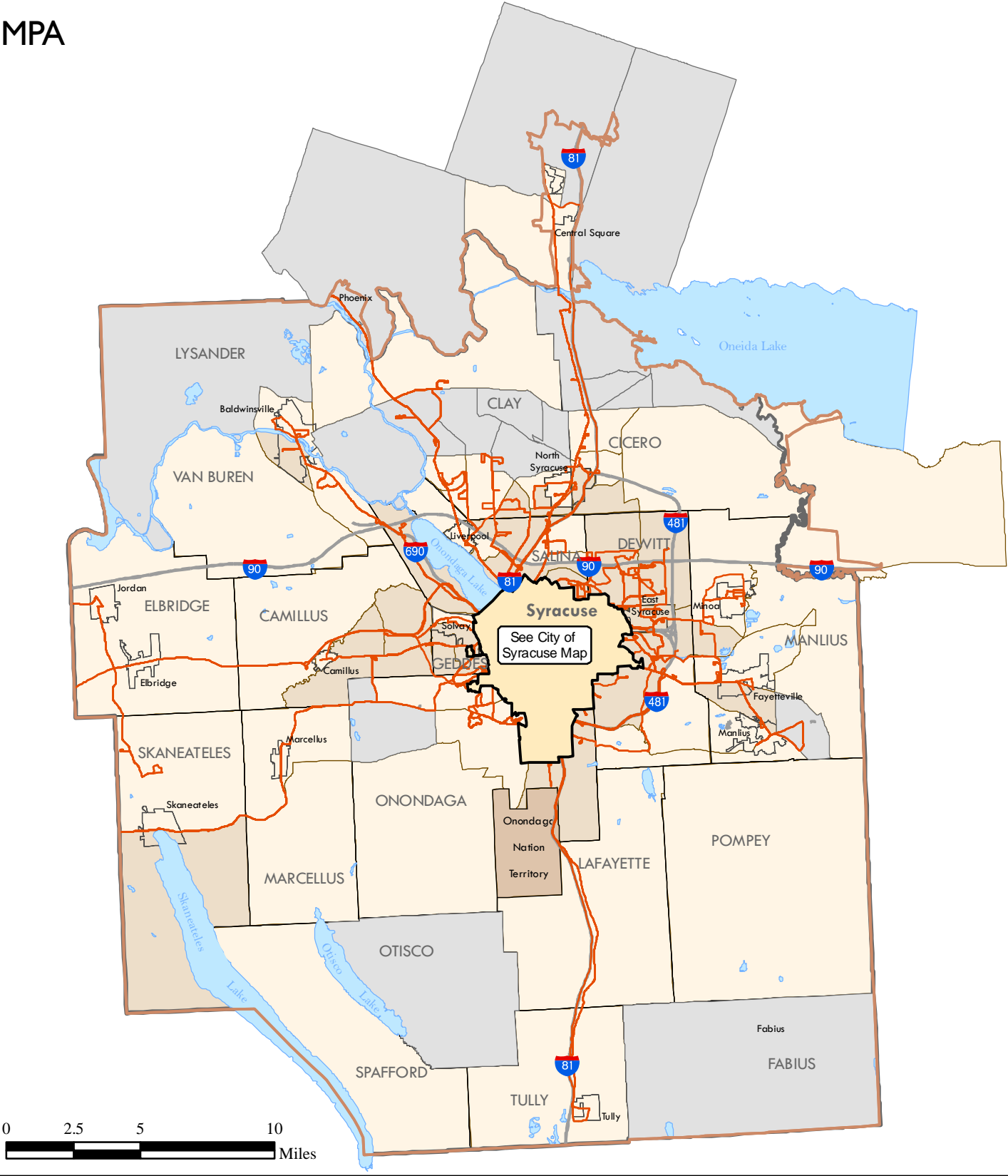
### Centro

The Central New York Regional Transportation Authority (CNYRTA) operates Centro as the public transit system for Onondaga and adjacent counties. Centro operates nearly 100 designated fixed routes throughout the region. Many of these routes converge at a transit hub located in downtown Syracuse, which has recently been relocated from the corner of Fayette Street and South Salina Street, to the corner where Adams Street, Warren Street and South Salina Street converge. From this hub, the routes diverge in 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.

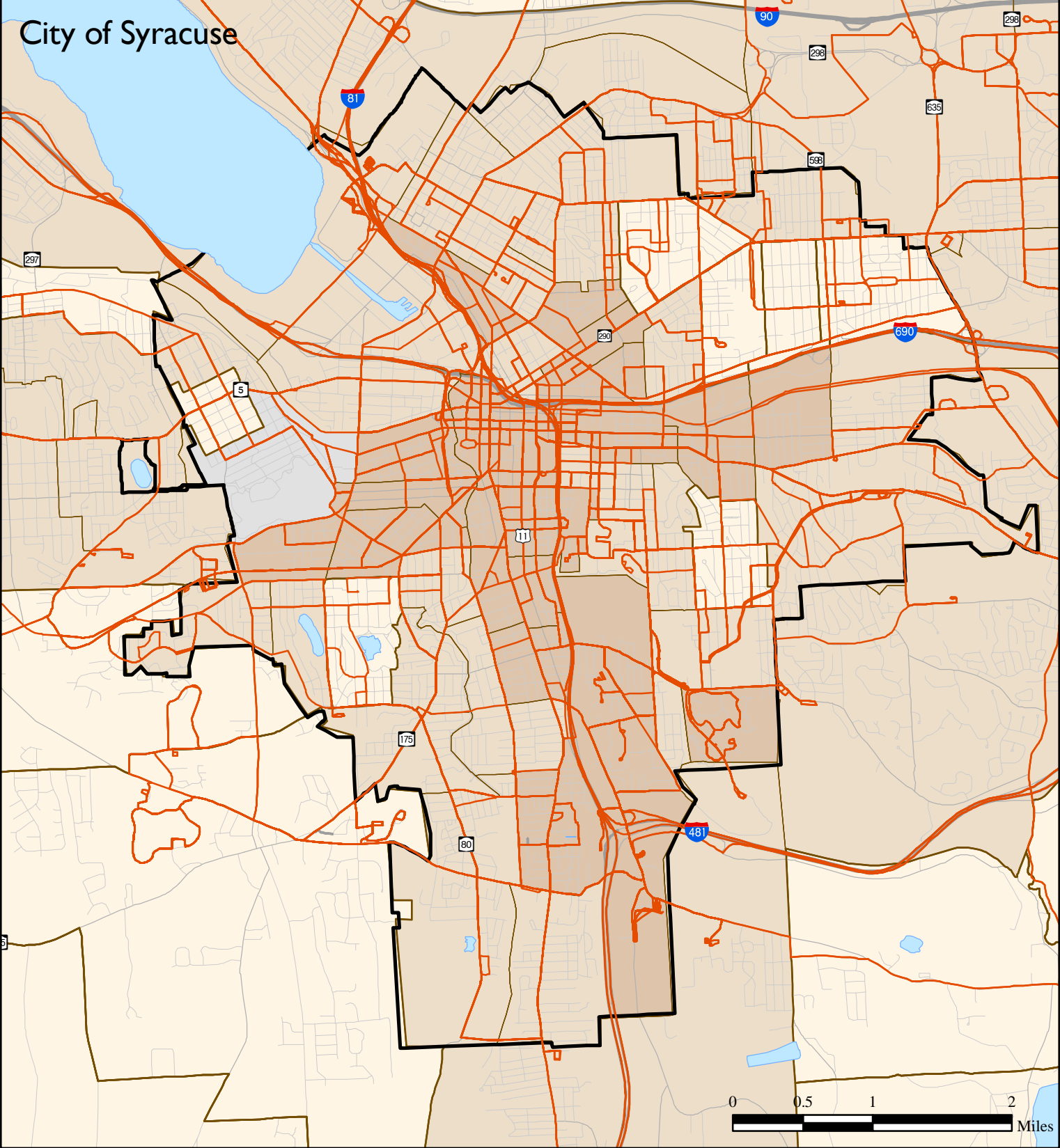
Centro operates within Cayuga, Oneida, Oswego, and Onondaga Counties. Centro operates "city" and limited commuter routes in Syracuse, Oswego, and Auburn, as well as intercity connector services between Syracuse/Oswego and Syracuse/Auburn. Throughout most areas of the City of Syracuse, including *High-Priority* target areas, weekday peak period headways are 10 to 35 minutes. Weekday, mid-day, evening, and weekend headways are approximately 70 minutes. "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 thirty-minute headway, the next bus on the same fixed route will pass at approximately 2:30 PM. Where several routes overlap, buses normally pass more frequently than each individual route's headway interval. The fares to ride Centro are two dollars for travel within a fare zone. Senior citizens and disabled citizens are charged one dollar. Centro's bus service operates from the early morning hours to the nighttime, seven days per week.

Centro service operates frequently in the *Medium-Priority* and *High-Priority* target areas of the MPO. See Map 10 for a comparison of the transit routes with the priority target areas of this study.

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Data Sources: Centro, SMTC; NYSDOT, 2011  
Census 2010 SF1 Data; 2009 5-Yr ACS Data  
Prepared by SMTC, 03/2012

# Transit Routes Environmental Justice Report Map 10

This map is for presentation purposes only.  
The SMTC does not guarantee the accuracy or completeness of this map.

- Legend**
- Centro Routes
  - Interstates
  - SMTC MPA
- Combined Target Areas by Tract**
- Low-Priority Target Areas
  - Medium-Priority Target Areas
  - High-Priority Target Areas
  - Non-Target Areas



## **Centro and Senior Citizens**

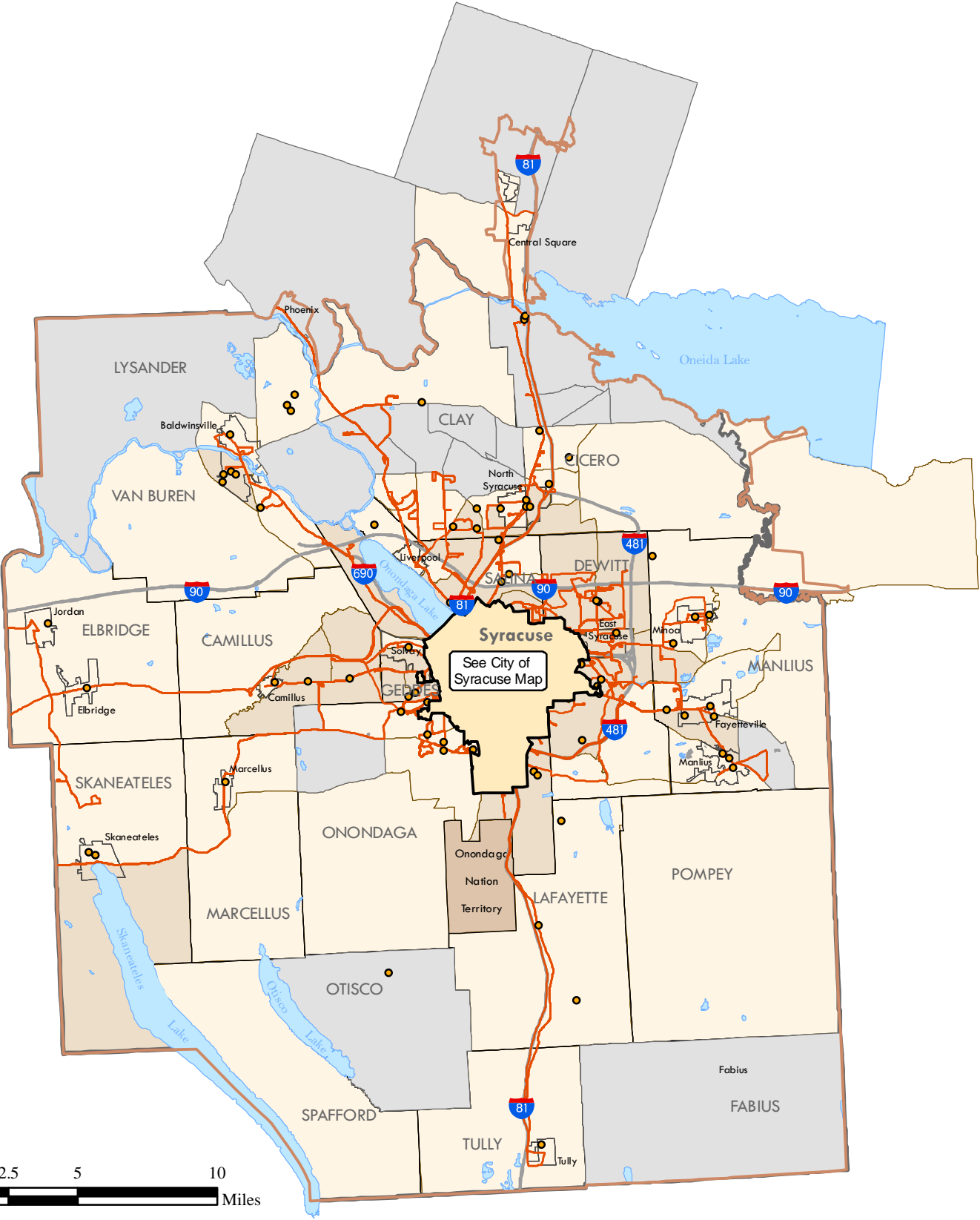
The CNYRTA operates demand-responsive Call-A-Bus paratransit service to provide transportation options to the elderly and disabled who meet the criteria of the Americans with Disabilities Act (ADA). The ADA requires Call-A-Bus to serve the same area and operate during the same hours and days as Centro 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 11 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.

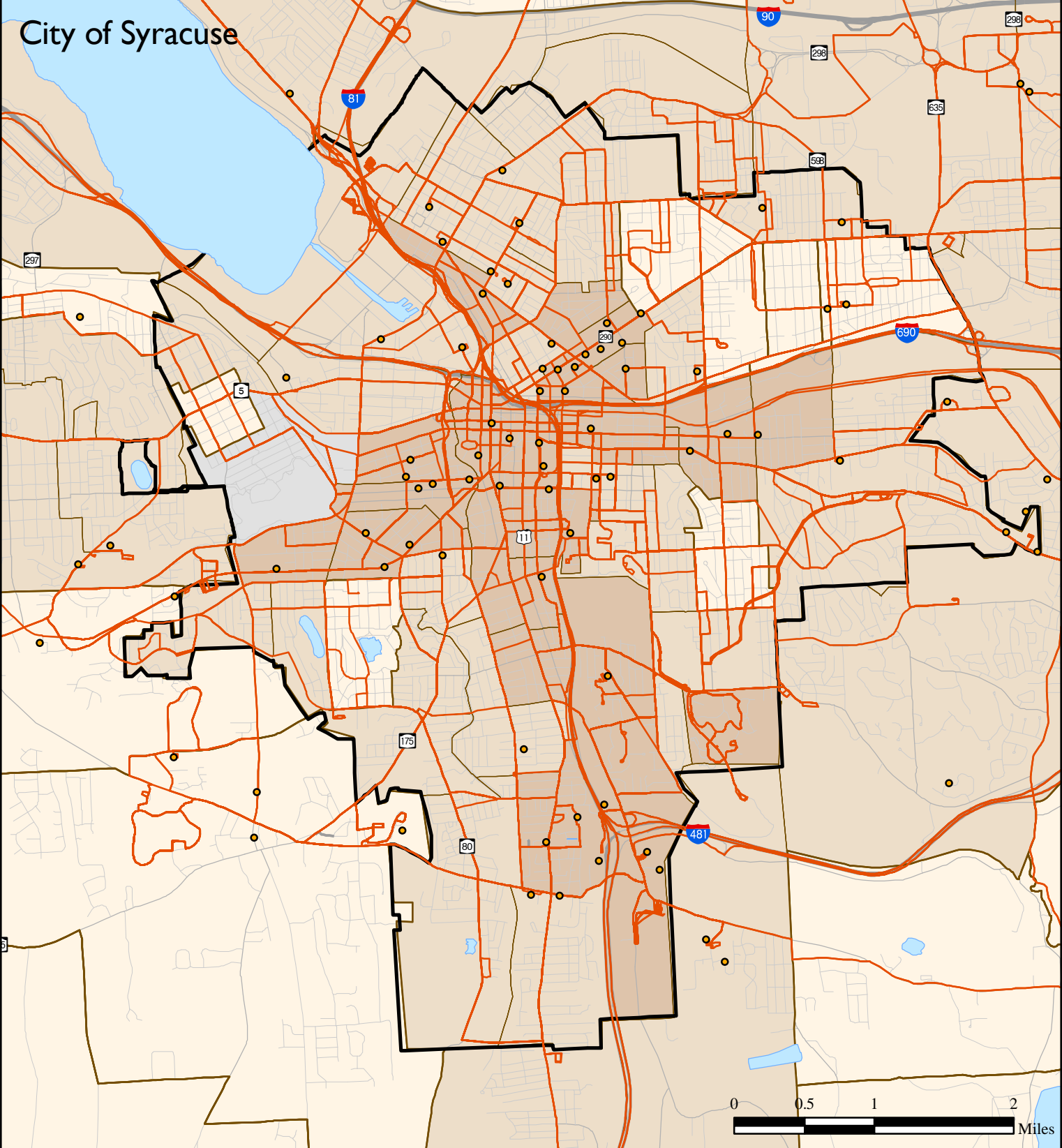
It should also be noted that on a triennial basis, the CNYRTA must prepare an internal Title VI report that outlines the agency's activities to show conformity with Title VI requirements as defined by the FTA under the Civil Rights Act of 1964. The FTA approved the most recent CNYRTA Title VI compliance report in 2010. A series of twelve requirements were documented for the approval process ranging from the 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.

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Data Sources: SMTC, NYSDOT, 2011  
Census 2010 SF1 Data; 2009 5-Yr ACS Data  
Prepared by SMTC, 03/2012

## Senior Facilities Environmental Justice Report Map 11

This map is for presentation purposes only.  
The SMTC does not guarantee the accuracy or completeness of this map.

- Legend**
- Senior Facilities
  - Centro Routes
  - Interstates
  - SMTC MPA
- Combined Target Areas by Tract**
- Low-Priority Target Areas
  - Medium-Priority Target Areas
  - High-Priority Target Areas
  - Non-Target Areas



## **Coordinated Public Transit Human Services**

In an effort to improve upon services for underserved populations, in 2008 the SMTC completed the Coordinated Public Transit Human Services Transportation Plan. This plan identified gaps and overlaps in service and are listed below.

1. Outside of the ¾ mile paratransit service offered by Centro;
2. The rural Balwinsville area;
3. Skaneateles and LaFayette areas;
4. Several locations in the Town of Dewitt;
5. Southern Onondaga County; and
6. Other rural townships (i.e., Jordan, Elbridge and Marcellus)

As part of the Coordinated Plan, the SMTC also created a transportation services questionnaire designed to ascertain the conditions and needs of the local human service agencies, transportation agencies, and governments involved in transportation. Utilizing the collected survey information, recommendations were made to improve the transportation network and to plan new routes to better serve the public.

Job Access Reverse Commute (JARC) and New Freedom funding has been provided to numerous transportation service-related entities in the area to help fill the gaps identified in the Coordinated Plan and to generally help improve the overall network.

## **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, Alliance Bank Stadium, and Carousel Center, this intermodal facility brings together 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 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. With the recent expansion of the Carousel Center into Destiny USA, there may be further opportunities for intermodal connectivity and enhancement of access for the concentration 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) are examined.

Existing and proposed trails for both transportation and recreation throughout the MPO area are displayed in Map 13: 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.

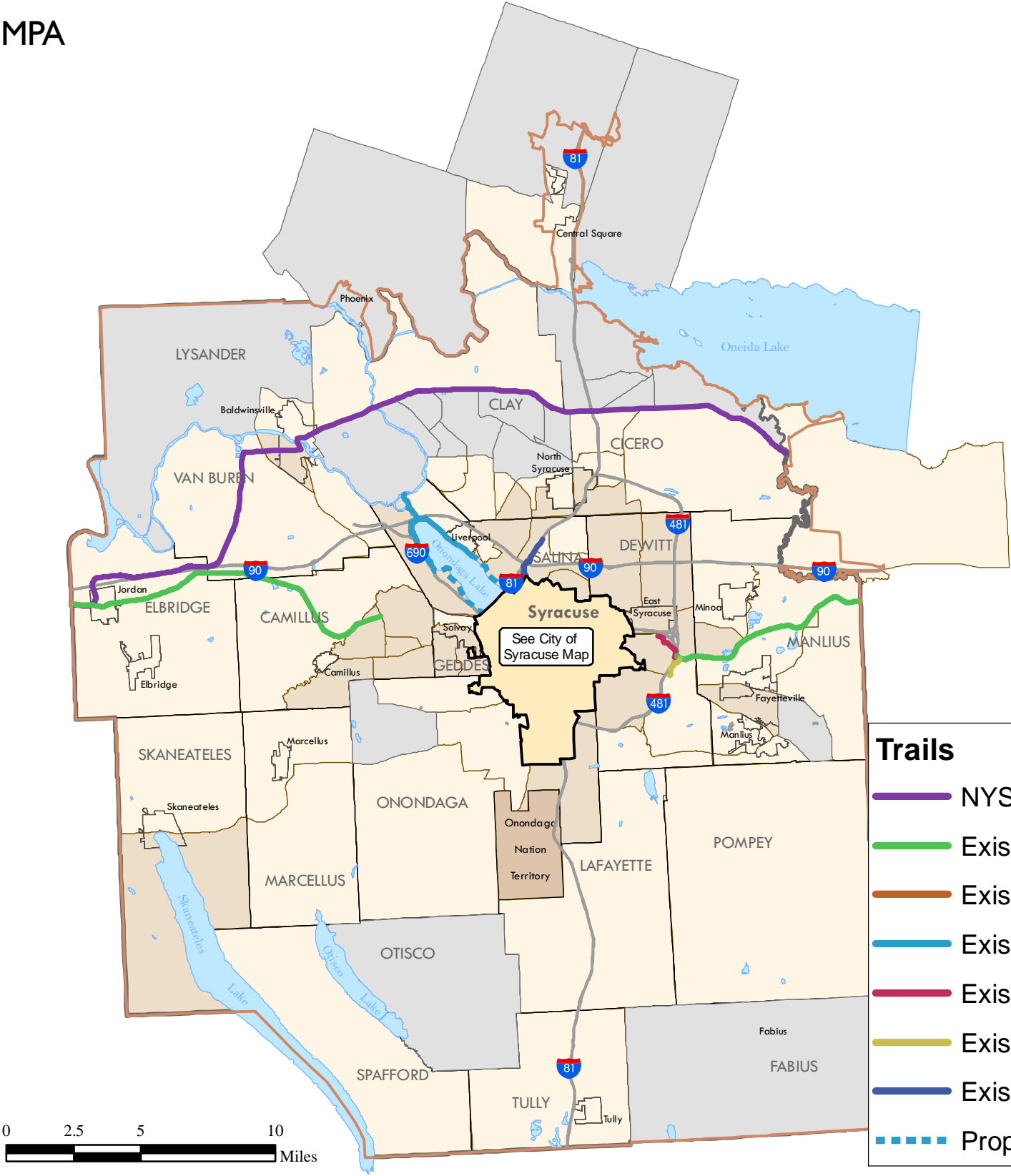
The SMTC completed a policy-level Bicycle and Pedestrian Plan for the MPO area in 2005. The primary purpose of this Plan is to preserve and enhance the bicycling and pedestrian network and to improve the safety, attractiveness, and overall viability of cycling and walking as legitimate transportation options within the transportation system in the MPO area.

The following goals were identified for the Bicycle and Pedestrian Plan:

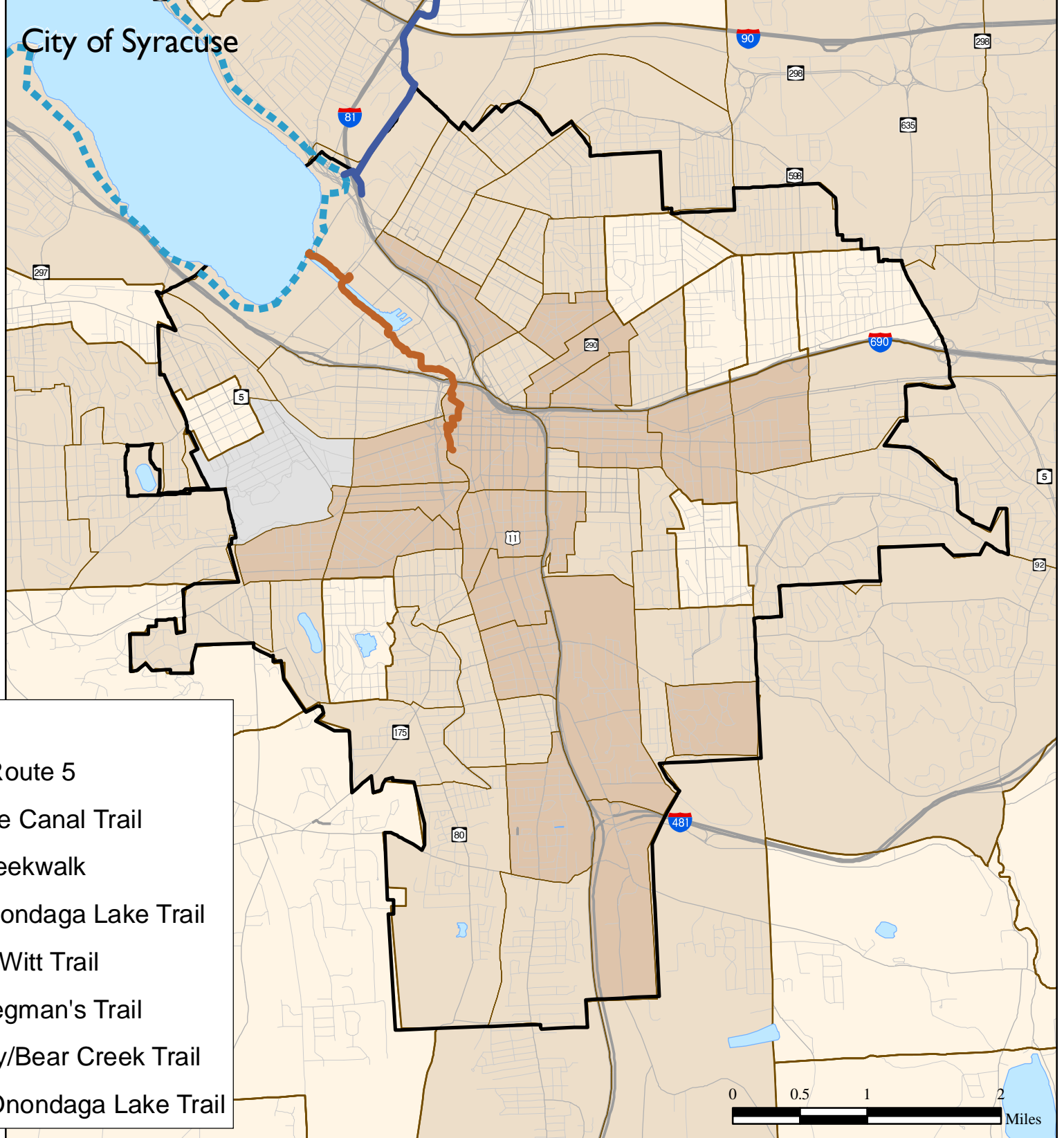
1. To encourage the use of bicycling and walking as legitimate modes of transportation;
2. To improve the safety of bicyclists and pedestrians;
3. To educate bicyclists, pedestrians, motorists, law enforcement officers, and others regarding traffic laws and safety measures;
4. To promote the improvement 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.

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 gaps 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.

MPA



City of Syracuse



### Trails

- NYS Bike Route 5
- Existing Erie Canal Trail
- Existing Creekwalk
- Existing Onondaga Lake Trail
- Existing DeWitt Trail
- Existing Wegman's Trail
- Existing Lay/Bear Creek Trail
- Proposed Onondaga Lake Trail



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Data Sources: SMTC, NYSDOT, 2011  
Census 2010 SF1 Data; 2009 5-Yr ACS Data  
Prepared by SMTC, 03/2012

## Trail System Environmental Justice Report Map 12

This map is for presentation purposes only.  
The SMTC does not guarantee the accuracy or completeness of this map.

### Legend

- Interstates
- SMTC MPA
- Combined Target Areas by Tract**
  - Low-Priority Target Areas
  - Medium-Priority Target Areas
  - High-Priority Target Areas
  - Non-Target Areas



## **VII. Freight**

The movement of goods by truck, rail and air can create negative pressures on an urbanized area. Of particular concern are 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 federal legislation on Environmental Justice, it is the job 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 2020.

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 Interstate 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 Interstates 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.

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

This study complies with all mandates set forth by the FHWA and the FTA for the 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, corridors, 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 Coordinated Public Transit Human Services Transportation Plan. In general, the benefits of the SMTC's planning process appear to have been distributed proportionally amongst the residents of the MPO.

As was done in this document with the inclusion of the LEP population analyses, future analyses may consider additional evaluation activities. This may include, but is not limited to, continued participation from the project-specific 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.

Appendix 1  
2011 – 2015 TIP Federal Highway Administration Funds Only  
Program Listing for EJ



Appendix 1  
2011-2015 TIP  
Federal Highway Administration Funds Only  
Program Listing for EJ

PIN	Sponsor	Project from the 2011-2015 Transportation Improvement Program	Bike/Ped	Mobility	Bridge	Air Quality	Other	Transit	Highway	Total Project Cost
305619	NYS DOT	I481 NB BRIDGE OVER KIRKVILLE RD REHABILITATION, TN OF DEWITT, ONON CO			\$1,416,000					\$1,416,000
305622	NYS DOT	I481: I690 TO I81 RESURFACING, TNS OF DEWITT & ONONDAGA, ONON CO							\$9,058,000	\$9,058,000
307614	NYS DOT	RT 5 INTERSECTION WITH RT 635 PAVEMENT RESURFACING, SYRACUSE, ONON CO							\$7,451,000	\$7,451,000
310418	NYS DOT	RT 298 BEAR ST BRIDGE OVER ONONDAGA CREEK & TERMINAL REPLACEMENT, SYRACUSE, ONON CO			\$19,090,000					\$19,090,000
310421	NYS DOT	RT 635 BRIDGE OVER I690 REHABILITATION, SYRACUSE, ONON CO			\$2,631,000					\$2,631,000
328717	NYS DOT	ONONDAGA LAKE PARKWAY CORRIDOR PAVEMENT RESURFACING, SR 370, TN OF SALINA, ONON CO							\$125,000	\$125,000
350151	NYS DOT	I81 PAVEMENT REHABILITATION, RT 173 TO VIADUCT, SYRACUSE, ONON CO							\$11,598,000	\$11,598,000
350152	NYS DOT	SENTINEL HEIGHTS RD OVER I81 BRIDGE DECK REPLACEMENT, TN OF ONONDAGA, ONON CO			\$3,404,000					\$3,404,000
350164	NYS DOT	I81 OVER I90 BRIDGE REHABILITATION, TN OF SALINA, ONON CO			\$5,102,000					\$5,102,000
350166	NYS DOT	REPAIR/RESURFACING OF I-81 BRIDGE OVER E. CALTHROP AVE, SYRACUSE, ONON CO			\$1,940,000					\$1,940,000
350167	NYS DOT	TAFT RD ELEMENT SPECIFIC BRIDGE REPAIRS OVER I81, TN OF CICERO, ONON CO			\$3,753,000					\$3,753,000
350168	NYS DOT	I81: RT 11 TO RT 31 RESURFACING, TNS OF SALINA & CICERO, ONON CO							\$4,979,000	\$4,979,000
350632	NYS DOT	REHAB 10 BRIDGES I690/WEST ST INTERCHANGE, SYRACUSE, ONON CO			\$16,445,000					\$16,445,000
350639	NYS DOT	RT 690 BRIDGES OVER BARGE CANAL AND RT 31 REHABILITATION, TN OF LYSANDER, ONON CO			\$8,959,000					\$8,959,000
350641	NYS DOT	I690 BRIDGE OVER BEECH ST REHABILITATION, SYRACUSE, ONON CO			\$1,010,000					\$1,010,000
350642	NYS DOT	I690 OVER I90 ELEMENT SPECIFIC BRIDGE WORK, TN OF GEDDES, ONON CO			\$3,889,000					\$3,889,000
350643	NYS DOT	I690 OVER CSX RAILROAD ELEMENT SPECIFIC BRIDGE WORK, TN OF GEDDES, ONON CO			\$1,293,000					\$1,293,000
350644	NYS DOT	ELEMENT SPECIFIC BRIDGE REHAB - I690 OVER BRIDGE ST, TN OF DEWITT, ONON CO			\$4,924,000					\$4,924,000
360188	NYS DOT	I81 MBC, HIAWATHA BLVD TO I90, CITY OF SYRACUSE AND TN OF SALINA, ONON CO							\$9,018,000	\$9,018,000
375376	NYS DOT	NORTH BURDICK ST OVER ERIE CANAL BRIDGE REPLACEMENT, TN OF MANLIUS, ONON CO			\$1,559,000					\$1,559,000
380604	NYS DOT	FREEWAY INCIDENT MANAGEMENT SYSTEM, PHASES V & VI				\$3,910,000				\$3,910,000
375329	OC DOT	VELASKO RD, SAFETY RECONSTRUCTION, NY 173 TO SYRACUSE, TN OF ONONDAGA, ONON CO							\$217,000	\$217,000
375388	OC DOT	FACTORY AVE & LEMOYNE AVE INTERSECTION RECONSTRUCTION, TN OF SALINA, ONON CO							\$2,846,300	\$2,846,300
375417	OC DOT	OLD ROUTE 5 PAVING, NY 173 TO VIL OF CAMILLUS, TN OF CAMILLUS, ONON CO							\$6,802,500	\$6,802,500
375460	OC DOT	SOUTH BAY RD PAVING, RT 11 TO BEAR RD, TNS OF SALINA, CLAY, CICERO, ONON CO							\$3,103,000	\$3,103,000
375461	OC DOT	ALLEN RD PAVING, TAFT TO BEAR RD, TN OF CLAY, ONON CO							\$1,139,000	\$1,139,000
375465	OC DOT	NORTHERN BLVD/EAST MOLLOY SAFETY AND PAVING PROJECT, TNS OF DEWITT AND CICERO, ONON CO							\$3,308,000	\$3,308,000
375487	OC DOT	FLY RD PAVING, KIRKVILLE RD TO THRUWAY, TN OF DEWITT, ONON CO							\$1,157,000	\$1,157,000
375520	OC DOT	JOHN GLENN BLVD EB OVER ONONDAGA LAKE OUTLET REHABILITATION, TN OF CLAY, ONON CO			\$2,501,000					\$2,501,000
375521	OC DOT	JOHN GLENN WB OVER ONONDAGA LAKE OUTLET REHABILITATION, TN OF CLAY, ONON CO			\$2,501,500					\$2,501,500
375529	OC DOT	ELECTRONICS PKWY/HENRY CLAY BLVD SIGNAL INTERCONNECT, TN OF SALINA, ONON CO				\$1,013,700				\$1,013,700
303484	Syracuse	ERIE BLVD OVER ONONDAGA CREEK BRIDGE REHABILITATION, SYRACUSE, ONON CO			\$4,604,000					\$4,604,000
375290	Syracuse	DICKERSON ST BRIDGE OVER ONONDAGA CREEK REHABILITATION, SYRACUSE, ONON CO			\$771,125					\$771,125
375291	Syracuse	WEST WASHINGTON ST BRIDGE OVER ONONDAGA CREEK REHABILITATION, SYRACUSE, ONON CO			\$1,164,375					\$1,164,375
375292	Syracuse	MIDLAND AVE BRIDGE OVER ONONDAGA CREEK REHABILITATION, SYRACUSE, ONON CO			\$1,200,000					\$1,200,000
375299	Syracuse	CREEKWALK, PH 1, ARMORY TO CAROUSEL	\$220,000							\$220,000
375307	Syracuse	HIAWATHA BLVD IMP STATE FAIR BLVD TO PARK, SYRACUSE, ONON CO							\$1,875,000	\$1,875,000
375396	Syracuse	SYRACUSE BRIDGE IMPROVEMENTS ON AUTO ROW							\$2,657,000	\$2,657,000
375434	Syracuse	WEST FAYETTE ST BRIDGE OVER ONONDAGA CREEK REHABILITATION, SYRACUSE, ONON CO			\$610,000					\$610,000
375436	Syracuse	SOUTH SALINA ST- VALLEY PLAZA CORRIDOR IMPROVEMENTS, SYRACUSE, ONON CO	\$1,874,625							\$1,874,625
375446	Syracuse	RECONSTRUCTION OF EAST GENESEE STREET CONNECTIVE CORRIDOR TO SYRACUSE UNIVERSITY	\$2,622,500							\$2,622,500
375479	Syracuse	N, S, E, W CORRIDORS INTERCONNECT EXPANSION, SYRACUSE, ONON CO				\$1,295,500				\$1,295,500
375481	Syracuse	JAMES ST IMPROVEMENT PROJECT, TEALL AVE TO THOMPSON RD, SYRACUSE, ONON CO	\$1,659,125							\$1,659,125
375482	Syracuse	PLUM ST BRIDGE OVER ONONDAGA CREEK REHABILITATION, SYRACUSE, ONON CO			\$782,000					\$782,000
375483	Syracuse	SENECA TURNPIKE CORRIDOR IMPROVEMENTS- PHASE I, HOPPER RD TO SALINA ST, SYRACUSE, ONON CO							\$4,675,000	\$4,675,000
375484	Syracuse	PARK ST BRIDGE OVER LEY CREEK REHABILITATION, SYRACUSE, ONON CO			\$1,510,000					\$1,510,000
375514	Syracuse	CREEKWALK PH. II (JEFFERSON TO COLVIN)	\$1,975,000							\$1,975,000
375518	Syracuse	EVANS ST BRIDGE OVER ONONDAGA CREEK REHABILITATION, SYRACUSE, ONON CO			\$1,236,400					\$1,236,400
375519	Syracuse	ELEMENT SPECIFIC CITY BRIDGES REPAIR, SYRACUSE, ONON CO			\$574,400					\$574,400
375525	Syracuse	WEST GENESEE ST BRIDGE OVER ONONDAGA CREEK ELEMENT SPECIFIC REPAIRS, SYRACUSE, ONON CO			\$1,532,300					\$1,532,300
375526	Syracuse	UHILL BIKE NETWORK IMPLEMENTATION, SYRACUSE, ONON CO	\$1,339,400							\$1,339,400
375439	Town of Geddes	FARRELL RD RECONSTRUCTION, JOHN GLENN BLVD TO NY 48, TN OF GEDDES, ONON CO							\$1,107,500	\$1,107,500
375472	Town of Dewitt	NORTH THOMPSON RD BRIDGE REPLACEMENT, TN OF DEWITT, ONON CO			\$566,300					\$566,300
375447	Syracuse University	DESIGN AND CONSTRUCTION FOR A SYRACUSE UNIVERSITY PRIVATE PARKING AND TRANSPORTATION FACILITY					\$3,940,000			\$3,940,000
		GRAND TOTAL	\$9,690,650	\$0	\$94,968,400	\$6,219,200	\$3,940,000	\$0	\$71,116,300	\$185,934,550
		PERCENTAGE OF GRAND TOTAL	5%	0%	51%	3%	2%	0%	38%	



Appendix 2  
UPWP Studies  
FFY 2005/2006 – 2012/2013



Appendix 2: UPWP Studies  
FFY 2005/2006 - 2012/2013

Category	Project Name	Current Years Status of Project	Included on maps	UPWP Program Years								
Air Quality	Air Quality, Conformity and Energy	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Economic Development	Air/Water Planning	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Bicycle/Pedestrian	Bicycle and Pedestrian Plan	Complete		2005-2006 Amendment								
Bicycle/Pedestrian	Bicycle and Pedestrian Planning	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Safety	Bridge and Pavement Condition Management System (BPCMS)	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Air Quality	Congestion Management Process (CMP)	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Environmental Justice	Environmental Justice Analysis	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Traffic Needs	I-90 Corridor Planning	Complete		2005-2006 Amendment	2006-2008	2007-2008 Amendment						
Economic Development	Lakefront Area Planning	Complete	yes	2005-2006 Amendment	2006-2008	2007-2008 Amendment						
Planning	Long Range Transportation Plan	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Trans & Land-Use	Northern MPA Planning	Complete		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment				
Miscellaneous	Operations and Integration	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Planning	Rail, Truck and Transit Planning	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
	Associated Activity: The Coordinated Public Transit Human Services Transporation Plan	Complete										
Safety	Safety Improvement Analysis (SIA)	In progress		2005-2006 Amendment				2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
	Associated Activity: 2010 County Intersections	Complete	yes									
	Associated Activity: Terry Road at Clover Road	Complete	yes									
Environmental Justice	Title VI Report	Complete		2005-2006 Amendment								
Trans & Land-Use	Transportation/Land Use Educational Outreach	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Planning	Travel Demand Modeling	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
	Associated Activity: Liverpool Modeling Technical Memo	Complete	yes									
Trans & Land-Use	University Hill Comprehensive Transportation Study	Complete	yes	2005-2006 Amendment	2006-2008	2007-2008 Amendment						
Trans & Land-Use	Clay/Cicero Route 31 Transportation Study	Complete	yes	2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment				
Bicycle/Pedestrian	F-M Road/Route 257 Sidewalk Feasibility Study	Complete	yes	2005-2006 Amendment	2006-2008	2007-2008 Amendment						
Safety	Traffic Safety	In progress		2005-2006 Amendment	2006-2008	2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Traffic Needs	Waste Collection Route Optimization Study	Complete		2005-2006 Amendment	2006-2008	2007-2008 Amendment						
Planning	Downtown Parking Analysis & Mapping	Complete	yes		2006-2008	2007-2008 Amendment						
Trans & Land-Use	Thompson Road Demand Modeling	Complete	yes		2006-2008	2007-2008 Amendment						
Corridor Study	Downer Street Corridor Study	Complete	yes			2007-2008 Amendment	2008-2010	2009-2010 Amendment				
Trans & Land-Use	I-81 Travel Demand Modeling	In progress				2007-2008 Amendment	2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Corridor Study	Seymour-Shonnard Corridor Study	Complete	yes			2007-2008 Amendment						
Planning	I-81 Public Participation Project	In progress					2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Planning	MPO Area Regional Planning Initiatives	In progress					2008-2010	2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Trans & Land-Use	University Hill Park & Ride Feasibility Study	Complete	yes				2008-2010	2009-2010 Amendment				
Trans & Land-Use	University Hill Transportation Study Phase II: Feasibility Study for Short Term Transportation Recommendations	Complete	yes				2008-2010	2009-2010 Amendment				
Trans & Land-Use	Carrier Site Access Transportation Study	Complete	yes				2008-2010	2009-2010 Amendment				
Bicycle/Pedestrian	University Hill Bike Network Project	Complete	yes				2008-2010	2009-2010 Amendment				
Air Quality	OCDOT Signal Optimization	In progress						2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
	Associated Activity: Phase I	Complete	yes									
Planning	SOCPA Development Guide Update Assistance	In progress						2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Bicycle/Pedestrian	East Genesee Street Sidewalk Study	Complete	yes					2009-2010 Amendment	2010-2012	2011-2012 Amendment		
Trans & Land-Use	Transportation Demand Management for Downtown Syracuse	Complete	yes					2009-2010 Amendment	2010-2012	2011-2012 Amendment		
Economic Development	Clay Three Rivers Access Study	Complete	yes					2009-2010 Amendment	2010-2012	2011-2012 Amendment		
Transit	CNYRTA Transit Initiative Study	In progress						2009-2010 Amendment	2010-2012	2011-2012 Amendment	2012-2013	
Economic Development	Near Northside Parking & Wayfinding Study	Complete	yes					2009-2010 Amendment	2010-2012	2011-2012 Amendment		
Corridor Study	James Street Road Diet	Complete	yes					2009-2010 Amendment	2010-2012	2011-2012 Amendment		
Bicycle/Pedestrian	Almond Street Corridor Pedestrian Study	Complete	yes						2010-2012			
Bicycle/Pedestrian	NYSDOT Bicycle Corridor Study	In progress								2011-2012 Amendment	2012-2013	
Bicycle/Pedestrian	Erie Canalway Trail	In progress								2011-2012 Amendment	2012-2013	
Bicycle/Pedestrian	Onondaga County Sustainable Streets Initiative	In progress								2011-2012 Amendment	2012-2013	
Traffic Needs	Downtown Syracuse Two Way Feasibility Technical Analysis	In progress								2011-2012 Amendment	2012-2013	
Trans & Land-Use	City of Syracuse Wayfinding Study	In progress								2011-2012 Amendment	2012-2013	

