

9 EMERGING INITIATIVES/PROJECTS, LONG TERM OUTLOOK & FINANCIAL PLAN

9.1 EMERGING INITIATIVES/PROJECTS

9.1.1 SMART GROWTH

New York State recently enacted the New York State Smart Growth Public Infrastructure Policy Act. As such, several State agencies including the NYSDOT are required to align construction of new or expanded infrastructure projects or the reconstruction of existing projects, to the extent practicable, with Smart Growth criteria. The overall approach of the NYSDOT is to build upon existing programs in the NYSDOT and integrate Smart Growth principles in existing federal and state mandated planning and project development processes.

The New York State Smart Growth Public Infrastructure Policy Act defines the purpose as follows:

“...to augment the state’s environmental policy by declaring a fiscally prudent state policy of maximizing the social, economic and environmental benefits from public infrastructure development through minimizing unnecessary costs of sprawl development including environmental degradation, disinvestment in urban and suburban communities and loss of open space induced by the funding or development of new or expanded transportation, sewer and waste water treatment, water, education, housing and other publicly supported infrastructure inconsistent with smart growth infrastructure criteria.”

The SMTC is currently participating in various Smart Growth working groups with the NYSDOT and other NYS MPOs in an effort to assist with determining how smart growth requirements (as outlined in the new NYS law) should be addressed within MPO LRTPs, the NYSDOT Master Plan, planning studies and TIP project selection processes. As the Smart Growth law directly applies to State Infrastructure Agencies, the NYSDOT formed these working groups to address the requirements of this law.

During the I-81 Challenge Public Workshops conducted in May 2011 at the Syracuse Oncenter, the SMTC and NYSDOT used the opportunity to educate the public on Smart Growth concepts in the Transportation-Land Use section. A board (shown on the next page) outlining what Smart Growth “is” and “is not” along with the benefits of smart growth was developed and shared at the public meeting further illustrate this concept.

Smart growth

Smart growth is well-planned development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides more transportation choices.

SMART GROWTH BENEFITS:

- Reduced Vehicle Miles Traveled (VMT) up to 30%
- Reduced Green House Gas (GHG) up to 10%
- Broadened mobility choices
- Increased use of renewable energy sources
- Environmental restoration

According to a statistically valid survey, regional residents say they...

- Strongly support Smart Growth concepts
- Support preservation of and investments in existing resources
- Support planning for future growth
- Strongly tend towards single occupant vehicles
- Are satisfied with overall transportation system
- Are dissatisfied with conditions and non-auto options
- Are interested in exploring transportation options

Source: Community Planning and Transportation Public Survey, Nov. 2008

What smart growth "is" and "is not":

- More transportation choices and less traffic▶ **Not** against cars and roads
- Vibrant cities, suburbs, and towns▶ **Not** anti-suburban
- Wider variety of housing choices▶ **Not** about telling people where or how to live
- Well-planned growth that improves quality of life▶ **Not** against growth

RESIDENTS IN SMART GROWTH COMMUNITIES:

- Make 1.6 fewer auto trips per day
- Travel almost 15 fewer miles per day
- Make 1.8 fewer trips outside the neighborhood each day

Smart Growth board from 'The I-81 Challenge' Public Workshops, May 2011

In addition, as noted in the Introduction to this LRTP Update, the *Community Planning & Transportation Resident Survey*, developed by the SMTC and SOCPA showed public support for smart growth concepts – for planning that focuses on existing infrastructure and community assets, protection of natural and scenic areas, and focused growth in existing centers. The survey also illustrates a need for improvements to existing transportation assets and the exploration of alternative modes of transportation. The SMTC and SOCPA will continue to utilize this information in the development of Onondaga County’s Sustainable Development Plan, and to inform the rewrite of the next LRTP.

9.1.2 COMPLETE STREETS

Complete Streets are those designed for everyone – regardless of age and ability. “A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.”¹

¹ Complete Streets, *Complete Streets FAQ*, <http://www.completestreets.org/complete-streets-fundamentals/complete-streets-faq>.

Recently there has been a national push for Complete Streets and the development of Complete Streets policies, which has also been gaining momentum locally. Legislation for Complete Streets at both the state and national levels is presently under consideration.

Recently the Onondaga County Health Department was awarded the “Creating Healthy Places to Live, Work, and Play” grant by the New York State Department of Health. The goal of the grant is to prevent obesity, type 2 diabetes, and other chronic diseases in Onondaga County by implementing sustainable policies, systems, and environmental changes in communities where people live, work and play. One of Onondaga County’s objectives through this grant is to work on Complete Streets policies and/or legislation, and to promote bicycling and walking within Onondaga County. The SMTC and the City of Syracuse have recently begun to work with the Health Department as they strive for environmental and policy change in the County. One of the most recent efforts conducted is the Cycle in the City project.

Cycle in the City Project

The SMTC has participated in the first two annual Cycle in the City events organized by the Onondaga County Health Department (through their Creating Healthy Places grant). Key partners included Onondaga County Parks, the Museum of Science and Technology (MOST), City of Syracuse Parks Recreation and Youth Programs, SMTC, Onondaga County Traffic Safety Advisory Board, B.I.K.E. Syracuse, and Syracuse Police Department, among others. The purpose of the event has been to draw attention to the bikeability of the City of Syracuse by promoting the use of paved surfaces to ride a bicycle. Cycle in the City targeted amateur cyclists from downtown Syracuse and the surrounding neighborhoods to show support for streets that provide safe, convenient, and comfortable travel for drivers, transit users, pedestrians, bicyclists, older people, children, and people with disabilities (a complete streets model).

The Cycle in the City events have had great success. In May 2010, an estimated 213 participants gathered at MOST for guided 5 and 10-mile rides through the city, a bike-safety rodeo, free helmet giveaway, farmer’s market, bike safety check, health fair, and a complete streets advocacy project in May 2010. In May 2011, an estimated 150 participants gathered at the MOST for guided 3- and 10-mile rides through the city, a bike-safety rodeo, free helmet giveaway, complete streets advocacy petition, and healthy snack station.

9.1.3 I-81 CHALLENGE

As noted both in Chapter 1 and Chapter 3 of this document, *The I-81 Challenge*, is one of the largest planning projects undertaken in the Syracuse Metropolitan Planning Area in decades. In 2009, on behalf of the NYSDOT, the SMTC began working on the I-81 Public Participation Project. The goal of this project is to facilitate the public participation effort in conjunction with NYSDOT’s study of the I-81 Corridor. Together, the Public Participation Project, the NYSDOT’s I-81 Corridor Study and the I-81 Travel Demand Modeling Project (another project undertaken by the SMTC to assist NYSDOT in evaluating existing and future traffic conditions along I-81 in the MPA), form *The I-81 Challenge*.

Over the next several years, *The I-81 Challenge* will advance the community discussion that has already started about the future of I-81. Information about the existing conditions of the highway and the regional transportation system has been collected. This information has been shared with the public, and the NYSDOT and the SMTC have involved the public in developing a set of values, goals, and ideas for the future of I-81. All of this information will be used to generate a wide range of options for the future of the highway and a set of criteria for evaluating them. The broad range of options will be narrowed down to a small number of viable alternatives through a combination of technical analysis and continued public involvement. Later, the viable alternatives will be refined and analyzed in further detail and a formal environmental review process, including official hearings, will begin. That process will ultimately lead to a decision - and to a project or projects that can be implemented (please see Chapters 1 and 3 for more information on *The I-81 Challenge*).

9.1.4 UNIVERSITY HILL AREA

University Hill is a thriving educational and institutional center. The Hill is home to more than 16,000 residents, three educational institutions, four major hospitals and healthcare facilities and the 50,000-seat Carrier Dome located on the Syracuse University Campus.²

University Hill is poised for continued development and growth. The SMTC completed the University Hill Transportation Study in 2007 to create a multi-modal transportation plan that supports the existing and future land uses and guides transportation decisions on the Hill. The goal of the study was to keep the institutions viable by identifying creative land use policies and innovative transportation alternatives, and reduce the need for more cars and parking. Collectively, more than 4 million square feet of development is forecast by the institutions over the next two decades. This growth can contribute significantly to the Central New York economy.

The forward-thinking vision for University Hill represents a shift from the traditional approach to improving transportation systems to a more comprehensive and coordinated approach to moving people, goods, and minds. Thus, a series of innovative concepts are recommended to meet current and future transportation needs of University Hill, including:

- Implementation of a joint, mixed-use development program,
- Creation of a prioritized transit network,
- Reconfiguration of Almond Street Corridor,
- Restoration of two-way streets,
- Establishment of a bike boulevard network, and
- Adoption of an integrated parking strategy.

Connective Corridor

The Connective Corridor initiative was kicked-off by Syracuse University Chancellor Nancy Cantor who wanted to create a symbolic and functional means of linking Syracuse University to the City of Syracuse.

² Home to Syracuse University, Crouse Hospital, State University of New York (SUNY) Upstate Medical Center, SUNY College of Environmental Science and Forestry, the Veterans Administration Hospital and other important institutions and businesses, this area attracts a significant number of people each day for employment, learning, research and living.

Over time, various geographic barriers and other obstacles have prevented safe and efficient movement of people among the different entities that make up the Connective Corridor. This has constrained development and the ways students, residents, and businesses engage with each other. The project involves streetscape improvements and will improve travel and access to various modes of transportation to better link its neighborhoods, institutions, and businesses. The corridor will also reflect and promote the different historical and cultural attractions to the city, to make downtown Syracuse a destination for people and business development. The project consists of developing a vibrant pathway with distinctive landscaping, lighting, and benches to accommodate and enhance pedestrian and bicycle traffic. A public shuttle bus route will be offered, along with road and parking improvements to reduce vehicle congestion and provide effective transportation options. Other elements, such as informational kiosks and signage will assist travelers in providing important information regarding cultural venues, businesses and other destinations.

9.1.5 TRANSPORTATION ENHANCEMENT PROGRAM

The Transportation Enhancement Programs (TEP) was first established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), then carried over in the Transportation Equity Act for the 21st Century and (TEA-21) and most recently continued in the latest transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). It is not yet known if the TEP will continue as a piece in the next transportation bill.

Through the TEP there are innovative opportunities to improve the transportation system through the implementation of a specific list of activities intended to benefit the traveling public, increase transportation choices and access, enhance the built and natural environment, and provide a sense of place. Transportation enhancement activities offer communities funding opportunities to help expand transportation choices such as safe bicycle and pedestrian facilities, scenic routes, beautification and other investment that increase recreation, accessibility, and safety for everyone beyond traditional highway programs.³

9.1.6 LAKEFRONT DEVELOPMENT

Lakefront Development District

Over the past 20 years, the City of Syracuse and several public and private partners have been working to redevelop a long vacant and underutilized area in the northern part of the city. Sometimes referred to as *Oil City* due to the large concentration of oil storage facilities and industrial businesses, the area is undergoing a continued transformation into what is now known as the *Syracuse Lakefront*. The project involves the ongoing redevelopment of a former



Syracuse Lakefront

³ *Transportation Enhancements Program Guidebook for Applicants and Sponsors, New York State Department of Transportation, Rev 4/2006, pg.1.*

industrial district to include retail/entertainment and mixed-use development of the Inner Harbor, historic Franklin Square, and on additional available land within the Lakefront area.

Carousel Center Expansion/ DestiNY USA

Undoubtedly the most significant development project in the Syracuse Lakefront is the DestiNY USA Initiative (formerly referred to as the Carousel Center Expansion). This initiative proposes a major expansion of the regional shopping center at the base of Onondaga Lake into a first-class destination.

Originally constructed as a catalyst for continued redevelopment of the Syracuse Lakefront, the developer has presented plans to transform the Carousel Center into a major shopping and entertainment destination through a large expansion of its facility, mainly to the south on former oil terminal land condemned by the Syracuse Industrial Development Agency in the 1990s. In 1998, owners of the facility presented an environmental impact statement detailing construction of an expansion adding up to 3.25 million square feet to the existing 1.5 million square foot mall. A Payment in Lieu of Tax Agreement (PILOT) between DestiNY USA, City of Syracuse and County of Onondaga was authorized in 2002 to facilitate the project.

The First Phase of the expansion totaled approximately \$330 million. The expansion makes the facility the fourth largest of its kind in the country.

On a parallel path, DestiNY USA has introduced a new look, a new scale, and a new focus to its mall expansion that includes plans to redevelop much of the surrounding lands in the area with complimentary uses. Though changes to the originally adopted environmental impact statements have not yet been formally presented to the City of Syracuse, the DestiNY USA initiative has been presented in public forums.

If built to its advertised potential, these plans could significantly impact the MPO area. Depending on the next steps of this project, the next Long Range Transportation Plan (LRTP) will take transportation changes and requirements into account. Similarly, any new major employment center (that is not currently being planned or envisioned) that should arise in the MPO region would also require modification to the LRTP to account for its needs. If the Lakefront development (including DestiNY USA) occurs to its full potential, new financial resources will have to be obtained and factored accordingly for the transportation system.

Lakefront Planning Study

In order to facilitate the redevelopment of the lakefront area for large-scale tourism uses such as DestiNY USA, the City of Syracuse recently approved a Tourism Zoning District over much of the Lakefront area and a small portion of the city's north side. The optional overlay sets design and other standards outside traditional zoning to regulate development projects over 30 acres, to ensure compliance with area goals and compatibility with adjacent land uses.

No matter what scale of development accompanies the growth from the expansion to the Carousel Center and surrounding Lakefront properties, major transportation impacts are anticipated. In an effort to understand the transportation needs and opportunities associated with the development and the implications of the full buildout of the Syracuse Lakefront Area, in 2002 the City of Syracuse commenced the Lakefront Transportation Planning Study, funded through the federal Transportation/Community Systems Preservation Pilot Program (TCSP). According to the Phase I report, the goal of the project is to “analyze the existing transportation network in the Lakefront Development area and identify the needed improvements to accommodate alternative modes and users.”



The study has been divided into two distinct phases. The Phase I document represents a conceptual analysis of the existing and future transportation issues that can be expected over a 20-year planning horizon based on the anticipated development in the Syracuse Lakefront and general development in Onondaga County. Phase II is a more detailed analysis of the corridor level issues identified in the first phase.

Work completed to date on the study identifies a wide variety of system constraints and a variety of potential multimodal solutions. The SMTC has participated in the study on its Advisory Committee and has provided information and technical assistance to the planning effort. The SMTC realizes the large impact that a full buildout of the Lakefront Area may have on the transportation system on a local as well as regional level and continues to play an active role in transportation planning for this dynamic area.

9.1.7 CONTEXT SENSITIVE DESIGN & COMMUNITY AESTHETICS

Aesthetically pleasing civic infrastructure is an important element that enhances projects undertaken utilizing federal transportation funds. Beautification strategies should be considered as member agencies plan for and implement enhancements of their infrastructure and facilities. The design, condition, and maintenance of civic infrastructure, (e.g., roadways, vegetated greenspaces, public right of way, common areas such as those found along sidewalks, etc.) play an important role in achieving and maintaining community civic pride. Therefore, transportation planning efforts, design, and implementation should consider beautification strategies and context-sensitive designs.

Recent examples of civic infrastructure projects that enhance aesthetics and community pride include the two new bridge structures that span I-81 at Butternut Street and Court Street within the City of Syracuse. These structures incorporate ornamental railings and lighting and greatly increase the roadway’s aesthetic character. Other examples of enhanced infrastructure include the restored

NYS&W railroad bridges that serve as gateways into the Salt District in Syracuse's Near West Side neighborhood.

9.2 LONG TERM OUTLOOK

When examining the long-term outlook for transportation planning and programming over the foreseeable future, there are several summary conclusions that can be drawn.

9.2.1 ASSET MANAGEMENT AND INFRASTRUCTURE MAINTENANCE

First and foremost, as shown in the previous sections of this plan, the vast majority of financial resources (72% of the 2011-2015 TIP) relating to transportation for the Syracuse Metropolitan Transportation Council (SMTC) area are committed to maintaining the extensive, diverse, and aging infrastructure that already exists in the community. This infrastructure maintenance includes, but is not limited to the following major activities discussed briefly below.

Pavement Maintenance/Road Reconstruction

Most member agencies have programs for preserving infrastructure maintenance, including pavement and bridges. The City of Syracuse, the Onondaga County Department of Transportation (OC DOT), the New York State Department of Transportation (NYSDOT) and the New York State Thruway Authority (NYSTA) all have active pavement management systems (PMS) that include routine scoring of pavements and repaving a pre-determined number of centerline miles of roadway each year. The repaving program consists of in-house work for routine pavement maintenance and minor repairs, and contractual work for major overhauls and maintenance paving. By following a periodic treatment cycle (for example, every eight to ten years) for the pavement maintenance program, the initial pavement investment is preserved, with the possibility of avoiding a future total pavement overhaul for quite some time. Additionally, the SMTC includes the Bridge and Pavement Condition Management System (BPCMS) annually on its Unified Planning Work Program (UPWP). The goal of this effort and corresponding report is to publish the conditions of the bridges and pavement in the MPO area for each member agency that is responsible for infrastructure maintenance. This tool is an additional aid that can be utilized by member agencies in setting their road maintenance priorities.

Bridge Repairs/Improvements

The NYSDOT inspects all bridges with a span of 20' or greater in the Metropolitan Planning Organization (MPO) area and determines goals for the condition of both state and local (non-state) bridges. The bridge condition ratings and the goals are also included in the annual SMTC BPCMS report. A common existing programming challenge with bridges in the MPO area is that many of the bridges are of similar age, and therefore are due to be repaired at relatively the same time (i.e., interstate bridges, canal bridges) as discussed in the preceding Facilities chapter. This presents a challenge because only a limited amount of money is available for bridge repairs in any given year, yet many bridges may be "due" for improvements. It is more difficult to stagger bridge

rehabilitation schedules than pavement life cycles. This challenge is met via a priority system given to the bridges so that the safety of the traveling public is never compromised.

Other Safety Improvements

Safety is a high priority for the implementing agencies in the MPO area. Most member agencies regularly schedule safety improvements for corridors, roadways and intersections. Common safety improvements to minimize incident severity include minor widening of roadways, minor horizontal and vertical changes in a roadway, geometric adjustments such as the straightening of a curve and various traffic calming techniques. There are various mechanisms in place to monitor safety conditions on highways. One such NYSDOT safety monitoring mechanism is the creation of annual accident/incident location lists.

Transit Maintenance and Improvements

Centro is leading the way in Central New York in the use of alternative fuel, low emissions vehicles. Currently, Centro has 261 total buses in its fleet including 121 compressed natural gas (CNG) buses. Centro has constructed a CNG fueling facility to service its CNG fleet and has a CNG fueling station that is open to the public. However, this facility is currently being used only by companies with fleet vehicles. In addition, Centro led a New York State consortium of transit properties to purchase hybrid diesel electric buses. The consortium included seven transit agencies interested in buying the same model of hybrid buses. Through purchasing a larger quantity using the consortium, the buses were purchased at a reduced rate. This included Centro purchasing nine hybrid electric buses at approximately \$500,000 each. The balance of Centro's fleet is comprised of clean diesel fueled buses. In looking toward future improvements, hydrogen fuel cell buses (currently approximately \$1 million each) may be available to improve air quality further. If the cost of hydrogen fueled buses declines and the fueling technology can be proven safe, Centro will consider such buses in future procurements.

Currently, Centro's bus lines serving the City of Syracuse converge at "Common Center" in downtown at the intersection of Fayette and Salina Streets. During weekday, midday and evening periods and also on weekends, buses are scheduled to meet at Common Center to facilitate passenger transfers. Currently, the number of bus lines that can make connections at these "pulses" or "line-ups" is constrained due to space limitations. Buses entering the City are routed to specific stops; however, bus queuing within each stop can be inconsistent, which can lead to customer confusion. Moreover, Fayette and Salina Streets are major arterials in downtown Syracuse, carrying significant traffic volumes. While the intersection is fully signalized, the volume of vehicular traffic often conflicts with crossing pedestrian movements creating safety concerns. Finally, while bus shelters are provided at Common Center, its location at a major central business district (CBD) intersection precludes significant improvement to the facility due to lack of right-of-way and surrounding land use considerations.

In response, Centro has secured capital funding to construct a stand-alone transit hub facility where bus operations can be conducted off-street and out of general traffic patterns. This facility will offer

a convenient, safe, weather-protected environment for passengers to make transit connections. Centro has acquired property for the facility and is in design. Centro anticipates opening the new facility in winter 2011/2012.

9.2.2 NOTABLE EXCEPTIONS

It is expected that the majority of the resources that will be expended in the near future relate to maintenance via the activities previously discussed and other required actions. However, there are some notable exceptions that should be called out.

Adding Capacity

While not a major activity in the MPO area, adding capacity is an occasional activity that is required due to economic and residential expansion into outlying areas. While there are no current major capacity building efforts on the programmed TIP, it is possible that in the near future some additional capacity will be needed in select and isolated portions of the transportation system in response to growth. An example of a project that added capacity improvements is on NYS Route 31 in response to the large influx of development in the area. While this is an example of additional capacity building that may be needed at select locations in the future, it would be incorrect to say that no capacity improvements will be necessary in the twenty-year planning horizon. Rather, it is more likely that minor capacity building projects may be required in response to select areas of growth.

Other projects look to reduce the number of travel lanes – including the Comstock Avenue and Waverly Avenue Lane Reduction Projects, both scheduled for construction in FFY 2013/14. Both projects look to remove one lane in direction (the current configuration is 2 lanes in each direction) with left turn bays at appropriate intersections. Also planned for construction this year is the conversion of University Avenue between Waverly Avenue and East Genesee Street from one-way to two-way (East Genesee Street will be reduced to 1 lane in each direction between Forman Park and University Avenue but will remain 2 lanes in each direction around Forman Park.)

Transit

Like many public transit properties throughout the nation, Centro originally inherited a fleet past due for replacement from its private sector predecessor. Federal funds, which comprise 80% of capital acquisitions, can be used to replace buses every 12 years. As a result, Centro's need to replace large numbers of buses simultaneously has ratcheted thru the decades since the original replacement cycle was initiated. As buses require maintenance and eventual replacement, there is a need for continuous funds to be available to upgrade and keep Centro's fleet in a state of good repair. Currently Centro is faced with the need to replace 70 buses in the near future at a cost of nearly \$32 million. Funding resources are currently short of the required amount.

Centro will continue to pursue alternative service concepts. Studies that have been completed regarding transit initiatives by the SMTC and others recommended alternative transit options and

services. Centro is currently in a period of declining operating revenues. In response, Centro has discontinued service over the past four consecutive years and has been forced to increase fares. The current funding environment precludes implementation of any new services for the foreseeable future. However, Centro is pursuing efforts to improve service on its existing routes. One example is its collaboration with Syracuse University on its Connective Corridor project. This project, if successful, will result in an improved computer aided dispatch system and automated vehicle locator system for Centro. Real-time “next bus” information will be available for customers as well as automated stop announcements on buses, electronic destination signs and other features intended to improve customer service.

Additions and improvements to the Non-Motorized System (Bicycle & Pedestrian System)

Since the Intermodal Transportation Efficiency Act (ISTEA) of 1991 legislation, bicycle and pedestrian planning activities continue to be addressed through the UPWP. Bicycle and pedestrian capital projects have also become a growing element of the Transportation Improvement Plan (TIP). This trend will continue to be a consistent element when dealing with transportation issues within the SMTC members’ transportation systems. As a result, the completion and connection of existing trails, sidewalks, and bicycle facilities may be further emphasized in the future, thus improving the non-motorized transportation system. Four percent of 2011-2015 TIP funding is allocated to bicycle and pedestrian projects.

Intelligent Transportation Systems (ITS)

As noted within this document, ITS are becoming more of an active methodology to assist in traffic and incident management. The member agencies of the SMTC expect the role of ITS to continue to grow significantly and that the various ITS technologies will require planning and financial assistance via the SMTC. Please refer to the earlier sections of this document or the ITS Strategic Plan Executive Summary (located at www.smtcmpo.org) for more details on the various strategies under consideration.

Specific Identified Improvements

As part of the SMTC’s long range planning process, the following projects are identified as essential to the transportation system, but not currently programmed on the TIP. These projects service anticipated development and are viewed as essential to the region’s success. In terms of fiscal constraint, two of these projects are privately funded, and the remaining would likely be federally funded. The projects should be introduced into the agency’s travel demand model in the year noted. The SMTC realizes that some of these projects cannot be represented in the horizon year model network due to model constraints or lack of project details at this time. The details of these projects are:

1) Bear Street Extension: The current four lane configuration of Bear Street will be extended along a course turning generally northward after crossing Interstate 81 in an eastbound direction. The roadway will curve to the north, overtaking Lodi Street near Lemoyne Avenue, and will depart Lodi Street near Wolf Street. The roadway will bisect a property north of Lodi and Wolf Streets as it

curves to connect to Hiawatha Boulevard at its current intersection with North Salina Street and Access Interstate 81 northbound. Lodi and North Salina Streets will be realigned to allow for 90-degree intersections between these streets and the new Bear Street. Lodi Street west of Wolf Street, Wolf Street between North Salina and Lodi, and Bear Street between the realigned Bear Street and Lodi Street will be closed. This project should cost in the range of \$2-3 million, and is expected to be privately funded. The project is anticipated to be modeled in 2030 and all subsequent years.

2) Third Lane of Frontage Road: Beginning at Exit 23B, the on ramp from Carousel Center Drive to the Interstate 81 Southbound Frontage Road (SR 936F), a third lane will be constructed southward to Bear Street. Traffic from the ramp will default into this lane upon reaching the service road (the ramp is currently controlled by a Yield sign and has no acceleration lane). The intersection with Bear Street will be reconfigured by virtue of the elimination of the existing slip ramp from the Frontage Road southbound to Bear Street westbound. This project should cost in the range of \$5 – 6 million and is expected to be privately funded. The project is anticipated to be modeled in 2020 and all subsequent years.

3) Genant Street: Genant Street will be upgraded to be federal aid eligible, and the I-81 SB exit to Franklin St will be closed off. Genant Street will be rebuilt so that it accesses the Franklin Street ramp. This project should cost in the range of \$1.5 - \$2 million. It is anticipated to be modeled in 2030 and all subsequent years.

4) Third lane on NY 31: NY 31 from Lakeshore Road to Thompson Road in the Town of Cicero will feature a continuous center turn lane for left turns at intersections that do not feature separate turn lanes and for legal left turns allowed to driveways off the highway. This project should cost in the range of \$3-4 million. The project is anticipated to be completed by 2020, however, it is not modelable.

5) Girden Road Extension: Girden Road, running along the DeWitt-Manlius town line, will be extended southward beyond its current terminus at a dead end to the access road for the CSX Rail Yard. This road will act as the primary access to the facility for truck traffic from Interstate 481, generally replacing the current truck access off North Central Avenue near Fremont Road. The intersection of Girden Road and Kirkville Road will feature a traffic signal. This project should cost in the range of \$2-3 million and is anticipated to be modeled in 2030 and all subsequent years.

6) Onondaga Lake Parkway: The speed on Onondaga Lake Parkway will be reduced to 45 MPH all year. Currently the parkway is posted at 55 MPH during the most of the year and 45 MPH from November 1 – March 31. This project should cost in the range of <\$0.200 Million and is anticipated to be modeled in 2013 and all subsequent years.

7) Routes 31/81 Interchange Improvements: To improve capacity issues there will be a complete interchange replacement. The interchange will be upgraded from the current configuration to a

cloverleaf interchange. This project should cost in the range of \$20+ Million and is anticipated to be modeled in 2020 and all subsequent years.

8) Soule Road and Route 31/Route 481 Interchange: Carling Road extension to Soule Road and reconfiguration of the Route 481 southbound on-ramp. Access to Route 481 will be from Route 31 only. Soule Road will end prior to reaching the NY Route 481 on-ramp and Carling Road will be extended to connect Route 31 with Soule Road. This project should cost in the range of \$2 million, and is anticipated to be modeled in 2020 and all subsequent years.

9) Access NY 481 Southbound at Exit 12: Soule Road will be expanded from two lanes (one lane each direction) to three lanes (one lane each direction and a shared two-way left turn lane) for the section of this road under OCDOIT jurisdiction. The bounds of this project are from Old Route 57 to Access NY 481 southbound at Exit 12. The project is anticipated to be completed by 2020, however, it is not modelable. The project should cost in the range of \$10 million.

10) Verplank Road: This project involves the expansion of shoulders and lane widths with a shared third lane along Verplank Road. This is a combined/shared project with NYSDOT and the Town of Clay (this project is at the request of Town of Clay and NYSDOT; OCDOIT owns the road). This project will be completed in two phases: Phase I is Route 57 to Henry Clay Boulevard (which is anticipated to be completed by 2020, however, it is not modelable), and Phase II covers Henry Clay to Caughdenoy Road (which is anticipated to be completed by 2030, however, it is not modelable). The project should cost in the range of \$30 million.

11) Buckley Road: This project involves the addition of a shared turn lane along the entire length of Buckley Road (from Old Liverpool Road to Morgan Road). The intersection of Buckley/Bear will be expanded with the addition of EB left, EB thru and NB left turn lanes. The project is anticipated to be completed by 2030 however, it is not modelable. The project should cost in the range of \$40 million.

12) Seventh North: The intersection of Seventh North/Buckley will be upgraded with the addition of SB and EB lefts, and NB and SB thrus. This project is anticipated to be modeled by 2020 and all subsequent years. The project should cost in the range of \$7.5 million.

9.2.3 OPERATING AGENCIES PRACTICES AND INTER-MUNICIPAL COLLABORATION

Individually, the NYSDOT, the NYSTA, the OCDOIT, the City of Syracuse Department of Public Works, the CNYRTA and the various towns and villages within the MPA must operate effectively in order to allow for the safe and efficient movement of people, goods and services within their respective jurisdictions. Collectively, these agencies must all work together to provide a seamless transportation network that allows for the safe and efficient movement across and through the entire MPO area. The following section details both the operating agencies practices, as well as the collaborative efforts taking place with the SMTC MPA.

Operating Agencies Practices

Through the SAFETEA-LU legislation, the LRTP is required to contain “operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.” Individual transportation agencies within the SMTC MPO have their own practices and/or policies for addressing areas such as corridor management, access management, Intelligent Transportation Systems (ITS), multimodal needs, and asset management. These strategies are used to preserve, improve and enhance the existing multi-modal transportation system. Each of these is described in more detail below.

Corridor Management

The definition of corridor management is “the coordinated application of multiple strategies to achieve specific land development and transportation objectives along segments of a transportation corridor.”⁴ There should be adopted uniform practices in New York State and across the United States in order to have consistency on the principal arterials so transportation users can anticipate what is ahead. To achieve the goal of consistency along a corridor also requires a significant increase in inter-agency cooperation. New York State and Onondaga County have made an effort to accomplish corridor management by utilizing these principals in similar types of landscapes. This continual process is currently being further developed for application in New York State.

A few examples of corridor management practices/policies of SMTC member agencies include:

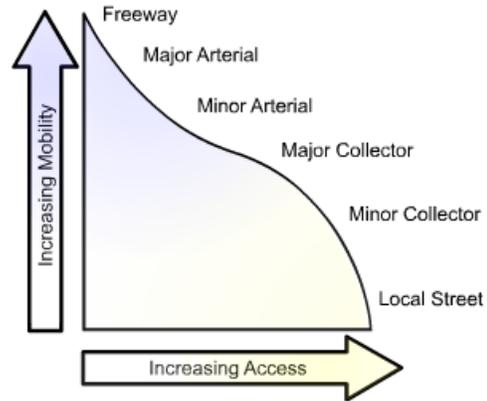
- The Onondaga County Settlement Plan, which gives examples of transportation policies for facilities in urban and rural areas.
- The City of Syracuse and NYSDOT work together for all signal timings for State controlled intersections within the interconnect system. The City also has an arterial agreement with NYSDOT to maintain State arterials within the City.
- As part of NYSDOT’s restructuring, corridor management has become the foundation of the core work that the agency produces. It is the basis for transportation planning and program development and management focusing on information systems and travel time expectations.
- Onondaga County manages several high volume corridors within their system using time based or closed loop systems to maintain efficient traffic flows. The OCDOT and the NYSDOT work together on timings for signals on County highways that are included in State controlled interconnect systems such as the Route 11/Taft Road/South Bay Road location. As new County projects are identified New York State is kept informed, and where a joint improvement can be made, all efforts are made to accomplish this.

⁴ *Access Management Manual, Transportation Research Board of the National Academies, 2003.*

Access Management

The concept of access management is significant in determining practices for operating agencies.

Access management includes regulating access to transportation facilities with an emphasis on safety and efficiency requirements. Access management is defined as “the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. It also involves roadway design applications, such as median treatments and auxiliary lanes, and the appropriate spacing of traffic signals.”⁵ The successful practice of access management includes an examination of each parcel and a determination of “whether or not the remaining vehicular access is reasonable or if there are fewer intrusive ways to accomplish the same traffic objectives.”⁶ Access management is an important issue to the SMTC area due to the job and retail center growth previously discussed in this document.



A few representative samples regarding access management for SMTC member agencies are included below.

- As part of the street reconstruction program (curb replacement), the City reviews existing driveway openings and tries to eliminate unnecessary driveways/drop curbs, as well as combining driveways in situations where it will be acceptable with the property owners. Also, during the City's review of new developments, a review of proposed driveways is completed and an attempt is made to combine driveway openings onto City streets where it will be satisfactory to both property owners. The City also reviews the size of the driveway openings and requires that traffic studies be completed when a proposed driveway may cause a traffic problem on a City street. Traffic studies may warrant limited driveway access (for example: only right in or right out).
- The NYSDOT endeavors to incorporate the principles of access management into its review of development proposals as an involved agency in the State Environmental Quality Review (SEQR) process, as well as early in the development stage of its capital project process.
- The OCDOT, through their highway permit system, incorporates access management improvements into new developments and subdivisions. Access management principles are included in the scoping and design of all Capital Program projects both locally funded and federally assisted.

⁵ *Access Management Manual, Transportation Research Board of the National Academies, 2003.*

⁶ *Transportation Planning Handbook, 2nd Edition, Institute of Transportation Engineers.*

ITS Strategies

Intelligent Transportation Systems (ITS) refers to the application of electronics, communications, hardware, and software that support various services and products to address transportation challenges. When deployed in an integrated fashion, ITS allows the surface transportation system to be managed as an intermodal, multi-jurisdictional entity, appearing to the public as a seamless system. Implementation or expansion of ITS strategies/elements can improve the overall safety and mobility of the entire region. For a detailed discussion on ITS plans and initiatives by SMTC member agencies please refer to the ITS section in Chapter 8 of this document.

Multimodal Needs

Each SMTC member agency incorporates multimodal needs within their planning process. The following is a sampling of descriptions depicting how the member agencies are incorporating the transition from mode specific transportation planning and directing that focus into facilities and projects.

- The Thruway Authority has studied the possible relocation of its tandem lots in the area for the purpose of enhancing traffic flow, and thus increasing the speed of toll collection. Specific attention was given to Interchange 34A (Rt. 481) and Interchange 39 (Rt. 690). The Thruway Authority is also moving ahead with a Thruway Toll Systems Study, the results of which may contain recommendations that would completely modernize the Authority's toll collection process within the planning horizon of this study.
- The CNYRTA is in the process of constructing its new “Common Center” transfer facility in the downtown area of the City of Syracuse. This weather-enclosed facility will facilitate passenger transfers between local and regional bus lines and improve traffic flow downtown.
- The NYSDOT continues to examine how bicycle and pedestrian facilities may or may not fit into every road construction project that is being progressed. In addition, the NYSDOT reviews possible generators of pedestrian and bicycle traffic, notes bus stop locations, examines where the grass is worn (herd paths), and possible and/or necessary connections (i.e., if there is a sidewalk on either side of a NYSDOT project, NYSDOT will aim to connect this sidewalk). All of this is taken into account in determining if bicycle and pedestrian facilities are warranted and/or safe in the project area. The NYSDOT will begin work with the SMTC this summer 2011 on a Bicycle Corridor Study to examine where commuter cyclists are currently riding, as well as desired destinations.
- The NYSDOT also works with Centro during the early stages of its capital project development process to identify any transit needs that may be met as part of the project. NYSDOT is also an involved agency in the SEQR process and works to promote transit friendly developments.
- When reconstructing a road, the OCDOT attempts to design for six to eight-foot wide shoulders on every project. A four-foot wide shoulder is the least desirable but

sometimes occurs because of a lack of right-of-way or difficult terrain. The county can install a sidewalk, providing there is a need and the design can accommodate it; however, it is the responsibility of the individual town or village to maintain the sidewalk once it has been built. In many cases, the sidewalk does not get constructed because the town, village and/or property owners do not want to take responsibility for maintenance. In rural areas, wide shoulders are typically acceptable for both bicyclists and pedestrians. As many major routes cross jurisdictions between the NYSDOT and the OCDOT, costs and responsibilities are sometimes shared or traded between the two agencies.

- Onondaga County manages several high volume corridors within their system using time based or closed loop systems to maintain efficient traffic flows. The OCDOT and the NYSDOT work together on timings for signals on County highways that are included in State controlled interconnect systems such as the Route 11/Taft Road/South Bay Road location. As new County projects are identified New York State is kept informed, and where a joint improvement can be made, all efforts are made to accomplish this.
- Approximately 95-97% of the parcels within the City of Syracuse have sidewalks on at least one side of the roadway. Title II regulation of the Americans with Disabilities Act (ADA) specifically requires that curb ramps be provided when sidewalks or streets are newly constructed or altered. The City of Syracuse Department of Public Works has a program in place to bring existing sidewalks and ramps into ADA compliance. In areas where sidewalks do not exist, yet there is a desire among the residents to have them installed, the City will consider the installation providing there is adequate right-of-way, funding, and/or that the property owner agrees to have the sidewalk assessed on their taxes.
- The City considers multimodal needs during all capital improvement projects and also considers requests from residents. Several bike lanes have been added throughout the City over the last three years. In addition, the City is in the process of applying the SMTC's Bike Network Project matrix to City streets in an effort to develop a proposed network utilizing existing urban roadways to provide a hybrid of bicycle lanes, shared roadways and traffic calming to create a grid of streets that encourage daily use of bicycles for urban transportation.
- The OCDOT, through its highway permit system and scoping and design process, reviews road geometry to insure safe and efficient tractor-trailer and truck freight movement. The Department has cooperated with Rail owners such as CSX and the Finger Lakes Railroad to permit the upgrade of highway rail crossings. The County has provided services such as traffic control and paving operations to aid in these upgrades.
- Within each SMTC planning study that is completed, the multimodal needs of a study area are examined to determine if the existing conditions and use of the study area are appropriately accommodating bicyclists, pedestrians and transit users. In addition, the SMTC assists the MPO's towns and villages by answering questions and concerns they may have relative to bicycle and pedestrian planning.

Asset Management

As defined by the Federal Highway Administration (FHWA), “in the broadest sense, transportation asset management is a strategic approach to managing physical transportation infrastructure.” The Congestion Management Process, Bridge and Pavement Condition Management Report, and the Traffic Count Program are the key tools utilized by SMTC member agencies in managing transportation assets. These tools are described in further detail in Chapter 3, Facilities.

Inter-municipal Collaborations

A safe and efficient transportation system is necessary to provide for a multiplicity of services and needs, thus inter-municipal cooperation is key to its success. This section will briefly examine how the entities in the SMTC area are working together for the common goals of the transportation network. There are certain key areas discussed below where improvements to the current collaborative effort are vital.

While communications between the agencies are improving, there are many opportunities for future improvements. The SMTC has a unique opportunity as an MPO to facilitate the diverse viewpoints of the various member agencies. By virtue of the role that an MPO plays, the SMTC functions as a facilitator for agencies and municipalities in many areas. The SMTC can work toward bridging the gaps in communication and inter-municipal cooperation for many transportation planning and land use projects. Utilizing the SMTC as a foundation for this facilitation in this process allows for making well informed and cost saving decisions on future projects. A few representative samples regarding inter-municipal collaborations with SMTC member agencies are included below.

- The City tries to coordinate capital improvement projects on corridors that abut the jurisdiction of another agency.
- The Onondaga County Planning Board (OCPB) 239/NYS General Municipal Law 239 outlines the duties of County Planning Boards. The "239 Review" requires county planning boards to review certain proposed municipal zoning and subdivision actions to assess intercommunity or county-wide impacts. This includes potential impacts on the highway network. All efforts are made by the OCPB to increase collaboration and cooperation between municipalities and state and county DOTs. This law also applies to transportation planning concepts such as corridor and access management.
- The OCDOT, the NYSDOT, the City of Syracuse and the towns within Onondaga County have cooperated in snow and ice operations for many years. As resources decline this operation becomes more important to all of the agencies involved. Onondaga County partners with the other agencies within the County to insure that dollars spent on maintenance operations mesh well where jurisdictions overlap. Examples of this could include the County paving a County/State intersection and the State determines if a traffic loop system could be replaced during the design phase, or if a paving operation can be extended across boundary lines, with shared funding, to achieve a homogenous and cost efficient project.

Corridor Management

There is a need for the member agencies and municipalities in the MPO area to provide a level of “uniformity” in the character and function of the differing types of roadways as they pass through and between jurisdictions. For example, a roadway that functions as a principal arterial should have certain elements that are consistent throughout its length. Intersection spacing, lane width, transit stop location, bicycle and pedestrian accommodations, to name a few, should be substantially similar as it passes from a rural setting to suburban to urban and back again. This allows the agency with jurisdiction over the roadway to better manage the resources needed to maintain that roadway, and it allows the entity with the adjacent land use authority to more accurately identify the potential impacts of land use decisions. In the future, the availability of transportation funding may depend upon the success of this type of collaboration.

A few selected examples regarding corridor management and inter-municipal collaborations with SMTC member agencies are included below.

- Although Centro does not implement corridor management decisions, the effects of corridor management have a tremendous impact on Centro’s ability to serve its customers. For example, it is difficult to serve the community’s transit needs along the Route 31 corridor given the pattern of land development and lack of a straightforward interconnected street system.
- The SMTC provides a forum for the various agencies to discuss a variety of transportation and land use related issues.
- OCDOT manages several high volume corridors within their system using time based or closed loop systems to maintain efficient traffic flows. The OCDOT and the NYSDOT work together on timings for signals on County highways that are included in State controlled interconnect systems such as the Route 11/Taft Road/South Bay Road location. As new County projects are identified New York State is kept informed, and where a joint improvement can be made, all efforts are made to accomplish this.

Access Management

A major tool in the corridor management toolbox is access management. The MPO member agencies would benefit from having an established communication process to better inform each other of transportation needs throughout the community. The SMTC member agencies have expressed dissatisfaction with the current methods of communicating on issues relating to development and access management. For example, economic development initiatives and industrial access programs sometimes begin without transportation agencies being aware of the related transportation needs. Currently, the public process by which this occurs is the State Environmental Quality Review (SEQR) process, which is currently not applied consistently by the area’s municipalities. In addition, NYSDOT considers zoning changes to be a significant event in terms of its impact on transportation. A thorough application of the SEQR process to zoning changes, including traffic studies, is important to transportation implications.

ITS Implementation

Recently, there has been a strong local effort to have municipalities work together to utilize ITS for improving the transportation system. For a detailed discussion on ITS plans and initiatives in the SMTC area please refer to the ITS section in Chapter 8 of this document.

9.3 FINANCIAL PLAN

As discussed above, the maintenance of the existing systems is a top priority in the SMTC area with some exceptions. The following section details the financial resources anticipated to be expended in the near future.

9.3.1 RESOURCES AVAILABLE

The 2020 LRTP, when first published in 1995, anticipated a total of \$3.050 billion in funding over the 25-year planning period. This LRTP 2011 Update anticipates a total of \$5.363 billion in funding over the remaining term of the planning period. The major sources of funding, shown in Table 9-1 and 9-3, respectively, include the federal government at 38.0% (\$2,026 million) of the total, the State Dedicated Fund at 27% (\$1,435 million), Onondaga County at 6% (\$342 million) and the City of Syracuse at 1 % (\$76 million). The balance is comprised of other State and local sources at 20% (\$1060 million)⁷ and Centro operating revenue at 8% (\$433 million). It is anticipated that all traditional funding mechanisms will be exhausted with the implementation of this LRTP 2011 Update.

As indicated in the financial tables, the majority of anticipated resources are projected to come from the US Department of Transportation (i.e., Federal Highway and Federal Transit Administrations). The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the most recent federal transportation legislation expired in September 2009 and included approximately \$245 billion for infrastructure investments between fiscal year 2005 and 2009 drawn from the Highway Trust Fund. Although SAFETEA-LU has been extended several times since September 2009, no new multi-year funding authorization has been provided.

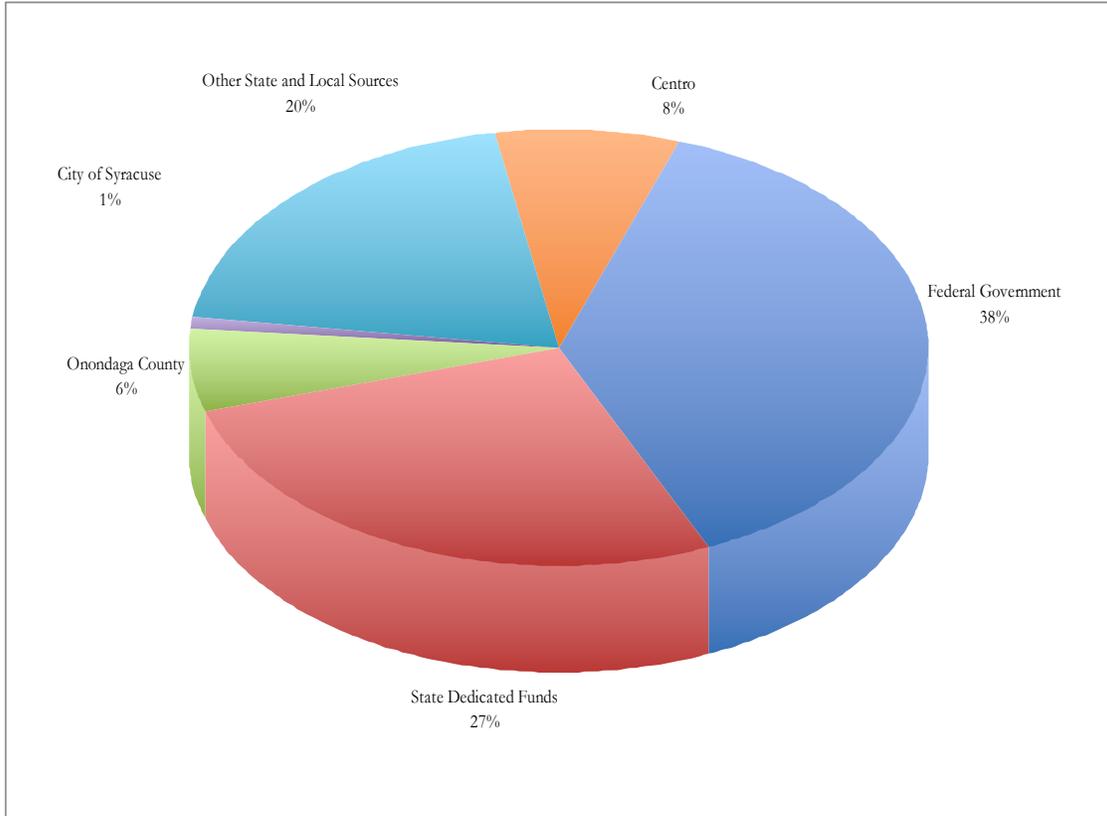
Revenues in the Highway Trust Fund are reliant on a motor-fuel tax that includes but is not limited to, 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel. While the Highway Trust Fund is reliant on motor-fuel taxes, fuel efficiency enhancements that have occurred in the past few years are projected to actually decrease funding going to the highway account. To maintain the solvency of the fund, various measures have been discussed such as increasing the gasoline/diesel fuel tax that was last increased in 1993, and instituting a vehicle miles tax where drivers would pay a fee according to the number of miles driven in a year.

⁷ The number does not match the number for "Other State and Local Funds" on Table 9-1 because it includes some non-transit funding that cannot be broken out from that number.

Reauthorization of federal transportation legislation will have a direct impact on the federal aid allocations available to this region. As such, the presumed federal figures noted below have been prepared utilizing an examination of historical allocations and trends. The resources on Table 9-1 are based on adjustments to the original allocations from the original 1995 LRTP. It can be assumed that total allocations will be spent down because of the fact that the need for transportation projects far outweighs the resources to implement them. Therefore, by proportionally spending down the total allocation from the beginning in 1995, the Federal Highway Administration allocation percentages by funding category have not been changed. It is because of this lack of resources to fund all of the needs that projects have been prioritized and thus, the Project Financial Tracking System.

Highway and transit data as originally provided for this LRTP Update equated to approximately \$3.883 billion in total funding. This figure was established based on an extrapolation of historical trends and then inflated by a 2.4% per year adjustment (i.e., \$5.363 billion). According to 23CFR450.322(f)(10)(iv), revenue and cost estimates that support the LRTP must use inflation rates to reflect year of expenditure (YOE) dollars. To account for the YOE requirement, the 2.4% per year adjustment was developed cooperatively with the CNYRTA, NYSDOT and SMTC staff as required by 23CFR450 to show reasonable costs/resources that are projected to be available over a twenty-year period. This adjustment is based on the average of five years of inflation rates provided by the NYSDOT as part of prior capital program update.

Table 9-1
Resources Available – Major Sources of Funding



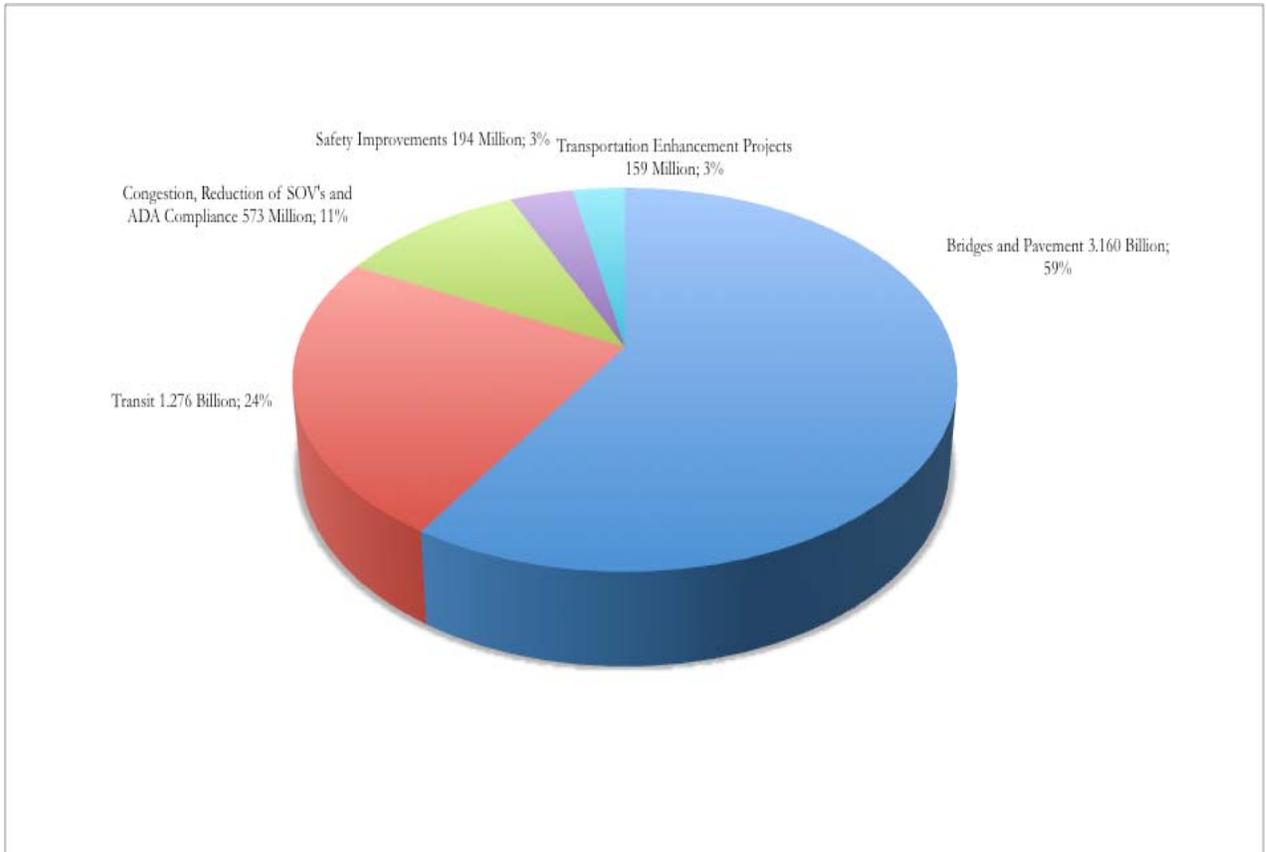
9.3.2 COSTS

The largest share of the total resources available will be expended to maintain the existing transportation system. The percentage allocation of anticipated resources through 2035 has not been changed from the original LRTP of 1995.

For this 2011 Update, the 2001 cost of each objective has been pro-rated using the new 20-year resource base of \$3.883 billion and then inflated by 2.4% as mentioned above. The results show that maintenance of existing bridges and pavement (Facilities 1-3 in Table 9-4, as well as Table 9-2) will absorb 59% of the budget (\$3.160 billion). An additional 24% (\$1.276 billion) will be allocated to support the area transit system; 11% (\$572.86 million) will be used to improve congested locations, reduce single occupancy vehicles (SOVs) and the Americans with Disabilities Act (ADA) compliance; and 4% (\$194.26 million) will be spent for efforts to increase safety at high incident locations. The remaining 3% (\$159.19 million) of the budget will support transportation projects that enhance economic development, environmental quality and efforts to coordinate land use and

transportation planning decisions in the study area. The 2011 Update also continues support for a number of innovative initiatives. Examples of the latter include funds that have been allocated to encourage the application of ITS technology in the Syracuse region.

Table 9-2
Resources Available – Sources of Funding by Project Activity



Chapter 9| Emerging Initiatives/Projects, Long Term Outlook & Financial Plan

Table 9-3

Established Resources Available for Transit Operations Capital Funding and Highway Capital Funding							
	1995-2020 (Millions of Dollars)	1998-2020 (Millions of Dollars)	2001-2020 (Millions of Dollars)	2004-2025 (Millions of Dollars)	2007-2027 (Millions of Dollars)	2011-2035 (Millions of Dollars)	2011-2035 (Millions of Dollars) 2.4% inflation
<i>The estimates below were calculated as planning estimates for the corresponding planning periods and are not to be interpreted as actual budgets.</i>							
Transit Funding Sources							
Federal-FTA	\$180 M	\$99 M	\$91 M	\$105 M	\$216.6 M	\$262.475 M	\$362.518 M
State Dedicated Funds	\$30 M	\$16 M	\$15 M	\$17 M	\$20 M	\$12 M	\$16.574 M
Other State and Local Funds	\$290 M	\$327 M	\$301 M	\$557 M	\$611.6 M	\$767.742 M	\$1060.370 M
Operating Revenue	\$170 M	\$167 M	\$154 M	\$177 M	\$205.6 M	\$306.967 M	\$432.969 M
Total Transit Funding	\$670 Million	\$609 Million	\$561 Million	\$856 Million	\$1053.8 Million	\$1349.2 Million	\$1863.431 Million
Highway Funding Sources							
Federal-FHWA	\$1095 M	\$1087 M	\$1000 M	\$920 M	\$941.4 M* (see note)	\$1204.3 M	\$1663.324 M
State Dedicated Funds	\$1010 M	\$801 M	\$738 M	\$784 M	\$802.2 M	\$1027 M	\$1418.445 M
Onondaga County-Capital Program	\$225 M	\$242 M	\$233 M	\$189 M	\$193.4 M	\$247.5 M	\$341.836 M
City of Syracuse- Capital Program	\$50 M	\$70 M	\$64 M	\$42 M	\$43.0 M	\$55.0 M	\$75.963 M
Other Municipalities in the SMTC Area	Not Included	not included					
Private Funding	Not Included	Not Included	Not Included	Not Included	\$7.5 M (to be used for Bear Street Extension and Frontage Road)	not included	
Total Highway Funding	\$2.380 Billion	\$2.200 Billion	\$2.025 Billion	\$1.935 Billion	\$1.98 Billion	\$2.54 Billion	\$3.50 Billion
Total Highway and Transit Capital Funding	\$3.050 Billion	\$2.809 Billion	\$2.586 Billion	\$2.791 Billion	\$3.034 Billion	\$3.883 Billion	\$5.363 Billion
Source: NYSDOT and CNYTRA							
<u>Federal-FTA</u> : Assume continuation of current 5307 program and other federal capital programs at SAFETEA-LU like levels for the next act and all renewals beyond. Nominal annual increases (1-2%) are assumed. This program is subject to reauthorization approxi							
<u>State Dedicated Funds</u> : This capital program is subject to renewal by New York State approximately every five years. Specific funding is determined by NYSDOT annually based on relative need. CNYRTA estimates it will receive and average of about \$500,000 an							
<u>Other State and Local Funds</u> : Components include: local mortgage recording fees, Statewide Transit Operating Assistance (STOA), local match for portions of the STOA amount, and state 10% match. Mortgage recording fees are expected to nominally increase over this period compared to previous estimates. The STOA program is continued at current levels with nominal annual increases. This assumes a flat 2011/12 and then nominal increases each year after that.							
Local match for STOA held constant at current levels, plus some small non-required subsidies.							
<u>FHWA</u> : The total FTA and FHWA funding is based on an extrapolation of historical trends. The final \$3.883B figure was then increased by 2.4% per year adjustment to account for inflation over the multi-year period.							
<u>Operating Revenue</u> : Projected at approximately current levels, with nominal increases.							

Table 9-4
Allocation of Resources by Long Range Transportation Plan Objective

OBJECTIVE	1995 – 2020	1998 – 2020	2001-2020	2004-2025	2007-2027	2011-2035
Mobility 1 – Transit service	\$520 M	\$479 M	\$441 M	\$664 M	\$721.8 M	\$1276.405M
Mobility 2 – Improve LOS at congested locations	\$300 M	\$276 M	\$254 M	\$252 M	\$273.9 M	\$484.330 M
Mobility 3 – Decrease the number of SOVs	\$25 M	\$23 M	\$21 M	\$21 M	\$22.8 M	\$40.480M
Mobility 4 – Comply with ADA	\$30 M	\$28 M	\$26 M	\$25 M	\$27.2 M	\$48.046 M
Mobility 5 – Greater utilization of electronic communication	\$0	\$0	\$0	\$0	\$0	\$0
Land Use 1-4 – Assist local communities in planning	\$1 M	\$0.9 M	\$0.8 M	\$0.8 M	\$0.87 M	\$1.519 M
Environment 1 – Implement programs that improve air quality	\$15 M	\$14 M	\$13 M	\$13 M	\$14.1 M	\$24.990 M
Environment 2 – Implement carbon monoxide SIP	\$14 M	\$13 M	\$12 M	\$12 M	\$13.0 M	\$23.057 M
Environment 3 – Decrease use of road salt	\$5 M	\$5 M	\$4 M	\$4 M	\$4.3 M	\$7.594M
Economy 1 – Support access to economic development	\$50 M	\$46 M	\$42 M	\$42 M	\$45.7 M	\$80.768 M
Economy 2 – Maintain operation/condition standard on principal arterials	\$0	\$0	\$0	\$0	\$0	\$0
Economy 3 – Employer coordination of employee travel	\$12 M	\$11 M	\$10 M	\$11 M	\$12.0 M	\$21.262 M
Facilities 1 – Bridge maintenance	\$776 M	\$715 M	\$659 M	\$652 M	\$708.8 M	\$1253.349 M
Facilities 2 – Pavement maintenance	\$1172 M	\$1079 M	\$994 M	\$984 M	\$1069.7 M	\$1891.620 M
Facilities 3 – Maintain sidewalks & other pedestrian/bike facilities	\$10 M	\$9 M	\$8 M	\$8 M	\$8.7 M	\$15.325 M
Safety 1 – Reduce accident rates at highest accident locations	\$95 M	\$87 M	\$80 M	\$80 M	\$87 M	\$153.804 M
Safety 2 – Reduce the highest intermodal accident locations	\$25 M	\$23 M	\$21 M	\$21 M	\$22.9 M	\$40.453M
Safety 3 – Assist planning officials and developers in accommodating travel in new developments	\$0	\$0	\$0	\$0	\$0	\$0
<i>Total</i>	\$3.050 Billion	\$2.809 Billion	\$2.586 Billion	\$2.791 Billion	\$3.034 Billion	\$5.363 Billion

Source: New York State Department of Transportation and the Central New York Regional Transportation Authority

9.3.3 EVALUATION OF THE PROJECT FINANCIAL TRACKING PROCESS

A review of the LRTP Action Plans contained throughout early chapters of this document indicates that there is an opportunity to strengthen the current system for tracking and evaluating projects in relation to LRTP goals. Specifically, it is sometimes difficult to link a project to one or more goals. Consequently, it is difficult to document what has been accomplished toward reaching a goal or to demonstrate how far along the SMTC is toward attainment of any given goal.

In order to strengthen the existing process, the SMTC intends to restructure project tracking in order to make documentation of goal progress more effective. Essentially, this will occur by linking each project with one or more specific goals, or also performance measures. Additional information could be provided, such as project sponsor, or forecasted versus actual cost. This will permit a more systematic documentation and evaluation of progress achieved toward goal attainment.