

ERPC MPO ENVIRONMENTAL JUSTICE REPORT

SFY 2023

March 2023



ERIE REGIONAL PLANNING COMMISSION
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INTRODUCTION

As a public agency receiving federal funds and making recommendations on federal expenditures, ERPC is affected by Environmental Justice requirements for ensuring that federal funds are used fairly and without discrimination. The basis for Environmental Justice is Executive Order 12898 and is defined as to “identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations.

Concern for environmental justice should be integrated into every transportation decision—from the first thought about a transportation plan to post-construction operations and maintenance. Properly implemented, environmental justice principles and procedures improve all levels of transportation decision-making. This approach will:

- Make better transportation decisions that meet the needs of all people.
- Design transportation facilities that fit more harmoniously into communities.
- Enhance the public-involvement process, strengthen community-based partnerships and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
- Partner with other public and private programs to leverage transportation agency resources to achieve a common vision for communities.
- Avoid disproportionately high and adverse impacts on minority and low-income populations.
- Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

Demographic information was compiled from the 2021 Five Year American Community Survey Census data. To calculate county average levels with the available data, demographic data on a census tract level was utilized. The data was reviewed to identify areas where the targeted populations were significantly higher than the county average. These target areas have been mapped along with capacity expansion projects, maintenance projects, and transportation enhancement projects to aid in the impact analysis. Subjective analysis for each project includes completing an environmental justice analysis matrix considering potential impacts that a project could have on an identified environmental justice area. The identification of targeted population areas median averages were calculated as poverty totaling 14.3%, minority totaling 17.5%, 65 years and older totaling 20.9% , disability totaling 16.0%, limited English proficiency totaling 3.5%, and zero vehicle household totaling 6.4% in the county based on regional averages.



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The following impacts are considered in determining if projects significantly have negative impacts on the targeted populations:

- Bodily impairment, infirmity, illness, or death
- Air, noise, and water pollution and soil contamination
- Destruction or disruption of man-made or natural resources
- Destruction or diminution of aesthetic values
- Destruction or disruption of community cohesion
- Destruction or disruption of a community's economic vitality
- Destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects
- Displacement of persons, businesses, farms, or nonprofit organizations
- Increased traffic congestion
- Isolation
- Exclusion or separation of minority or low-income individuals within a given community or from the broader community
- The denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities

In order to analyze EJ impacts for the projects in the ERPC MPO region, staff reviewed the projects using the long range travel demand model for the Sandusky Urbanized Area that was developed by the Modeling and Forecasting Section of ODOT's Office of Statewide Planning and Research. The model aided in quantitatively evaluating the effectiveness of the projects and their impact potential to the targeted populations. The MPO region was divided into over 400 traffic analysis zones (TAZs) based on the review of census data, residential patterns, employment, education, recreational locations, and travel characteristics. Travel times were used to analyze the results of project implementation in order to assess accessibility to the generator zones for both targeted and non-targeted populations. Travel times to identified destinations for eleven EJ traffic analysis zones (where poverty, minority, 65 years and older, limited English proficiency, disability, and households with no vehicles available were two times above the county averages) were compared against five non-EJ TAZs. As of the draft TIP, the modeling process is ongoing, although results were expected to not negatively affect the target groups and/or substantially impact travel times. 84% of projects in the TIP for FY 2024-2027 for the ERPC MPO region can be considered system preservation projects while the other 16% are all projects that include sidewalk installations, intersection realignments and other safety upgrades. A larger portion of project costs is towards expansion projects due to the US 6 Connectivity Corridor project. Preservation type projects include resurfacing, culvert replacement, signal projects and overall general maintenance of the transportation system. These types of projects have little or no adverse impact on the population. The factors listed above were considered upon review of the projects to measure the impact upon the targeted areas.

Upon staff review, both quantitatively (as explained) and subjectively, it is believed that no disproportionately high and adverse effects on EJ populations are encountered as a result of the proposed projects listed in this TIP. Additionally, the ERPC staff and its committees consider any adverse effects that a proposed project could have to ensure that they are not predominately borne by EJ populations.



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Maps on the following pages show EJ areas within the MPO region and associated highway projects that have been identified in the MPO’s TIP SFY 2024-2027. The tabulation below presents the proportion of all proposed project costs that lie in EJ target areas against total investment.

Investment in EJ Target Areas (area where values are two times above noted regional average)	% of Population	Dollars Programmed*	% of Program	# of Projects
Environmental Justice Target Area	26.9%	\$48,042,313.31	46%	8
Non-Environmental Justice Target Area	73.1%	\$56,863,832.34	54%	30

Additionally, staff also measures the amount of negative impact for those projects listed in the TIP by estimating the amount of real estate actions that may be imposed upon the identified target areas. It is estimated that only two projects (or 4% of total programmed dollars) fall into this category. Those projects are listed below:

PID 114056: Located at US 6, the project involves installing a roundabout at Cedar Point Drive, turn lanes at Sycamore Line and replacing the signal at Remington Avenue. The project was identified in the US 6 Corridor Study and is anticipated to improve safety conditions for all users.

PID 116570: As a part of the US 6 Connectivity Corridor, the project includes numerous roundabouts and turn lanes between Cedar Point Drive to Rye Beach Road into University Drive, as well as a multi-use path that will improve traffic flows and improve safety conditions for multi-modal users.

Staff concluded that all projects that were identified above were considered safety related improvement projects and concluded that no significant negative impacts would occur to the identified EJ target areas.

In summary, the MPO’s various committees and staff are dedicated to identifying any adverse or negative impacts to a population as a result of a project, and will consider possible alternatives should disproportionately high and adverse human health or environmental effects be of concern. The committees and staff are dedicated to identifying any adverse or negative impacts to a population as a result of a project, and will consider possible alternatives should ‘disproportionately high and adverse human health or environmental effects’ be of concern.



Appendices:

Appendix A.....SFY 2024—2027 Transportation Improvement Program Project Listing

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Appendix A

SFY 2024–2027 Transportation Improvement Program (TIP) Project Listing

**ERPC MPO SFY 2023 ENVIRONMENTAL JUSTICE REPORT
SFY 2024-2027 PROJECT LISTING**

PID	Project Name	Project Description	Primary Work Category	Sponsoring Agency	State Fiscal Year	Total Project Cost
77438	ERI SR 0002 15.89	Minor Rehab	ERI 2 15.89-20.02	Roadway Minor Rehab	ODOT SPONSORING AGENCY	2025 \$ 4,851,410.00
92016	ERI SR 0002 19.04	ERI-SR 0002-19.04 L & R - Piers 1 thru 10 on the L	Bridge Preservation	ODOT SPONSORING AGENCY	2025 \$ 16,594,000.00	
103704	ERI US 0006 03.64	Resurfacing-Urban Paving City of Sandusky	ERI-00 Roadway Minor Rehab	ODOT SPONSORING AGENCY	2024 \$ 1,488,630.00	
104037	ERI Vermilion 3 Crossings NS	Circuitry modifications at three (3) Norfolk South Railroad Crossing	Protection	Ohio Rail Development Commission	2023 \$ 393,000.00	
104165	ERI SR 0002 29.50	Highway Lighting - Remove existing lighting and install	Lighting (Safety)	ODOT SPONSORING AGENCY	2023 \$ 525,647.90	
110816	ERI Castalia Fish Hatchery	Resurface Parking Lot Area - 20,000 sf area of asphalt	Roadway Minor Rehab	ODNR	2023 \$ 54,961.00	
112761	ERI US 0006 28.84 BI FY 2026/28	Bridge inspection of ERI US 0006 28.84 - CY 2026	Asset Inventory / Inspection	ODOT SPONSORING AGENCY	2026 \$ 135,000.00	
113282	ERI/HUR SR 0113/0013 20.18/04.13	Culvert Replacement	ERI SR 0113 20.18HUR SR 00 Culvert Preservation	ODOT SPONSORING AGENCY	2025 \$ 694,418.91	
113466	ERI SR 0060 01.08 RW	Culvert Replacement -To be done by Erie County	Culvert Preservation	DISTRICT 3-OPERATIONS	2023 \$ 30,000.00	
114056	ERI US 0006 09.07	Install a roundabout at Cedar Point Drive, turn left	Intersection Improvement (Safety)	Sandusky, City of	2024 \$ 6,596,804.87	
114298	ERI-CR PM-FY2025	Update existing pavement markings on various corridors	Traffic Control (Safety)	ERIE COUNTY ENGINEER	2025 \$ 150,000.00	
115000	ERI / HUR TSG FY2026	Traffic Signal Upgrades	Traffic Control (Safety)	ODOT SPONSORING AGENCY	2026 \$ 697,500.00	
115069	ERI US 0006 06.54 RW Only	RW Only for Wingwall Repair due to Failure at ST	Bridge / Culvert Maintenance	ODOT SPONSORING AGENCY	2023 \$ 23,346.00	
115168	ERI SR 0002 00.00	AC Overlay with Repairs	ERI SR 02 00.00 Roadway Minor Rehab	ODOT SPONSORING AGENCY	2025 \$ 8,931,725.00	
115725	ERI CR 13 13.35	Rehabilitation of bridge. Work to include: remove	Bridge / Culvert Maintenance	ERIE COUNTY ENGINEER	2027 \$ 3,225,000.00	
117240	ERI US 0006 18.88 Sidewalk	Extend sidewalk from Gateway Blvd to Huron Drive	Pedestrian Facilities	Huron, City of	2025 \$ 810,728.00	
117271	ERI Sandusky Meadowood Sidewalk	Installation of sidewalks in missing stretches of	w Pedestrian Facilities	Sandusky, City of	2024 \$ 176,253.00	
117325	ERI SR 0601 0.00	Installation of two driver feedback speed limit sign	Enhanced Crossing	Milan, Village of	2023 \$ 39,415.00	
117596	ERI SR 4 Signal Timing	Signal timing analysis along ERI-4 from W Bogart	Safety Related Studies	ODOT SPONSORING AGENCY	2023 \$ 27,000.00	
117621	ERI SR 0004 00.45 GSM	Notified by Erie County recently about a slip that	Geologic Maintenance / Slide Repair	ODOT SPONSORING AGENCY	2025 \$ 963,000.00	
117622	ERI SR 0004 00.50 GSM	Notified by Erie County recently about a slip that	Geologic Maintenance / Slide Repair	ODOT SPONSORING AGENCY	2023 \$ 340,100.38	
117731	LOR French Creek Reservation	Lorain County Metro Park, Pave Pine Tree Picnic	Areas	Lorain County Metropark District	2023 \$ 152,396.00	
117777	ERI CR 112 Rye Beach Rd NS	Modification of warning devices and surface	exte Railroad Crossing Protection	Ohio Rail Development Commission	2023 \$ 153,000.00	
118353	ERI SR 0269 03.67	Convert two-way stop-controlled intersection into	Intersection Improvement (Safety)	ODOT SPONSORING AGENCY	2027 \$ 4,312,720.00	
118585	ERI-Sandusky Bay Pathway	Construction of 10' wide path along US 6, connect	Shared Use Path	Sandusky, City of	2025 \$ 6,617,719.00	
118636	ERI SR 0060 07.88	Erie County. Replace existing poor condition	guar Roadside / Median Improvement (Safety)	ODOT SPONSORING AGENCY	2024 \$ 428,000.00	
118861	ERI SR 0002 21.23	ERI SR 0002 21.23-Partial culvert replacement	an Culvert Preservation	ODOT SPONSORING AGENCY	2025 \$ 660,000.00	
107223	ERI US 0006 16.27 Phase 2	Restore pavement condition; Remove unwarranted	Roadway Minor Rehab	Huron, City of	2025 \$ 1,800,886.13	
113957	ERI CR 0500 01.37 W Monroe	Resurfacing project	Roadway Minor Rehab	Sandusky, City of	2025 \$ 1,826,613.64	
113958	ERI CR 0503 00.81 E Water St	Resurfacing	Roadway Minor Rehab	Sandusky, City of	2024 \$ 986,594.80	
113959	ERI CR 0005 02.85 E. Perkins	Resurfacing project	Roadway Minor Rehab	Erie County Regional Planning Commission	2025 \$ 609,396.00	
113961	LOR CR 0624 01.97 Sunnyside Rd	Project rehabilitation.	Roadway Minor Rehab	Commission	2025 \$ 861,708.75	
115827	ERI Vermilion SRTS FY2025	Sidewalk installation in existing gaps to provide	safe Pedestrian Facilities	Vermilion, City of	2025 \$ 442,005.27	
116570	ERI US 0006 Connectivity Corrid.	ERI US 6 Connectivity Corridor including Sandusky	Intersection Improvement (Safety)	ODOT SPONSORING AGENCY	2026 \$ 35,303,066.00	
118478	ERI CR 0110 1.97 Campbell	Resurfacing and installation of new sidewalks. All	Roadway Minor Rehab	ERIE COUNTY ENGINEER	2026 \$ 1,175,000.00	
118505	ERI MR 0746 01.62 W Monroe	Rehabilitation project to include resurfacing, part	Pavement Maintenance	Sandusky, City of	2026 \$ 1,054,955.00	
118507	ERI-Huron Main St	Various infrastructure corrections, including pave	Pavement Maintenance	Huron, City of	2026 \$ 486,031.25	
118514	LOR - Sunnyside Rd 3	Phase 3 of Sunnyside Road. More info with scope	Pavement Maintenance	Vermilion, City of	2026 \$ 1,288,113.75	
Total Project Costs						\$ 104,906,145.65
Total Projects						38
Expansion Projects Cost						\$ 54,259,296.14
						52% of Total Cost
						7 Projects
						16% of Total Projects
Preservation Projects Cost						\$ 50,646,849.51
						48% of Total Cost
						31 Projects
						84% of Total Projects



Appendix B

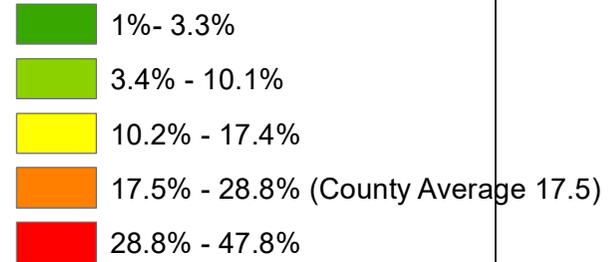
Map of SFY 2024-2027 TIP Projects and Minority Status

Percent Minority Population

Legend

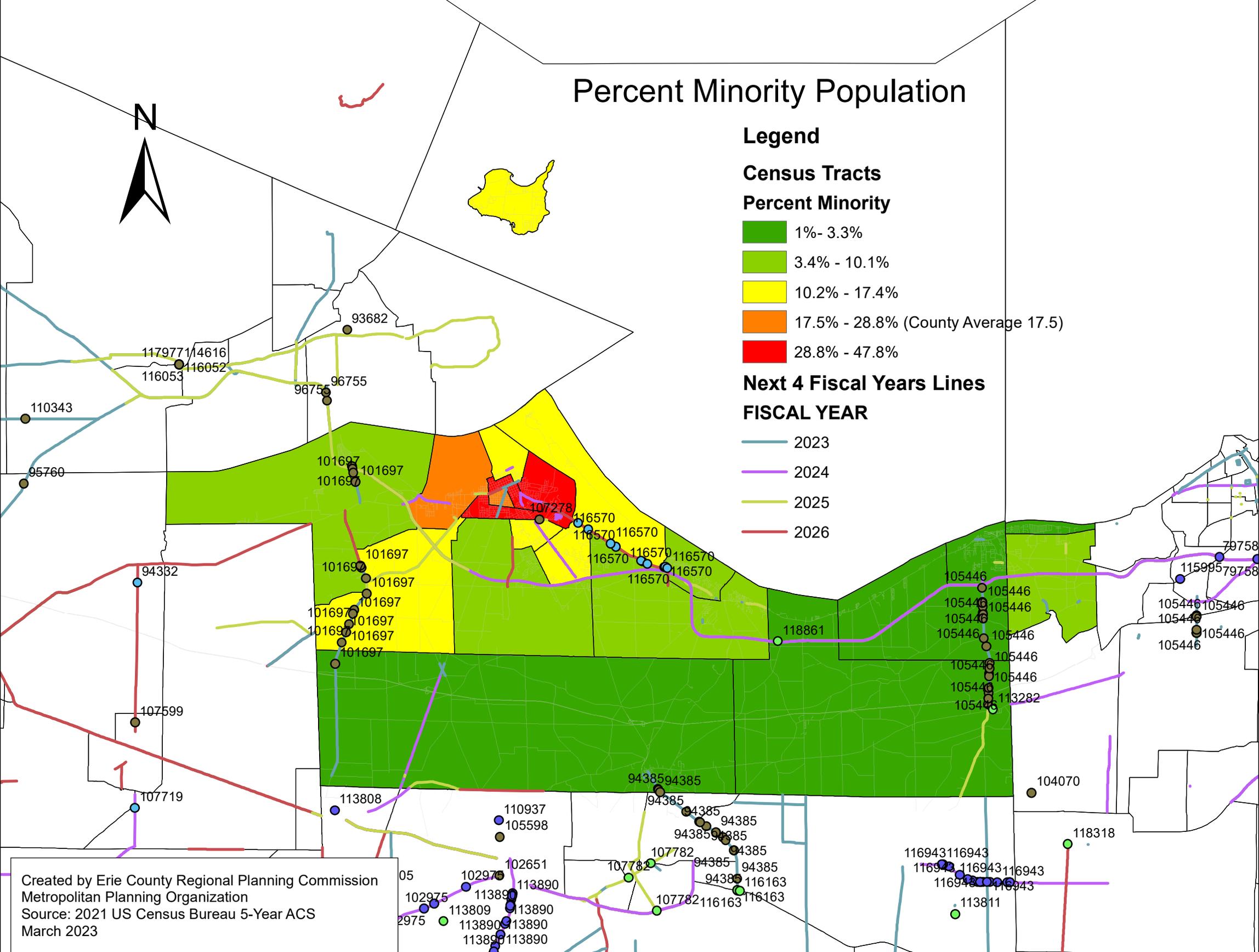
Census Tracts

Percent Minority



Next 4 Fiscal Years Lines

FISCAL YEAR



Created by Erie County Regional Planning Commission
Metropolitan Planning Organization
Source: 2021 US Census Bureau 5-Year ACS
March 2023



Appendix C

Map of SFY 2024-2027 TIP Projects and Poverty Status

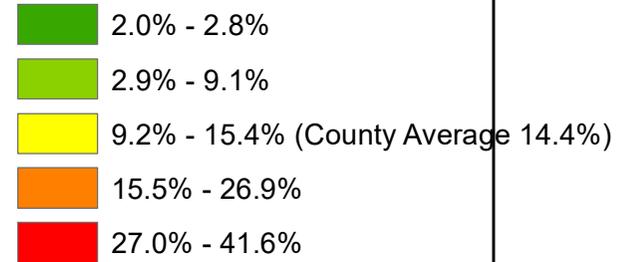
Percent of Households Below the Poverty Level



Legend

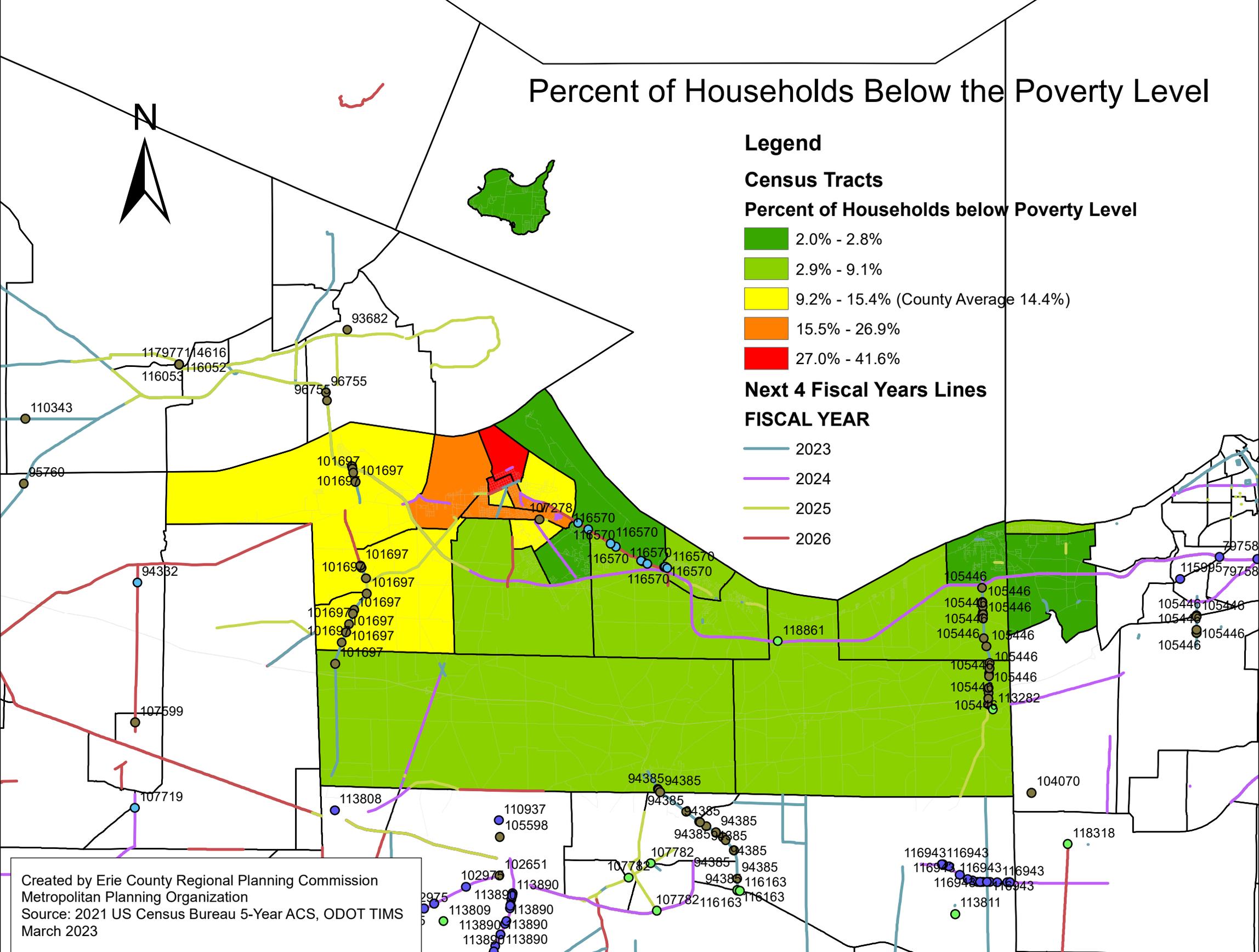
Census Tracts

Percent of Households below Poverty Level



Next 4 Fiscal Years Lines

FISCAL YEAR



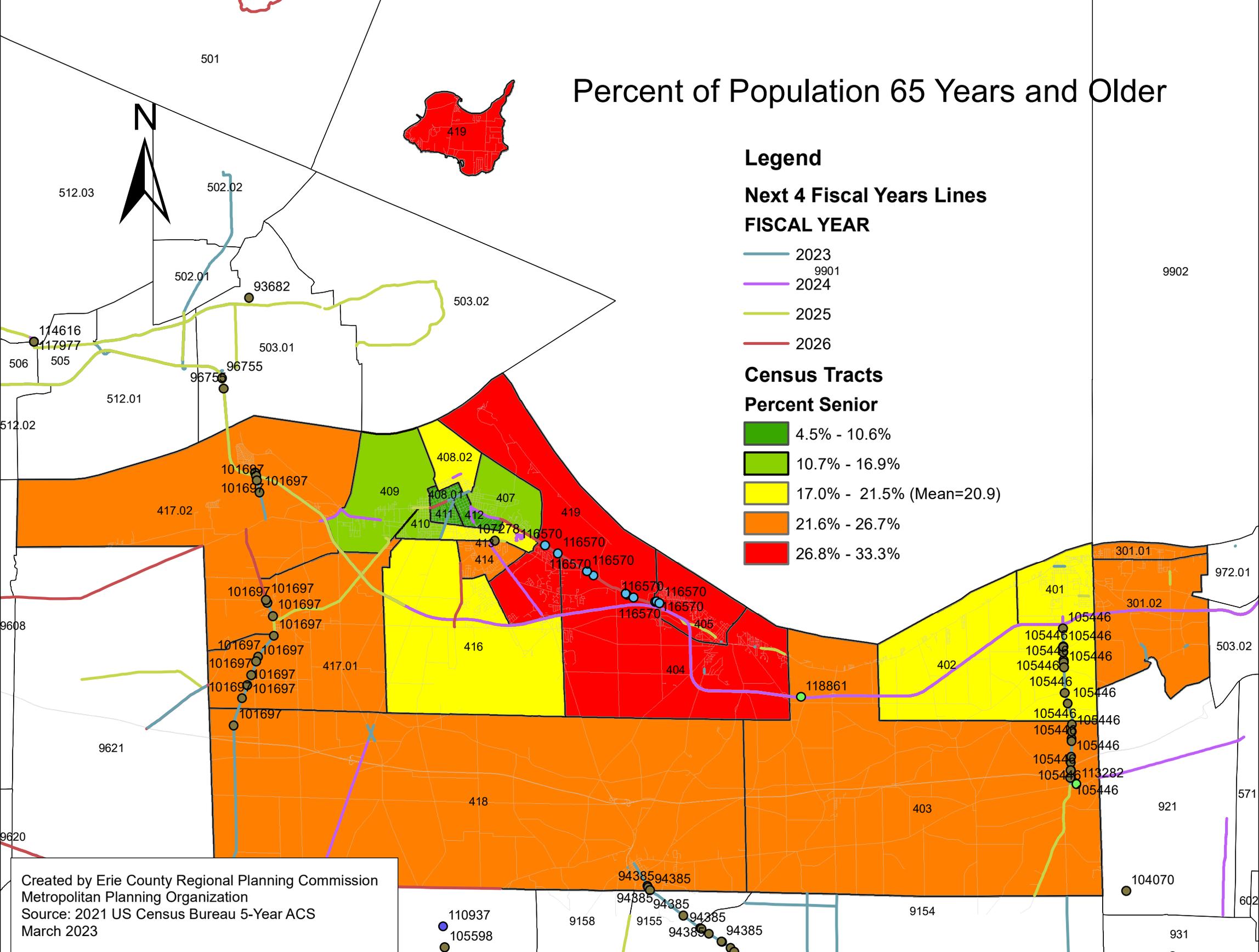
Created by Erie County Regional Planning Commission
Metropolitan Planning Organization
Source: 2021 US Census Bureau 5-Year ACS, ODOT TIMS
March 2023



Appendix D

Map of SFY 2024—2027 TIP Projects and 65 Years and Older Status

Percent of Population 65 Years and Older



Created by Erie County Regional Planning Commission
 Metropolitan Planning Organization
 Source: 2021 US Census Bureau 5-Year ACS
 March 2023

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 94385
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 94385

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96755

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Appendix E

Map of SFY 2024—2027 TIP Projects and Disability Status



Appendix F

Map of SFY 2024—2027 TIP Projects and Limited English Proficiency Status

Percent of Households Limited English Proficiency



Legend

Census Tract

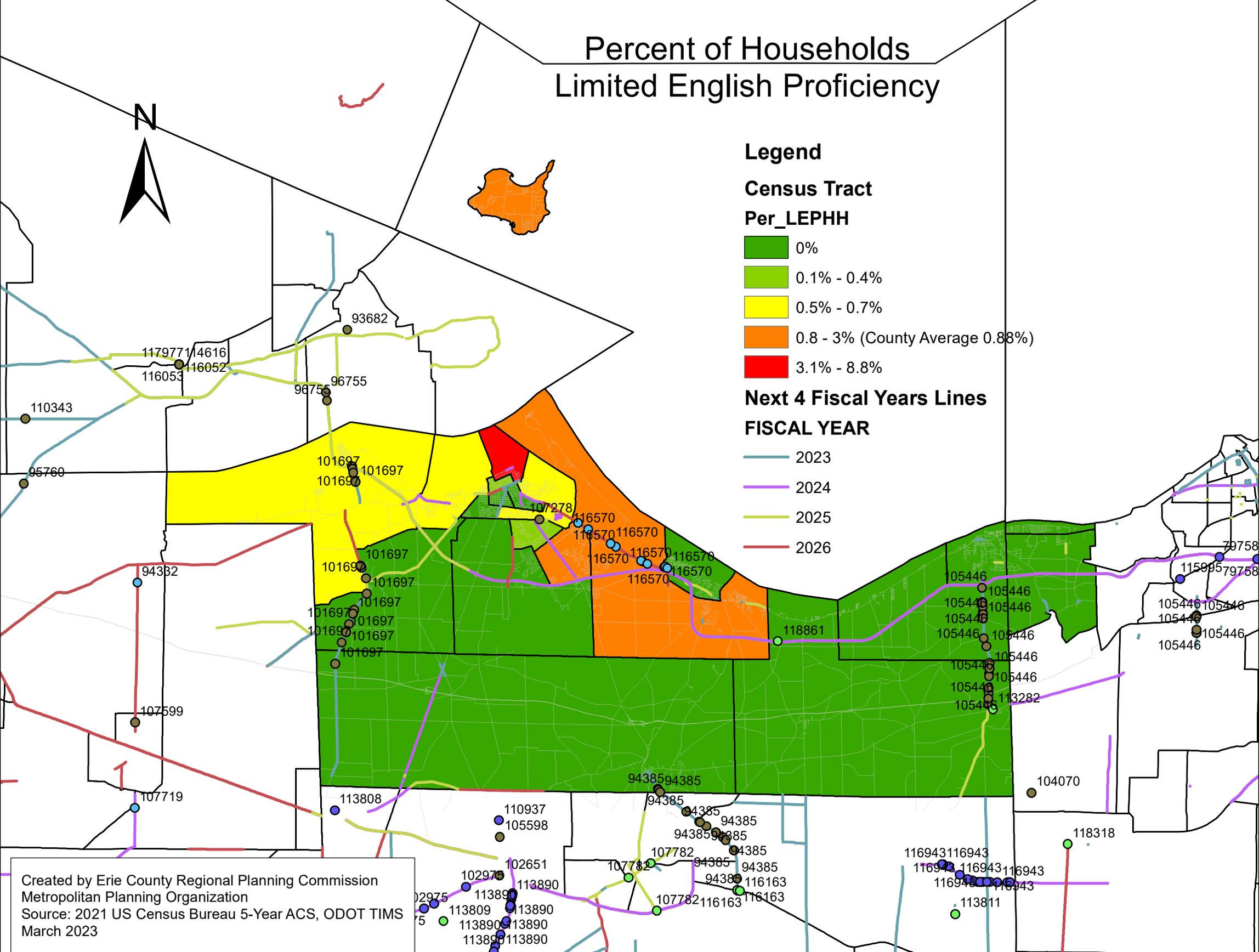
Per_LEPHH

- 0%
- 0.1% - 0.4%
- 0.5% - 0.7%
- 0.8 - 3% (County Average 0.88%)
- 3.1% - 8.8%

Next 4 Fiscal Years Lines

FISCAL YEAR

- 2023
- 2024
- 2025
- 2026



Created by Erie County Regional Planning Commission
Metropolitan Planning Organization
Source: 2021 US Census Bureau 5-Year ACS, ODOT TIMS
March 2023



Appendix G

Map of SFY 2024—2027 TIP Projects and Zero Vehicles Available Households

