

# 2020-2024 Transportation Improvement Program

SYRACUSE METROPOLITAN PLANNING AREA



# 2020-2024 Transportation Improvement Program

## Syracuse Metropolitan Planning Area

Adopted June 19, 2019 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](mailto:mcolone@smtcmpo.org)  
PHONE: (315) 422-5716 FAX: (315) 422-7753  
[www.smtcmpo.org](http://www.smtcmpo.org)

## Table of Contents

Introduction .....	1
MPO Structure .....	1
Long Range Transportation Plan.....	5
Transportation Improvement Program .....	9
Project Screening Process.....	12
Financial Plan .....	13
Planning Targets.....	13
Fiscal Constraint.....	14
Programmed Funding .....	17
Environmental Justice.....	23
Environmental Mitigation .....	23
Air Quality, Energy and Greenhouse Gas Emissions.....	23
Performance Measures and Targets.....	32
Public Transportation .....	38
Project Management Selection and Amendment Process.....	38
Public Involvement Process .....	38
Conclusion .....	39
Regionally significant project(s).....	39
Closing.....	40

## Exhibits

- Exhibit 1: SMTC Committee Structure
- Exhibit 2: 2050 LRTP Goals & Objectives
- Exhibit 3: Major Projects from 2017-2021 TIP
- Exhibit 4: 2020-2024 FHWA & FTA Planning Targets
- Exhibit 5: Fiscal Constraint Table
- Exhibit 6: FHWA Funding by Project Sponsor
- Exhibit 7: Project Type Percentages – 2020-2024 TIP
- Exhibit 8: FHWA Programmed Fund Percentage by Sponsor
- Exhibit 9: FHWA Project Listing by Project Type
- Exhibit 10: Planning Factors Matrix
- Exhibit 11: Performance Measure Matrix

**Maps**

Map 1: SMTC MPA

Map 2: Linear-Based Projects – MPA

Map 3: Location-Based Projects – MPA

Map 4: Linear- and Location-Based Projects – Syracuse

Map 5: TIP Projects and Environmental Justice Areas

Map 6: TIP Projects and National Register of Historic Places Sites – MPA

Map 7: TIP Projects and National Register of Historic Places Sites – Syracuse

Map 8: TIP Projects and NYSDEC Wetlands – MPA

**Appendices**

A: FHWA Project Listing

B: FTA Project Listing

C: Anticipated Effects Narrative

D: Project Management Process

E: Public Involvement Process

F: Acronyms



**RESOLUTION**

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
POLICY COMMITTEE**

**June 19, 2019**

**WHEREAS,** Part 450 subpart C, 23 CFR Chapter I and part 613 subtitle A, 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, objectives and performance measures 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 2020-2024; 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 2020-2024 Transportation  
Improvement Program**

**SMTC Policy Resolution No. 2019- 01**

**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 19<sup>th</sup> day of June 2019 by consensus of the SMTC Policy Committee.



Brian M. Schultz  
Chairperson  
SMTC Policy Committee



New York State Department of Transportation  
Secretary  
SMTC Policy Committee

Date: June 19, 2019

Date: June 19, 2019

# 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 (Map 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 (LRTP), which is a 20-year or more transportation vision for the metropolitan area; 2) develop a Transportation Improvement Program (TIP), which is the agreed-upon list of specific projects for which federal funds are anticipated (shown in Maps 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, performance measures, and actions established in the LRTP.

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. The SMTC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, sex, age, disability, low income or Limited English Proficiency status as protected by Title VI of the Civil Rights Act of 1964 and related statutes and regulations.

## MPO Structure

To facilitate and encourage interaction among the above noted 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 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 developed on an as-needed basis, such as the Capital Projects Committee, to provide staff with additional technical support as appropriate. The Capital Projects Committee (CPC) is directly responsible for preparation of the TIP. Its recommendations are provided to the Planning Committee for further discussion and revision before submittal to the Policy Committee for final endorsement.

#### **Policy Committee membership**

- Onondaga County
  - Office of the County Executive
  - County Legislature Chair
  - County Planning Board
- City of Syracuse
  - Office of the Mayor
  - Common Council President
  - Planning Commission
- New York State
  - Department of Environmental Conservation
  - Department of Transportation
  - Empire State Development Corporation
  - Thruway Authority
- CenterState Corporation for Economic Opportunity
- Central New York Regional Planning & Development Board
- Central New York Regional Transportation Authority

#### **Planning Committee membership**

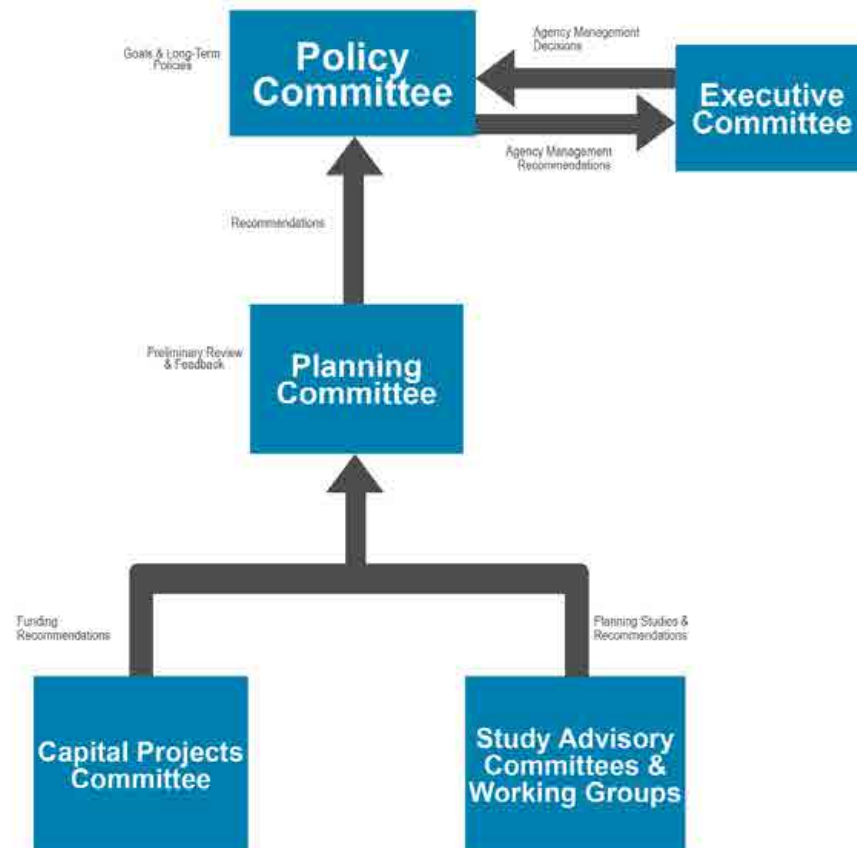
- Onondaga County
  - County Legislature
  - County Department of Transportation
- City of Syracuse
  - Administration
  - Division of Planning
  - Department of Public Works & Engineering

- New York State
  - Department of Environmental Conservation
  - Department of Transportation
  - Empire State Development Corporation
  - Thruway Authority
- CenterState Corporation for Economic Opportunity
- Central New York Regional Planning & Development Board
- Central New York Regional Transportation Authority
- Syracuse-Onondaga County Planning Agency

#### Executive Committee membership

- Onondaga County
- City of Syracuse
- New York State
- Central New York Regional Planning & Development Board
- Central New York Regional Transportation Authority
- Syracuse-Onondaga County Planning Agency.

Exhibit 1: **Committee Structure**



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



## 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 metropolitan transportation plan (i.e., LRTP), which includes among others items, environmental, social and intermodal considerations. The LRTP must also provide a financially constrained 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. MAP-21 established seven national goals that were carried forward in the FAST Act:

1. Safety: Achieve reduction in fatalities and serious injuries on all public roads;
2. Infrastructure condition: Maintain highway infrastructure assets in state of good repair;
3. Congestion reduction: Achieve reduction in congestion on the National Highway System;
4. System reliability: Improve the efficiency of the surface transportation system;
5. Freight movement and economic viability: Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
6. Environmental sustainability: Enhance the performance of the transportation system while protecting and enhancing the natural environment; and
7. Reduced project delivery delays: Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion.

MPOs working in collaboration with the State and the transit authority identify performance measures and localized targets, as applicable, for inclusion within long range planning and capital planning programs. The measures and targets assist in determining adherence to the federal transportation goals and policies and, appropriate federal funding investments. 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. Additionally, since the LRTP was adopted in September 2015, a number of performance measure targets have been adopted by the SMTC Policy Committee related to safety, transit asset management, and the National Highway System (bridge, pavement, system reliability).

As the SMTC LRTP is the blueprint that guides investment in the metropolitan area, all of the new projects submitted for the 2020-2024 TIP were evaluated against the objectives established in the Plan and are applicable to the federal transportation surface authorization planning factors below.

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 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;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

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. The SMTC is currently in the process of updating the 2050 LRTP for a late 2020 calendar year approval. Objectives from the 2015 approved Plan may be modified to accommodate newer information and/or interests from within the community.



## Exhibit 2: 2050 LRTP Goals and Objectives

Goal	Objective
<p><i>Freight</i></p> <p>Support efficient freight movement within our region.</p>	<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>
<p><i>Safety</i></p> <p>Increase the safety, security, and resiliency of the transportation system.</p>	<ul style="list-style-type: none"> <li>• Reduce serious injuries and fatalities.</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>
<p><i>Accessibility</i></p> <p>Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.</p>	<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.</li> <li>• Provide more on-road bicycle facilities throughout the community.</li> <li>• Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems.</li> <li>• Provide more pedestrian facilities to connect destinations throughout the community.</li> </ul>

*Environment*

Protect and enhance the natural environment and support energy conservation and management.

- Reduce VMT in the region.
- Reduce on-road source mobile emissions.
- Increase the percentage of commute trips made by bicycling or walking.
- Increase the percentage of commute trips made by transit.
- Increase the availability of alternative fueling and electric charging stations.

*Reliability*

Improve the reliability of the transportation system and promote efficient system management and operations.

- Maintain a high degree of reliability on primary commuter corridors.
- Improve transit on-time performance.
- Improve utilization of transit vehicles.
- Increase the use of park-and-ride lots.
- Implement TDM strategies, with a focus on strategies for downtown and University Hill that have been recommended through previous SMTC studies.

*Preservation*

Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.

- Preserve and maintain pavement.
- Preserve and maintain bridges.
- Preserve and maintain ancillary transportation structures (culverts, etc.)
- Preserve and maintain rail infrastructure.
- Preserve and maintain pedestrian facilities.

*Equity*

Ensure that transportation system performance improvements are distributed equitably.

- Improve transit service between employment centers and priority target areas (as identified in SMTC's Environmental Justice Analysis).
- Ensure that pavement conditions within priority target areas are at or above regional averages.
- Provide accessible sidewalks and curb ramps, in accordance with ADA requirements.

# Transportation Improvement Program

The 2020-2024 Transportation Improvement Program 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 federal surface transportation authorizations and their related policies (23 CFR 450.326), a new 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. Other regulations from 23 CFR 450.326<sup>1</sup> mandate that:

1. The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306(d).
2. The TIP shall contain all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) whether or not the projects are to be funded under title 23 USC Chapters 1 and 2 or title 49 USC Chapter 53.
3. The TIP shall include, for each project or phase, sufficient descriptive material to identify the project or phase; estimated total project cost, which may extend beyond the 4 years of the TIP and the amount of federal funds proposed to be obligated.
4. Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.
5. The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented.

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 were placed on TIP development. One, the TIP must include an Annual Listing of Obligated projects

---

<sup>1</sup> Refer to 23 CFR 450.326 for full descriptions on the development and content of the TIP.

whereas all funds obligated from a previous fiscal year must be shown (23 CFR Part 450.334). The SMTC posts the required annual obligation report to our TIP web site ([www.smtcmpo.org/TIP.asp](http://www.smtcmpo.org/TIP.asp)). Of note is that over the past several years the obligation percentages have been nearly 100%. Two, funding portrayed in the TIP must be shown as “year of expenditure dollars” rather than “constant dollars” (23 CFR Part 450.326 (j)) and three, the TIP amendment process provides an administrative modification to allow minor changes to be made without a full public review and comment.

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

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

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 typical federal funding categories. Since the TIP is a listing of all projects programmed with federal transportation funds, there may be at times other fund sources beyond those shown below such as, but not limited to, CMAQ (Congestion Mitigation Air Quality), NHFP (National Highway Freight Program) and TA (Transportation Alternatives). The SMTC’s Transportation Improvement Program Guidebook, available on the SMTC website, is a companion document that contains a wealth of information relevant to the overall TIP process and funding sources.<sup>2</sup>

---

<sup>2</sup> Additional information on federal funding programs are available on the FHWA and FTA websites.

- FTA Section 5307
- FTA Section 5310
- FTA Section 5339
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBG)
  - Flex
  - Off System Bridge
  - Urban.

Within each funding program, proposed projects represent priority regional needs identified through a comprehensive transportation planning process. The projects are identified in detail in the tables following this section. 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 termini, and municipal location as required by the federal transportation partners. Additionally, staff identified several “major” projects that were implemented or delayed from the prior 2017-2021 TIP between its adoption in June 2016 and the adoption of the 2020-2024 TIP in June 2019 as required by 23 CFR Part 450.326(n)(2). The SMTC defines a major project as any TIP project with an overall total construction cost (i.e., federal funds + match) of \$3 million or more. As such, the number of construction projects is less than the actual number of construction projects programmed in a given year. These projects are found in the below exhibit.

Exhibit 3: Major Projects from 2017-2021 TIP

PIN	Sponsor	Project	Construction Cost (\$M)	FFY	Status
350641	NYSDOT	I690 over Beech and Teall	\$74.000	16/17	Implemented
350651	NYSDOT	State Fairgrounds Access Improvement – Ph 1	\$20.000	16/17	Implemented
375461	OCDOT	Allen Rd Paving	\$3.482	16/17	Implemented
375520	OCDOT	John Glenn Blvd over Onondaga Lake outlet	\$6.225	16/17	Implemented
375572	OCDOT	John Glenn Blvd WB & Kirkville Rd Paving	\$3.410	16/17	Implemented
307621	NYSDOT	RT 5, Install Left Turn Lane, Chamberlin Rd to Sunview Dr	\$4.176	17/18	Implemented
350175	NYSDOT	I81 MBC, Cortland Co Line to RT 20	\$10.450	17/18	Implemented

PIN	Sponsor	Project	Construction Cost (\$M)	FFY	Status
350644	NYSDOT	Element Specific Bridge Rehab – I690 over Bridge St	\$8.081	17/18	Implemented
375571	OCDOT	Electronics Pkwy Paving (2) Project, Old Liverpool Rd to Hopkins Rd	\$4.872	17/18	Implemented
375514	Syracuse	Creekwalk Ph II, Jefferson St to Colvin St	\$10.715	17/18	Implemented
350182	NYSDOT	I81 MBC, Rt 20 to Rt 173	\$10.450	18/19	Implemented
350643	NYSDOT	I690 over CSX Railroad	\$6.603	18/19	Implemented
375579	OCDOT	W Taft Rd Paving (2R) Project, Buckley R to S Bay Rd	\$4.440	18/19	Implemented
375583	OCDOT	Old Rt 57 Paving (2R) Project, Bel Harbor Dr to Pine Hollow Rd	\$3.186	18/19	Implemented
375629	OCDOT	Onondaga Lake Canalways Trail Ph II	\$8.961	18/19	Implemented
375606	Syracuse	Downtown Syracuse Mill & Pave	\$8.250	18/19	Implemented
3BNY02		BridgeNY Rehab & Replacement	\$3.343	18/19	Implemented

## 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 2020-2024 TIP update cycle, the objectives established in the 2050 LRTP were utilized in the project screening process as well as national planning factors and adopted performance measure targets. With this approach, projects were then prioritized and selected for funding according to overall funding availability. At the outset of the 2020-2024 TIP update, discussions were held with the SMTC's CPC regarding bicycle/pedestrian, bridges (including other structures), paving, safety, special (includes Intelligent Transportation Systems and Transportation Systems Management & Operations activities), and transit project types. Project proposal forms were created for each project type. 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, the majority of funds are

suggested for programming to bridge and paving projects.

## Financial Plan

### Planning Targets

As noted in 23 CFR 450.326(j), “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.” Working with the NYSDOT and the Central New York Regional Transportation Authority (CNYRTA), estimated allocations, or planning targets for the SMTC area were identified, as shown in Exhibit 4 below. The planning targets do not account for other funds brought into the area through statewide capital programming efforts. These cumulative dollars by fund source are reflected in the fiscal constraint table. Once the planning targets were established, staff reviewed all programmed dollars assigned to existing projects on the prior 2017-2021 TIP that would carry into or overlap with the 2020-2024 TIP. Funding that remained was then utilized to program new projects through the solicitation and project screening process. To account for Year of Expenditure dollars, State and local sponsored project costs programmed in the 2020-2024 TIP utilize inflationary factors provided by the NYSDOT (2% per Federal Fiscal Year).

Exhibit 4: 2020-2024 FHWA & FTA Planning Targets

Fund Source	FFY 2020	FFY 2021	FFY 2022	FFY 2023	FFY 2024	Total
<b>FHWA</b>						
<b>HSIP</b>	\$1.668	\$1.730	\$1.730	\$1.730	\$1.730	\$8.588
<b>NHPP</b>	\$26.307	\$35.592	\$34.611	\$32.997	\$34.611	\$164.118
<b>Flex</b>	\$5.819	\$5.842	\$5.842	\$5.842	\$5.842	\$29.187
<b>OSB</b>	\$0.477	\$0.477	\$0.477	\$0.477	\$0.477	\$2.385
<b>Urban</b>	\$4.947	\$5.136	\$5.136	\$5.136	\$5.136	\$25.491
<b>Total:</b>	\$39.218	\$48.777	\$47.796	\$46.182	\$47.796	\$229.769
<b>FTA</b>						
<b>Sect 5307</b>	\$7.512	\$7.662	\$7.816	\$7.972	\$8.131	\$39.093
<b>Sect 5310</b>	\$0.403	\$0.411	\$0.420	\$0.428	\$0.437	\$2.099
<b>Sect 5339</b>	\$0.775	\$0.791	\$0.807	\$0.823	\$0.839	\$4.035
<b>Total:</b>	\$8.69	\$8.864	\$9.043	\$9.223	\$9.407	\$45.227

## Fiscal Constraint

The Syracuse Metropolitan Transportation Council's 2020-2024 fiscal constraint table is found in Exhibit 5. Fiscal constraint, as defined by the United States Department of Transportation 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 federal resources (revenues) based on the planning target process discussed above in the Planning Targets section and, programmed amounts (costs) per Federal Fiscal Year that are reasonably expected to be available over the five-year capital program. The "Anticipated Federal Funds" columns in Exhibit 5 include planning targets and statewide funded projects known at the time of writing.

Upon review and discussion with member agencies and other municipal sponsors, there are no private sources of funding anticipated within this multi-year capital program. As the TIP is a federal reimbursement program, project sponsors must first instance funds; meaning that a sponsor is responsible for 100% of costs prior to reimbursement. The percentage breakdown for most projects on the TIP typically consist of 80% federal and a 20% non-federal "match." The percentages may differ depending on location of project and funding source. Non-federal "match" dollars could consist of local municipal general funds (sources may include county, city, town or village taxes, sales tax, user fees) or bonding/borrowing, New York State aid (i.e., Marchiselli Program, Consolidated Local Street and Highway Improvement Program [CHIPs], State Dedicated Funds, toll credits), or in the case of transit sponsored projects (i.e., CNYRTA), farebox revenue or funds from the Mortgage Recording Tax. The fiscal constraint table demonstrates that the SMTC'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 L RTP.<sup>3</sup>

The Transportation Improvement Program may include transportation projects that are to be implemented by municipalities on the federal-aid system for which no federal transportation funding is requested to show that the federal-aid highway and public transportation systems are adequately operated and maintained. The NYSDOT and local SMTC municipalities annually budget funds for operations and maintenance of transportation facilities including the federally supported system. The non-federal transportation funded projects are not shown in the SMTC's 2020-2024 TIP. In many instances, individual municipal

---

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



capital improvement plans (CIP) or annual budgets are found on a respective municipal website that contain such information. For example, both Onondaga County and the City of Syracuse adopt new budgets and multi-year CIPs annually. At the time of writing, the Onondaga County 2019-2024 CIP anticipates \$131.360M for nine “Transportation” projects covering a multitude of County owned facilities, many of which are likely on the federal-aid system. Funding sources of proposed projects are identified in the CIP as “Pay as You Go” (\$54.590M), “Borrowing to be Authorized” (\$37.120M), “Federal Aid” (\$5.000M), and “State Aid” (\$34.650M). Regarding the City of Syracuse, the 2019/2020-2024/2025 CIP anticipates \$137.286M for numerous transportation related projects within the Department of Public Works and the Engineering Department. Funding sources of proposed projects are identified in the City’s CIP as “Cash Capital” (\$2.259M), “Borrowed Funds” (\$66.802M) and “Other” (\$68.225M).

Regarding NYSDOT, both federal and state funds are provided to NYSDOT’s operations and maintenance forces for betterments to the system. The NYSDOT Region 3 budgets approximately \$10.7M per year for preventive, corrective and demand maintenance on highways and bridges. Specific activities include pavement and bridge maintenance, drainage improvements, guide rail repair, pavement markings, sign and signal maintenance, snow and ice control and numerous other maintenance activities. As noted above, NYSDOT also provides funds to localities for maintenance through CHIPs. Additionally, NYSDOT annually distributes Statewide Mass Transportation Operating Assistance (STOA) funds to approximately 130 transit operators statewide. The CNYRTA is the principal recipient of these funds in the SMTC area. STOA is calculated based on a passenger and per vehicle mile formula. STOA receivables for CNYRTA in 2018 were \$33.918M and are anticipated to be of similar amounts over the next five years.

**Exhibit 5**  
**SMTC 2020-2024 Fiscal Constraint Table (\$M)**

	FFY 19/20*		FFY 20/21		FFY 21/22		FFY 22/23		FFY 23/24		Total 4-Yr STIP		Total 5-Yr TIP	
	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed
<b>Fund Source</b>														
National Highway Performance Program (NHPP)	\$27.667	\$27.677	\$35.592	\$34.818	\$35.590	\$36.160	\$35.589	\$35.606	\$35.590	\$35.127	\$134.438	\$134.261	\$170.028	\$169.388
Congestion Mitigation Air Quality (CMAQ)	\$0.000	\$0.000	\$0.000	\$0.000	\$1.612	\$1.612	\$0.000	\$0.000	\$0.000	\$0.000	\$1.612	\$1.612	\$1.612	\$1.612
Highway Safety Improvement Program (HSIP)	\$2.361	\$2.300	\$3.424	\$3.424	\$5.250	\$5.109	\$1.730	\$1.730	\$1.730	\$1.366	\$12.765	\$12.563	\$14.495	\$13.929
Highway Safety Improvement Program (HSIP Rail)	\$0.895	\$0.895	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.895	\$0.895	\$0.895	\$0.895
Surface Transportation Block Grant Program Flex (STBG Flex)	\$5.819	\$5.816	\$5.842	\$4.531	\$5.842	\$5.565	\$5.842	\$6.244	\$5.842	\$6.359	\$23.345	\$22.156	\$29.187	\$28.515
STBG Large Urban (STBG LG URBAN)	\$4.947	\$4.721	\$5.136	\$5.133	\$5.136	\$4.720	\$5.136	\$5.136	\$5.136	\$5.441	\$20.355	\$19.710	\$25.491	\$25.151
STBG Off-System Bridge (STBG OFF)	\$0.477	\$0.477	\$0.477	\$0.477	\$0.477	\$0.371	\$0.477	\$0.058	\$0.477	\$0.477	\$1.908	\$1.383	\$2.385	\$1.860
<b>FHWA SUBTOTAL</b>	<b>\$42.166</b>	<b>\$41.886</b>	<b>\$50.471</b>	<b>\$48.383</b>	<b>\$53.907</b>	<b>\$53.537</b>	<b>\$48.774</b>	<b>\$48.774</b>	<b>\$48.775</b>	<b>\$48.770</b>	<b>\$195.318</b>	<b>\$192.580</b>	<b>\$244.093</b>	<b>\$241.350</b>
Urbanized Area Formula Grants (Section 5307)	\$8.018	\$7.887	\$7.793	\$7.399	\$8.210	\$5.985	\$10.197	\$6.165	\$12.164	\$6.349	\$31.680	\$27.436	\$39.599	\$33.785
Enhanced Mobility Seniors/Individuals with Disabilities (Section 5310)	\$0.403	\$0.000	\$0.411	\$0.000	\$0.420	\$0.000	\$0.428	\$0.000	\$0.437	\$0.000	\$1.662	\$0.000	\$2.099	\$0.000
Bus and Bus Facilities Program (Section 5339)	\$1.764	\$0.599	\$1.956	\$0.000	\$2.762	\$1.490	\$2.095	\$0.000	\$2.934	\$1.490	\$4.184	\$2.089	\$5.023	\$3.579
<b>FTA SUBTOTAL</b>	<b>\$10.185</b>	<b>\$8.486</b>	<b>\$10.160</b>	<b>\$7.399</b>	<b>\$11.392</b>	<b>\$7.475</b>	<b>\$12.720</b>	<b>\$6.165</b>	<b>\$15.535</b>	<b>\$7.839</b>	<b>\$37.526</b>	<b>\$29.525</b>	<b>\$46.721</b>	<b>\$37.364</b>
<b>FHWA/FTA TOTAL</b>	<b>\$52.351</b>	<b>\$50.372</b>	<b>\$60.631</b>	<b>\$55.782</b>	<b>\$65.299</b>	<b>\$61.012</b>	<b>\$61.494</b>	<b>\$54.939</b>	<b>\$64.310</b>	<b>\$56.609</b>	<b>\$232.844</b>	<b>\$222.105</b>	<b>\$290.814</b>	<b>\$278.714</b>
<b>State and/or Local (Match)</b>														
State and/or Local Funds	\$24.469	\$24.469	\$12.396	\$12.396	\$18.873	\$18.873	\$11.016	\$11.016	\$39.493	\$39.493	\$66.754	\$66.754	\$106.247	\$106.247
<b>STATE &amp; LOCAL TOTAL</b>	<b>\$24.469</b>	<b>\$24.469</b>	<b>\$12.396</b>	<b>\$12.396</b>	<b>\$18.873</b>	<b>\$18.873</b>	<b>\$11.016</b>	<b>\$11.016</b>	<b>\$39.493</b>	<b>\$39.493</b>	<b>\$66.754</b>	<b>\$66.754</b>	<b>\$106.247</b>	<b>\$106.247</b>
<b>GRAND TOTAL</b>	<b>\$76.820</b>	<b>\$74.841</b>	<b>\$73.027</b>	<b>\$68.178</b>	<b>\$84.172</b>	<b>\$79.885</b>	<b>\$72.510</b>	<b>\$65.955</b>	<b>\$103.803</b>	<b>\$96.102</b>	<b>\$299.598</b>	<b>\$288.859</b>	<b>\$397.061</b>	<b>\$384.961</b>

\* Includes rollover balances from the previous STIP period. Rollover can be positive or negative. FTA balances carry forward throughout the 5-year period.

\*\* Includes MPO planning targets and statewide funded projects as identified at time of adoption.

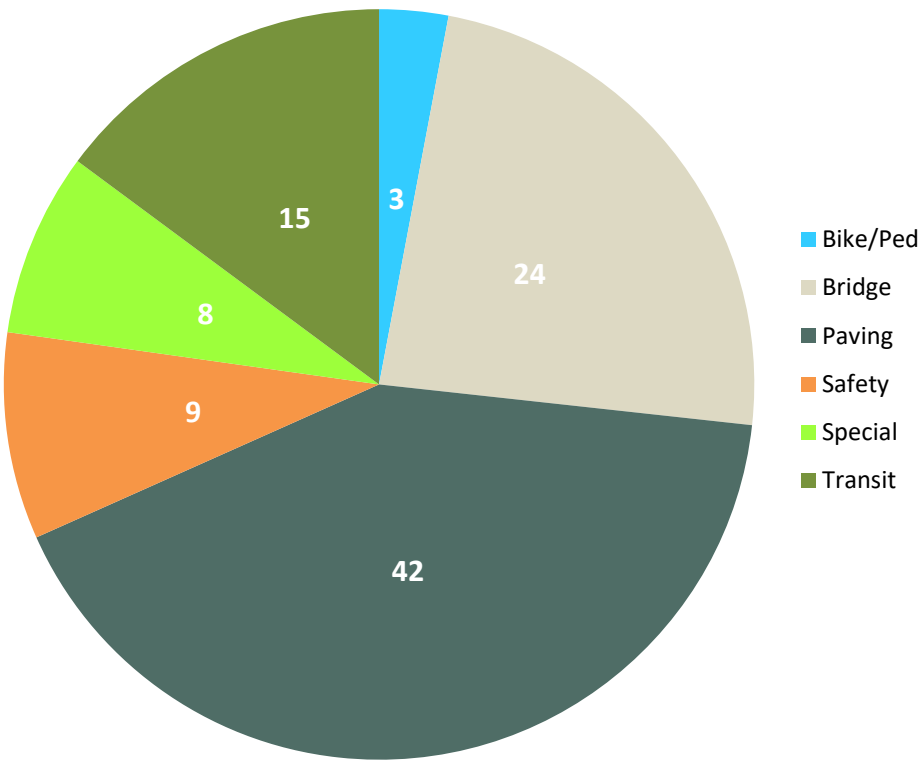
## Programmed Funding

Exhibits 6 and 7 present the distribution of programmed funding by sponsor and project type. Of the \$244.093 available for programming from the FHWA over the five-year cycle (i.e., planning targets and statewide funded projects), the NYSDOT has been programmed approximately 70% of the federal transportation allotment. In addition to funding sources specific to the FHWA, the TIP also lists funding from the FTA as described previously. Within the SMTC MPA, the CNYRTA is the primary operator for public transportation services. The 2020-2024 TIP programs approximately \$40.588M (\$3.224M from FHWA, \$37.364M from FTA funds) to the CNYRTA.

Exhibit 6: FHWA Funding by Project Sponsor

Sponsor	Federal \$s (M)
CNYRTA	\$3.224
NYSDOT	\$171.051
OCDOT	\$30.565
Skaneateles (V)	\$0.613
Solvay	\$2.508
Syracuse	\$33.389
Total:	\$241.350

Exhibit 7: Project Type Percentages – 2020-2024 TIP



As depicted in Exhibit 7, 66% of all FHWA and FTA 2020-2024 capital program funding combined has been programmed to bridge and highway projects. When looking at just FHWA funds, bridge and highway projects make up 76% 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 projects to maintain the existing aging infrastructure.

The bridge category programs 27% 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 2020-2024 funding cycle, a significant amount of bridge funding has been estimated to assist in improving deficiencies primarily on the National Highway System.

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 assigns \$9.230M to bicycle and pedestrian projects (sidewalks and trails). This figure increases to \$12.696M if bicyclist and pedestrian safety projects are included. Of particular note is that Onondaga County continues to “loop” Onondaga Lake that will ultimately link to the City of Syracuse’s existing Onondaga Creekwalk. New York State is set to begin construction in summer 2019 on the Empire State Trail in Onondaga County. Once complete, a significant bicycle and pedestrian connected network, nearly all off-road, will exist in Onondaga County for commuting, recreation, travel and tourism opportunities. Bicycle and pedestrian projects have a positive impact on the environment of the MPO area and are more prevalent in capital programs due to the passage of a “complete streets” policy statement by the US DOT in March 2010, and subsequently the goals, objectives and performance measures established in the SMTC’s 2050 LRTP that are highly supportive of such facility enhancements.

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

---

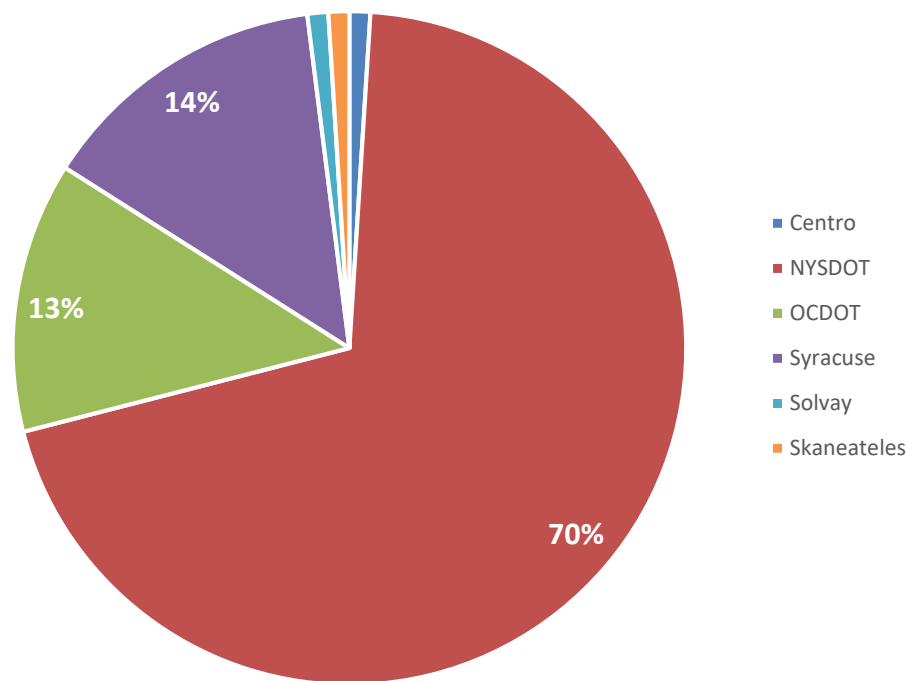
<sup>4</sup> [http://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/overview/policy\\_accom.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm)

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 (i.e., bicycle/pedestrian, bridge, paving, safety, special and transit), project sponsor, and provides the Project Identification Number (PIN), Federal dollars, required “match” and, Total dollars programmed on the 2020-2024 TIP. Please refer to Appendix A for a complete listing of projects. Lastly, there are several projects on the 2020-2024 TIP project listing with only the engineering and design phases programmed (i.e., Scoping, Preliminary Design, Detailed Design). In these instances, an overall total project cost will be higher than what is programmed.

As referenced above, 70% of the FHWA funding is programmed to the State, while 14% is programmed to the City of Syracuse, 13% Onondaga County, 1% CNYRTA, 1% Village of Solvay and less than 1% to Village of Skaneateles.

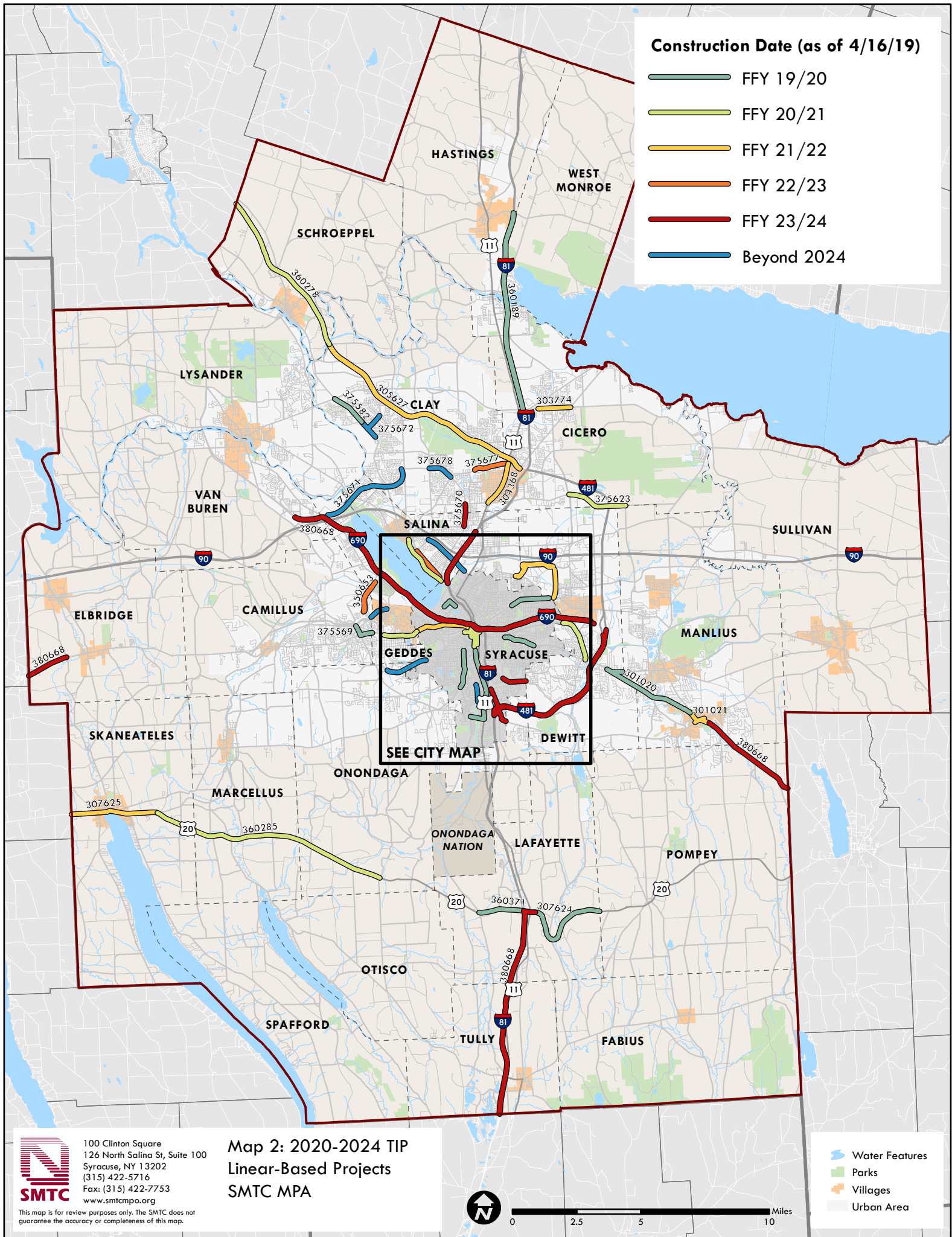
Exhibit 8: FHWA programmed fund percentages by sponsor



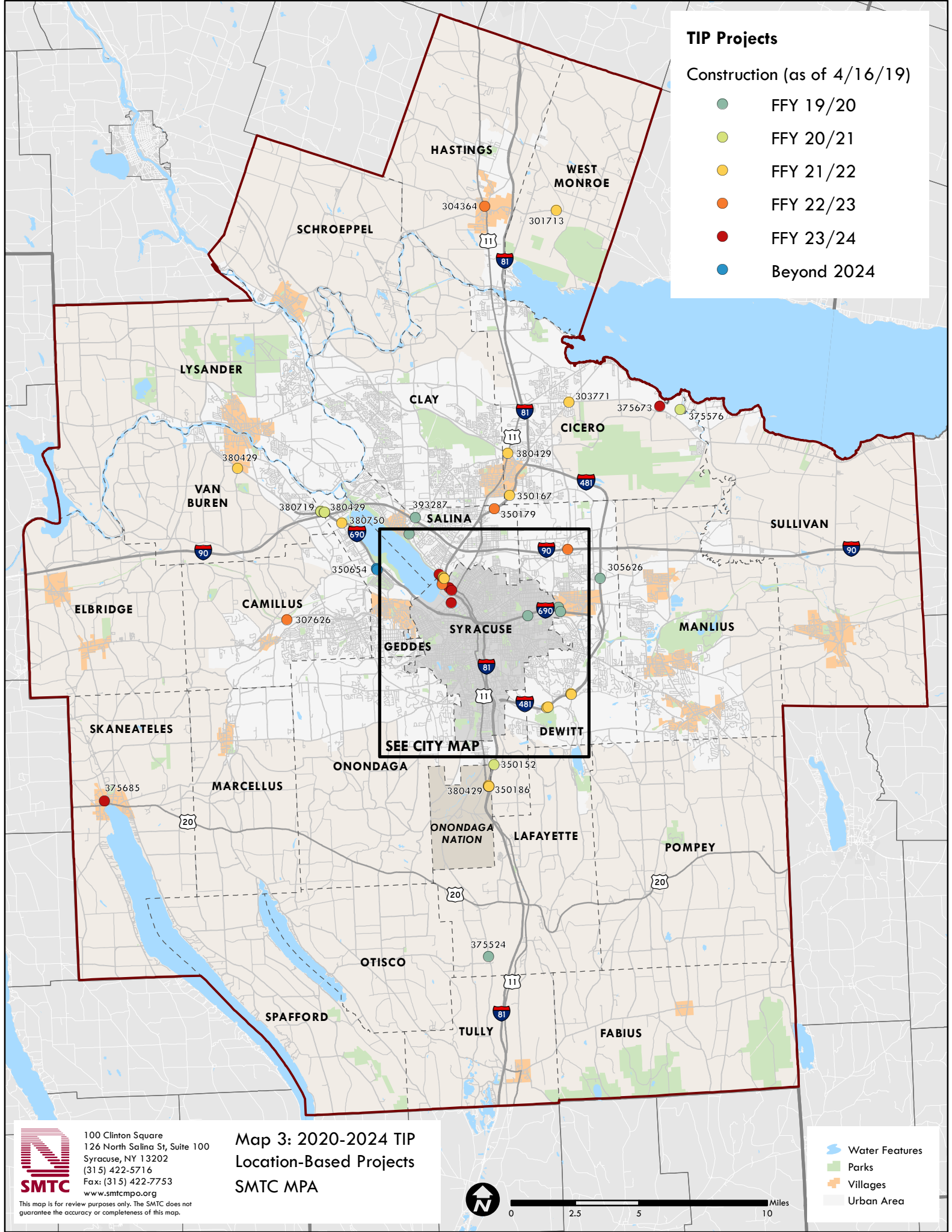
<sup>5</sup> <https://www.dot.ny.gov/programs/completestreets>

# Construction Date (as of 4/16/19)

- FFY 19/20
- FFY 20/21
- FFY 21/22
- FFY 22/23
- FFY 23/24
- Beyond 2024



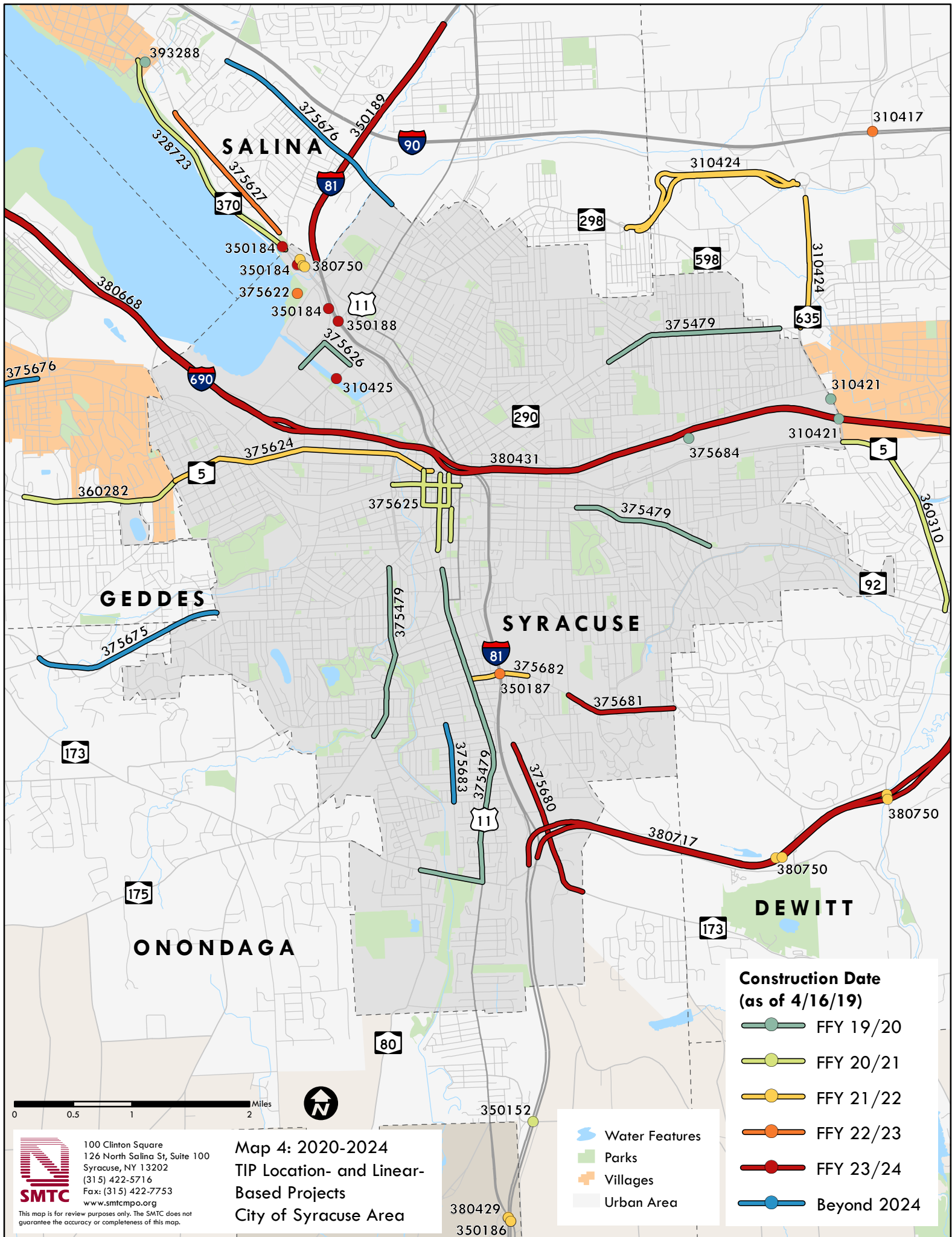




**TIP Projects**

Construction (as of 4/16/19)

- FFY 19/20
- FFY 20/21
- FFY 21/22
- FFY 22/23
- FFY 23/24
- Beyond 2024





## Environmental Justice

The Syracuse Metropolitan Transportation Council's 2018 Environmental Justice (EJ) analysis identifies numerous Census Tracts that have a higher concentration of minority and/or low income populations within our planning area. Census Tracts were categorized as a low, medium, or high priority target area according to the prevalence of EJ population variables. The vast majority of priority target areas, regardless of category, are located within the City of Syracuse. The 2020-2024 TIP includes 27 projects (out of 68 that were able to be mapped) that fall completely or majority within an identified EJ target area. The geographic distribution of capital projects is shown in Map 5. Projects once constructed will improve safety, bridge and pavement conditions and provide new or replacement bicycle and pedestrian facilities. These activities are supportive of the 2050 LRTP "Equity" goal and various federal performance measures and targets.

## 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. The Syracuse Metropolitan Transportation Council's LRTP is a policy level document that contains several 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 2020-2024 TIP are primarily focused on maintenance and preservation of the existing infrastructure. Many of the projects are also replacement in-kind that result in no capacity increases. However, should projects seek to widen a facility, such as through the installation of a turn lane at an intersection, specific mitigation measures will be examined at the project phase via the State Environmental Quality Review Act (SEQRA) and National Environmental Policy Act (NEPA) processes and are therefore beyond the scope of the LRTP and TIP. Regarding potential impact on environmental resources, Maps 6 through 8 show the geographic extent of programmed projects in relation to national register of historic places cultural resources, parks and wetlands. The projects are anticipated to have minimal impact on these resources and will be further researched within the necessary engineering and design phases. Environmental assessments, as required, for each programmed project in the TIP will be conducted by the respective project sponsor.

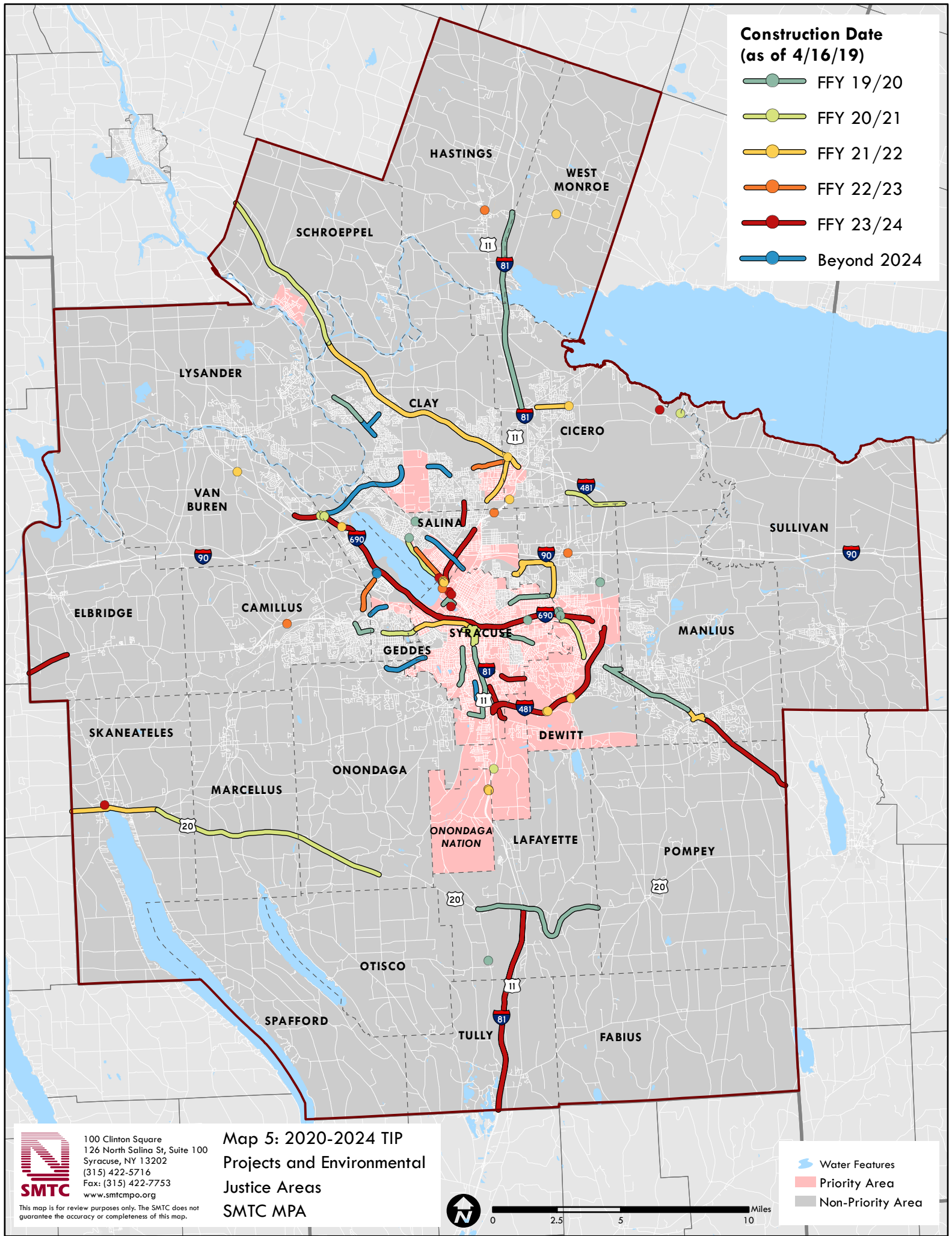
## Air Quality, Energy and Greenhouse Gas Emissions

Onondaga County was designated as a maintenance area for carbon monoxide from 1993 to 2013 under the Clean Air Act Amendments of 1990. The county was reclassified as an attainment area for all applicable emission standards in

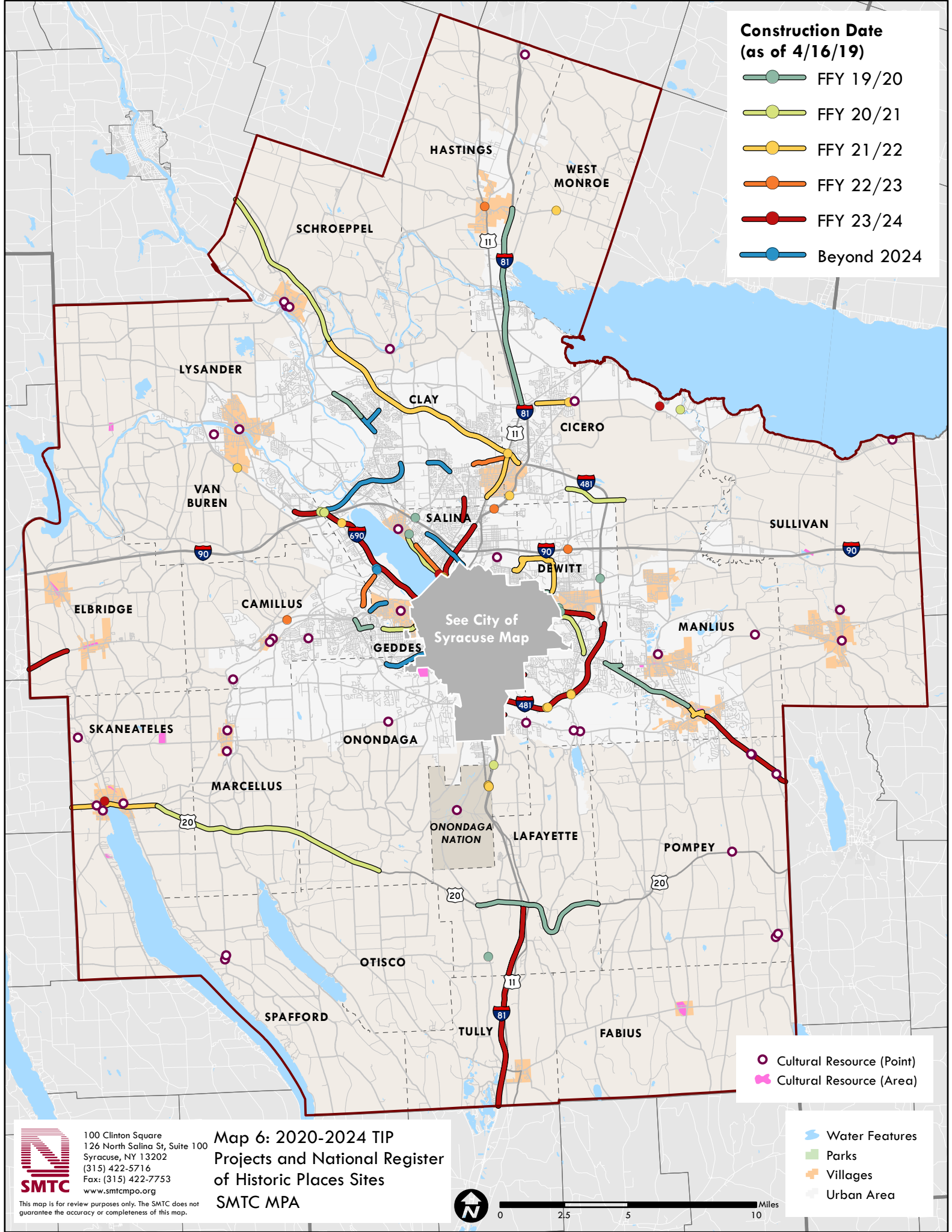
2013. As such, all transportation conformity analysis requirements are no longer applicable. Although the transportation conformity requirement has been removed, the SMTC's 2050 LRTP and the program of projects in this TIP are supportive of maintaining the National Ambient Air Quality Standards. A quantitative 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.



*Trail crossing signage. Source SMTC*







**Construction Date  
(as of 4/16/19)**

- FFY 19/20
- FFY 20/21
- FFY 21/22
- FFY 22/23
- FFY 23/24
- Beyond 2024



- Cultural Resource (Point)
- Cultural Resource (Area)

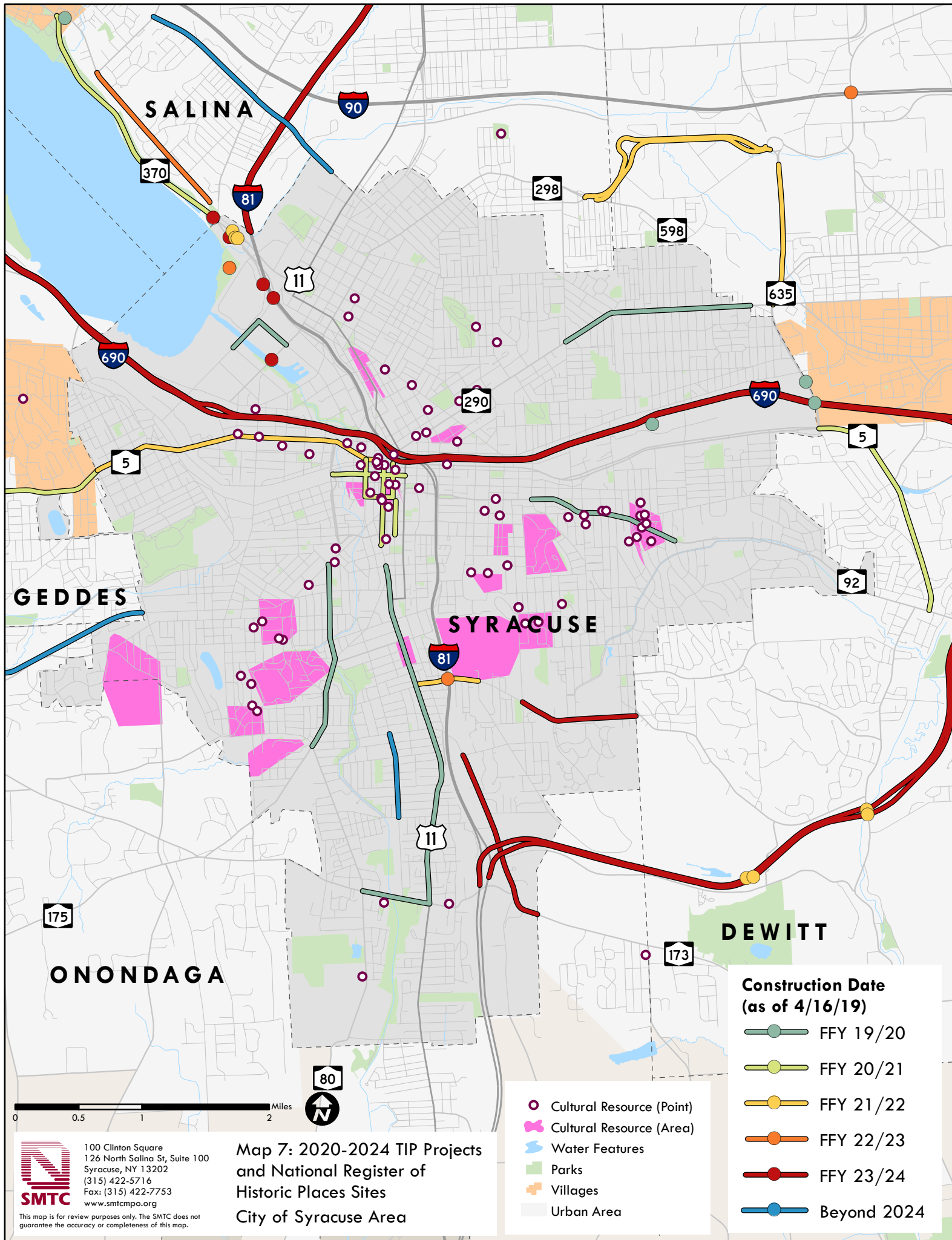
- Water Features
- Parks
- Villages
- Urban Area



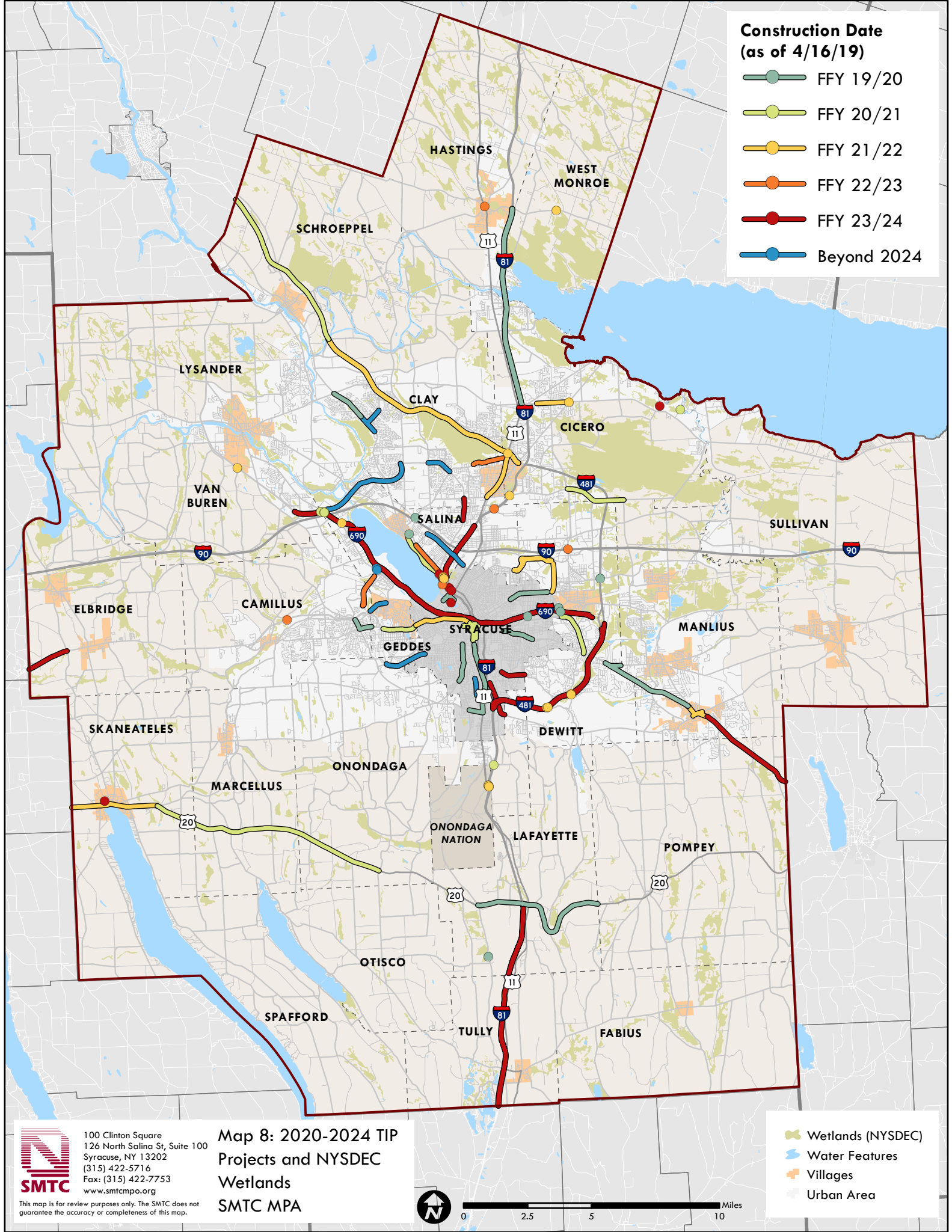
100 Clinton Square  
126 North Salina St, Suite 100  
Syracuse, NY 13202  
(315) 422-5716  
Fax: (315) 422-7753  
www.smtcmpo.org

**Map 6: 2020-2024 TIP  
Projects and National Register  
of Historic Places Sites**  
SMTC MPA







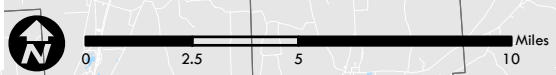


**Construction Date  
(as of 4/16/19)**

- FFY 19/20
- FFY 20/21
- FFY 21/22
- FFY 22/23
- FFY 23/24
- Beyond 2024

  
100 Clinton Square  
126 North Salina St, Suite 100  
Syracuse, NY 13202  
(315) 422-5716  
Fax: (315) 422-7753  
www.smtcmpo.org  
This map is for review purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

**Map 8: 2020-2024 TIP  
Projects and NYSDEC  
Wetlands  
SMTC MPA**



- Wetlands (NYSDEC)
- Water Features
- Villages
- Urban Area

# Exhibit 9: FHWA Project Listing by Project Type



## Bike/Ped projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
<b>NYSDOT</b>	304368	Rt. 11 ADA Sidewalk and Pedestrian Safety	0.612	0.154	0.766
<b>OCDOT</b>	375622	Onondaga Lake Canalways Trail – Salina Extension	8.618	2.157	10.775



## Bridge or other structure projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
<b>NYSDOT*</b>	301713	Rt. 49 over Big Bay Creek	1.862	0.467	2.329
<b>NYSDOT*</b>	307626	Rt. 5 over 9 Mile Creek	1.677	0.421	2.098
<b>NYSDOT*</b>	310417	Rt. 298 over I-90	2.281	0.570	2.851
<b>NYSDOT</b>	310421	Rt. 635 Bridge over I690 & Rt. 635 Bridge over CSX	0.000	13.750	13.750
<b>NYSDOT*</b>	310425	Rt. 298 over Barge Canal	2.916	0.731	3.647
<b>NYSDOT</b>	350152	Sentinel Heights Rd. over I81	5.161	0.573	5.734
<b>NYSDOT</b>	350167	Taft Rd. Element Specific Bridge Repairs over I81	3.694	0.410	4.104
<b>NYSDOT</b>	350179	Airport Rd Bridges over I81	10.801	1.200	12.001
<b>NYSDOT*</b>	350184	I-81, Ramps to Hiawatha & CR 137	8.330	0.926	9.256
<b>NYSDOT*</b>	350186	I-81 over Rt. 11	3.774	0.420	4.194
<b>NYSDOT*</b>	350187	I-81 over E Colvin St	2.517	0.279	2.796
<b>NYSDOT*</b>	350188	Hiawatha Blvd over I-81	5.127	0.569	5.696
<b>NYSDOT*</b>	350654	I-690 WB over 690 and 930T over CR 80	2.038	0.226	2.264
<b>NYSDOT*</b>	380429	Bridge Painting, Various Locations	2.080	0.231	2.311
<b>NYSDOT*</b>	380553	Rehab/Replace Large Culverts	2.157	0.541	2.698
<b>NYSDOT</b>	380728	Regional Large Culvert Repair/Replacement	0.550	0.138	0.688
<b>NYSDOT*</b>	380750	Bridge and Deck Joint Repair	1.850	0.207	2.057
<b>NYSDOT*</b>	380764	Rehab/Replace Regional Culverts	1.111	0.278	1.389
<b>NYSDOT*</b>	380774	Rehab/Replace, I-81 Culvert	1.292	0.143	1.435
<b>NYSDOT*</b>	3M1804	Bridge Job Order Contract	1.122	0.281	1.403
<b>NYSDOT*</b>	3M1904	Bridge Job Order Contract	0.635	0.159	0.794
<b>NYSDOT*</b>	3M2001	Bridge Clean & Wash (19/20)	1.077	0.270	1.347
<b>NYSDOT*</b>	3M2201	Bridge Clean & Wash (20/21-21/22)	1.171	0.294	1.465
<b>OCDOT*</b>	375673	Lakeshore Rd over 9 Mile Creek	0.872	0.218	1.090
<b>OCDOT</b>	375524	Tully Farms Rd/Branch of Onondaga Creek Bridge	0.480	0.120	0.600

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
OCDOT	375576	Tuttle Rd Bridge	0.776	0.194	0.970
OCDOT*	375674	Limestone Plaza over Creek	0.309	0.078	0.387
Skaneateles*	375685	Bridge Replacement, Kelley St	0.613	0.154	0.767



### Paving projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT	301020	MBC Rts 5 and 92	5.342	1.335	6.677
NYSDOT*	301021	MBC, Rt. 92 & 173	3.468	0.867	4.335
NYSDOT*	303774	Rt. 31 Rehab, CNS High School to S Bay Rd	2.603	0.651	3.254
NYSDOT*	305627	MBC, Rt. 481, I-81 to Oswego Co Line	4.970	1.243	6.213
NYSDOT*	307624	Recon, Rt. 20, I-81 Bridge to Lafayette Rd	5.085	1.272	6.357
NYSDOT*	307625	MBC, Rt. 20, Cayuga Co Line to Rt. 175	5.305	1.326	6.631
NYSDOT*	310424	Paving, Rt. 635 & Rt. 298	6.668	1.667	8.335
NYSDOT*	350189	MBC, I-81, Syr City Line to Mattydale	5.671	0.631	6.302
NYSDOT*	350653	MBC, Rt. 695, Rt. 5 to I-690	2.564	0.642	3.206
NYSDOT	360189	I81 MBC, Rt. 31 south of Rt. 49	8.402	0.948	9.350
NYSDOT	360278	Rt. 481 MBC, Onondaga Co to Fulton	3.520	0.880	4.400
NYSDOT	360282	MBC Rt. 5, Terry Rd to Myrtle St	3.136	0.784	3.920
NYSDOT	360285	Rt. 20 MBC, Rt. 175 to Rt. 80	5.809	1.452	7.261
NYSDOT	360310	Rt. 5 MBC, Thompson Rd. to Rt. 92	3.239	0.810	4.049
NYSDOT	360371	VPP/Mill Rt. 20, Rt. 11A to Pompey Town Line	1.400	0.350	1.750
NYSDOT*	380760	Pavement Markings & Delineators, State Rts	1.023	0.256	1.279
NYSDOT*	380761	Pavement Markings & Delineators, State Rts	1.043	0.261	1.304
NYSDOT*	380768	Pavement Markings & Delineators, State Rts	1.063	0.266	1.329
OCDOT*	375670	Paving, Buckley Rd, Hopkins Rd to Taft Rd	1.745	0.438	2.183
OCDOT*	375671	Paving, John Glenn Blvd EB, I-690 to Buckley Rd	0.559	0.140	0.699
OCDOT*	375672	Paving, Rt. 57 & Soule Rd	0.503	0.127	0.630
OCDOT	375569	Old Rt. 5/Warners Rd Paving (2R)	3.150	0.788	3.938
OCDOT	375582	Old Rt. 57 Paving (1R)	1.457	0.364	1.821
OCDOT	375623	East Taft Rd Paving	2.013	0.504	2.517
OCDOT	375627	Old Liverpool Rd Paving	6.286	1.572	7.858
OCDOT*	375675	Paving, Onondaga Blvd, City Boundary to Fay Rd	0.264	0.067	0.331
OCDOT*	375676	Paving, 7 <sup>th</sup> North St, Electronics Pkwy to RR Bridge	0.578	0.145	0.723
OCDOT*	375677	Paving, Bear Rd, Sandy Ln to Rt. 11	2.014	0.505	2.519
OCDOT*	375678	Paving, Buckley Rd, Bear Rd to Henry Clay Blvd	0.248	0.063	0.311
Solvay*	375686	Paving, Milton Ave, Cogswell Ave to Camillus	2.508	0.627	3.135
Syracuse*	375680	Paving, E Brighton Ave, Thurber St to City Line	5.941	1.487	7.428



Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
<b>Syracuse*</b>	375681	Paving, E Colvin St, Comstock Ave to City Line	4.118	1.030	5.148
<b>Syracuse*</b>	375682	Paving, E Colvin St, Salina St to Jamesville Ave	2.847	0.713	3.560
<b>Syracuse*</b>	375683	Paving, Midland Ave, W Brighton to Ballantyne	0.480	0.121	0.601
<b>Syracuse</b>	375624	West Genesee St Road Improvement	6.287	1.572	7.859
<b>Syracuse</b>	375625	Downtown Mill & Pave	3.314	0.830	4.144
<b>Syracuse</b>	375626	Solar St & Hiawatha Blvd Improvement	1.456	0.364	1.820



### Safety projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
<b>NYSDOT*</b>	303771	NY 31 at Thompson Rd. & S Bay Rd Intersection	4.455	0.060	4.515
<b>NYSDOT*</b>	304364	Safety Improvements, Rt. 11 at Rt. 49	4.744	0.766	5.510
<b>NYSDOT</b>	305626	I-481 at Kirkville Rd Ramp Realignment	0.495	0.055	0.550
<b>NYSDOT</b>	328723	Onondaga Lake Pkwy Safety Improvements	8.106	1.810	9.916
<b>NYSDOT*</b>	380668	SAFETAP Projects, Rt. 5, Rt. 92, I-81, I-690 & Rt. 690	1.623	0.406	2.029
<b>NYSDOT*</b>	380719	I-690 over John Glenn Blvd Safety Project	0.729	0.080	0.809
<b>NYSDOT</b>	393287	RR Grade Crossing Improvements CSX RR, Vine St	0.395	0.000	0.395
<b>NYSDOT</b>	393288	RR Grade Crossing Improvements CSX RR, Old Liverpool Rd	0.500	0.000	0.500
<b>OCDOT</b>	375632	Pedestrian Signal Safety Project	0.693	0.000	0.693
<b>Syracuse*</b>	375679	PSAP Improvements Project 2	1.653	0.184	1.837
<b>Syracuse</b>	375649	Intersection Pedestrian Improvements	1.304	0.000	1.304



### Special projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
<b>NYSDOT*</b>	380431	Guide Rail Replacement Project, I-690 from I-481 to I-90	1.186	0.131	1.317
<b>NYSDOT</b>	380567	Overhead Sign Structure & Panel Repair/Replace	1.650	0.413	2.063
<b>NYSDOT</b>	380621	Regional Retaining Wall Contract	1.591	0.398	1.989
<b>NYSDOT*</b>	380689	Signal Project	2.408	0.602	3.010
<b>NYSDOT</b>	380717	Ground Mounted Sign Replacement, I-481, I-81 to I-690	1.170	0.131	1.301

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
<b>NYSDOT</b>	380745	Regional Ground Mounted Sign Replacement Contract	0.695	0.174	0.869
<b>NYSDOT</b>	380755	TMC/ITS Operations & Maintenance	5.910	1.478	7.388
<b>NYSDOT</b>	3HLP02	Region 3 Highway Emergency Local Patrol (HELP) Program	1.248	0.312	1.560
<b>Syracuse*</b>	375684	Syracuse Signal System at the Traffic Control Center	0.574	0.144	0.718
<b>Syracuse</b>	375479	N, S, E, W Corridors Interconnect Expansion	5.415	1.354	6.769



### Transit projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
<b>CNYRTA*</b>	382910	Bus Purchase 2022	1.612	0.403	2.015
<b>CNYRTA*</b>	382911	Bus Purchase 2024	1.612	0.403	2.015

\*new project added to 2020-2024 TIP

## Performance Measures and Targets

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 SMTC member agencies and municipal sponsors. 23 CFR 450.326(d) requires that a newly adopted or updated TIP include a narrative that describes the anticipated effects of programming and implementing capital projects for a number of nationally prescribed performance measures. Specifically, TIPs “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 adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program and Highway Safety
- October 1, 2018 – Transit Asset Management
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program
- July 20, 2020 – Public Transportation Safety Program.

At this time, the anticipated effects narrative (Appendix C) includes discussion on safety, transit asset management, pavement, bridge, and system performance. The narrative will be updated in summer 2020 to accommodate the last performance measure, public transportation safety. The 2020-2024 TIP programs approximately \$169.388 NHPP or 67% of all programmed dollars. These funds are applicable only to the National Highway System (NHS) and will be utilized primarily to maintain or improve bridge and pavement conditions. Beyond NHPP funds, numerous projects on the NHS are also programmed with funding from the STBP. Additionally, it is anticipated that funding from the National Highway Freight Program (\$11M) will be programmed to PIN 310421 once a statewide freight plan is finalized. The National Highway Freight Program was established under the FAST Act to “improve the efficient movement of freight on the National Highway Freight Network.”<sup>6</sup> The exhibits that follow show the relationship between the numerous capital projects programmed on the 2020-2024 TIP and the national planning factors, which essentially mirror the SMTC’s LRTP goals, and the national performance measures.



*I-690 over Teall Avenue construction. Source SMTC*

---

<sup>6</sup> <https://www.fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm>

#/N	Sponsor	Project Name	Project Type	Economic vitality	Safety	Security	Accessibility and mobility	Environment, energy conservation, quality of life	Integration and connectivity	Management and operation	Preservation	Resiliency and reliability	Travel and tourism
	Centro	Bus Purchase 2022	Transit		X		X	X				X	
	Centro	Bus Purchase 2024	Transit		X		X	X				X	
301020	NYS DOT	MBC Routes 5 & 92	Paving								X	X	
301021	NYS DOT	Rt 92/173, Rt 257 to Academy St & Rt 173, West of Flume Rd to Clinton St	Paving	X	X		X		X		X	X	
301713	NYS DOT	Rt 49 over Big Bay Creek Bridge*	Bridge	X	X						X	X	
303771	NYS DOT	NY 31 at Thompson Rd & South Bay Rd Intersection Improvements	Safety		X								
303774	NYS DOT	RT 31 Rehab, CNS High School to S Bay Rd	Paving								X	X	
304364	NYS DOT	Safety Improvements, Rt 11 at Rt 49	Safety		X		X		X			X	
304368	NYS DOT	Rt 11 ADA Sidewalk & Pedestrian Safety Project	Safety		X		X		X				X
305626	NYS DOT	I-481 at Kirkville Rd Ramp Realignment	Safety		X								
305627	NYS DOT	Rt 481, I-81 to Oswego Co Line	Paving	X							X	X	
307624	NYS DOT	Rt 20, I-81 Bridge to Lafayette Rd	Paving	X	X		X		X		X	X	
307625	NYS DOT	Rt 20, Cayuga County Line to Rt 175	Paving	X	X		X		X		X	X	
307626	NYS DOT	Rt 5 over Nine Mile Creek Slipline	Bridge	X	X						X	X	
310417	NYS DOT	Rt 298 Bridge over I-90	Bridge	X	X						X	X	
310421	NYS DOT	Rt 635 Bridge over I690 & Rt 635 Bridge over CSX Railroad Replacement	Bridge	X	X						X	X	
310424	NYS DOT	Rt 635, Rt 290 to Rt 298 & Rt 298, Rt 598 to Carrier Circle	Paving	X							X	X	
310425	NYS DOT	Rt 298 over Barge Canal Bridge	Bridge	X	X				X		X	X	
328723	NYS DOT	Onondaga Lake Parkway Safety Improvements	Safety		X		X		X		X	X	X
350152	NYS DOT	Sentinel Heights Rd over I81	Bridge		X						X		
350167	NYS DOT	Taft Rd Element Specific Bridge Repairs over I81	Bridge	X	X						X	X	
350179	NYS DOT	Airport Rd Bridges over I81	Bridge	X	X						X	X	
350184	NYS DOT	I-81 Ramps to Hiawatha Blvd over I-81 & Ramp AB, I-81 over 370 deck	Bridge	X	X						X	X	
350186	NYS DOT	I-81 over Rt 11, Nedrow	Bridge	X	X						X	X	
350187	NYS DOT	I-81 over East Colvin St Deck Replacement	Bridge	X	X						X	X	
350188	NYS DOT	Hiawatha Blvd over I-81 Bridge	Bridge	X	X		X		X		X	X	
350189	NYS DOT	I-81, Syracuse City Line to Mattydale	Paving	X							X	X	
350653	NYS DOT	Rt 695, Rt 5 to I-690	Paving	X							X	X	
350654	NYS DOT	Ramp to I-690 WB over 690 & 930T over Rt 80 Bridge Rehab*	Bridge	X	X						X	X	
360189	NYS DOT	I81 MBC, Rt 31 South of Rt 49	Paving	X							X	X	
360278	NYS DOT	Rt 481 MBC, Onon Co to Fulton City Line	Paving	X							X	X	
360282	NYS DOT	Rt 5 MBC, Terry Rd to Myrtle St	Paving	X							X	X	
360285	NYS DOT	Rt 20 MBC, Rt 175 to Rt 80	Paving	X							X	X	
360310	NYS DOT	Rt 5 MBC, Thompson Rd to Rt 92	Paving	X							X	X	
360371	NYS DOT	VPP/Mill Rt 20, Rt 11A to Pompey Town Line	Paving	X							X	X	
380429	NYS DOT	Bridge Painting Project	Bridge								X		
380431	NYS DOT	Guide Rail Replacement Project, I-690 from I-481 to I-90	Special		X						X	X	
380553	NYS DOT	Large Culvert Project, Onondaga & Oswego Counties	Bridge								X	X	
380567	NYS DOT	Overhead Sign Structure & Panel Repair/Replacement Contract	Special								X		
380621	NYS DOT	Regional Retaining Wall Contract	Special		X						X		
380668	NYS DOT	SAFETAP Project, Rt 5, Rt 92, I-81, I-690 & Rt 690	Safety		X								
380689	NYS DOT	Signal Project	TSMO		X			X		X			
380717	NYS DOT	Ground Mounted Sign Replacement, I-481, I-81 to I-690	Special								X		
380719	NYS DOT	I-690 over John Glenn Blvd Safety Project	Safety	X	X						X	X	
380728													

Exhibit 10: Relationship between 2020-2024 TIP Projects and National Planning Factors

PIN	Sponsor	Project Name	Project Type	Economic vitality	Safety	Security	Accessibility and mobility	Environment, energy conservation, quality of life	Integration and connectivity	Management and operation	Preservation	Resiliency and reliability	Travel and tourism
375524	OCDOT	Tully Farms Rd/Branch of Onondaga Creek Bridge Replacement	Bridge		X						X		
375569	OCDOT	Old Route 5/Warriors Rd Paving (2R) Project	Paving	X							X	X	
375576	OCDOT	Tuttle Rd Bridge Replacement	Bridge		X						X		
375582	OCDOT	Old Rt 57 Paving (1R) Project, Calder Ct to Rt 31	Paving	X					X		X	X	
375622	OCDOT	Onondaga Lake Canalways Trail - Salina Extension Project	Bike/Ped				X						X
375623	OCDOT	East Taft Rd Paving Project, Northern Blvd to Fremont Rd	Paving	X							X	X	
375627	OCDOT	Old Liverpool Rd Paving, Electronics Pkwy to Buckley Rd	Paving	X							X	X	
375632	OCDOT	Pedestrian Signal Safety Project - 10 Priority Locations	Safety		X				X				
	OCDOT	Buckley Rd 2R Paving, Hopkins Rd to West Taft Rd	Paving		X		X		X		X	X	
	OCDOT	Rt 57 Paving, Calder Ct to Pine Hollow Dr & Soule Rd from Rt 57 to Fairways East*	Paving	X	X		X		X		X	X	
	OCDOT	Lakeshore Rd Bridge over Nine Mile Creek	Bridge		X		X		X		X		
	OCDOT	Limestone Plaza Bridge over Limestone Creek	Bridge		X		X		X		X		
	OCDOT	Onondaga Blvd Paving Project, Syracuse City Line to Fay Rd	Paving		X		X		X		X	X	
	OCDOT	7th North St Paving, Electronics Pkwy to Railroad Bridge*	Paving	X	X		X		X		X	X	
	OCDOT	Bear Rd Paving Project, Sandy Ln to US 11	Paving	X	X		X		X		X	X	
	OCDOT	Buckley Rd Phase I Paving Project, Henry Clay Blvd to Bear Rd*	Paving	X	X		X		X		X	X	
	OCDOT	John Glenn Blvd EB 2R Paving, I690 to Buckley Rd*	Paving	X	X		X		X		X		
	Skaneateles	Kelley St Bridge Replacement & Ped Improvements	Bridge		X		X		X		X		
	Solvay	Milton Ave Paving, Cogswell Ave to Camillus	Paving	X	X		X		X		X	X	
375479	Syracuse	N, S, E, W Corridors Interconnect Expansion	TSMO		X					X			
375624	Syracuse	West Genesee St Rd Improvement Project, City Line to S Salina St	Paving	X					X		X	X	
375625	Syracuse	Downtown Mill & Pave Project, Various Sts	Paving								X	X	
375626	Syracuse	Solar St and Hiawatha Blvd Rd Improvement Project	Paving								X	X	
375649	Syracuse	City of Syracuse Intersection Pedestrian Improvements	Safety		X		X		X				
	Syracuse	E Brighton Ave Repaving Project, Thurber St to City Line	Paving	X	X		X		X		X	X	
	Syracuse	City of Syracuse PSAP Improvements Project 2	Safety		X		X		X				
	Syracuse	Midland Ave Repaving Project, West Brighton Ave to Ballantyne Rd	Paving		X		X		X		X		
	Syracuse	East Colvin St Repaving Project, South Salina St to Jamesville Ave	Paving		X		X		X		X		
	Syracuse	East Colvin St Repaving Project, Comstock Ave to City Line	Paving		X		X		X		X		
	Syracuse	Syracuse Signal System at the Traffic Control Center	TSMO		X			X		X		X	

Exhibit 11: Relationship between 2020-2024 TIP Projects and National Performance Measures

PIN	Sponsor	Project Name	Project Type	Safety	NHS Bridge Condition	NHS Pavement Condition	NHS LOTTR	Interstate TTTR	TAM
	Centro	Bus Purchase 2022	Transit						X
	Centro	Bus Purchase 2024	Transit						X
301020	NYSDOT	MBC Routes 5 & 92	Paving			X	X		
301021	NYSDOT	Rt 92/173, Rt 257 to Academy St & Rt 173, West of Flume Rd to Clinton St	Paving			X	X		
301713	NYSDOT	Rt 49 over Big Bay Creek Bridge*	Bridge	X					
303771	NYSDOT	NY 31 at Thompson Rd & South Bay Rd Intersection Improvements	Safety	X					
303774	NYSDOT	RT 31 Rehab, CNS High School to S Bay Rd	Paving						
304364	NYSDOT	Safety Improvements, Rt 11 at Rt 49	Safety	X					
304368	NYSDOT	Rt 11 ADA Sidewalk & Pedestrian Safety Project	Safety	X					
305626	NYSDOT	I-481 at Kirkville Rd Ramp Realignment	Safety	X					
305627	NYSDOT	Rt 481, I-81 to Oswego Co Line	Paving			X	X		
307624	NYSDOT	Rt 20, I-81 Bridge to Lafayette Rd	Paving			X	X		
307625	NYSDOT	Rt 20, Cayuga County Line to Rt 175	Paving	X		X	X		
307626	NYSDOT	Rt 5 over Nine Mile Creek Slipline	Bridge	X	X		X		
310417	NYSDOT	Rt 298 Bridge over I-90	Bridge	X					
310421	NYSDOT	Rt 635 Bridge over I690 & Rt 635 Bridge over CSX Railroad Replacement	Bridge	X	X		X		
310424	NYSDOT	Rt 635, Rt 290 to Rt 298 & Rt 298, Rt 598 to Carrier Circle	Paving			X	X		
310425	NYSDOT	Rt 298 over Barge Canal Bridge	Bridge	X					
328723	NYSDOT	Onondaga Lake Parkway Safety Improvements	Safety	X		X	X		
350152	NYSDOT	Sentinel Heights Rd over I81	Bridge	X					
350167	NYSDOT	Taft Rd Element Specific Bridge Repairs over I81	Bridge	X					
350179	NYSDOT	Airport Rd Bridges over I81	Bridge	X	X		X		
350184	NYSDOT	I-81 Ramps to Hiawatha Blvd over I-81 & Ramp AB, I-81 over 370 deck	Bridge	X			X	X	
350186	NYSDOT	I-81 over Rt 11, Nedrow	Bridge	X	X		X	X	
350187	NYSDOT	I-81 over East Colvin St Deck Replacement	Bridge	X	X		X	X	
350188	NYSDOT	Hiawatha Blvd over I-81 Bridge	Bridge	X					
350189	NYSDOT	I-81, Syracuse City Line to Mattydale	Paving			X	X	X	
350653	NYSDOT	Rt 695, Rt 5 to I-690	Paving			X	X		
350654	NYSDOT	Ramp to I-690 WB over 690 & 930T over CR 80 Bridge Rehab*	Bridge	X	X		X		
360189	NYSDOT	I81 MBC, Rt 31 South of Rt 49	Paving			X	X	X	
360278	NYSDOT	Rt 481 MBC, Onon Co to Fulton City Line	Paving			X	X		
360282	NYSDOT	Rt 5 MBC, Terry Rd to Myrtle St	Paving	X		X	X		
360285	NYSDOT	Rt 20 MBC, Rt 175 to Rt 80	Paving	X		X	X		
360310	NYSDOT	Rt 5 MBC, Thompson Rd to Rt 92	Paving	X		X	X		
360371	NYSDOT	VPP/Mill Rt 20, Rt 11A to Pompey Town Line	Paving			X	X		
380429	NYSDOT	Bridge Painting Project	Bridge		X				
380431	NYSDOT	Guide Rail Replacement Project, I-690 from I-481 to I-90	Special	X					
380553	NYSDOT	Large Culvert Project, Onondaga & Oswego Counties	Bridge	X					
380567	NYSDOT	Overhead Sign Structure & Panel Repair/Replacement Contract	Special	X					
380621	NYSDOT	Regional Retaining Wall Contract	Special	X					
380668	NYSDOT	SAFETAP Project, Rt 5, Rt 92, I-81, I-690 & Rt 690	Safety	X					
380689	NYSDOT	Signal Project	TSMO	X			X		
380717	NYSDOT	Ground Mounted Sign Replacement, I-481, I-81 to I-690	Special	X					
380719	NYSDOT	I-690 over John Glenn Blvd Safety Project	Safety	X	X		X	X	
380728	NYSDOT	Regional Large Culvert Repair/Replacement Contract	Bridge	X					

Exhibit 11: Relationship between 2020-2024 TIP Projects and National Performance Measures

PIN	Sponsor	Project Name	Project Type	Safety	NHS Bridge Condition	NHS Pavement Condition	NHS LOTTR	Interstate TTTR	TAM
380745	NYS DOT	Regional Ground Mounted Sign Replacement Contract	Special	X					
380750	NYS DOT	Bridge Deck and Joint Repair Project	Bridge	X	X				
380755	NYS DOT	TMC/ITS Operations & Maintenance	TSMO	X			X	X	
380760	NYS DOT	Regional Pavement Markings & Audible Roadway Delineators	Paving	X					
380761	NYS DOT	Regional Pavement Markings & Audible Roadway Delineators	Paving	X					
380764	NYS DOT	Culvert Project Rt 481 and I-481	Bridge	X					
380768	NYS DOT	Regional Pavement Markings & Audible Roadway Delineators	Paving	X					
380774	NYS DOT	Culvert Project, I-81	Bridge	X					
393287	NYS DOT	RR Grade Crossing Improvements CSX RR, Vine St	Special	X					
393288	NYS DOT	RR Grade Crossing Improvements CSX RR, Old Liverpool Rd	Special	X					
3HLP02	NYS DOT	Region 3 Highway Emergency Local Patrol (HELP) Program	TSMO	X					
3M1804	NYS DOT	Bridge Job Order Contract	Bridge	X	X				
3M1904	NYS DOT	Bridge Job Order Contract	Bridge	X	X				
3M2001	NYS DOT	Bridge Clean & Wash	Bridge		X				
3M2201	NYS DOT	Bridge Clean & Wash	Bridge		X				
375524	OCDOT	Tully Farms Rd/Branch of Onondaga Creek Bridge Replacement	Bridge	X					
375569	OCDOT	Old Route 5/Warners Rd Paving (2R) Project	Paving						
375576	OCDOT	Tuttle Rd Bridge Replacement	Bridge	X					
375582	OCDOT	Old Rt 57 Paving (1R) Project, Calder Ct to Rt 31	Paving			X	X		
375622	OCDOT	Onondaga Lake Canalways Trail - Salina Extension Project	Bike/Ped	X					
375623	OCDOT	East Taft Rd Paving Project, Northern Blvd to Fremont Rd	Paving						
375627	OCDOT	Old Liverpool Rd Paving, Electronics Pkwy to Buckley Rd	Paving			X	X		
375632	OCDOT	Pedestrian Signal Safety Project - 10 Priority Locations	Safety	X					
	OCDOT	Buckley Rd 2R Paving, Hopkins Rd to West Taft Rd	Paving	X					
	OCDOT	Rt 57 Paving, Calder Ct to Pine Hollow Dr & Soule Rd from Rt 57 to Fairways East*	Paving	X		X	X		
	OCDOT	Lakeshore Rd Bridge over Nine Mile Creek	Bridge	X					
	OCDOT	Limestone Plaza Bridge over Limestone Creek	Bridge	X					
	OCDOT	Onondaga Blvd Paving Project, Syracuse City Line to Fay Rd	Paving	X					
	OCDOT	7th North St Paving, Electronics Pkwy to Railroad Bridge*	Paving	X					
	OCDOT	Bear Rd Paving Project, Sandy Ln to US 11	Paving	X		X	X		
	OCDOT	Buckley Rd Phase I Paving Project, Henry Clay Blvd to Bear Rd*	Paving	X		X	X		
	OCDOT	John Glenn Blvd EB 2R Paving, I690 to Buckley Rd*	Paving			X	X		
	Skaneateles	Kelley St Bridge Replacement & Ped Improvements	Bridge	X					
	Solvay	Milton Ave Paving, Cogswell Ave to Camillus	Paving	X					
375479	Syracuse	N, S, E, W Corridors Interconnect Expansion	TSMO	X			X		
375624	Syracuse	West Genesee St Rd Improvement Project, City Line to S Salina St	Paving			X	X		
375625	Syracuse	Downtown Mill & Pave Project, Various Sts	Paving						
375626	Syracuse	Solar St and Hiawatha Blvd Rd Improvement Project	Paving						
375649	Syracuse	City of Syracuse Intersection Pedestrian Improvements	Safety	X					
	Syracuse	E Brighton Ave Repaving Project, Thurber St to City Line	Paving			X	X		
	Syracuse	City of Syracuse PSAP Improvements Project 2	Safety	X					
	Syracuse	Midland Ave Repaving Project, West Brighton Ave to Ballantyne Rd	Paving						
	Syracuse	East Colvin St Repaving Project, South Salina St to Jamesville Ave	Paving						
	Syracuse	East Colvin St Repaving Project, Comstock Ave to City Line	Paving						
	Syracuse	Syracuse Signal System at the Traffic Control Center	TSMO	X		X			



## Public Transportation

The transit projects included in the TIP (Appendix B) are mainly 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. The CNYRTA anticipates programming 8% of their FTA funds to this activity. The vast majority of the FTA planning targets will be programmed to the agency's Preventive Maintenance line that is used to offset operating costs. Additionally, CMAQ funds and "flex" funds from the STBG and have been programmed to assist with bus procurements. Regarding the Section 5310 funds noted in the fiscal constraint table, it is anticipated that 100% of the funds will be programmed to eligible activities contained in the area's locally developed Coordinated Public Transit – Human Services Transportation Plan<sup>7</sup> when statewide solicitations occur.

## 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 D.

## 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 2020-2024 TIP can be found in Appendix E. The public involvement process utilized for this capital program update adheres to applicable requirements noted in CFR 450.316 (i.e., interested

---

<sup>7</sup> Coordinated Plan is available on the SMTC website.



parties, participation, and consultation). Additionally, the public involvement process satisfies the FTA Program of Projects public participation requirements for CNYRTA.



*Centro Transit Hub. Source CNYRTA*

## Conclusion

### Regionally significant project(s)

The 2050 LRTP identifies the NYSDOT I-81 Viaduct Project, PIN 350160 as one of four regionally significant projects in the SMTC planning area. To date, as part of the Draft Environmental Impact Statement, NYSDOT has identified the community grid as their preferred alternative. Any alternative that is advanced into Detailed Design, and then Construction, will be upwards of \$1 billion dollars. This 2020-2024 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 federal funds for the Detailed/Final Design and even Construction phases will be programmed to the 2020-2024 TIP in the future as the project's NEPA process continues. Should 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 for major project additions. Any additional funds that may be programmed to PIN 350160 will be above and significantly beyond, the planning target totals outlined in Exhibit 5.

## Closing

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 initiation and/or completion of projects contained in the TIP, the metropolitan area can look forward to better connectivity between modes, improved infrastructure conditions of the federal-aid highway and public transportation system and, efficient movement of people and goods.



*Interstates 81 and 690 Interchange. Source SMTC*

## **APPENDIX A**

### **FEDERAL HIGHWAY ADMINISTRATION**

#### **PROJECT LISTING**

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
382910	CNYRTA	PROCURE, (18) 40FT CNG FUELED CENTRO BUSES, ONON CO								
			Other	CMAQ - S			\$1,612,000			
			Other	Match			\$403,000			
		Total Federal Funds:					\$1,612,000			\$1,612,000
		Total:					\$2,015,000			\$2,015,000
382911	CNYRTA	PROCURE, (56) 40FT CNG FUELED CENTRO BUSES, ONON CO								
			Other	STBG-Flex					\$1,612,000	
			Other	Match					\$403,000	
		Total Federal Funds:							\$1,612,000	\$1,612,000
		Total:							\$2,015,000	\$2,015,000
CNYRTA										
Total Federal Funds:							\$1,612,000		\$1,612,000	\$3,224,000
Total:							\$2,015,000		\$2,015,000	\$4,030,000
301020	NYSDOT	MBC ROUTES 5 AND 92, FROM ROUTE 5 TO VILLAGE OF MANLIUS								
			Construction	NHPP	\$4,800,000					
			Construction	Match	\$1,200,000					
			Inspection	NHPP	\$542,000					
			Inspection	Match	\$135,000					
		Total Federal Funds:			\$5,342,000					\$5,342,000
		Total:			\$6,677,000					\$6,677,000
301021	NYSDOT	MBC, RT 92 & 173, 257 to ACADEMY & FLUME TO CLINTON, ONON CO								
			Scoping	STBG-Flex		\$121,000				
			Scoping	Match		\$30,000				
			Preliminary Design	STBG-Flex		\$121,000				
			Preliminary Design	Match		\$30,000				
			Detailed Design	STBG-Flex		\$241,000				
			Detailed Design	Match		\$60,000				
			Construction	NHPP			\$1,954,000			
			Construction	Match			\$489,000			
			Construction	STBG-Urban			\$760,000			
			Construction	Match			\$190,000			
			Inspection	NHPP			\$195,000			
			Inspection	Match			\$49,000			
			Inspection	STBG-Urban			\$76,000			
			Inspection	Match			\$19,000			
		Total Federal Funds:				\$483,000	\$2,985,000			\$3,468,000
		Total:				\$603,000	\$3,732,000			\$4,335,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
301713	NYSDOT	BRIDGE REPLACEMENT, SR 49 OVER BIG BAY CRK, W MONROE, OSW CO								
			Scoping	STBG-Flex		\$75,000				
			Scoping	Match		\$19,000				
			Preliminary Design	STBG-Flex		\$75,000				
			Preliminary Design	Match		\$19,000				
			Detailed Design	STBG-Flex		\$100,000				
			Detailed Design	Match		\$25,000				
			Construction	STBG-Flex			\$1,466,000			
			Construction	Match			\$367,000			
			Inspection	STBG-Flex			\$146,000			
			Inspection	Match			\$37,000			
		Total Federal Funds:					\$250,000	\$1,612,000		\$1,862,000
		Total:					\$313,000	\$2,016,000		\$2,329,000
303771	NYSDOT	NY 31 AT THOMPSON RD & SOUTH BAY RD INTERSECTION IMPROVEMENTS, TN OF CICERO, ONON CO								
			Detailed Design	HSIP - S		\$120,000				
			ROW Acquisition	HSIP - S		\$270,000				
			Construction	HSIP			\$495,000			
			Construction	HSIP - S			\$3,200,000			
			Construction	Match			\$55,000			
			Inspection	HSIP			\$50,000			
			Inspection	HSIP - S			\$320,000			
			Inspection	Match			\$5,000			
		Total Federal Funds:					\$390,000	\$4,065,000		\$4,455,000
		Total:					\$390,000	\$4,125,000		\$4,515,000
303774	NYSDOT	RT 31 REHAB, CNS HIGH SCHOOL TO S BAY RD, TN OF CICERO								
			Scoping	STBG-Flex	\$80,000					
			Scoping	Match	\$20,000					
			Preliminary Design	STBG-Flex	\$83,000					
			Preliminary Design	Match	\$21,000					
			Detailed Design	STBG-Flex		\$240,000				
			Detailed Design	Match		\$60,000				
			Construction	STBG-Flex			\$2,000,000			
			Construction	Match			\$500,000			
			Inspection	STBG-Flex			\$200,000			
			Inspection	Match			\$50,000			
		Total Federal Funds:				\$163,000	\$240,000	\$2,200,000		\$2,603,000
		Total:				\$204,000	\$300,000	\$2,750,000		\$3,254,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
304364	NYSDOT	RECON RT 11 @ RT 49 INTERSECTION, VIL OF CENTRAL SQ, ONON CO								
			Scoping	HSIP	\$251,000					
			Scoping	Match	\$28,000					
			Preliminary Design	HSIP	\$251,000					
			Preliminary Design	Match	\$28,000					
			Detailed Design	HSIP			\$518,000			
			Detailed Design	Match			\$58,000			
			ROW Incidentals	HSIP	\$46,000					
			ROW Incidentals	Match	\$5,000					
			ROW Acquisition	HSIP			\$239,000			
			ROW Acquisition	Match			\$27,000			
			Construction	HSIP				\$1,571,000		
			Construction	Match				\$175,000		
			Construction	STBG-Flex				\$1,383,000		
			Construction	Match				\$346,000		
			Construction	STBG-Urban				\$169,000		
			Construction	Match				\$42,000		
			Inspection	HSIP				\$159,000		
			Inspection	Match				\$18,000		
			Inspection	STBG-Flex				\$140,000		
			Inspection	Match				\$35,000		
			Inspection	STBG-Urban				\$17,000		
			Inspection	Match				\$4,000		
		Total Federal Funds:			\$548,000		\$757,000	\$3,439,000		\$4,744,000
		Total:			\$609,000		\$842,000	\$4,059,000		\$5,510,000
304368	NYSDOT	RT 11 ADA SIDEWALK & PEDESTRIAN SAFETY PROJECT, STEVENS DR TO FACTORY ST, TN OF CICERO, ONON CO								
			ROW Acquisition	STBG-Flex	\$42,000					
			ROW Acquisition	Match	\$11,000					
			Construction	STBG-Flex			\$518,000			
			Construction	Match			\$130,000			
			Inspection	STBG-Flex			\$52,000			
			Inspection	Match			\$13,000			
		Total Federal Funds:			\$42,000		\$570,000			\$612,000
		Total:			\$53,000		\$713,000			\$766,000
305626	NYSDOT	I-481 AT KIRKVILLE RD RAMP REALIGNMENT, TN OF DEWITT, ONON CO.								
			Construction	HSIP	\$450,000					
			Construction	Match	\$50,000					
			Inspection	HSIP	\$45,000					
			Inspection	Match	\$5,000					
		Total Federal Funds:			\$495,000					\$495,000
		Total:			\$550,000					\$550,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2020-2024 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24: 5-Year TIP
305627	NYS DOT	MBC, RT 481, I-81 TO OSWEGO CO LINE, ONON CO							
			Scoping	NHPP		\$187,000			
			Scoping	Match		\$47,000			
			Preliminary Design	NHPP		\$187,000			
			Preliminary Design	Match		\$47,000			
			Detailed Design	NHPP		\$376,000			
			Detailed Design	Match		\$94,000			
			Construction	NHPP			\$3,712,000		
			Construction	Match			\$928,000		
			Construction	STBG-Urban			\$124,000		
			Construction	Match			\$31,000		
			Inspection	NHPP			\$384,000		
			Inspection	Match			\$96,000		
			Total Federal Funds:			\$750,000	\$4,220,000		\$4,970,000
			Total:			\$938,000	\$5,275,000		\$6,213,000
307624	NYS DOT	RECON RT 20, I-81 BRIDGE TO LAFAYETTE RD, LAFAYETTE, ONON CO							
			Scoping	NHPP			\$170,000		
			Scoping	Match			\$43,000		
			Preliminary Design	NHPP			\$170,000		
			Preliminary Design	Match			\$43,000		
			Detailed Design	NHPP				\$389,000	
			Detailed Design	Match				\$97,000	
			Construction	NHPP					\$3,960,000
			Construction	Match					\$990,000
			Inspection	NHPP					\$396,000
			Inspection	Match					\$99,000
			Total Federal Funds:				\$340,000	\$389,000	\$4,356,000
			Total:				\$426,000	\$486,000	\$5,445,000
307625	NYS DOT	MBC, RT 20, CAYUGA CO LINE TO RT 175, SKANEATELES, ONON CO							
			Scoping	NHPP	\$249,000				
			Scoping	Match	\$62,000				
			Preliminary Design	NHPP	\$249,000				
			Preliminary Design	Match	\$62,000				
			Detailed Design	NHPP		\$254,000			
			Detailed Design	Match		\$64,000			
			Construction	NHPP			\$4,140,000		
			Construction	Match			\$1,035,000		
			Inspection	NHPP			\$413,000		
			Inspection	Match			\$103,000		
			Total Federal Funds:		\$498,000	\$254,000	\$4,553,000		\$5,305,000
			Total:		\$622,000	\$318,000	\$5,691,000		\$6,631,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
307626	NYSDOT	BRIDGE REHAB, RT 5 OVER 9 MILE CRK, TN OF CAMILLUS, ONON CO								
			Scoping	NHPP		\$62,000				
			Scoping	Match		\$16,000				
			Preliminary Design	NHPP		\$62,000				
			Preliminary Design	Match		\$16,000				
			Detailed Design	NHPP			\$127,000			
			Detailed Design	Match			\$32,000			
			Construction	NHPP				\$1,296,000		
			Construction	Match				\$324,000		
			Inspection	NHPP				\$130,000		
			Inspection	Match				\$33,000		
Total Federal Funds:						\$124,000	\$127,000	\$1,426,000		\$1,677,000
Total:						\$156,000	\$159,000	\$1,783,000		\$2,098,000
310417	NYSDOT	BRIDGE REPLACEMENT, RT 298 OVER I-90, TN OF DEWITT, ONON CO								
			Scoping	NHPP		\$113,000				
			Scoping	Match		\$28,000				
			Preliminary Design	NHPP		\$113,000				
			Preliminary Design	Match		\$28,000				
			Detailed Design	NHPP			\$116,000			
			Detailed Design	Match			\$29,000			
			Construction	NHPP				\$1,763,000		
			Construction	Match				\$441,000		
			Inspection	NHPP				\$176,000		
			Inspection	Match				\$44,000		
Total Federal Funds:						\$226,000	\$116,000	\$1,939,000		\$2,281,000
Total:						\$282,000	\$145,000	\$2,424,000		\$2,851,000
310421	NYSDOT	RT 635 BRIDGE OVER I690 & RT 635 BRIDGE OVER CSX RAILROAD REPLACEMENT, SYRACUSE, ONON CO								
			Construction	Match	\$12,500,000					
			Inspection	Match	\$1,250,000					
Total Federal Funds:										\$0
Total:					\$13,750,000					\$13,750,000



**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
310424	NYSDOT	PAVING, RT 635 & RT 298, TN OF DEWITT, ONON CO								
			Scoping	NHPP		\$469,000				
			Scoping	Match		\$117,000				
			Preliminary Design	NHPP		\$469,000				
			Preliminary Design	Match		\$117,000				
			Detailed Design	NHPP		\$469,000				
			Detailed Design	Match		\$117,000				
			Construction	NHPP			\$4,783,000			
			Construction	Match			\$1,196,000			
			Inspection	NHPP			\$478,000			
			Inspection	Match			\$120,000			
		Total Federal Funds:					\$1,407,000	\$5,261,000		\$6,668,000
		Total:					\$1,758,000	\$6,577,000		\$8,335,000
310425	NYSDOT	BRIDGE REHAB, RT 298 OVER BARGE CANAL, CITY OF SYR, ONON CO								
			Scoping	NHPP		\$62,000				
			Scoping	Match		\$16,000				
			Preliminary Design	NHPP		\$62,000				
			Preliminary Design	Match		\$16,000				
			Detailed Design	NHPP				\$130,000		
			Detailed Design	Match				\$33,000		
			Construction	NHPP					\$2,420,000	
			Construction	Match					\$605,000	
			Inspection	NHPP					\$242,000	
			Inspection	Match					\$61,000	
		Total Federal Funds:					\$124,000	\$130,000	\$2,662,000	\$2,916,000
		Total:					\$156,000	\$163,000	\$3,328,000	\$3,647,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2020-2024 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24: 5-Year TIP
328723	NYSOT	ONONDAGA LAKE PARKWAY SAFETY IMPROVEMENTS, OLD LIVERPOOL TO I-81 RAMP, SALINA, ONON CO.							
			Detailed Design	HSIP	\$453,000				
			Detailed Design	Match	\$50,000				
			Construction	HSIP		\$1,005,000			
			Construction	Match		\$112,000			
			Construction	NHPP		\$3,924,000			
			Construction	Match		\$981,000			
			Construction	STBG-Flex		\$849,000			
			Construction	Match		\$212,000			
			Construction	STBG-Urban		\$1,179,000			
			Construction	Match		\$295,000			
			Inspection	HSIP		\$107,000			
			Inspection	Match		\$12,000			
			Inspection	NHPP		\$490,000			
			Inspection	Match		\$123,000			
			Inspection	STBG-Urban		\$99,000			
			Inspection	Match		\$25,000			
		Total Federal Funds:			\$453,000	\$7,653,000			\$8,106,000
		Total:			\$503,000	\$9,413,000			\$9,916,000
350152	NYSOT	SENTINEL HEIGHTS RD OVER I81, TN OF ONONDAGA, ONON CO							
			Detailed Design	NHPP	\$109,000				
			Detailed Design	Match	\$12,000				
			ROW Acquisition	NHPP	\$274,000				
			ROW Acquisition	Match	\$30,000				
			Construction	NHPP		\$4,343,000			
			Construction	Match		\$483,000			
			Inspection	NHPP		\$435,000			
			Inspection	Match		\$48,000			
		Total Federal Funds:			\$383,000	\$4,778,000			\$5,161,000
		Total:			\$425,000	\$5,309,000			\$5,734,000
350167	NYSOT	TAFT RD ELEMENT SPECIFIC BRIDGE REPAIRS OVER I81, TN OF CICERO, ONON CO							
			Scoping	NHPP	\$135,000				
			Scoping	Match	\$15,000				
			Preliminary Design	NHPP	\$135,000				
			Preliminary Design	Match	\$15,000				
			Detailed Design	NHPP		\$157,000			
			Detailed Design	Match		\$17,000			
			Construction	NHPP			\$2,970,000		
			Construction	Match			\$330,000		
			Inspection	NHPP			\$297,000		
			Inspection	Match			\$33,000		
		Total Federal Funds:			\$270,000	\$157,000	\$3,267,000		\$3,694,000
		Total:			\$300,000	\$174,000	\$3,630,000		\$4,104,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
350179	NYSDOT	AIRPORT RD BRIDGES OVER I81 MINOR REHAB, TN OF SALINA, ONON CO								
			Scoping	NHPP		\$270,000				
			Scoping	Match		\$30,000				
			Preliminary Design	NHPP		\$271,000				
			Preliminary Design	Match		\$30,000				
			Detailed Design	NHPP			\$360,000			
			Detailed Design	Match			\$40,000			
			Construction	NHPP				\$9,000,000		
			Construction	Match				\$1,000,000		
			Inspection	NHPP				\$900,000		
			Inspection	Match				\$100,000		
Total Federal Funds:						\$541,000	\$360,000	\$9,900,000		\$10,801,000
Total:						\$601,000	\$400,000	\$11,000,000		\$12,001,000
350184	NYSDOT	BRIDGE REHAB, I-81, RAMPS TO HIAWATHA & CR 137, SYR, ONON CO								
			Scoping	NHPP			\$358,000			
			Scoping	Match			\$40,000			
			Preliminary Design	NHPP			\$358,000			
			Preliminary Design	Match			\$40,000			
			Detailed Design	NHPP				\$535,000		
			Detailed Design	Match				\$59,000		
			Construction	NHPP					\$6,435,000	
			Construction	Match					\$715,000	
			Inspection	NHPP					\$644,000	
			Inspection	Match					\$72,000	
Total Federal Funds:							\$716,000	\$535,000	\$7,079,000	\$8,330,000
Total:							\$796,000	\$594,000	\$7,866,000	\$9,256,000
350186	NYSDOT	BRIDGE REHAB, I-81, OVER ROUTE 11, NEDROW, ONON CO								
			Scoping	NHPP		\$140,000				
			Scoping	Match		\$16,000				
			Preliminary Design	NHPP		\$140,000				
			Preliminary Design	Match		\$16,000				
			Detailed Design	NHPP			\$286,000			
			Detailed Design	Match			\$32,000			
			Construction	NHPP				\$2,916,000		
			Construction	Match				\$324,000		
			Inspection	NHPP				\$292,000		
			Inspection	Match				\$32,000		
Total Federal Funds:						\$280,000	\$286,000	\$3,208,000		\$3,774,000
Total:						\$312,000	\$318,000	\$3,564,000		\$4,194,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
350187	NYSDOT	BRIDGE REPLACEMENT, I-81, OVER E COLVIN ST, SYR, ONON CO								
			Scoping	NHPP		\$94,000				
			Scoping	Match		\$10,000				
			Preliminary Design	NHPP		\$94,000				
			Preliminary Design	Match		\$10,000				
			Detailed Design	NHPP			\$191,000			
			Detailed Design	Match			\$21,000			
			Construction	NHPP				\$1,944,000		
			Construction	Match				\$216,000		
			Inspection	NHPP				\$194,000		
			Inspection	Match				\$22,000		
Total Federal Funds:						\$188,000	\$191,000	\$2,138,000		\$2,517,000
Total:						\$208,000	\$212,000	\$2,376,000		\$2,796,000
350188	NYSDOT	BRIDGE REHAB, HIAWATHA BLVD, OVER I-81, SYR, ONON CO								
			Scoping	NHPP			\$191,000			
			Scoping	Match			\$21,000			
			Preliminary Design	NHPP			\$191,000			
			Preliminary Design	Match			\$21,000			
			Detailed Design	NHPP				\$389,000		
			Detailed Design	Match				\$43,000		
			Construction	NHPP					\$3,960,000	
			Construction	Match					\$440,000	
			Inspection	NHPP					\$396,000	
			Inspection	Match					\$44,000	
Total Federal Funds:							\$382,000	\$389,000	\$4,356,000	\$5,127,000
Total:							\$424,000	\$432,000	\$4,840,000	\$5,696,000
350189	NYSDOT	MBC, I-81, SYR CITY LINE TO MATTYDALE, TN OF SALINA, ONON CO								
			Scoping	NHPP			\$351,000			
			Scoping	Match			\$39,000			
			Preliminary Design	NHPP			\$351,000			
			Preliminary Design	Match			\$39,000			
			Detailed Design	NHPP				\$357,000		
			Detailed Design	Match				\$40,000		
			Construction	NHPP					\$4,199,000	
			Construction	Match					\$467,000	
			Inspection	NHPP					\$413,000	
			Inspection	Match					\$46,000	
Total Federal Funds:							\$702,000	\$357,000	\$4,612,000	\$5,671,000
Total:							\$780,000	\$397,000	\$5,125,000	\$6,302,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
350653	NYS DOT	MBC, RT 695, RT 5 TO I-690, TN OF CAMILLUS & GEDDES, ONON CO								
			Scoping	NHPP		\$127,000				
			Scoping	Match		\$32,000				
			Preliminary Design	NHPP		\$127,000				
			Preliminary Design	Match		\$32,000				
			Detailed Design	NHPP				\$132,000		
			Detailed Design	Match				\$33,000		
			Construction	NHPP				\$1,980,000		
			Construction	Match				\$495,000		
			Inspection	NHPP				\$198,000		
			Inspection	Match				\$50,000		
		Total Federal Funds:				\$254,000		\$2,310,000		\$2,564,000
		Total:				\$318,000		\$2,888,000		\$3,206,000
350654	NYS DOT	RAMP TO I-690 WB OVER 690 AND 930T OVER CR 80 BRIDGE REHAB								
			Scoping	NHPP					\$1,019,000	
			Scoping	Match					\$113,000	
			Preliminary Design	NHPP					\$1,019,000	
			Preliminary Design	Match					\$113,000	
		Total Federal Funds:							\$2,038,000	\$2,038,000
		Total:							\$2,264,000	\$2,264,000
360189	NYS DOT	I81 MBC, RT 31 SOUTH OF RT 49, TNS OF CICERO, HASTINGS, WEST MONROE, ONON & OSW CO								
			Construction	NHPP	\$7,650,000					
			Construction	Match	\$850,000					
			Inspection	NHPP	\$653,000					
			Inspection	Match	\$73,000					
			Inspection	STBG-Urban	\$99,000					
			Inspection	Match	\$25,000					
		Total Federal Funds:			\$8,402,000					\$8,402,000
		Total:			\$9,350,000					\$9,350,000
360278	NYS DOT	RT 481 MBC, ONON CO TO FULTON CITY LINE, TN OF SCHROEPPPEL, OSW CO								
			Construction	NHPP		\$3,200,000				
			Construction	Match		\$800,000				
			Inspection	NHPP		\$320,000				
			Inspection	Match		\$80,000				
		Total Federal Funds:				\$3,520,000				\$3,520,000
		Total:				\$4,400,000				\$4,400,000

**2020-2024 TIP**  
**FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2020-2024 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:
360282	NYSDOT	RT 5 MBC, TERRY RD TO MYRTLE ST, TN OF GEDDES, ONON CO							
			Scoping	NHPP	\$96,000				
			Scoping	Match	\$24,000				
			Preliminary Design	NHPP	\$96,000				
			Preliminary Design	Match	\$24,000				
			Detailed Design	NHPP	\$128,000				
			Detailed Design	Match	\$32,000				
			Construction	NHPP		\$2,560,000			
			Construction	Match		\$640,000			
			Inspection	NHPP		\$256,000			
			Inspection	Match		\$64,000			
		Total Federal Funds:			\$320,000	\$2,816,000			\$3,136,000
		Total:			\$400,000	\$3,520,000			\$3,920,000
360285	NYSDOT	RT 20 MBC, RT 175 TO RT 80, TNS OF ONONDAGA, MARCELLUS & SKANEATELES, ONON CO							
			Construction	NHPP		\$5,228,000			
			Construction	Match		\$1,307,000			
			Inspection	NHPP		\$581,000			
			Inspection	Match		\$145,000			
		Total Federal Funds:				\$5,809,000			\$5,809,000
		Total:				\$7,261,000			\$7,261,000
360310	NYSDOT	RT 5 MBC, THOMPSON RD TO RT 92, TN OF DEWITT, ONON CO							
			Scoping	NHPP	\$81,000				
			Scoping	Match	\$20,000				
			Preliminary Design	NHPP	\$81,000				
			Preliminary Design	Match	\$20,000				
			Detailed Design	NHPP	\$106,000				
			Detailed Design	Match	\$27,000				
			Construction	NHPP		\$2,640,000			
			Construction	Match		\$660,000			
			Inspection	NHPP		\$331,000			
			Inspection	Match		\$83,000			
		Total Federal Funds:			\$268,000	\$2,971,000			\$3,239,000
		Total:			\$335,000	\$3,714,000			\$4,049,000
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

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP						
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP	
380429	NYSDOT	BRIDGE PAINTING, VARIOUS LOCATIONS, ONON CO									
			Scoping	NHPP		\$64,000					
			Scoping	Match		\$7,000					
			Preliminary Design	NHPP		\$64,000					
			Preliminary Design	Match		\$7,000					
			Detailed Design	NHPP		\$86,000					
			Detailed Design	Match		\$10,000					
			Construction	NHPP			\$1,696,000				
			Construction	Match			\$188,000				
			Inspection	NHPP			\$170,000				
			Inspection	Match			\$19,000				
		Total Federal Funds:					\$214,000	\$1,866,000		\$2,080,000	
		Total:					\$238,000	\$2,073,000		\$2,311,000	
380431	NYSDOT	REPLACE I-690 GUIDERAIL, I-481 TO I-90, ONON CO									
			Scoping	NHPP				\$29,000			
			Scoping	Match				\$3,000			
			Preliminary Design	NHPP				\$29,000			
			Preliminary Design	Match				\$3,000			
			Detailed Design	NHPP				\$39,000			
			Detailed Design	Match				\$4,000			
			Construction	NHPP					\$990,000		
			Construction	Match					\$110,000		
			Inspection	NHPP					\$99,000		
			Inspection	Match					\$11,000		
		Total Federal Funds:						\$97,000	\$1,089,000	\$1,186,000	
		Total:						\$107,000	\$1,210,000	\$1,317,000	
380553	NYSDOT	REHAB/REPLACE, LARGE CULVERTS, VAR LOCATIONS, ONON & OSW CO									
			Scoping	NHPP		\$42,000					
			Scoping	Match		\$11,000					
			Preliminary Design	NHPP		\$42,000					
			Preliminary Design	Match		\$11,000					
			Detailed Design	NHPP				\$86,000			
			Detailed Design	Match				\$22,000			
			ROW Incidentals	NHPP		\$8,000					
			ROW Incidentals	Match		\$2,000					
			ROW Acquisition	NHPP				\$43,000			
			ROW Acquisition	Match				\$11,000			
			Construction	NHPP					\$1,760,000		
			Construction	Match					\$440,000		
			Inspection	NHPP					\$176,000		
			Inspection	Match					\$44,000		
		Total Federal Funds:					\$92,000		\$129,000	\$1,936,000	\$2,157,000
		Total:					\$116,000		\$162,000	\$2,420,000	\$2,698,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
380567	NYSDOT	OVERHEAD SIGN STRUCTURE & PANEL REPAIR/REPLACE CONTRACT, ONON CO								
			Construction	NHPP	\$1,500,000					
			Construction	Match	\$375,000					
			Inspection	NHPP	\$150,000					
			Inspection	Match	\$38,000					
Total Federal Funds:					\$1,650,000					\$1,650,000
Total:					\$2,063,000					\$2,063,000
380621	NYSDOT	REGIONAL RETAINING WALL CONTRACT, ONON CO								
			Detailed Design	NHPP	\$80,000					
			Detailed Design	Match	\$20,000					
			ROW Acquisition	STBG-Urban	\$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:					\$124,000	\$1,467,000				\$1,591,000
Total:					\$155,000	\$1,834,000				\$1,989,000
380668	NYSDOT	SAFETY APPURTENANCE PROGRAM (SAFETAP), ONON CO								
			Scoping	NHPP			\$51,000			
			Scoping	Match			\$13,000			
			Preliminary Design	NHPP			\$51,000			
			Preliminary Design	Match			\$13,000			
			Detailed Design	NHPP				\$69,000		
			Detailed Design	Match				\$17,000		
			Construction	NHPP					\$1,320,000	
			Construction	Match					\$330,000	
			Inspection	NHPP					\$132,000	
			Inspection	Match					\$33,000	
Total Federal Funds:							\$102,000	\$69,000	\$1,452,000	\$1,623,000
Total:							\$128,000	\$86,000	\$1,815,000	\$2,029,000
380689	NYSDOT	UPGRADE & REPLACE, SIGNAL HARDWARE, ONON & OSWEGO CO								
			Construction	NHPP				\$1,429,000		
			Construction	Match				\$357,000		
			Construction	STBG-Flex				\$760,000		
			Construction	Match				\$190,000		
			Inspection	NHPP				\$143,000		
			Inspection	Match				\$36,000		
			Inspection	STBG-Flex				\$76,000		
			Inspection	Match				\$19,000		
Total Federal Funds:								\$2,408,000		\$2,408,000
Total:								\$3,010,000		\$3,010,000



**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
380717	NYSDOT	REPLACE, I-481 GROUND MOUNTED SIGNS, ONON CO								
			Scoping	NHPP		\$70,000				
			Scoping	Match		\$8,000				
			Preliminary Design	NHPP		\$70,000				
			Preliminary Design	Match		\$8,000				
			Detailed Design	NHPP				\$72,000		
			Detailed Design	Match				\$8,000		
			Construction	NHPP					\$871,000	
			Construction	Match					\$97,000	
			Inspection	NHPP					\$87,000	
			Inspection	Match					\$10,000	
		Total Federal Funds:				\$140,000		\$72,000	\$958,000	\$1,170,000
		Total:				\$156,000		\$80,000	\$1,065,000	\$1,301,000
380719	NYSDOT	BRIDGE IMPROVEMENTS, I-690, OVER JOHN GLENN, ONON CO								
			Scoping	HSIP	\$28,000					
			Scoping	Match	\$3,000					
			Preliminary Design	HSIP	\$28,000					
			Preliminary Design	Match	\$3,000					
			Detailed Design	HSIP	\$55,000					
			Detailed Design	Match	\$6,000					
			Construction	HSIP		\$562,000				
			Construction	Match		\$62,000				
			Inspection	HSIP		\$56,000				
			Inspection	Match		\$6,000				
		Total Federal Funds:			\$111,000	\$618,000				\$729,000
		Total:			\$123,000	\$686,000				\$809,000
380728	NYSDOT	REGIONAL LARGE CULVERT REPAIR/REPLACEMENT CONTRACT								
			Construction	NHPP	\$500,000					
			Construction	Match	\$125,000					
			Inspection	NHPP	\$50,000					
			Inspection	Match	\$13,000					
		Total Federal Funds:			\$550,000					\$550,000
		Total:			\$688,000					\$688,000
380745	NYSDOT	REGIONAL GROUND MOUNTED SIGN REPLACEMENT CONTRACT								
			Construction	NHPP	\$632,000					
			Construction	Match	\$158,000					
			Inspection	NHPP	\$63,000					
			Inspection	Match	\$16,000					
		Total Federal Funds:			\$695,000					\$695,000
		Total:			\$869,000					\$869,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2020-2024 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24: 5-Year TIP
380750	NYSDOT	BRIDGE & DECK JOINT REPAIR, VARIOUS LOCATIONS, ONON CO							
			Scoping	NHPP	\$68,000				
			Scoping	Match	\$8,000				
			Preliminary Design	NHPP	\$68,000				
			Preliminary Design	Match	\$8,000				
			Detailed Design	NHPP		\$140,000			
			Detailed Design	Match		\$16,000			
			Construction	NHPP			\$1,431,000		
			Construction	Match			\$159,000		
			Inspection	NHPP			\$143,000		
			Inspection	Match			\$16,000		
		Total Federal Funds:			\$136,000	\$140,000	\$1,574,000		\$1,850,000
		Total:			\$152,000	\$156,000	\$1,749,000		\$2,057,000
380755	NYSDOT	TMC/ITS OPERATIONS & MAINTENANCE							
			Other	NHPP - S	\$1,360,000		\$979,000	\$2,592,000	\$979,000
			Other	Match	\$340,000		\$245,000	\$648,000	\$245,000
		Total Federal Funds:			\$1,360,000		\$979,000	\$2,592,000	\$5,910,000
		Total:			\$1,700,000		\$1,224,000	\$3,240,000	\$7,388,000
380760	NYSDOT	INSTALL, PAVEMENT MARKINGS & DELINEATORS, STATE RTS, VAR CO							
			Construction	NHPP	\$930,000				
			Construction	Match	\$233,000				
			Inspection	NHPP	\$93,000				
			Inspection	Match	\$23,000				
		Total Federal Funds:			\$1,023,000				\$1,023,000
		Total:			\$1,279,000				\$1,279,000
380761	NYSDOT	INSTALL, PAVEMENT MARKINGS & DELINEATORS, STATE RTS, VAR CO							
			Construction	NHPP		\$948,000			
			Construction	Match		\$237,000			
			Inspection	NHPP		\$95,000			
			Inspection	Match		\$24,000			
		Total Federal Funds:				\$1,043,000			\$1,043,000
		Total:				\$1,304,000			\$1,304,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
380764	NYSDOT	REHAB/REPLACE CONTRACT, REGIONAL CULVERTS, ONON CO								
			Scoping	NHPP	\$44,000					
			Scoping	Match	\$11,000					
			Preliminary Design	NHPP	\$44,000					
			Preliminary Design	Match	\$11,000					
			Detailed Design	NHPP	\$59,000					
			Detailed Design	Match	\$15,000					
			ROW Incidentals	NHPP	\$8,000					
			ROW Incidentals	Match	\$2,000					
			ROW Acquisition	NHPP	\$41,000					
			ROW Acquisition	Match	\$10,000					
			Construction	NHPP		\$832,000				
			Construction	Match		\$208,000				
			Inspection	NHPP		\$83,000				
			Inspection	Match		\$21,000				
		Total Federal Funds:			\$196,000	\$915,000				\$1,111,000
		Total:			\$245,000	\$1,144,000				\$1,389,000
380768	NYSDOT	INSTALL, PAVEMENT MARKINGS & DELINEATORS, STATE RTS, VAR CO								
			Construction	NHPP			\$967,000			
			Construction	Match			\$242,000			
			Inspection	NHPP			\$96,000			
			Inspection	Match			\$24,000			
		Total Federal Funds:					\$1,063,000			\$1,063,000
		Total:					\$1,329,000			\$1,329,000
380774	NYSDOT	REHAB/REPLACE, I-81 CULVERT, VARIOUS LOCATIONS, ONON CO								
			Scoping	NHPP			\$57,000			
			Scoping	Match			\$6,000			
			Preliminary Design	NHPP			\$57,000			
			Preliminary Design	Match			\$6,000			
			Detailed Design	NHPP				\$58,000		
			Detailed Design	Match				\$6,000		
			ROW Incidentals	NHPP			\$8,000			
			ROW Incidentals	Match			\$1,000			
			ROW Acquisition	NHPP				\$43,000		
			ROW Acquisition	Match				\$5,000		
			Construction	NHPP				\$972,000		
			Construction	Match				\$108,000		
			Inspection	NHPP				\$97,000		
			Inspection	Match				\$11,000		
		Total Federal Funds:					\$122,000	\$1,170,000		\$1,292,000
		Total:					\$135,000	\$1,300,000		\$1,435,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2020-2024 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:
393287	NYSDOT	RR GRADE CROSSING IMPROVEMENTS CSX RR, VINE ST, TOWN OF SALINA, ONONDAGA CO							
			Construction	HSIP-Rail - S	\$395,000				
		Total Federal Funds:			\$395,000				\$395,000
		Total:			\$395,000				\$395,000
393288	NYSDOT	RR GRADE CROSSING IMPROVEMENTS CSX RR, OLD LIVERPOOL RD, VIL OF LIVERPOOL, ONONDAGA CO							
			Construction	HSIP-Rail - S	\$500,000				
		Total Federal Funds:			\$500,000				\$500,000
		Total:			\$500,000				\$500,000
3HLP02	NYSDOT	HIGHWAY EMERGENCY LOCAL PATROL (HELP), INTERSTATES, ONON CO							
			Other	NHPP		\$1,248,000			
			Other	Match		\$312,000			
		Total Federal Funds:				\$1,248,000			\$1,248,000
		Total:				\$1,560,000			\$1,560,000
3m1804	NYSDOT	BRIDGE JOB ORDER CONTRACT, VAR LOCATIONS, ONON & OSWEGO CO							
			Construction	NHPP	\$1,020,000				
			Construction	Match	\$255,000				
			Inspection	NHPP	\$102,000				
			Inspection	Match	\$26,000				
		Total Federal Funds:			\$1,122,000				\$1,122,000
		Total:			\$1,403,000				\$1,403,000
3m1904	NYSDOT	BRIDGE JOB ORDER CONTRACT, VAR LOCATIONS, ONON & OSWEGO CO							
			Detailed Design	NHPP		\$75,000			
			Detailed Design	Match		\$19,000			
			Construction	NHPP			\$509,000		
			Construction	Match			\$127,000		
			Inspection	NHPP			\$51,000		
			Inspection	Match			\$13,000		
		Total Federal Funds:				\$75,000	\$560,000		\$635,000
		Total:				\$94,000	\$700,000		\$794,000
3M2001	NYSDOT	BRIDGE CLEAN & WASH (19/20) VARIOUS LOCATIONS, ONON CO							
			Construction	NHPP	\$979,000				
			Construction	Match	\$245,000				
			Inspection	NHPP	\$98,000				
			Inspection	Match	\$25,000				
		Total Federal Funds:			\$1,077,000				\$1,077,000
		Total:			\$1,347,000				\$1,347,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
3m2201	NYSDOT	BRIDGE CLEAN & WASH (20/21-21/22) VARIOUS LOCATIONS, ONON CO								
			Scoping	NHPP		\$15,000				
			Scoping	Match		\$4,000				
			Preliminary Design	NHPP		\$16,000				
			Preliminary Design	Match		\$4,000				
			Detailed Design	NHPP		\$20,000				
			Detailed Design	Match		\$5,000				
			Construction	NHPP			\$1,018,000			
			Construction	Match			\$255,000			
			Inspection	NHPP			\$102,000			
			Inspection	Match			\$26,000			
Total Federal Funds:						\$51,000	\$1,120,000			\$1,171,000
Total:						\$64,000	\$1,401,000			\$1,465,000
NYSDOT										
Total Federal Funds:					\$27,523,000	\$39,218,000	\$40,096,000	\$32,697,000	\$31,517,000	\$171,051,000
Total:					\$46,447,000	\$47,796,000	\$47,750,000	\$38,151,000	\$36,602,000	\$216,746,000
375524	OCDOT	TULLY FARMS RD/BRANCH OF ONONDAGA CREEK BRIDGE REPLACEMENT, TN OF LAFAYETTE, ONON CO								
			Construction	STBG-Off	\$400,000					
			Construction	Match	\$100,000					
			Inspection	STBG-Flex	\$3,000					
			Inspection	Match	\$1,000					
			Inspection	STBG-Off	\$77,000					
			Inspection	Match	\$19,000					
Total Federal Funds:					\$480,000					\$480,000
Total:					\$600,000					\$600,000
375569	OCDOT	OLD ROUTE 5/WARNERS RD PAVING (2R) PROJECT, TN OF CAMILLUS, ONON CO								
			Construction	STBG-Flex	\$1,694,000					
			Construction	Match	\$424,000					
			Construction	STBG-Urban	\$1,056,000					
			Construction	Match	\$264,000					
			Inspection	STBG-Urban	\$400,000					
			Inspection	Match	\$100,000					
Total Federal Funds:					\$3,150,000					\$3,150,000
Total:					\$3,938,000					\$3,938,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
375576	OCDOT	TUTTLE RD BRIDGE REPLACEMENT, TN OF CICERO, ONON CO								
			Construction	STBG-Flex		\$299,000				
			Construction	Match		\$75,000				
			Construction	STBG-Off		\$376,000				
			Construction	Match		\$94,000				
			Inspection	STBG-Off		\$101,000				
			Inspection	Match		\$25,000				
		Total Federal Funds:					\$776,000			\$776,000
		Total:					\$970,000			\$970,000
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					
			Construction	STBG-Urban	\$150,000					
			Construction	Match	\$38,000					
			Inspection	NHPP	\$192,000					
			Inspection	Match	\$48,000					
			Inspection	STBG-Urban	\$27,000					
			Inspection	Match	\$6,000					
		Total Federal Funds:				\$1,457,000				\$1,457,000
		Total:				\$1,821,000				\$1,821,000
375622	OCDOT	ONONDAGA LAKE CANALWAYS TRAIL - SALINA EXTENSION PROJECT, SYRACUSE & TN OF SALINA, ONON CO								
			Scoping	STBG-Urban	\$22,000					
			Scoping	Match	\$6,000					
			Preliminary Design	STBG-Urban	\$302,000					
			Preliminary Design	Match	\$76,000					
			Detailed Design	STBG-Urban	\$302,000					
			Detailed Design	Match	\$76,000					
			ROW Incidentals	STBG-Urban	\$22,000					
			ROW Incidentals	Match	\$6,000					
			ROW Acquisition	STBG-Urban			\$200,000			
			ROW Acquisition	Match			\$50,000			
			Construction	STBG-Flex				\$3,036,000		
			Construction	Match				\$759,000		
			Construction	STBG-Urban				\$3,654,000		
			Construction	Match				\$914,000		
			Inspection	STBG-Urban				\$1,080,000		
			Inspection	Match				\$270,000		
		Total Federal Funds:				\$648,000		\$200,000	\$7,770,000	\$8,618,000
		Total:				\$812,000		\$250,000	\$9,713,000	\$10,775,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
375623	OCDOT	EAST TAFT RD PAVING PROJECT, NORTHERN BLVD TO FREMONT RD, TN OF CICERO, ONON CO								
			Construction	STBG-Flex		\$1,750,000				
			Construction	Match		\$438,000				
			Inspection	STBG-Flex		\$263,000				
			Inspection	Match		\$66,000				
Total Federal Funds:						\$2,013,000				\$2,013,000
Total:						\$2,517,000				\$2,517,000
375627	OCDOT	OLD LIVERPOOL RD PAVING, ELECTRONICS PKWY TO BUCKLEY RD, TN OF SALINA, ONON CO								
			Detailed Design	NHPP		\$640,000				
			Detailed Design	Match		\$160,000				
			ROW Incidentals	NHPP	\$16,000					
			ROW Incidentals	Match	\$4,000					
			ROW Acquisition	NHPP		\$180,000				
			ROW Acquisition	Match		\$45,000				
			Construction	NHPP				\$4,730,000		
			Construction	Match				\$1,183,000		
			Inspection	NHPP				\$720,000		
			Inspection	Match				\$180,000		
Total Federal Funds:					\$16,000	\$820,000		\$5,450,000		\$6,286,000
Total:					\$20,000	\$1,025,000		\$6,813,000		\$7,858,000
375632	OCDOT	PEDESTRIAN SIGNAL SAFETY PROJECT - 10 PRIORITY LOCATIONS - ONONDAGA COUNTY								
			Construction	HSIP - S	\$600,000					
			Inspection	HSIP - S	\$93,000					
Total Federal Funds:					\$693,000					\$693,000
Total:					\$693,000					\$693,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
375670	OCDOT	PAVING, BUCKLEY RD, HOPKINS TO TAFT, TN OF CLAY, ONON CO								
			Scoping	STBG-Flex		\$5,000				
			Scoping	Match		\$1,000				
			Preliminary Design	STBG-Flex		\$116,000				
			Preliminary Design	Match		\$29,000				
			Detailed Design	STBG-Flex		\$116,000				
			Detailed Design	Match		\$29,000				
			ROW Incidentals	STBG-Flex		\$3,000				
			ROW Incidentals	Match		\$1,000				
			ROW Acquisition	STBG-Flex				\$2,000		
			ROW Acquisition	Match				\$1,000		
			Construction	STBG-Flex					\$1,042,000	
			Construction	Match					\$261,000	
			Construction	STBG-Urban					\$259,000	
			Construction	Match					\$65,000	
			Inspection	STBG-Urban					\$202,000	
			Inspection	Match					\$51,000	
		Total Federal Funds:				\$240,000		\$2,000	\$1,503,000	\$1,745,000
		Total:				\$300,000		\$3,000	\$1,880,000	\$2,183,000
375671	OCDOT	PAVING, JOHN GLENN BLVD EB, I-690 TO BUCKLEY RD, ONON CO								
			Scoping	NHPP					\$41,000	
			Scoping	Match					\$10,000	
			Preliminary Design	NHPP					\$259,000	
			Preliminary Design	Match					\$65,000	
			Detailed Design	NHPP					\$259,000	
			Detailed Design	Match					\$65,000	
		Total Federal Funds:							\$559,000	\$559,000
		Total:							\$699,000	\$699,000
375672	OCDOT	PAVING, RT 57 & SOULE RD, TN OF CLAY, ONON CO								
			Scoping	STBG-Flex			\$10,000			
			Scoping	Match			\$3,000			
			Preliminary Design	STBG-Flex			\$243,000			
			Preliminary Design	Match			\$61,000			
			Detailed Design	STBG-Flex			\$243,000			
			Detailed Design	Match			\$61,000			
			ROW Incidentals	STBG-Flex			\$7,000			
			ROW Incidentals	Match			\$2,000			
		Total Federal Funds:					\$503,000			\$503,000
		Total:					\$630,000			\$630,000



**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP						
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP	
375673	OCDOT	BRIDGE REPAIR, LAKESHORE RD, OVER 9 MI CRK, CICERO, ONON CO									
			Scoping	STBG-Urban			\$4,000				
			Scoping	Match			\$1,000				
			Preliminary Design	STBG-Urban			\$89,000				
			Preliminary Design	Match			\$22,000				
			Detailed Design	STBG-Urban			\$89,000				
			Detailed Design	Match			\$22,000				
			Construction	STBG-Urban					\$598,000		
			Construction	Match					\$150,000		
			Inspection	STBG-Urban					\$92,000		
			Inspection	Match					\$23,000		
		Total Federal Funds:						\$182,000		\$690,000	\$872,000
		Total:						\$227,000		\$863,000	\$1,090,000
375674	OCDOT	BRIDGE REHAB/REPLACEMENT, LIMESTONE PLAZA OVER CRK, ONON CO									
			Scoping	STBG-Off			\$7,000				
			Scoping	Match			\$2,000				
			Preliminary Design	STBG-Off			\$151,000				
			Preliminary Design	Match			\$38,000				
			Detailed Design	STBG-Off			\$151,000				
			Detailed Design	Match			\$38,000				
		Total Federal Funds:						\$309,000			\$309,000
		Total:						\$387,000			\$387,000
375675	OCDOT	PAVING, ONONDAGA BLVD, CITY BOUNDARY TO FAY RD, ONON CO									
			Scoping	STBG-Urban			\$11,000				
			Scoping	Match			\$3,000				
			Preliminary Design	STBG-Urban			\$246,000				
			Preliminary Design	Match			\$62,000				
			ROW Incidentals	STBG-Urban			\$7,000				
			ROW Incidentals	Match			\$2,000				
		Total Federal Funds:						\$264,000			\$264,000
		Total:						\$331,000			\$331,000
375676	OCDOT	PAVING, 7TH NORTH, ELECTRONIC PKWY TO RR BRIDGE, ONON CO									
			Scoping	STBG-Flex			\$12,000				
			Scoping	Match			\$3,000				
			Preliminary Design	STBG-Flex			\$279,000				
			Preliminary Design	Match			\$70,000				
			Detailed Design	STBG-Flex			\$279,000				
			Detailed Design	Match			\$70,000				
			ROW Incidentals	STBG-Flex			\$8,000				
			ROW Incidentals	Match			\$2,000				
		Total Federal Funds:						\$578,000			\$578,000
		Total:						\$723,000			\$723,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2020-2024 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24: 5-Year TIP
375677	OCDOT	PAVING, BEAR RD, SANDY LN TO RT 11, TN OF CLAY, ONON CO							
			Scoping	NHPP	\$6,000				
			Scoping	Match	\$2,000				
			Preliminary Design	NHPP	\$134,000				
			Preliminary Design	Match	\$34,000				
			Detailed Design	NHPP	\$134,000				
			Detailed Design	Match	\$34,000				
			ROW Incidentals	NHPP	\$4,000				
			ROW Incidentals	Match	\$1,000				
			ROW Acquisition	NHPP			\$2,000		
			ROW Acquisition	Match			\$1,000		
			Construction	NHPP				\$1,501,000	
			Construction	Match				\$375,000	
			Inspection	NHPP				\$233,000	
			Inspection	Match				\$58,000	
			Total Federal Funds:		\$278,000		\$2,000	\$1,734,000	\$2,014,000
			Total:		\$349,000		\$3,000	\$2,167,000	\$2,519,000
375678	OCDOT	PAVING, BUCKLEY RD, BEAR 2 HENRY CLAY, TN OF CLAY, ONON CO							
			Scoping	NHPP			\$5,000		
			Scoping	Match			\$1,000		
			Preliminary Design	NHPP			\$119,000		
			Preliminary Design	Match			\$30,000		
			Detailed Design	NHPP			\$119,000		
			Detailed Design	Match			\$30,000		
			ROW Incidentals	NHPP			\$3,000		
			ROW Incidentals	Match			\$1,000		
			ROW Acquisition	NHPP				\$2,000	
			ROW Acquisition	Match				\$1,000	
			Total Federal Funds:				\$246,000	\$2,000	\$248,000
			Total:				\$308,000	\$3,000	\$311,000
375690	OCDOT	BRIDGE REHAB, PLATT RD OVER NINE MILE CRK, ONON CO							
			Construction	Match		\$986,000			
			Inspection	Match		\$152,000			
			Total Federal Funds:						\$0
			Total:			\$1,138,000			\$1,138,000
375691	OCDOT	BRIDGE REHAB, N MANLIUS RD OVER LIMESTONE CRK, ONON CO							
			Construction	Match		\$1,394,000			
			Inspection	Match		\$215,000			
			Total Federal Funds:						\$0
			Total:			\$1,609,000			\$1,609,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2020-2024 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24: 5-Year TIP
<b>OCDOT</b>									
					Total Federal Funds:	\$6,722,000	\$3,849,000	\$2,284,000	\$14,956,000
					Total:	\$8,233,000	\$7,559,000	\$2,859,000	\$18,696,000
375479	SYRACUSE	N, S, E, W CORRIDORS INTERCONNECT EXPANSION, SYRACUSE, ONON CO							
			Construction	NHPP	\$1,430,000				
			Construction	Match	\$358,000				
			Construction	STBG-Flex	\$3,340,000				
			Construction	Match	\$835,000				
			Inspection	STBG-Urban	\$645,000				
			Inspection	Match	\$161,000				
					Total Federal Funds:	\$5,415,000			\$5,415,000
					Total:	\$6,769,000			\$6,769,000
375624	SYRACUSE	WEST GENESEE ST RD IMPROVEMENT PROJECT, CITY LINE TO S SALINA ST, SYRACUSE, ONON CO							
			Detailed Design	STBG-Flex		\$149,000			
			Detailed Design	Match		\$37,000			
			Detailed Design	STBG-Urban		\$158,000			
			Detailed Design	Match		\$40,000			
			Construction	NHPP			\$5,200,000		
			Construction	Match			\$1,300,000		
			Inspection	NHPP			\$780,000		
			Inspection	Match			\$195,000		
					Total Federal Funds:	\$307,000	\$5,980,000		\$6,287,000
					Total:	\$384,000	\$7,475,000		\$7,859,000
375625	SYRACUSE	DOWNTOWN MILL & PAVE PROJECT, VARIOUS STS, SYRACUSE, ONON CO							
			Construction	STBG-Urban		\$3,016,000			
			Construction	Match		\$755,000			
			Inspection	STBG-Urban		\$298,000			
			Inspection	Match		\$75,000			
					Total Federal Funds:	\$3,314,000			\$3,314,000
					Total:	\$4,144,000			\$4,144,000
375626	SYRACUSE	SOLAR ST AND HIAWATHA BLVD RD IMPROVEMENT PROJECT, SYRACUSE, ONON CO							
			Detailed Design	STBG-Urban	\$98,000				
			Detailed Design	Match	\$24,000				
			Construction	STBG-Urban	\$1,210,000				
			Construction	Match	\$303,000				
			Inspection	STBG-Urban	\$148,000				
			Inspection	Match	\$37,000				
					Total Federal Funds:	\$1,456,000			\$1,456,000
					Total:	\$1,820,000			\$1,820,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2020-2024 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24: 5-Year TIP
375649	SYRACUSE	CITY OF SYRACUSE INTERSECTION PEDESTRIAN IMPROVEMENTS							
			Construction	HSIP - S		\$1,104,000			
			Inspection	HSIP - S		\$200,000			
		Total Federal Funds:				\$1,304,000			\$1,304,000
		Total:				\$1,304,000			\$1,304,000
375679	SYRACUSE	INTERSECTION IMPROVEMENTS, PSAP #2, SYR, ONON CO							
			Scoping	HSIP			\$72,000		
			Scoping	Match			\$8,000		
			Preliminary Design	HSIP			\$72,000		
			Preliminary Design	Match			\$8,000		
			Detailed Design	HSIP			\$143,000		
			Detailed Design	Match			\$16,000		
			Construction	HSIP				\$1,188,000	
			Construction	Match				\$132,000	
			Inspection	HSIP				\$178,000	
			Inspection	Match				\$20,000	
		Total Federal Funds:				\$287,000		\$1,366,000	\$1,653,000
		Total:				\$319,000		\$1,518,000	\$1,837,000
375680	SYRACUSE	PAVING, E BRIGHTON AVE, THURBER TO CITY LINE, SYR, ONON CO							
			Scoping	STBG-Urban			\$170,000		
			Scoping	Match			\$43,000		
			Preliminary Design	STBG-Urban			\$170,000		
			Preliminary Design	Match			\$43,000		
			Detailed Design	STBG-Flex				\$346,000	
			Detailed Design	Match				\$87,000	
			Construction	NHPP					\$3,049,000
			Construction	Match					\$762,000
			Construction	STBG-Urban					\$1,634,000
			Construction	Match					\$409,000
			Inspection	STBG-Urban					\$572,000
			Inspection	Match					\$143,000
		Total Federal Funds:				\$340,000	\$346,000	\$5,255,000	\$5,941,000
		Total:				\$426,000	\$433,000	\$6,569,000	\$7,428,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

					2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
375681	SYRACUSE	PAVING, E COLVIN ST, COMSTOCK TO CITY LINE, SYR, ONON CO								
			Scoping	STBG-Urban			\$102,000			
			Scoping	Match			\$26,000			
			Preliminary Design	STBG-Flex			\$102,000			
			Preliminary Design	Match			\$26,000			
			Detailed Design	STBG-Flex				\$225,000		
			Detailed Design	Match				\$56,000		
			Construction	STBG-Flex					\$3,337,000	
			Construction	Match					\$834,000	
			Inspection	STBG-Flex					\$352,000	
			Inspection	Match					\$88,000	
		Total Federal Funds:					\$204,000	\$225,000	\$3,689,000	\$4,118,000
		Total:					\$256,000	\$281,000	\$4,611,000	\$5,148,000
375682	SYRACUSE	PAVING, E COLVIN ST, SALINA TO JAMESVILLE, SYR, ONON CO								
			Scoping	STBG-Urban	\$98,000					
			Scoping	Match	\$25,000					
			Preliminary Design	STBG-Urban	\$98,000					
			Preliminary Design	Match	\$25,000					
			Detailed Design	STBG-Urban		\$183,000				
			Detailed Design	Match		\$46,000				
			Construction	STBG-Urban			\$2,205,000			
			Construction	Match			\$551,000			
			Inspection	STBG-Urban			\$263,000			
			Inspection	Match			\$66,000			
		Total Federal Funds:			\$196,000	\$183,000	\$2,468,000			\$2,847,000
		Total:			\$246,000	\$229,000	\$3,085,000			\$3,560,000
375683	SYRACUSE	PAVING, MIDLAND AVE, W BRIGHTON TO BALLANTYNE, SYR, ONON CO								
			Scoping	STBG-Urban			\$102,000			
			Scoping	Match			\$26,000			
			Preliminary Design	STBG-Urban			\$102,000			
			Preliminary Design	Match			\$26,000			
			Detailed Design	STBG-Flex				\$276,000		
			Detailed Design	Match				\$69,000		
		Total Federal Funds:					\$204,000	\$276,000		\$480,000
		Total:					\$256,000	\$345,000		\$601,000
375684	SYRACUSE	OPERATING ASSISTANCE, TRAFFIC CONTROL CENTER, SYR, ONON CO								
			Other	STBG-Flex	\$574,000					
			Other	Match	\$144,000					
		Total Federal Funds:			\$574,000					\$574,000
		Total:			\$718,000					\$718,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2020-2024 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24: 5-Year TIP
<b>SYRACUSE</b>									
Total Federal Funds:					\$7,641,000	\$5,108,000	\$9,483,000	\$847,000	\$10,310,000 \$33,389,000
Total:					\$9,553,000	\$6,061,000	\$11,817,000	\$1,059,000	\$12,698,000 \$41,188,000
375685	Vil of Skaneateles	BRIDGE REPLACEMENT, KELLEY ST, VIL OF SKANEATELES, ONON CO							
		Scoping	STBG-Off				\$27,000		
		Scoping	Match				\$7,000		
		Preliminary Design	STBG-Off				\$27,000		
		Preliminary Design	Match				\$7,000		
		Detailed Design	STBG-Off					\$36,000	
		Detailed Design	Match					\$9,000	
		ROW Incidentals	STBG-Off				\$8,000		
		ROW Incidentals	Match				\$2,000		
		ROW Acquisition	STBG-Off					\$22,000	
		ROW Acquisition	Match					\$6,000	
		Construction	STBG-Flex						\$16,000
		Construction	Match						\$4,000
		Construction	STBG-Off						\$432,000
		Construction	Match						\$108,000
		Inspection	STBG-Off						\$45,000
		Inspection	Match						\$11,000
Total Federal Funds:							\$62,000	\$58,000	\$493,000 \$613,000
Total:							\$78,000	\$73,000	\$616,000 \$767,000
<b>Vil of Skaneateles</b>									
Total Federal Funds:							\$62,000	\$58,000	\$493,000 \$613,000
Total:							\$78,000	\$73,000	\$616,000 \$767,000
375686	Village of Solvay	PAVING, MILTON AVE, COGSWELL AVE TO CAMILLUS LINE, ONON CO							
		Scoping	STBG-Urban			\$100,000			
		Scoping	Match			\$25,000			
		Preliminary Design	STBG-Urban			\$100,000			
		Preliminary Design	Match			\$25,000			
		Detailed Design	STBG-Urban					\$200,000	
		Detailed Design	Match					\$50,000	
		ROW Incidentals	STBG-Flex			\$8,000			
		ROW Incidentals	Match			\$2,000			
		ROW Acquisition	STBG-Urban					\$16,000	
		ROW Acquisition	Match					\$4,000	
		Construction	STBG-Urban						\$2,020,000
		Construction	Match						\$505,000
		Inspection	STBG-Urban						\$64,000
		Inspection	Match						\$16,000
Total Federal Funds:						\$208,000		\$216,000	\$2,084,000 \$2,508,000
Total:						\$260,000		\$270,000	\$2,605,000 \$3,135,000

**2020-2024 TIP  
FEDERAL HIGHWAY ADMINISTRATION - PROJECT LISTING**

2020-2024 TIP									
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24: 5-Year TIP
<b>Village of Solvay</b>									
Total Federal Funds:						\$208,000		\$216,000	\$2,084,000 \$2,508,000
Total:						\$260,000		\$270,000	\$2,605,000 \$3,135,000
Grand Total Federal Funds by FFY					\$41,886,000	\$48,383,000	\$53,537,000	\$48,774,000	\$48,770,000 \$241,350,000
Grand Totals by FFY					\$64,233,000	\$61,676,000	\$64,519,000	\$58,249,000	\$57,981,000 \$306,658,000

## **APPENDIX B**

### **FEDERAL TRANSIT ADMINISTRATION**

#### **PROJECT LISTING**



**2020-2024 TIP  
FEDERAL TRANSIT ADMINISTRATION - PROJECT LISTING**

				2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
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
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

**2020-2024 TIP  
FEDERAL TRANSIT ADMINISTRATION - PROJECT LISTING**

				2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
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
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
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
382907	CNYRTA	PREVENTATIVE MAINTENANCE 2022							
		Section 5307			\$5,984,960				
		Match			\$1,496,240				
		Total Federal Funds:			\$5,984,960				\$5,984,960
		Total:			\$7,481,200				\$7,481,200

**2020-2024 TIP  
FEDERAL TRANSIT ADMINISTRATION - PROJECT LISTING**

				2020-2024 TIP					
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 19/20:	FFY 20/21:	FFY 21/22:	FFY 22/23:	FFY 23/24:	5-Year TIP
382908	CNYRTA	PREVENTATIVE MAINTENANCE 2023							
		Section 5307				\$6,164,504			
		Match				\$1,541,126			
		Total Federal Funds:					\$6,164,504		\$6,164,504
		Total:					\$7,705,630		\$7,705,630
382909	CNYRTA	PREVENTATIVE MAINTENANCE 2024							
		Section 5307					\$6,349,440		
		Match					\$1,587,360		
		Total Federal Funds:					\$6,349,440	\$6,349,440	
		Total:					\$7,936,800	\$7,936,800	
382910	CNYRTA	REPLACE 18 2010 ORION 40FT CNG FUELED BUSES TO MAINTAIN STATE OF GOOD REPAIR							
		Match			\$6,022,075				
		Sect 5339		\$0	\$1,490,340				
		Match			\$372,585				
		Total Federal Funds:			\$0	\$1,490,340		\$1,490,340	
		Total:			\$0	\$7,885,000		\$7,885,000	
382911	CNYRTA	REPLACE 56 2012 ORION 40FT CNG FUELED BUSES TO MAINTAIN STATE OF GOOD REPAIR							
		Match					\$28,322,075		
		Sect 5339				\$0	\$1,490,340		
		Match					\$372,585		
		Total Federal Funds:					\$0	\$1,490,340	\$1,490,340
		Total:					\$0	\$30,185,000	\$30,185,000
Grand Total Federal Funds by FFY				\$8,486,144	\$7,398,584	\$7,475,300	\$6,164,504	\$7,839,780	\$37,364,312
Grand Totals by FFY				\$10,607,680	\$9,248,230	\$15,366,200	\$7,705,630	\$38,121,800	\$81,049,540

## **APPENDIX C**

### **ANTICIPATED EFFECTS NARRATIVE**

## APPENDIX C

### FHWA AND FTA TRANSPORTATION PERFORMANCE MANAGEMENT IN MPO TRANSPORTATION IMPROVEMENT PROGRAMS

#### 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) Transportation Improvement Program (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
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program
- July 20, 2020 – Public Transportation Safety 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 and the soon to be adopted 2020-2024 TIP meets these requirements of 23USC §134(j)(2)(D).

**Figure 1: Transportation Performance**



Source: FHWA

## **HSIP and Highway Safety**

### *Performance Targets*

On March 15, 2016, the Federal Highway Administration (FHWA) 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 Strategic Highway Safety Plan 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 (NYSDOT) *Highway Safety Improvement Program* annual report documents the statewide performance targets.

The Syracuse Metropolitan Transportation Council first agreed to support the NYSDOT statewide 2018 safety targets on February 16, 2018 via Resolution 2018-02. On December 11, 2018, via Resolution 2018-15, the SMTC agreed to support the 2019 safety 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*.

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

Measure	New York Statewide Target 2019
Number of Fatalities	1,072
Fatality Rate	0.86
Number of Serious Injuries	10,987
Serious Injury Rate	8.62
Number of Non-Motorized Fatalities and Serious Injuries	2,726

### *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 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. 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.
	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 variety of project types; Bicycle/Pedestrian, Bridge, Paving, Safety, Transportation System Management & Operations 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, Transportation System Management & Operations, and Public Transit) have their own application forms, these project types are also evaluated in relation to the safety goal and objectives. 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 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.

## **Transit Asset Management**

### *Performance Targets*

On July 26, 2016, the Federal Transit Administration (FTA) published the final rule for Transit Asset Management (TAM) in the *Federal Register* with an effective date of October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The final rule defines the term “state of good repair,” requires public transportation providers to develop, adopt and implement a TAM Plan 2 years from the effective date, and establishes State of Good Repair standards and performance measures for four transit asset categories: rolling stock, transit infrastructure, equipment, and facilities.

The Syracuse Metropolitan Transportation Council first agreed to support the CNYRTA 2018 TAM targets for on February 16, 2018, via Resolution 2018-03. On December 11, 2018, via Resolution 2018-16, the SMTC agreed to support the following 2019 TAM targets. The Central New York Regional Transportation Authority established targets for those asset classes noted in the table below that apply to their operation. With this action, the SMTC agreed to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

**Table 3: CNYRTA 2019 State of Good Repair Performance Management Targets**

Asset category		Default ULB	FY 19 Target
Rolling Stock	Over The Road	14	0%
	Bus	14	0%
	Cut-A-Way	8	0%
Equipment	Auto	8	0%
	Truck	8	0%
Asset category		TERM Benchmark	FY 19 Target
Facilities	Admin/Maintenance	3	0%
	Passenger Parking	3	0%

ULB – Useful Life Benchmark

TERM – Transit Economic Requirements Model

TERM Rating Condition Description

Excellent 4.8-5.0 No visible defects, near-new condition

Good 4.0-4.7 Some slightly defective or deteriorated components

Adequate 3.0-3.9 Moderately defective or deteriorated components

Marginal 2.0-2.9 Defective or deteriorated components in need of replacement

Poor 1.0-1.9 Seriously damaged components in need of immediate repair

### *Anticipated Effects*

The transit program of projects contained in the TIP addresses amongst other items, transit asset management and State of Good Repair. The Syracuse Metropolitan Transportation Council's goal of addressing transit asset condition is linked to the investment plan of the CNYRTA, and the process used to prioritize the projects within the TIP is consistent with federal requirements. Transit relevant goals and objectives from the adopted 2050 LRTP are identified in Table 4.

**Table 4: SMTC 2050 Long Range Transportation Plan Transit Supportive Goals and Objectives**

Goal	Objectives
Provide a high degree of multi-modal accessibility and mobility for individuals to include better integration and connectivity between modes of travel.	Provide essential transit service to urban and suburban areas.
	Provide higher-quality transit service to transit oriented development (TOD) nodes.
Protect and enhance the natural environment and support energy conservation and management.	Reduce vehicle miles traveled in the region.
	Reduce on-road mobile source emissions.
	Increase the percentage of commute trips made by transit.
Improve the reliability of the transportation system and promote efficient system management and operations.	Improve transit on-time performance.
	Improve utilization of transit vehicles.
Ensure that transportation system performance improvements are distributed equitably.	Improve transit service between employment centers and priority target areas (as identified in SMTC's Environmental Justice Analysis).

The Transportation Improvement Program includes a number of bus procurements, and transit facility rehabilitation projects programmed primarily with FTA Section 5307 and/or Section 5539 program funds. Given transit's significance in the adopted 2050 LRTP, the 2017-2021 and 2020-2024 TIPs program flexible funds from the FHWA Surface Transportation Block Grant Program (STBG) and also Congestion Mitigation Air Quality Program (CMAQ) funds (2020-2024 TIP) for bus replacements. Additionally, State Dedicated Funds from New York State are utilized. The extensive vehicle fleet owned, operated, and maintained by the CNYRTA comprises the majority of the transit agency's capital program. Vehicles are maintained to the highest standards and oftentimes replaced prior to reaching the FTA defined useful life, which is evident within the adopted rolling stock, equipment, and facilities targets.

The Syracuse Metropolitan Transportation Council anticipates that the transit projects on the TIP, when implemented, will contribute to progress toward achieving the established transit asset management targets, and will also benefit the traveling public throughout the Metropolitan Planning Area where the CNYRTA provides public transit services. This is consistent with the LRTP goals, objectives, performance measures and adopted performance targets. The Syracuse Metropolitan Transportation Council coordinates with CNYRTA on TAM requirements and has agreed to program investments to support the CNYRTA TAM targets.

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 transit performance targets established by the CNYRTA.

## **Pavement and Bridge Condition**

### *Performance Targets*

On January 18, 2017, FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in the *Federal Register*. This second FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess pavement conditions and bridge conditions for the National Highway Performance Program (NHPP).

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics<sup>1</sup>: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). The Federal Highway Administration set a threshold for each metric to establish good, fair, or poor condition. A pavement section is classified as being in good condition if three or more metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are classified as fair.

The bridge condition measures represent the percentage of bridge deck area on the NHS that are in good condition or poor condition.<sup>2</sup> The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven (on a scale of 0-9), the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The Syracuse Metropolitan Transportation Council agreed to support the NYSDOT statewide targets for the following NHS pavement and bridge condition performance measures on December 11, 2018, via Resolution 2018-14.

---

<sup>1</sup> Per FHWA, "To ensure consistent definitions, a distinction between 'performance measure' and 'performance Metric' was made in 23 CFR 490.101. A 'metric' is defined as a quantifiable indicator of performance or condition whereas a 'measure' is defined as an expression based on a metric that is used to establish targets and to assess progress toward meeting the established targets." (*FHWA Computation Procedure for the Pavement Condition Measures – FHWA-HIF-18-022*, FHWA Office of Infrastructure and Office of Policy & Governmental Affairs, April 2018)

<sup>2</sup> The sum of total deck area of good or poor NHS bridges is divided by the total deck area of all bridges carrying the NHS to determine the percent of bridges in good or in poor condition. Deck area is calculated by multiplying the structure length by either the deck width or approach roadway width.

**Table 5: NHS Pavement and Bridge Performance Management Targets**

Performance Measure	NY Statewide Target 2-Year (2018-2019)	NY Statewide Target 4-Year (2018-2021)
Percentage of Interstate pavements in good condition	46.4%	47.3%
Percentage of Interstate pavements in poor condition	3.1%	4.0%
Percentage of non-Interstate NHS pavements in good condition	14.6%	14.7%
Percentage of non-Interstate NHS pavements in poor condition	12.0%	14.3%
Percentage of NHS bridges by deck area in good condition	23.0%	24.0%
Percentage of NHS bridges by deck area in poor condition	11.6%	11.7%

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021.

#### *Anticipated Effects*

Maintaining and, where possible, improving the condition of NHS pavements and bridges is a critical component of SMTC’s mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. National Highway System pavement and bridge conditions are primary considerations in the selection of projects to be included in the TIP. The bridge and pavement project proposal forms were revised as part of the 2020-2024 TIP update to account for the importance of work on NHS facilities. For example, the bridge form asks “Does the project contribute toward the accomplishment of improving bridge conditions on the National Highway System?” Additionally, the extensive transportation system in the SMTC metropolitan planning area contains over 299 centerline miles of NHS pavement and 256 NHS bridges. These figures further breakdown as 109 Interstate centerline miles, 190 centerline miles non-Interstate, 190 bridges carrying the Interstate and 66 bridges carrying non-Interstate NHS. The NHS facilities are prioritized over non-NHS bridges and pavement given their importance to the movement of people and goods. Table 6 depicts applicable goals and objectives from the 2050 LRTP.

**Table 6: SMTC 2050 Long Range Transportation Plan Bridge and Pavement Supportive Goals and Objectives**

Goal	Objectives
Support efficient freight movement within our region.	Maintain adequate infrastructure conditions on primary freight corridors.
Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.	Preserve and maintain pavement.
	Preserve and maintain bridges.

As a result of the TIP project selection that is directed by the 2050 LRTP goals, objectives and related performance measures, FHWA funds from the NHPP, flexible funds and apportioned large urban funds for the SMTC urbanized area from the STBG are programmed to numerous bridge and pavement projects on the NHS. The vast majority of projects are programmed with NHPP funds (approximately 67% of all programmed dollars on the 2020-2024 TIP are NHPP).

The Syracuse Metropolitan Transportation Council TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to the NHS pavement and bridge condition performance targets established by the State.

## **System Performance, Freight, and Congestion Mitigation and Air Quality**

### *Performance Targets*

On January 18, 2017, FHWA published the system performance, freight, and CMAQ Performance Measures Final Rule in the *Federal Register*. This third and final FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. The Federal Highway Administration established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. Level of Travel Time Reliability is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The Level of Travel Time Reliability ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. The Federal Highway Administration established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The Truck Travel Time Reliability Index is calculated for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. The Syracuse Metropolitan

Transportation Council meets all current air quality standards and is not subject to establishing targets for these performance measures.

The Syracuse Metropolitan Transportation Council agreed to support the NYSDOT statewide targets for the following system performance and freight performance measures on December 11, 2018, via Resolution 2018-14.

**Table 7: NHS LOTTR and Interstate TTTR Performance Management Targets**

Performance Measure	NY Statewide Target 2-Year (2018-2019)	NY Statewide Target 4-Year (2018-2021)
Percentage of person-miles on the Interstate system that are reliable (Interstate LOTTR)	73.1%	73%
Percentage of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	N/A	63.4%
Index of reliability of travel times for trucks on the Interstate system (TTTR Index)	2.00	2.11

#### *Anticipated Effects*

Providing for the reliable movement of people and goods is a critical component of SMTC's mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in the TIP. Travel time reliability in the TIP project selection process is considered for projects identified as a "primary commuter corridor" and/or a "primary freight corridor." These designations were created in the SMTC's Congestion Management Process and freight planning efforts. In many instances, the location of these facilities are synonymous with the NHS. The 2050 LRTP established a number of goals and associated objectives that are supportive of the national performance measure as shown in Table 8. The Transportation Improvement Program includes projects programmed with funds from various funding programs that have benefits to reliability in travel times for people and freight. Projects and or project types on the 2017-2021 TIP and 2020-2024 TIP include bridges, pavements, signal upgrades on non-interstate NHS segments, purchase of Highway Emergency Local Patrol (HELP Program) vehicles and operations and maintenance support of the NYSDOT Region 3 Transportation Management Center and the City of Syracuse Traffic Control Center.

**Table 8: SMTC 2050 Long Range Transportation Plan Reliability Supportive Goals and Objectives**

Goal	Objectives
Support efficient freight movement within our region.	Maintain adequate infrastructure conditions on primary freight corridors.
	Maintain a high degree of reliability on primary freight corridors.
	Reduce congestion on primary freight corridors.
Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.	Reduce congestion in primary commuter corridors as appropriate based on the character of the adjacent development.
Improve the reliability of the transportation system and promote efficient system management and operations.	Maintain a high degree of reliability on primary commuter corridors.

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



## **APPENDIX D**

### **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 450.218 and Section 450.326] 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:

- 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.
- 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 projects 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.
- 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 STBG-Urban, 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 STBG-Urban fund categories, an amendment must be developed and approved.
- The most likely situations that would require use of the Selection Process are indicated below:
  - Savings are incurred at authorization (or bid) or;
  - 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.

- 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	Administrative Modification
	TIP Amendment Required	
Adding/Deleting Project		
Project deleted in entirety	Planning/Policy	
New project added over \$500,000	Planning/Policy	
New project added under \$500,000	Executive	
Changes to Scope		
Project type/function is changed	Executive	
Projects are combined		✓
Project phase is added less than \$500,000 (i.e., New ROW Phase)		✓
New CMAQ or STP-Urban phase added greater than or equal to \$250,000 and less than \$500,000	Executive	
New CMAQ or STP-Urban phase added less than \$250,000		✓
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		✓

Changes to Schedule		
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 CMAQ or STP-Urban phase increases (greater than or equal to \$250,000 and less than \$500,000)	Executive	
Cumulative cost of a CMAQ or STP-Urban phase increases (Less than \$250,000)		✓
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 Source		
Funding source for a phase changes in part or completely (To 1 or more different funding sources)		✓

**Note:**

**Funding thresholds are in federal dollars, not total project cost. All amendments utilizing traditional TIP federal funds (i.e., “planning targets”) within the SMTC Metropolitan Planning Area require compensating offsets. External funding from such items as a statewide solicitation or Congressional award does not.**

## **APPENDIX E**

### **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, the Capital Projects Committee 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 website ([www.smtcmpo.org](http://www.smtcmpo.org)).

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 website and Facebook page; distribution of various project-specific fact sheets and flyers; and the use of questionnaires.

As to the preparation of the 2020-2024 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 website, 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 Guidebook was updated. The Guidebook provides general information on the TIP and 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). An electronic version is posted on the SMTC website 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 with all applicable sponsors to ascertain necessary cost/schedule updates prior to the 2020-2024 TIP update. Following the review of cost/schedule information, the SMTC sent out a “call letter” in January 2019 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 2020-2024 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 2020-2024 Transportation Improvement Program to the public and SMTC Planning/Policy Committees.

Throughout the development of the 2020-2024 Transportation Improvement Program, the SMTC announced (via legal notice, press release distribution, and letter to interested parties) 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 2020-2024 Transportation Improvement Program. No public comments were received. Upon endorsement, a news release was distributed, announcing the availability of the Final 2020-2024 Transportation Improvement Program.

## **APPENDIX F**

### **ACRONYMS**

## Acronyms

ADA – American’s with Disabilities Act  
CAAA – Clean Air Act Amendments  
CFR – Code of Federal Regulations  
CIP – Capital Improvement Plan  
CMAQ – Congestion Mitigation Air Quality  
CNYRTA – Central New York Regional Transportation Authority  
CPC – Capital Projects Committee  
DEC – Department of Environmental Conservation  
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  
NYSDOT – New York State Department of Transportation  
PIN – Project Identification Number  
PIP – Public Involvement Plan  
PSAP – Pedestrian Safety Action Plan  
SAC – Study Advisory Committee  
SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users  
SEQRA – State Environmental Quality Review Act  
SMTC – Syracuse Metropolitan Transportation Council  
STIP – Statewide Transportation Improvement Program  
STBG – Surface Transportation Block Grant  
STP – Surface Transportation Program  
TA – Transportation Alternatives  
TDM – Transportation Demand Management  
TEA-21 – Transportation Equity Act for the 21<sup>st</sup> Century  
TIP – Transportation Improvement Program  
TMC – Transportation Management Center  
UPWP – Unified Planning Work Program  
VMT – Vehicle Miles Traveled  
VPP – Vendor Place Paving