

# 2017-2021 Transportation Improvement Program

Syracuse Metropolitan Planning Area

June 2016



Syracuse Metropolitan  
Transportation Council

126 N. Salina St.  
Suite 100  
Syracuse, NY, 13202  
Phone: (315) 422-5716  
Fax: (315) 422-7753

Email: [contactus@smtcmpo.org](mailto:contactus@smtcmpo.org)  
Web: [www.smtcmpo.org](http://www.smtcmpo.org)



# **2017-2021 Transportation Improvement Program**

## **Syracuse Metropolitan Planning Area**

Adopted June 8, 2016 by the SMTC Policy Committee

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council is solely responsible for its contents.

For further information contact:

Mario Colone, Program Manager  
Syracuse Metropolitan Transportation Council  
126 N. Salina St., 100 Clinton Square, Suite 100, Syracuse, NY 13202  
mcolone@smtcmpo.org  
PHONE: (315) 422-5716 FAX: (315) 422-7753  
www.smtcmpo.org

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**RESOLUTION**

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
POLICY COMMITTEE**

**June 8, 2016**

**WHEREAS,** Part 450 subpart A, 23 CFR Chapter 1 and part 613 subtitle B, 49 CFR Chapter VI requires the development of a Transportation Improvement Program; and

**WHEREAS,** the Syracuse Metropolitan Transportation Council (SMTC) as the State designated Metropolitan Planning Organization for the Syracuse Metropolitan Area in accordance with Federal requirements for a Transportation Improvement Program, has developed a multi-year program of federally funded transportation projects for the Metropolitan Planning Area; and

**WHEREAS,** there is a need to efficiently administer and implement the projects contained in the multi-year improvement program, it is recognized that the project costs shown on the program at this time are reasonable estimates that may necessitate change during the course of project development; and

**WHEREAS,** the Transportation Improvement Program is consistent with all plans, goals and objectives of the SMTC and Federal Metropolitan Planning Regulations and shall be periodically revised to reflect changes in program emphasis and funding availability; and

**WHEREAS,** the regional economic development, environmental, historic preservation, land use, natural resources and public and private transit operators have been advised of and involved in the planning process and development of the Transportation Improvement Program; and

**WHEREAS,** all Federal planning requirements relative to Title VI are being met.

**NOW THEREFORE BE IT RESOLVED,** that the Policy Committee continues its endorsement of the current Long Range Transportation Plan, and endorses in concept the multi-year Transportation Improvement Program for the period Federal Fiscal Year 2017-2021; and

**BE IT FURTHER RESOLVED,** that the Policy Committee adopts the Transportation Improvement Program to be consistent with current plans and recommends the initiation of those projects and spans so specified; and

**BE IT FURTHER RESOLVED,** that the Policy Committee certifies that the requirements of 23 CFR 450 are met; and

**Adoption of the 2017-2021 Transportation  
Improvement Program**

**SMTC Policy Resolution No. 2016-05**

**BE IT FURTHER RESOLVED**, that if there are federal transportation funds remaining, additional projects from later years of the Transportation Improvement Program may be advanced to an earlier year of the Transportation Improvement Program following the TIP Project Management Selection & Amendment Process as included in the Transportation Improvement Program; and

**BE IT FURTHER RESOLVED**, that the Policy Committee directs the SMTC Director to submit this Resolution and appropriate documentation of the program to those Federal and State agencies responsible for assuring its implementation.

Done and ordered this 8<sup>th</sup> day of June 2016 by consensus of the SMTC Policy Committee.



Hon. Kathleen Rapp  
Chairperson  
SMTC Policy Committee

  
for

New York State Department of Transportation  
Secretary  
SMTC Policy Committee

Date: June 8, 2016

Date: June 8, 2016



## Introduction

The Syracuse Metropolitan Transportation Council (SMTC) is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the metropolitan transportation planning process for the SMTC study area. The current SMTC Metropolitan Planning Area boundary, which appears in Figure 1, includes all of Onondaga County and small portions of Oswego and Madison Counties. The primary responsibilities of any MPO are to: 1) develop a Long Range Transportation Plan, which is the 25-year transportation vision for the metropolitan area; 2) develop a Transportation Improvement Program, which is the agreed-upon list of specific projects for which federal funds are anticipated (shown in Figures 2 and 3); and 3) develop a Unified Planning Work Program (UPWP) that identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives and actions established in the Long-Range Transportation Plan.

As the state designated MPO for the Syracuse metropolitan area, the SMTC provides the forum for cooperative decision making in developing regional transportation plans and programs to meet changing needs. It is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in comprehensive transportation planning.

## MPO Structure

To facilitate and encourage interaction among these groups and the local community, the SMTC has an adopted committee structure. The **Policy Committee**, as the official decision making body, establishes the policies for the overall conduct of the SMTC, is responsible for the adoption of plans and programs and approves study recommendations.

The **Planning Committee**, which is established by the Policy Committee, provides a forum for discussion and resolution of relevant issues and monitors technical activities including the development of the UPWP and the Transportation Improvement Program (TIP) for recommendation to the Policy Committee. In addition, the Planning Committee directs and considers for recommendation to the Policy Committee all major studies and planning activities.

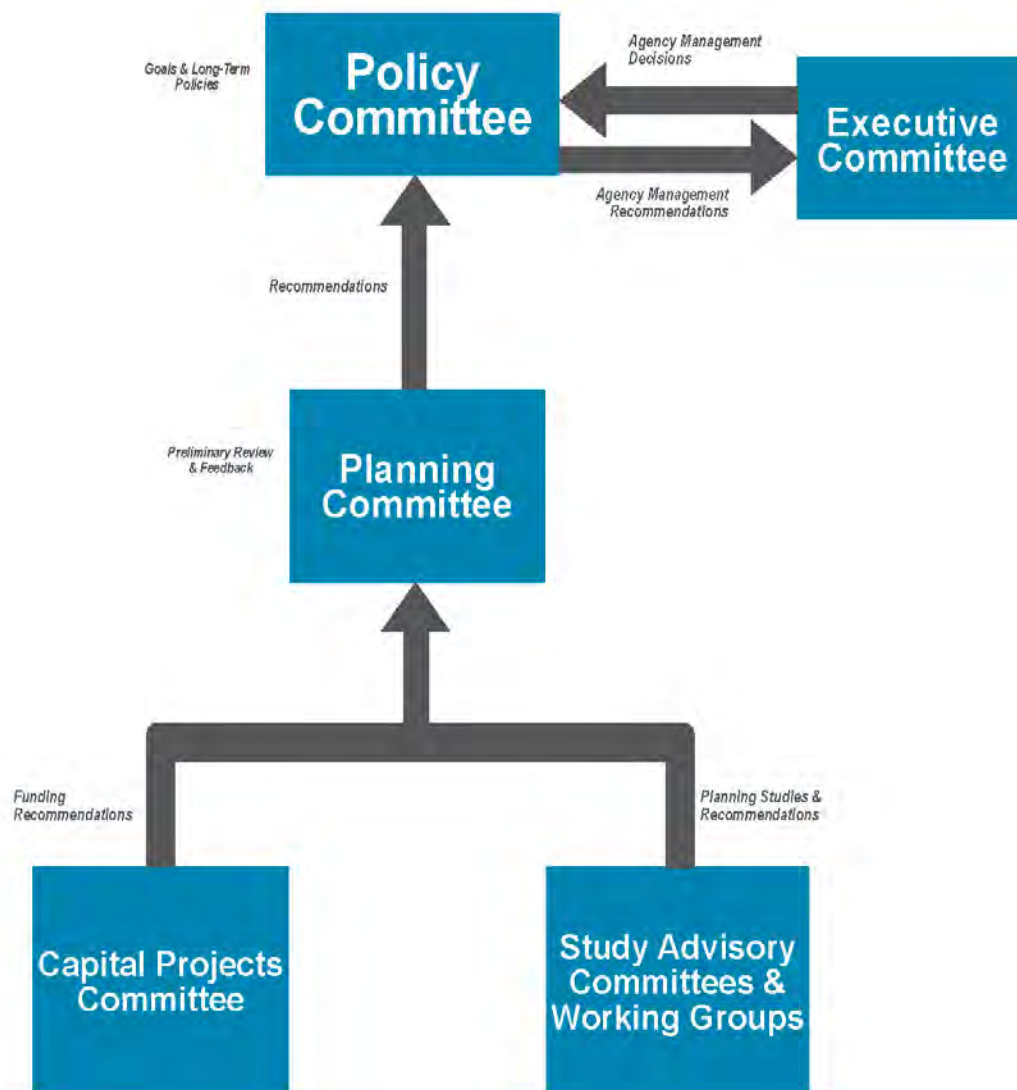
The **Executive Committee** is made up of Planning Committee members and on behalf of the Policy Committee provides oversight for the day-to-day operation of the Central Staff for primarily financial management, personnel and other administrative requirements. In addition to the above-mentioned standing committees, other subcommittees and advisory committees are formulated on an as-needed basis to provide staff with additional technical support as appropriate.

The Capital Projects Committee is directly responsible for preparation of the TIP. Its recommendations are forwarded to the

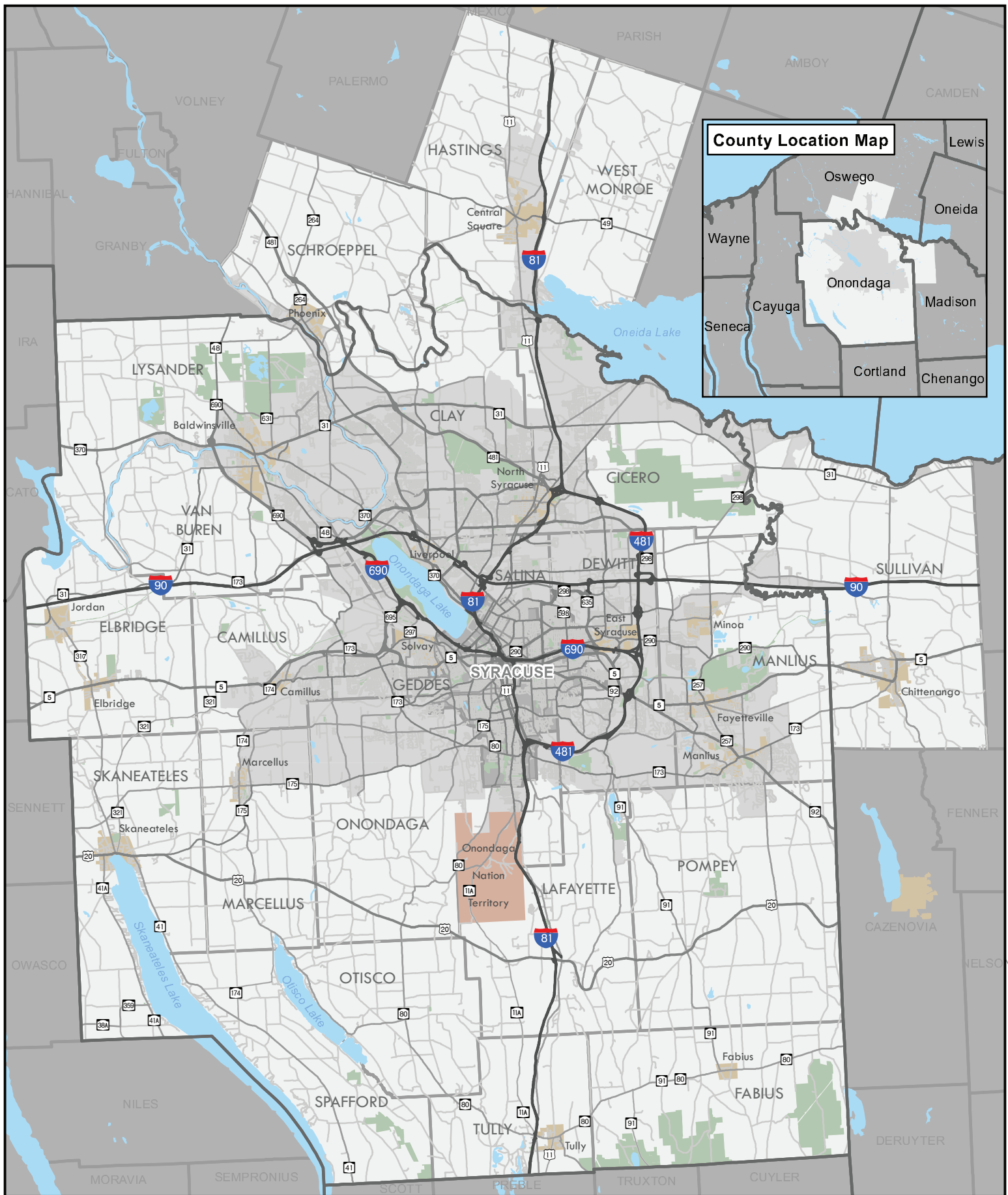
Planning Committee for further discussion and revision before submittal to the Policy Committee for final endorsement.

### Exhibit 1: SMTC Committee Structure

## Committee Structure



SMTC Staff carries out the work program under the direction of the Policy Committee.



**Figure 1:**  
**Metropolitan Planning Area**

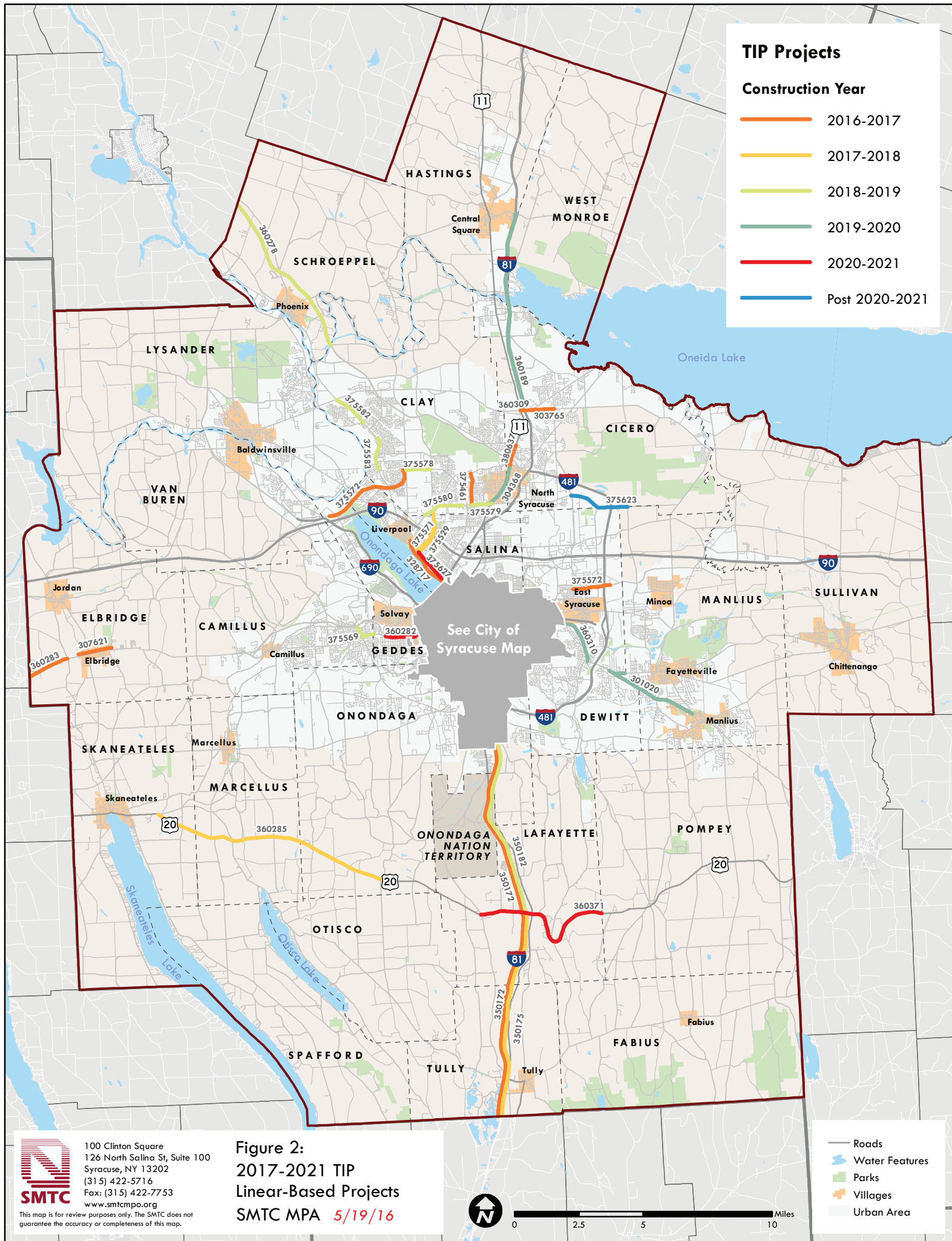


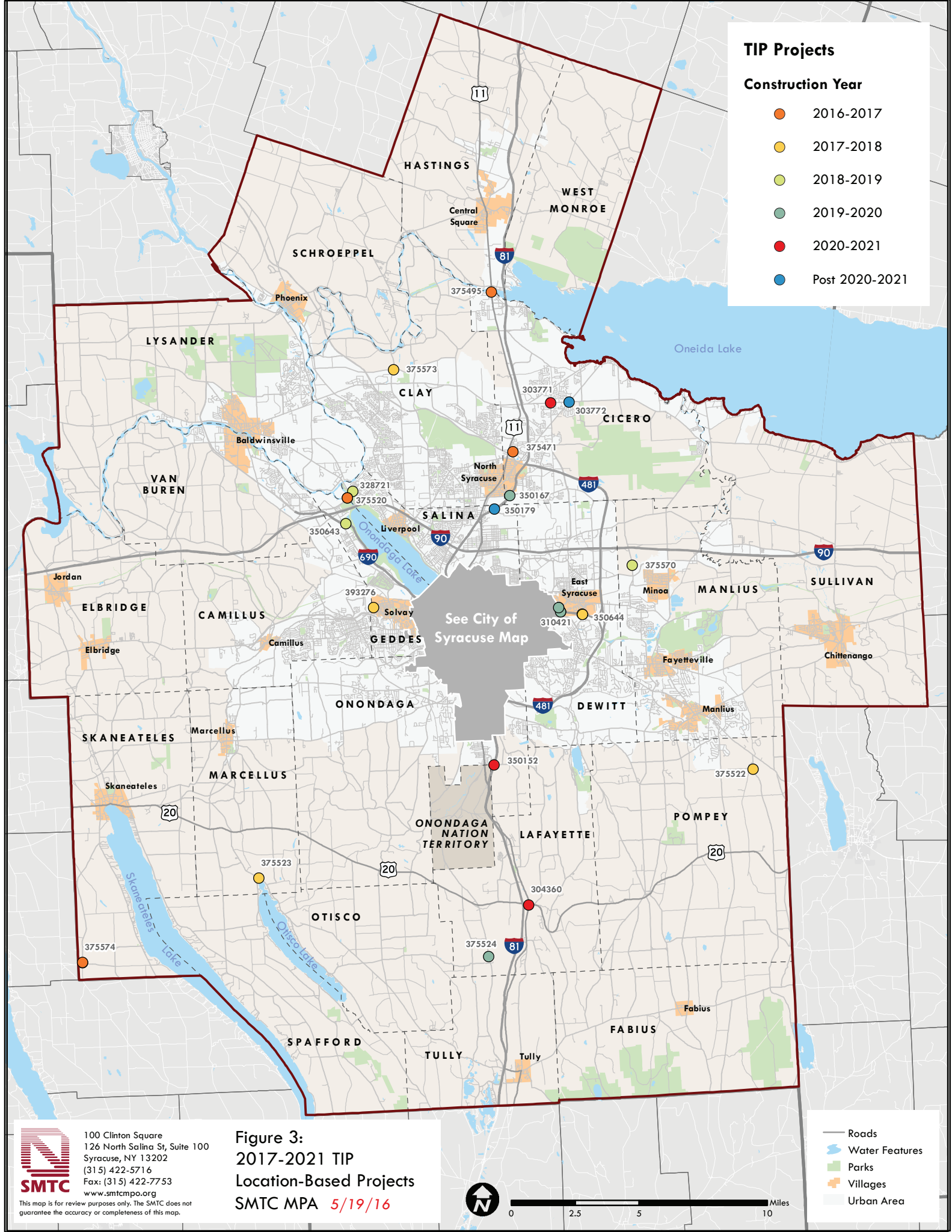
This map is for review purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

- |                 |                  |
|-----------------|------------------|
| County Boundary | City of Syracuse |
| MPA_Roads       | Villages         |
| Water Features  | Urban Area       |
| Onondaga Nation | SMTC MPA         |

**SMTC**  
 100 Clinton Square  
 126 North Salina St, Suite 100  
 Syracuse, NY 13202  
 (315) 422-5716  
 Fax: (315) 422-7753  
[www.smtcmpl.org](http://www.smtcmpl.org)







# TIP Projects

## Construction Year

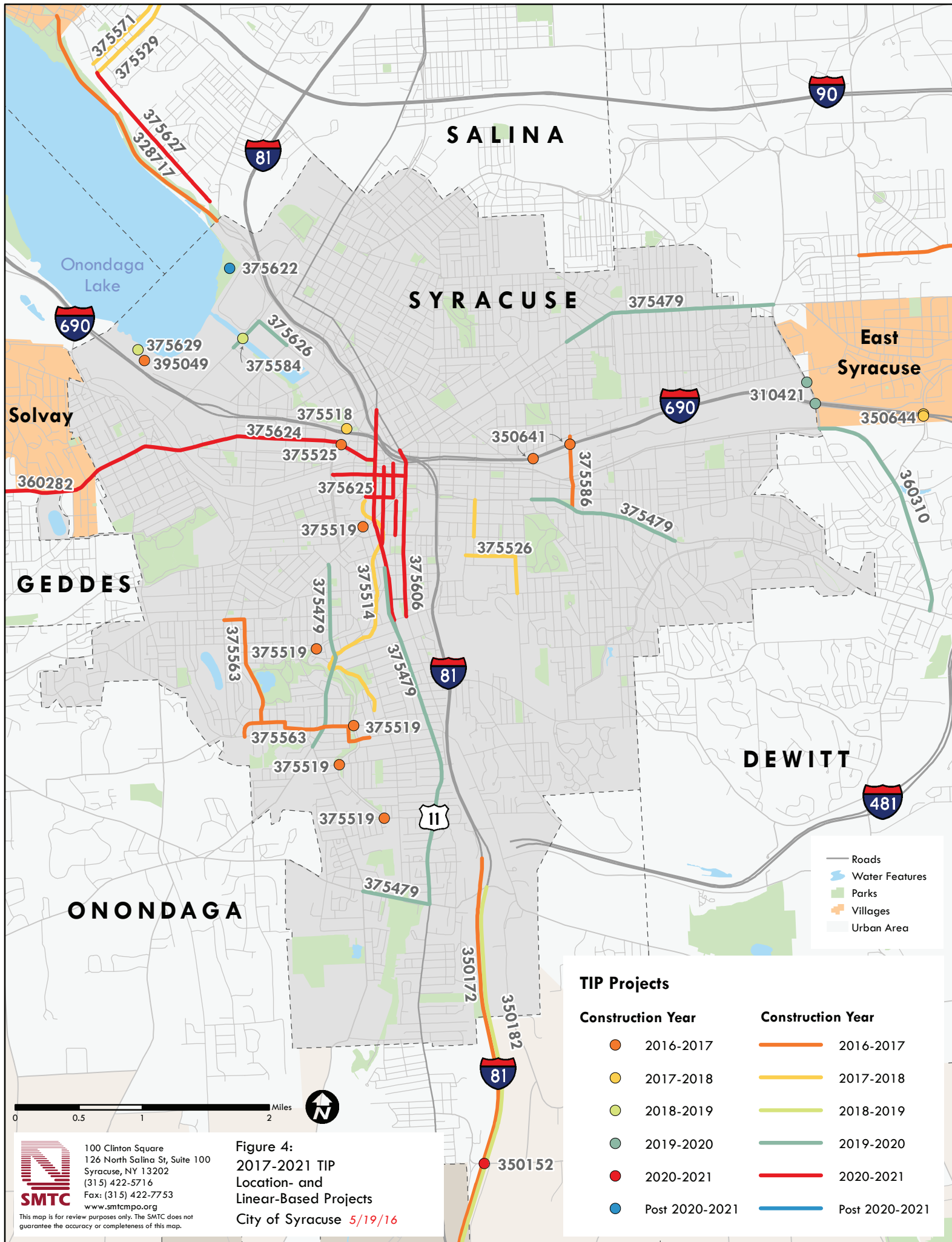
- 2016-2017
- 2017-2018
- 2018-2019
- 2019-2020
- 2020-2021
- Post 2020-2021

See City of  
Syracuse Map

Figure 3:  
2017-2021 TIP  
Location-Based Projects  
SMTC MPA 5/19/16







## Long Range Transportation Plan

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), and the 2015 Fixing America's Surface Transportation (FAST) Act mandate that the MPO have a Long Range Transportation Plan (LRTP), which includes among others items, environmental, social and intermodal considerations. The LRTP must also provide a financially constrained 25-year vision of future transportation improvements. A significant change from previous surface transportation authorizations is that procedures and processes must be performance driven and outcome based to address challenges facing the transportation system such as improving safety, maintaining infrastructure conditions, reducing traffic congestion, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

As such, MPOs working in collaboration with the State and the transit authority will identify performance measures and localized targets to the performance measures for inclusion within long range planning and capital planning programs. The measures and targets will assist in determining adherence to federal transportation goals and policies and,

appropriate federal funding investments. The United States Department of Transportation (USDOT) is currently developing final rules to implement MAP-21 performance requirements. When final rules are issued, and once targets have been established, MPOs' metropolitan transportation plans and programs will need to describe how program and project selection will be used to help achieve targets.

The SMTC's most recent LRTP was adopted in September 2015. The 2050 LRTP establishes new goals, objectives and for the first time, performance measures as directed by the MAP-21 and FAST Act surface transportation authorizations. These items guide projects associated with the SMTC's annual work program and the TIP. The 2050 goals and objectives are found on the following pages.

As the SMTC LRTP is the blueprint that guides investment in the metropolitan area, all of the new projects submitted for the 2017-2021 TIP have been evaluated against the community goals and objectives established in the Plan and are applicable to the federal transportation surface authorization planning factors. The description for each of the eight planning factors is:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized

- users;
4. Increase the accessibility and mobility of people and for freight;
  5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  7. Promote efficient system management and operation; and

8. Emphasize the preservation of the existing transportation system.

The process of undertaking major transportation studies, identifying short and long-range needs and targeting major growth areas in the SMTC area for intensive study has strengthened programming on the TIP. The entire planning, programming and implementation process is clear-cut and involves input by legislators, member agency personnel, industry representatives and citizen interest groups in the early planning stages, and carries through into TIP programming.

## Exhibit 2: 2050 LRTP Goals and Objectives

Goal	Objective
<b>Freight</b> Support efficient freight movement within our region.	<ul style="list-style-type: none"> <li>• Maintain adequate infrastructure conditions on primary freight corridors.</li> <li>• Maintain a high degree of reliability on primary freight corridors.</li> <li>• Reduce congestion on primary freight corridors.</li> </ul>
<b>Safety</b> Increase the safety, security, and resiliency of the transportation system.	<ul style="list-style-type: none"> <li>• Reduce serious injuries and fatalities from vehicle crashes.</li> <li>• Reduce pedestrian and bicycle crashes.</li> <li>• Reduce the number of height- and weight-restricted bridges, especially along primary freight and commuter corridors.</li> </ul>
<b>Accessibility</b> Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.	<ul style="list-style-type: none"> <li>• Reduce congestion in priority commuter corridors as appropriate based on the character of the adjacent development.</li> <li>• Provide essential transit service to urban and suburban areas.</li> <li>• Provide higher-quality transit service to TOD nodes throughout the community.</li> <li>• Provide more on-road bicycle facilities throughout the community.</li> <li>• Provide more trails to connect destinations throughout the community,</li> </ul>



	<p>including the completion of existing regional and local trail systems.</p> <ul style="list-style-type: none"> <li>• Provide more pedestrian facilities to connect destinations throughout the community.</li> </ul>
<p><b>Environment</b> Protect and enhance the natural environment and support energy conservation and management.</p>	<ul style="list-style-type: none"> <li>• Reduce VMT in the region.</li> <li>• Reduce on-road source mobile emissions.</li> <li>• Increase the percentage of commute trips made by bicycling or walking.</li> <li>• Increase the percentage of commute trips made by transit.</li> <li>• Increase the availability of alternative fueling and electric charging stations.</li> </ul>
<p><b>Reliability</b> Improve the reliability of the transportation system and promote efficient system management and operations.</p>	<ul style="list-style-type: none"> <li>• Maintain a high degree of reliability on primary commuter corridors.</li> <li>• Improve transit on-time performance.</li> <li>• Improve utilization of transit vehicles.</li> <li>• Increase the use of park-and-ride lots.</li> <li>• Implement TDM strategies, with a focus on strategies for downtown and University Hill that have been recommended through previous SMTC studies.</li> </ul>
<p><b>Preservation</b> Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.</p>	<ul style="list-style-type: none"> <li>• Preserve and maintain pavement.</li> <li>• Preserve and maintain bridges.</li> <li>• Preserve and maintain ancillary transportation structures (culverts, etc.)</li> <li>• Preserve and maintain rail infrastructure.</li> <li>• Preserve and maintain pedestrian facilities.</li> </ul>
<p><b>Equity</b> Ensure that transportation system performance improvements are distributed equitably.</p>	<ul style="list-style-type: none"> <li>• Improve transit service between employment centers and priority target areas (as identified in SMTC's Environmental Justice Analysis).</li> <li>• Ensure that pavement conditions within priority target areas are at or above regional averages.</li> <li>• Provide accessible sidewalks and curb ramps, in accordance with ADA requirements.</li> </ul>

# Transportation Improvement Program

The 2017-2021 TIP for the SMTC area is a multi-year program of transportation capital projects together with a five-year estimate of transit capital and operations requirements. According to the February 14, 2007, Final Statewide and Metropolitan Planning Rules and Regulations (23 CFR Part 450), the most recent final rule for metropolitan and statewide planning, a TIP may be submitted at least every four years and include a minimum of four fiscal years for all States and MPOs. The SMTC's TIP contains an additional fifth year of federal transportation funding anticipated to be available for programming in our area. Federal transportation policy and regulations mandate that a TIP comprise the following:

1. Identify transportation improvement projects recommended for advancement during the program years. The projects required are those located within the study area and receiving any Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funds;
2. Identify the criteria and process for prioritization for inclusion of projects in the TIP and any changes from past TIPs;
3. Group improvements of similar urgency and anticipated staging into appropriate staging periods;
4. Include realistic estimates of total costs and revenue for the program period;

5. Include a discussion of how improvements recommended from a Long Range Transportation Plan's Transportation Systems Management Plan were merged into the program;
6. List major projects from previous TIPs that were implemented and identify any major delays in projects that were planned for implementation;
7. Describe progress in implementing any required Transportation Control Measures as identified in the State Implementation Plan for Air Quality Redesignation Request (SIP);
8. Include an air quality conformity analysis of the TIP to the SIP with a list of all projects found to conform in previous TIPs that should be considered as a base case for conformity analysis; and
9. Include a Financial Plan that demonstrates how the approved TIP can be implemented.

The TIP may also include regional highway projects that are implemented by municipalities for which no federal transportation funding is requested. In most instances, individual municipal capital programs may be found on their respective web sites.

There are several pieces of federal legislation that significantly impact the capital program and the planning and programming of transportation projects. These include the FAST Act, MAP-21, SAFETEA-LU, TEA-21, ISTEA, the Americans with Disabilities Act of 1990 (ADA), and the Clean Air Act Amendments of 1990 (CAAA). SAFETEA-LU, as signed into law on August 10, 2005, required additional processes to be undertaken for the TIP. Beyond the financial plan requirement as mentioned above, three

additional requirements are placed on TIP development. One, the TIP must include an Annual Listing of Obligated projects whereas all funds obligated from a previous fiscal year must be shown (23 CFR Part 450.332). The SMTC posts the required annual obligation report to our TIP web site ([www.smtcmpo.org/TIP.asp](http://www.smtcmpo.org/TIP.asp)). Two, funding portrayed in the TIP must be shown as “year of expenditure dollars” rather than “constant dollars” (23 CFR Part 450.324) and three, an administrative modification to the TIP amendment process put in place to allow “minor changes to be made without requiring public review and comment, redemonstration of fiscal constraint, or a conformity determination.”<sup>1</sup>

Essentially all projects in the TIP are aimed at increasing efficiency, improving the condition of, and/or safety of the existing transportation system rather than construction of entirely new facilities.

This, in part, reflects:

1. Transportation policies to implement low-cost Transportation System Management & Operations alternatives where applicable;
2. The limited funding resources available to meet the costs of new construction and improvements;
3. The concerns over energy conservation, the environment, sustainability and air quality;
4. The enhancement of freight movement and economic development;

5. The interests of bicyclists and pedestrians; and
6. The preservation of neighborhoods.

This approach is consistent with, and similar to, the New York State Department of Transportation’s (NYSDOT) asset management and infrastructure preservation strategies.

System efficiency and maintenance strategies for capital programming purposes inside the SMTC planning area directs limited fiscal resources to priority projects as identified by the various member agencies of the SMTC.

The TIP contains all FHWA and FTA transportation projects in the SMTC Metropolitan Area that are anticipated to use a combination of federal, state, and/or local funds in the next five-year period. The projects in the TIP are programmed utilizing one or a combination of the following federal funding categories.<sup>2</sup>

1. FTA Section 5307
2. FTA Section 5310
3. FTA Section 5339
4. Highway Safety Improvement Program (HSIP)
5. Miscellaneous Federal-Aid
6. National Highway Performance Program (NHPP)
7. Surface Transportation Program (STP) – Flex
8. STP – Off System Bridge
9. STP – Rail
10. STP – Urban.

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<sup>1</sup> Federal Register/Vol. 22, No. 30/Wednesday, February 14, 2007/Rules and Regulations pg. 7260

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<sup>2</sup> Additional information for each funding category is provided in the SMTC’s *Transportation Improvement Program Guidebook*

Within each program, the proposed project represents priority regional needs identified through a comprehensive transportation planning process. The projects are identified in detail in the tables following this narrative. Projects referenced in the subsequent TIP reports contain sufficient project information that describe such things as type of work to be undertaken (i.e., reconstruction, paving, bridge rehabilitation), project terminus, and municipal location as required by the federal transportation partners.

## Planning Targets

Working with the New York State Department of Transportation (NYSDOT), estimated allocations, or planning targets as shown in Exhibit 3 below, were calculated using funding formulas provided by NYSDOT for the FHWA planning targets. The formulas were based on such metrics as population and percentages of road mile and bridge deck

area. The premise behind the SMTTC sub-allocation was to provide an improved connection between the projects that are selected for funding and fiscal constraint. As noted in 23 CFR 450.324(h), “the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and program.” State and local sponsored project costs programmed in the 2017-2021 TIP utilize inflationary factors provided by the NYSDOT. Once the planning targets were established, staff reviewed all programmed dollars assigned to existing projects. Funding that remained was then utilized to program new projects through the solicitation and project screening process.

**Exhibit 3: 2017-2021 FHWA & FTA Planning Targets**

Fund Source	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	Total
<b>FHWA</b>						
HSIP	\$1.606	\$1.606	\$1.606	\$1.606	\$1.606	<b>\$8.030</b>
NHPP	\$24.025	\$24.025	\$24.025	\$24.025	\$24.025	<b>\$120.125</b>
STP-Flex	\$5.677	\$4.979	\$5.039	\$5.329	\$5.809	<b>\$26.833</b>
STP-OSB	\$1.090	\$0.830	\$2.207	\$0.480	\$0	<b>\$4.607</b>
STP-Urban	\$4.757	\$4.757	\$4.757	\$4.757	\$4.757	<b>\$23.785</b>
<b>Total:</b>	<b>\$37.155</b>	<b>\$36.197</b>	<b>\$37.634</b>	<b>\$36.197</b>	<b>\$36.197</b>	<b>\$183.380</b>
<b>FTA</b>						
Sect 5307	\$6.954	\$6.954	\$6.954	\$6.954	\$6.954	<b>\$34.770</b>
Sect 5310	\$0.374	\$0.374	\$0.374	\$0.374	\$0.374	<b>\$1.870</b>
Sect 5339	\$0.599	\$0.599	\$0.599	\$0.599	\$0.599	<b>\$2.995</b>
<b>Total:</b>	<b>\$7.927</b>	<b>\$7.927</b>	<b>\$7.927</b>	<b>\$7.927</b>	<b>\$7.927</b>	<b>\$39.635</b>

## Project Screening Process

A requirement of the federal transportation legislation is that all projects included on the TIP be subject to a systematic selection process. To meet this requirement, the SMTC staff conducts a screening process for all projects submitted for TIP funding. For the 2017-2021 TIP update cycle, the new objectives established in the 2050 LRTP were utilized in the project screening process. With this approach, projects were then prioritized and selected for funding according to overall funding availability. At the outset of the 2017-2021 TIP update, discussions were held with the SMTC Capital Projects Committee regarding assigning fund percentages to various projects types; those being bicycle/pedestrian, bridges (including other structures), paving, special, and transit. "Safety" is also identified as a project type; however, no funding percentage was assigned as these projects would utilize only HSIP dollars (i.e., dedicated federal safety funds). Project proposal forms were created for each project type. The exhibit below depicts the funding percentages recommended for this TIP update. The percentages were meant for programming targets only.

Given the condition of the area's existing infrastructure as discussed in the 2050 LRTP and the need to maintain the extensive transportation system in the Syracuse planning area, 80% of funds are suggested for programming to the bridge and paving projects (40% to each, respectively). Sub-percentages within the

bridge and paving categories were also suggested for "primary" commuter and/or freight corridors identified through the LRTP process. Additionally, this is the first TIP that seeks to assign a specific funding percentage to bicycle/pedestrian projects (10%). Bicycle/pedestrian projects are fully supported in the 2050 LRTP through many objectives, and are also associated with one of four regionally significant projects recognized in the plan:

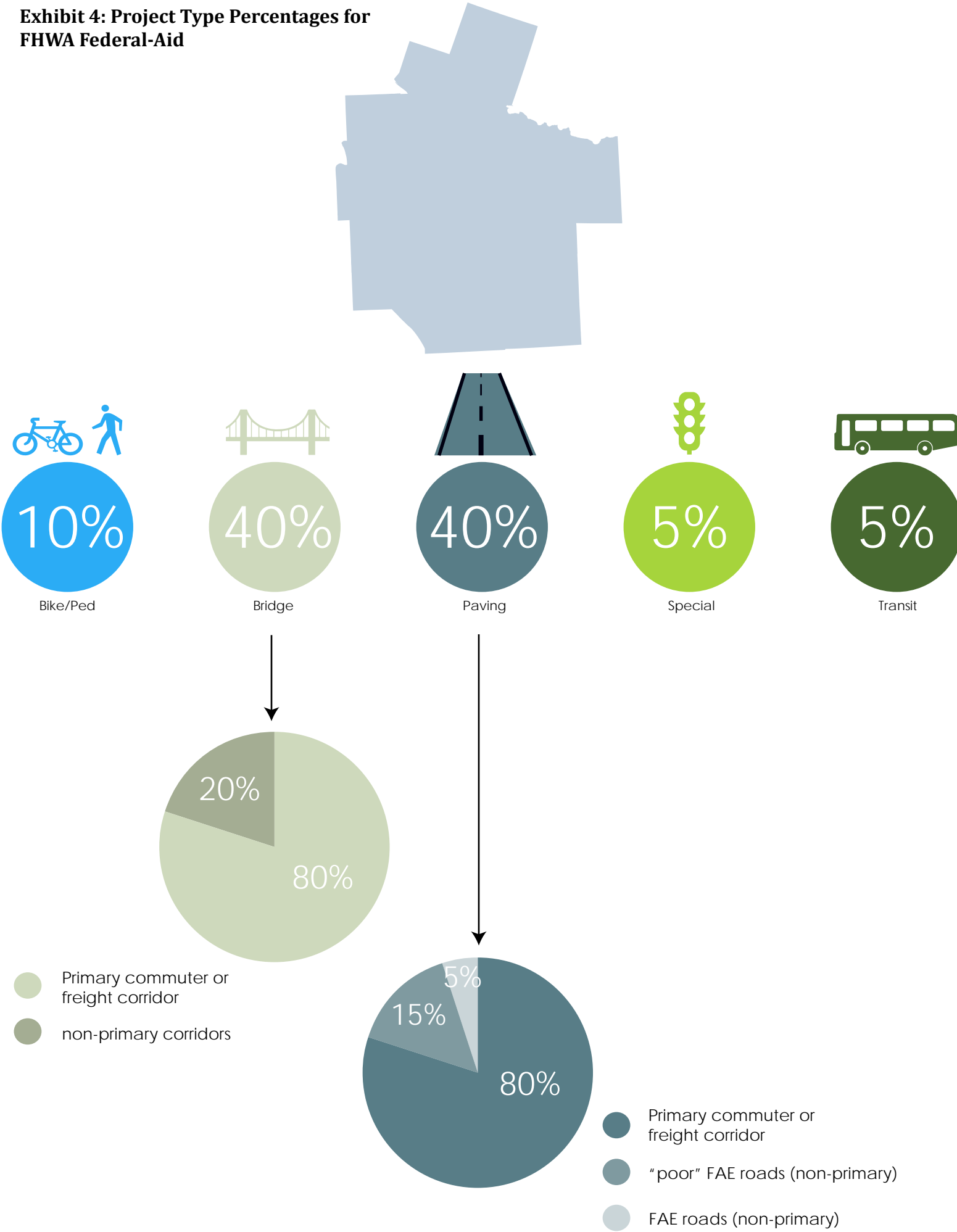
- The I-81 Viaduct Project
- Enhanced transit system
- Expanded regional trail network
- Inland port facility.

There has been substantial public debate and discussion around the first three of these regionally-significant projects, and the LRTP recognizes that there is broad public support for advancement of these projects. The expanded regional trail network focuses on progressing projects identified in existing plans, such as the Onondaga Lake Trail, Onondaga Creekwalk, and the Erie Canalway Trail, as well as connecting these trails. See Chapter 2 of the 2050 LRTP.

The remaining 10% is split amongst the special and transit projects. Special projects include such things as ITS deployment or maintenance, traffic signal coordination, transportation demand management, etc.



Exhibit 4: Project Type Percentages for FHWA Federal-Aid



## Programmed Funding & Fiscal Constraint

The Syracuse Metropolitan Transportation Council's 2017-2021 fiscal constraint table, which shows the TIP is maintaining fiscal constraint, is found in Exhibit 5. Fiscal constraint, as defined by the USDOT is "a demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs."

The fiscal constraint table depicts the individual available resources (revenues) per federal fiscal year based on the planning target process discussed above and the federal transportation funds that have been programmed (costs) to each funding source over the five-year capital program. The table demonstrates that the MPO's capital program, as presented, is a balanced program over the life of the multi-year program cycle and supportive of the financial outlay of the 2050 LRTP.<sup>3</sup>

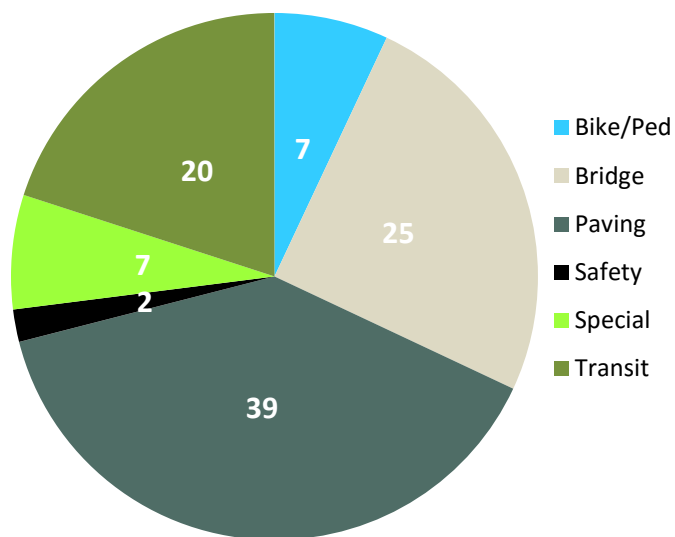
Exhibits 5 and 6 present the distribution of funding by sponsor and project type. Of the \$183.380M available for programming from the FHWA over the five-year cycle, the NYSDOT has been programmed approximately 61% of the federal transportation allotment. In addition to funding sources specific to the FHWA, the TIP also lists out funding from the FTA as described previously. Within the SMTC MPA, the Central New York Regional Transportation Authority (CNYRTA) is the primary operator for

public transportation services. The 2017-2021 TIP programs \$49.227M to the CNYRTA.

**Exhibit 5: FHWA Funding by Project Sponsor**

Sponsor	Federal \$s (M)
Cicero	\$0.888
CNYRTA	\$0.573
NYSDOT	\$112.342
OCDOT	\$41.506
Syracuse	\$30.498
Total	\$185.807

**Exhibit 6: Project Type - 2017-2021 TIP**



As depicted in Exhibit 6, 64% of all FHWA and FTA 2017-2021 capital program funding combined has been programmed to bridge and highway projects. When looking at just FHWA funds, bridge and highway projects make up 80% of the FHWA funded projects. This is consistent with previous capital programs and the objectives identified for the LRTP and the TIP whereby funding is distributed to

<sup>3</sup> Refer to Chapter 6 of the 2050 LRTP for a detailed discussion of financial analysis.

projects to maintain the existing aging infrastructure.

The bridge category programs 31% of the FHWA planning targets for improvements to bridges. These improvements range from standard preventive maintenance activities like cleaning and painting to complete replacement or rehabilitation. Onondaga County and the other five counties that comprise the Region 3 office of the NYSDOT have historically been identified as having one of the higher percentages of bridges in need of repair throughout the state. Due to the conditions of the Regional bridges for this 2017-2021 funding cycle a significant amount of bridge funding has been estimated to assist in improving functional or structural deficiencies.

Additionally, as connectivity, sustainability, environmental awareness, quality of life and livability initiatives continue to play an integral function for investment decisions and economic opportunities, the multi-year capital program allocates \$17M to bicycle and pedestrian projects. These project types have a positive impact on the environment of the MPO area. The City of Syracuse continues to advance their extension of the Onondaga Creekwalk (PIN 375514) from Armory Square to Colvin Street and the implementation/construction of various bicycle facilities along Comstock Avenue and Waverly Avenue in the University Hill area. Bicycle and pedestrian accommodations will likely become more prevalent in capital programs moving forward due to the passage of a “complete streets” policy statement by the US DOT in March 2010, and the goals, objectives and performance measures established in the SMTC’s 2050 LRTP. The complete

streets policy statement underscores the importance of providing various options and accommodations for all users of the transportation system. As contained in the policy statement, “Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities”.<sup>4</sup>

In New York State, Governor Cuomo signed the Complete Streets Act on August 15, 2011, requiring state, county and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding.<sup>5</sup>

A simplified listing of all projects programmed with typical FHWA fund sources mentioned earlier (i.e., planning targets) follows on the next several pages. The listing is grouped by the primary project type (bicycle/pedestrian, bridge, paving, special, and transit), project sponsor, and provides the Project Identification Number (PIN), Federal dollars, required “match” and Total dollars programmed on the 2017-2021 TIP. There are also several projects that are categorized in a “safety” project type. Although these projects are not listed separately, they utilize the HSIP planning targets that are directed solely for safety improvements. Please refer to Appendix A for a complete listing of projects.

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[http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/overview/policy\\_accom.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm)

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<https://www.dot.ny.gov/programs/completestreets>

As referenced above, 61% of the FHWA funding is programmed to the State, while 16% is programmed to the City of Syracuse, 22% Onondaga County and less than 1% to the Town of Cicero.

### **I-81 Viaduct Project, PIN 350160**

As explicitly called out in the 2050 LRTP, the NYSDOT I-81 Viaduct Project is one of four regionally significant projects in the SMTC planning area. As NYSDOT continues their engineering efforts to evaluate various alternatives, any alternative that is advanced into Detailed Design, and then Construction, will be upwards of \$800 million dollars. This 2017-2021 TIP does not currently program any federal transportation dollars for the I-81 Viaduct Project. Past programs have obligated funding for initial project phases (i.e., Scoping and Preliminary Design). It is likely, however, that additional federal funds will be programmed to the 2017-2021 TIP in the future. Should other funds be identified, they will be added to the program through the established SMTC TIP Project Management procedure, which specifies approval by the SMTC Policy Committee. Any additional funds that may be programmed to PIN 350160 will be above and significantly beyond, the planning targets outlined in Exhibit 3.

### Exhibit 7: 2017-2021 Fiscal Constraint Table (\$M)

	FFY 16/17		FFY 17/18		FFY 18/19		FFY 19/20		FFY 20/21		Total 4-Yr STIP		Total 5-Yr TIP	
	Planning Targets	Programmed	Planning Targets	Programmed	Planning Targets	Programmed	Planning Targets	Programmed	Planning Targets	Programmed	Planning Targets	Total Programmed	Planning Targets	Total Programmed
<b>FHWA - Federal-Aid</b>														
HSIP	\$1.606	\$1.460	\$1.606	\$0.450	\$1.606	\$1.682	\$1.606	\$0.000	\$1.606	\$1.742	\$6.424	\$3.592	\$8.030	\$5.334
Difference	\$0.146		\$1.156		-\$0.076		\$1.606		-\$0.136		\$2.832		\$2.696	
NHPP	\$24.025	\$24.025	\$24.025	\$24.123	\$24.025	\$24.025	\$24.025	\$24.069	\$24.025	\$23.883	\$96.100	\$96.242	\$120.125	\$120.125
Difference	\$0.000		-\$0.098		\$0.000		-\$0.044		\$0.142		-\$0.142		\$0.000	
Surface Transportation Program (STP)														
STP-TA Set-Aside	\$0.285	TBD	\$0.291	TBD	\$0.297	TBD	\$0.302	TBD	\$0.308	TBD	\$1.175	\$0.000	\$1.483	\$0.000
STP-Flex	\$5.677	\$5.677	\$4.979	\$5.180	\$5.039	\$4.893	\$5.329	\$5.273	\$5.809	\$5.809	\$21.024	\$21.023	\$26.833	\$26.832
Difference	\$0.000		-\$0.201		\$0.146		\$0.056		\$0.000		\$0.001		\$0.001	
STP-Off System Bridge	\$1.090	\$1.090	\$0.830	\$0.830	\$2.207	\$2.207	\$0.480	\$0.480	\$0.000	\$0.000	\$4.607	\$4.607	\$4.607	\$4.607
Difference	\$0.000		\$0.000		\$0.000		\$0.000		\$0.000		\$0.000		\$0.000	
STP-Urban	\$4.757	\$4.757	\$4.757	\$4.757	\$4.757	\$4.757	\$4.757	\$4.757	\$4.757	\$4.757	\$19.028	\$19.028	\$23.785	\$23.785
Difference	\$0.000		\$0.000		\$0.000		\$0.000		\$0.000		\$0.000		\$0.000	
<b>Traditional Sources Subtotal</b>	<b>\$37.440</b>	<b>\$37.009</b>	<b>\$36.488</b>	<b>\$35.340</b>	<b>\$37.931</b>	<b>\$37.564</b>	<b>\$36.499</b>	<b>\$34.579</b>	<b>\$36.505</b>	<b>\$36.191</b>	<b>\$148.358</b>	<b>\$144.492</b>	<b>\$184.863</b>	<b>\$180.683</b>
Difference	\$0.431		\$1.148		\$0.367		\$1.920		\$0.314		\$3.866		\$4.180	
High Priority Projects, Demonstration Projects, Discretionary Programs, and Miscellaneous Federal-Aid	4.899	4.899	\$0.225	\$0.225							\$5.124	\$5.124	\$5.124	\$5.124
<b>FHWA SUBTOTAL</b>	<b>\$42.339</b>	<b>\$41.908</b>	<b>\$36.713</b>	<b>\$35.565</b>	<b>\$37.931</b>	<b>\$37.564</b>	<b>\$36.499</b>	<b>\$34.579</b>	<b>\$36.505</b>	<b>\$36.191</b>	<b>\$153.482</b>	<b>\$149.616</b>	<b>\$189.987</b>	<b>\$185.807</b>
<b>FTA - Federal-Aid</b>														
Section 5307	\$6.954	\$6.954	\$6.954	\$6.165	\$6.954	\$6.954	\$6.954	\$6.954	\$6.954	\$6.954	\$27.816	\$27.027	\$34.770	\$33.981
5307 carryover		\$8.660				\$1.676		\$0.933		\$0.445	\$0.000	\$11.269	\$0.000	\$11.714
Section 5310	\$0.374	TBD	\$0.374	TBD	\$0.374	TBD	\$0.374	TBD	\$0.374	TBD	\$1.496	\$0.000	\$1.870	\$0.000
Section 5339	\$0.599	\$0.599	\$0.599	\$0.000	\$0.599	\$0.599	\$0.599	\$0.599	\$0.599	\$0.000	\$2.396	\$1.797	\$2.995	\$1.797
5339 carryover		\$1.138				\$0.598							\$0.000	\$1.736
<b>FTA SUBTOTAL</b>	<b>\$7.927</b>	<b>\$17.351</b>	<b>\$7.927</b>	<b>\$6.165</b>	<b>\$7.927</b>	<b>\$9.827</b>	<b>\$7.927</b>	<b>\$8.486</b>	<b>\$7.927</b>	<b>\$7.399</b>	<b>\$31.708</b>	<b>\$40.093</b>	<b>\$39.635</b>	<b>\$49.228</b>
<b>FHWA/FTA TOTAL</b>	<b>\$50.266</b>	<b>\$59.259</b>	<b>\$44.640</b>	<b>\$41.730</b>	<b>\$45.858</b>	<b>\$47.391</b>	<b>\$44.426</b>	<b>\$43.065</b>	<b>\$44.432</b>	<b>\$43.590</b>	<b>\$185.190</b>	<b>\$189.709</b>	<b>\$229.622</b>	<b>\$235.035</b>
<b>State and Local (Match)</b>														
State and Local Funds	\$12.811	\$12.811	\$8.162	\$8.162	\$9.745	\$9.745	\$9.928	\$9.928	\$10.229	\$10.229	\$40.646	\$40.646	\$50.875	\$50.875
<b>STATE &amp; LOCAL TOTAL</b>	<b>\$12.811</b>	<b>\$12.811</b>	<b>\$8.162</b>	<b>\$8.162</b>	<b>\$9.745</b>	<b>\$9.745</b>	<b>\$9.928</b>	<b>\$9.928</b>	<b>\$10.229</b>	<b>\$10.229</b>	<b>\$40.646</b>	<b>\$40.646</b>	<b>\$50.875</b>	<b>\$50.875</b>
<b>GRAND TOTAL</b>	<b>\$63.077</b>	<b>\$72.070</b>	<b>\$52.802</b>	<b>\$49.892</b>	<b>\$55.603</b>	<b>\$57.136</b>	<b>\$54.354</b>	<b>\$52.993</b>	<b>\$54.661</b>	<b>\$53.819</b>	<b>\$225.836</b>	<b>\$230.355</b>	<b>\$280.497</b>	<b>\$285.910</b>



## Exhibit 8: Project Listings by Project Type



### Bike/Ped projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT*	304368	Rt 11 ADA Sidewalk and Pedestrian Safety	0.720	0.182	0.902
NYSDOT	380637	Rt 11 Sidewalk Installation, Bear Rd to Caughdenoy Rd	0.743	0.082	0.825
OCDOT*	375622	Onondaga Lake Canalways Trail – Salina Extension	0.648	0.164	0.812
OCDOT*	375629	Onondaga County Canalways Trail Ph II: Pedestrian Bridge over CSX RR	3.392	0.848	4.240
OCDOT	395049	Onondaga Lake Canalways Trail Extension	1.509	0.378	1.887
Syracuse	375514	Creekwalk Ph. II (Jefferson to Colvin)	6.876	1.72	8.596
Syracuse	375526	U Hill Bike Network Implementation	0.882	0.220	1.102
Syracuse	375584	Hiawatha Blvd Bridge Sidewalk Improvement	1.458	0.364	1.822

\*new project added to 2017-2021 TIP



### Bridge or other structure projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT	310421	Rt 635 Bridge over I690 & Rt 635 Bridge over CSX	11.194	2.799	13.993
NYSDOT*	350152	Sentinel Heights Rd over I81	4.587	1.147	5.734
NYSDOT	350167	Taft Rd Element Specific Bridge Repairs over I81	3.332	0.835	4.167
NYSDOT*	350179	Airport Rd Bridges over I81	0.480	0.121	0.601
NYSDOT	350641	I690 Bridge over Beech St and Teall Ave	9.9000	1.100	11.000
NYSDOT	350643	I690 over CSX Railroad Element Specific Bridge Work	1.970	0.219	2.189
NYSDOT	350644	Element Specific Bridge Rehab, I690 over Bridge St	4.101	0.455	4.556
NYSDOT*	380565	Interstate Emergency Structural Repair	3.095	0.344	3.439
NYSDOT*	380621	Regional Retaining Wall Contract	1.645	0.413	2.058
NYSDOT*	380658	Regional Bridge Deck and Joint Repair	0.374	0.094	0.468
NYSDOT*	380728	Regional Large Culvert Repair/Replacement	0.503	0.127	0.630
NYSDOT	3M1701	Bridge Clean & Wash	0.880	0.220	1.100
OCDOT	375516	Bridge Maintenance Ph. 1, Various Locations	0.900	0.225	1.125
OCDOT	375517	Bridge Maintenance Ph. 2, Various Locations	1.704	0.427	2.131
OCDOT	375520	John Glenn Blvd EB & WB over Onondaga Lake Outlet	4.980	1.245	6.225
OCDOT	375522	Oran Delphi over Limestone Creek	0.962	0.241	1.203
OCDOT	375523	Otisco Valley Rd/Nine Mile Creek Bridge Replacement	0.745	0.186	0.931
OCDOT	375524	Tully Farms Rd/Branch of Onondaga Creek Bridge	0.480	0.120	0.600
OCDOT	375570	Fremont Rd Bridge over Butternut Creek	1.664	0.416	2.080

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
OCDOT	375574	Benson Rd Bridge over Dutch Hollow	0.958	0.240	1.198
OCDOT	375577	Bridge Painting, Various Locations	0.770	0.193	0.963
Syracuse	375518	Evans St Bridge over Onondaga Creek	0.809	0.203	1.012
Syracuse	375519	Element Specific City Bridges	0.720	0.180	0.900
Syracuse	375525	West Genesee St Bridge over Onondaga Creek	0.893	0.224	1.117
Cicero	375471	E Circle Dr over Darlene's Brook	0.504	0.126	0.630

\*new project added to 2017-2021 TIP



### Paving projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT*	301020	MBC Rts 5 and 92	2.682	0.740	3.422
NYSDOT	303765	Rt 31 Reconst, Lake Shore to Thompson Rd	9.640	2.410	12.050
NYSDOT	304360	Rt 11 & Rt 20 Intersection Pavement	3.948	0.987	4.935
NYSDOT	328717	Onondaga Lake Pkwy Corridor Pavement	3.533	0.883	4.416
NYSDOT	350175	I81 MBC, Cortland Co line to Rt 20	8.910	0.990	9.900
NYSDOT	350182	I81 MBC, Rt 20 to Rt 173	9.000	1.000	10.000
NYSDOT	360189	I81 MBC, Rt 31 south of Rt 49	4.015	0.447	4.462
NYSDOT	360278	Rt 481 MBC, Onondaga Co to Fulton	3.289	0.823	4.112
NYSDOT	360282	MBC Rt 5, Terry Rd to Myrtle St	1.056	0.264	1.320
NYSDOT	360283	Rt 5 MBC, County line to Hamilton Rd	0.817	0.205	1.022
NYSDOT	360285	Rt 20 MBC, Rt 175 to Rt 80	4.348	1.087	5.435
NYSDOT	360309	Rt 31 MBC, Rt 11 to Thompson Rd	0.880	0.220	1.100
NYSDOT	360310	Rt 5 MBC, Thompson Rd to Rt 92	1.075	0.270	1.345
NYSDOT	360371	VPP Rt 20, Rt 11A to Pompey	1.400	0.350	1.750
OCDOT	375461	Allen Rd Paving	2.880	0.721	3.601
OCDOT	375569	Old Rt 5/Warners Rd Paving (2R)	2.072	0.518	2.590
OCDOT	375571	Electronics Pkwy Paving (2R)	2.632	0.658	3.290
OCDOT	375572	John Glenn Blvd & Kirkville Rd Paving	2.560	0.640	3.200
OCDOT	375578	Buckley Rd Paving (1R)	0.600	0.150	0.750
OCDOT	375579	West Taft Rd Paving (2R)	2.872	0.718	3.590
OCDOT	375580	West Taft Rd Paving (1R)	1.080	0.270	1.350
OCDOT	375582	Old Rt 57 Paving (1R)	1.280	0.320	1.600
OCDOT	375583	Old Rt 57 Paving (2R)	3.200	0.426	3.626

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
OCDOT*	375623	East Taft Rd Paving	0.299	0.076	0.375
OCDOT*	375627	Old Liverpool Rd Paving	2.400	0.600	3.000
Syracuse	375586	Teall Ave Pavement Resurfacing	0.756	0.189	0.945
Syracuse	375606	Downtown Syracuse Mill & Pave	3.803	0.951	4.754
Syracuse*	375624	West Genesee St Road Improvement	3.223	0.806	4.029
Syracuse*	375625	Downtown Mill & Pave	2.871	0.718	3.589
Syracuse*	375626	Solar St & Hiawatha Blvd Improvement	1.552	0.389	1.941

\*new project added to 2017-2021 TIP





### Special projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT	350172	Sign Replacement Contract on I81	0.990	0.110	1.100
NYSDOT	380555	Overhead Sign Structures & Panel Repair/Replace	1.730	0.192	1.922
NYSDOT	380567	Overhead Sign Structures & Panel Repair/Replace	1.192	0.160	1.352
NYSDOT	380699	TMC/ITS Operations & Maintenance	1.080	0.120	1.200
NYSDOT*	380745	Regional Ground Mounted Sign Replacement	0.551	0.139	0.690
NYSDOT	380755	TMC/ITS Operations & Maintenance	1.080	0.120	1.200
NYSDOT*	380763	Consultant Services for Operations of TMC	1.102	0.276	1.378
OCDOT	375529	Electronics Pkwy/Henry Clay Blvd Signal Interconnect	0.919	0.230	1.149
Syracuse	375442	Syracuse Traffic Signal Upgrade	0.349	0.088	0.437
Syracuse	375479	N, S, E, W Corridors Interconnect	6.030	1.508	7.538

\*new project added to 2017-2021 TIP



### Transit project

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
CNYRTA	382849	Replacement of 9 2007 Diesel Electric Hybrid Buses	0.573	0.143	0.716

\*new project added to 2017-2021 TIP

## Public Transportation

The transit projects included in the TIP (Appendix B) are operational projects that will maintain transit operations and reduce operating costs within the urbanized area. Continued emphasis has been placed on projects that will increase the efficiency and effectiveness of the existing levels and quality of transit service provided within the urbanized area. Of particular note is the continuation of funding for vehicle replacements at the transit authority for buses that have reached the end of their useful life. Nearly 20% of these FTA funds are directed to this activity. Additionally, FHWA specific funding has been programmed as well to Centro to assist in the bus procurement.

## Project Management Selection and Amendment Process

The purpose of the Project Management Selection and Amendment Process is to allow projects to be moved from years two, three and four of the TIP to year one of the TIP without an amendment. This allows TIP adjustments for schedule slippage and cost changes without a full public review and comment period. According to federal transportation legislation, minor adjustments/modifications do not require full public review and comment. The SMTC Project Management Selection and Amendment Process appear in Appendix C.

## Public Involvement Process

Engaging the public in the planning process is critical to the success of any transportation plan or program, and it is required by numerous State and Federal

laws. Such legislation underscores the need for public involvement, calling on MPOs such as the SMTC to provide interested parties, local/State agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation, representatives of transportation agencies, private providers of transportation, tribal nations and other interested parties with a reasonable opportunity to participate and comment on transportation plans and programs. A copy of the entire Public Involvement Process for the 2017-2021 TIP can be found in Appendix D. The public involvement process utilized for this capital program update adheres to applicable requirements noted in CFR 450.316 (i.e., interested parties, participation, and consultation). Additionally, the public involvement process satisfies the FTA Program of Projects public participation requirements for CNYRTA.

## Environmental Mitigation

Environmental mitigation is the process of consistency of transportation planning with applicable federal, state and local energy conservation programs, environmental goals, and objectives. Environmental mitigation is incorporated into the LRTP goals and objectives.

The SMTC's LRTP is a policy level document that contains a few projects in the out-years for which potential mitigation activities would be appropriate. Additionally, as discussed previously in this document, projects that are contained in the 2017-2021 TIP are primarily focused on maintenance and preservation of the existing infrastructure. Specific mitigation

measures will be examined at the project phase via the State Environmental Quality Review Act (SEQRA) and the National Environmental Policy Act (NEPA) processes and are therefore beyond the scope of the LRTP and TIP.

## **Energy and Greenhouse Gas Emissions**

A quantitative analysis of energy usage and greenhouse gas emissions was completed in the SMTC's 2050 LRTP. While the energy and greenhouse gas analyses are not a federal requirement, they do support the intent of the New York State Energy Plan. See Chapter 5, Section 5.3.3 and Appendix D of the 2050 LRTP.

## **Conclusion**

The proactive cooperation of the SMTC member agencies and the SMTC Central Staff will continue to contribute to better transportation infrastructure investments and mobility in the Syracuse metropolitan area. With the completion of the projects contained in the TIP, the area can look forward to improved connectivity between modes and improved infrastructure which is important given the reduced federal planning targets available for programming over the next five federal fiscal year period.

## **APPENDIX A**

### **FEDERAL HIGHWAY ADMINISTRATION**

#### **PROJECT LISTING**

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
382849	CNYRTA	REPLACEMENT OF NINE (9) 2007 DIESEL ELECTRIC HYBRID TRANSIT BUSES								
			Other	STP-Urban			\$573,000			
			Other	Match			\$143,000			
Total Federal Funds:							\$573,000			\$573,000
Total:							\$716,000			\$716,000
CNYRTA										
Total Federal Funds:							\$573,000			\$573,000
Total:							\$716,000			\$716,000
301020	NYSDOT	MBC ROUTES 5 AND 92, FROM ROUTE 5 TO VILLAGE OF MANLIUS								
			Scoping	STP-Flex	\$92,000					
			Scoping	Match	\$23,000					
			Preliminary Design	STP-Flex	\$92,000					
			Preliminary Design	Match	\$23,000					
			Detailed Design	STP-Flex	\$122,000					
			Detailed Design	Match	\$31,000					
			Construction	NHPP				\$2,160,000		
			Construction	Match				\$540,000		
			Inspection	NHPP				\$216,000		
			Inspection	Match				\$54,000		
Total Federal Funds:					\$306,000			\$2,376,000		\$2,682,000
Total:					\$383,000			\$2,970,000		\$3,353,000
303765	NYSDOT	RT 31 RECONST, LAKE SHORE RD TO THOMPSON RD, TN OF CICERO, ONON CO								
			Preliminary Design	STP-Flex			\$428,000			
			Preliminary Design	Match			\$107,000			
			Final Design	STP-Flex				\$728,000		
			Final Design	Match				\$182,000		
			ROW Incidentals	STP-Flex			\$96,000			
			ROW Incidentals	Match			\$24,000			
			ROW Acquisition	STP-Flex				\$160,000		
			ROW Acquisition	Match				\$40,000		
			Construction	STP-Flex					\$5,061,000	
			Construction	Match					\$1,265,000	
			Construction	STP-Urban					\$2,419,000	
			Construction	Match					\$605,000	
			Inspection	STP-Flex					\$748,000	
			Inspection	Match					\$187,000	
Total Federal Funds:							\$524,000	\$888,000	\$8,228,000	\$9,640,000
Total:							\$655,000	\$1,110,000	\$10,285,000	\$12,050,000



**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
303771	NYSDOT	NYS RT 31 AT THOMPSON RD INTERSECTION IMPROVEMENTS, TN OF CICERO, ONON CO								
			Scoping	HSIP		\$47,000				
			Scoping	Match		\$5,000				
			Preliminary Design	HSIP		\$47,000				
			Preliminary Design	Match		\$5,000				
			Detailed Design	HSIP		\$56,000				
			Detailed Design	Match		\$6,000				
			ROW Incidentals	HSIP		\$75,000				
			ROW Incidentals	Match		\$8,000				
			ROW Acquisition	HSIP			\$76,000			
			ROW Acquisition	Match			\$8,000			
			Construction	HSIP					\$1,584,000	
			Construction	Match					\$176,000	
			Inspection	HSIP					\$158,000	
			Inspection	Match					\$18,000	
		Total Federal Funds:				\$225,000	\$76,000		\$1,742,000	\$2,043,000
		Total:				\$249,000	\$84,000		\$1,936,000	\$2,269,000
303772	NYSDOT	NYS RT 31 AT SOUTH BAY RD INTERSECTION IMPROVEMENTS, TN OF CICERO, ONON CO								
			Scoping	HSIP		\$47,000				
			Scoping	Match		\$5,000				
			Preliminary Design	HSIP		\$47,000				
			Preliminary Design	Match		\$5,000				
			Detailed Design	HSIP		\$56,000				
			Detailed Design	Match		\$6,000				
			ROW Incidentals	HSIP		\$75,000				
			ROW Incidentals	Match		\$8,000				
		Total Federal Funds:				\$225,000				\$225,000
		Total:				\$249,000				\$249,000
304360	NYSDOT	RT 11 & RT 20 INTERSECTION PAVEMENT REHABILITATION, TN OF LAFAYETTE, ONON CO								
			ROW Acquisition	NHPP				\$428,000		
			ROW Acquisition	Match				\$107,000		
			Construction	NHPP					\$3,200,000	
			Construction	Match					\$800,000	
			Inspection	NHPP					\$320,000	
			Inspection	Match					\$80,000	
		Total Federal Funds:						\$428,000	\$3,520,000	\$3,948,000
		Total:						\$535,000	\$4,400,000	\$4,935,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2017-2021 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:
304368	NYSDOT	RT 11 ADA SIDEWALK & PEDESTRIAN SAFETY PROJECT, E TAFT RD TO BEAR RD, VIL OF N SYRACUSE, ONON CO							
			Scoping	STP-Flex	\$30,000				
			Scoping	Match	\$8,000				
			Preliminary Design	STP-Flex	\$30,000				
			Preliminary Design	Match	\$8,000				
			Detailed Design	STP-Flex	\$40,000				
			Detailed Design	Match	\$10,000				
			ROW Incidentals	STP-Flex	\$8,000				
			ROW Incidentals	Match	\$2,000				
			ROW Acquisition	STP-Flex			\$42,000		
			ROW Acquisition	Match			\$11,000		
			Construction	STP-Flex				\$518,000	
			Construction	Match				\$130,000	
			Inspection	STP-Flex				\$52,000	
			Inspection	Match				\$13,000	
		Total Federal Funds:			\$108,000		\$42,000	\$570,000	\$720,000
		Total:			\$136,000		\$53,000	\$713,000	\$902,000
307621	NYSDOT	RT 5, INSTALL LEFT TURN LANE, CHAMBERLIN RD TO SUNVIEW DR, VIL OF ELBRIDGE, ONON CO							
			Construction	HSIP	\$1,800,000				
			Construction	Match	\$200,000				
			Inspection	HSIP	\$180,000				
			Inspection	Match	\$20,000				
		Total Federal Funds:			\$1,980,000				\$1,980,000
		Total:			\$2,200,000				\$2,200,000
310421	NYSDOT	RT 635 BRIDGE OVER I690 & RT 635 BRIDGE OVER CSX RAILROAD REPLACEMENT, SYRACUSE, ONON CO							
			Detailed Design	NHPP		\$194,000			
			Detailed Design	Match		\$49,000			
			Construction	NHPP				\$10,000,000	
			Construction	Match				\$2,500,000	
			Inspection	NHPP				\$1,000,000	
			Inspection	Match				\$250,000	
		Total Federal Funds:				\$194,000		\$11,000,000	\$11,194,000
		Total:				\$243,000		\$13,750,000	\$13,993,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
328717	NYSDOT	ONONDAGA LAKE PARKWAY CORRIDOR PAVEMENT RESURFACING, RT 370, TN OF SALINA, ONON CO								
			ROW Acquisition	HSIP	\$80,000					
			ROW Acquisition	Match	\$20,000					
			Construction	HSIP	\$1,132,000					
			Construction	Match	\$283,000					
			Construction	NHPP	\$1,833,000					
			Construction	Match	\$458,000					
			Inspection	HSIP	\$169,000					
			Inspection	Match	\$42,000					
			Inspection	NHPP	\$276,000					
			Inspection	Match	\$69,000					
			Other	STP-Flex	\$43,000					
			Other	Match	\$11,000					
		Total Federal Funds:			\$3,533,000					\$3,533,000
		Total:			\$4,416,000					\$4,416,000
328721	NYSDOT	RT 370 AT JOHN GLENN BLVD, TN OF SALINA, ONON CO								
			ROW Acquisition	HSIP	\$79,000					
			ROW Acquisition	Match	\$9,000					
			Construction	HSIP			\$1,606,000			
			Construction	Match			\$178,000			
			Construction	NHPP			\$173,000			
			Construction	Match			\$43,000			
			Inspection	NHPP			\$160,000			
			Inspection	Match			\$40,000			
		Total Federal Funds:			\$79,000		\$1,939,000			\$2,018,000
		Total:			\$88,000		\$2,200,000			\$2,288,000
350152	NYSDOT	SENTINEL HEIGHTS RD OVER I81, TN OF ONONDAGA, ONON CO								
			Detailed Design	NHPP				\$97,000		
			Detailed Design	Match				\$24,000		
			ROW Acquisition	NHPP				\$243,000		
			ROW Acquisition	Match				\$61,000		
			Construction	NHPP					\$3,861,000	
			Construction	Match					\$965,000	
			Inspection	NHPP					\$386,000	
			Inspection	Match					\$97,000	
		Total Federal Funds:						\$340,000	\$4,247,000	\$4,587,000
		Total:						\$425,000	\$5,309,000	\$5,734,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP						
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP	
350167	NYSDOT	TAFT RD ELEMENT SPECIFIC BRIDGE REPAIRS OVER I81, TN OF CICERO, ONON CO									
			Scoping	NHPP		\$86,000					
			Scoping	Match		\$22,000					
			Preliminary Design	NHPP		\$86,000					
			Preliminary Design	Match		\$22,000					
			Detailed Design	NHPP		\$267,000					
			Detailed Design	Match		\$67,000					
			Construction	NHPP				\$2,630,000			
			Construction	Match				\$658,000			
			Inspection	NHPP				\$263,000			
			Inspection	Match				\$66,000			
		Total Federal Funds:					\$439,000		\$2,893,000		\$3,332,000
		Total:					\$550,000		\$3,617,000		\$4,167,000
350172	NYSDOT	SIGN REPLACEMENT CONTRACT ON I81, CORTLAND CO LINE TO I481, ONON CO									
			Construction	NHPP	\$900,000						
			Construction	Match	\$100,000						
			Inspection	NHPP	\$90,000						
			Inspection	Match	\$10,000						
		Total Federal Funds:				\$990,000					\$990,000
		Total:				\$1,100,000					\$1,100,000
350175	NYSDOT	I81 MBC, CORTLAND CO LINE TO RT 20, ONON CO									
			Construction	NHPP		\$8,100,000					
			Construction	Match		\$900,000					
			Inspection	NHPP		\$810,000					
			Inspection	Match		\$90,000					
		Total Federal Funds:					\$8,910,000				\$8,910,000
		Total:					\$9,900,000				\$9,900,000
350179	NYSDOT	AIRPORT RD BRIDGES OVER I81 MINOR REHAB, TN OF SALINA, ONON CO									
			Scoping	NHPP					\$110,000		
			Scoping	Match					\$28,000		
			Preliminary Design	NHPP					\$111,000		
			Preliminary Design	Match					\$28,000		
			Detailed Design	NHPP					\$259,000		
			Detailed Design	Match					\$65,000		
		Total Federal Funds:							\$480,000		\$480,000
		Total:							\$601,000		\$601,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
350182	NYSDOT	I81 MBC, RT 20 TO RT 173, TNS OF LAFAYETTE & ONONDAGA, ONON CO								
			Detailed Design	NHPP		\$90,000				
			Detailed Design	Match		\$10,000				
			Construction	NHPP			\$8,100,000			
			Construction	Match			\$900,000			
			Inspection	NHPP			\$810,000			
			Inspection	Match			\$90,000			
		Total Federal Funds:					\$90,000	\$8,910,000		\$9,000,000
		Total:					\$100,000	\$9,900,000		\$10,000,000
350641	NYSDOT	I690 BRIDGE OVER BEECH ST AND TEALL AVE REPLACEMENT, SYRACUSE, ONON CO								
			Construction	NHPP	\$9,000,000					
			Construction	Match	\$1,000,000					
			Inspection	NHPP	\$900,000					
			Inspection	Match	\$100,000					
		Total Federal Funds:				\$9,900,000				\$9,900,000
		Total:				\$11,000,000				\$11,000,000
350643	NYSDOT	I690 OVER CSX RAILROAD ELEMENT SPECIFIC BRIDGE WORK, TN OF GEDDES, ONON CO								
			Scoping	NHPP	\$32,000					
			Scoping	Match	\$4,000					
			Preliminary Design	NHPP	\$32,000					
			Preliminary Design	Match	\$4,000					
			Detailed Design	NHPP	\$36,000					
			Detailed Design	Match	\$4,000					
			Construction	NHPP			\$1,700,000			
			Construction	Match			\$189,000			
			Inspection	NHPP			\$170,000			
			Inspection	Match			\$19,000			
		Total Federal Funds:				\$100,000		\$1,870,000		\$1,970,000
		Total:				\$112,000		\$2,078,000		\$2,190,000
350644	NYSDOT	ELEMENT SPECIFIC BRIDGE REHAB - I690 OVER BRIDGE ST, TN OF DEWITT, ONON CO								
			Construction	NHPP		\$3,728,000				
			Construction	Match		\$414,000				
			Inspection	NHPP		\$373,000				
			Inspection	Match		\$41,000				
		Total Federal Funds:					\$4,101,000			\$4,101,000
		Total:					\$4,556,000			\$4,556,000
360189	NYSDOT	I81 MBC, RT 31 SOUTH OF RT 49, TNS OF CICERO, HASTINGS, WEST MONROE, ONON & OSW CO								
			Construction	NHPP				\$3,650,000		
			Construction	Match				\$406,000		
			Inspection	NHPP				\$365,000		
			Inspection	Match				\$41,000		
		Total Federal Funds:						\$4,015,000		\$4,015,000
		Total:						\$4,462,000		\$4,462,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
360278	NYSDOT	RT 481 MBC, ONON CO TO FULTON CITY LINE, TN OF SCHROEPEL, OSW CO								
			Construction	NHPP			\$2,990,000			
			Construction	Match			\$748,000			
			Inspection	NHPP			\$299,000			
			Inspection	Match			\$75,000			
		Total Federal Funds:					\$3,289,000			\$3,289,000
		Total:					\$4,112,000			\$4,112,000
360282	NYSDOT	RT 5 MBC, TERRY RD TO MYRTLE ST, TN OF GEDDES, ONON CO								
			Construction	NHPP					\$960,000	
			Construction	Match					\$240,000	
			Inspection	NHPP					\$96,000	
			Inspection	Match					\$24,000	
		Total Federal Funds:							\$1,056,000	\$1,056,000
		Total:							\$1,320,000	\$1,320,000
360283	NYSDOT	RT 5 MBC, COUNTY LINE TO HAMILTON RD, TN OF ELBRIDGE, ONON CO								
			Construction	NHPP	\$742,000					
			Construction	Match	\$186,000					
			Inspection	NHPP	\$75,000					
			Inspection	Match	\$19,000					
		Total Federal Funds:			\$817,000					\$817,000
		Total:			\$1,022,000					\$1,022,000
360285	NYSDOT	RT 20 MBC, RT 175 TO RT 80, TNS OF ONONDAGA, MARCELLUS & SKANEATELES, ONON CO								
			Construction	NHPP		\$3,953,000				
			Construction	Match		\$988,000				
			Inspection	NHPP		\$395,000				
			Inspection	Match		\$99,000				
		Total Federal Funds:				\$4,348,000				\$4,348,000
		Total:				\$5,435,000				\$5,435,000
360309	NYSDOT	RT 31 MBC, RT 11 TO THOMPSON RD, TN OF CICERO, ONON CO								
			Construction	STP-Urban	\$800,000					
			Construction	Match	\$200,000					
			Inspection	STP-Urban	\$80,000					
			Inspection	Match	\$20,000					
		Total Federal Funds:			\$880,000					\$880,000
		Total:			\$1,100,000					\$1,100,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
360310	NYSDOT	RT 5 MBC, THOMPSON RD TO RT 92, TN OF DEWITT, ONON CO								
			Scoping	NHPP			\$38,000			
			Scoping	Match			\$10,000			
			Preliminary Design	NHPP			\$38,000			
			Preliminary Design	Match			\$10,000			
			Detailed Design	NHPP			\$52,000			
			Detailed Design	Match			\$13,000			
			Construction	NHPP				\$861,000		
			Construction	Match				\$215,000		
			Inspection	NHPP				\$86,000		
			Inspection	Match				\$22,000		
		Total Federal Funds:						\$128,000	\$947,000	\$1,075,000
		Total:						\$161,000	\$1,184,000	\$1,345,000
360371	NYSDOT	VPP/MILL RT 20, RT 11A TO POMPEY TOWN LINE, TN OF LAFAYETTE, ONON CO								
			Construction	NHPP					\$1,400,000	
			Construction	Match					\$350,000	
		Total Federal Funds:							\$1,400,000	\$1,400,000
		Total:							\$1,750,000	\$1,750,000
380555	NYSDOT	OVERHEAD SIGN STRUCTURES AND PANEL REPAIR/REPLACE, ONON CO								
			Construction	NHPP		\$1,573,000				
			Construction	Match		\$175,000				
			Inspection	NHPP		\$157,000				
			Inspection	Match		\$17,000				
		Total Federal Funds:					\$1,730,000			\$1,730,000
		Total:					\$1,922,000			\$1,922,000
380565	NYSDOT	INTERSTATE EMERGENCY STRUCTURAL PROJECT, ONON CO								
			Scoping	NHPP					\$111,000	
			Scoping	Match					\$12,000	
			Preliminary Design	NHPP					\$112,000	
			Preliminary Design	Match					\$12,000	
			Detailed Design	NHPP					\$149,000	
			Detailed Design	Match					\$17,000	
			Construction	NHPP					\$2,475,000	
			Construction	Match					\$275,000	
			Inspection	NHPP					\$248,000	
			Inspection	Match					\$28,000	
		Total Federal Funds:							\$3,095,000	\$3,095,000
		Total:							\$3,439,000	\$3,439,000



**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2017-2021 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
380567	NYSDOT	OVERHEAD SIGN STRUCTURE & PANEL REPAIR/REPLACE CONTRACT, ONON CO								
			Scoping	NHPP			\$72,000			
			Scoping	Match			\$18,000			
			Preliminary Design	NHPP			\$72,000			
			Preliminary Design	Match			\$18,000			
			Detailed Design	NHPP			\$58,000			
			Detailed Design	Match			\$14,000			
			Construction	NHPP				\$900,000		
			Construction	Match				\$100,000		
			Inspection	NHPP				\$90,000		
			Inspection	Match				\$10,000		
		Total Federal Funds:					\$202,000	\$990,000		\$1,192,000
		Total:					\$252,000	\$1,100,000		\$1,352,000
380621	NYSDOT	REGIONAL RETAINING WALL CONTRACT, ONON CO								
			Scoping	STP-Flex		\$42,000				
			Scoping	Match		\$11,000				
			Preliminary Design	STP-Flex		\$42,000				
			Preliminary Design	Match		\$11,000				
			Detailed Design	STP-Flex		\$42,000				
			Detailed Design	Match		\$11,000				
			ROW Incidentals	STP-Flex		\$8,000				
			ROW Incidentals	Match		\$2,000				
			ROW Acquisition	NHPP					\$44,000	
			ROW Acquisition	Match					\$11,000	
			Construction	NHPP					\$1,333,000	
			Construction	Match					\$333,000	
			Inspection	NHPP					\$134,000	
			Inspection	Match					\$34,000	
		Total Federal Funds:				\$134,000			\$1,511,000	\$1,645,000
		Total:				\$169,000			\$1,889,000	\$2,058,000
380637	NYSDOT	RT 11 SIDEWALK INSTALLATION PROJECT, BEAR RD TO CAUGHDENOY RD, TN OF CICERO, ONON CO								
			Construction	HSIP	\$675,000					
			Construction	Match	\$75,000					
			Inspection	HSIP	\$68,000					
			Inspection	Match	\$7,000					
		Total Federal Funds:				\$743,000				\$743,000
		Total:				\$825,000				\$825,000
380658	NYSDOT	REGIONAL BRIDGE DECK AND JOINT REPAIR CONTRACT								
			Construction	STP-Urban	\$322,000					
			Construction	Match	\$81,000					
			Inspection	STP-Flex	\$52,000					
			Inspection	Match	\$13,000					
		Total Federal Funds:				\$374,000				\$374,000
		Total:				\$468,000				\$468,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2017-2021 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
380699	NYSDOT	TMC/ITS OPERATIONS & MAINTENANCE								
			Other	NHPP		\$1,080,000				
			Other	Match		\$120,000				
		Total Federal Funds:				\$1,080,000				\$1,080,000
		Total:				\$1,200,000				\$1,200,000
380728	NYSDOT	REGIONAL LARGE CULVERT REPAIR/REPLACEMENT CONTRACT								
			Scoping	STP-Flex		\$21,000				
			Scoping	Match		\$5,000				
			Preliminary Design	STP-Flex		\$21,000				
			Preliminary Design	Match		\$5,000				
			Detailed Design	STP-Flex		\$42,000				
			Detailed Design	Match		\$11,000				
			ROW Incidentals	STP-Flex		\$8,000				
			ROW Incidentals	Match		\$2,000				
			ROW Acquisition	STP-Flex			\$42,000			
			ROW Acquisition	Match			\$11,000			
			Construction	STP-Urban				\$335,000		
			Construction	Match				\$84,000		
			Inspection	STP-Urban				\$34,000		
			Inspection	Match				\$9,000		
		Total Federal Funds:				\$92,000	\$42,000	\$369,000		\$503,000
		Total:				\$115,000	\$53,000	\$462,000		\$630,000
380745	NYSDOT	REGIONAL GROUND MOUNTED SIGN REPLACEMENT CONTRACT								
			Scoping	STP-Flex		\$23,000				
			Scoping	Match		\$6,000				
			Preliminary Design	STP-Flex		\$23,000				
			Preliminary Design	Match		\$6,000				
			Detailed Design	STP-Flex		\$30,000				
			Detailed Design	Match		\$8,000				
			Construction	STP-Flex				\$432,000		
			Construction	Match				\$108,000		
			Inspection	STP-Flex				\$43,000		
			Inspection	Match				\$11,000		
		Total Federal Funds:				\$76,000		\$475,000		\$551,000
		Total:				\$96,000		\$594,000		\$690,000
380755	NYSDOT	TMC/ITS OPERATIONS & MAINTENANCE								
			Other	NHPP				\$1,080,000		
			Other	Match				\$120,000		
		Total Federal Funds:						\$1,080,000		\$1,080,000
		Total:						\$1,200,000		\$1,200,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
380763	NYSDOT	CONSULTANT SERVICES FOR OPERATIONS OF THE R3 TMC								
			Other	STP-Flex	\$1,102,000					
			Other	Match	\$276,000					
Total Federal Funds:					\$1,102,000					\$1,102,000
Total:					\$1,378,000					\$1,378,000
393276	NYSDOT	GRADE XING IMP PROG, FGLK, AUBURN SEC SOLVAY, ONON CO								
			Preliminary Design	STP-Rail	\$9,000					
			Preliminary Design	Match	\$2,000					
			Construction	STP-Rail		\$225,000				
			Construction	Match		\$56,000				
Total Federal Funds:					\$9,000	\$225,000				\$234,000
Total:					\$11,000	\$281,000				\$292,000
3M1701	NYSDOT	BRIDGE CLEAN & WASH								
			Construction	NHPP	\$800,000					
			Construction	Match	\$200,000					
			Inspection	NHPP	\$80,000					
			Inspection	Match	\$20,000					
Total Federal Funds:					\$880,000					\$880,000
Total:					\$1,100,000					\$1,100,000
NYSDOT										
Total Federal Funds:					\$21,801,000	\$21,869,000	\$17,022,000	\$26,371,000	\$25,279,000	\$112,342,000
Total:					\$25,339,000	\$25,065,000	\$19,548,000	\$32,122,000	\$30,929,000	\$133,003,000
375461	OCDOT	ALLEN RD PAVING, TAFT TO BEAR RD, TN OF CLAY, ONON CO								
			Construction	STP-Flex	\$2,505,000					
			Construction	Match	\$627,000					
			Inspection	STP-Flex	\$375,000					
			Inspection	Match	\$94,000					
Total Federal Funds:					\$2,880,000					\$2,880,000
Total:					\$3,601,000					\$3,601,000
375516	OCDOT	BRIDGE MAINTENANCE PHASE 1, VARIOUS LOCATIONS, ONON CO								
			Construction	NHPP	\$800,000					
			Construction	Match	\$200,000					
			Inspection	NHPP	\$100,000					
			Inspection	Match	\$25,000					
Total Federal Funds:					\$900,000					\$900,000
Total:					\$1,125,000					\$1,125,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
375517	OCDOT	BRIDGE MAINTENANCE PHASE 2, VARIOUS LOCATIONS, ONON CO								
			Construction	STP-OSB			\$1,183,000			
			Construction	Match			\$296,000			
			Construction	STP-Urban			\$267,000			
			Construction	Match			\$67,000			
			Inspection	STP-OSB			\$254,000			
			Inspection	Match			\$64,000			
		Total Federal Funds:					\$1,704,000			\$1,704,000
		Total:					\$2,131,000			\$2,131,000
375520	OCDOT	JOHN GLENN BLVD EB & WB OVER ONONDAGA LAKE OUTLET REHABILITATION, TN OF CLAY, ONON CO								
			Construction	NHPP	\$4,500,000					
			Construction	Match	\$1,125,000					
			Inspection	NHPP	\$480,000					
			Inspection	Match	\$120,000					
		Total Federal Funds:				\$4,980,000				\$4,980,000
		Total:				\$6,225,000				\$6,225,000
375522	OCDOT	ORAN DELPHI RD OVER LIMESTONE CREEK BRIDGE REPLACEMENT, TN OF POMPEY, ONON CO								
			Detailed Design	STP-OSB	\$132,000					
			Detailed Design	Match	\$33,000					
			Construction	STP-OSB		\$750,000				
			Construction	Match		\$188,000				
			Inspection	STP-OSB		\$80,000				
			Inspection	Match		\$20,000				
		Total Federal Funds:				\$132,000	\$830,000			\$962,000
		Total:				\$165,000	\$1,038,000			\$1,203,000
375523	OCDOT	OTISCO VALLEY RD/NINE MILE CREEK BRIDGE REPLACEMENT, TN OF OTISCO, ONON CO								
			Construction	STP-Flex		\$640,000				
			Construction	Match		\$160,000				
			Inspection	STP-Flex		\$105,000				
			Inspection	Match		\$26,000				
		Total Federal Funds:					\$745,000			\$745,000
		Total:					\$931,000			\$931,000
375524	OCDOT	TULLY FARMS RD/BRANCH OF ONONDAGA CREEK BRIDGE REPLACEMENT, TN OF LAFAYETTE, ONON CO								
			Construction	STP-OSB				\$400,000		
			Construction	Match				\$100,000		
			Inspection	STP-OSB				\$80,000		
			Inspection	Match				\$20,000		
		Total Federal Funds:						\$480,000		\$480,000
		Total:						\$600,000		\$600,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
375529	OCDOT	ELECTRONICS PKWY/HENRY CLAY BLVD SIGNAL INTERCONNECT, TN OF SALINA, ONON CO								
			Detailed Design	STP-Urban	\$80,000					
			Detailed Design	Match	\$20,000					
			ROW Acquisition	STP-Urban	\$8,000					
			ROW Acquisition	Match	\$2,000					
			Construction	NHPP		\$700,000				
			Construction	Match		\$175,000				
			Inspection	NHPP		\$131,000				
			Inspection	Match		\$33,000				
		Total Federal Funds:				\$88,000	\$831,000			\$919,000
		Total:				\$110,000	\$1,039,000			\$1,149,000
375569	OCDOT	OLD ROUTE 5/WARNERS RD PAVING (2R) PROJECT, TN OF CAMILLUS, ONON CO								
			Detailed Design	STP-Urban	\$232,000					
			Detailed Design	Match	\$58,000					
			Construction	STP-Urban			\$1,600,000			
			Construction	Match			\$400,000			
			Inspection	STP-Urban			\$240,000			
			Inspection	Match			\$60,000			
		Total Federal Funds:				\$232,000	\$1,840,000			\$2,072,000
		Total:				\$290,000	\$2,300,000			\$2,590,000
375570	OCDOT	FREMONT RD BRIDGE OVER BUTTERNUT CREEK, TN OF MANLIUS, ONON CO								
			Detailed Design	STP-Flex	\$176,000					
			Detailed Design	Match	\$44,000					
			ROW Acquisition	STP-Flex	\$8,000					
			ROW Acquisition	Match	\$2,000					
			Construction	NHPP			\$493,000			
			Construction	Match			\$123,000			
			Construction	STP-Flex			\$787,000			
			Construction	Match			\$197,000			
			Inspection	STP-Flex			\$200,000			
			Inspection	Match			\$50,000			
		Total Federal Funds:				\$184,000	\$1,480,000			\$1,664,000
		Total:				\$230,000	\$1,850,000			\$2,080,000
375571	OCDOT	ELECTRONICS PKWY PAVING (2R) PROJECT, OLD LIVERPOOL RD TO HOPKINS RD, TN OF SALINA, ONON CO								
			Detailed Design	NHPP	\$224,000					
			Detailed Design	Match	\$56,000					
			ROW Acquisition	NHPP	\$8,000					
			ROW Acquisition	Match	\$2,000					
			Construction	NHPP		\$2,040,000				
			Construction	Match		\$510,000				
			Inspection	NHPP		\$360,000				
			Inspection	Match		\$90,000				
		Total Federal Funds:				\$232,000	\$2,400,000			\$2,632,000
		Total:				\$290,000	\$3,000,000			\$3,290,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
375572	OCDOT	JOHN GLENN BLVD WB & KIRKVILLE RD PAVING, TNS OF CLAY & DEWITT, ONON CO								
			Construction	NHPP	\$1,344,000					
			Construction	Match	\$336,000					
			Construction	STP-Urban	\$896,000					
			Construction	Match	\$224,000					
			Inspection	NHPP	\$192,000					
			Inspection	Match	\$48,000					
			Inspection	STP-Urban	\$128,000					
			Inspection	Match	\$32,000					
		Total Federal Funds:				\$2,560,000				\$2,560,000
		Total:				\$3,200,000				\$3,200,000
375574	OCDOT	BENSON RD BRIDGE OVER DUTCH HOLLOW REPLACEMENT, TN OF SKANEATELES, ONON CO								
			Construction	STP-OSB	\$816,000					
			Construction	Match	\$204,000					
			Inspection	STP-OSB	\$142,000					
			Inspection	Match	\$36,000					
		Total Federal Funds:				\$958,000				\$958,000
		Total:				\$1,198,000				\$1,198,000
375577	OCDOT	BRIDGE PAINTING, VARIOUS LOCATIONS, ONON CO								
			Construction	STP-OSB			\$700,000			
			Construction	Match			\$175,000			
			Inspection	STP-OSB			\$70,000			
			Inspection	Match			\$18,000			
		Total Federal Funds:					\$770,000			\$770,000
		Total:					\$963,000			\$963,000
375578	OCDOT	BUCKLEY RD PAVING (1R) PROJECT, MORGAN RD TO HENRY CLAY BLVD, TN OF CLAY, ONON CO								
			Construction	NHPP			\$520,000			
			Construction	Match			\$130,000			
			Inspection	NHPP			\$80,000			
			Inspection	Match			\$20,000			
		Total Federal Funds:					\$600,000			\$600,000
		Total:					\$750,000			\$750,000
375579	OCDOT	WEST TAFT RD PAVING (2R) PROJECT, BUCKLEY RD TO SOUTH BAY RD, TN OF CLAY, ONON CO								
			Detailed Design	NHPP	\$216,000					
			Detailed Design	Match	\$54,000					
			ROW Acquisition	NHPP	\$16,000					
			ROW Acquisition	Match	\$4,000					
			Construction	NHPP			\$2,240,000			
			Construction	Match			\$560,000			
			Inspection	NHPP			\$400,000			
			Inspection	Match			\$100,000			
		Total Federal Funds:				\$232,000		\$2,640,000		\$2,872,000
		Total:				\$290,000		\$3,300,000		\$3,590,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
375580	OCDOT	WEST TAFT RD PAVING (1R) PROJECT, BURR DR TO HOLLYWOOD WOOD, TN OF CLAY, ONON CO								
			Construction	NHPP			\$920,000			
			Construction	Match			\$230,000			
			Inspection	NHPP			\$160,000			
			Inspection	Match			\$40,000			
		Total Federal Funds:					\$1,080,000			\$1,080,000
		Total:					\$1,350,000			\$1,350,000
375582	OCDOT	OLD RT 57 PAVING (1R) PROJECT, CALDER CT TO RT 31, TN OF CLAY, ONON CO								
			Construction	NHPP			\$1,088,000			
			Construction	Match			\$272,000			
			Inspection	NHPP			\$192,000			
			Inspection	Match			\$48,000			
		Total Federal Funds:					\$1,280,000			\$1,280,000
		Total:					\$1,600,000			\$1,600,000
375583	OCDOT	OLD RT 57 PAVING (2R) PROJECT, BELL HARBOR DR TO PINE HOLLOW RD, TN OF CLAY, ONON CO								
			Construction	NHPP			\$2,780,000			
			Construction	Match			\$321,000			
			Inspection	NHPP			\$420,000			
			Inspection	Match			\$105,000			
		Total Federal Funds:					\$3,200,000			\$3,200,000
		Total:					\$3,626,000			\$3,626,000
375622	OCDOT	ONONDAGA LAKE CANALWAYS TRAIL - SALINA EXTENSION PROJECT, SYRACUSE & TN OF SALINA, ONON CO								
			Scoping	STP-Urban				\$22,000		
			Scoping	Match				\$6,000		
			Preliminary Design	STP-Urban				\$302,000		
			Preliminary Design	Match				\$76,000		
			Detailed Design	STP-Urban				\$302,000		
			Detailed Design	Match				\$76,000		
			ROW Incidentals	STP-Urban				\$22,000		
			ROW Incidentals	Match				\$6,000		
		Total Federal Funds:						\$648,000		\$648,000
		Total:						\$812,000		\$812,000
375623	OCDOT	EAST TAFT RD PAVING PROJECT, NORTHERN BLVD TO FREMONT RD, TN OF CICERO, ONON CO								
			Scoping	STP-Flex	\$6,000					
			Scoping	Match	\$2,000					
			Preliminary Design	STP-Flex	\$143,000					
			Preliminary Design	Match	\$36,000					
			Detailed Design	STP-Flex			\$148,000			
			Detailed Design	Match			\$37,000			
			ROW Acquisition	STP-Flex			\$2,000			
			ROW Acquisition	Match			\$1,000			
		Total Federal Funds:			\$149,000		\$150,000			\$299,000
		Total:			\$187,000		\$188,000			\$375,000



**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP						
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP	
375627	OCDOT	OLD LIVERPOOL RD PAVING, ELECTRONICS PKWY TO BUCKLEY RD, TN OF SALINA, ONON CO									
			Construction	NHPP					\$2,160,000		
			Construction	Match					\$540,000		
			Inspection	NHPP					\$240,000		
			Inspection	Match					\$60,000		
		Total Federal Funds:							\$2,400,000	\$2,400,000	
		Total:							\$3,000,000	\$3,000,000	
375629	OCDOT	ONONDAGA COUNTY CANALWAYS TRAIL PHASE II: PEDESTRIAN BRIDGE OVER CSX RR, SYRACUSE, ONON CO									
			Construction	STP-Flex			\$2,517,000				
			Construction	Match			\$629,000				
			Construction	STP-Urban			\$239,000				
			Construction	Match			\$60,000				
			Inspection	STP-Urban			\$636,000				
			Inspection	Match			\$159,000				
		Total Federal Funds:					\$3,392,000			\$3,392,000	
		Total:					\$4,240,000			\$4,240,000	
395049	OCDOT	ONONDAGA LAKE CANALWAYS TRAIL EXTENSION, SYRACUSE, ONON CO									
			Construction	TEP	\$1,283,000						
			Construction	Match	\$321,000						
			Inspection	TEP	\$226,000						
			Inspection	Match	\$57,000						
		Total Federal Funds:				\$1,509,000				\$1,509,000	
		Total:				\$1,887,000				\$1,887,000	
OCDOT											
		Total Federal Funds:				\$15,036,000	\$4,806,000	\$18,136,000	\$1,128,000	\$2,400,000	\$41,506,000
		Total:				\$18,798,000	\$6,008,000	\$22,298,000	\$1,412,000	\$3,000,000	\$51,516,000
375442	SYRACUSE	TRAFFIC SIGNAL UPGRADE, SYRACUSE, ONON CO									
			Construction	STP-Flex	\$314,000						
			Construction	Match	\$79,000						
			Inspection	STP-Flex	\$35,000						
			Inspection	Match	\$9,000						
		Total Federal Funds:				\$349,000				\$349,000	
		Total:				\$437,000				\$437,000	
375479	SYRACUSE	N, S, E, W CORRIDORS INTERCONNECT EXPANSION, SYRACUSE, ONON CO									
			Detailed Design	STP-Urban	\$615,000						
			Detailed Design	Match	\$154,000						
			Construction	STP-Flex				\$3,340,000			
			Construction	Match				\$835,000			
			Inspection	STP-Urban				\$2,075,000			
			Inspection	Match				\$519,000			
		Total Federal Funds:				\$615,000		\$5,415,000		\$6,030,000	
		Total:				\$769,000		\$6,769,000		\$7,538,000	

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
375514	SYRACUSE	CREEKWALK PH II,JEFFERSON TO COLVIN, SYRACUSE, ONON CO								
			Construction	STP-Flex		\$3,398,000				
			Construction	Match		\$850,000				
			Construction	STP-Urban		\$2,663,000				
			Construction	Match		\$666,000				
			Inspection	STP-Urban		\$815,000				
			Inspection	Match		\$204,000				
		Total Federal Funds:					\$6,876,000			\$6,876,000
		Total:					\$8,596,000			\$8,596,000
375518	SYRACUSE	EVANS ST BRIDGE OVER ONONDAGA CREEK REHABILITATION, SYRACUSE, ONON CO								
			Detailed Design	STP-Urban	\$120,000					
			Detailed Design	Match	\$30,000					
			Construction	STP-Urban		\$627,000				
			Construction	Match		\$157,000				
			Inspection	STP-Urban		\$62,000				
			Inspection	Match		\$16,000				
		Total Federal Funds:				\$120,000	\$689,000			\$809,000
		Total:				\$150,000	\$862,000			\$1,012,000
375519	SYRACUSE	ELEMENT SPECIFIC CITY BRIDGES REPAIR, SYRACUSE, ONON CO								
			Construction	STP-Urban	\$655,000					
			Construction	Match	\$164,000					
			Inspection	STP-Urban	\$65,000					
			Inspection	Match	\$16,000					
		Total Federal Funds:				\$720,000				\$720,000
		Total:				\$900,000				\$900,000
375525	SYRACUSE	WEST GENESEE ST BRIDGE OVER ONONDAGA CREEK ELEMENT SPECIFIC REPAIRS, SYRACUSE, ONON CO								
			Construction	NHPP	\$593,000					
			Construction	Match	\$148,000					
			Construction	STP-Urban	\$218,000					
			Construction	Match	\$55,000					
			Inspection	STP-Urban	\$82,000					
			Inspection	Match	\$21,000					
		Total Federal Funds:				\$893,000				\$893,000
		Total:				\$1,117,000				\$1,117,000
375526	SYRACUSE	UHILL BIKE NETWORK IMPLEMENTATION, WAVERLY, COMSTOCK & CROUSE AVE, SYRACUSE, ONON CO								
			Construction	STP-Flex		\$397,000				
			Construction	Match		\$99,000				
			Construction	STP-Urban		\$397,000				
			Construction	Match		\$99,000				
			Inspection	STP-Urban		\$88,000				
			Inspection	Match		\$22,000				
		Total Federal Funds:					\$882,000			\$882,000
		Total:					\$1,102,000			\$1,102,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2017-2021 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21: 5-Year TIP
375563	SYRACUSE	CITY OF SYRACUSE SRTS NEIGHBORHOOD GREENWAY, VARIOUS STS, SYRACUSE, ONON CO							
			Construction	SRTS	\$251,000				
			Inspection	SRTS	\$23,000				
		Total Federal Funds:			\$274,000				\$274,000
		Total:			\$274,000				\$274,000
375584	SYRACUSE	HIAWATHA BLVD BRIDGE SIDEWALK IMPROVEMENT PROJECT, SYRACUSE, ONON CO							
			Scoping	STP-Urban	\$8,000				
			Scoping	Match	\$2,000				
			Preliminary Design	STP-Urban	\$102,000				
			Preliminary Design	Match	\$26,000				
			Detailed Design	STP-Urban		\$105,000			
			Detailed Design	Match		\$26,000			
			Construction	STP-Urban			\$1,040,000		
			Construction	Match			\$260,000		
			Inspection	STP-Urban			\$162,000		
			Inspection	Match			\$40,000		
			Other	STP-Urban	\$41,000				
			Other	Match	\$10,000				
		Total Federal Funds:			\$151,000	\$105,000	\$1,202,000		\$1,458,000
		Total:			\$189,000	\$131,000	\$1,502,000		\$1,822,000
375586	SYRACUSE	TEALL AVENUE PAVEMENT RESURFACING PROJECT, BURNET AVE TO ERIE BLVD E, SYRACUSE, ONON CO							
			Construction	NHPP	\$657,000				
			Construction	Match	\$164,000				
			Inspection	NHPP	\$99,000				
			Inspection	Match	\$25,000				
		Total Federal Funds:			\$756,000				\$756,000
		Total:			\$945,000				\$945,000
375606	SYRACUSE	DOWNTOWN SYRACUSE MILL & PAVE, SYRACUSE, ONON CO							
			Detailed Design	STP-Urban	\$305,000				
			Detailed Design	Match	\$76,000				
			Construction	NHPP				\$3,148,000	
			Construction	Match				\$787,000	
			Inspection	NHPP				\$350,000	
			Inspection	Match				\$88,000	
		Total Federal Funds:			\$305,000			\$3,498,000	\$3,803,000
		Total:			\$381,000			\$4,373,000	\$4,754,000

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP						
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP	
375624	SYRACUSE	WEST GENESEE ST RD IMPROVEMENT PROJECT, CITY LINE TO S SALINA ST, SYRACUSE, ONON CO									
			Scoping	STP-Flex			\$120,000				
			Scoping	Match			\$30,000				
			Preliminary Design	STP-Flex			\$120,000				
			Preliminary Design	Match			\$30,000				
			Detailed Design	STP-Urban				\$307,000			
			Detailed Design	Match				\$77,000			
			Construction	NHPP					\$2,408,000		
			Construction	Match					\$602,000		
			Inspection	NHPP					\$268,000		
			Inspection	Match					\$67,000		
		Total Federal Funds:						\$240,000	\$307,000	\$2,676,000	\$3,223,000
		Total:						\$300,000	\$384,000	\$3,345,000	\$4,029,000
375625	SYRACUSE	DOWNTOWN MILL & PAVE PROJECT, VARIOUS STS, SYRACUSE, ONON CO									
			Scoping	STP-Flex		\$120,000					
			Scoping	Match		\$30,000					
			Preliminary Design	STP-Flex		\$120,000					
			Preliminary Design	Match		\$30,000					
			Detailed Design	STP-Flex			\$293,000				
			Detailed Design	Match			\$73,000				
			Construction	STP-Urban					\$2,126,000		
			Construction	Match					\$532,000		
			Inspection	STP-Urban					\$212,000		
			Inspection	Match					\$53,000		
		Total Federal Funds:					\$240,000	\$293,000		\$2,338,000	\$2,871,000
		Total:					\$300,000	\$366,000		\$2,923,000	\$3,589,000
375626	SYRACUSE	SOLAR ST AND HIAWATHA BLVD RD IMPROVEMENT PROJECT, SYRACUSE, ONON CO									
			Scoping	STP-Flex		\$49,000					
			Scoping	Match		\$12,000					
			Preliminary Design	STP-Flex		\$49,000					
			Preliminary Design	Match		\$12,000					
			Detailed Design	STP-Flex			\$98,000				
			Detailed Design	Match			\$24,000				
			Construction	STP-Urban				\$1,210,000			
			Construction	Match				\$303,000			
			Inspection	STP-Urban				\$148,000			
			Inspection	Match				\$37,000			
		Total Federal Funds:					\$98,000	\$98,000	\$1,358,000		\$1,554,000
		Total:					\$122,000	\$122,000	\$1,698,000		\$1,942,000
SYRACUSE											
Total Federal Funds:					\$4,183,000	\$8,890,000	\$1,833,000	\$7,080,000	\$8,512,000	\$30,498,000	
Total:					\$5,162,000	\$11,113,000	\$2,290,000	\$8,851,000	\$10,641,000	\$38,057,000	

**2017-2021 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2017-2021 TIP						
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP	
375471	Town of Cicero	EAST CIRCLE DR OVER DARLENE'S BROOK REPLACEMENT, TN OF CICERO, ONON CO									
			Construction	STP-Flex	\$440,000						
			Construction	Match	\$110,000						
			Inspection	STP-Flex	\$64,000						
			Inspection	Match	\$16,000						
		Total Federal Funds:				\$504,000				\$504,000	
		Total:				\$630,000				\$630,000	
375495	Town of Cicero	REVITALIZATION AND REDEVELOPMENT OF THE HAMLET OF BREWERTON, ONON CO									
			Construction	HPP	\$327,000						
			Inspection	HPP	\$57,000						
		Total Federal Funds:				\$384,000				\$384,000	
		Total:				\$384,000				\$384,000	
Town of Cicero											
		Total Federal Funds:				\$888,000				\$888,000	
		Total:				\$1,014,000				\$1,014,000	
		Grand Total Federal Funds by FFY				\$41,908,000	\$35,565,000	\$37,564,000	\$34,579,000	\$36,191,000	\$185,807,000
		Grand Totals by FFY				\$50,313,000	\$42,186,000	\$44,852,000	\$42,385,000	\$44,570,000	\$224,306,000

## **APPENDIX B**

### **FEDERAL TRANSIT ADMINISTRATION**

#### **PROJECT LISTING**

**2017-2021 TIP  
FEDERAL TRANSIT ADMINISTRATION - PROJECT LISTING**

				2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
382244	CNYRTA	ENGINEERING SERVICES	Section 5307	\$160,000					
			Match	\$40,000					
			Total Federal Funds:	\$160,000					\$160,000
			Total:	\$200,000					\$200,000
382245	CNYRTA	SUPERVISORY VEHICLE REPLACEMENT	Section 5307	\$88,000	\$35,200				
			Match	\$22,000	\$8,800				
			Total Federal Funds:	\$88,000	\$35,200				\$123,200
			Total:	\$110,000	\$44,000				\$154,000
382257	CNYRTA	PREVENTIVE MAINTENANCE	Section 5307	\$5,162,626	\$5,317,505				
			Match	\$1,290,657	\$1,329,376				
			Total Federal Funds:	\$5,162,626	\$5,317,505				\$10,480,131
			Total:	\$6,453,283	\$6,646,881				\$13,100,164
382258	CNYRTA	REPLACE 9 CALL-A-BUS VEHICLES	Section 5307		\$540,000				
			Match		\$135,000				
			Total Federal Funds:		\$540,000				\$540,000
			Total:		\$675,000				\$675,000
382261	CNYRTA	COMPUTER AND NETWORK EQUIPMENT UPGRADES	Section 5307	\$200,000	\$80,000				
			Match	\$50,000	\$20,000				
			Total Federal Funds:	\$200,000	\$80,000				\$280,000
			Total:	\$250,000	\$100,000				\$350,000
382267	CNYRTA	REPLACE SERVICE VEHICLES	Section 5307		\$192,000				
			Match		\$48,000				
			Total Federal Funds:		\$192,000				\$192,000
			Total:		\$240,000				\$240,000
382299	CNYRTA	BUS SHELTERS	Section 5307	\$80,000					
			Match	\$20,000					
			Total Federal Funds:	\$80,000					\$80,000
			Total:	\$100,000					\$100,000

**2017-2021 TIP  
FEDERAL TRANSIT ADMINISTRATION - PROJECT LISTING**

				2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
382410	CNYRTA	REPLACE 4 PARATRANSIT VEHICLES							
		Section 5307	\$480,000						
		Match	\$120,000						
		Total Federal Funds:	\$480,000					\$480,000	
		Total:	\$600,000					\$600,000	
382412	CNYRTA	REPLACE 21 40' TRANSIT BUSES							
		Sect 5339	\$1,736,916						
		Match	\$434,229						
		Section 5307	\$6,243,084						
		Match	\$1,560,771						
		Total Federal Funds:	\$7,980,000					\$7,980,000	
Total:	\$9,975,000					\$9,975,000			
382831	CNYRTA	CNG REFUELING STATION REHABILITATION							
		Section 5307	\$3,200,000						
		Match	\$800,000						
		Total Federal Funds:	\$3,200,000					\$3,200,000	
		Total:	\$4,000,000					\$4,000,000	
382849	CNYRTA	REPLACEMENT OF NINE (9) 2007 DIESEL ELECTRIC HYBRID TRANSIT BUSES							
		Sect 5339			\$1,197,400				
		Match			\$299,350				
		Section 5307			\$2,009,600				
		Match			\$502,400				
		Total Federal Funds:			\$3,207,000			\$3,207,000	
Total:			\$4,008,750			\$4,008,750			
382850	CNYRTA	PURCHASE OF REPLACEMENT BUS SHELTERS 2019							
		Section 5307			\$80,000				
		Match			\$20,000				
		Total Federal Funds:			\$80,000			\$80,000	
		Total:			\$100,000			\$100,000	
382851	CNYRTA	PURCHASE OF REPLACEMENT BUS SHELTERS 2021							
		Section 5307					\$80,000		
		Match					\$20,000		
		Total Federal Funds:					\$80,000	\$80,000	
		Total:					\$100,000	\$100,000	



**2017-2021 TIP  
FEDERAL TRANSIT ADMINISTRATION - PROJECT LISTING**

				2017-2021 TIP						
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP	
382852	CNYRTA	REPLACEMENT OF ONE (1) COMMUTER COACH								
			Section 5307						\$500,000	
			Match						\$125,000	
		Total Federal Funds:							\$500,000	\$500,000
		Total:							\$625,000	\$625,000
382853	CNYRTA	PURCHASE REPLACEMENT COMPUTER, NETWORK AND SERVER EQUIPMENT 2021								
			Section 5307						\$200,000	
			Match						\$50,000	
		Total Federal Funds:							\$200,000	\$200,000
		Total:							\$250,000	\$250,000
382854	CNYRTA	PURCHASE OF ENGINEERING SERVICES 2021								
			Section 5307						\$160,000	
			Match						\$40,000	
		Total Federal Funds:							\$160,000	\$160,000
		Total:							\$200,000	\$200,000
382855	CNYRTA	REPLACEMENT OF THREE (3) 30 FOOT TRANSIT BUSES								
			Section 5307					\$1,080,000		
			Match					\$270,000		
		Total Federal Funds:							\$1,080,000	\$1,080,000
		Total:							\$1,350,000	\$1,350,000
382856	CNYRTA	REPLACEMENT OF FOUR (4) HIGHBACK COMMUTER BUSES								
			Sect 5339					\$598,700		
			Match					\$149,675		
			Section 5307					\$1,113,300		
			Match					\$278,325		
		Total Federal Funds:							\$1,712,000	\$1,712,000
		Total:							\$2,140,000	\$2,140,000
382857	CNYRTA	PURCHASE OF OPERATING SYSTEM AND NETWORK SOFTWARE UPGRADES								
			Section 5307				\$68,000			
			Match				\$17,000			
		Total Federal Funds:							\$68,000	\$68,000
		Total:							\$85,000	\$85,000

**2017-2021 TIP  
FEDERAL TRANSIT ADMINISTRATION - PROJECT LISTING**

				2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
382858	CNYRTA	REPLACMENT OF FIFTEEN (15) PARATRANSIT VEHICLES							
		Section 5307			\$960,000				
		Match			\$240,000				
		Total Federal Funds:					\$960,000		\$960,000
		Total:					\$1,200,000		\$1,200,000
382859	CNYRTA	REPLACEMENT OF EIGHT (8) PARATRANSIT VEHICLES							
		Section 5307					\$512,000		
		Match					\$128,000		
		Total Federal Funds:					\$512,000	\$512,000	
		Total:					\$640,000	\$640,000	
382860	CNYRTA	PREVENTATIVE MAINTENANCE CNYRTA FISCAL YEAR 2019/2020							
		Section 5307			\$5,477,032				
		Match			\$1,369,258				
		Total Federal Funds:					\$5,477,032	\$5,477,032	
		Total:					\$6,846,290	\$6,846,290	
382861	CNYRTA	PREVENTATIVE MAINTENANCE CNYRTA FISCAL YEAR 2020/2021							
		Section 5307				\$5,641,344			
		Match				\$1,410,336			
		Total Federal Funds:					\$5,641,344	\$5,641,344	
		Total:					\$7,051,680	\$7,051,680	
382862	CNYRTA	PREVENTATIVE MAINTENANCE CNYRTA FISCAL YEAR 2021/2022							
		Section 5307					\$5,810,584		
		Match					\$1,452,646		
		Total Federal Funds:					\$5,810,584	\$5,810,584	
		Total:					\$7,263,230	\$7,263,230	
382863	CNYRTA	PURCHASE OF REPLACEMENT SERVICE VEHICLE 2021							
		Section 5307					\$44,000		
		Match					\$11,000		
		Total Federal Funds:					\$44,000	\$44,000	
		Total:					\$55,000	\$55,000	
382864	CNYRTA	PURCHASE OF REPLACEMENT SUPERVISORY VEHICLES 2019							
		Section 5307			\$35,200				
		Match			\$8,800				
		Total Federal Funds:					\$35,200	\$35,200	
		Total:					\$44,000	\$44,000	

**2017-2021 TIP  
FEDERAL TRANSIT ADMINISTRATION - PROJECT LISTING**

				2017-2021 TIP					
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 16/17:	FFY 17/18:	FFY 18/19:	FFY 19/20:	FFY 20/21:	5-Year TIP
382865	CNYRTA	PURCHASE OF REPLACEMENT SUPERVISORY VEHICLES 2020							
		Section 5307					\$52,800		
		Match					\$13,200		
		Total Federal Funds:					\$52,800		\$52,800
		Total:					\$66,000		\$66,000
382866	CNYRTA	PURCHASE OF REPLACEMENT SUPERVISORY VEHICLES 2021							
		Section 5307						\$92,000	
		Match						\$23,000	
		Total Federal Funds:						\$92,000	\$92,000
		Total:						\$115,000	\$115,000
		Grand Total Federal Funds by FFY		\$17,350,626	\$6,164,705	\$9,827,232	\$8,486,144	\$7,398,584	\$49,227,291
		Grand Totals by FFY		\$21,688,283	\$7,705,881	\$12,284,040	\$10,607,680	\$9,248,230	\$61,534,114

## **APPENDIX C**

### **PROJECT MANAGEMENT SELECTION AND AMENDMENT PROCESS**

## **TIP Project Management Selection and Amendment Process**

Project selection is a federal term that is used in conjunction with the management of an approved TIP and STIP. It is not used to identify projects that would be added to the TIP and/or STIP.

Under federal legislation and the associated Metropolitan and Statewide Planning Rules and Regulations, the term “Project Selection” refers to the process and mechanism used to manage project schedule implementation from an approved and fiscally constrained TIP and/or STIP, for advancement to the FHWA or FTA for authorization.

TIP Project Management is a general term used by the SMTC to identify the flexible guidelines the MPO utilizes for the Selection Process, as well as the Amendment and Administrative Modification Process.

Development of a flexible procedure to manage various aspects of project implementation reduces the administrative workload by eliminating the need to process a TIP and/or STIP amendment each time it is determined that an already approved capital project contained in year 2, 3 or 4 of the approved TIP may be advanced for implementation in the first year, or when a fund source revision is required to ensure quick delivery of ready highway and transit projects, pending available funding. It should be noted that the addition of a new project to, or the deletion of an approved project from, an approved TIP will still require a formal TIP amendment and public notification under the SMTC’s TIP Project

Management – Amendment & Administrative Modification Process. The Federal rules [Section 450.216 and Section 450.324] require that the TIP and STIP be fiscally constrained by Federal Fiscal Year (FFY) and by fund category. This constraint is defined as the amount of funds, in each category, that is available for obligation in a given FFY.

The approved transportation program is very dynamic. Revised estimates of the value of programmed projects and/or delays in the schedule of a project caused by unforeseen events creates a situation where the value of the list of projects shown in the first year of the TIP/STIP may not equal the value of the resources available as the year progresses. Based on recent history, the value of the first year’s program will decrease from the initial cost. Since each year is required to be fiscally constrained, it’s essential to identify an easy mechanism to advance approved projects from subsequent years of the TIP/STIP to ensure that the federal funds available to New York in a given year are utilized and not returned for redistribution to perhaps another state.

It is imperative to understand that, in a tightly constrained TIP, all projects, of all modes, in all fiscally constrained years, represent hard commitments and all will be delivered unless withdrawn by the sponsor.

The following narrative describes the TIP Project Management Process procedures adopted by the SMTC:

1. Projects identified in the first year of the TIP/STIP have first right to the funds available. To the extent that all the projects are ready to be authorized and the actual costs match the programmed costs, no

Selection Process or Amendment Process is required.

2. If the value of a project in the first year of the TIP/STIP increases from the programmed cost when it is ready for authorization, it will be necessary to maintain the fiscal integrity of the fund category in that FFY in order to obtain federal authorization. Generally, this will require that savings in other first year programs be identified (i.e., identify an off-set). If that cannot be demonstrated, other first year projects or the subject project phase would need to be deferred to later years. If they are deferred to later years, it is important to remember that fiscal balance in years 2, 3 and 4 of the TIP/STIP must be maintained. This may necessitate advancement or deletion of scheduled projects in year 2, 3 or 4. Even though this sounds onerous, it often entails only minor schedule changes to a project.
3. It is sometimes necessary to revise the fund category in order to ensure timely authorization of an approved project. This action is permitted under the Selection Process for fund sources, other than STP-Urban and CMAQ, if the fiscal integrity of each affected fund category is maintained, and the changes do not result in the delay of any other project phase. If it is necessary to revise either the STP-Urban or CMAQ fund categories, an amendment must be developed and approved.
4. The most likely situations that would require use of the Selection Process are indicated below:
  - a. Savings are incurred at

authorization (or bid) or;

- b. The schedule of a project slips due to production problems, causing the authorization to be deferred to a subsequent FFY.

In these instances, it will be necessary to select the highest ranked project which is ready for authorization on the MPO's adopted priority listing in the TIP from the second, third or fourth year of the TIP/STIP for authorization to avoid lapsing funds in the current FFY.

5. Notification to the MPO member agencies shall be made as indicated on the Project Management Amendment & Administrative Modification Matrix.

To the extent that projects ready to go exceed the funds available in a given FFY, the NYSDOT, with Division of Budget approval, may advance funds to construction projects late in the FFY. After new funds and/or Obligation Authority are authorized in October, these advance-funded projects are then converted from advanced funding to regular federal funding. Thus, the timely advancement of all FHWA funded projects that are ready to go in the approved TIP/STIP can be achieved. All projects ready to be advanced can be delivered. Realistic deliverability for all projects should be considered prior to requesting federal transportation funding.

The SMTC and NYSDOT recognize that as part of carefully managing the Obligation Authority, the MPO can select FHWA funded projects from years 2, 3 and 4 of

the TIP/STIP and/or revise the fund category if it becomes necessary because of savings or schedule slippage in other FHWA projects. The basis for selecting projects from years 2, 3 or 4 or revising fund categories will be, to the extent possible, to select the highest ranked project from the MPO's adopted priority listing in the TIP that is ready to be authorized from the SMTC MPA, then from the same NYSDOT Region, and finally, from anywhere within the state. Each sponsor should be assured that their project(s) will be authorized.

Similarly, for FTA funded projects in the TIP/STIP, there may be occasions when projects included in the first year of the TIP/STIP will not be ready for authorization at the time the grantee prepares and submits the grant

application to the FTA or could be authorized with another FTA fund source. To the extent that the value of the projects in the first year of the TIP/STIP does not equal the funds available, project selection may be utilized to advance projects from years 2, 3 or 4 of the TIP/STIP. The grantee can select projects from years 2, 3 or 4 if they are ready to be implemented. The value of the projects(s) selected must equal those in the first year that are not ready and the fund category must be the same. If the grantee does not have projects in years 2, 3 or 4, the grantee will consult with the SMTC to identify other FTA projects in the TIP/STIP that can be authorized in the first year. For the FHWA or FTA funded projects, the project sponsor shall notify the SMTC as indicated on the following matrix.

## TIP Project Management Amendment & Administrative Modification Matrix

Description	Amendment Process TIP Amendment Required	Administrative Modification
<b>Adding/Deleting Project</b>		
Project deleted in entirety	Planning/Policy	
New project added over \$500,000	Planning/Policy	
New project added under \$500,000	Executive	
<b>Changes to Scope</b>		
Project type/function is changed	Executive	
Projects are combined		✓
Project phase is added less than \$500,000 (i.e., New ROW Phase)		✓
Project phase is added between \$500,000 and less than \$10,000,000	Executive	
Project phase is added greater than or equal to \$10,000,000	Planning/Policy	
Project phase is deleted		✓
Project limits increase		✓
Project limits decrease		✓
<b>Changes to Schedule</b>		
Phase is delayed 1 or more fiscal years	Executive	
Phase is advanced 1 or more fiscal years from Year 5	Executive	
Phase is advanced 1 or more fiscal years from Year 2, 3 or 4		✓



Changes in Costs		
Cumulative cost of a phase increases (Less than an increase of \$500,000)		✓
Cumulative cost of a phase increases (between \$500,000 and less than \$10,000,000)	Executive	
Cumulative cost of a phase increases (greater than or equal to \$10,000,000)	Planning/Policy	
Cost of a phase decreases		✓
Changes in Funding Category		
Changes made to CMAQ or STP-Urban fund sources	Executive	
Funding for a phase changes in part or completely (To 1 or more different categories)		✓
Changes to fund sources other than CMAQ or STP-Urban		✓

**Notes:**

**Funding thresholds are in federal dollars, not total project cost.**

**All amendments utilizing traditional TIP federal funds (i.e., “sub-allocations”) within the SMTC Metropolitan Planning Area require compensating offsets. External funding from such items as a statewide solicitation or Congressional awards does not.**

## **APPENDIX D**

### **PUBLIC INVOLVEMENT PROCESS**

## Public Involvement Process

Engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and it is required by numerous State and Federal laws. Such legislation underscores the need for public involvement, calling on MPOs such as the SMTC to provide citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, environmental organizations, tribal nations and other interested parties with a reasonable opportunity to participate and comment on transportation plans and programs. Metropolitan transportation planning public participation requirements are contained in CFR 450.316.

The SMTC recognizes that the active involvement of the entire community, in addition to the SMTC Policy, Planning and Study Advisory Committee (SAC) members, is essential to good transportation planning. Public comments are valued since they help shape the direction of a particular transportation study or planning activity, and may help to identify new transportation projects that are important to citizens of the area.

As part of its public involvement efforts, the SMTC also recruits the necessary technical personnel and member agency representatives to serve on a project-specific SAC. Such a committee is created for most of the SMTC planning activities, but in the case of the development of the TIP, a standing subcommittee (referred to as the Capital Projects Committee [CPC]) assists in managing the program, as well as providing needed input and direction.

In addition, for many of the SMTC activities, a project-specific Public Involvement Plan (PIP) sets the framework for the public involvement opportunities that will be available throughout the course of the project. Public input opportunities are also provided during meetings of the SMTC Executive, Planning and Policy Committees. The overarching public involvement efforts undertaken by the SMTC are contained in the agency's Public Participation Plan, which is required by federal transportation legislation and is available on the SMTC web site ([www.smtcmpo.org](http://www.smtcmpo.org)). At the time of this writing, an updated Public Participation Plan (PPP) was under in-house review. The revised PPP will be released for public comment prior to its adoption.

Other methods the SMTC uses to inform and invite the public to participate include: the use of press releases to announce various meetings, project updates, and available reports; the production of its newsletter, DIRECTIONS; the ongoing development of the SMTC web site and Facebook page; distribution of various project-specific fact sheets and flyers; and the use of questionnaires.

As to the preparation of the *2017-2021 Transportation Improvement Program*, the public involvement process included announcing opportunities for review and comment on draft documents in the news media, extensive posting of the TIP and the TIP process on the SMTC web site, as well as utilizing the public forums of the SMTC Executive, Planning and Policy Committee meetings.

To assist project applicants in completing the TIP applications, a *Transportation*

*Improvement Program (TIP) Guidebook* was updated. The Guidebook provides general information on the TIP: What is the TIP? What types of projects should be included in the TIP? How are projects selected for the TIP? It also provides step-by-step information on the TIP and the Statewide Transportation Improvement Program (STIP) Development Process (i.e., soliciting project proposals, preparing and submitting project proposals, project evaluation, committee review and recommendations, and public involvement). This Guidebook was updated in 2015 prior to project solicitation to reflect changes in procedures and to simplify the process for project sponsors. An electronic version is posted on the SMTC web site and Project Proposal forms are made available for electronic submission to the MPO.

To assess the accuracy of current capital projects, staff held several meetings throughout 2015 with all applicable sponsors to ascertain necessary cost/schedule updates prior to the 2017-2021 TIP update. Following the review of cost/schedule information, the SMTC sent out a “call letter” in November 2015 to all municipalities, including the Onondaga Nation, in the SMTC Metropolitan Planning Area, as well as its Policy and Planning Committee members, seeking public input for projects to be evaluated for consideration in the *2017-2021 Transportation Improvement Program*.

As mentioned previously in this section, the SMTC worked with the technical member agency personnel on the CPC. Assisting in managing the project, as well as providing input and direction, the CPC met several times throughout the process before recommending a *Draft 2017-2021*

*Transportation Improvement Program* to the public and SMTC Planning/Policy Committees.

Throughout the development of the *2017-2021 Transportation Improvement Program*, the SMTC announced (via legal notice and press release distribution) the commencement of a 30-day public comment period. The public was made aware that a draft document could be obtained at the SMTC offices, viewed online, or individually mailed upon request. As part of the review process, the SMTC scheduled Planning and Policy Committee meetings, which are open to the public, to review, approve and endorse the *2017-2021 Transportation Improvement Program*. Upon endorsement, a news release was distributed, announcing the availability of the Final *2017-2021 Transportation Improvement Program*. The official document will be made available to the public in the same manner listed in the previous paragraph.

## **APPENDIX E**

### **ACRONYMNS**

## **ACRONYMNS**

ADA – American's with Disabilities Act

CAAA – Clean Air Act Amendments

CFR – Code of Federal Regulations

CMAQ – Congestion Mitigation/Air Quality

CNYRTA – Central New York Regional Transportation Authority

CPC – Capital Projects Committee

FAST – Fixing America's Surface Transportation

FFY – Federal Fiscal Year

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

HSIP – Highway Safety Improvement Program

ISTEA – Intermodal Surface Transportation Efficiency Act of 1991

ITS – Intelligent Transportation Systems

LRTP – Long Range Transportation Plan

MAP-21 – Moving Ahead for Progress in the 21<sup>st</sup> Century

MBC – Maintenance By Contract

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

NEPA – National Environmental Policy Act

NHPP – National Highway Performance Program

NYS DOT – New York State Department of Transportation

PIN – Project Identification Number

PIP – Public Involvement Plan

PPP – Public Participation Plan

SAC – Study Advisory Committee

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users

SEQRA – State Environmental Quality Review Act

SIP – State Implementation Plan

STIP – Statewide Transportation Improvement Program

STP – Surface Transportation Program

TDM – Transportation Demand Management  
TEA-21 – Transportation Equity Act for the 21<sup>st</sup> Century  
TIP – Transportation Improvement Program  
TMC – Transportation Management Center  
UHill – University Hill  
UPWP – Unified Planning Work Program  
USDOT – United States Department of Transportation  
VMT – Vehicle Miles Traveled  
VPP – Vendor Place Paving

## APPENDIX F

### ADDRESSING SAFETY PERFORMANCE TARGETS IN MPO TRANSPORTATION IMPROVEMENT PROGRAMS (TIPS)

#### Background

Pursuant to MAP-21 (and carried through into the FAST Act), Metropolitan Planning Organizations (MPOs) must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System.
- **System reliability** – To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice

On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The Syracuse Metropolitan Transportation Council (SMTTC) TIP was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT) and the Central New York Regional Transportation Authority (CNYRTA). It reflects the investment priorities established in the SMTTC's 2050 Long Range Transportation Plan (LRTP), which incorporates comments and input from affected agencies and organizations and the public.

Transportation Improvement Programs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan,



linking investment priorities to those performance targets” [23USC §134(j)(2)(D)]. Metropolitan transportation plans (MTPs) adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- October 1, 2018 – Public Transportation Safety Program
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program

Metropolitan Planning Organizations that do not adopt or amend their MTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above, and include “a description of the anticipated effects of the transportation improvement program toward achieving” said targets. This portion of the amended 2017-2021 TIP meets these requirements of 23USC §134(j)(2)(D).

### **HSIP and Highway Safety**

#### *Performance Targets*

On March 15, 2016, the Federal Highway Administration published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce “the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State.” The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The New York State Department of Transportation *Highway Safety Improvement Program* annual report documents the statewide performance targets.

The Syracuse Metropolitan Transportation Council agreed to support the NYSDOT statewide 2018 targets for the following Safety PM measures based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* on February 16, 2018 via Resolution 2018-02 attached hereto.

**Table 1: New York State 2018 Safety Performance Management Targets**

Measure	Step 1: Forecast Using 5-Yr Moving Average Trendline		Step 2: Round and apply 6% Cap	
	2018 Forecast	% Change 2014-2018 vs. 2011-2015	Rounded / Capped Percent	NYSDOT Target 2018
Number of Fatalities	1,087	4.9%	5.0%	<b>1,086</b>
Fatality Rate	0.87	2.5%	3.0%	<b>0.87</b>
Number of Serious Injuries	10,635	7.9%	6.0%	<b>10,854</b>
Serious Injury Rate	8.53	5.1%	5.0%	<b>8.54</b>
Number of Non-Motorized Fatalities and Serious Injuries	2,833	1.4%	1.0%	<b>2,843</b>

*Anticipated Effects*

Safety is a critical component of SMTC's mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP. The current project selection process utilized at the SMTC is consistent with, and aligns to, the agency's LRTP that contains goals, objectives, performance measures, and the anticipation of adopted performance targets such as those for Safety PM. The Long Range Transportation Plan adheres to the performance-based planning and programming requirements established under MAP-21 and continued in the FAST Act. The LRTP guides projects associated with the SMTC's annual work program and the TIP.

As the LRTP is the blueprint that guides transportation investment in the Metropolitan Planning Area, all new projects are evaluated against the community goals, objectives, and performance measures established in the LRTP and are applicable to the federal surface transportation authorization national goals as identified above and its planning factors. For instance, the 2050 LRTP safety goal and objectives are shown in table 2.

**Table 2: SMTC 2050 Long Range Transportation Plan Safety Goal and Objectives**

Goal	Objectives
Increase the safety, security, and resiliency of the transportation system.	Reduce serious injuries and fatalities from vehicle crashes.
	Reduce pedestrian and bicycle crashes.
	Reduce the number of height- and weight-restricted bridges, especially along primary freight and commuter corridors.

Relative to TIP project selection, project proposal forms are available for a number of varying project types; Bicycle/Pedestrian, Bridge, Paving, Safety, and Public Transit. The Safety application form, which is utilized by potential sponsors for solely safety related capital projects requires applicants to answer explicit safety relevant questions such as:

- Has a preliminary traffic engineering analysis been completed?
- Does the location have a number of serious injuries and/or fatalities?
- Is a Safety Benefit Evaluation Form (TE 164) attached?

As indicated, safety is a principal goal of the LRTP. While the remaining project types (i.e., Bicycle/Pedestrian, Bridge, Paving, and Public Transit) have their own application forms, these project types are also evaluated in relation to the safety goal. Responses to the above questions, in addition to the relationship with the LRTP are used in the evaluation process. This approach provides a clear linkage between the TIP program of projects and the policies, goals, objectives, performance measures and ultimately, performance targets outlined in the LRTP. The Transportation Improvement Program includes a number of site specific and systemic projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the Metropolitan Planning Area.

The Syracuse Metropolitan Transportation Council TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the safety performance targets established by the State.

**RESOLUTION**  
**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**  
**POLICY COMMITTEE**

**February 16, 2018**

**WHEREAS,** The Syracuse Metropolitan Transportation Council (SMTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible for the comprehensive, continuous and cooperative transportation planning process for the Syracuse metropolitan area; and

**WHEREAS,** The Highway Safety Improvement Program Final Rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2017; and

**WHEREAS,** The New York State Department of Transportation (NYSDOT) has established targets for five performance measures based on five year rolling averages for:

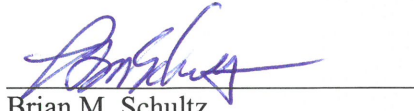
1. Number of fatalities
2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries; and

**WHEREAS,** The NYSDOT officially adopted the safety targets contained herein in the Highway Safety Improvement Program annual report dated August 31, 2017, and the Governors Traffic Safety Committee has adopted identical safety targets for number of fatalities, rate of fatalities and number of serious injuries as set forth in the Highway Safety Strategic Plan (HSSP); and

**WHEREAS,** The SMTC may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned State's targets, or establish its own target within 180 days of the State establishing and reporting its safety targets.

**NOW THEREFORE BE IT RESOLVED**, that the SMTC Policy Committee has agreed to support NYSDOT's 2018 targets for the five safety performance targets as attached herein; and

**BE IT FURTHER RESOLVED**, that the SMTC Policy Committee will plan and program projects that contribute to the accomplishment of said targets.



Brian M. Schultz  
Chairperson  
SMTC Policy Committee

Date: February 16, 2018



New York State Department of Transportation  
Secretary  
SMTC Policy Committee

Date: February 16, 2018

#### 2018 Safety Targets

Measure	Baseline	Step 1: Forecast Using 5-Yr Moving Average Trend Line		Step 2: Round and apply 6% Cap	
	2011-2015 5-year average	2018 Forecast	% Change 2014-2018 vs. 2011-2015	Rounded / Capped Percent	NYSDOT Target 2018
Number of Fatalities	1,143	1,087	4.9%	5.0%	1,086
Fatality Rate	.89	0.87	2.5%	3.0%	0.87
Number of Serious Injuries	11,547	10,635	7.9%	6.0%	10,854
Serious Injury Rate	8.99	8.53	5.1%	5.0%	8.54
Number of Non-Motorized Fatalities and Serious Injuries	2,872	2,833	1.4%	1.0%	2,843