





# Housekeeping

1. **Recording** – This event is being recorded. This main room presentation will be recorded but the breakout rooms will not be recorded.
2. **Audio** – Please leave microphone on mute. Individuals can enable closed captioning in the bottom toolbar.
3. **Q&A** – Please use the Q&A section for any questions. Chat will not be monitored for questions. Any questions collected here but not answered during event will be reviewed and answered afterwards.
4. **Chat** – Chat will be used to share information with attendees and can be used for attendees to chat with each other. We encourage you to share comments and talk to each other in this area.



**SUNY Civic Learning and Civic Engagement  
Fall 2024 Online Series**



# Civic Education and Engagement and Civil Discourse Fellows

- Gather and amplify civic engagement resources
- Provide learning opportunities for faculty and staff
- Participate in a General Education working group
- Coordinate with student government
- Develop a community of practice
- Contribute to a SUNY civic education convening
- Inform a civic engagement strategic plan





# SUNY Civic Learning and Civic Engagement Fall 2024 Online Series

## The I-81 A New Standard for Addressing Injustice

*Jean Yang*  
*Assistant Professor, Department of Landscape Architecture*  
*SUNY Civic Fellow*



# Panelists

1. **Ellen Oettinger White**, PhD, Assistant Professor, Department of Landscape Architecture, SUNY College of Environmental Science and Forestry
2. **TeNesha Murphy**, Public Information Officer and Community Liaison, New York State Department of Transportation
3. **Ryan Kovac**, SUNY ESF '05; Associate, Fisher Associates

**Moderator: Spencer Berg**, SUNY ESF '26; Chief Academic Officer for the ESF Student Government (MOSA)



# **WHY TALK ABOUT HIGHWAYS?**

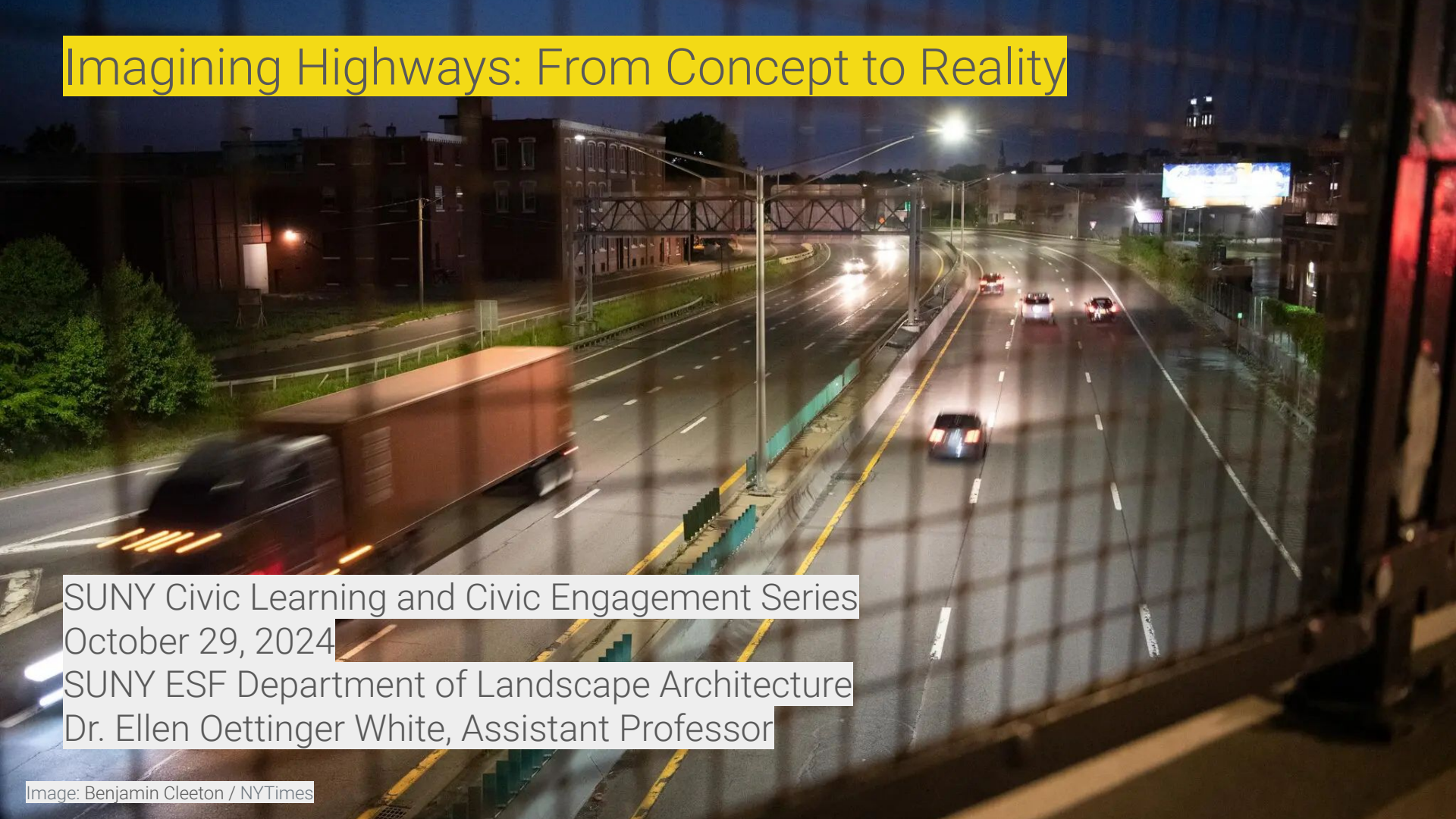


# Ellen Oettinger White, PhD

Imagining Highways: From Concept to Reality



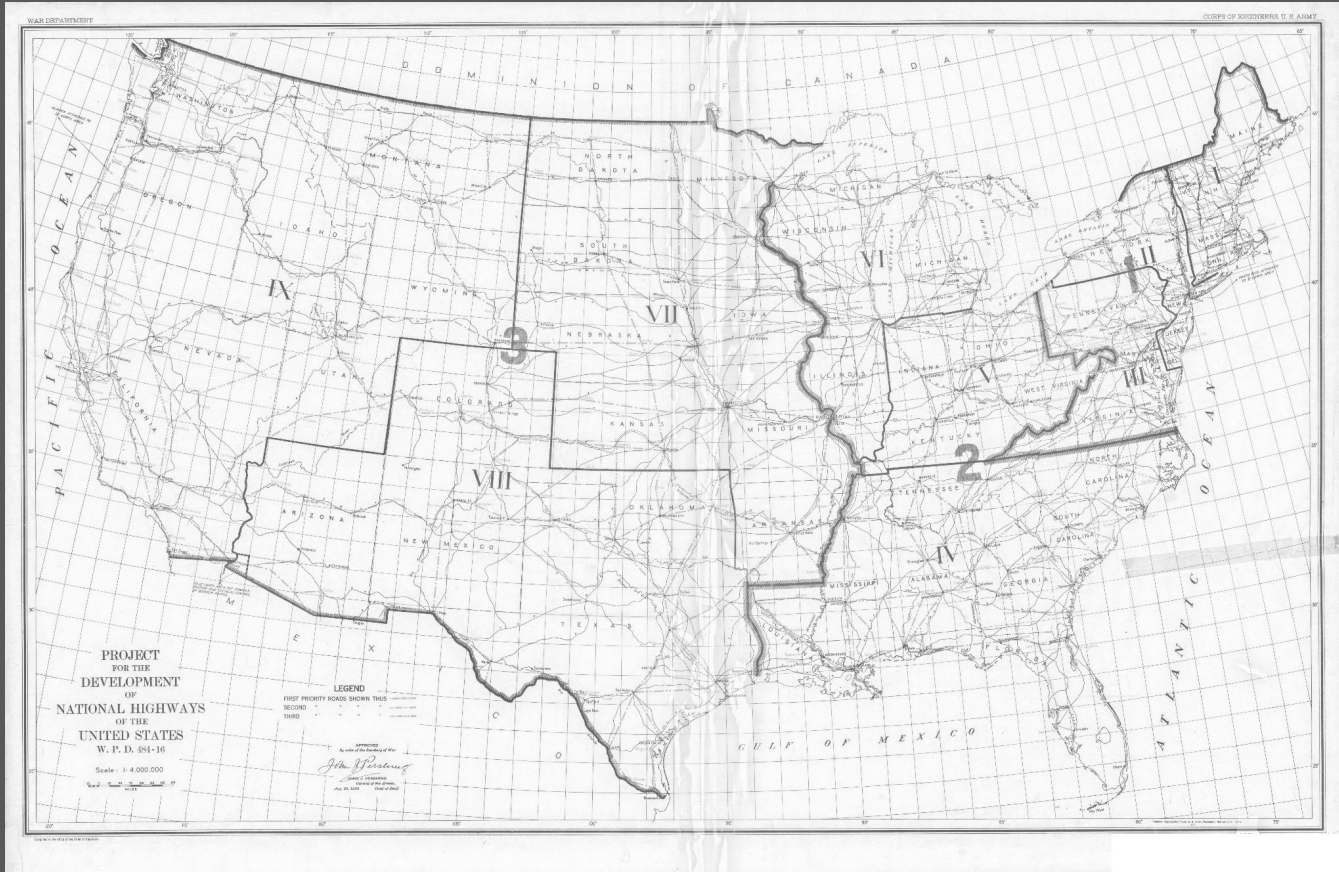
# Imagining Highways: From Concept to Reality



SUNY Civic Learning and Civic Engagement Series  
October 29, 2024  
SUNY ESF Department of Landscape Architecture  
Dr. Ellen Oettinger White, Assistant Professor

Imagining highways in the early 20<sup>th</sup> century

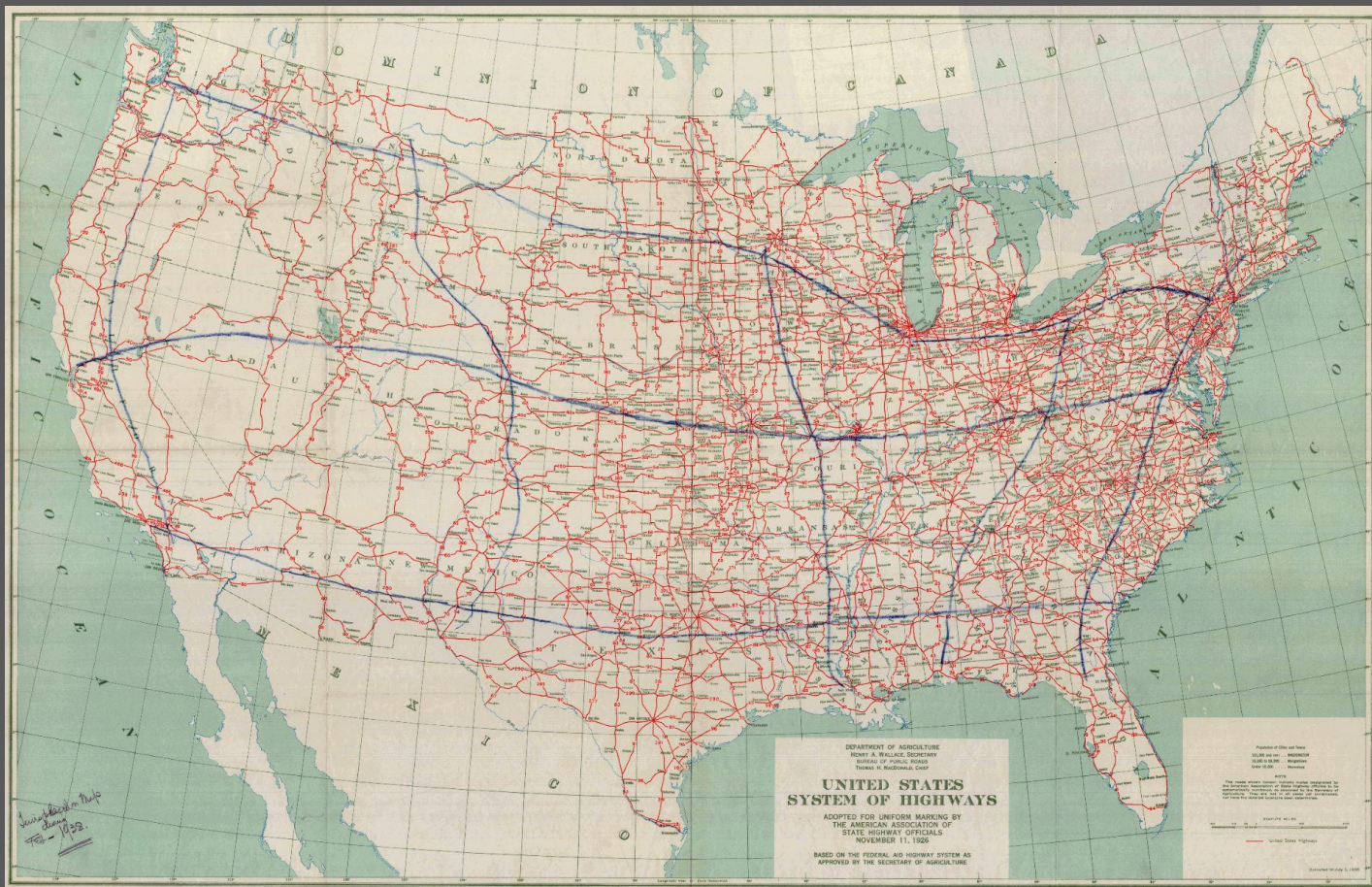
# Imagining highways in 1920



The Pershing Map



# Imagining highways in 1938: President Roosevelt + blue pen



## Imagining highways in the mid-20th century



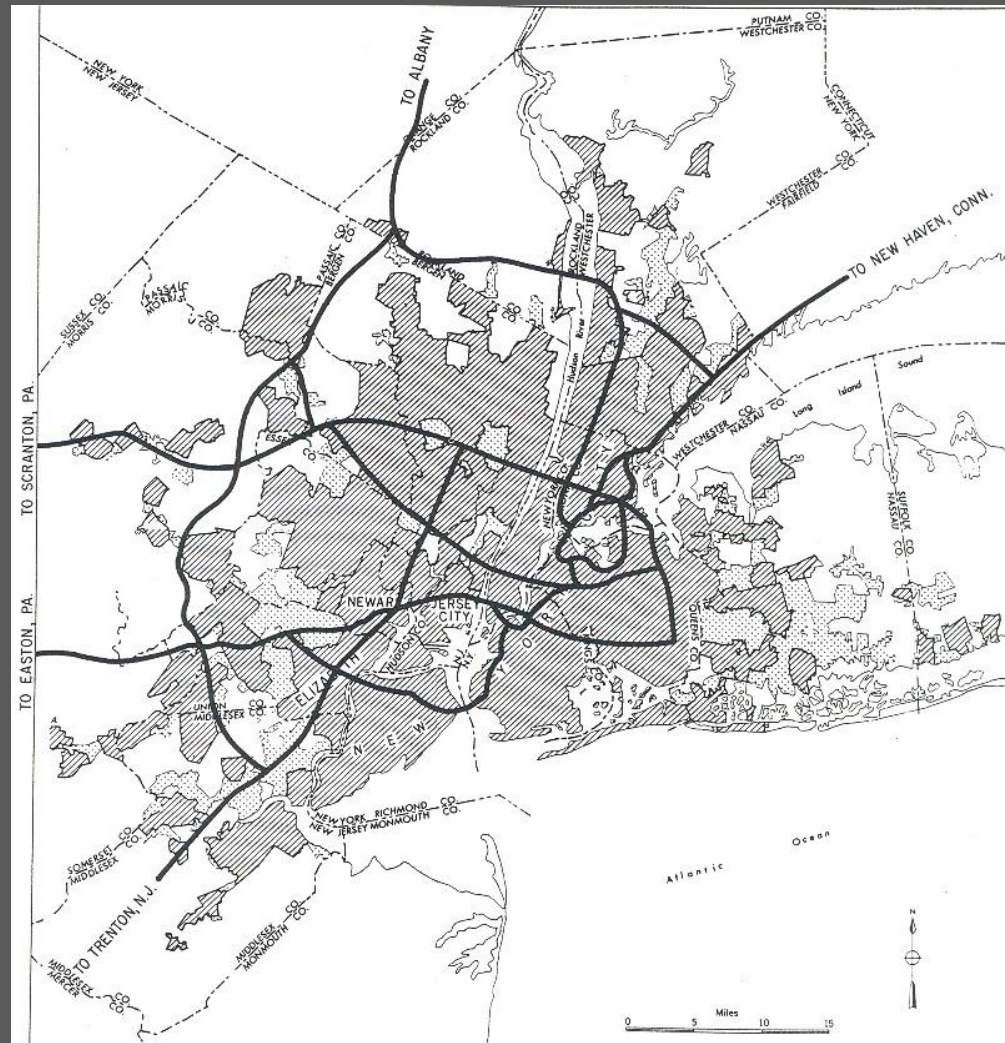
*As two-dimensional abstractions, the lines looked harmless, but as three-dimensional structures of concrete and steel, they became great creatures that threatened the life of the city.*



- Tom Lewis, *Divided Highways*, 2013

# Imagining highways: 1956

- Federal Aid Highway Act funded the creation of the Interstate Highway System





# Imagining highways: "The Yellow Book" 1955

- The Act to fund interstates had been voted down several times before 1956
- Yellow Book focused on urban highways in order to gain votes
- Included 100 maps of the proposed interstate system in urban areas
- Distributed between 1955-56 sessions of Congress to help pass the bill

C 37.2 : H 53/6

## General Location of National System of Interstate Highways

INCLUDING ALL ADDITIONAL ROUTES  
AT URBAN AREAS  
DESIGNATED IN SEPTEMBER 1955

U. S. DEPARTMENT OF COMMERCE • Bureau of Public Roads

QUEENS BOROUGH PUBLIC LIBRARY

For Sale by the Superintendent of Documents

U. S. Government Printing Office, Washington 25, D. C. Price 55 cents



DOCUMENT



# The Yellow Book - 1955



Phoenix, Arizona 1955  
Yellow Book.jpg  
800 × 539; 99 KB



Tucson, Arizona 1955  
Yellow Book.jpg  
800 × 1,154; 196 KB



Fort Smith, Arkansas  
1955 Yellow Book.jpg  
800 × 606; 139 KB



Little Rock, Arkansas  
1955 Yellow Book.jpg  
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Los Angeles, California  
1955 Yellow Book.jpg  
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San Francisco, California  
1955 Yellow Book.jpg  
800 × 931; 134 KB



Denver, Colorado  
1955 Yellow Book.jpg  
800 × 844; 148 KB



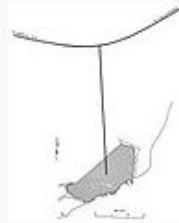
Hartford, Connecticut  
1955 Yellow Book.jpg  
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District of Columbia 1955  
Yellow Book.jpg  
800 × 971; 246 KB



Miami, Florida 1955  
Yellow Book.jpg  
800 × 1,115; 349 KB



Pensacola, Florida 1955  
Yellow Book.jpg  
800 × 978; 70 KB



Tampa-St. Petersburg,  
Florida 1955 Yellow  
Book.jpg  
800 × 888; 157 KB



Atlanta, Georgia 1955  
Yellow Book.jpg  
800 × 854; 187 KB



Macon, Georgia 1955  
Yellow Book.jpg  
800 × 844; 118 KB

# The Yellow Book - 1955

- Only 1 representative whose city was in the Yellow Book voted against the 1956 bill that funded the interstates
  - He was not reelected

Hartford, Connecticut  
1955 Yellow Book.jpg  
800 × 834; 148 KB

District of Columbia 1955  
Yellow Book.jpg  
800 × 971; 246 KB

Miami, Florida 1955  
Yellow Book.jpg  
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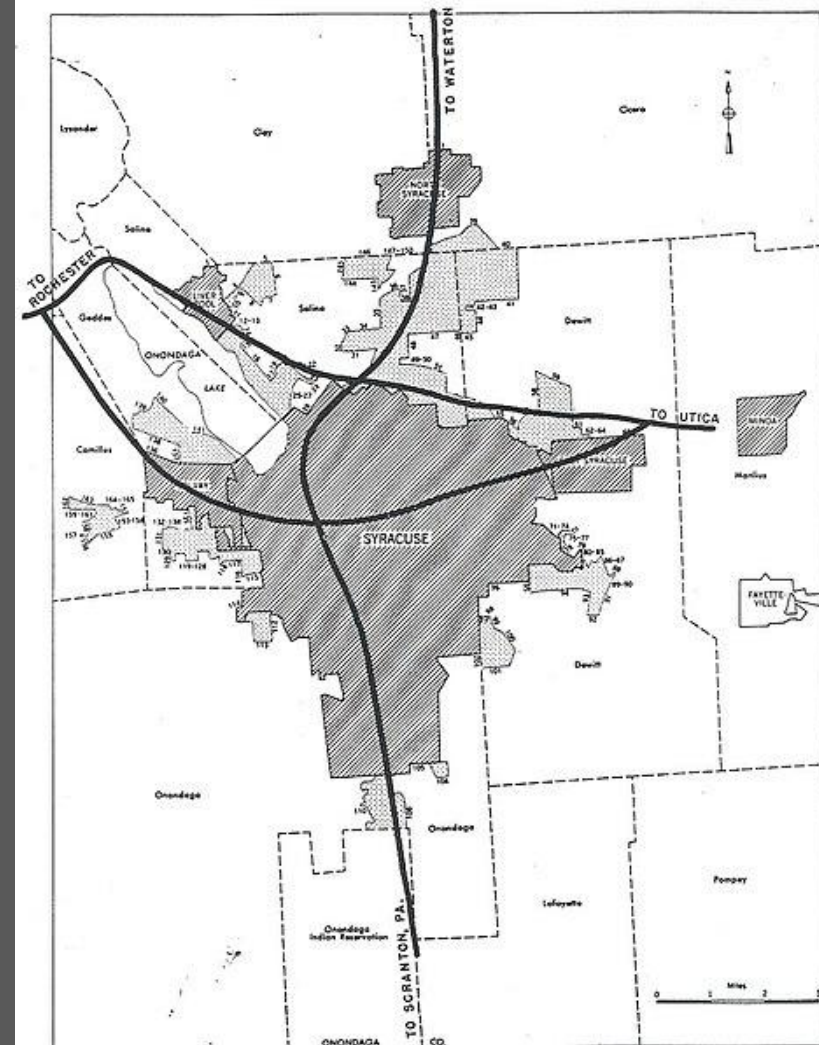
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Macon, Georgia  
Yellow Book.jpg  
800 × 844; 110 KB

Denver, Colorado  
Yellow Book.jpg  
800 × 844; 140 KB

# Imagining Syracuse: 1956



Building highways in the 20<sup>th</sup> century

**THIS IS THE FIRST PROJECT  
IN THE UNITED STATES**

**ON WHICH ACTUAL CONSTRUCTION WAS STARTED  
UNDER PROVISIONS OF THE NEW**

**FEDERAL AID HIGHWAY ACT OF 1956**

**MISSOURI STATE HIGHWAY COMMISSION**

**CAMERON, JOYCE & COMPANY  
CONTRACTOR**





# Federal Aid Highway Act of 1956

- 75% of interstates were in new right-of-way
- Each mile took 24 acres of land
- Each interchange took 80 acres of land
- Tens of thousands displaced in cities across the country
- Land taken from indigenous communities across the country



# Federal Aid Highway Act of 1956

- The government tore down the most vulnerable communities to make space for highways
- Moved people without compensation
- Divided cities and destroyed the fabric of neighborhoods
- Created health disparities that persist today



# Federal Aid Highway Act of 1956

- Example: Montgomery, AL
- Built I-65 through downtown
- Intentionally designed with no off-ramps in downtown, the heart of the African-American residential and business community
- Displaced almost 1,600 families, 74 businesses, cut off 13 streets



Source: *Justice and the Interstates*, 2023

Image: Alabama Department of Archives and History

## Protesting Highways in the mid-20th century

*Within the next fifteen years they will doubtless find out; by that time it will be too late to correct all the damage to our cities and our countryside, not least to the efficient organization of industry and transportation, that this ill conceived and preposterously unbalanced program will have wrought.*

- Lewis Mumford, *Highway and the City*, 1958

# Highway protests 1960s - present

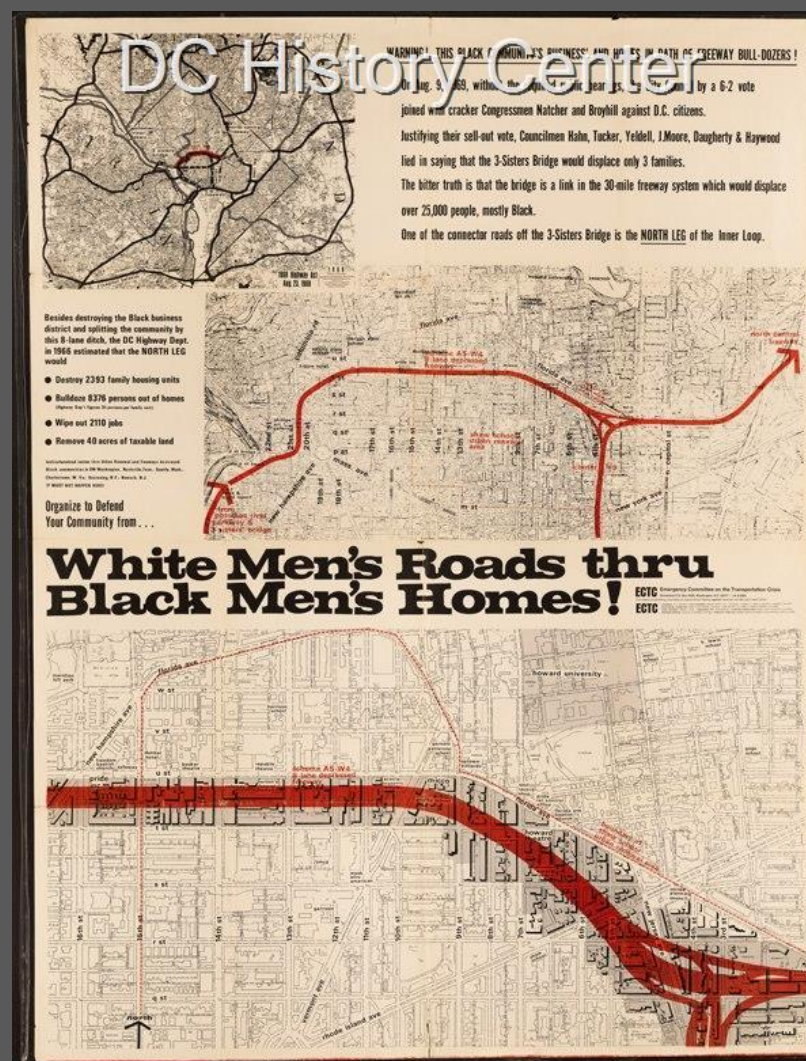
- First protest documented in San Francisco in 1956
- Major highway protests in at least 26 states and the District of Columbia





# Highway protests 1960s - present

- Example of successful protest: Brookland neighborhood in DC
- Organizing poster (right), 1969



# Highway protests 1960s - present

- Highway protests eventually led to passage of the National Environmental Policy Act of 1970
  - Requires Environmental Impact Assessment for major construction projects



Rebuilding communities in the 21<sup>st</sup> century

# Federal Funding for Repairing Communities

- US Department of Transportation's "Reconnecting Communities Pilot Program"
- Bipartisan Infrastructure Law authorized \$1 billion from FY 2022-2026
- Simultaneously, the Inflation Reduction Act allocated \$3.16 billion for a similar Neighborhood Access and Equity Program from FY 2022-2026





# Federal Funding for Repairing Communities

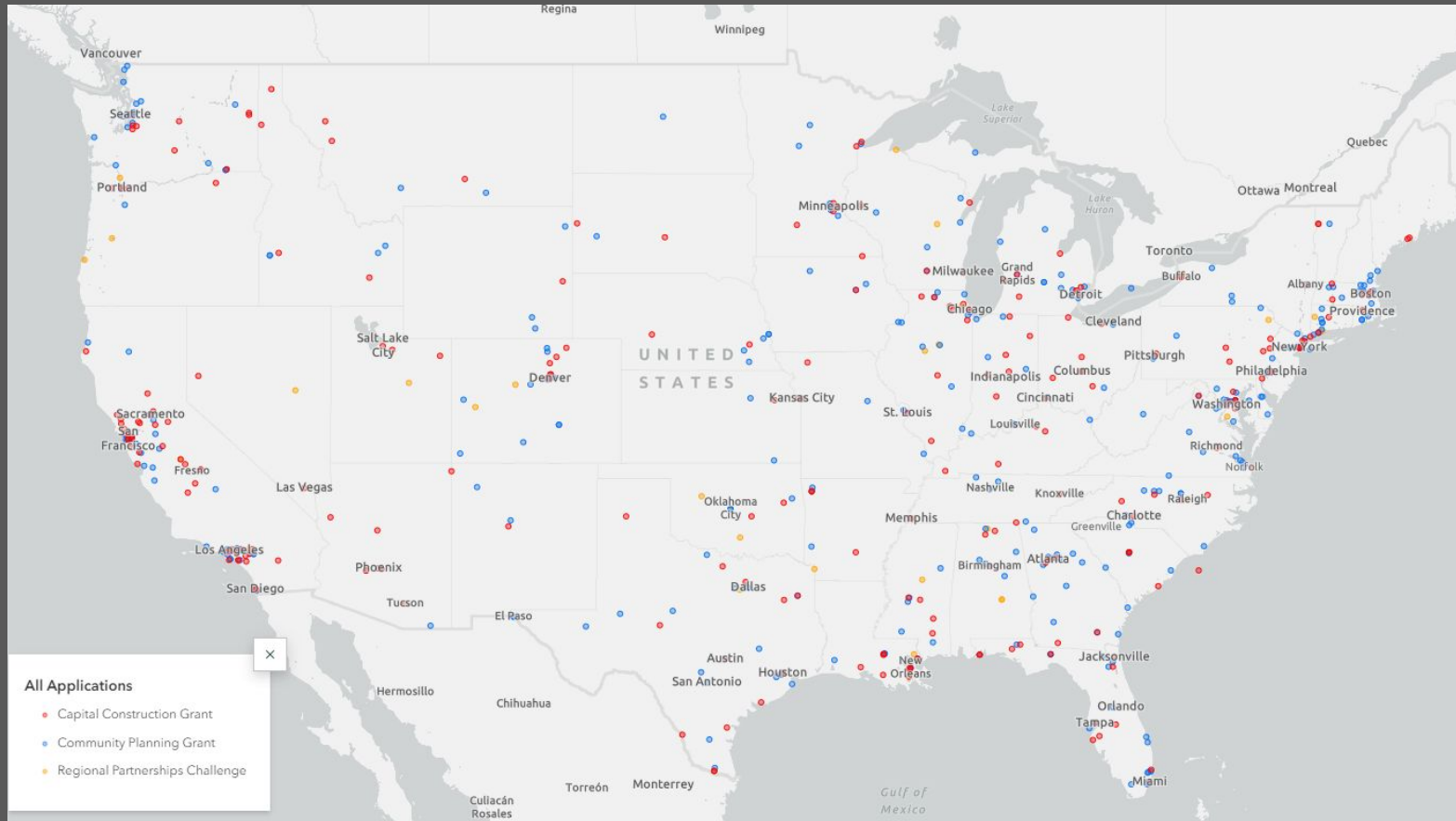
## Goals of the program:

- Equity and Justice
- Access
- Facility Suitability
- Community Engagement
- Equitable Development
- Climate Change Mitigation
- Workforce Development
- Planning Integration



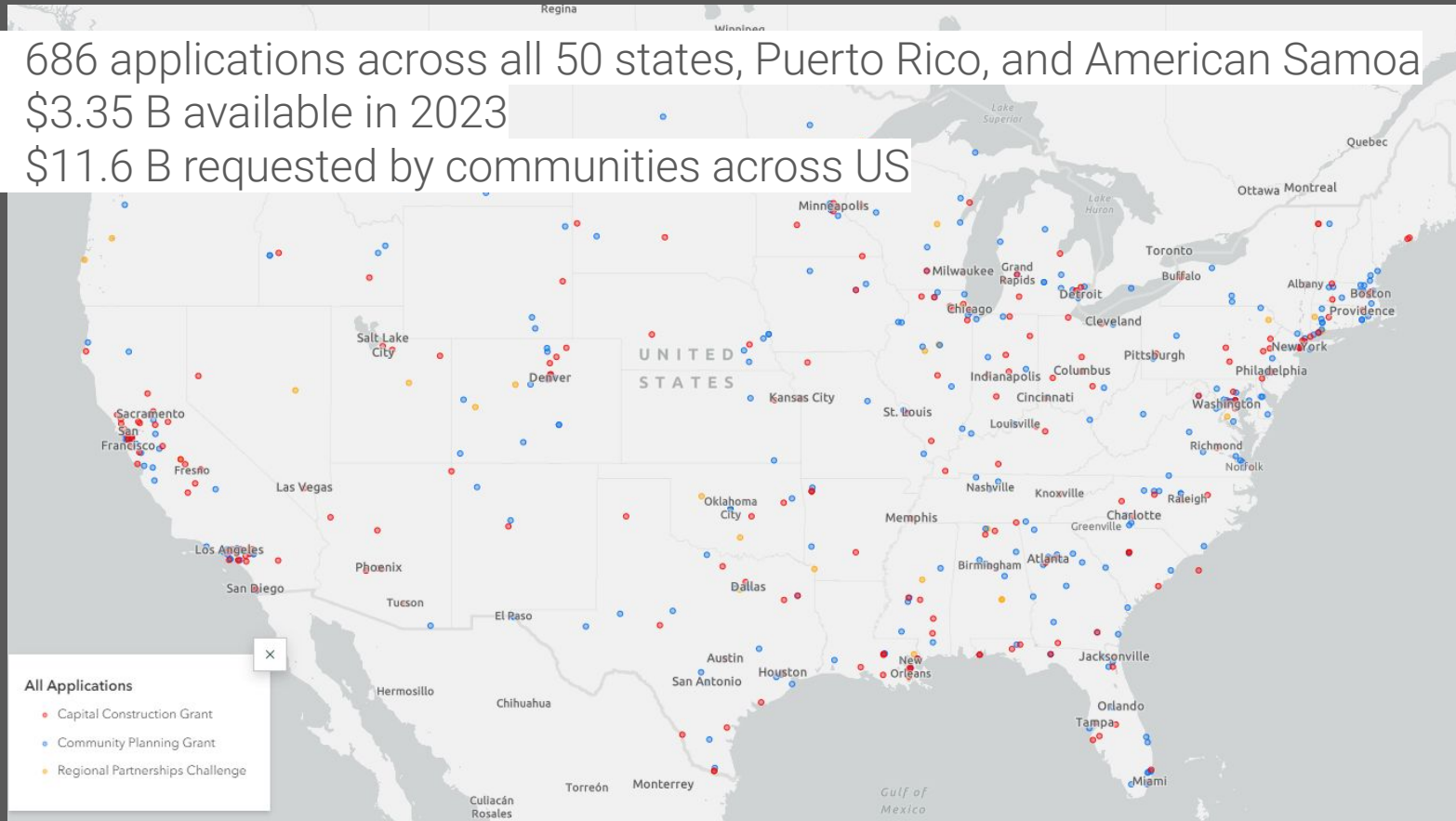


# 2023 Applications for Reconnecting Communities Pilot



# 2023 Applications for Reconnecting Communities Pilot

- 686 applications across all 50 states, Puerto Rico, and American Samoa
- \$3.35 B available in 2023
- \$11.6 B requested by communities across US



# 2023 Awards for Reconnecting Communities Pilot

**99%**

Funding awarded to  
disadvantaged  
communities

**85%**

Capital and Regional Partnership  
projects in areas above the 50th  
national percentile for housing cost  
burden\*

**95%**

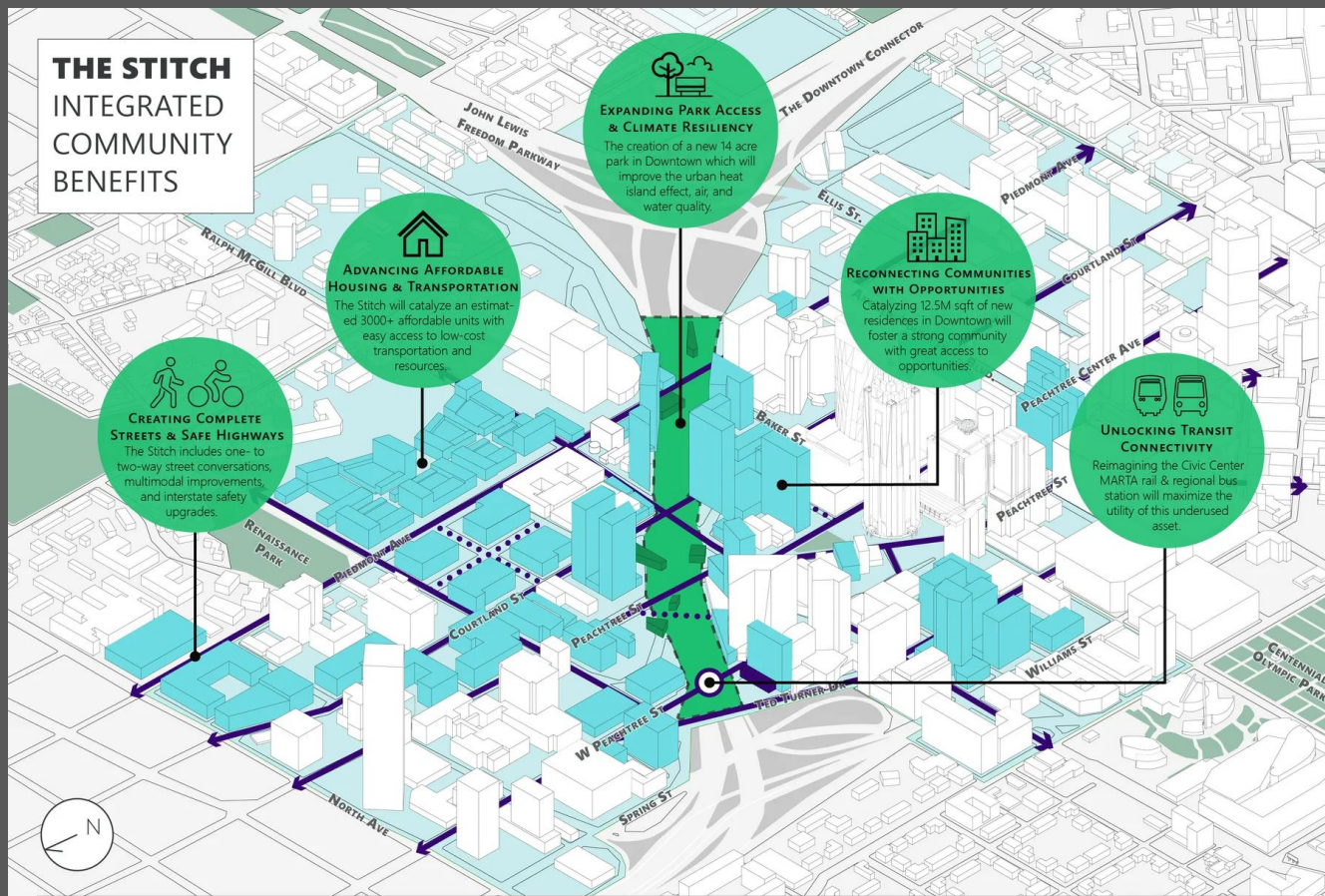
Mention plans to  
improve access to  
or expand **green  
space**

# Reconnecting Communities Example: The Stitch - Atlanta





# Reconnecting Communities Example: The Stitch - Atlanta





Thank you!

Dr. Ellen Oettinger White  
eowhite@esf.edu



# TeNesha Murphy

I-81 Viaduct Project, Syracuse, NY



Department of  
Transportation

# I-81 VIADUCT PROJECT SYRACUSE, NY



SUNY Civic Learning and Civic Engagement  
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# Social Justice

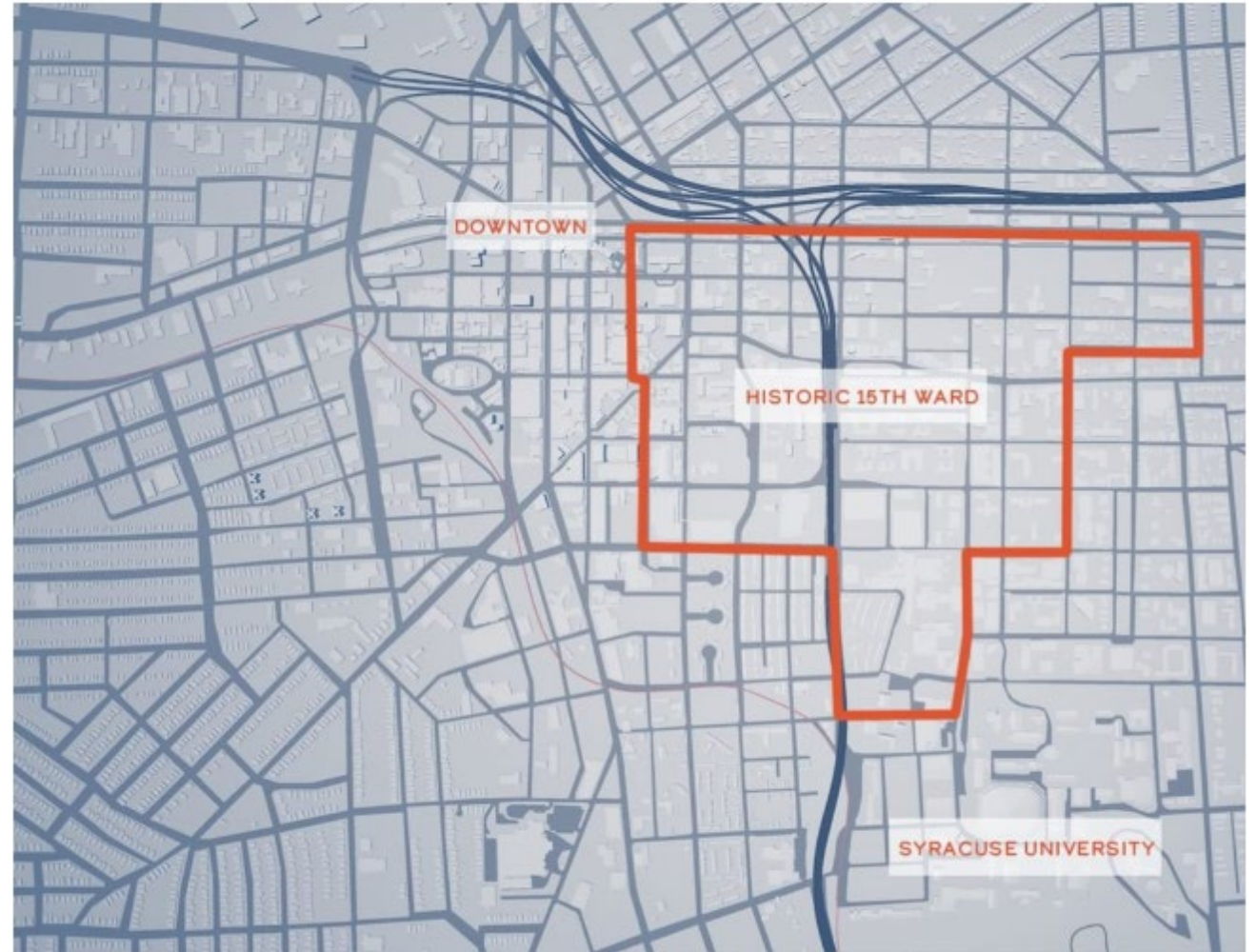
- **What do you say to people who think social justice has no place in transportation infrastructure projects?**
- **“When you know better, do better.”**  
**Dr. Maya Angelou**





# The I-81 Viaduct Project - Yesterday

- Half-square-mile area where the city's Black and Jewish Americans built a thriving community
- Placed here after racially focused housing policies implemented – “redlining”





# The I-81 Viaduct Project - Yesterday

- By 1950 – eight of every nine black residents in Syracuse lived in the 15<sup>th</sup> Ward



# The I-81 Viaduct Project - Yesterday

- Close knit community with thriving businesses such as restaurants, taverns, hotels, beauty parlors, barber shops, night clubs.



# The I-81 Viaduct Project - Yesterday

- ❑ The Federal Highway Act of 1944
- ❑ The Federal-Aid Highway Acts of 1954 & 1956
- ❑ I-81 Original Construction in Syracuse, NY
  - 1958 - decision made to locate a proposed interstate highway on an elevated structure along Almond Street
  - I-81 was constructed in 3 stages, opening between 1959 & 1969





# The I-81 Viaduct Project - Yesterday

- During urban renewal efforts – many parts of the 15<sup>th</sup> ward were demolished for the expanded central business district
- In 1964 city began to bulldoze neighborhoods to make way for I-81
  - “twin in justices” – forced to live there, then forced to leave
- 400 businesses torn down from I-81 and urban renewal





# The I-81 Viaduct Project - Yesterday

## Historical Impacts



# Downtown Syracuse 1967

I-81 Looking South





# Downtown Syracuse Today

Looking South





# I-81 Viaduct Project Future





# Community Engagement

## ENVIRONMENTAL JUSTICE

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994), directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority populations and low-income populations to the maximum extent practicable and permitted by law.

The construction of the existing I-81 viaduct was completed by the end of the 1960s, prior to the implementation of NEPA, and resulted in the **acquisition** of residential and commercial properties as well as **relocation** of the residents and businesses within its alignment through the center of Syracuse. Since then, I-81 has been a prominent feature in the Central Study Area and has **influenced** social and economic conditions.



# Community Engagement

## ENVIRONMENTAL JUSTICE

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The construction of the existing I-81 viaduct was completed by the end of the 1960s, prior to the implementation of NEPA, and resulted in the **taking** of residential and commercial properties as well as **displacement** of the residents and businesses within its alignment through the Central Study Area of Syracuse. Since then, I-81 has been a prominent feature in the Central Study Area and has **created harmful** social and economic conditions.



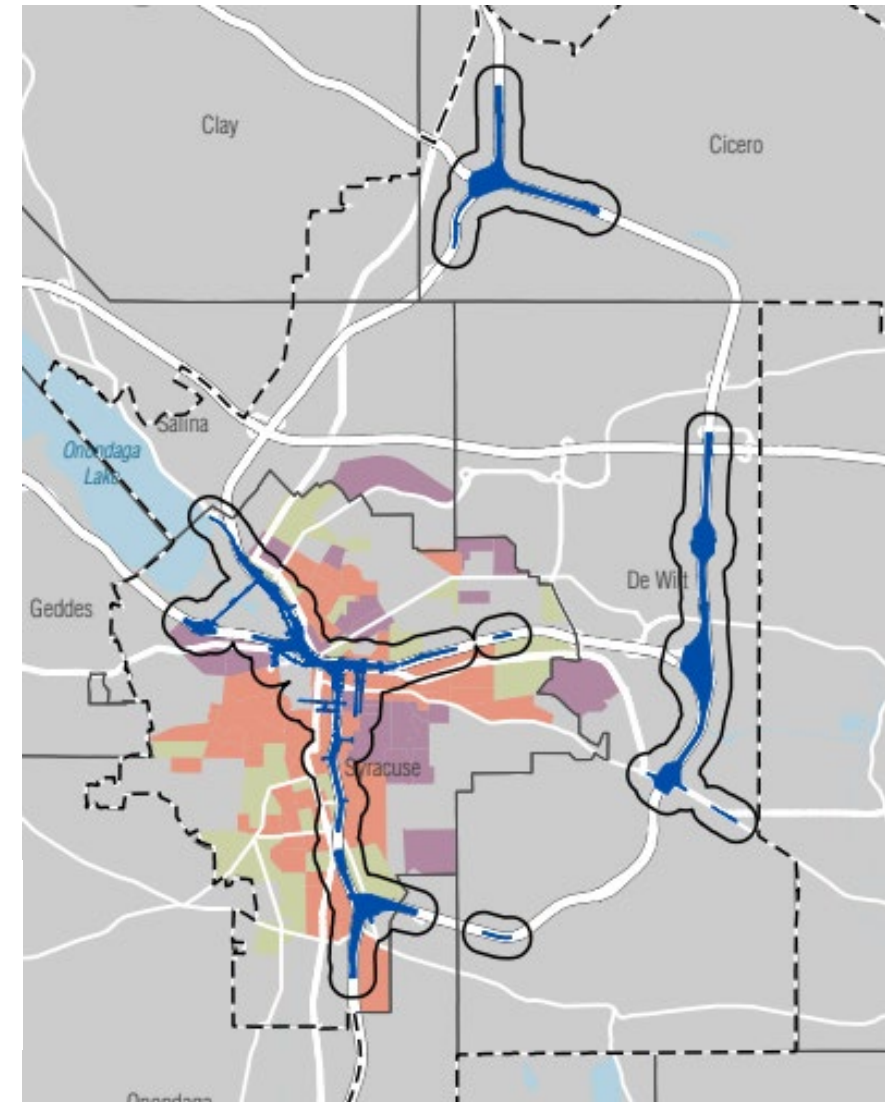
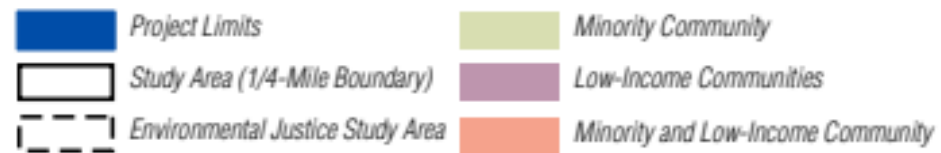
# Community Engagement

## ENVIRONMENTAL JUSTICE

**STEP 1:** IDENTIFY EXISTING MINORITY AND LOW-INCOME (ENVIRONMENTAL JUSTICE) POPULATIONS WITHIN THE STUDY AREA

**STEP 2:** DETERMINE WHETHER THE PROJECT WOULD RESULT IN ADVERSE EFFECTS ON THE IDENTIFIED ENVIRONMENTAL JUSTICE POPULATIONS

**STEP 3:** CONSIDER MITIGATION FOR ANY ADVERSE EFFECTS

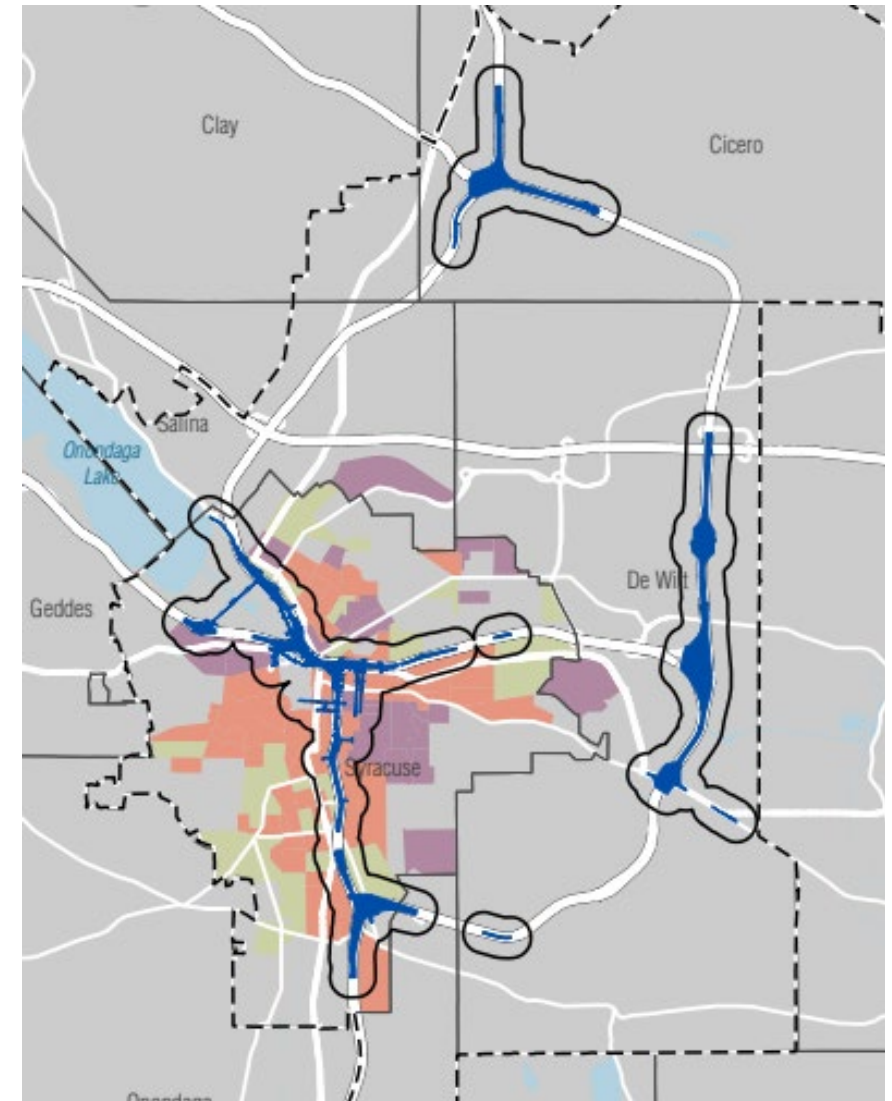
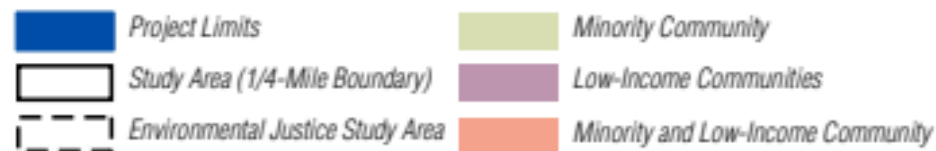


# Community Engagement

## ENVIRONMENTAL JUSTICE

**STEP 4:** IF EFFECTS WOULD REMAIN ADVERSE AFTER MITIGATION IS CONSIDERED, IDENTIFY WHETHER THOSE EFFECTS WOULD BE PREDOMINATELY BORNE BY THE ENVIRONMENTAL JUSTICE POPULATIONS OR ARE APPRECIABLY MORE SEVERE OR GREATER IN MAGNITUDE ON THE ENVIRONMENTAL JUSTICE POPULATIONS THAN THE ADVERSE EFFECT SUFFERED BY THE NON-MINORITY OR NON-LOW-INCOME POPULATIONS (E.G., DISPROPORTIONATELY HIGH AND ADVERSE EFFECTS).

**STEP 5:** IF DISPROPORTIONATELY HIGH AND ADVERSE EFFECTS ON ENVIRONMENTAL JUSTICE POPULATIONS ARE ANTICIPATED, EVALUATE WHETHER THERE IS A FURTHER PRACTICABLE MITIGATION MEASURE OR PRACTICABLE ALTERNATIVE THAT WOULD AVOID OR REDUCE THE DISPROPORTIONATELY HIGH AND ADVERSE EFFECTS.



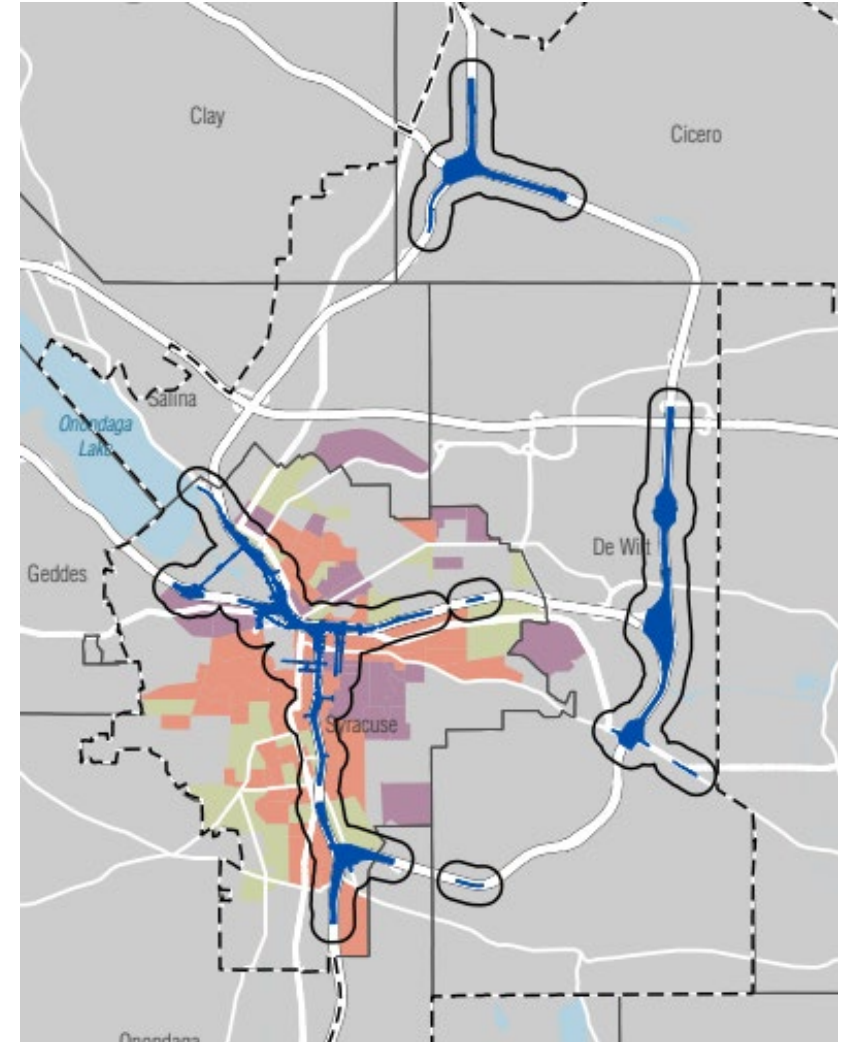


# Community Engagement

## ENVIRONMENTAL JUSTICE

### PUBLIC OUTREACH TO ENVIRONMENTAL JUSTICE POPULATIONS

- Large Public Meetings
- Open houses
- Advertisements in various media
- Spanish language interpreters
- Local festivals



# Community Engagement

## Planning Process & Alternatives

**Public involvement for The I-81 Challenge** [Back to TOC](#)

Input directly from the public has also been critical for the progress of *The I-81 Challenge*. More than 2,000 people have directly participated through the various public participation activities. To date, our work has included:

**PUBLIC WORKSHOPS**

- In May 2011, the SMTC and NYSDOT hosted the first series of public workshops
- More than 700 people participated in person, and more than 250 participated in the "virtual" workshop on the project website
- The workshop summary is available on the project website: <http://www.the81challenge.org/>

**FOCUS GROUPS**

- The SMTC and the NYSDOT convened 23 focus groups throughout our region
- A total of 376 stakeholders participated

**COMMUNITY EVENTS**

- The SMTC and the NYSDOT have presented or distributed project information at community events throughout the region

**SMALL GROUPS, COMMUNITY MEETINGS**

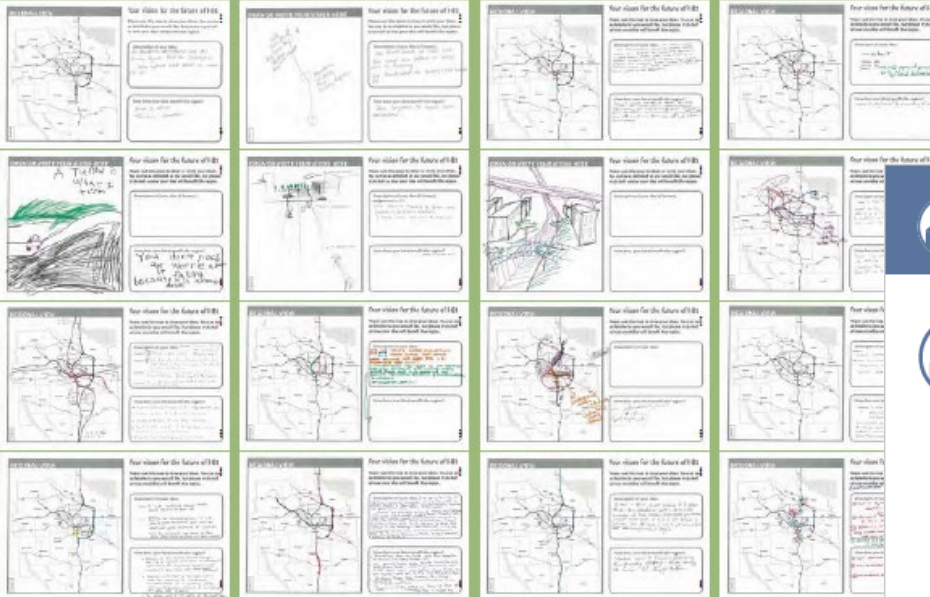
- 21 organizations accepted the SMTC's offer to discuss *The I-81 Challenge* at community meetings

**QUESTIONNAIRES**

- Two questionnaires allowed more than 3,000 people to answer questions about numerous topics, including their use of I-81 and desired goals for the future of the highway
- The questionnaire summary is available on the project website: <http://www.the81challenge.org/>



**Your visions for I-81** [Back to TOC](#)



[Back to TOC](#)

 **Tell us what you think**

 Is there anything missing from this strategy?



# Community Engagement

## All Alternatives -Travel Time Differences

|                                |                       | Year 2050    |         |                |        |              |         |                |        |
|--------------------------------|-----------------------|--------------|---------|----------------|--------|--------------|---------|----------------|--------|
|                                |                       | Morning Peak |         |                |        | Evening Peak |         |                |        |
| ALTERNATIVE                    |                       | NO BULD      | VIADUCT | COMMUNITY GRID | TUNNEL | NO BULD      | VIADUCT | COMMUNITY GRID | TUNNEL |
| From Fayetteville/Manlius to:  | Baldwinsville         | 25           | 27      | 27             | 28     | 30           | 30      | 30             | 30     |
|                                | Cicero                | 15           | 16      | 16             | 16     | 15           | 16      | 16             | 16     |
|                                | Destiny USA           | 14           | 13      | 13             | 13     | 14           | 13      | 13             | 13     |
|                                | Downtown              | 15           | 15      | 15             | 15     | 14           | 15      | 16             | 15     |
|                                | Fairmount             | 21           | 20      | 20             | 20     | 22           | 22      | 22             | 22     |
|                                | LaFayette             | 15           | 15      | 15             | 15     | 15           | 15      | 15             | 15     |
|                                | Liverpool             | 15           | 17      | 17             | 17     | 15           | 18      | 18             | 18     |
|                                | St. Joseph's Hospital | 14           | 13      | 14             | 14     | 13           | 13      | 14             | 13     |
| From LaFayette to:             | University Hill       | 15           | 15      | 16             | 16     | 15           | 16      | 15             | 15     |
|                                | Baldwinsville         | 31           | 30      | 37             | 31     | 32           | 31      | 36             | 32     |
|                                | Cicero                | 25           | 24      | 26             | 24     | 25           | 24      | 26             | 24     |
|                                | Destiny USA           | 17           | 15      | 22             | 15     | 16           | 15      | 20             | 15     |
|                                | Downtown              | 15           | 16      | 19             | 17     | 15           | 16      | 16             | 17     |
|                                | Fairmount             | 24           | 22      | 29             | 23     | 24           | 23      | 28             | 24     |
|                                | Fayetteville/Manlius  | 15           | 15      | 18             | 15     | 15           | 15      | 18             | 15     |
|                                | Liverpool             | 21           | 19      | 26             | 20     | 20           | 19      | 24             | 20     |
| From Liverpool to:             | St. Joseph's Hospital | 19           | 17      | 20             | 16     | 16           | 17      | 17             | 17     |
|                                | University Hill       | 17           | 14      | 16             | 15     | 14           | 14      | 14             | 15     |
|                                | Baldwinsville         | 14           | 14      | 14             | 14     | 14           | 14      | 14             | 14     |
|                                | Cicero                | 13           | 13      | 13             | 13     | 14           | 14      | 14             | 14     |
|                                | Destiny USA           | 6            | 7       | 7              | 7      | 6            | 5       | 7              | 7      |
|                                | Downtown              | 10           | 8       | 8              | 8      | 9            | 8       | 8              | 8      |
|                                | Fairmount             | 15           | 15      | 16             | 15     | 17           | 17      | 19             | 17     |
|                                | Fayetteville/Manlius  | 20           | 18      | 18             | 16     | 20           | 19      | 19             | 19     |
| From St. Joseph's Hospital to: | LaFayette             | 21           | 20      | 24             | 20     | 20           | 20      | 25             | 20     |
|                                | St. Joseph's Hospital | 10           | 5       | 5              | 5      | 5            | 5       | 7              | 5      |
|                                | University Hill       | 14           | 13      | 12             | 13     | 12           | 11      | 11             | 11     |
|                                | Baldwinsville         | 20           | 20      | 21             | 21     | 22           | 23      | 23             | 23     |
|                                | Cicero                | 12           | 12      | 12             | 12     | 12           | 12      | 13             | 12     |
|                                | Destiny USA           | 3            | 3       | 3              | 3      | 4            | 3       | 4              | 3      |
|                                | Downtown              | 3            | 3       | 3              | 3      | 3            | 3       | 3              | 4      |
|                                | Fairmount             | 13           | 13      | 13             | 14     | 14           | 15      | 16             | 15     |
| From University Hill to:       | Fayetteville/Manlius  | 14           | 14      | 16             | 15     | 15           | 16      | 17             | 16     |
|                                | LaFayette             | 15           | 17      | 19             | 18     | 15           | 18      | 20             | 19     |
|                                | Liverpool             | 7            | 7       | 7              | 7      | 5            | 5       | 5              | 5      |
|                                | University Hill       | 7            | 7       | 5              | 9      | 7            | 5       | 7              | 5      |
|                                | Baldwinsville         | 21           | 20      | 21             | 22     | 24           | 23      | 23             | 25     |
|                                | Cicero                | 15           | 14      | 15             | 16     | 15           | 15      | 16             | 17     |
|                                | Destiny USA           | 7            | 6       | 7              | 7      | 7            | 6       | 7              | 8      |
|                                | Downtown              | 6            | 5       | 6              | 6      | 6            | 5       | 6              | 6      |
| From University Hill to:       | Fairmount             | 14           | 13      | 14             | 15     | 15           | 15      | 15             | 17     |
|                                | Fayetteville/Manlius  | 15           | 15      | 14             | 16     | 17           | 17      | 16             | 17     |
|                                | LaFayette             | 15           | 14      | 16             | 16     | 15           | 15      | 15             | 17     |
|                                | Liverpool             | 10           | 10      | 11             | 11     | 12           | 11      | 12             | 13     |
|                                | St. Joseph's Hospital | 6            | 6       | 7              | 6      | 6            | 6       | 7              | 7      |





# Contract 5 Southside



**Contract 5 – MLK East**



# Community Engagement

## Community Engagement feedback during NEPA included:

- Construction effects on the Southside and other environmental justice areas
- Displacement and relocation of minority and low-income residents
- Local hiring of contractors and construction workers
- The long-term effects of highway infrastructure on the local community, including social, economic, and health effects
- Concerns regarding the indirect displacement of low-income or minority populations because of development spurred by the Community Grid Alternative
- The location of a roundabout near Dr. King Elementary School as proposed in the DDR/DEIS



# Community Engagement

## Community Engagement Commitments

Limit of work  
in Contract 5

- A land use working group to identify opportunities for surplus right-of-way
- Stakeholder and community meetings during the final design and construction phases
- Establishment of a centrally located, on-site project office that would accommodate drop-in visitors with any questions, comments, or concerns that they may have about ongoing and upcoming construction activities
- Establishment of a telephone number that would be used to call and ask any questions about ongoing and upcoming construction activities, to submit input, or discuss a concern
- Development and maintenance of a website to advise stakeholders and the general public of construction activities. - Development of a specific communication schedule and procedures for providing construction status updates and other construction-related information to the general public.



# Community Engagement

## Example of results from Community Engagement - MLK Roundabout



DDR/DEIS



FDR/FEIS



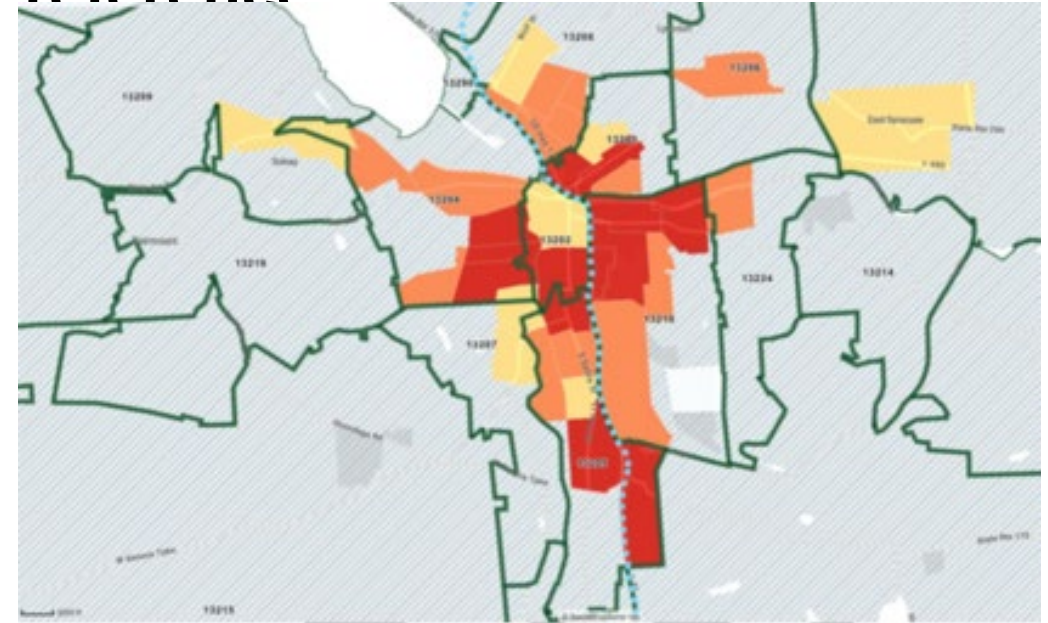


# Community Engagement

## Local Hiring Preference

### WorkSmartNY Syracuse Build Collaborative

- Syracuse Build
- SUNY EOC
- CenterState CEO
- Association General Contractors
- Northern and Central Building Trades
- Urban Jobs Task Force
- CNY Works
- Department of Labor
- City of Syracuse
- Onondaga County
- FHWA
- Onondaga Nation



- Participation Goal – 15%
- Targeted Areas
- Minimum Qualifications
  - Tier 1 & Tier 2
- Incentive Payment Rate
  - Tier 1 - \$20/hour
  - Tier 2 - \$30/hour





# Local Hire Initiative



**Contract 1: 12% Local Hires**



**Contract 2: 17% Local Hires**



**Contract 3: 11% Local Hires**





# Community Engagement

## Communications Strategy

### ➤ Build Trust

- Find credible messengers

### ➤ Honor Commitments

- Have integrity and follow through

### ➤ Be Present

- Go out in the community



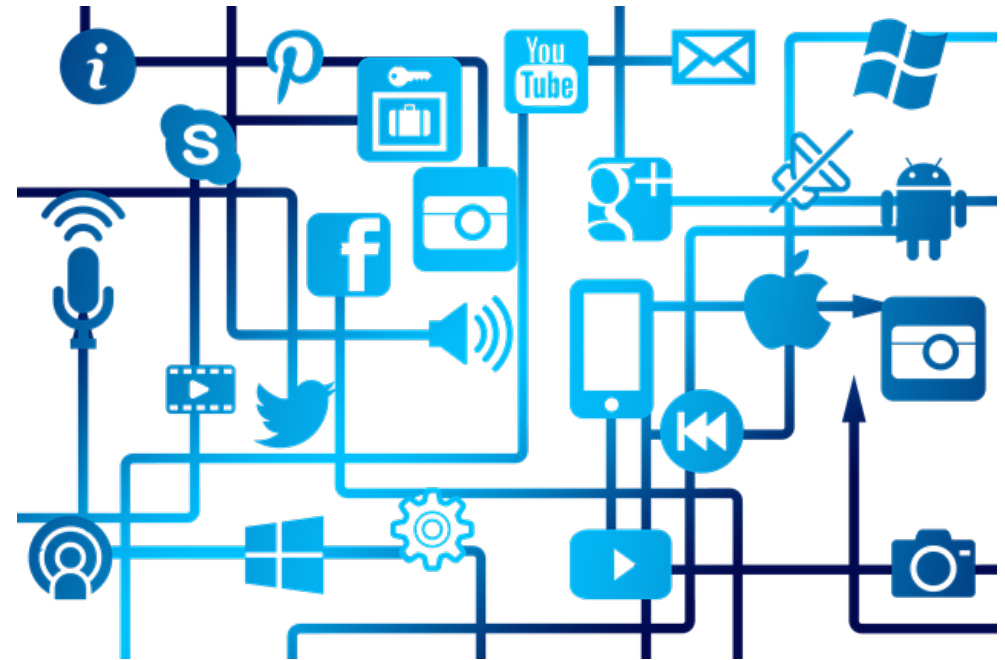
# Community Engagement

## ➤ Current Public Outreach Tools:

- Outreach Centers
- Website, Email, Hotline
- Press Releases & Travel Advisories
- Festivals/Community Events
- Regular contact with Stakeholders
- Meetings with Community Groups
- Social Media Accounts

## ➤ Coming Soon:

- Monthly Digital Newsletter
- Mobile App





# I-81 Viaduct Project



[I81.dot.ny.gov](http://I81.dot.ny.gov)





# Department of Transportation



**Ryan Kovac**

Public Engagement in Support of the I-81 Project



## Public Engagement in support of the I-81 Project





# Community Grid Existing and Proposed Bicycle Facilities





**Proposed Shared-use Path along North Clinton Street**





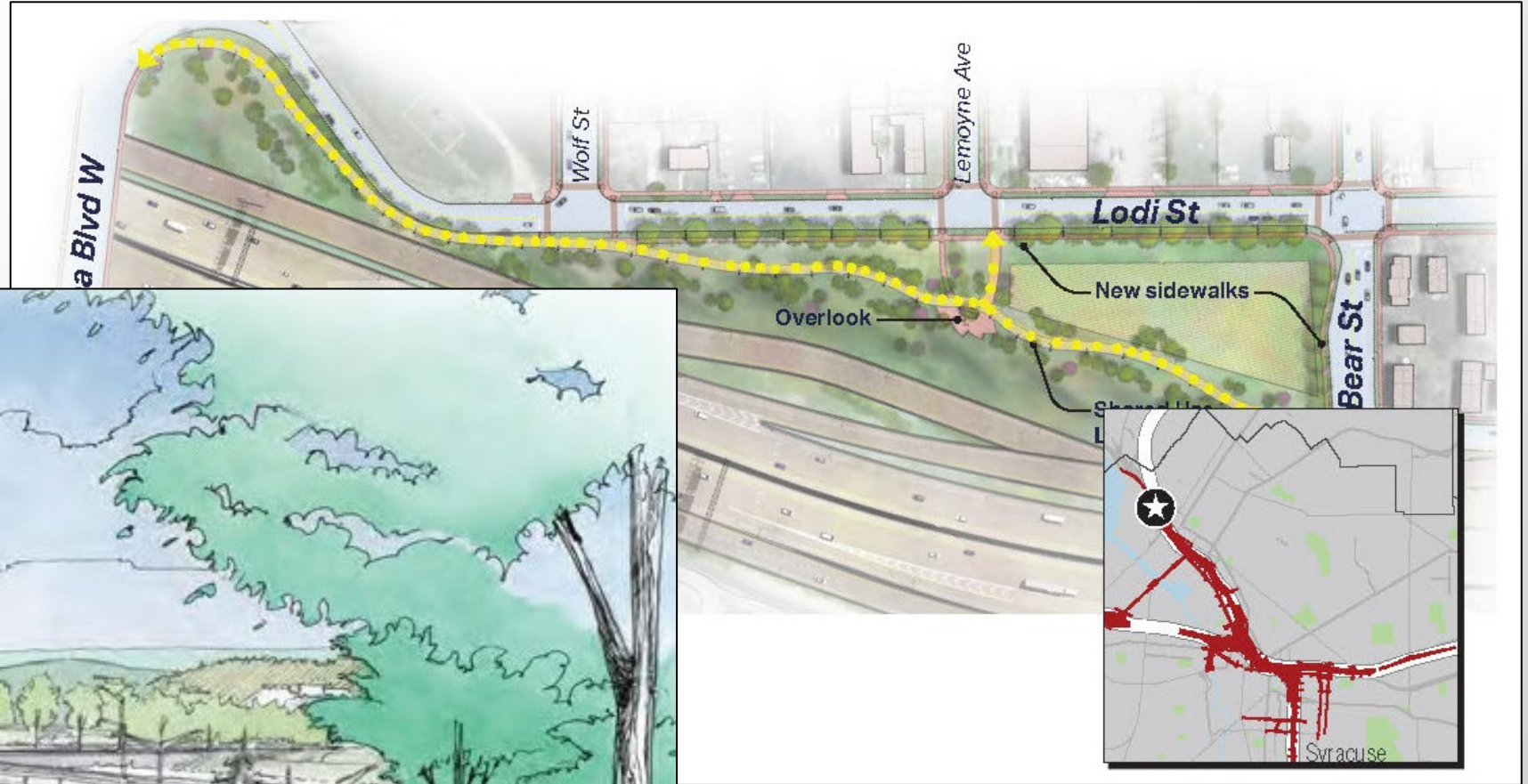
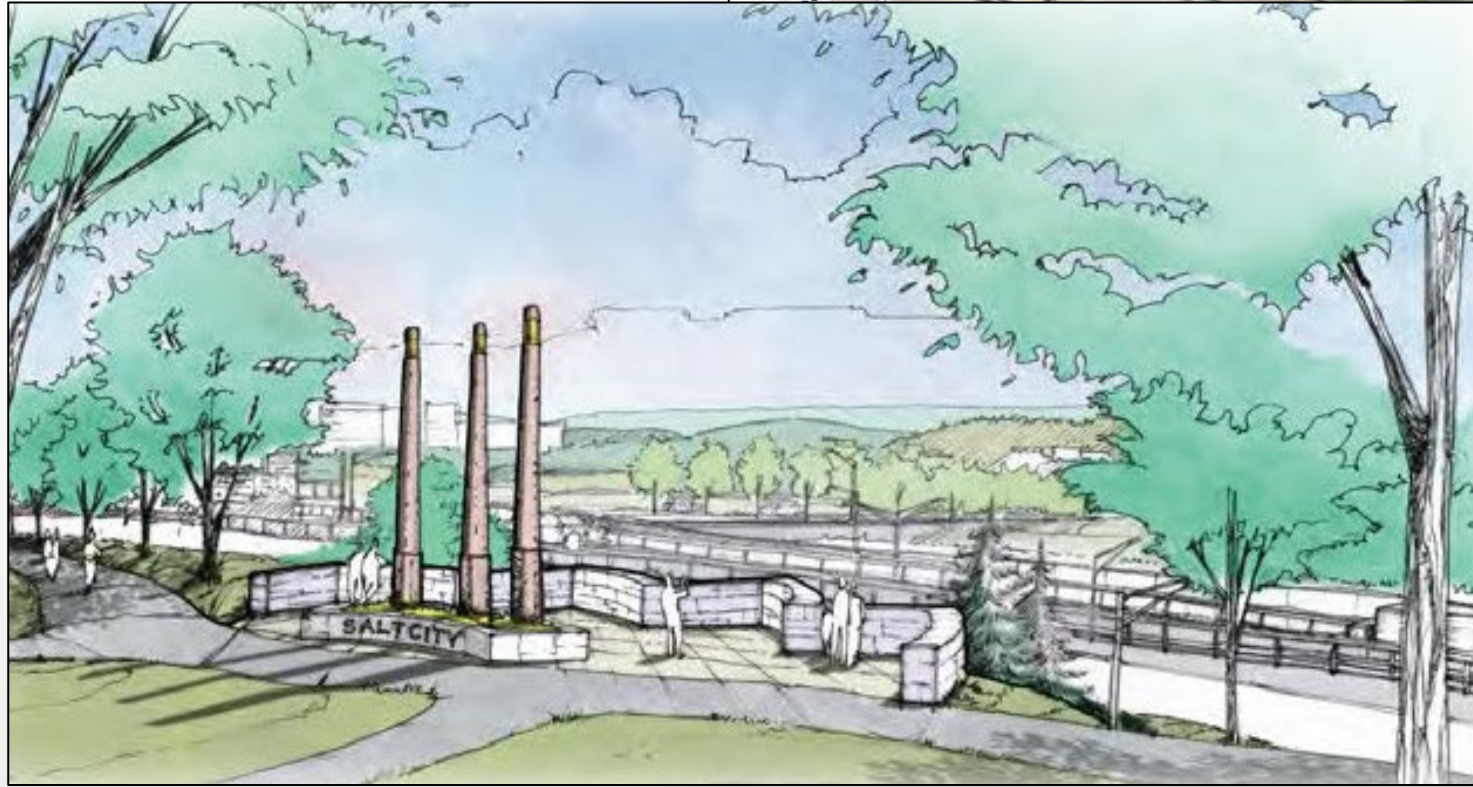
**Proposed Multi-modal improvements on the Reconstructed Spencer Street Bridge – view looking northeast**





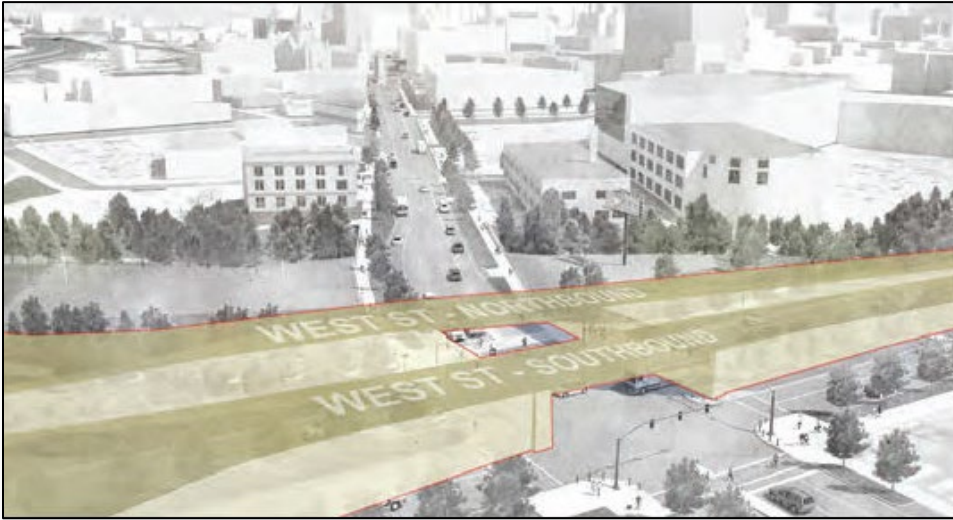
**Proposed Empire State Trail improvements at Bear Street**





## Proposed Lodi Street Shared-use Path and Scenic Overlook





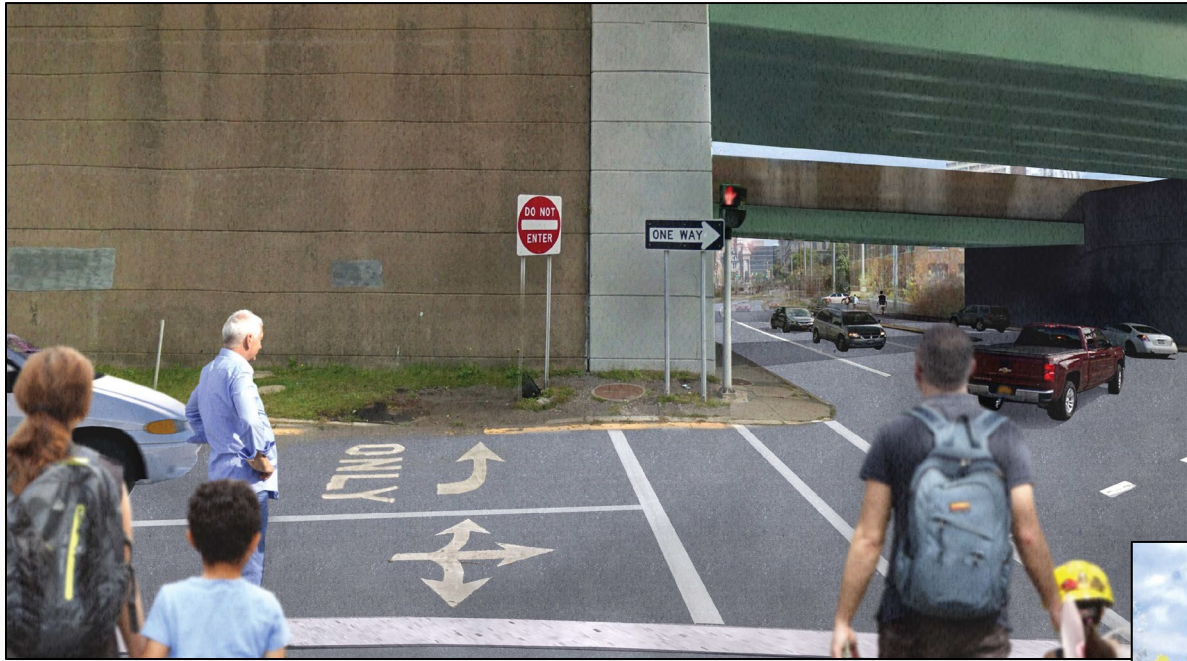
Existing West Street infrastructure shown overlaid in olive



West Street will be lowered to meet Genesee Street, south of the new I-690 interchange.

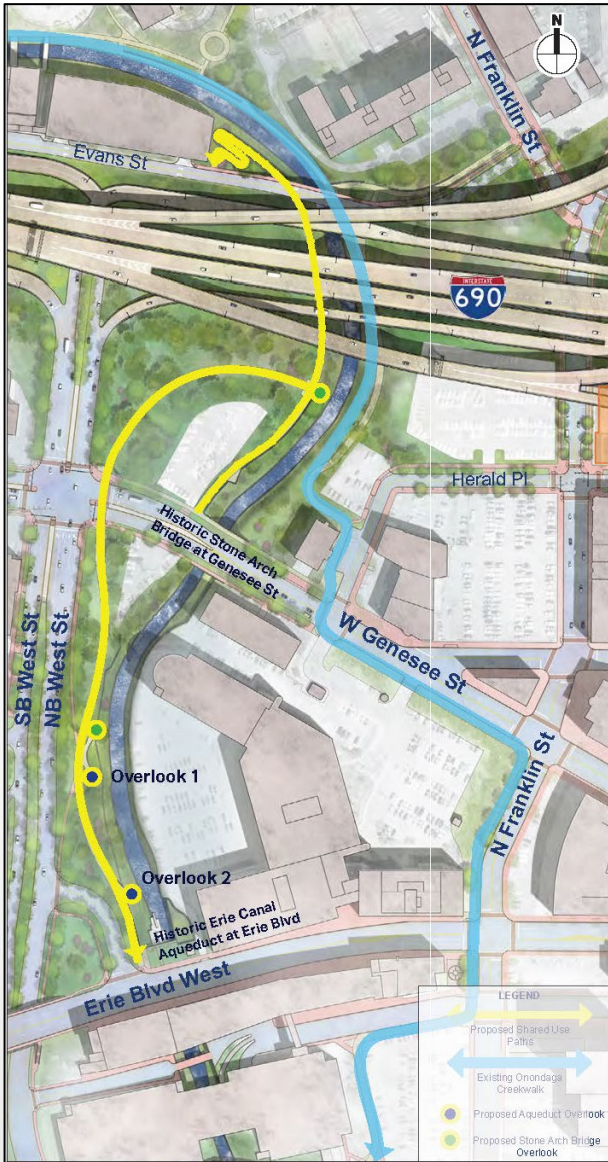
## Proposed West Street area improvements





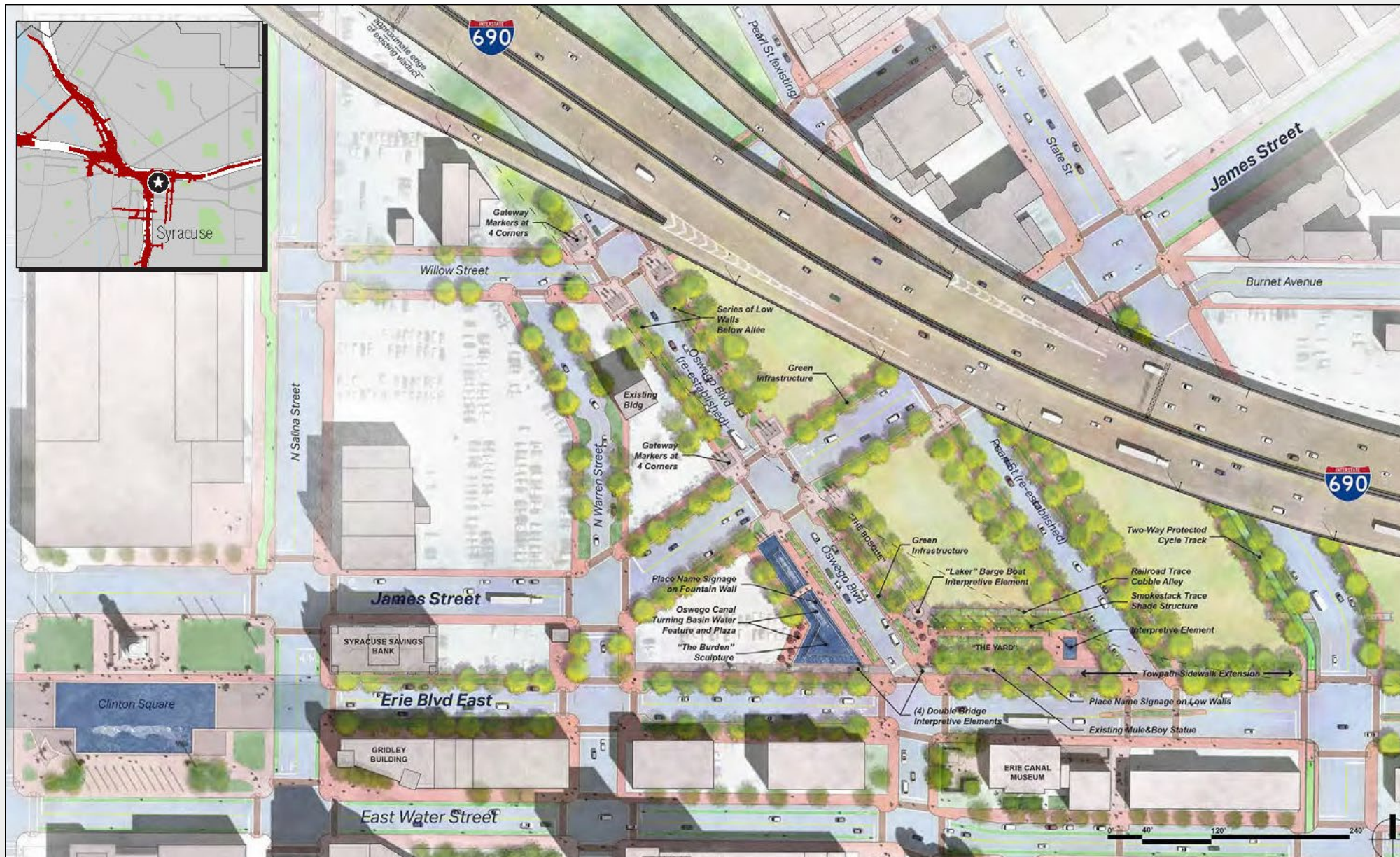
**Proposed West Street area improvements**





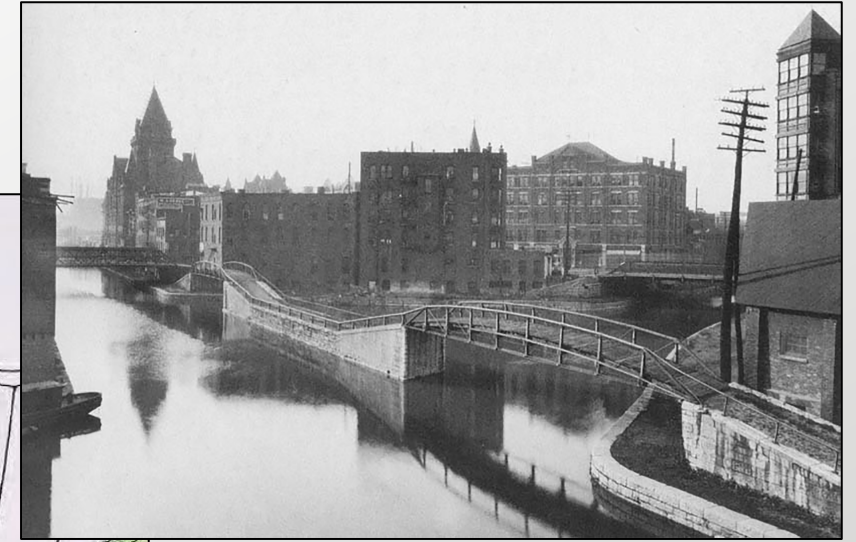
## Proposed West Street area improvements: Onondaga Creekwalk Shared-use Paths





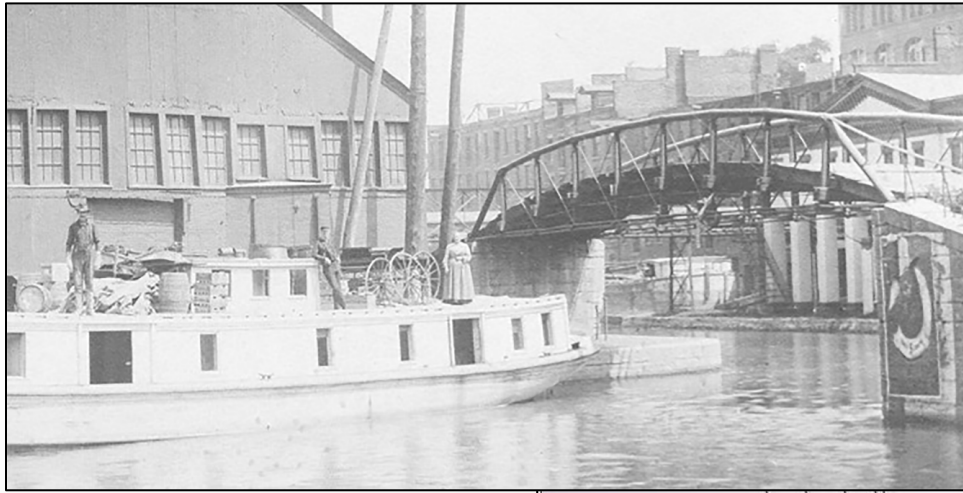
## Proposed improvements at the Canal District





**Proposed improvements at the Canal District**





**Proposed improvements at the Canal District**





A process of Public Engagement continues





# THANK YOU FOR COMING

For more information visit [www.suny.edu/CivicFellows](http://www.suny.edu/CivicFellows)  
or contact the fellows at [CivicFellows@suny.edu](mailto:CivicFellows@suny.edu)



# The Fall 2024 Online Series

**September 17** “Hot Moments in the Classroom: Keeping the Temperature Comfortable ”

**September 17** “Virtual Dialogue: Our Freedom of Speech + the Perils of Misinformation”

**September 24** “Case Study: Course Development Using AI and Civic Discourse”

**October 1** “STEM Education IS Civic Education”

**October 15** “Artificial Intelligence and Technology Effects on Politics and Civic Engagement”

**October 29** “The I-81. A new standard for addressing injustice”

For more information, including recordings and materials, visit the Civic Fellows Toolbox, at [www.suny.edu/CivicFellows](http://www.suny.edu/CivicFellows)





**To offer support to those interested in learning more about civic education and engagement, the Fellows have developed the SUNY Civic Fellows webpage, with information about the Fellows and resources about the following topics:**

- **Curriculum, Teaching, Programming, and Assessment**
- **Student Activities**
- **Campus Governance and Policies**
- **Scholarship and Research**

For more information visit [www.suny.edu/CivicFellows](http://www.suny.edu/CivicFellows)  
or contact us at [CivicFellows@suny.edu](mailto:CivicFellows@suny.edu)

