

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

2050

LONG RANGE TRANSPORTATION PLAN



Moving Towards a
Greater Syracuse

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

2050 LONG RANGE TRANSPORTATION PLAN

September 2015



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RESOLUTION
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
POLICY COMMITTEE

September 29, 2015

- WHEREAS,** The Syracuse Metropolitan Planning Area (MPA) contains a complex, multimodal transportation system, which must be maintained in a relative state of good repair to preserve the infrastructure, increase safety, increase security, enhance integration and system connectivity, promote efficient system management and operations, increase access and mobility, support economic vitality, and protect/enhance the environment; and
- WHEREAS,** The Syracuse Metropolitan Transportation Council (SMTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the New York State Department of Transportation, for the comprehensive, continuing, and cooperative transportation planning process for the Syracuse MPA, including the preparation of the Long Range Transportation Plan; and
- WHEREAS,** Current Federal Metropolitan Planning Regulations (23 CFR Part 450) mandate that MPOs review and update their Long Range Transportation Plans at least every five years in attainment areas, such as Onondaga County, to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon; and
- WHEREAS,** The 2050 Long Range Transportation Plan contains a variety of new goals, objectives and for the first time, performance measures, and targets that will be utilized moving forward to advance the concepts contained within the plan, guide transportation planning, and capital investments; and
- WHEREAS,** The 2050 Long Range Transportation Plan, the first entirely new plan since 1995, was developed collectively by the SMTC Central Staff and the SMTC Planning Committee, including coordination and consultation with Federal, State, and Tribal land management, natural resources, environmental protection, conservation and historic preservation agencies as appropriate; and been made available for public comment; and
- WHEREAS,** All public comments received have been evaluated, addressed as appropriate and documented as an appendix to the report; and
- WHEREAS,** The SMTC Policy Committee is the policy making body of the MPO having the authority to adopt the 2050 Long Range Transportation Plan.

**Adoption of the
2050 Long Range Transportation Plan**

SMTC Policy Resolution No. 2015-13

NOW THEREFORE BE IT RESOLVED, that the SMTC Policy Committee hereby adopts the 2050 Long Range Transportation Plan.


Hon. Kathleen Rapp
Chairperson
SMTC Policy Committee

Date: September 29, 2015


John J. Foy
New York State Department of Transportation
Secretary
SMTC Policy Committee

Date: September 29, 2015

Executive Summary

The Syracuse Metropolitan Transportation Council is the state-designated Metropolitan Planning Organization (MPO) for the Syracuse area, responsible for administering comprehensive, continuous, and cooperative transportation planning. Creation of a Long Range Transportation Plan (LRTP) is one of the core functions of every MPO. The LRTP spells out a vision and goals that guide annual transportation planning activities and capital funding within the MPO's jurisdiction.

The 2050 Long Range Transportation Plan – *Moving Towards a Greater Syracuse* - is the first entirely new long range plan prepared by the SMTC since 1995. To develop this plan, the SMTC drew upon other plans and planning processes that have recently been prepared for Central New York. The SMTC used these plans, input from key stakeholders, and the results of a public outreach program that included a survey and multiple public meetings to define a new set of goals and objectives for the regional transportation system. As the SMTC programs federal transportation dollars toward the reconstruction of the region's transportation infrastructure over the next 35 years, the goals and objectives in this plan will serve as its guiding principles.

This LRTP was prepared in keeping with the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012. MAP-21 created a requirement that states and MPOs track and periodically measure specific aspects of their transportation facilities and how they perform, like pavement conditions, accident rates, and traffic congestion, and make progress in improving them. The SMTC has developed a set of quantitative performance measures that meets the requirements of MAP-21 and includes additional measures tailored to local planning goals. The 2050 LRTP includes a baseline System Performance Report that summarizes the current status of the

region's streets, bus service, sidewalks, and bike lanes, and how safely and efficiently they are moving people. The SMTC will provide updates to this report every five years. Measuring performance provides valuable insight into where to direct limited resources to achieve targets and advance national goals.

This plan does not specify an outcome for the I-81 viaduct. The New York State Department of Transportation (NYSDOT) is currently progressing The I-81 Viaduct Project through an environmental review. Once a decision is made, the SMTC will update this LRTP to reflect the chosen option for the future of I-81. This plan identifies three other regionally significant projects that will be the subject of other planning processes: an enhanced transit system (currently being examined in the ongoing Syracuse Metropolitan Area Regional Transit [SMART] Study), a regional trail system, and an inland port. This LRTP acknowledges that specific proposals and funding sources for I-81 construction and for major additions to the transit system have not been identified.

Funding sources, generally, will play a major role in whether or not the region is able to make significant progress in improving its performance measures. A total of \$2.3 billion in federal aid funding (through the Federal Highway Administration and the Federal Transit Administration) is expected to be available for capital projects through the year 2050. The SMTC anticipates needing a total of \$3.1 billion to both maintain and improve the existing highway and transit systems, with the bulk of this funding (more than 80 percent) going to maintenance. (This \$3.1 billion estimate does not include funding for either the I-81 Viaduct or an enhanced transit system.) Given the maintenance needs of the existing system, limited financial resources, and the fact that our existing road system generally operates very well, we do not anticipate spending significant funds to substantially expand the existing transportation system beyond the efforts noted above.

Our projections indicate that, for the most part, the existing transportation system will continue to serve the region's population well. Over the next 35 years demographic and economic growth is expected to largely continue along lines established in previous decades, although more population growth is expected in the City of

Syracuse than in the recent past. Existing commuting trends based on single-occupant vehicles are likely to continue. But the 2050 LRTP also envisions a region of robust villages and town centers anchored by a revitalized and growing City of Syracuse, connected by roads, trails, bike lanes, and an enhanced transit system. By pursuing the goals and objectives in this plan, and utilizing them to prioritize which transportation projects are funded, we will move toward a greater Syracuse region.

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