

RESOLUTION
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
POLICY COMMITTEE

February 10, 2022

- WHEREAS,** The Syracuse Metropolitan Planning Area (MPA) contains a complex, multimodal transportation system, which must be maintained in a relative state of good repair to preserve existing infrastructure, increase safety, increase security, enhance integration and system connectivity, promote efficient system management and operations, increase accessibility and mobility, support economic vitality, protect/enhance the environment, improve resiliency and reliability, and enhance travel and tourism; and
- WHEREAS,** The Syracuse Metropolitan Transportation Council (SMTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the New York State Department of Transportation and the Central New York Regional Transportation Authority as the area's public transportation operator, for the comprehensive, continuous, and cooperative transportation planning process for the Syracuse MPA, including the preparation of the Long Range Transportation Plan; and
- WHEREAS,** Current Federal Metropolitan Planning Regulations (23 CFR Part 450) mandate that MPOs review and update their Long Range Transportation Plans at least every five years in attainment areas, such as Onondaga County, to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon; and
- WHEREAS,** 23 CFR Part 450 also allows for amendments to occur to the Long Range Transportation Plan at any time; and
- WHEREAS,** The 2050 Long Range Transportation Plan 2020 Update adopted in September 2020 contains a variety of goals, objectives, performance measures, and targets that are utilized to advance the concepts contained within the plan, guide transportation planning, and capital investments; and
- WHEREAS,** The Long Range Transportation Plan 2020 Update identified the I-81 Viaduct Project as a regionally significant project within the plan's goals and objectives discussion and as an illustrative project within the financial analysis. As an illustrative project, no funding was identified for the I-81 Viaduct Project, and it was not included within the fiscal constraint analysis; and
- WHEREAS,** The I-81 Viaduct Project remains a regionally significant project; however, the Long Range Transportation Plan 2020 Update is amended in response to progress on the New York State Department of Transportation's I-81 Viaduct Project since September 2020; and

**Adoption of the 2050 Long Range
Transportation Plan 2020 Update
Amendment**

SMTC Policy Resolution No. 2022-02

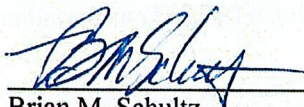
WHEREAS, Specifically, the Long Range Transportation Plan is being amended with a new financial analysis that includes individual projects associated with the I-81 Viaduct Project; and

WHEREAS, Adding project components to the fiscally constrained portion of the Long Range Transportation Plan is required before any I-81 Viaduct Project can be added to the area's multi-year Transportation Improvement Program; and

WHEREAS, Based on federal performance management requirements, the Long Range Transportation Plan system performance report is also being amended to incorporate transit safety performance measures that went into effect in July 2021, along with updated highway safety performance measures; and

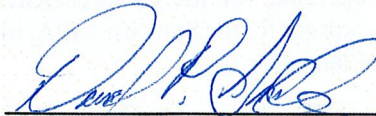
WHEREAS, The draft amendment was released for public comment and is documented in the amended report.

NOW THEREFORE BE IT RESOLVED, that the SMTC Policy Committee hereby adopts the amendment to the 2050 Long Range Transportation Plan 2020 Update.



Brian M. Schultz
Chairperson
SMTC Policy Committee

Date: February 10, 2022



New York State Department of Transportation
Secretary
SMTC Policy Committee

Date: February 10, 2022

Transportation System Performance Reporting Update Addendum to Chapter 4 of the 2050 Long Range Transportation Plan – 2020 Update

1. Background

The SMTC adopted the 2050 Long Range Transportation Plan (LRTP) – 2020 Update on September 23, 2020. That document reports on the performance of our transportation system in accordance with the transportation performance management approach to planning and programming specified by the Fixing America’s Surface Transportation (FAST) Act.¹ As noted in Section 4.1.1. of the LRTP 2020 Update, the following federally-required performance measures are included:

- Freight movement reliability
- Safety (highway)
- Interstate and National Highway System reliability
- Pavement and bridge conditions
- Transit asset management

2. Purpose of this addendum

The LRTP 2020 Update is being amended in response to progress on the I-81 Viaduct Project since September 2020. The LRTP 2020 Update identifies the I-81 Viaduct Project as a “regionally significant project” within the plan’s goals and objectives discussion (Chapter 2) and as an “illustrative project” within the financial analysis (Chapter 6). As an illustrative project, no funding was identified for the I-81 Viaduct Project, and it was not included within the fiscal constraint analysis.

With the recent release of the Draft Environmental Impact Statement (DEIS) for the I-81 Viaduct Project, the NYSDOT requested that individual component projects within the overall I-81 Viaduct Project be added to the SMTC’s Transportation Improvement Program (TIP), which first necessitates adding these projects to the fiscally-constrained portion of the LRTP. Therefore, the LRTP is being amended with a new financial analysis (Chapter 6) that includes individual projects associated with the I-81 Viaduct Project.

Based on the performance management rulemaking, this LRTP amendment must incorporate the transit safety performance measures that went into effect on July 20, 2021, and also incorporate updated highway safety performance measures (since the highway safety measures and targets are updated annually).

¹ The Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden on November 15, 2021, and includes reauthorization of the surface transportation programs. However, as of the adoption of this LRTP Amendment, new federal rulemaking for metropolitan planning under the IIJA has not yet been issued.

Therefore, this document *supplements* the existing system performance report contained within Chapter 4 of the LRTP 2020 Update, providing *new* data/discussion related to transit safety and *updated* data/discussion related to highway safety.

3. Transit Safety

On July 19, 2018, the FTA published the final rule for Public Transportation Agency Safety Plan (PTASP) in the Federal Register. Under this rulemaking, providers of public transportation systems that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program, must develop and implement a PTASP based on a Safety Management Systems approach.

Providers subject to the rule must annually certify a PTASP, including targets for transit safety measures that cover fatalities, injuries, safety events, and system reliability. The date by which providers must first certify a PTASP and targets was initially July 20, 2020. However, FTA extended the deadline to July 20, 2021, to provide regulatory flexibility due to the operational challenges presented by the COVID-19 public health emergency.

Upon establishing transit safety targets, a public transportation provider must make the targets available to the MPO in which the provider's projects and services are programmed in the MPO's TIP. The MPO is required to establish its first set of transit safety targets within 180 days of the date that provider established its first targets. After this, MPOs are not required to establish transit safety targets each year after the transit provider establishes targets. Instead, MPOs must set updated targets when the MPO updates its LRTP.

An MPO must reflect the transit safety targets in any LRTP and TIP updated on or after July 20, 2021. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional targets for the MPO planning area.

The Central New York Regional Transportation Authority (CNYRTA/Centro) published their most recent PTASP in December 2020. The "ongoing goals" of Centro's safety program as defined in their 2020 PTASP are to:

- Reduce accident frequency rate
- Identify, eliminate or control accidents
- Develop controls to prevent catastrophic accidents
- Providing ready access to the most practical technology to reduce injury potential to employees

CNYRTA established targets in December 2020 for the transit safety performance measures, as shown in Table 1, below. The Syracuse Metropolitan Transportation Council agreed to support the CNYRTA 2021 public transportation safety targets on June 23, 2021, via Resolution 2021-14, thus agreeing to plan and program projects that are anticipated to make progress toward achieving transit safety targets.

Table 1: Public Transportation Safety Performance Management Targets

Mode	Fatalities (Total)	Fatalities (per 100K VRM)	Injuries (Total)	Injuries (per 100K VRM)	Safety Events (Total)	Safety Events (per 100K VRM)	System Reliability
Fixed Route	0	0	240	1	3,880	20	11,540
Paratransit	0	0	50	0.2	793	25	19,365

VRM = vehicle revenue miles

System reliability is defined as the mean distance between major mechanical failures, calculated as (revenue miles) / (number of breakdowns).

The transit safety performance measures are new. Performance for each measure has only recently been assessed and initial targets have been developed. Accordingly, this system performance report highlights the initial targets. Future system performance reports will discuss transit safety performance and progress towards meeting the targets over time.

4. Highway Safety (serious injuries and fatalities from crashes)

Starting in February 2018, the SMTC has annually agreed to support the NYSDOT statewide targets for safety-related performance measures. The LRTP 2020 Update reported the 2011-2015 and 2014-2018 conditions along with the 2018, 2019, and 2020 Statewide targets (See LRTP 2020 Update Table 4.3).

The most recent (2022) highway safety targets were adopted by the NYSDOT in the August 31, 2021 Highway Safety Improvement Program annual report, and the SMTC agreed to support these targets on October 21, 2021, via SMTC Policy Resolution 2021-15.

Table 2, below, includes the most recent data and the 2022 targets to supplement Table 4.3 in the LRTP 2020 Update.

Table 2: Highway safety performance measures and targets (serious injuries and fatalities)

Performance measure	5-year rolling average performance*					Statewide Target
	2017	2018		2019		2022
	Statewide	Statewide	SMTC MPA	Statewide	SMTC MPA	
Number of fatalities	1,085.2	1,037.6	169	1,015.6	170	1,005.4
Fatality rate per 100M VMT	0.880	0.842	0.67	0.826	0.68	0.818
Number of serious injuries	11,241.8	11,119.2	1,933	11,286.8	2,020	11,173.9
Serious injury rate per 100M VMT	9.128	9.040	7.65	9.176	8.1	9.084
Number of non-motorized fatalities and serious injuries	2,737.0	2,643.6	278	2,670.8	297	2,644.1

*5-year analysis period ending in the year shown.

Data sources:

- Statewide performance as reported by FHWA's Transportation Performance Management – State Highway Safety Report (2019) – New York at <https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=New%20York>
- SMTC MPA performance: Fatalities are from FARS (Fatality Analysis Reporting System), Serious Injuries from NYSDOT ALIS (Accident Location Information System). VMT from NYSDOT. Note that the 2014-2018 VMT figure provided by NYSDOT includes changes to roadway functional classification implemented in 2018, which resulted in fewer miles of local roads and an accompanying decrease in the VMT estimate.

Note: All performance measures in Table 2 are required per the final rule for the HSIP and Safety Performance Management Measures. The SMTC agreed to support the 2022 Statewide safety targets established by NYSDOT via Policy Committee Resolution 2021-15 on October 21, 2021.

4.1. Description of progress

As shown in Table 2, statewide performance for three of the five safety measures improved between 2017 and 2019. FHWA annually completes an assessment of progress toward achieving safety targets for each state. A state makes significant progress toward its safety targets when at least four of the five targets have been met, or the actual outcome was better than the baseline performance. If a state has not met or made significant progress toward meeting performance targets, the State DOT must comply with 23 U.S.C. 148(i) for the subsequent federal fiscal year. This requires minimum investments in highway safety projects through the Highway Safety Improvement Program (HSIP) and submission of an HSIP Implementation Report.

Within the SMTC MPA, the number of fatalities and the fatality rate per 100 million vehicle miles traveled increased slightly from 2018 to 2019. Over this same time, the number of serious injuries in the MPA increased by 87 and the number of non-motorized fatalities and

serious injuries increased by 19. However, both the fatality rate and the serious injury rate in the SMTTC MPA for 2019 are below statewide targets set for 2022.

Pedestrian Safety Action Plan (PSAP) Capital Improvements. Since the LRTP 2020 Update was written, the NYSDOT has obligated funds for new signalized pedestrian crossings and improvements to existing crossings at six signals along Erie Boulevard East plus new sidewalk installation and curb ramps, with construction expected to occur in FFY 2022. The City of Syracuse's PSAP project (approximately \$1.6M), originally anticipated for completion in 2021, is now expected to start in 2022 (per a September 2021 TIP amendment).

Safety funds in the TIP. Three safety-related projects listed in the current 2020-2024 TIP – totaling over \$2.1 million – have a construction phase in FFY 2019-2020 or 2020-2021: I-481 at Kirkville Road ramp realignment; bridge improvements on I-690 over John Glenn Boulevard; and a pedestrian signal safety project that covers 10 Onondaga County-owned signals.

Chapter 6:

Financial Analysis

2021 Amendment

The 2050 LRTP – 2020 Update (which was adopted in September 2020) has been amended in response to the release of the NYSDOT’s I-81 Viaduct Project Draft Design Report/Draft Environmental Impact Statement (DDR/DEIS) on July 16, 2021. The LRTP 2020 Update identified the I-81 Viaduct Project as a “regionally significant project” within the plan’s goals and objectives discussion (Chapter 2) and as an “illustrative project” within the financial analysis (Chapter 6). The I-81 Viaduct Project remains a Regionally Significant Project but this amendment identifies the individual projects expected to constitute the I-81 Viaduct Project within the fiscally-constrained portion of the LRTP, as described in Sections 6.2 and 6.3. The purpose of the I-81 Viaduct Project, as identified in the DDR/DEIS, “is to address the structural deficiencies and non-standard highway features while creating an improved transportation corridor through the City of Syracuse that meets transportation needs and provides the infrastructure to support long-range transportation planning efforts.”

6.1 REQUIREMENT FOR A FINANCIAL PLAN

The Fixing America’s Surface Transportation (FAST) Act¹ requires that the LRTP include a financial plan, including future revenue projections and future project costs. The legislation requires that the LRTP be “fiscally-constrained,” meaning that it must include a financial plan that “demonstrates how the adopted transportation plan can be implemented” and “indicates resources from public and private sources

Federal legislation dictates that the LRTP must show how the region will pay for any projects included in the anticipated future scenario, with revenues that are reasonably expected to be available.

¹ The Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden on November 15, 2021, and includes reauthorization of the surface transportation programs. However, as of the adoption of this LRTP Amendment, new federal rulemaking for metropolitan planning under the IIJA has not yet been issued.

What is a capital project?

A ‘capital project’ is a major construction project or acquisition. It includes all transportation modes: facilities for pedestrians and cyclists, purchasing buses and maintaining, improving and constructing roads and bridges. ‘Capital expenses’ are the costs associated with capital projects.

that are reasonably expected to be made available to carry out the plan.” (23 U.S.C., Sec. 134 (i)(2)(E)(i)) In other words, the plan must show how the region will pay for any projects included in the anticipated future scenario, with revenues that are reasonably expected to be available. Thus, the LRTP is grounded in financial reality and is not simply a “wish list” of projects for the region.

The LRTP may include a list of “illustrative projects” representing additional investment priorities that would be considered if additional financial resources become available in the future.

6.2 FUTURE COSTS AND REVENUES

6.2.1 COST PROJECTIONS FOR ANTICIPATED FUTURE PROJECTS

As described in Chapter 5, the SMTC member agencies provided lists of future projects that they would like to complete to address known capacity or accessibility concerns, in addition to the priority

How are capital projects selected and funded?

The SMTC prepares the Transportation Improvement Program (TIP), which is a multi-year listing of all capital projects within the MPA that have been selected for receipt of transportation dollars from the Federal Highway Administration and the Federal Transit Administration.

All SMTC member agencies are involved in some fashion in the selection process. In many cases, municipal planners and engineers generate lists of potential improvements based on studies, analysis, and public input. Projects are evaluated by the SMTC Capital Projects Committee, which consists of SMTC staff and representatives from city, county, and state agencies. The evaluation considers the relationship of the suggested capital project to LRTP transportation system performance goals, objectives, and performance measures. After projects are evaluated, an initial listing of recommended projects is released for public comment and then moved forward to the

SMTC Planning and Policy Committees for approval. The TIP and the selection process are described in more detail on the SMTC’s website and in the TIP Guidebook, which can be found on the site (<https://smtcmpo.org/about-us/planning-process/tip/>).

Typically, more than three-quarters of all federal transportation funding in our area goes to maintenance of existing infrastructure. Over \$428 million is programmed in the current 2020-2024 TIP (as of June 2020), with more than 75 percent of that total for maintenance activities (highway and transit). This includes activities that preserve or maintain our existing infrastructure or replace infrastructure ‘in-kind’ (i.e. replace with the same structure, without an increase in the capacity of the system). Examples include paving roads, reconstructing roads (without adding lanes), painting bridges, replacing or rehabilitating bridges (without adding travel lanes), or replacing buses.

projects identified at the beginning of the LRTP process (completion of the I-81 Viaduct Project, enhanced transit system, and regional trail network). These projects were included in the 2050 Anticipated Future scenario model. Member agencies also provided lists of desired maintenance projects, many of which would not impact the regional travel demand model. The financial analysis considers whether the region can reasonably expect to fund these projects over the next 30 years. However, inclusion in this financial plan does not guarantee that a project will be funded; each project must still compete for federal funding through the SMTC's TIP process. Projects selected for inclusion on the TIP will be evaluated based on the updated LRTP goals, objectives, and performances measures, and weighed against the other projects proposed for that particular TIP update.

Transit projects. Centro provided details of their capital plan through Federal Fiscal Year (FFY) 2050 (updated September 2019), in year-of-expenditure (YOE) dollars, and SMTC staff summarized the data into preventive maintenance, rolling stock (i.e. bus replacements), equipment, and other capital project needs (for example, bus shelters, farebox system replacements, and fueling facility maintenance), as shown in Table 6.1.

Highway projects. Future highway projects identified by the NYSDOT, OCDOT, City of Syracuse, and other municipalities are identified in Tables 6.2 and 6.3. The I-81 Viaduct Project remains a Regionally Significant Project for this LRTP amendment, as described

Table 6.1: Anticipated future transit projects and costs

All costs are in millions of year-of-expenditure (YOE) dollars

Project	Short-term FFY 2020-2024	Mid-term FFY 2025-2034	Long-term FFY 2035-2050	Total
Preventive Maintenance	39.09	93.72	221.45	354.26
Rolling stock (bus replacements)	48.99	69.16	163.09	281.24
Equipment	0.23	1.86	2.81	4.90
Other capital project needs	0.55	13.46	31.86	45.87
Total	88.86	178.20	419.21	686.27

Note: FFY 2020 runs from Oct. 1, 2019 through Sept. 30, 2020, etc.

Within this plan, “maintenance” includes capital projects that are “replacements in-kind,” such as bus replacements, transit facilities maintenance, paving or reconstructing roads, or rehabilitating or replacing bridges with no increase in the capacity of the current system.

in Section 2.4.3 of the LRTP 2020 Update, which states: “advance a solution that addresses the transportation needs within the priority area identified in the I-81 Corridor Study and further examined in the Draft Environmental Impact Statement.” The 2021 Draft Design Report/Draft Environmental Impact Statement (DDR/DEIS) maintains the Community Grid as the preferred alternative, consistent with the Preliminary DEIS that was released in April 2019, prior to the adoption of the LRTP 2020 Update. The NYSDOT expects the I-81 Viaduct Project to be completed as a series of individual projects, as listed in Tables in 6.2 and 6.3. Additional details about the numerous individual elements of the Community Grid Alternative and the associated conversion of I-481 to I-81 can be found in the 2021 DDR/DEIS Section 3.4.3.

All highway projects were grouped into three categories: non-maintenance, major maintenance, and minor maintenance. In this context “maintenance” includes capital projects that are “replacements in-kind,” such paving or reconstructing roads, or rehabilitating or replacing bridges with no increase in the capacity of the current system. Major maintenance projects are those with an expected construction cost over \$3 million. Non-maintenance and major maintenance projects for the short- and mid-term timeframes are listed individually in Tables 6.2 and 6.3. Minor maintenance projects have been grouped together in categories by project type, also shown in Tables 6.2 and 6.3. With the exception of the projects associated with the I-81 Viaduct Project, all short-term costs were derived from the current 2020-2024 TIP. Individual project costs for the I-81 Viaduct Project (both short- and mid-term) were provided by NYSDOT, and the total cost of these projects is consistent with the 2021 DDR/DEIS. Costs for the remaining mid-term non-maintenance and major maintenance projects were developed in consultation with the appropriate member agency. Mid-term minor maintenance cost projections were developed based on the total cost of short-term minor maintenance projects, inflated by 2 percent per five-year time block. Both the City and the County currently spend a portion of their own budgets on preventive and corrective maintenance of Federal-aid eligible (FAE) roads within their jurisdiction and this is expected to continue in the future; therefore, City and County projects on FAE roads are included in these tables.

The project lists in Tables 6.2 and 6.3 illustrate two main conclusions: (1) the I-81 Viaduct Project, as a collection of individual projects, dwarfs all other transportation projects in our region, and (2) maintenance projects are incredibly significant to the overall regional highway system. Both of these conclusions speak to our aging infrastructure and, in general, the need for the region to maintain what we have. Outside of the I-81 projects, major maintenance project costs account for the largest share of the total anticipated future project costs and non-maintenance projects (again, with the exception of the I-81 projects) are mostly to address safety issues or expand our bicycle and pedestrian network. Capacity projects, where they are included, are typically related to economic development projects with significant anticipated job growth (see Section 3.2.4). The I-81 Viaduct Project DDR/DEIS states that the elevated portions of I-81 and I-690 in Downtown Syracuse include “multiple highway bridges, and many of their components, which were constructed primarily in the 1960s, are nearing the end of their design service life” and have experienced “varying levels of deterioration” while also acknowledging that both corridors “are characterized by high traffic volumes and reduced travel speeds.” Although the I-81 Viaduct Project component projects are listed here as capacity and safety projects, these are also addressing the aging and deteriorating state of our infrastructure, as reflected by the identified needs in the DDR/DEIS:

- The need to improve traffic flow and safety;
- The need to address aging infrastructure;
- The need for transportation infrastructure to support long-range planning efforts; and
- The need to improve pedestrian and bicycle infrastructure.
- The need for improved transit amenities.

Table 6.2: Anticipated future short-term (2020-2024) highway projects and costs

Project		Category	Agency	Total cost (millions YOE \$)
Non-maintenance				862.113
The I-81 Viaduct Project	I-481 improvements from I-690 to northern I-81/NY481 interchange	Capacity	NYSDOT	290.000
	I-481 improvements from southern I-81/I-481 interchange to I-690	Capacity	NYSDOT	200.000
	Crouse-Irving interchange and University Hill connections	Interchange improvements	NYSDOT	120.000
	Business Loop 81 southern section (Phase 1)	Safety	NYSDOT	120.000
	Business Loop 81 northern section (Phase 1)	Safety	NYSDOT	70.000
Onondaga Lake Parkway safety improvements, Old Liverpool Rd. to I-81 ramp		Safety	NYSDOT	9.916
Freeway incident management technology enhancements along Interstates 81 and 481, and 695		TSMO	NYSDOT	5.600
Reconstruct Rt 11 at Rt 49 intersection		Capacity	NYSDOT	5.510
NY 31 at Thompson Rd & South Bay Rd intersection improvements		Capacity	NYSDOT	4.515
Upgrade and replace signal hardware		TSMO	NYSDOT	3.010
Safety appurtenance program (SAFETAP)		Safety	NYSDOT	2.029
Highway emergency local patrol (HELP)		TSMO	NYSDOT	1.560
Bridge improvements I-690 over John Glenn Blvd		Safety	NYSDOT	0.809
Rt 11 ADA sidewalk & pedestrian safety project, Stevens Dr to Factory St		Bike/ped	NYSDOT	0.766
I-481 at Kirkville Rd ramp realignment		Safety	NYSDOT	0.550
Railroad grade crossing improvements, CSX railroad, Old Liverpool Rd		Safety	NYSDOT	0.500
Railroad grade crossing improvements, CSX railroad, Vine St		Safety	NYSDOT	0.395
Onondaga Lake canalways trail – Salina extension project		Bike/ped	OCDOT	10.775
Caughdenoy Rd/NYS Rt 31 improvements		Capacity	OCDOT	4.120
Pedestrian signal safety project – 10 priority locations		Safety	OCDOT	0.693
N, S, E, W corridors interconnect expansion		TSMO	Syracuse	6.769
Intersection improvements, PSAP #2		Safety	Syracuse	1.837
Intersection pedestrian improvements		Safety	Syracuse	1.304
Creekwalk Improvements, bridge and walk maintenance		Bike/ped	Syracuse	1.185
Lodi Street Connector		Bike/ped	Syracuse	0.270
Major maintenance				183.725
Rt 635 bridge replacements, over I-690 and CSX railroad		Bridge	NYSDOT	17.500
Airport Rd bridges over I-81 minor rehabilitation		Bridge	NYSDOT	12.001
I-81 maintenance, Rt 31 south of Rt 49		Highway	NYSDOT	9.350
Bridge rehab, I-81 ramps to Hiawatha and CR 137		Bridge	NYSDOT	9.256
Paving, Rts 635 and 298, Town of DeWitt		Highway	NYSDOT	8.335

Table 6.2, continued: Anticipated future short-term (2020-2024) highway projects and costs

Project	Category	Agency	Total cost (millions YOY \$)
TMC/ITC operations and maintenance	TSMO	NYSDOT	7.388
Rt 20 MBC, Rt 175 TO Rt 80	Highway	NYSDOT	7.261
MBC Rts 5 AND 92, Rt 5 to Village of Manlius	Highway	NYSDOT	6.677
MBC, Rt 20, Cayuga Co. line to Rt 175	Highway	NYSDOT	6.631
Reconstruct Rt 20, I-81 bridge to Lafayette Rd	Highway	NYSDOT	6.357
MBC, I-81, Syracuse city line to Mattydale	Highway	NYSDOT	6.302
MBC, Rt 481, I-81 to Oswego Co. line	Highway	NYSDOT	6.213
Sentinel Heights Rd over I-81	Bridge	NYSDOT	5.734
Hiawatha Blvd over I-81 rehab	Bridge	NYSDOT	5.696
Rt 481 MBC, Onondaga Co. to Fulton city line	Highway	NYSDOT	4.400
MBC, Rts 92 & 173, Rt 257 to Academy St & Flume St to Clinton St	Highway	NYSDOT	4.335
I-81 over Rt 11 rehab	Bridge	NYSDOT	4.194
Taft Rd over I-81 element specific bridge repairs	Bridge	NYSDOT	4.104
Rt 5 MBC, Thompson Rd to Rt 92	Highway	NYSDOT	4.049
VPP/CIPR Rt 80, Rt 20 to Vesper	Highway	NYSDOT	4.000
Rt 5 MBC, Terry Rd to Myrtle St	Highway	NYSDOT	3.920
Rt 298 over Barge Canal rehab	Bridge	NYSDOT	3.647
Old Liverpool Rd paving, Electronics Pkwy to Buckley Rd	Highway	OCDOT	7.858
Old Rt 5/ Warners Rd paving	Highway	OCDOT	3.938
W. Genesee St road improvement project, city line to S Salina St	Highway	Syracuse	7.859
E Brighton Ave paving, Thurber to city line	Highway	Syracuse	7.428
E Colvin St paving, Comstock to city line	Highway	Syracuse	5.148
Downtown mill & pave, various streets	Highway	Syracuse	4.144
Minor maintenance			126.620
NYSDOT bridge maintenance	Bridge	NYSDOT	29.245
NYSDOT highway maintenance	Highway	NYSDOT	24.361
OCDOT highway maintenance	Highway	OCDOT	36.974
OCDOT bridge maintenance	Bridge	OCDOT	7.374
OCDOT TSMO maintenance	TSMO	OCDOT	0.456
Syracuse highway maintenance	Highway	Syracuse	18.981
Syracuse bridge maintenance	Bridge	Syracuse	3.679
Syracuse TSMO maintenance	TSMO	Syracuse	1.648
Other municipal highway maintenance	Highway	Other	3.135
Other municipal bridge maintenance	Bridge	Other	0.767
SHORT-TERM TOTAL ALL PROJECTS			1,172.458

Note: TSMO stands for “Transportation Systems Management and Operations.” The FHWA defines TSMO as “a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.” TSMO may include activities such as signal coordination, incident management, and traveler information systems, for example.

(<https://ops.fhwa.dot.gov/tsmo/index.htm>)

Table 6.3: Anticipated future mid-term (2025-2034) highway projects and costs

Project		Category	Agency	Total cost (mil- lions YOE \$)
Non-maintenance				1,312.686
The I-81 Viaduct Project	Business Loop 81 northern section (Phase 2)	Safety	NYSDOT	270.000
	Business Loop 81 southern section (Phase 2)	Safety	NYSDOT	260.000
	I-690 Westbound reconstruction	Capacity	NYSDOT	250.000
	I-690 Eastbound reconstruction	Capacity	NYSDOT	230.000
	I-690 at West Street interchange	Capacity	NYSDOT	90.000
I-81 interchange at Route 31		Interchange im- provements	NYSDOT	40.000
Construct new Region 3 Traffic Management Center		TSMO	NYSDOT	28.000
Reconstruct Hastings rest area and truck inspection station (I-81 SB)		TSMO	NYSDOT	15.000
New Hastings rest area (I-81 NB)		TSMO	NYSDOT	15.000
Route 31 intersection turn lanes, Morgan Rd to Route 11		Safety	NYSDOT	11.120
Route 175, Cedarvale Rd to NE Townline Rd reconstruction & safety improvements		Safety	NYSDOT	7.000
Intersection improvements, NY5 and NY257		TSMO	NYSDOT	5.000
Highway Emergency Local Patrol (HELP), Onondaga County interstates		TSMO	NYSDOT	3.214
Route 481 NB off-ramp at Circle Drive		Safety	NYSDOT	2.000
Buckley Rd shared turn lane and Buckley/Bear intersection upgrades		Safety	OCDOT	13.041
Soule Road widening		Capacity	OCDOT	12.355
South Bay Rd center turn lane, Bear Rd to Rt 31		Safety	OCDOT	6.672
7th North Street/Buckley Rd intersection upgrades		Safety	OCDOT	6.178
Henry Clay Blvd center turn lane, Wetzel Rd to Rt 31		Capacity	OCDOT	6.116
Morgan Road widening, Wetzel Rd to Rt 31		Capacity	OCDOT	5.560
Kirkville Rd widening, I-481 to Fremont Rd		Capacity	OCDOT	5.560
Commerce Blvd and Vine St intersection improvements and Vine St widening (center turn lane), Thruway to Henry Clay Blvd		Safety	OCDOT	2.224
Pedestrian signal safety project – 10 locations		Bike/ped	OCDOT	0.707
Onondaga Creekwalk Phase III		Bike/ped	Syracuse	13.728
James Street 3 lane cross section from State to Grant/Shotwell		Road diets/lane reductions	Syracuse	4.118
Syracuse Bike Plan build-out		Bike/ped	Syracuse	3.000
Conversion of downtown streets to 2-way		Road diets/lane reductions	Syracuse	2.746
Intersection pedestrian improvements		Safety	Syracuse	2.687
Roundabout at James/Shotwell/Grant		Capacity	Syracuse	1.373
Water Street closure, South Crouse Ave to Beech St		Road diets/lane reductions	Syracuse	0.288

Table 6.3, continued: Anticipated future mid-term (2025-2034) highway projects and costs

Project	Category	Agency	Total cost (mil- lions YOY \$)
Major maintenance			259.331
Bear St bridge over Onondaga Creek/Canal terminal recon- struction	Bridge	NYSDOT	35.000
I-481 over NY5	Bridge	NYSDOT	30.000
Ramp to I-690 WB over 690 and 930T over CR 80 bridge rehab	Bridge	NYSDOT	18.415
Rt 370 reconstruction, Liverpool N Village Line to Cypress St	Highway	NYSDOT	17.555
Joint TMC operation	Highway	NYSDOT	16.701
NY 481 over Mud Creek	Bridge	NYSDOT	12.000
I-481 over I-90	Bridge	NYSDOT	12.000
I-81 over Church St	Bridge	NYSDOT	12.000
South Bay Rd over I-81	Bridge	NYSDOT	12.000
Rt 5 Bypass, Old Rt 5 to West Genesee St	Highway	NYSDOT	11.591
Rt 370, Heid's Corners to Cypress St & Rt 931G, Cypress St to Tulip St	Highway	NYSDOT	10.313
Paving, Route 48, Lysander/Baldwinsville, Brown Street to Evans Chevy	Highway	NYSDOT	9.000
Paving, Rt 264, Village of Phoenix	Highway	NYSDOT	9.000
Paving, Rt 290, Village of East Syracuse	Highway	NYSDOT	9.000
Paving, 7 th North St, Electronics Parkway to railroad bridge	Highway	OCDOT	4.495
Paving, John Glenn Blvd EB, I-690 to Buckley Rd	Highway	OCDOT	4.208
Paving, Onondaga Blvd, City boundary to Fay Rd	Highway	OCDOT	3.970
Paving, Rt 57 & Soule Rd	Highway	OCDOT	3.922
Jamesville Rd Paving Project, North St to Quintard Rd	Highway	OCDOT	3.657
South Salina St Repaving Project, East Florence Ave to City Line	Highway	Syracuse	8.801
Avery Ave Repaving Project, Grand Ave to West Genesee St	Highway	Syracuse	5.242
Paving, Midland Ave, W Brighton to Ballantyne	Highway	Syracuse	3.461
Reconstruct Genesee Street, Village of Camillus	Highway	V. Camillus	7.000
Minor maintenance			260.888
NYSDOT bridge maintenance	Highway	NYSDOT	60.256
NYSDOT highway maintenance	Bridge	NYSDOT	50.193
OCDOT highway maintenance	Highway	OCDOT	76.181
OCDOT bridge maintenance	Bridge	OCDOT	15.193
OCDOT TSMO maintenance	TSMO	OCDOT	0.940
Syracuse highway maintenance	Highway	Syracuse	39.108
Syracuse bridge maintenance	Bridge	Syracuse	7.580
Syracuse TSMO maintenance	TSMO	Syracuse	3.396
Other municipal highway maintenance	Highway	Other	6.459
Other municipal bridge maintenance	Bridge	Other	1.580
MID-TERM TOTAL ALL PROJECTS			1,832.905

The member agencies did not identify specific highway projects for the long-term timeframe (2035-2050). Recognizing that maintenance needs will continue to increase substantially beyond 2035, it was projected that 90 percent of long-term revenue would fund future maintenance projects, with the remaining ten percent expected to be used to address future safety or capacity issues, continue to build our pedestrian and bicycle networks, and expand transportation systems management and operations (TSMO). This is shown in Table 6.4.

Anticipated project costs through 2050, including all of the I-81 Community Grid projects, total \$5.16 billion. As shown in Figure 6.1, highway and bridge maintenance project costs make up 42 percent of the anticipated future costs. Transit projects – which are all maintenance projects – make up another 13 percent of the total project costs. The remaining 45 percent of total anticipated project costs are expected to be for non-maintenance projects, with most of that dedicated to the I-81 Viaduct Project.

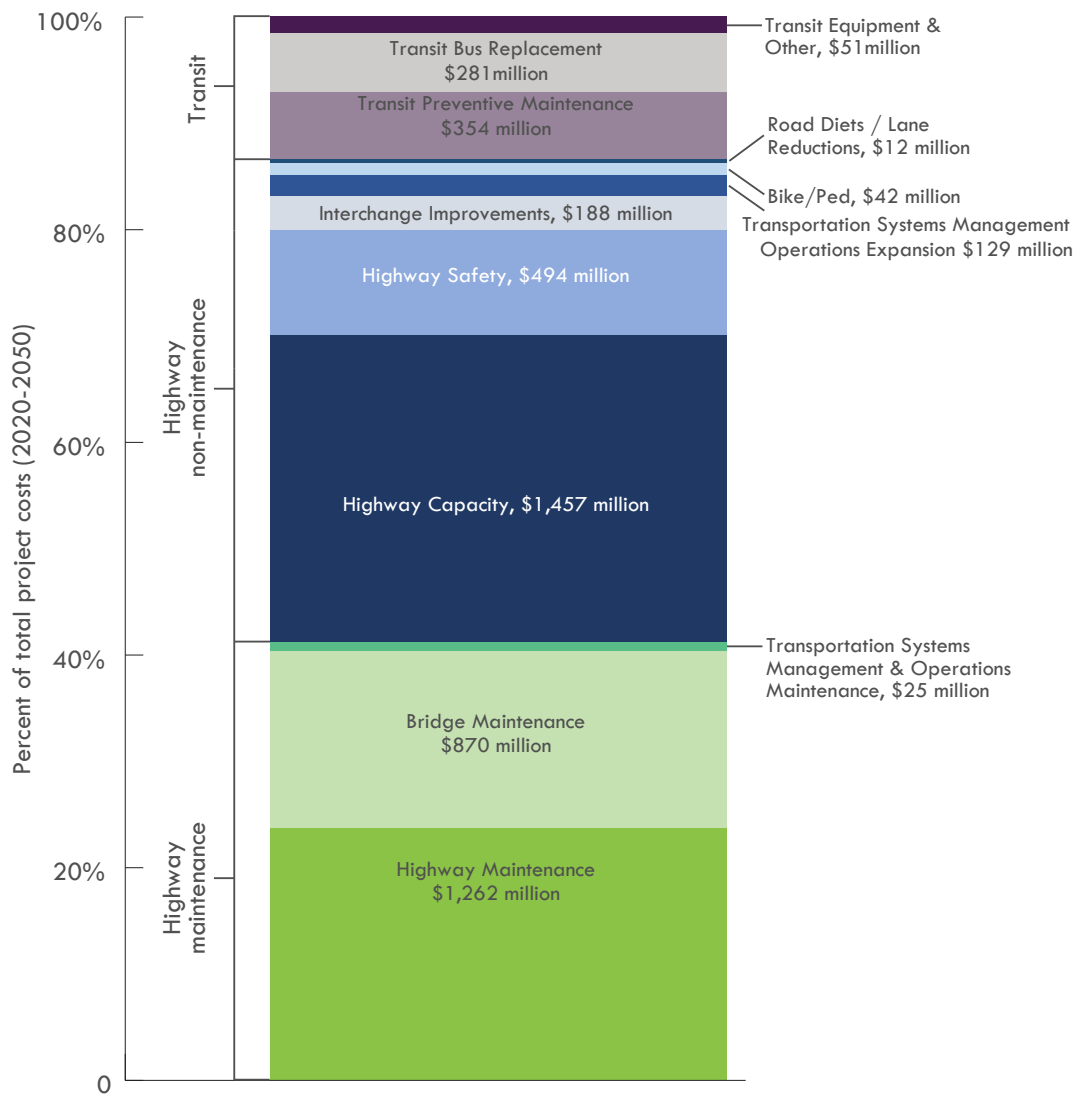
6.2.2 REVENUE PROJECTION

Revenues were projected for the short-, mid-, and long-term timeframes for both transit and highway funding sources, as shown in Table 6.5. Transit revenue estimates were based on data provided by Centro from their capital plan. Centro operations are primarily funded by Statewide Mass Transportation Operation Assistance (STOA),

Table 6.4: Anticipated future long-term (2035-2050) highway project costs by category

Category	Total cost (millions YOE \$)
Non-maintenance	147.402
TSMO expansion	45.890
Capacity	21.459
Interchange improvements	27.722
Safety	35.291
Bike/ped	12.083
Road diets/lane reductions	4.957
Maintenance	1,326.618
Highway	764.673
Bridge	550.890
TSMO	11.055
LONG-TERM TOTAL ALL PROJECTS	1,474.020

FIGURE 6.1: ANTICIPATED FUTURE PROJECT COSTS BY CATEGORY



provided by NYSDOT, and local sources (including farebox revenues). These are established revenue sources that are expected to continue to be used for operations in the future. Revenues for highway projects in the short-term are consistent with the current 2020-2024 TIP (as of October 2019), with an average 17 percent local match, plus an additional \$698.40 million in NHPP funds with 10 percent match and \$19.2 million in STBG-Flex funds with 20 percent match as indicated by NYSDOT for the I-81 Viaduct Project. This is a total of \$800 million (including match) for the I-81 Viaduct Project, consistent with former Governor Cuomo’s April 2021 news release about New York State’s FY 2022 Enacted Budget.² The FY 2022 Enacted Budget

² Weaver, T. (2021, April 9). Syracuse’s I-81 project gets \$800M in NY budget, with latest plan coming this summer. https://www.syracuse.com/state/2021/04/syracuses-i-81-project-gets-800m-in-ny-budget-with-latest-plan-coming-this-summer.html?fbclid=IwAR3DbmJrYKcM5J_jsmL5Kc_iQjJdQVhjcTwuaFiWAD3lfCT3gcD78Y3frDc

Table 6.5: Anticipated revenues for transit capital projects and projects on Federal Aid Eligible highways

All revenues are in millions of dollars

Revenue Source		Short-term		Mid-term	Long-term	Total
		FFY 2020-2024		FFY 2025-2034	FFY 2035-2050	
Transit						
Federal Aid	Sections 5307 + 5339	37.68		103.16	228.42	369.26
	Competitive 5339	0		3.60	0	39.60
	Subtotal	37.68		106.76	228.42	460.77
Local match to Federal Aid		9.42		26.69	57.11	93.22
Federal Aid + match		47.10		133.45	285.53	466.08
State dedicated funds (SDF)		37.73		48.75	139.75	226.23
TRANSIT TOTAL, Fed Aid + match + SDF		84.83		182.20	425.28	692.31
Highway		Suballo- cation	Addi- tional			
Federal Aid	Core programs	229.77	737.56	1,499.95	1,065.01	3,532.28
	HSIP	8.59	8.92	19.18	39.81	76.50
	NHPP	164.12	709.38	1,326.90	760.71	2,961.10
	STBG-Flex	29.19	19.20	91.60	135.29	275.27
	STBG-Off System Bridge	2.39	0	5.33	11.06	18.77
	STBG-Urban	25.49	0.06	56.94	118.15	200.65
	TAP	1.45	2.00	8.00	12.72	24.16
	HPP	0	0.57	NA	NA	0.57
	CMAQ	0	1.61	3.32	5.24	10.17
	NHFP	19.00	0	NA	NA	19.00
	Subtotal	250.22	741.74	1,511.26	1,082.96	3,586.17
Local match to Federal Aid		139.50		219.53	221.79	580.82
Federal Aid + match		1,131.46		1,730.78	1,304.75	4,166.99
Other sources	State dedicated funds (SDF)	10.02		20.04	30.06	60.12
	CHIPs (FAE roads only)	16.49		32.99	52.78	102.25
	Other County and City funds on FAE roads	28.81		57.62	86.44	172.87
	Subtotal	55.32		110.65	169.27	335.24
HIGHWAY TOTAL, Fed Aid + match + Other sources		1,186.79		1,841.43	1,474.02	4,502.24
Summary						
Total Federal Aid (transit + highway)		1,029.64		1,618.02	1,311.38	3,959.03
Total match		148.92		246.22	278.89	674.03
Total other sources		93.05		159.40	309.02	561.47
GRAND TOTAL AVAILABLE REVENUE		1,271.61		2,023.63	1,899.29	5,194.54

Table 6.5 notes:

- 20% local match assumed for FTA fund sources; average of 17% local match assumed for FHWA fund sources, consistent with average from current TIP.
- FTA Section 5307 and 5339 expected revenues were provided by Centro. Centro assumed a 2.5% per year increase in funding.

“provides \$6.2 billion in FY 2022 for the second year of a two-year DOT Capital Plan which will facilitate the improvement of New York State’s roads, bridges, airports, rail facilities, ports, and other transit systems.”³ Federal Aid for highway projects was projected for all current programs based on a 2 percent per year increase in the total allocation from the current TIP, as agreed upon by NYSDOT in consideration of previous authorizations and the future uncertainty in the Federal program. Since other fund sources are also used for projects on the Federal Aid system, these sources are also included in the revenue estimates shown in Table 6.5. These include State dedicated funds, Consolidated Local Street and Highway Improvement Program (CHIPs) funds, and municipal funds. (Note that only CHIPs and municipal funds spent by Onondaga County and the City of Syracuse were included because there are so few miles of Federal aid-eligible roads owned/maintained by towns and villages.)

The SMTC anticipates a total of nearly \$5.2 billion in revenue to be available for transit and highway capital projects in our planning area through the year 2050. These projections are based on the assumption of a significant amount of Federal Highway funds for the I-81 Viaduct

³ New York State Division of the Budget. FY 2022 Enacted Capital Program and Financing Plan. <https://www.budget.ny.gov/pubs/archive/fy22/en/fy22en-cp.pdf>

Table 6.5 notes:

- Centro indicated that they expect to apply for \$3.6M in Competitive 5339 funds within the mid-term years of this plan.
- State dedicated funds (transit) in short-term are consistent with current TIP. Centro provided information on the amount of SDF they expect to receive for use in Onondaga County in the mid- and long-term years of the plan.
- “Additional” highway funds in the short-term timeframe are for programs that have had (or are expected to have) statewide solicitations. NYSDOT indicated additional NHPP and STBG-Flex funding expected to the region for the I-81 Viaduct Project, consistent with the \$800M allocated in the NYS FY2022 Enacted Budget.
- Highway Federal Aid total (core programs) for mid- and long-term were projected to increase at 2% per year starting from the five-year average total annual allocation in the current 2020-2024 TIP. The five-year average was calculated based on all Federal fund sources, including “additional” funds. Total Federal Aid was then assumed to be distributed among the core programs proportionally to the distribution in the current TIP.
- TAP and CMAQ funds were assumed to increase by 2% per five-year time block in the mid- and long-term from the current allocation. “Additional” TAP was assumed at \$1 million every two years, based on recent solicitations.
- HPP is a fund source from prior authorization acts, so no future funds are anticipated.
- State dedicated funds (highway) figure for short-term was provided by NYSDOT in June 2019 per their program update, for projects with letting dates in FFY 2020-2024. Conservatively assumed that this funding rate would remain constant for mid- and long-term years of this plan.
- The OCDOT indicated that approximately 27% of their annual paving work is on FAE roads. SMTC staff review of City of Syracuse paving work indicated that approximately 65% of their road reconstruction budget in 2018 and 2019 was spent on FAE roads. These percentages were applied to the CHIPs funding and other County and City funds (based on the respective Capital Improvement Plans and/or Department of Public Works budget) and assumed to remain steady (annually) throughout all timeframes in this plan.

Project, along with very modest increases in other fund allocations over time (see the table notes for details). The FAST Act expired on September 30, 2020, and received extensions until the Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden on November 15, 2021. The IIJA includes a substantial increase in Federal highway program funds, with about a 28 percent increase in total funds to New York State over the 5-year span of the new bill, as compared to the five years of the FAST Act.⁴ This LRTP Amendment conservatively retains the modest 2 percent per year increase for Highway Federal Aid core programs that was utilized for the 2020 LRTP Update. That assumption will be revised for the next LRTP Update, as more guidance associated with the IIJA becomes available.

About 76 percent of the expected revenue shown in Table 6.5 is Federal Aid, with the remaining revenue about evenly split between local match funds and other sources (State dedicated, municipal funds, etc.). No new financing strategies or funding sources (such as private contributions) are included as their availability is not currently considered likely. However, if this situation changes, future LRTPs may include additional resources currently not available to member agencies.

6.3 FISCAL CONSTRAINT

As an illustrative project, no funding was identified for the I-81 Viaduct Project in the LRTP 2020 Update, and it was not included within the fiscal constraint analysis. After the release of the DDR/DEIS in July 2021, the NYSDOT requested that individual component projects within the overall I-81 Viaduct Project be added to the SMTC's Transportation Improvement Program (TIP). However, inclusion on the TIP first necessitates adding these projects to the fiscally-constrained portion of the LRTP. Therefore, the SMTC Policy Committee adopted an amendment to the LRTP in February 2022 with a new financial analysis that includes individual projects associated with the I-81 Viaduct Project.

Table 6.6 compares the anticipated future project costs to the anticipated available revenue from all sources identified in the

⁴ State-by-state apportionments under the Infrastructure Investment and Jobs Act as prepared by USDOT and distributed by AMPO 8/24/21.

Table 6.6: Fiscal constraint

All figures in millions of year-of-expenditure (YOE) dollars.

	Short-term	Mid-term	Long-term	Total
	FFY 2020-2024	FFY 2025-2034	FFY 2035-2050	
Transit				
Federal aid + match (FTA)	47.10	133.45	285.53	466.08
Federal aid + match (FHWA)	4.03	0.00	0.00	4.03
State dedicated funds	37.73	48.75	139.75	226.23
Total capital project costs	88.86	178.20	419.21	686.27
Balance	0.00	4.00	6.06	10.07
Highways				
Federal aid + match (FHWA)	1,127.43	1,730.78	1,304.75	4,166.99
State funding (inc. SDF)	10.02	20.04	30.06	60.12
CHIPs, local funds	45.30	90.61	139.21	275.21
Total capital project costs	1,172.46	1,832.91	1,474.02	4,479.38
Balance	10.30	8.53	0.00	22.85
All projects				
Total revenue	1,271.61	2,023.63	1,899.29	5,198.57
Total capital project costs	1,261.33	2,011.10	1,893.23	5,165.66
Overall balance	10.29	12.53	6.06	28.88

previous section, and demonstrates how the SMTC will achieve fiscal constraint over the life of this plan. In the short-term years of the plan (2020-2024), transit project costs exceed FTA and SDF revenues by \$4.03 million. However, the current 2020-2024 TIP includes \$4.03 million in FHWA funds that are programmed to transit projects, and this is reflected in Table 6.6. Fiscal constraint is demonstrated in all timeframes of this plan, with an overall balance of about \$29 million (less than 1 percent of total anticipated revenues) and no deficits in any timeframe for highway or transit projects.

6.4 PUBLIC FEEDBACK ON FINANCIAL PLAN

During the development of the original 2050 LRTP in 2015, the SAC and SMTC staff developed a list of projects to consider if additional funding became available. This list of projects was presented at the April 2015 public meetings (see Appendix C), and meeting attendees were asked to indicate which projects, if any, should be prioritized if transportation funding increases in the future. Bicycle and pedestrian projects (including “complete streets,” completion of the Erie Canalway Trail, and on-road bicycle infrastructure) as well as “increased maintenance work to bring pavement and bridges to good condition”

SMTC shared the draft financial plan with the public and collected feedback using an online simulation tool in May/June 2020.

received the most support from the public meeting attendees. Expanding the regional trail network was already identified early-on in the LRTP process as a regional priority, and a number of bicycle and pedestrian-related projects were included in the draft plan. The substantial unmet need for increased maintenance projects was also discussed throughout the original 2050 plan.

For the 2020 update to this LRTP, the SMTC utilized an online financial simulation tool called “Balancing Act” to share the draft financial plan with the public and collect feedback. The simulation allowed users to see the estimated mid- and long-term revenues and project costs by category, and to adjust these.

The Federal Aid + Local Match categories (highways and transit) were not adjustable, since, locally, we have no influence over this Federal Aid. The remaining revenue categories could be increased or decreased by \$1 million increments. All project cost categories could be adjusted in 1 percent increments to indicate a preference for more or less spending in that category. Two yes/no “scenario” questions were also included, with a lump sum cost for each if the user chose to add that project: \$3 million to expanding bicycle facilities in the City of Syracuse as shown in the City’s Bicycle Plan, and \$40 million to implement the BRT system recommended in SMTC’s SMART 1 Study and other transit enhancements along Erie Boulevard. Users could adjust the revenues and costs, but were required to submit a balanced budget. Comments could also be added in each category.

The simulation was available online from May 21, 2020, through June 19, 2020 and was advertised through the *2050 LRTP Update Newsletter*, email, and on SMTC’s Facebook page. The simulation garnered over 190 page views, and 12 submissions. Of the 12 submissions received, only one included revenue adjustments (small increases in State Dedicated Funds and Competitive Federal Funds). All but one of the submissions included adjustments to the project costs. Highway capacity was the most common spending category to be reduced in the submissions, with eight respondents suggesting an average of \$27 million in reduced spending in this category (and no respondents suggesting an increase in this category). TSMO expansion spending was reduced in seven

submissions, at an average decrease of \$13 million. The bicycle and pedestrian enhancements spending category was increased by the most respondents, with seven submissions suggesting an average \$7 million increase in spending. Ten out of the 12 respondents chose to include the City's Bicycle Plan completion project, and nine respondents added the BRT/transit enhancement project. As a result of this feedback, the City's Bicycle Plan project was added to the mid-term projects list (as reflected in Table 6.3). For a detailed summary of the submitted responses and comments, see Appendix H.

For the 2021 amendment to the LRTP Financial Analysis, a draft of the amended Chapter 6 (along with Chapter 4 addendum) was made available for public review and comment on the SMTC's website beginning on October 25, 2021, and public comments were accepted through November 30, 2021. The availability of the draft was publicized through numerous avenues including local media, SMTC email and social media, and a published legal notice. Only two public comments were received, and neither comment focused on the financial plan. See Attachment A: Public Outreach Summary for a more detailed description of the public outreach for the 2021 amendment and the comments (with responses) that were received.

6.5 ADDITIONAL (ILLUSTRATIVE) PROJECTS

The BRT system identified by the Syracuse Metropolitan Area Regional Transit (SMART) Study, Phase 1, was included as an option in the financial plan simulation tool. The anticipated capital cost to implement both BRT corridors (Eastwood - OCC and SU - Destiny USA) is about \$34 million (plus an additional \$8 million annually for operations and maintenance). The potential exists to build the BRT system in phases or increments, utilizing some of the capital funds shown in the overall balance in Table 6.6. However, a consistent, reliable source of operating funds must still be identified in order to make this project successful and sustainable.

Two additional transit projects were also discussed in this planning process: a reduction of off-peak headways throughout the Centro system and implementation of an express route on I-81 north of Syracuse with park-n-ride facilities along the highway. The reduction

Additional funding will need to be secured for the implementation of a BRT system.

***An additional \$2 billion
would be necessary to
bring most of our roads and
bridges into good condition
over the next 10 years.***

of off-peak headways would result in increased operating costs only; since this financial analysis is focused on capital costs, this additional service was not included. Operating funds present a continual challenge for Centro each year. An express I-81 route with park-n-ride facilities was examined in the Syracuse Transit Systems Analysis (STSA), and the total capital and operating cost was estimated to be \$40 million over 20 years - far more than the available transit funds shown in Table 6.6 for the entire plan.

The need for additional highway maintenance projects was supported by the SAC members and the public input. The maintenance costs included in Tables 6.3 and 6.4 are based on what the SMTC has programmed in the most recent TIP, projected out over the life of this plan, and, therefore, assume that maintenance activities will continue at their current rate. But we know that the condition of our roads, bridges, and transit system has been declining faster than we can fix them (even though about 75 percent of the funds in our recent capital programs have been spent on pavement and bridge projects) and that additional money will be needed to stop further decline and bring the majority of the system into good condition. SMTC staff worked with our member agencies to estimate the funding that would be necessary to bring a substantial portion of our system into good condition by 2030. This figure was estimated to be on the order of \$2 billion for additional maintenance activities. This is a substantial investment in our transportation system above and beyond the funding that we currently anticipate for the foreseeable future. In recognition of the substantial financial needs associated with illustrative projects and increased maintenance, the SMTC will include an examination of innovative financing techniques, particularly those that may be most appropriate to a region the size of Central New York, in our next UPWP update.

Projects that are not included in this plan

Some projects that are discussed in our community have been examined in the past. Previous planning studies recommended that these projects not move forward, generally because the costs substantially outweighed the benefits or the project did not support the objectives of the LRTP. These projects include the following.

Completion of I-481 west of Syracuse (the “Western Bypass”). The NYSDOT’s I-81 Corridor Study (July 2013) indicated that the Western Bypass “would require extensive investment and have significant impacts to surrounding western communities without meeting the corridor needs. It would be generally located within built urban environments with significant impacts on property, community, economic and environmental resources and was therefore eliminated from further consideration as a stand-alone strategy.” An extension of I-481 to NYS Route 695 was considered as a possible mitigation measure association with the boulevard strategy, but even this was found to have significant costs with minimal benefit and “the western bypass was ultimately eliminated from further consideration.”

New I-81 interchange between Route 31 and Brewerton. The SMTTC’s Clay-Cicero Route 31 Transportation Study (2010) evaluated options for a new I-81 interchange north of Route 31 and concluded that “additional interchanges should only be considered if a regionally significant development occurs within the study area.” Not only would this require substantial fiscal resources, but interchange spacing requirements (given proximity to existing interchanges) and environmental constraints would pose serious challenges. The study states that “more detailed analysis would be required to clearly demonstrate the need for a new interchange and show that less resource-intensive mitigation measures, such as upgrading existing roads and employing travel demand management techniques, are not

adequate to provide safe and efficient access.” At this time, additional analysis of this interchange is not warranted.

Extension of the Baldwinsville Bypass (Route 631) to Route 48. The construction of Route 631 was split into two phases due to the availability of funds when the project was initially approved in 1998. Phase 1 was constructed between Route 31 and Route 370 in 2000/2001 at a cost of around \$3 million. The second phase would have included a new bridge over the Seneca River, making the cost significantly higher than the first phase (on the order of \$15 million in 1998). The project was also found to have relatively limited capacity benefits. Due to these factors, Phase 2 has not successfully competed for the limited capital funds available in our region over the past 15 years, and we do not expect this situation to change in the future as the maintenance needs throughout the transportation system continue to grow.

Extension or relocation of Route 290 in DeWitt and Manlius. This concept was discussed at length in the SMTTC’s original 2020 LRTP (published in 1995). According to the 2020 LRTP, the idea of relocating Route 5 from the vicinity of the I-481/I-690 interchange to the vicinity of Manlius Center was considered as far back as 1971, and the relocation of Route 290 was included in the 1994-99 TIP as an “unfunded project.” The 2020 LRTP states that “the purpose of the proposed facility was to increase highway capacity between Syracuse and the eastern suburbs in the towns of DeWitt, Manlius, and Sullivan.” The 2020 LRTP included an analysis of the Route 290 project in terms of its effectiveness at meeting the plan objectives, and found that the project would have only a minimal positive impact on the most congested areas in the eastern suburbs and the cost would be substantial. The 2020 LRTP concluded that “this project is ineffective at meeting 2020 Plan objectives.”

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SMTC 2050 Long Range Transportation Plan 2021 Amendment

Attachment A: Public Outreach Summary

The two component documents of the 2021 Amendment (Chapter 4 addendum and revised Chapter 6) were available on the SMTC's website beginning October 25, 2021, and public comments were accepted through November 30, 2021. The screen shot below shows part of the LRTP page of the website, including links to each document. The web page also included a link to the LRTP Amendment presentation on YouTube (also embedded on the LRTP webpage).

LRTP Amendment

The LRTP 2020 Update identified the I-81 Viaduct Project as a "regionally significant project" within the plan's goals and objectives discussion (Chapter 2) and as an "illustrative project" within the financial analysis (Chapter 6). As an illustrative project, no funding was identified for the I-81 Viaduct Project, and it was not included within the fiscal constraint analysis.

With the recent release of the I-81 Viaduct Project Draft Design Report / Draft Environmental Impact Statement (DDR/DEIS), the NYSDOT requested that individual component projects within the overall I-81 Viaduct Project be added to the SMTC's Transportation Improvement Program (TIP), which first necessitates adding these projects to the fiscally-constrained portion of the LRTP. Therefore, an amendment to the LRTP is proposed with a new financial analysis (Chapter 6) that includes individual projects associated with the I-81 Viaduct Project.

In accordance with Federal rulemaking for transportation system performance management, this LRTP amendment must also incorporate the transit safety performance measures that went into effect on July 20, 2021, and updated highway safety performance measures.



The proposed LRTP amendment consists of two documents:

- [Chapter 4: System Performance Report Addendum](#) (supplements the existing Chapter 4)
- [Revised Chapter 6: Financial Analysis](#) (replaces the existing Chapter 6)

The public is encouraged to review and comment on these documents. All LRTP comments shall be submitted in writing by Tuesday, November 30, 2021 to contactus@smtcmpo.org or via postal mail to: SMTC, Attn: Meghan Vitale, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse, NY 13202.

The SMTC used the following methods to publicize the availability of the draft LRTP Update for public review and comment:

- press release to numerous local media outlets
- legal notice in the local newspaper
- four separate Facebook posts during the comment period directing viewers to the LRTP website and the presentation on YouTube
- email blast to SMTC’s e-newsletter list (1,251 successful deliveries) through Mailchimp on October 26, 2021
- primary article in SMTC’s bimonthly e-newsletter sent on November 17, 2021 (1,246 successful deliveries)
- letter mailed to environmental and transportation-related agencies

The press release and legal notice are included at the end of this appendix. The slides from the presentation are also included (the posting on YouTube also included a narration with each slide).

Two comments were received from the public via email. No other comments were received.

Comments received in response to the draft LRTP Update (all via email)

Date: October 27, 2021

Comments:

In reviewing your SMTC 2050 LRTP I noticed that there were only limited and passing comments made to the Port of Oswego.

As the only port in New York on Lake Ontario, which generates over 26 million in marine business to the CNY area I thought there would be a greater “look at our needs.”

The Port has over 3000 truck transits a year as we are a true intermodal center and warehousing business. In addition to a FTZ zone we support major business such as Novelis, as the port is the second largest importer of aluminum in the Great Lakes. In addition to the second largest rail capacity in Oswego County we have a new Grain Export Center that has opened this year, which has increased our traffic by truck to the port, which transits from RT81, RT481, RT104, RT69 and RT11.

Our concerns are allowable turning, road width and overhead heights. Both ingress and regress to the port via roads are critical to the CNY

economy. State and local agency’s need to include the port transportation needs into the planning process.

The connections of roads to the port is of grave concern to us as our truck traffic is both volume and at times oversized.

SMTC response (email):

Thank you for your comments regarding the Port of Oswego. We appreciate the feedback.

The Port of Oswego is outside of the SMTC’s designated Metropolitan Planning Area (MPA), which includes all of Onondaga County plus the Towns of Schroepfel, Hastings, West Monroe, and a small part of the Town of Granby in Oswego County. ([See map here.](#))

That said, we understand that roads inside our MPA, including the Interstates and State highways you

mentioned, connect the Port of Oswego to Central New York and beyond.

We would be happy to set up a meeting (Zoom call) with you to further discuss the Port's concerns and the SMTC's planning process. I have also included James D'Agostino, SMTC Director, on this reply.

Please let me know if you have some time (maybe next week?) to connect and I can set up a call. Others are welcome to participate as well.

(NOTE: SMTC staff met, via Zoom, with Mr. William Scriber, Executive Director-CEO of the Port of Oswego Authority, on November 2, 2021. NYSDOT Region 3 staff also participated in this meeting.)

Date: November 17, 2021

Comments:

I do not feel at all qualified to comment on the LRTP amendments. I'm sure the SMTC staff has covered all bases. My original attraction to SMTC was the state of cycling in CNY.

In that regard the group has provided much valuable information.

SMTCs view on the infrastructure bill just passed would be of interest.

SMTC response (email):

Thank you for that feedback. I hope that you will consider participating in one of our Forums on Active Transportation (FOAT) in the future. We are trying to hold these quarterly, and the next one will likely be in January 2022. You are on our email list, so you will receive notification of the next meeting. You can also view a recording of the previous FOAT meetings on our YouTube channel at www.smtcmpo.org/watch.

Always feel free to reach out with any questions or thoughts!

October 26, 2021

FOR IMMEDIATE RELEASE

Contact: Meghan Vitale
(315) 422-5716
mvitale@smtcmpo.org

**SMTC Draft Long Range Transportation Plan Amendment
Available for Public Review/Comment**

SYRACUSE, N.Y. -- The Syracuse Metropolitan Transportation Council (SMTC) has developed a draft amendment to the **2050 Long Range Transportation Plan** (LRTP). The LRTP guides the Syracuse Metropolitan Planning Area's transportation development over a 30-year period, examining demographics, environment and air quality, access and mobility, alternative modes, land use impacts, congestion, maintenance needs, and emerging trends in transportation. The SMTC is required to update the LRTP every five years. The most recent update to the 2050 LRTP was adopted in September 2020. The proposed amendment consists of two elements: additional transportation system performance measures that have been adopted since September 2020, and the addition of projects associated with The I-81 Viaduct Project within the financial analysis portion of the LRTP.

Comments on the draft plan received on or before Tuesday, November 30, 2021 will be considered for the final document, to be presented to the SMTC Policy Committee for adoption in early 2022.

For those interested in reviewing the draft amendment to the 2050 LRTP, a copy of the document is available via the SMTC website at <https://smtcmpo.org/about-us/planning-process/lrtp/>. A video is also available on this site that provides an overview of the LRTP update.

-- more --

All LRTP comments shall be submitted in writing **by Tuesday, November 30, 2021** to contactus@smtcmpo.org or via postal mail to: SMTC, Attn: Meghan Vitale, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse, NY 13202.

~~~~~

The Syracuse Metropolitan Transportation Council was formed in 1966 as a result of the Federal Aid Highway Act of 1962 and Urban Mass Transportation Act of 1964. Serving as the Metropolitan Planning Organization (MPO) for the Syracuse Metropolitan Area, the SMTC provides the forum for cooperative decision-making in developing transportation plans and programs for Onondaga County as well the Town of Sullivan in Madison County, and the Towns of Hastings, Schroepel, West Monroe and a small portion of Granby in Oswego County. Its committees are comprised of elected and appointed officials, representing local, State and Federal governments or agencies (e.g., CNY Regional Transportation Authority, CNY Regional Planning and Development Board, City of Syracuse, Onondaga County, New York State Department of Transportation, etc.) having interest in or responsibility for transportation planning and programming.

# # #

October 26, 2021

Dear Interested Agency:

The Syracuse Metropolitan Transportation Council (SMTC) is completing outreach to solicit comments on a draft amendment to our 2050 Long Range Transportation Plan (LRTP). We are contacting you because of your agency's potential role in environmental mitigation efforts as identified in the most recent Federal surface transportation law, the Fixing America's Surface Transportation (FAST) Act. The FAST Act was signed in 2015 and authorized Federal surface transportation programs for highways, highway safety, and transit, and includes requirements for performance-based planning.

As the New York State-designated Metropolitan Planning Organization (MPO) for the Syracuse area, the SMTC is responsible for administering the continuous and comprehensive transportation planning process in Onondaga County and small portions of Madison and Oswego Counties as described in the FAST Act. The SMTC provides the forum for cooperative decision making in the development of transportation plans, programs, and recommendations. The SMTC's committees are comprised of elected and appointed officials representing local, state, and federal governments, agencies, and organizations having interest in or responsibility for transportation planning and programming. The SMTC also provides an opportunity for citizens to participate in the discussion of transportation issues, plans, and projects.

The SMTC's 2050 LRTP was adopted in September 2015, and an Update was adopted in September 2020 per Federal requirements to update the LRTP every five years. The LRTP examines major transportation planning issues such as: the environment; air quality; access to transportation; alternative transportation modes; the impact of land development on the transportation system; highway traffic congestion; and maintenance of the existing infrastructure. The amendment proposed now consists of two elements: additional transportation system performance measures that have been adopted since September 2020, and the addition of projects associated with The I-81 Viaduct Project within the financial analysis portion of the LRTP.

The draft documents for the 2050 LRTP Amendment are available on the SMTC LRTP website (<https://smtcmpo.org/about-us/planning-process/lrtp/>) for your review. A hard copy or CD of this document can be provided to you upon request. A presentation providing an overview of the LRTP process and content of the plan is also available for viewing, in lieu of an in-person public meeting, due to the ongoing COVID-19 situation.

Please submit any comments regarding the draft 2050 LRTP Amendment in writing by November 30, 2021, to the SMTC at [mvitale@smtcmpo.org](mailto:mvitale@smtcmpo.org) or by mail at 126 North Salina Street, Suite 100, Syracuse, NY 13202.

Sincerely,

A handwritten signature in black ink, reading "James D'Agostino". The signature is written in a cursive, flowing style.

James D'Agostino  
Director

## **Environmental and land use agencies**

- Central New York Land Trust
- Central New York Regional Planning and Development Board
- City of Syracuse, Department of Water
- Cornell Cooperative Extension (Onondaga County; Madison County; Oswego County)
- Empire State Development
- Federal Aviation Administration Eastern Region
- Finger Lakes - Lake Ontario Watershed Protection Alliance
- Madison County Health Department
- National Marine Fisheries Service Mid-Atlantic Field Office
- National Park Service (Rivers, Trails and Conservation Assistance Program Coordinator, Roosevelt-Vanderbilt NHS; Regional Director)
- Natural Resources Conservation Service
- New York Forest Owners Association
- New York State Department of Agriculture
- New York State Department of Environmental Conservation
- New York State Department of State (Office of Planning and Development; Coastal Management Program)
- New York State Department of Transportation Regional Environmental Unit
- New York State Office of Emergency Management
- New York State Office of Parks, Recreation & Historic Preservation
- New York State Soil & Water Conservation Committee
- New York State Thruway Authority and Canal Corporation
- New York Water Environment Association
- Northeast Fisheries Science Center
- Onondaga County Department of Emergency Management
- Onondaga County Department of Health
- Onondaga County Office of the Environment
- Onondaga County Soil & Water Conservation District
- Onondaga County Water Environmental Protection
- Onondaga Nation
- Oswego County Health Department
- Oswego County Soil & Water Conservation District
- Port of Oswego Authority
- Syracuse-Onondaga County Planning Agency
- United States Department of Agriculture
- United States Environmental Protection Agency
- U.S. Army Corps of Engineers, Buffalo
- US Fish and Wildlife

October 26, 2021

Dear Interested Agency:

The Syracuse Metropolitan Transportation Council (SMTC) is completing outreach to solicit comments on a draft amendment to our 2050 Long Range Transportation Plan (LRTP). We are contacting you because of your potential interest in this process as a transportation provider or a representative of users of the transportation system, as identified in the most recent Federal surface transportation law, the Fixing America's Surface Transportation (FAST) Act. The FAST Act was signed in 2015 and authorized Federal surface transportation programs for highways, highway safety, and transit, and includes requirements for performance-based planning.

As the New York State-designated Metropolitan Planning Organization (MPO) for the Syracuse area, the SMTC is responsible for administering the continuous and comprehensive transportation planning process in Onondaga County and small portions of Madison and Oswego Counties as described in the FAST Act. The SMTC provides the forum for cooperative decision making in the development of transportation plans, programs, and recommendations. The SMTC's committees are comprised of elected and appointed officials representing local, state, and federal governments, agencies, and organizations having interest in or responsibility for transportation planning and programming. The SMTC also provides an opportunity for citizens to participate in the discussion of transportation issues, plans, and projects.

The SMTC's 2050 LRTP was adopted in September 2015, and an Update was adopted in September 2020 per Federal requirements to update the LRTP every five years. The LRTP examines major transportation planning issues such as: the environment; air quality; access to transportation; alternative transportation modes; the impact of land development on the transportation system; highway traffic congestion; and maintenance of the existing infrastructure. The amendment proposed now consists of two elements: additional transportation system performance measures that have been adopted since September 2020, and the addition of projects associated with The I-81 Viaduct Project within the financial analysis portion of the LRTP.

The draft documents for the 2050 LRTP Amendment are available on the SMTC LRTP website (<https://smtcmipo.org/about-us/planning-process/lrtp/>) for your review. A hard copy or CD of this document can be provided to you upon request. A presentation providing an overview of the LRTP process and content of the plan is also available for viewing, in lieu of an in-person public meeting, due to the ongoing COVID-19 situation.

Please submit any comments regarding the draft 2050 LRTP Amendment in writing by November 30, 2021, to the SMTC at [mvitale@smtcmipo.org](mailto:mvitale@smtcmipo.org) or by mail at 126 North Salina Street, Suite 100, Syracuse, NY 13202.

Sincerely,

A handwritten signature in black ink, reading "James D'Agostino". The signature is written in a cursive, flowing style.

James D'Agostino  
Director

## Transportation service users and providers

- ABF Freight System, Inc
- Adapt CNY
- Ainsley Superior Warehouse
- Altius Aviation LLC
- Amalgamated Transit Union
- Americold Logistics
- Anheuser-Busch, Inc.
- ARISE
- Barrett Paving Materials, Inc
- BikeCNY
- Bossong's Commercial Delivery
- Byrne Dairy, Inc.
- C.H. Robinson Worldwide
- Clintons Ditch Co-op, Inc.
- CN Railway
- Coca-Cola Bottling Company
- COR Development Company, LLC
- Crucible Materials, Inc
- Delta Airlines
- Destiny USA
- Dot Foods, Inc.
- Eagle Comtronics, Inc
- Eaton's Crouse-Hinds
- FedEx Ground
- Frazer & Jones Co.
- G. C. Hanford Mfg. Co.
- Greyhound
- Gypsum Express, LTD
- Gypsum Wholesalers, Inc
- Hanson Aggregates
- Hill-Rom Holdings, Inc.
- Ince Motor Freight
- INFICON, Inc.
- JB Hunt Transport, Inc
- Kilian Manufacturing
- L & JG Stickley, Inc
- Lan-Co Development Corp.
- Laser Transit Ltd.
- Madison County Tourism, Inc.
- McLane Northeast
- Mercer Milling Company
- Mobil Oil Corporation
- Mohawk Global Logistics
- Moving People Transportation Coalition
- National Tractor Trailer School
- New England Motor Freight
- New Penn Motor Express
- New York, Susquehanna & Western Railway
- Onondaga Beverage Corp.
- Packaging Corporation of America
- Page Transportation Inc.
- Paul deLima Co., Inc.
- Penske Truck Leasing
- Pioneer Warehousing & Dist., LLC
- Port of Oswego Authority
- Pyramid Companies
- RAK Express
- Raymour & Flanigan Furniture Co.
- Riccelli Enterprises
- Rotondo Warehouse
- Ryder Systems, Inc.
- Seneca Beverage Corporation
- Shane Trucking, LLC
- Singer Transport, Inc.
- Speedway
- Spirit & Sanzone Distributors Co, Inc.
- Stroehmann Bakeries, Inc.
- Sunoco Incorporated
- Swift Transportation Co., Inc.
- Sysco Food Services of Syracuse, LLC
- Terpening Trucking Company
- Tessy Plastics Corporation
- TJ Sheehan Distributing, Inc.
- Tomorrow's Neighborhoods Today
- TTM Technologies
- Uber Technologies, Inc.
- United Airlines
- UPS Customer Center
- Visit Syracuse, Inc.
- Westrock, Camillus Box Plant
- Westrock, Solvay Mill
- Whitacre Engineering Co., Inc
- XPO Logistics
- YRC Freight





SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

# 2050 Long Range Transportation Plan 2021 Amendment



Moving towards a Greater Syracuse



# Overview

- Introduce the Syracuse Metropolitan Transportation Council (SMTC)
- Recap purpose of the 2050 LRTP and 2020 update
- Review major components of the draft 2021 amendment
- How you can provide feedback



# Introduction to the SMTC



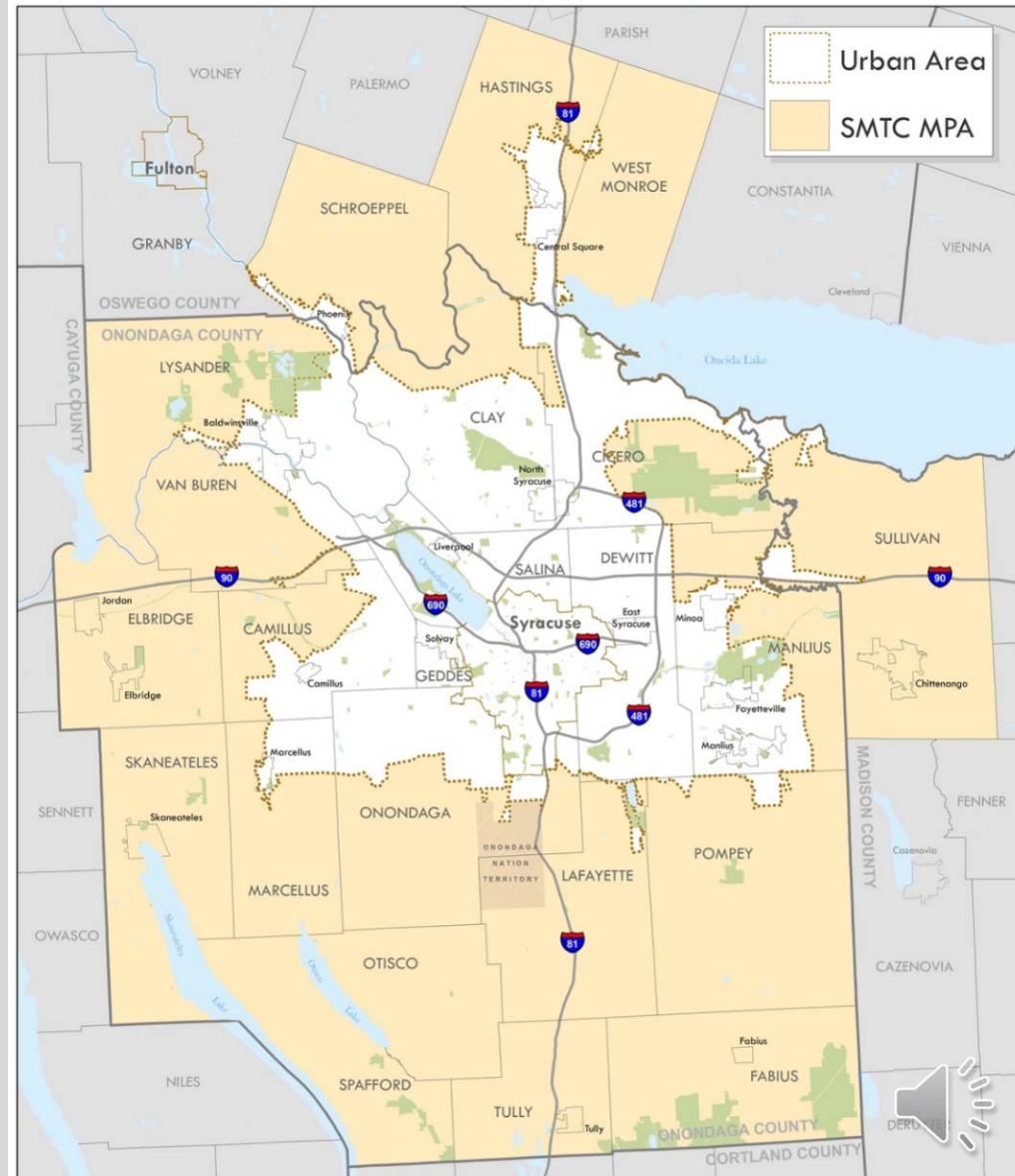
# What is a Metropolitan Planning Organization? (MPO)

- A Metropolitan Planning Organization, or MPO, is a transportation **policy-making and planning body** made up of representatives of local, state, and federal government and transportation authorities.
- The Policy Committee is the designated MPO.
- The MPO is charged with the **comprehensive, cooperative, and continuous** transportation planning process for a metropolitan area.



# The SMTC planning area

- Our Metropolitan Planning Area (MPA) includes:
  - All of Onondaga County
  - Town of Sullivan in Madison County
  - Towns of West Monroe, Hastings, Schroepfel, and small portion of Town of Granby in Oswego County



# Who is the MPO?

## Member Agencies

**Central New York Regional Transportation Authority (Centro)**

**Central New York Regional Planning & Development Board**

**City of Syracuse:**

|                     |                |                            |
|---------------------|----------------|----------------------------|
| Mayor               | Common Council | Department of Public Works |
| Planning Commission |                | Planning & Sustainability  |

**CenterState Corporation for Economic Opportunity**

**New York State:**

|                                          |                              |
|------------------------------------------|------------------------------|
| Department of Environmental Conservation | Department of Transportation |
| Empire State Development Corporation     | Thruway Authority            |

**Onondaga County:**

|                    |                                          |
|--------------------|------------------------------------------|
| County Executive   | Department of Transportation             |
| County Legislature | Syracuse Onondaga County Planning Agency |
| Planning Board     |                                          |



## Staff

Director

Planners

Analysts





# Comprehensive transportation planning



Transit



Road Network



Freight



Walking



Bicycling



# Cooperative Transportation Planning



- Coordinate with federal, state, & local agencies to develop transportation plans and programs



- Provide an opportunity for citizens to participate in planning



# Continuous transportation planning



# Why does the MPO process exist?

- Examine the region's future and investment alternatives
- Facilitate collaboration of governments, interested parties, and the public
- Prioritize transportation needs
- Invest funds appropriately
- Plan to reflect the region's vision
- Balance needs versus limited funding
- Express the consensus of the community through member agencies and elected officials



# Evolution of the 2050 LRTP



2015

- First entirely new LRTP since 1995
- Performance based planning



2020

- Required 5-year update
- Additional performance measures to comply with Federal rulemaking
- Acknowledged progress on Regionally Significant Projects
- Updated model base year to 2017 and added section on “emerging trends”
- Updated projects listings (2020-2024 TIP)



Chapter 4  
(System  
Performance  
Report)  
addendum



Chapter 6  
(Financial  
Analysis)  
revision

2021

Amendment



# Why are we amending the LRTP?

- Next required update would be in 2025.
- I-81 DDR/DEIS released in July 2021.
  - Identifies Community Grid as preferred alternative, to be completed as a series of individual projects.
- LRTP currently identifies The I-81 Viaduct Project as “Regionally Significant” and includes this as an “Illustrative Project” in the financial analysis of the plan.
- The individual projects for the Community Grid alternative will need to be added to the SMTC’s TIP, but first need to be included in the projects listing within LRTP’s financial analysis (i.e. no longer “Illustrative”).





# Purpose of the LRTP

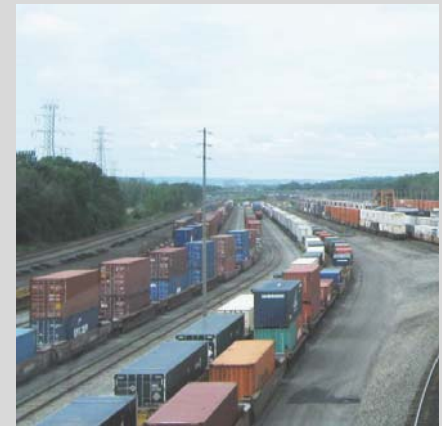
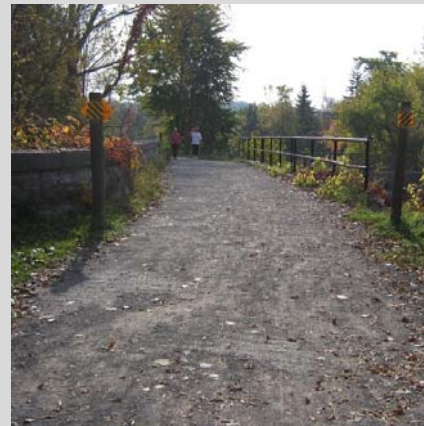
**“To guide the SMTTC’s member agencies in making transportation investment decisions over the next 30 years that achieve the following:**

- Support the planning goals of the region and local communities.
- Contribute to the achievement of system performance goals, including both the National Goals and locally-defined goals.
- Advance regionally significant public infrastructure projects that have already been the subject of substantial community discussion.”



# Regionally significant projects

- **The I-81 Viaduct Project**
- **Enhanced transit system** (locally-preferred alternative from SMART study: bus rapid transit operating in mixed-traffic)
- **Expanded regional rail network** (including completed Empire State Trail)
- **Inland port facility** (improvements at DeWitt Rail Yard)



# Elements of the LRTP Amendment

- Addendum to Chapter 4 (system performance report), includes:
  - Transit Safety targets (adopted June 2021) and related data
  - Current Highway Safety targets (adopted October 2021) and related data.
- Revised Chapter 6 (financial analysis), includes:
  - I-81 Community Grid Phase 1 and Phase 2 projects in the short- and mid-term LRTP project lists.
  - Additional anticipated revenue.
  - I-81 Community Grid project costs and revenues in the fiscal constraint analysis.
  - Revised text (I-81 project no longer considered “Illustrative Projects”).

Chapter 4  
(System  
Performance  
Report)  
addendum

Chapter 6  
(Financial  
Analysis)  
revision



# What is maintenance?

- Within the LRTP, “maintenance/replacement in-kind” includes any project that doesn’t increase the capacity of the system
  - Ex: bus replacements, transit facilities maintenance, paving or reconstructing roads (without adding lanes), replacing bridges (without adding lanes)
- Two categories of maintenance:
  - “Major”: construction phase over \$3M
  - “Minor”: construction phase less than \$3M
- Major maintenance projects are listed individually, minor maintenance shown by category
  - To emphasize the focus on maintenance projects and acknowledge the relative magnitude of maintenance projects within our region



*Deterioration on the underside of a bridge.*



Table 6.2: Anticipated future short-term (2020-2024) highway projects and costs

| Project                                                         | Category                                                         | Agency                   | Total cost (millions YOY \$) |
|-----------------------------------------------------------------|------------------------------------------------------------------|--------------------------|------------------------------|
| <b>Non-maintenance</b>                                          |                                                                  |                          | <b>862.113</b>               |
| The I-81 Viaduct Project                                        | I-481 improvements from I-690 to northern I-81/NY481 interchange | Capacity                 | 290.000                      |
|                                                                 | I-481 improvements from southern I-81/I-481 interchange to I-690 | Capacity                 | 200.000                      |
|                                                                 | Crouse-Irving interchange and University Hill connections        | Interchange improvements | 120.000                      |
|                                                                 | Business Loop 81 southern section (Phase 1)                      | Safety                   | 120.000                      |
|                                                                 | Business Loop 81 northern section (Phase 1)                      | Safety                   | 70.000                       |
| Onondaga Lake Parkway safety improvements, Old Liverpool Rd. to |                                                                  |                          |                              |

Table 6.2, continued: Anticipated future short-term (2020-2024) highway projects and costs

| Project                                        | Category | Agency | Total cost (millions YOY \$) |
|------------------------------------------------|----------|--------|------------------------------|
| TMC/ITC operations and maintenance             | TSMO     | NYSDOT | 7.388                        |
| Rt 20 MBC, Rt 175 TO Rt 80                     | Highway  | NYSDOT | 7.261                        |
| MBC Rts 5 AND 92, Rt 5 to Village of Manlius   | Highway  | NYSDOT | 6.677                        |
| MBC, Rt 20, Cayuga Co. line to Rt 175          | Highway  | NYSDOT | 6.631                        |
| Reconstruct Rt 20, I-81 bridge to Lafayette Rd | Highway  | NYSDOT | 6.357                        |
| MBC, I-81, Syracuse city line to Mattydale     | Highway  | NYSDOT | 6.302                        |
| MBC, Rt 481, I-81 to Oswego Co. line           | Highway  | N      |                              |
| Sentinel Heights Rd over I-81                  | Bridge   | N      |                              |

Cost (millions \$)

The I-81 Viaduct Project

|                                                                  |                          |        |         |
|------------------------------------------------------------------|--------------------------|--------|---------|
| I-481 improvements from I-690 to northern I-81/NY481 interchange | Capacity                 | NYSDOT | 290.000 |
| I-481 improvements from southern I-81/I-481 interchange to I-690 | Capacity                 | NYSDOT | 200.000 |
| Crouse-Irving interchange and University Hill connections        | Interchange improvements | NYSDOT | 120.000 |
| Business Loop 81 southern section (Phase 1)                      | Safety                   | NYSDOT | 120.000 |
| Business Loop 81 northern section (Phase 1)                      | Safety                   | NYSDOT | 70.000  |

|                                                         |          |          |                |
|---------------------------------------------------------|----------|----------|----------------|
| N, S, E, W Corridors Interconnect expansion             | TSMO     | Syracuse | 0.707          |
| Intersection improvements, PSAP #2                      | Safety   | Syracuse | 1.837          |
| Intersection pedestrian improvements                    | Safety   | Syracuse | 1.304          |
| Creekwalk Improvements, bridge and walk maintenance     | Bike/ped | Syracuse | 1.185          |
| Lodi Street Connector                                   | Bike/ped | Syracuse | 0.270          |
| <b>Major maintenance</b>                                |          |          | <b>183.725</b> |
| Rt 635 bridge replacements, over I-690 and CSX railroad | Bridge   | NYSDOT   | 17.500         |
| Airport Rd bridges over I-81 minor rehabilitation       | Bridge   | NYSDOT   | 12.001         |
| I-81 maintenance, Rt 31 south of Rt 49                  | Highway  | NYSDOT   | 9.350          |
| Bridge rehab, I-81 ramps to Hiawatha and CR 137         | Bridge   | NYSDOT   | 9.256          |
| Paving, Rts 635 and 298, Town of DeWitt                 | Highway  | NYSDOT   | 8.335          |

|                                      |         |          |                  |
|--------------------------------------|---------|----------|------------------|
| NYSDOT                               |         |          |                  |
| OCDOT h                              |         |          |                  |
| OCDOT b                              |         |          |                  |
| OCDOT TSMO maintenance               | TSMO    | OCDOT    | 0.456            |
| Syracuse highway maintenance         | Highway | Syracuse | 18.981           |
| Syracuse bridge maintenance          | Bridge  | Syracuse | 3.679            |
| Syracuse TSMO maintenance            | TSMO    | Syracuse | 1.648            |
| Other municipal highway maintenance  | Highway | Other    | 3.135            |
| Other municipal bridge maintenance   | Bridge  | Other    | 0.767            |
| <b>SHORT-TERM TOTAL ALL PROJECTS</b> |         |          | <b>1,172.458</b> |

I-81 short-term total = \$800 million

Note: TSMO stands for "Transportation Systems Management and Operations." The FHWA defines TSMO as "a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed." TSMO may include activities such as signal coordination, incident management, and traveler information systems, for example. (<https://ops.fhwa.dot.gov/tsmo/index.htm>)





Table 6.3: Anticipated future mid-term (2025-2034) highway projects and costs

| Project                      | Category                                    | Agency   | Total cost (millions YOY \$) |
|------------------------------|---------------------------------------------|----------|------------------------------|
| <b>Non-maintenance</b>       |                                             |          | <b>1,312.686</b>             |
| The I-81 Viaduct Project     | Business Loop 81 northern section (Phase 2) | Safety   | 270.000                      |
|                              | Business Loop 81 southern section (Phase 2) | Safety   | 260.000                      |
|                              | I-690 Westbound reconstruction              | Capacity | 250.000                      |
|                              | I-690 Eastbound reconstruction              | Capacity | 230.000                      |
|                              | I-690 at West Street interchange            | Capacity | 90.000                       |
| I-81 interchange at Route 31 | Interchange im-                             | NYSDOT   | 40.000                       |

## The I-81 Viaduct Project

|                                             |          |        |         |
|---------------------------------------------|----------|--------|---------|
| Business Loop 81 northern section (Phase 2) | Safety   | NYSDOT | 270.000 |
| Business Loop 81 southern section (Phase 2) | Safety   | NYSDOT | 260.000 |
| I-690 Westbound reconstruction              | Capacity | NYSDOT | 250.000 |
| I-690 Eastbound reconstruction              | Capacity | NYSDOT | 230.000 |
| I-690 at West Street interchange            | Capacity | NYSDOT | 90.000  |

|                                                                                                                         |                            |          |        |
|-------------------------------------------------------------------------------------------------------------------------|----------------------------|----------|--------|
| Soule Road widening                                                                                                     | Capacity                   | OCDOT    | 12.355 |
| South Bay Rd center turn lane, Bear Rd to Rt 31                                                                         | Safety                     | OCDOT    | 6.672  |
| 7th North Street/Buckley Rd intersection upgrades                                                                       | Safety                     | OCDOT    | 6.178  |
| Henry Clay Blvd center turn lane, Wetzel Rd to Rt 31                                                                    | Capacity                   | OCDOT    | 6.116  |
| Morgan Road widening, Wetzel Rd to Rt 31                                                                                | Capacity                   | OCDOT    | 5.560  |
| Kirkville Rd widening, I-481 to Fremont Rd                                                                              | Capacity                   | OCDOT    | 5.560  |
| Commerce Blvd and Vine St intersection improvements and Vine St widening (center turn lane), Thruway to Henry Clay Blvd | Safety                     | OCDOT    | 2.224  |
| Pedestrian signal safety project - 10 locations                                                                         | Bike/ped                   | OCDOT    | 0.707  |
| Onondaga Creekwalk Phase III                                                                                            | Bike/ped                   | Syracuse | 13.728 |
| James Street 3 lane cross section from State to Grant/Shotwell                                                          | Road diets/lane reductions | Syracuse | 4.118  |
| Syracuse Bike Plan build-out                                                                                            | Bike/ped                   | Syracuse | 3.000  |
| Conversion of downtown streets to 2-way                                                                                 | Road diets/lane reductions | Syracuse | 2.746  |
| Intersection pedestrian improvements                                                                                    | Safety                     | Syracuse | 2.687  |
| Roundabout at James/Shotwell/Grant                                                                                      | Capacity                   | Syracuse | 1.373  |
| Water Street closure, South Crouse Ave to Beech St                                                                      | Road diets/lane reductions | Syracuse | 0.288  |

Table 6.3, continued: Anticipated future mid-term (2025-2034) highway projects and costs

| Project                                                          | Category | Agency | Total cost (millions YOY \$) |
|------------------------------------------------------------------|----------|--------|------------------------------|
| <b>Major maintenance</b>                                         |          |        | <b>259.331</b>               |
| Bear St bridge over Onondaga Creek/Canal terminal reconstruction | Bridge   | NYSDOT | 35.000                       |
| I-481 over NYS                                                   | Bridge   | NYSDOT | 30.000                       |
| Ramp to I-690 WB over 690 and 930T over CR 80 bridge rehab       | Bridge   | NYSDOT | 18.415                       |
| Rt 370 reconstruction, Liverpool N Village Line to Cypress St    | Highway  | N      |                              |
| Joint TMC operation                                              | Highway  | N      |                              |

Cost (millions \$)

I-81 mid-term total = \$1.1 billion

|                                                          |         |             |                  |
|----------------------------------------------------------|---------|-------------|------------------|
| Avery Ave Repaving Project, Grand Ave to West Genesee St | Highway | Syracuse    | 5.242            |
| Paving, Midland Ave, W Brighton to Ballantyne            | Highway | Syracuse    | 3.461            |
| Reconstruct Genesee Street, Village of Camillus          | Highway | V. Camillus | 7.000            |
| <b>Minor maintenance</b>                                 |         |             | <b>260.888</b>   |
| NYSDOT bridge maintenance                                | Highway | NYSDOT      | 60.256           |
| NYSDOT highway maintenance                               | Bridge  | NYSDOT      | 50.193           |
| OCDOT highway maintenance                                | Highway | OCDOT       | 76.181           |
| OCDOT bridge maintenance                                 | Bridge  | OCDOT       | 15.193           |
| OCDOT TSMO maintenance                                   | TSMO    | OCDOT       | 0.940            |
| Syracuse highway maintenance                             | Highway | Syracuse    | 39.108           |
| Syracuse bridge maintenance                              | Bridge  | Syracuse    | 7.580            |
| Syracuse TSMO maintenance                                | TSMO    | Syracuse    | 3.396            |
| Other municipal highway maintenance                      | Highway | Other       | 6.459            |
| Other municipal bridge maintenance                       | Bridge  | Other       | 1.580            |
| <b>MID-TERM TOTAL ALL PROJECTS</b>                       |         |             | <b>1,832.905</b> |



**Table 6.4: Anticipated future long-term (2035-2050) highway project costs by category**

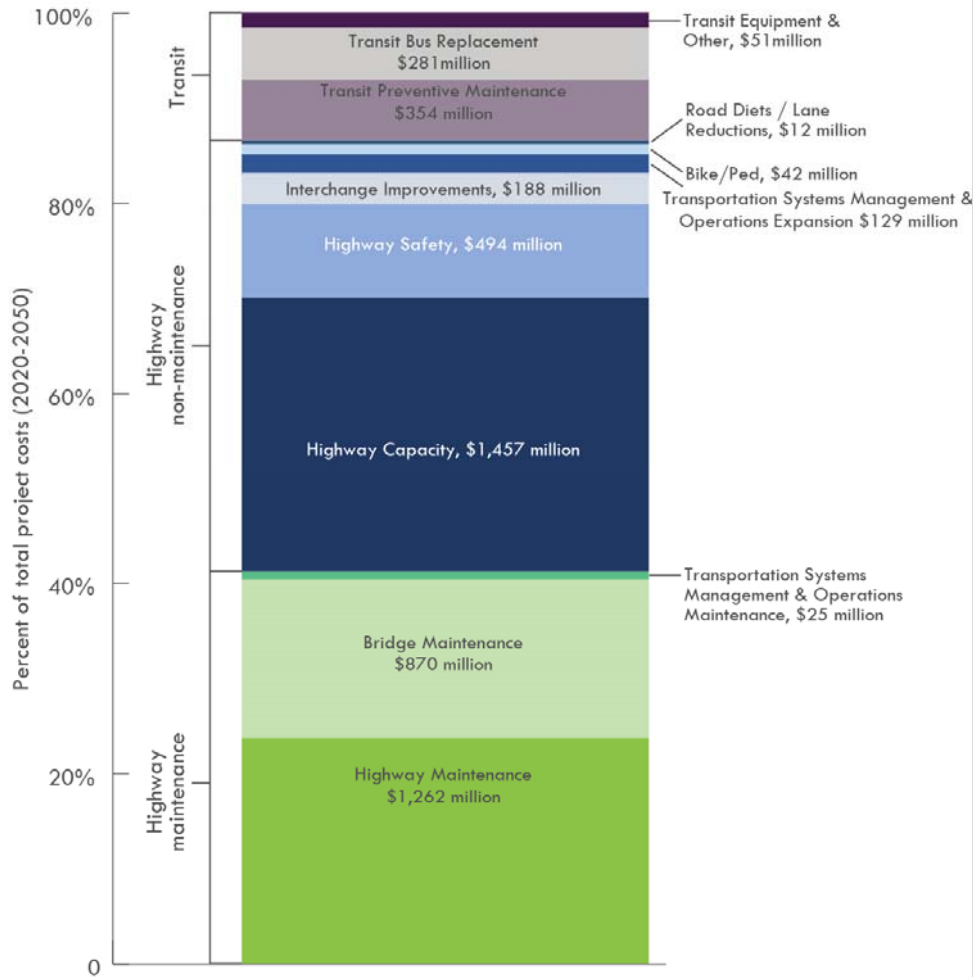
| Category                            | Total cost (millions YOE \$) |
|-------------------------------------|------------------------------|
| <b>Non-maintenance</b>              | <b>147.402</b>               |
| TSMO expansion                      | 45.890                       |
| Capacity                            | 21.459                       |
| Interchange improvements            | 27.722                       |
| Safety                              | 35.291                       |
| Bike/ped                            | 12.083                       |
| Road diets/lane reductions          | 4.957                        |
| <b>Maintenance</b>                  | <b>1,326.618</b>             |
| Highway                             | 764.673                      |
| Bridge                              | 550.890                      |
| TSMO                                | 11.055                       |
| <b>LONG-TERM TOTAL ALL PROJECTS</b> | <b>1,474.020</b>             |





# Future project costs by category

- Total \$5.16 billion
- 42% highway system maintenance (including bridges and TSMO)
- 13% transit maintenance
- 45% non-maintenance



# Fiscal constraint

**Table 6.6: Fiscal constraint**

All figures in millions of year-of-expenditure (YOE) dollars.

|                             | Short-term<br>FFY 2020-2024 | Mid-term<br>FFY 2025-2034 | Long-term<br>FFY 2035-2050 | Total        |
|-----------------------------|-----------------------------|---------------------------|----------------------------|--------------|
| <b>Transit</b>              |                             |                           |                            |              |
| Federal aid + match (FTA)   | 47.10                       | 133.45                    | 285.53                     | 466.08       |
| Federal aid + match (FHWA)  | 4.03                        | 0.00                      | 0.00                       | 4.03         |
| State dedicated funds       | 37.73                       | 48.75                     | 139.75                     | 226.23       |
| Total capital project costs | 88.86                       | 178.20                    | 419.21                     | 686.27       |
| Balance                     | 0.00                        | 4.00                      | 6.06                       | 10.07        |
| <b>Highways</b>             |                             |                           |                            |              |
| Federal aid + match (FHWA)  | 1,127.43                    | 1,730.78                  | 1,304.75                   | 4,166.99     |
| State funding (inc. SDF)    | 10.02                       | 20.04                     | 30.06                      | 60.12        |
| CHIPs, local funds          | 45.30                       | 90.61                     | 139.21                     | 275.21       |
| Total capital project costs | 1,172.46                    | 1,832.91                  | 1,474.02                   | 4,479.38     |
| Balance                     | 10.30                       | 8.53                      | 0.00                       | 22.85        |
| <b>All projects</b>         |                             |                           |                            |              |
| Total revenue               | 1,271.61                    | 2,023.63                  | 1,899.29                   | 5,198.57     |
| Total capital project costs | 1,261.33                    | 2,011.10                  | 1,893.23                   | 5,165.66     |
| <b>Overall balance</b>      | <b>10.29</b>                | <b>12.53</b>              | <b>6.06</b>                | <b>28.88</b> |



# What's next?

- Public comments are being accepted through November 30, 2021.
  - Online at [www.smtcmpo.org](http://www.smtcmpo.org) – click on the LRTP icon
  - Email to [contactus@smtcmpo.org](mailto:contactus@smtcmpo.org)
  - In writing to  
SMTC  
Attn: Meghan Vitale  
126 N. Salina St.  
Suite 100  
Syracuse, NY 13202
- Adoption by Policy Committee expected in early 2022.

