

APPENDIX H.

ENVIRONMENTAL JUSTICE

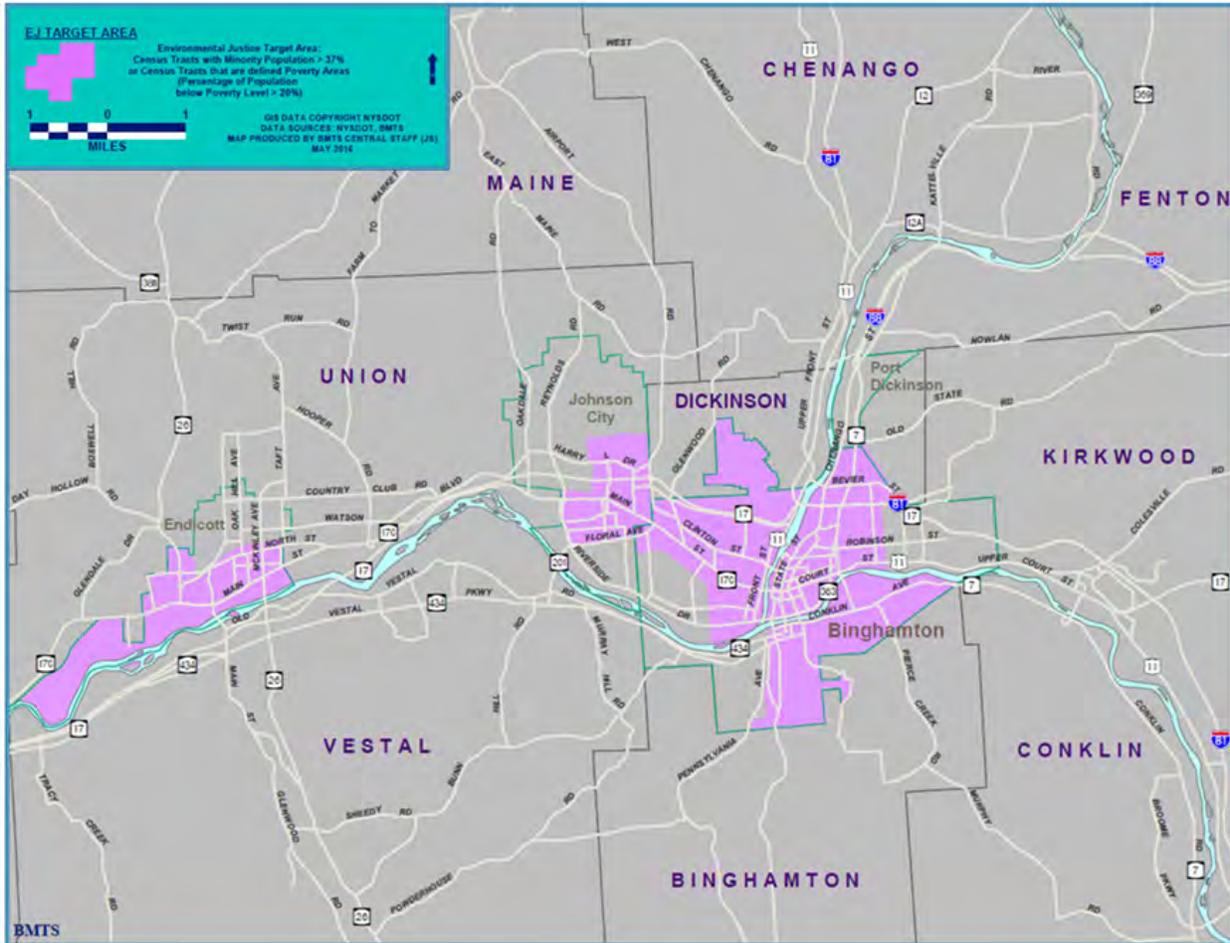
The concept of environmental justice (EJ) entered the federal lexicon with the issuance of Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” in February 1994. The most recent guidance from USDOT is found in the Final DOT Environmental Justice Order 5610.2(a). The purpose is identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of DOT programs, policies, and activities on minority populations and low-income populations. This applies to actions with federal participation or funding.

BMTS incorporates these EJ principles in its planning work, including the LRTP and TIP:

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

Location of subject populations is determined by Census population data as shown in Figure H-1.

FIGURE H-1: LOCATION OF SUBJECT POPULATIONS



Census tracts are demarcated if (1) more than 20% of the population is below the federally prescribed poverty level; or (2) the minority population is greater than the national average of 37%.

The Broome Tioga Transportation Study that surveyed households in 2018 found the following mode share distribution for households reporting income less than \$25,000, and from \$25,000 - \$49,999 (Table H-1).

TABLE H-1: MODE SHARE, BY HOUSEHOLD INCOME

MODE	HH INCOME <\$25,000	HH INCOME \$25,000 – 49,999
Walk	27.8%	11.1%
Bike	1.3%	0.1%
Car	60.9%	82.4%
Transit	4.1%	3.4%
Taxi	4.2%	0.2%
School bus	0.2%	1.0%
Other	1.6%	1.9%

Source: RSG

Households reported all of the trips made by every member for either a one-day or three-day period. While this data is not geospatial, it still offers some insight into how lower income people travel. Note that those in the lowest income cohort, which is below the poverty level for households of 1 – 4 people, rely much more on walking and less on car travel. The survey was constructed so that trip segments are counted separately, so walking to or from a bus stop is considered a walk trip. Also, while the percent of transit trips is relatively small, it is still important in reflecting those people that are transit dependent.

Analysis of LRTP Investments

First, there are investments that have regionwide impacts, and therefore contribute travel benefits to the EJ population. These include:

- **Public Transportation.** The BC Transit fixed route service provides an important level of access and mobility to EJ populations. The Greater Binghamton Transportation Center is located in the Binghamton CBD, an EJ target area. BC Transit routes use this as a central transfer point, so people who walk there can access the whole service area. The investments in public transportation in the LRTP are to maintain the bus fleet within FTA service life, to maintain the Center, and to support system operations can all be considered a positive for EJ target populations.
- **Asset Management/System Preservation.** Working toward achieving and maintaining a state of good repair for roads and bridges is broadly beneficial, especially within the BMTS approach of investing in systems that include both local and state facilities. To the extent that this work includes construction and maintenance of sidewalks, the benefit grows because of the greater reliance on walking of the EJ target populations.

This LRTP does not include specific project investments for the roadway system.