

**Final Report  
December 2018**



Syracuse Metropolitan Transportation Council  
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# Environmental Justice Report

Syracuse Metropolitan Planning Area

**Final Report  
December 2018**

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*Cover photo source: [patimes.org/environmental-justice](http://patimes.org/environmental-justice)*

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# Environmental Justice

## **Project Introduction**

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 data from the 2012-2016 American Community Survey (ACS) 5-year estimates. These parameters included threshold values that were assigned at the tract level, with the purpose of identifying geographic areas with significant populations of minority and low-income persons. As the goal of this analysis was to evaluate the impact of the SMTC's and its member agencies' planning activities on minority and low-income populations, other methodologies were employed to implement this assessment. The SMTC staff identified the agency's Public Involvement Plan (PIP) and Long Range Transportation Plan (LRTP) 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 as well as all FHWA funded projects on the Transportation Improvement Program (TIP) since 2013. These project locations were mapped against the designated target areas for environmental justice concern, developed as a result of the Census data analysis.

Based upon this primary assessment, the study showed that the transportation planning activities performed by the SMTC are not known to have been disproportionately distributed amongst the designated target populations. Many SMTC projects that are complete or in the process of being completed, 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 MPA.

This current study is an updated version of the assessment completed in 2012. 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

## **Section 1: Introduction**

### **I. Background Information**

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 and low-income groups. It is unlawful to disproportionately distribute the benefits or disadvantages of transportation planning amongst specific race or income groups.

The Syracuse Metropolitan Transportation Council (SMTC) has undertaken this analysis 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 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 minority and low-income populations using American Community Survey (ACS) data in Geographic Information System (GIS) software and overlaid transportation planning project boundaries for geographic comparisons.

This study was specifically developed for identifying transportation planning projects/programs and capital activities in relation to Census tracts within the MPA. 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 as 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 five 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.

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>

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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

- 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.



## **Section 2: 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 and low-income populations or a combination of the two 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 Metropolitan Planning Area (MPA). The terms used are provided as guidance from the USDOT and meant for analysis purposes only.

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

The SMTC's designated planning area is displayed on Map 1. The MPO is responsible for transportation planning activities for the entire metropolitan area. The SMTC's planning area includes all of Onondaga County; the Town of Sullivan in Madison County; and the entire towns of Schroepfel, Hastings, and West Monroe plus the urbanized portion of the Town of Granby in Oswego County. This results in a total of 23 towns (plus the small portion of the Town of Granby), 18 villages, the Onondaga Nation, and one city (Syracuse) that are in the MPA.

It should be noted that the Census tract upon which the Town of Granby sits, falls mainly outside the MPA and utilizing its Census information would yield inaccurate results. Therefore, it was decided that the Census tract that this small portion of the Town of Granby sits in would not be included in any of the following analysis.

The map displays the Syracuse Metropolitan Planning Area (MPA) with a red outline. It includes various towns and cities such as Hastings, West Monroe, Schroeppel, Lysander, Van Buren, Elbridge, Camillus, Geddes, Salina, Cicero, Sullivan, DeWitt, Manlius, Skaneateles, Marcellus, Onondaga, Lafayette, Pompey, Otisco, Spafford, Tully, and Fabius. Major roads like I-190, I-481, and I-690 are shown, along with bodies of water like Oneida Lake and Cayuga Lake. A scale bar at the bottom indicates distances from 0 to 10 miles.

**Syracuse Area**

**SALINA**

**GEDDES**

**SYRACUSE**

**ONONDAGA**

**DEWITT**

**LAFAYETTE**

**East Syracuse**

**Onondaga Lake**

**Solway**

**Scale:** 0 1/2 1 1 1/2 2 Miles



### III. Methodology

#### Minority

When examining concentrations of minorities for Environmental Justice purposes, staff used the guidelines specified in the previous report. Updated to 2012-2016 ACS 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 ACS 2012-2016 5-year data, Table B03002: Hispanic or Latino Origin by Race would be used to calculate the Hispanic population.

#### Low-Income

It was decided that the ACS 2012-2016 5-year data, Table B19013: Median Household Income would be the most suitable for this analysis. ACS data is based on sample information taken over a period of time, in this case from 2012 to 2016, so while its accuracy is acceptable, it is not as accurate if it were decennial data.

### 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* or *High Concentration* areas, in order to account for higher concentrations of one population.

For Minority, “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 minorities 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. Since distributions of tract values for each variable are skewed (i.e. there are some very high outlying values), we therefore decided to use the 75<sup>th</sup> percentile, which disregards skewness or bias and always captures the upper quartile (25%) of all values. Low-Income does not use the same definitions for “Below Threshold,” “Areas of Concentration,” and “Areas of High Concentration”. It uses a definition from The U.S. Department of Housing and Urban Development (HUD).

### **Minority Concentration**

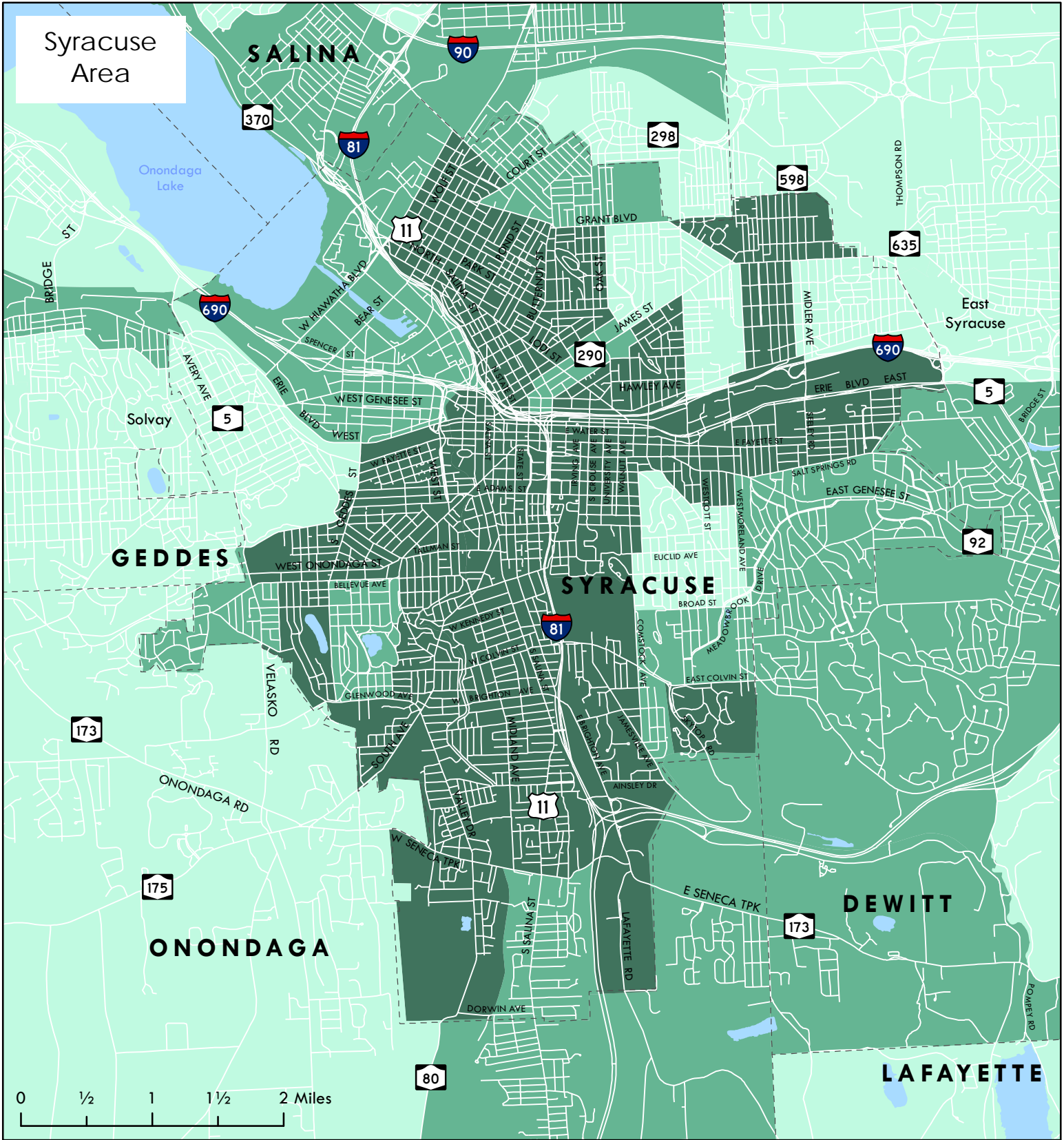
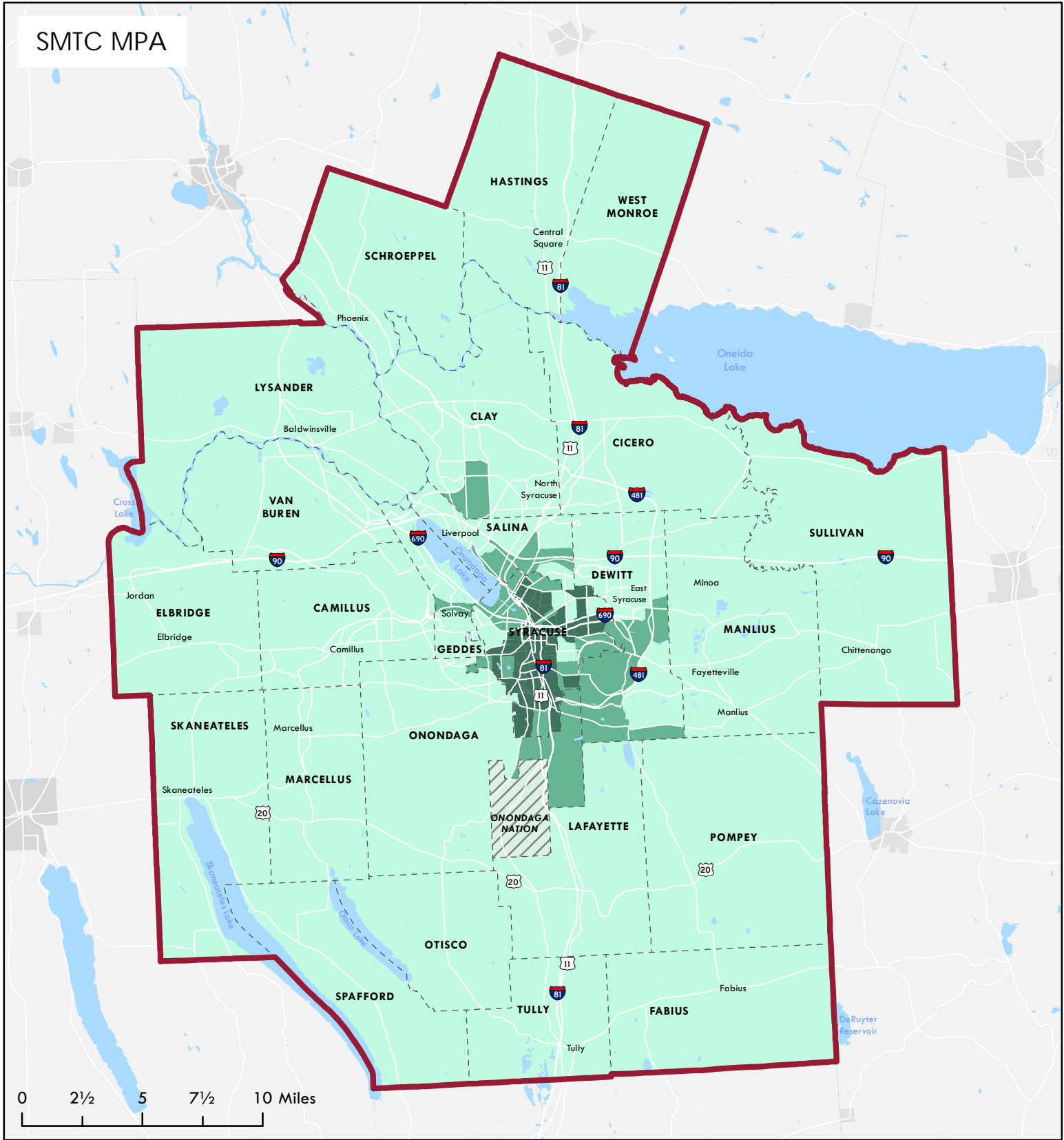
*Concentration Area:* Tracts with 21% to 36% minority population.


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

According to 2012-2016 ACS data, the total population for the MPA is 505,165, while the minority population is 105,923. This results in a minority concentration of 21% 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 (21%) to the 75<sup>th</sup> percentile (36%); and the High Concentration Area captures values above the 75<sup>th</sup> percentile. 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 were also concentrated in suburban areas to the north and east of the city.











Data sources: US Census Bureau 2012-2016 American Community Survey, Table B03002; SMTC.  
The total Minority percentage for the SMTA MPA is 20.97%.  
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

**Map 2**  
**Minority Areas of Concentration by Census Tract**

**Target Areas by Tract**

	Below Threshold (< 21%)		Area of High Concentration (> 36%)
	Area of Concentration (21% - 36%)		No Data Available

### **Low-Income Concentration**

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

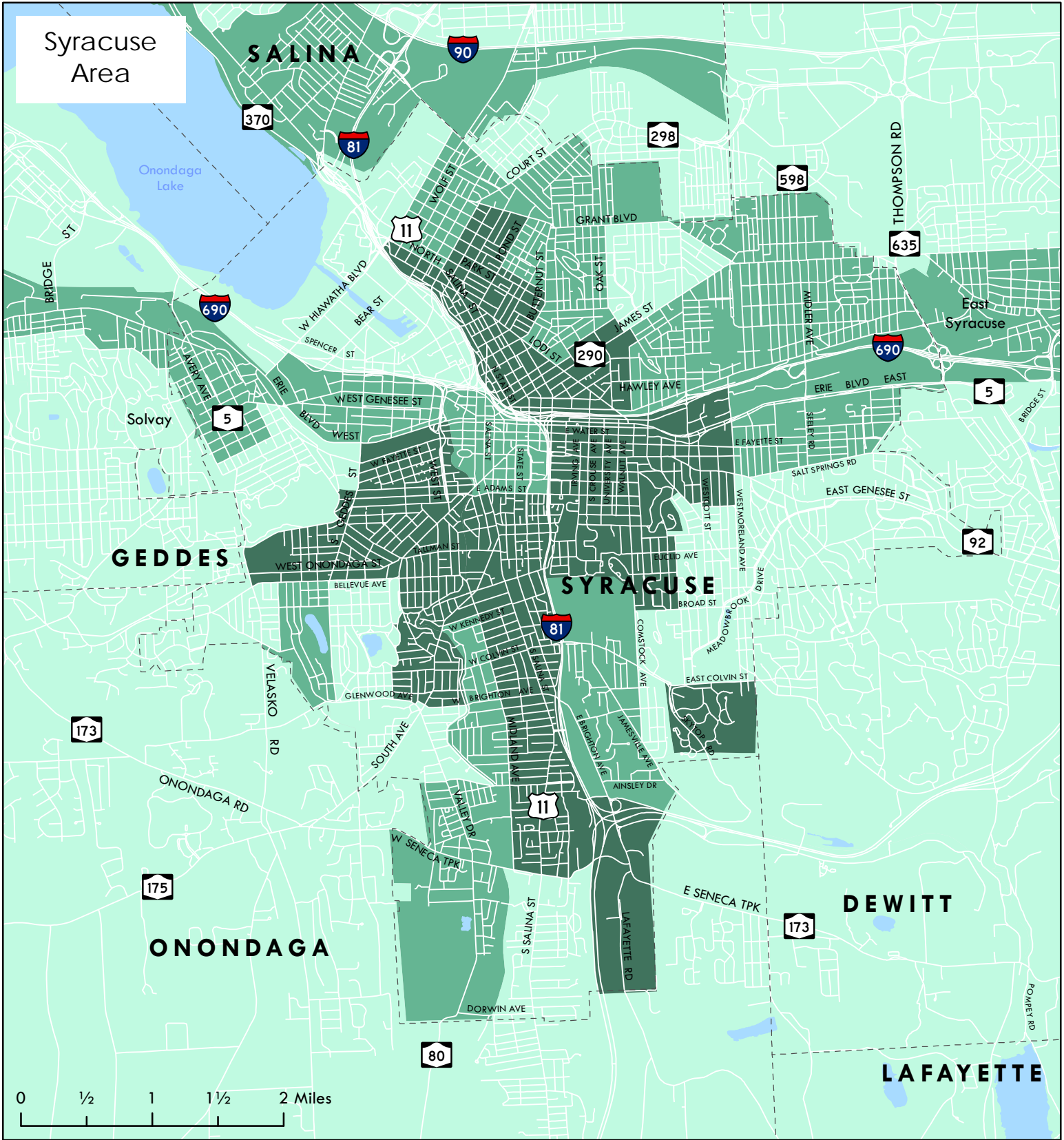
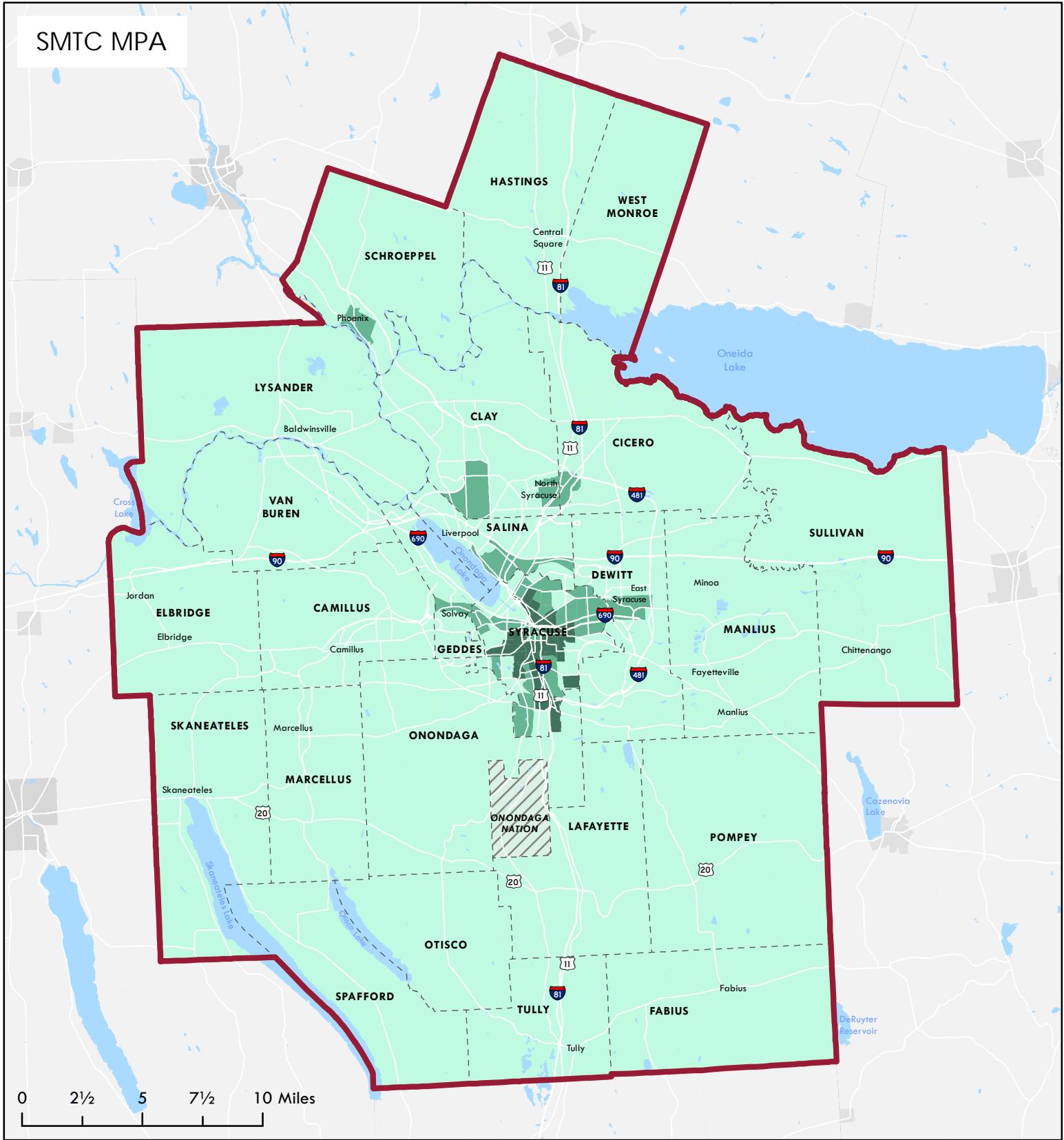
*High Concentration Area:* Tracts with less than 50% of the MPA median household income.


The low-income concentration areas used in this study were determined by 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 \$55,814; therefore, \$44,651 represents 80% of this value, and \$27,907 represents 50%. The City of Syracuse's median household income is \$32,704.

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 MPA median, were all located in the City of Syracuse. Most of the *High Concentration* areas in the City lie 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 MPA 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 Solvay, to name a few.





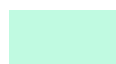





Data sources: US Census Bureau 2012-2016 American Community Survey, Table B19013; SMTA.  
 The Median Tract Household Income for the MPA (excluding where data is unavailable) is \$55,814.  
 This map is for presentation purposes only. The SMTA does not guarantee the accuracy or completeness of this map.



Map 3  
 Low Income Areas of Concentration  
 by Census Tract

Target Areas by Tract

	Above 80% of Threshold (> \$44,651)		Below 50% of Threshold (< \$27,906)
	Between 50% and 80% of Threshold (\$27,906 - \$44,651)		No Data Available

## **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 two-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. These areas are listed as follows and are illustrated on Map 4.

Within the two individual population variables (i.e., minority and low-income), 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 the two target populations were then added together. When all of the variables were added, the maximum total was 4, 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. All Census tracts receiving a value of zero were excluded from the analysis of the target areas altogether.

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

Census tracts that have been given a cumulative score of 3, or 4, based on the aforementioned scheme, have been designated as *High-Priority* target areas. 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**

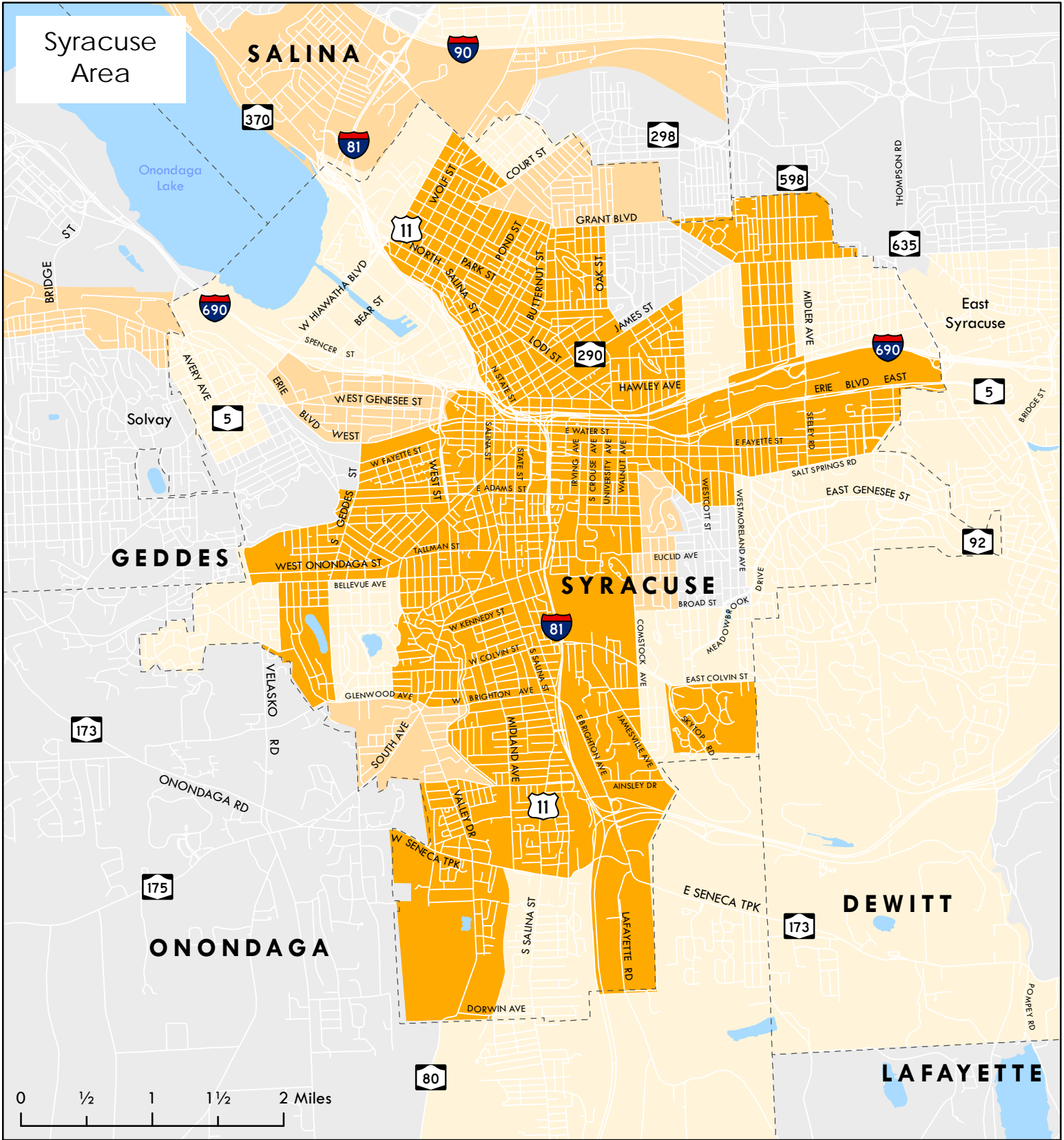
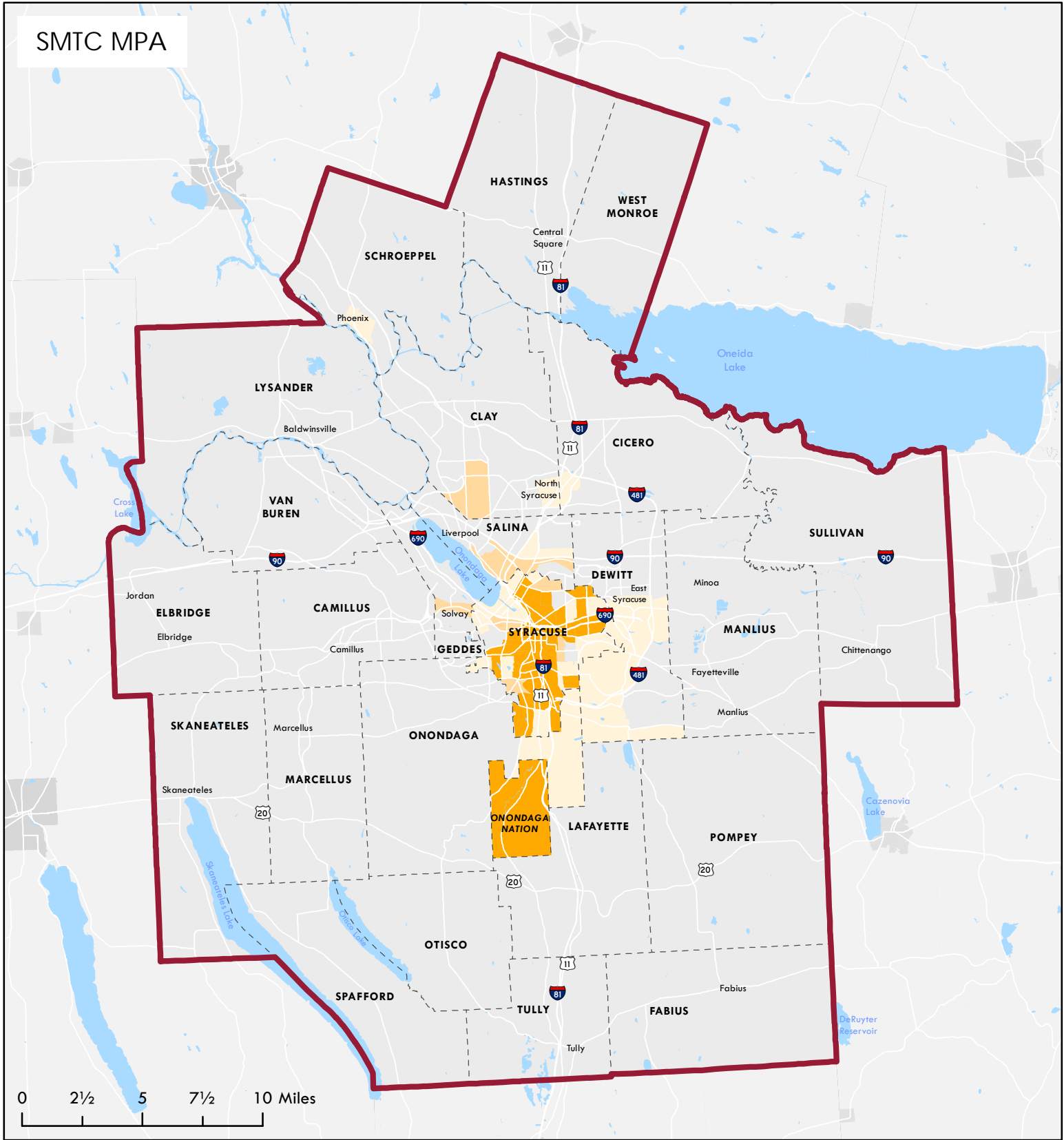
Census tracts that have been given a cumulative score of 2 have been designated as *Medium-Priority* target areas. These areas exhibit less significant concentrations of the target populations, but are still an important part of the Environmental Justice analysis. These concentrations tend to be located 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 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, a portion of the village of North Syracuse, and some areas in Clay. 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 have been designated as *Low-Priority* target areas. Areas of low-priority for Environmental Justice consideration cover an extensive portion of the MPA. While it is important to acknowledge that there are higher concentrations of low-income and minority persons throughout the metropolitan area, this study focused primarily on *High-Priority* and *Medium-Priority* target areas.

It should be noted that the Syracuse Metropolitan Area is unique compared to most other urbanized areas because it includes a Native American Nation. 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. The data provided by the Census Bureau regarding the Onondaga Nation was deemed unreliable and therefore it was categorized on the concentration maps earlier as having no data available. However, the SMTC due to its local knowledge of the Nation, recognizes the Nation as a *High-Priority* target area because of the large minority population.





Data sources: US Census Bureau 2012-2016 American Community Survey, Tables B03002 and B19013; SMTA.  
 This map is for presentation purposes only. The SMTA does not guarantee the accuracy or completeness of this map.  
 Note: The Onondaga Nation does not have accurate Census data available, but was considered a High Priority Target Area for the purposes of this report.

Map 4

Priority Target Areas

Combined Areas of Concentration

Target Areas by Tract

	High Priority Target Area		Low Priority Target Area
	Medium Priority Target Area		Non-Target Area

## **Section 3: SMTC Activities**

### **I. Public Involvement**

The inclusion of all population groups, including but not limited to the EJ population, is not only required but also essential to transportation planning because it helps identify issues early on in the process and helps to integrate the needs and concerns of a study area's population. This section touches on some of the strategies and procedures utilized by the SMTC to gather community input and the opportunities the agency has provided for said input.

The SMTC's strategies and procedures to public involvement as it relates to EJ, both prior and throughout a study's lifespan, often follows the same approach depending upon the topic and/or area being studied. Some studies warrant simply one or two public meetings open to all while others warrant more in depth, focused inclusion of certain groups or populations in order to gather necessary information to better understand the existing conditions and future desires of said group. Examples of more in depth public involvement are shown later in the report.

Overall, 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 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (SAFETEA-LU) legislation, contained a key provision requiring all MPO's to 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 Transportation Improvement Program (TIP). That provision continued throughout subsequent legislation and remains a part of the current legislation – Fixing America's Surface Transportation (FAST) Act, which was signed by President Obama on December 4, 2015. 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 may 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 provide input and direction.

Other general 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 website, [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 US DOT. This section speaks to the three main responsibilities of an MPO, its LRTP, UPWP, and TIP. A synopsis of each as well as the identification of where projects in the UPWP and TIP fall in relationship to the defined EJ priority target areas is presented below. Also discussed are the strategies and procedures that were taken when developing these three main components to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and to avoid, minimize, or mitigate disproportional affects.

## II. Long Range Transportation Plan

### Synopsis:

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 five years to reflect changing conditions and new planning principles. The LRTP examines major urban transportation planning efforts, such as environmental, 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. After numerous updates over the years to the former LRTP the SMTC completed a new 2050 LRTP entitled “*Moving Towards a Greater Syracuse*”, in September 2015. It is the first entirely new plan generated by the SMTC since 1995, when the 2020 LRTP was adopted. The 2050 LRTP includes new goals and objectives, performance measures and anticipated performance targets in response to recent changes in federal legislation and other recent planning efforts in our region.

For reference the goal and objectives within the 2050 LRTP relating specifically to EJ are shown in Table 1 below.

*Table 1: EJ Related Goal & Objectives in LRTP*

Goal	Objectives
Ensure that transportation system performance improvements are distributed equitably.	Improve transit service between employment centers and priority target areas.
	Ensure that pavement conditions within priority target areas are at or above regional averages.
	Provide accessible sidewalks and curb ramps, in accordance with ADA requirements.

#### Strategy & Procedures:

As in all SMTC activities, public participation was critical to the successful development of the LRTP. Major public outreach activities for the 2050 LRTP included the following practices to assure the inclusion of all populations:<sup>2</sup>

- An online survey focused on the proposed goals and objective for the new 2050 LRTP, which was conducted in December 2014/January 2015 and garnered 380 responses.
- A series of four open-house style public meetings in April 2015 to present existing demographic and infrastructure conditions, review the survey results, present financial analysis, and elicit feedback from the public on additional transportation issues and opportunities.
- A final public meeting in August 2015 to review the draft plan with the public and a 30-day public comment period from August 4 through September 3, 2015.

The MAP-21 legislation, in place prior to the FAST Act, required MPO's to consult with agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during the development of the LRTP. To that end, the SMTC contacted the appropriate agencies by mail in late July 2015 to provide notice of the August 2015 public meeting and the availability of the draft LRTP document for their review.

### **III. Transportation Improvement Program**

#### Synopsis:

The Transportation Improvement Program (TIP) is the agreed-upon multi-year list of 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. System preservation is the focus of the majority of TIP projects. This report analyzes FHWA funded projects from the current 2017-2021 TIP, as well as, the previous 2014-2018 TIP. Reviewing both TIPs, starting in Federal Fiscal Year 2013-2014, allows for a continual review of TIP projects since the completion of the last EJ analysis, which focused its analysis on projects programmed on the 2011-2015 TIP.

#### Strategy & Procedures:

All TIP projects are required to be consistent with the vision provided by the SMTC LRTP. To that end, prior to programming projects on the TIP, facility owners desiring TIP funding for new projects are asked to fill out a project proposal referred to as an IPP (Initial Project Proposal). Beyond listing project specifics such as cost and description, those applying are asked to identify which goals and objectives from the LRTP are being met with the completion of their project.

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<sup>2</sup> More in depth information on these public outreach efforts have been presented in the Appendix portion of the LRTP which can be found on the SMTC website.

The identification of one or more of these objectives is a contributing factor to the overall evaluation of a submitted proposal. The higher the proposal's score, the more likely it is to be funded on the TIP. Once projects are programmed on the TIP, the program in its draft form is presented to the public via our website for review. Those interested in providing comments are encouraged to do so. After public review it is presented to the SMTC's Planning and Policy committees, where once again the public is welcomed to attend and comment.

#### Projects:

Since the last EJ Analysis Report completed in 2012, the SMTC has been through two TIPs, the 2014-2018 TIP which ran from October 2013 to September 2018 and the current 2017-2021 TIP which runs from October 2016 to September 2021.

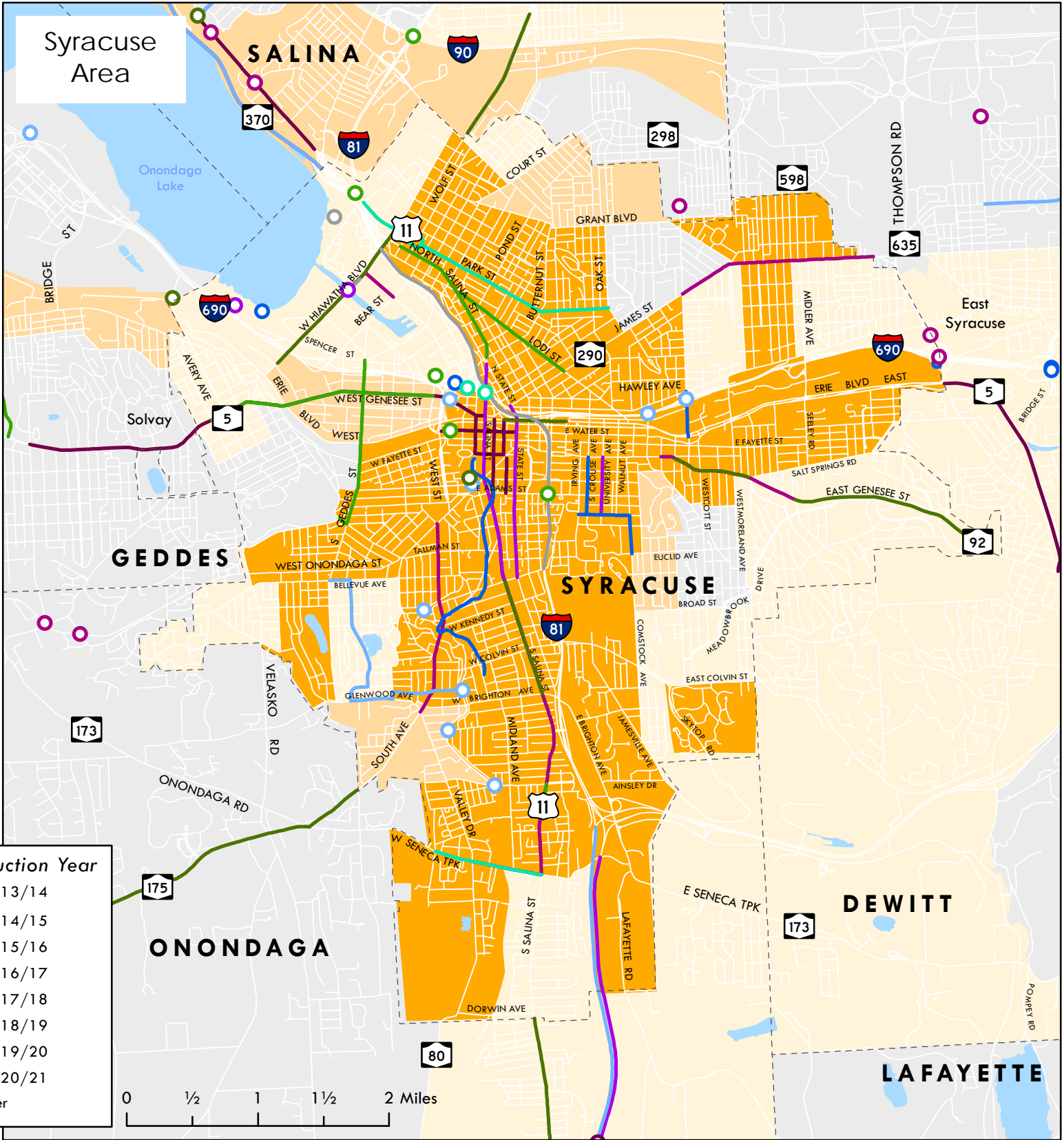
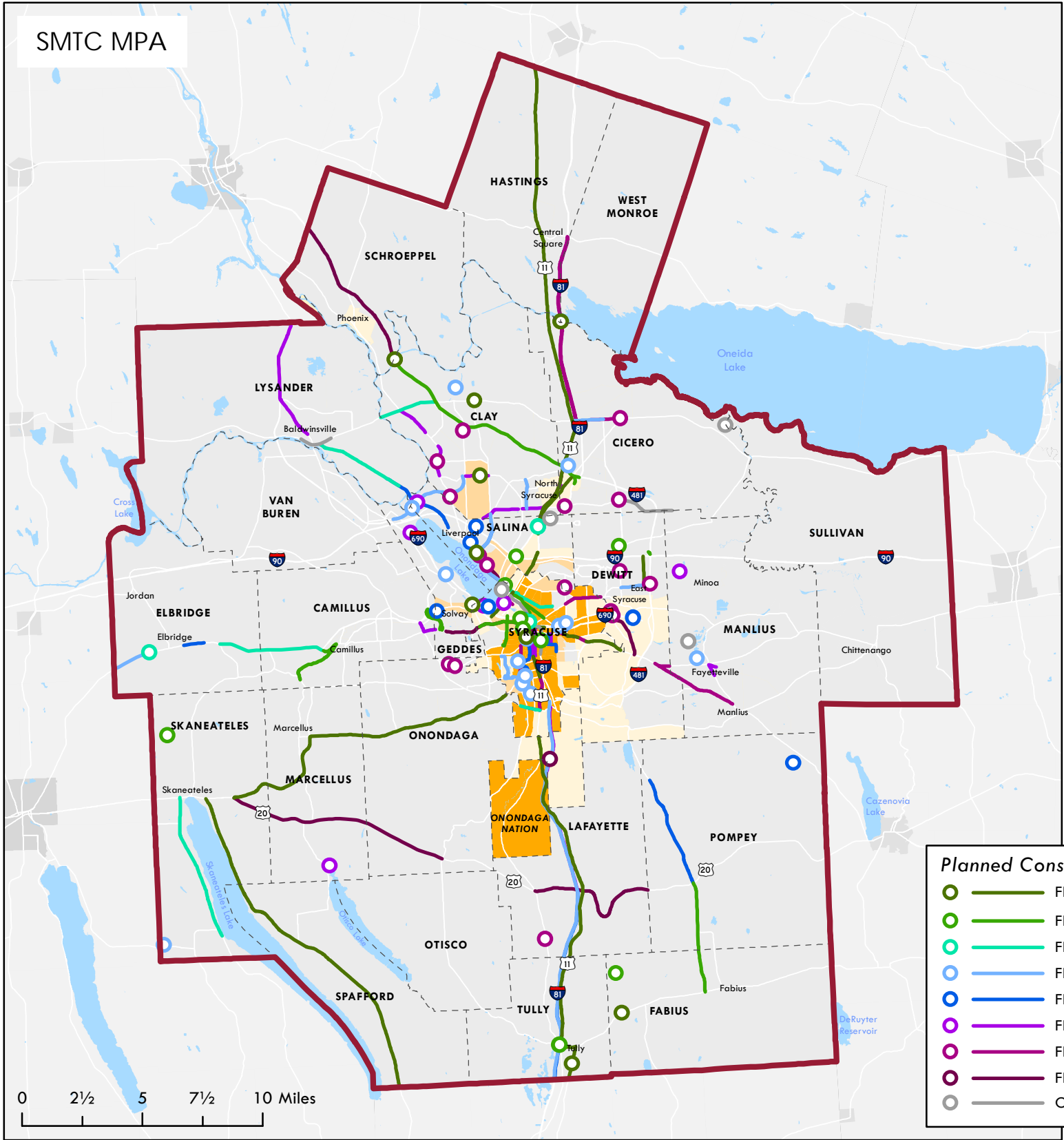
Analyzing the 170 projects that spanned these two TIPs it was found that \$309,184,000 of the \$551,889,000, or 56% of the funds programmed to these projects, are being spent in at least a portion of an EJ priority target area. The \$309,184,000 is programmed to 60 of the 121 projects whose boundary descriptions allow them to be mapped. The other 61 mappable projects fall solely within a non-priority target area and total \$169,345,000 and equates to 31% of the programmed funds. The remaining \$73,360,000, or 13% of the programmed funds, are associated with 49 projects whose boundary were region wide and/or unable to be mapped.

Within just the *High* and/or *Medium-Priority* target areas, there are 16 TIP projects that are capable of being mapped that total \$72,512,000. These projects are dispersed amongst the following categories:

• Bicycle/Pedestrian:	25 percent or	\$18.105 million
• Bridge:	31 percent or	\$22.143 million
• Highway:	44 percent or	\$31.972 million
• Freight:	.4 percent or	\$ .292 million.

These projects that fall within a High and/or Medium-Priority target area, are referenced in Appendix 1 and shown on Map 5 categorized by their programmed construction year. Please note that multiple points may represent one TIP project that includes several disparate locations. Also note, only one of the projects above falls into both a medium and high priority area while the remainder fall either 100% in one or the other.





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

### Synopsis:

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.

Since 2013, the SMTC has undertaken approximately 52 UPWP projects and/or associated activities in the MPO area. The 52 projects have been separated into 11 general categories:

- Air Quality: 2 projects (4%)
- Bicycle/Pedestrian: 9 projects (17%)
- Corridor Studies: 3 projects (6%)
- Economic Development: 1 projects (2%)
- Environmental Justice: 2 projects (4%)
- Miscellaneous: 2 projects (4%)
- Planning: 15 projects (29%)
- Safety: 5 projects (10%)
- Traffic Needs: 3 projects (6%)
- Transportation & Land-Use: 9 projects (17%)
- Transit: 1 projects (2%).

The Planning category comprises the majority of UPWP projects undertaken in the past six years. For a complete list of UPWP projects, refer to Appendix 2.

### Strategies and Procedures:

UPWP applicants, similar to potential TIP project applicants, are asked to describe how their project aligns with the community planning goals listed in the 2050 LRTP. Once projects are programmed and underway, different strategies as included in the agency's PPP, are taken to make sure the public, and in specific situations, the underserved population are incorporated and involved in the planning stages of a project.

SMTC reports often include a section dedicated solely to an Environmental Justice analysis of its study area. Depending upon where a project is taking place or what a project is analyzing SMTC staff has employed creative measures to seek public input, including but not limited to, participating in pop up meetings at bus stops, in-person or online surveying (i.e. asking for transit rider feedback by riding the buses and handing out surveys) or piggy backing onto an already existing neighborhood meeting.

### Projects:

Of the 52 UPWP projects undertaken in the past six years (from 2013 to present) (Appendix 2), twenty-seven (27) projects have been completed. The remaining, twenty five (25) are considered in progress either because they are reoccurring or they have not yet been completed.



Of the 27 completed projects, 14 have study-specific boundaries, other than the entire MPA or large sections of the MPA that can be mapped, while, of the 25 in progress, there are 9 that can be mapped. These 23 projects (14 completed, 9 in progress) are shown in Map 6 and then categorized in Table 2 by which priority target area they primarily fall within.

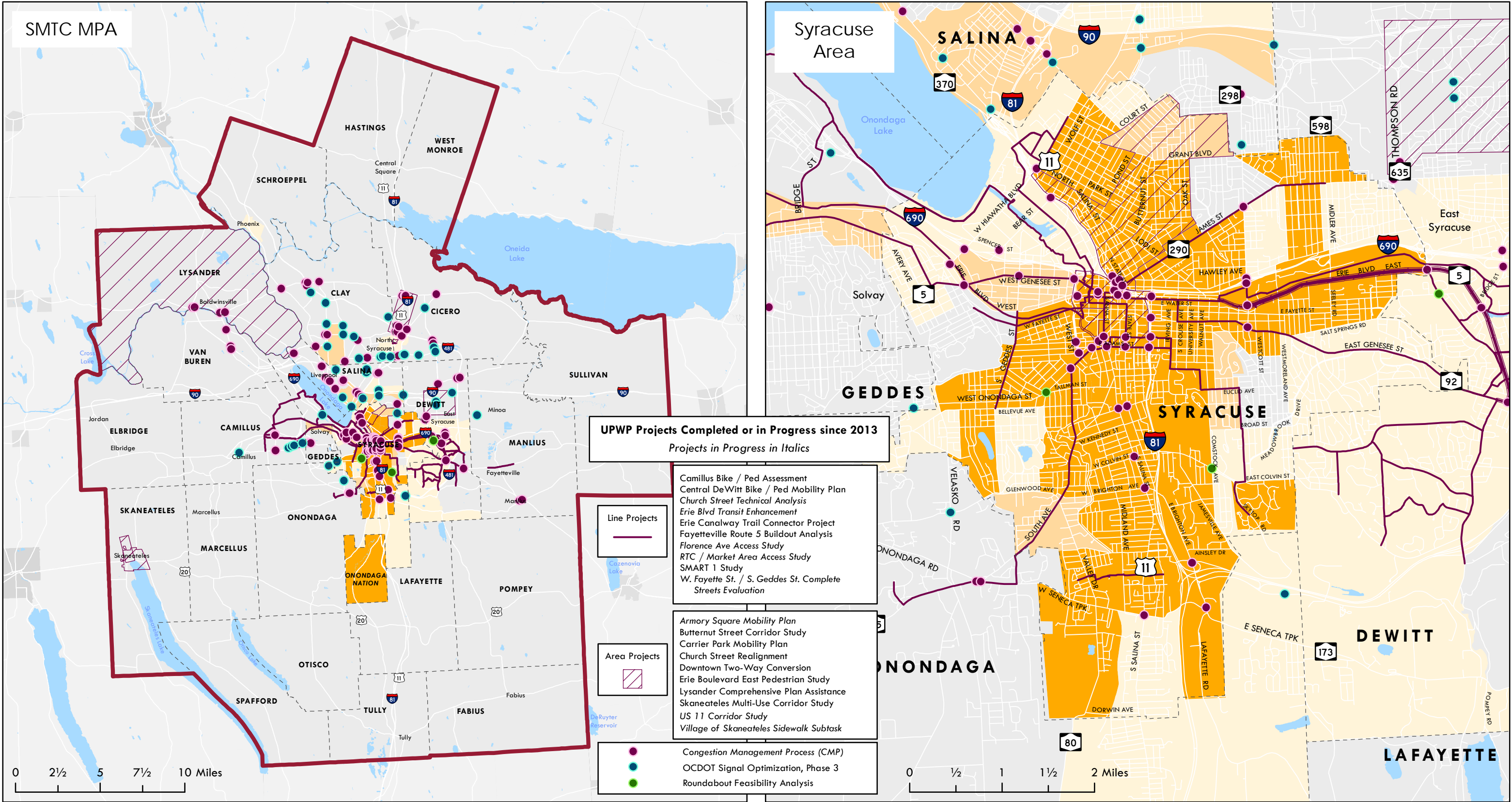


Table 2: Mappable UPWP Projects by Priority Target Area

Project Name	Priority Target Area
Village of Skaneateles Sidewalk	Non-Priority
City of Syracuse W Florence Ave Tech Analysis	High
Congestion Management Process (CMP)	Non-Priority
OCDOT Signal Optimization Phase 3	Non-Priority
Erie Canalway Trail	Low
Downtown Syracuse Two Way Feasibility Technical Analysis	High
Butternut Street Corridor Study	High
Syracuse Metropolitan Area Regional Transit Study Ph. 1	High
Town of Lysander Comprehensive Plan Update Assistance	Non-Priority
Church Street Realignment	Low
Erie Boulevard East Pedestrian Study	High
Roundabout Feasibility Analysis	Low & High
Camillus Bike/Ped Assessment	Non-Priority
Carrier Park Mobility Plan	Non-Priority
Central Dewitt Bike/Ped Mobility Plan	Low
Fayetteville Route 5 Buildout Analysis Assistance	Non-Priority
N Syracuse Church St Access Tech Analysis	Non-Priority
Skaneateles Multi-Use Corridor	Non-Priority
US 11 Corridor Study	Non-Priority
Erie Boulevard Transit Mobility Enhancement	High
RTC/Market Area Access Study	Low
Walton St/Armory Square Mobility Plan	High
W. Fayette St. /S. Geddes St. Complete Street Evaluation	High

Since 2013, the SMTC's UPWP projects have generally been concentrated in the urban core and the immediately adjacent suburban areas to the north, west and east of Syracuse. The greatest concentration of UPWP projects can be found within the City of Syracuse. Given that the majority of the city has been defined as either a *High, Medium or Low Priority* area, these areas have been covered by several UPWP studies. There are no known adverse or negative effects to be found from these studies. 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 on the edges of the MPA that have received minimal to no coverage; this includes but is not limited to the Onondaga Nation Territory. However the analysis has shown there are no EJ areas beyond the first-ring suburbs.

There are several completed or in progress projects that are not listed on the map 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 shown in Table 3 below.

*Table 3: Unmappable Completed or In Progress UPWP Projects*

Project Name
Bicycle and Pedestrian Planning
Bridge and Pavement Condition Management System (BPCMS) (recurring)
I-81 Travel Demand Modeling
Environmental Justice Analysis
Long Range Transportation Plan
Asset Inventory & funding strategy and other research
Rail, Truck and Transit Planning
Freight outreach, route/sign inventory & mapping
Travel Demand Modeling
Traffic Safety
I-81 Public Participation Project
I-81 Participation
MPO Area Regional Planning Initiatives
NYS DOT Bicycle Corridor Study
Onondaga County Sustainable Streets Initiative
City of Syracuse Wayfinding Study - Phase 1
City of Syracuse Wayfinding Study - Phase 2
ITS Strategic Plan Update
Bicycle & Pedestrian Safety Outreach
Title VI & LEP Plan for SMTC MPA
Complete Streets Technical Analysis
ROW Data Collection and Inventory
Work Link
Centro Rider/Non Rider Survey
Centro Employer Survey
City and OCDOT Traffic Count Program (recurring)
Local Comprehensive Plan Assistance
Safety Assessment and Analysis (OCDOT/City)
Hazard Mitigation Technical Assistance

A more in depth description of some of the UPWP projects and efforts made to be inclusive of all populations during the transportation planning process are discussed below.

#### *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 citizens within a defined geographic area.

Three corridor studies have been completed in the SMTC area since 2013 or are currently in progress.

- Butternut St. Corridor Study falls primarily in a High Priority target area.
- US 11 Corridor Study falls primarily in a Non-Priority target area.
- W. Fayette St. /S. Geddes St. Complete St. Evaluation falls primarily in a High Priority target area.

To gain insight and knowledge of the existing conditions as well as the future desires of the population in and around a corridor that is being studied, some form of public meetings, at minimum, are often held. In the case of the Butternut Street Corridor Study (completed in 2015) it began with one of two public input sessions that consisted of five stations arranged around the room for attendees to browse at their leisure. This provided an opportunity for staff to learn about the issues and concerns of the residents of the corridor and to discuss some preliminary ideas about bicycle accommodations, parking and transit. After this first public input session, staff worked with a Study Advisory Committee, which included a representative from a non-profit in the area, to develop possible options for modifying the roadway cross-section throughout the corridor. After reviewing cross-sections with the SAC and incorporating their feedback, the concept was presented to the public at a second input session, this time as part of a neighborhood taskforce meeting.

The Butternut Street Corridor public participation process is just one example of the efforts taken by the SMTC to make sure the public is heard when undertaking a study. In general, regardless of what target area a corridor study is located within, each study strives to preserve and enhance the existing transportation network and environment of the corridor being examined. The end result of each 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. 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 often times separated into short- and long-term categories to identify various timeframes and costs for suggested improvements.

#### *Region wide Studies:*

Since the completion of the 2012 Environmental Justice Report, a number of SMTC's UPWP projects have specifically centered on EJ populations and/or other disadvantaged populations. Examination and/or participation of these populations were analyzed and/or sought in sometimes creative ways in order to provide assistance in their completion.

### **Title VI & LEP Plan**

As part of the 2014-2015 UPWP, the SMTC completed a joint Title VI/LEP plan. The purpose of this plan is to describe how the SMTC complies with Title VI of the Civil Rights Act of 1964 and to also describe how the SMTC addresses the Limited English Proficiency (LEP) requirements enacted in August 2000, by President Clinton's Executive Order 13166. In short, the underrepresented minority and Limited English Proficient populations in the MPA, of which Title VI looks to protect, are to be accommodated and/or accounted for when the SMTC partakes in transportation planning activities that affect these populations. Analysis from this document has provided the agency with the information and the tools to help make the inclusion of these populations possible.

The resulting document showed that 3.5% of the MPA's population is LEP. Spanish, Chinese and Other Slavic Languages are the most common non-English languages. It has been found that most LEP individuals reside in the City of Syracuse. While analyzing the minority population, even though 80% of the MPA population is white, only 53% of the City of Syracuse's population is white, showing clearly that much of the MPA's underrepresented population, lie in its largest entity, the City of Syracuse.

This document showed that the SMTC does not discriminate on the basis of race, color or national origin and no disparate expenditures of federal funds are made and overall all population groups have the same opportunities afforded to them as the other.

### **Work Link**

The Work Link Study was requested by the City of Syracuse and the Syracuse-Onondaga County Planning Agency (SOCPA) as part of the SMTC's 2016-2017 UPWP. The study's goal, as defined in the UPWP was "To begin a comprehensive and collective discussion with member agencies, transportation providers, businesses and non-profit organizations on the feasibility and establishment of transportation to work services for low-income residents." The City of Syracuse has the nation's highest levels of concentrated poverty among African-American and Hispanic residents.

Workers living below poverty make up only six percent of the County's workforce, but make up 26 percent of bus commuters. Transit may sometimes be needed to get to jobs, but fixed-route transit service cannot provide service to every major job center around the clock, and on weekends, without massive inefficiencies. Programs designed to fill the gaps for transit-dependent workers (primarily nights and weekends) take a variety of forms around the country. This project assessed the possibilities for programs that could be developed or expanded in the Syracuse region.

To gather input on the issues at hand a great deal of outreach and discussion was undertaken. The Work Link SAC consisted of an array of agencies and organizations intimately involved in the transportation and/or job market related field. Beyond meetings held with SAC members, there were additional focus group meetings with stakeholders and interested parties, knowledgeable of the topic, to get their feedback on the study's technical analysis and to brainstorm transportation solutions. Additionally, actual clientele of one of the stakeholders, Jobsplus! a County program for temporary assistance to those

entering or re-entering the workforce, partook in a short survey in order to document their transportation barriers. The vast majority of those surveyed (81 percent) were City of Syracuse residents, and two-thirds of those surveyed did not own a car.

This project concluded with a presentation of its findings to the public at a meeting of the Regional Economic Development Council held at a Community Center in a high priority target area, as well as, a presentation to a group referred to as the Alliance of Communities Transforming Syracuse (ACTS) Moving People.

### **SMART 1**

In 2015, on behalf of Centro, the area's public transit provider, the SMTC initiated an examination into the feasibility of enhanced transit for the Syracuse area, particularly the City of Syracuse, referred to as the Syracuse Metropolitan Area Regional Transit Study Phase 1 (SMART 1). It examined two transit improvement corridors for analysis: 1) the Regional Transportation Center (RTC) – Syracuse University (SU) corridor and 2) the Eastwood – Onondaga Community College (OCC) corridor. The corridors were chosen in large part because a previous corresponding study identified these corridors as having the greatest potential to support enhanced transit service due, in large part, to their relatively high existing ridership and the presence of significant ridership generators along the corridors. The SMART 1 study completed an evaluation of modes, alignments, station locations, ridership, service plans, capital/maintenance/operational costs, economic development, land use, zoning, engineering feasibility and environmental factors associated with the key corridors to identify a Locally Preferred Alternative for each corridor.

Throughout this project, the SMTC engaged in a public outreach process in order to get as much input, feedback and community involvement as possible. The public outreach program was designed to be transparent and comprehensive assuring the opportunity for involvement in all phases and at all levels of the planning process. Public outreach efforts included a strong educational component, intended to exchange information about issues, challenges, and local priorities, with particular attention toward issues of transit access and connectivity. Three public meetings were held throughout the development of the SMART 1 study. Additionally, two rounds of focus groups occurred in the study process. The first round included one meeting each for major employers, social service providers, and educational institutions while the second round included meetings with a neighborhood and a business focus group. Lastly, 9 pop-up meetings were held where staff distributed SMART 1 brochures and spoke with members of the public at various bus stops along the 2 corridors.

It should be noted that public meeting participants were offered free bus ride passes. This is a unique strategy the SMTC, with the generosity of Centro, has used at a few other larger public meetings in the past as a way of showing appreciation to those coming out who took the time to be involved, as well as encouraging the use of public transportation.



### **Centro Rider and Non-Rider Surveys**

As part of the 2016-2017 UPWP, the SMTC agreed to assist Centro with the design, implementation, and analysis of two surveys: one for current riders, and one for “non-riders”. Both surveys were intended to help Centro plan for future service and better understand their potential market in Onondaga County.

#### *Non Rider:*

The target population of the non-rider survey was people living in Onondaga County who could reasonably use Centro (i.e. people who live relatively close to existing routes) but who do not use transit currently. The SMTC’s 2010 Urban Area, within the boundaries of Onondaga County, would be an appropriate boundary to capture this target population. 10,000 surveys were mailed and 1,125 were returned, resulting in an 11% response rate. Survey questions and response choices were developed by SMTC staff in close coordination with Centro staff. Questions were identified in three topic areas, which ultimately became the three parts of the survey:

- Questions about the individual’s commute to work or school (“Part 1: Getting to work or school”)
- Questions about how the individual travels to other (non-work, non-school) destinations (“Part 2: Getting to other places”)
- Demographic questions (“Part 3: Tell us about yourself”).

#### *Rider:*

The rider survey was administered on-board Centro buses (although an online version was available, relatively few responses were received electronically). The rider survey included questions about the types of trips riders make, common destinations, time spent on the bus, how riders receive information about Centro, and satisfaction with Centro service. Demographic questions were included at the end of the survey. A Spanish-language version of the survey was also available. A small number of Spanish-language surveys were returned. As an incentive to get riders to fill out a survey, the SMTC once again, with Centro’s generosity, provided free bus ride passes to those who participated.

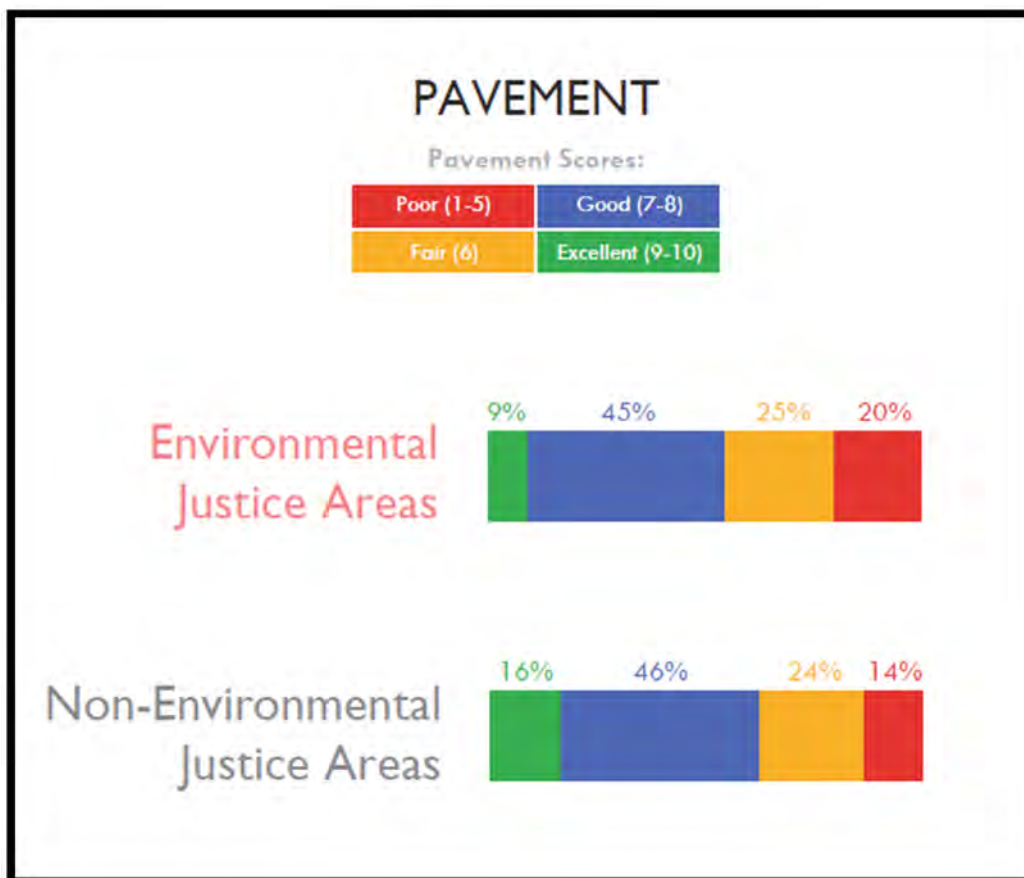


## **Bridge and Pavement Report**

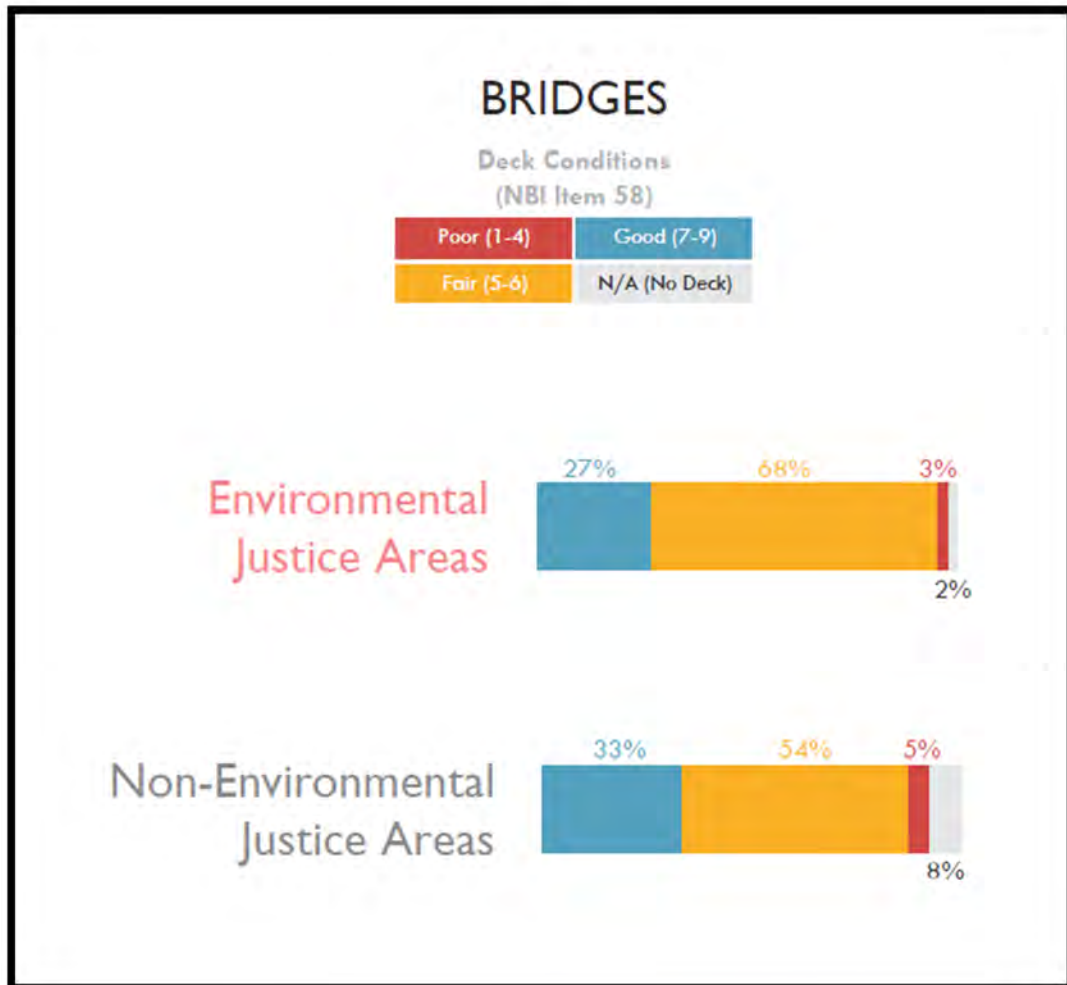
As part of the current UPWP year the Bridge portion of the annual Bridge and Pavement Management System report is underway. The report is broken up into two sections, a bridge section that provides condition information on appropriate bridges in the MPA and, a pavement section, already completed, that provides condition data for all fed-aid eligible (FAE) roads in the MPA. Infrastructure improvements such as bridge construction and pavement milling routinely make up a significant portion of TIP funds spent in the MPA. This report provides the SMTC member agencies with the ability to track investments in either bridge rehabilitation and/or on FAE roads across the system.

As part of this report, bridge condition data to be analyzed and pavement condition data already analyzed, has been overlaid onto the EJ priority target areas as defined in this report in order to compare both bridge and pavement conditions in EJ vs. Non-EJ areas.

Based on analysis, 23% of FAE centerline mileage fell within Environmental Justice priority areas. Of that 23%, 9% had excellent pavement scores, 45% were good, 25% fair and 20% were poor as compared to in the non-EJ priority areas where pavement scores were, 16% excellent, 46% good, 24% fair and 14% poor.



Meanwhile, 27% of the bridge deck conditions in the EJ priority areas were considered good, 68% fair, 3% poor and 2% had no deck information available as compared to in the non-EJ target areas where bridge decks were 33% good, 54% fair, 5% poor and 8% had no deck information available.



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

Based upon this primary assessment, the study showed that the transportation planning activities performed by the SMTC are not known to have been disproportionately distributed regarding the designated target populations. Many SMTC projects that are complete or in the process of being completed 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. In general, the benefits of the SMTC's planning process appear to have been distributed proportionally amongst the residents of the MPO.

Future planning by the organization may include additional pre-analysis to determine whether a project(s) before programming on the UPWP or TIP may have any disproportional effects. The inclusion of EJ populations in the development of these two programs as well as the LRTP will continue to be a focus going forward and a more concerted effort will be made to seek out EJ populations and their input. We intend to continue our creative public outreach methods in order to make sure that plans worked on by the SMTC are not done in a vacuum and that comments and opinions are heard by all.

*Appendix 1: FHWA Funded 2014-18 and 2017-21 TIP Projects within High and/or Medium Priority Target Areas*

TIP Projects within a High and/or Medium EJ Priority Target Area

PIN	SponsorName	ProjectDescription	Project Type	Bridge	Highway	Bike/Ped	Freight	DollarAmount
350160	NYSDOT	I-81 VIADUCT, CITY OF SYRACUSE, ONONDAGA COUNTY	Highway		\$27,478,000			\$27,478,000
350164	NYSDOT	I81 OVER I90 BRIDGE REHABILITATION, TN OF SALINA, ONON CO	Bridge	\$4,356,000				\$4,356,000
375290	SYRACUSE	DICKERSON ST BRIDGE OVER ONONDAGA CREEK REHABILITATION, SYRACUSE, ONON CO	Bridge	\$1,164,000				\$1,164,000
375291	SYRACUSE	WEST WASHINGTON ST BRIDGE OVER ONONDAGA CREEK REHABILITATION, SYRACUSE, ONON CO	Bridge	\$2,300,000				\$2,300,000
375425	OCDOT	BUCKLEY RD BRIDGE OVER CSX RR REHAB, TN OF CLAY, ONON CO	Bridge	\$2,478,000				\$2,478,000
375426	OCDOT	WILLIS AVE BRIDGE OVER CSX RR	Bridge	\$6,701,000				\$6,701,000
375436	SYRACUSE	SOUTH SALINA ST- VALLEY PLAZA CORRIDOR IMPROVEMENTS, SYRACUSE, ONON CO	Bike/Pedestrian			\$2,351,000		\$2,351,000
375514	SYRACUSE	CREEKWALK PH II,JEFFERSON TO COLVIN, SYRACUSE, ONON CO	Bike/Pedestrian			\$13,029,000		\$13,029,000
375519	SYRACUSE	ELEMENT SPECIFIC CITY BRIDGES REPAIR, SYRACUSE, ONON CO	Bridge	\$1,809,000				\$1,809,000
375525	SYRACUSE	WEST GENESEE ST BRIDGE OVER ONONDAGA CREEK ELEMENT SPECIFIC REPAIRS, SYRACUSE, ONON CO	Bridge	\$1,575,000				\$1,575,000
375526	SYRACUSE	UHILL BIKE NETWORK IMPLEMENTATION, WAVERLY, COMSTOCK & CROUSE AVE, SYRACUSE, ONON CO	Bike/Pedestrian			\$2,132,000		\$2,132,000
375578	OCDOT	BUCKLEY RD PAVING (1R) PROJECT, MORGAN RD TO HENRY CLAY BLVD, TN OF CLAY, ONON CO	Highway		\$905,000			\$905,000
375625	SYRACUSE	DOWNTOWN MILL & PAVE PROJECT, VARIOUS STS, SYRACUSE, ONON CO	Highway		\$3,589,000			\$3,589,000
375634	SYRACUSE	RECONSTRUCTION OF EAST GENESEE STREET CONNECTIVE CORRIDOR TO SYRACUSE UNIVERSITY	Bike/Pedestrian			\$593,000		\$593,000
380707	NYSDOT	STEEL REPAIRS I-81 OVER EAST ADAMS STREET	Bridge	\$1,760,000				\$1,760,000
393276	NYSDOT	GRADE XING IMP PROG, FGLK, AUBURN SEC SOLVAY, ONON CO	Freight				\$292,000	\$292,000
		GRAND TOTAL		\$22,143,000	\$31,972,000	\$18,105,000	\$292,000	\$72,512,000
		PERCENTAGE OF GRAND TOTAL		30.5%	44.1%	25.0%	0.4%	

*Appendix 2: UPWP Studies FFY 2013/14 - 2018/19*

Category	Project Name	Project Undertaken (Since 2013)	Current Years Status of Project	Study Boundary	Included on map
Bicycle/Pedestrian	Bicycle and Pedestrian Planning	Annual	In progress	Entire MPA	no
Bicycle/Pedestrian	Associated Activity: Village of Skaneateles Sidewalk	One Year	In progress	Specific [Polygon(s)]	yes
Bicycle/Pedestrian	Associated Activity: City of Syracuse W Florence Ave Tech Analysis	One Year	In progress	Specific [Line(s)]	yes
Safety	Bridge and Pavement Condition Management System (BPCMS)	Annual	Complete	Large Section(s) of the MPA	no
Trans & Land-Use	I-81 Travel Demand Modeling	Annual	In progress	Large Section(s) of the MPA	no
Air Quality	Congestion Management Process (CMP)	Periodic	In progress	Specific [Point(s)]	yes
Environmental Justice	Environmental Justice Analysis	One Year	In progress	Entire MPA	no
Planning	Long Range Transportation Plan	Annual	In progress	Entire MPA	no
Planning	Associated Activity: Asset Inventory & funding strategy and other research	One Year	In progress	Entire MPA	no
Planning	Rail, Truck and Transit Planning	Annual	In progress	Entire MPA	no
Planning	Associated Activity: Freight outreach, route/sign inventory & mapping	One Year	In progress	Large Section(s) of the MPA	no
Planning	Travel Demand Modeling	Annual	In progress	Entire MPA	no
Safety	Traffic Safety	Annual	In progress	Entire MPA	no
Planning	I-81 Public Participation Project	One Year - Plus	Complete	Entire MPA	no
Planning	I-81 Participation	One Year - Plus	In progress	Entire MPA	no
Planning	MPO Area Regional Planning Initiatives	Annual	In progress	Entire MPA	no
Air Quality	OCDOT Signal Optimization Phase 3	One Year	Complete	Specific [Point(s)]	yes
Bicycle/Pedestrian	NYSDOT Bicycle Corridor Study	One Year	Complete	Large Section(s) of the MPA	no
Bicycle/Pedestrian	Erie Canalway Trail	One Year - Plus	Complete	Large Section(s) of the MPA	yes
Bicycle/Pedestrian	Onondaga County Sustainable Streets Initiative	One Year - Plus	Complete	Large Section(s) of the MPA	no
Traffic Needs	Downtown Syracuse Two Way Feasibility Technical Analysis	One Year	Complete	Large Section(s) of the MPA	yes
Trans & Land-Use	City of Syracuse Wayfinding Study - Phase 1	One Year	Complete	Large Section(s) of the MPA	no
Trans & Land-Use	City of Syracuse Wayfinding Study - Phase 2	One Year - Plus	Complete	Large Section(s) of the MPA	no
Safety	ITS Strategic Plan Update	One Year - Plus	Complete	Entire MPA	no
Corridor Study	Butternut Street Corridor Study	One Year	Complete	Specific [Polygon(s)]	yes
Transit	Syracuse Metropolitan Area Regional Transit Study Ph. 1	One Year - Plus	Complete	Specific [Line(s)]	yes
Planning	Town of Lysander Comprehensive Plan Update Assistance	One Year	Complete	Large Section(s) of the MPA	yes
Planning	Church Street Realignment	One Year - Plus	Complete	Specific [Polygon(s)]	yes
Bicycle/Pedestrian	Erie Boulevard East Pedestrian Study	One Year - Plus	Complete	Specific [Polygon(s)]	yes
Safety	Bicycle & Pedestrian Safety Outreach	One Year - Plus	Complete	Entire MPA	no
Environmental Justice	Title VI & LEP Plan for SMTC MPA	One Year	Complete	Entire MPA	no
Trans & Land-Use	Roundabout Feasibility Analysis	One Year - Plus	Complete	Specific [Point(s)]	yes
Trans & Land-Use	Complete Streets Technical Analysis	One Year - Plus	Complete	Entire MPA	no
Miscellaneous	ROW Data Collection and Inventory	One Year - Plus	In progress	Entire MPA	no
Economic Development	Work Link	One Year - Plus	Complete	Entire MPA	no
Bicycle/Pedestrian	Camillus Bike/Ped Assessment	One Year - Plus	Complete	Specific [Line(s)]	yes
Traffic Needs	Centro Rider/Non Rider Survey	One Year - Plus	Complete	Entire MPA	no
Traffic Needs	Centro Employer Survey	One Year - Plus	Complete	Entire MPA	no
Trans & Land-Use	Carrier Park Mobility Plan	One Year - Plus	Complete	Specific [Polygon(s)]	yes
Bicycle/Pedestrian	Central Dewitt Bike/Ped Mobility Plan	One Year - Plus	Complete	Specific [Line(s)]	yes
Planning	Fayetteville Route 5 Buildout Analysis Assistance	One Year - Plus	Complete	Specific [Line(s)]	yes
Planning	City and OCDOT Traffic Count Program (recurring)	One Year - Plus	In progress	Entire MPA	no
Planning	Local Comprehensive Plan Assistance	One Year - Plus	In progress	Entire MPA	no
Planning	Associated Activity: N Syracuse Church St Access Tech Analysis	One Year	In progress	Specific [Line(s)]	yes
Planning	Skaneateles Multi-Use Corridor	One Year - Plus	Complete	Specific [Polygon(s)]	yes
Corridor Study	US 11 Corridor Study	One Year	In progress	Specific [Polygon(s)]	yes
Trans & Land-Use	Erie Boulevard Transit Mobility Enhancement	One Year	In progress	Specific [Line(s)]	yes
Safety	Safety Assessment and Analysis (OCDOT/City)	One Year	In progress	Entire MPA	no
Trans & Land-Use	RTC/Market Area Access Study	One Year	In progress	Specific [Line(s)]	yes
Trans & Land-Use	Walton St/Armory Square Mobility Plan	One Year	In progress	Specific [Polygon(s)]	yes
Corridor Study	W Fayette St./ S. Geddes St. Complete Street Evaluation	One Year	In progress	Specific [Line(s)]	yes
Miscellaneous	Hazard Mitigation Technical Assistance	One Year	In progress	Entire MPA	no