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In Reply Refer To:
TRO-02
HPM-NY

March 28, 2022

Mr. Brian Schultz
SMTC Policy Chairperson
Syracuse Metropolitan Transportation Council
100 Clinton Square, 126 N. Salina Street, Suite 100
Syracuse, NY 13202

Dear Mr. Brian Schultz,

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are pleased to submit our 2021-2022 Certification Review Report on the Syracuse Metropolitan Transportation Council (SMTC) transportation planning process in the Syracuse, NY Transportation Management Area (TMA). We find that the overall transportation planning process meets or exceeds most of the requirements mentioned in 23 CFR Section 450.336 and 49 U.S.C. 5303. Therefore, it is our pleasure to inform you that the SMTC planning process is hereby certified effective March 23, 2022.

Included in the Certification Review Report are four areas related to the federal metropolitan transportation planning process with 14 recommendations for consideration in furthering program excellence, and 4 commendations to recognize best practices.

Our report recognizes many noteworthy achievements, these include: 1) Focus on Equity as a goal in the Long Range Transportation Plan (LRTP) and throughout the transportation planning process, 2) Use of visualization, specifically the SMTC Work Products Portfolio, the Intelligent Transportation System (ITS) device map, and the SMTC Atlas, 3) SMTC's High Priority Streets assessment process for the City of Syracuse's 2018-2019 Sidewalk Snow Clearance Program, 4) the Virtual Forum on Active Transportation to engage non-traditional MPO stakeholders in prioritizing active transportation and public health, 5) SMTC staff serving on leadership roles with NYSAMPO, and 6) SMTC's commitment to the transportation planning process during this global pandemic.

We would like to discuss our conclusions and recommendations with the SMTC Policy Committee after SMTC has had an opportunity to review our findings. Our goal remains to help SMTC carry out the requirements for an effective metropolitan transportation planning process for the good of both the public and the overall transportation system.

We thank James D'Agostino and the SMTC staff for their time and assistance in setting up the meetings for the review. The professionalism of the MPO staff and the products produced are clear examples of

Mr. Brian Schultz

March 28, 2022

Page 2

what good metropolitan planning processes can achieve. We also thank the Policy Committee and Planning Committee members and all stakeholders who participated, engaged, and provided comments during the certification review.

If you have any questions concerning this review, please contact Maria Hayford (FHWA) at Maria.Hayford@dot.gov and Adam Klein (FTA) at Adam.Klein@dot.gov.

Sincerely,

Richard J. Marquis
Division Administrator
Federal Highway Administration
New York Division

Stephen Goodman
Regional Administrator
Federal Transit Administration
Region II

Enclosure (1): SMTC Desk Reference 2021-22

cc: Lisa Garcia *Regional Administrator*, Environmental Protection Agency, Region 2
Ron Epstein, *Director the Policy and Planning Division*, NYSDOT Main Office
Michael Flynn, *Acting Director*, NYSDOT Statewide Planning Bureau
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David Roth, *Acting Director Planning and Program Management Group*, NYSDOT Region 3
Martin Voss, *Commissioner*, Onondaga County Department of Transportation
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bcc: Corbin Davis, *Planning Oversight & Stewardship Team*, FHWA, Washington, DC
(HEPP-10) (enclosure via email)
Victor Austin, *Office of Planning and Environment*, FTA, Washington DC
(TPE-10) (Room E43-303)

MPO File: Planning Day File Reading File

Syracuse Metropolitan Transportation Council

Certification Review Report

March 2022

Overview of Federal Certification Requirements

In accordance with 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to review, evaluate, and certify the metropolitan transportation planning process in each Transportation Management Area (TMA), an urbanized area of 200,000 population or more, at least every four years.

As a result, FHWA and FTA have jointly undertaken the review of the metropolitan transportation planning process of the Syracuse Metropolitan Transportation Council. The intent of the statutory and regulatory requirements is to develop a transportation system that serves the mobility interests of people and freight through a multifaceted metropolitan planning process. The certification review is to assure that the planning process is addressing the major issues facing the area, and that the planning process is being conducted in accordance with:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;*
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;*
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;*
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;*
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;*
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;*
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;*
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;*
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and*
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.*
- (11) Super Circular Reference - 2 CFR Part 200*
- (12) All other applicable provisions of Federal law.*

In accordance with these requirements, the following findings are provided, enabling FHWA and FTA to jointly certify the metropolitan transportation planning process of the Syracuse Metropolitan Transportation Council.

Background on Federal Finding Actions

The Federal certification review evaluates a Metropolitan Planning Organization (MPO's) transportation planning process, identifies strengths and weaknesses (as appropriate), and makes recommendations for improvements. Following the review and evaluation, FHWA and FTA can take one of four certification actions:

- Full certification of the transportation planning process: this allows federally funded programs and projects of any type to be approved in the TIP over the next three years in accordance with the continuing planning process.
- Certification subject to specified corrective actions being taken: this allows all projects to move forward in the process while corrective actions are taken; this option may take the form of a temporary certification for a certain number of months rather than the full three years.
- Limited certification: this allows only certain specified categories of program and project funding to move forward while corrective action are being taken.
- Certification withheld: approval of funding in whole or in part for attributed FHWA and FTA funds that the metropolitan area receives is suspended until the deficiencies in the planning process are corrected.

Within the context of the certification review, the following terms may be used: Corrective Actions, Recommendations, and Commendations.

- Corrective Actions includes those items that fail to meet the requirements of the transportation statute and regulations, thus seriously impacting the outcome of the overall process. The expected change and timeline for accomplishing it are clearly defined.
- Recommendations are those items that, while somewhat less substantial and not regulatory, are still significant enough that FHWA and FTA are hopeful that State and local officials will consider taking some action. Typically, recommendations involve the state of the practice or technical improvements instead of regulatory requirements.
- Commendations and noteworthy practices are those elements that demonstrate innovative, highly effective, well-thought-out procedures for implementing the planning requirements. Elements addressing items that have frequently posed problems nationwide could be cited as noteworthy practices.

During the Fall/Winter of 2021/2022, FHWA and FTA conducted a certification review of the transportation planning process in the Syracuse, NY metropolitan planning area. This report documents the Federal review.

Overview of the 2021-2022 Certification Review

The 2021-2022 certification review of SMTC began August 13th, 2021 with a joint FHWA/FTA letter to Mr. Brian Schultz, MPO Policy Committee Chairman, informing the MPO about the upcoming review and identifying the primary topics for the review ([Appendix A](#)). The dates of the site visit were coordinated with Mr. James D'Agostino, the Director of SMTC. The New York State Department of Transportation (NYSDOT), the CNY Regional Transportation Authority, and the New York State Department of Environmental Conservation (NYSDEC) received individual copies of the letter by email. The SMTC staff notified the SMTC member agencies and the public about this review.

In preparation for the on-site visit, the FHWA and FTA conducted an internal desk audit of SMTC materials, included in the accompanying SMTC 2022 Desk Reference.

Virtual Certification Review

Due to the global pandemic, the Federal Team did not meet in person for a site visit with SMTC but conducted a Virtual Certification Review from November 30th to December 2nd, 2021. The virtual review was hosted by SMTC and took place on Zoom. The Federal Team consisted of Adam Klein and Ayla Schermer of FTA's Region 2 Office and Maria (Chau) Hayford, Gautam Mani, Nicole McGrath, Tim Crothers, Tricia Millington, and Kara Hogan of FHWA's New York Division Office and Roberta Retzlaff of FHWA's Minnesota Division.

Detailed discussions were held primarily with James D'Agostino (SMTC Director), members of the SMTC staff, NYSDOT Representatives (NYSDOT Statewide Planning Bureau and Region 3 Planning and Program Management Group), and the Central New York Regional Transportation Authority (CNYRTA / Centro). The members of the SMTC Policy Committee, Executive Committee, and Planning Committee were invited to join the review at their discretion to discuss their perspective and observations on the overall transportation planning process in the region as well as their comments on the SMTC Central Staff activities. We note that there was substantial participation from the Policy Committee members and Planning Committee members during the review and we appreciate their participation. An agenda of the meeting and a list of participants can be found in [Appendix C & D](#).

Members, Stakeholders, and Public Input

As part of the certification review process the Federal Team solicits input from the communities and stakeholders within the region. Stakeholders and members of the public were offered opportunities to participate in a virtual roundtable meeting via Zoom and/or submit written comments via email or postal mail on SMTC's transportation planning process. These opportunities were publicized through the press release service from SMTC and responses are captured in [Appendix E](#).

FHWA and FTA conducted interviews with the Policy Committee Chair, Brian Schultz the CEO of Centro, and Planning Committee Chair, Megan Costa the Assistant Director for County Planning of Syracuse-Onondaga County Planning Agency, on Monday, January 10th, 2022 separately. Megan Costa was joined by Daniel Kwasnowski, Director of the Syracuse-Onondaga County Planning Agency. These virtual meetings took place on Microsoft Teams and were scheduled with the Policy Committee and Planning Committee Chairs through the assistance from SMTC staff.

Additionally, FHWA and FTA met virtually with the Policy Committee and Planning Committee on January 13th, 2022 and met with SMTC Stakeholders on January 11th, 2022 via Zoom, hosted by SMTC. The arrangements for these roundtables were made through the generous assistance of SMTC staff. A summary of comments received through these interviews and written comments can be found [Appendix F](#).

Generally, comments received on SMTC Staff and how SMTC conducts the planning process were positive which demonstrates that SMTC enjoys an excellent working relationship amongst their members and stakeholders.

Summary of Commendations, Recommendations, and Corrective actions

This section includes the compiled list of Corrective Actions, Recommendations, and Commendations from the Federal Team’s review of work products and processes that are the result of the MPO transportation planning process. Each of these findings correlate to its respective Certification topic in the next section. There are no corrective actions, 14 recommendations and, 4 commendations for SMTC as a result of this review.

Recommendation (14)

TIP Development and Project Selection

- (1) The Federal Team encourages SMTC to explore TIPs from other MPOs for examples on providing details on state and local funds in demonstrating fiscal constraint and ideas on providing more clarity to the system level operations and maintenance discussion per 23 CFR 450.326(j). The Federal Team recommends reviewing the Rochester-Olmstead Council of Governments (ROCOG) and the Metropolitan Council. ROCOG is the designated MPO for the Rochester, Minnesota urbanized area, and the Metropolitan Council is the designated MPO for the Minneapolis- St. Paul, Minnesota urbanized area. Weblinks to their LRTP and TIP are embedded in the 2022 Certification Topics section of this report.

Transit Activities - Human Services Transportation Plan

- (2) The Federal Review Team recommends that SMTC continues its discussion with the Onondaga Nation to ascertain whether the Nation could benefit from expanded transit service.
- (3) The Federal Review Team recommends that SMTC and Centro review New York State’s clean energy transition policies that relate to transit and assess whether Centro’s fleet replacement plan complies with these policies. Furthermore, the Federal Review Team recommends that SMTC and Centro keep abreast of upcoming FTA funding opportunities for the purchase of low or no emissions vehicles and related support equipment.

Tribal Consultation

- (4) The Federal Team recommends the following on connecting, communicating, and engaging with the Onondaga Nation, the Oneida Nation, and the Tuscarora Nation:
 - SMTC should develop a Nation consultation plan to better work with the Nations. Since a lack of response does not necessarily equate to a lack of interest, the consultation plan should also indicate what steps SMTC will take if SMTC’s communication appears ineffective. These steps should include contacting the federal agencies.
 - SMTC should utilize the appropriate contact information and contact method provided by FHWA and FTA.
 - SMTC has many tools available online that could be helpful to the Nations and had offered to create other tools that could assist in understanding the segments of the transportation planning process. SMTC should engage in a small working group session with each of the Nations to walk through the products that are readily available. These working sessions may be opportunities to gain a better understanding of information “needs” that may lead to the creation of new tools.

- SMTC offered to assist the Onondaga Nation with any needed planning studies within the Nation boundary. SMTC should work with FHWA, FTA, and NYSDOT Region 3 to set up a meeting with the Nation to discuss.

Title VI

- (5) The following recommendation is from the last review in 2017 and applies still:
 - We recommend for the next iteration of the Title VI Plan, the Federal Review Team recommends SMTC document existing processes used to ensure planning decisions do not have unintended discriminatory effects, enhance those practices, and capture them as procedures.
- (6) We recommend SMTC revise its Title VI Plan and website information as needed to reflect the new guidance on processing Title VI complaints by copying the following guidance provided by FHWA Headquarters Office of Civil Rights since the time of the last review:
https://www.fhwa.dot.gov/civilrights/programs/title_vi/titleviqa.cfm At this time, FHWA Headquarters Office of Civil Rights will handle the processing of all Title VI complaints filed. We heard that a major component of revising these plans includes an update to the Census data used, which we agree with and recommend be included in the updated plans.

Freight Planning

- (7) The Federal Team recommends that SMTC update its 2017 Regional Freight Profile to account for changes to regional supply chains and goods movement due to the COVID-19 pandemic, technological advances, and changes in types of deliveries. The Federal Team recognizes that recurring freight-related congestion is not a significant observed or perceived issue to the MPO area at the time of this report. As part of this update, however, the Federal Team recommends that the MPO consider observed or anticipated issues related to access, last-mile deliveries, and technological transformations especially considering the new Amazon facility in the MPA.
- (8) The Federal Team recommends that SMTC ensure its programmatic and project priorities are up to date in its LRTP in order to be prepared for the next State Freight Planning process.

Bicycle and Pedestrian Planning

- (9) The Federal Team recommends the following with modal shift goals and micromobility:
 - SMTC identify additional strategies and objectives to accomplish its modal shift goal. SMTC's [Congestion Management Process 2019 Update](#) sets a goal of increasing the percentage of commuting trips made by bicycling or walking by 5% in the next 10 years. One consideration may include prioritizing first/last-mile connections to transit (mode linking) and transit-oriented development planning efforts.
 - SMTC incorporate micromobility into its bicycle and pedestrian planning efforts. With the City of Syracuse's new program for electric scooter and electric bike-share, opportunities may arise to help with mode shift goals. This could include partnering with the City of Syracuse and the bikeshare and scooter provider to incorporate their data into SMTC planning products and assessing how to make this mode more resilient to private market forces.

Intelligent Transportation Systems – Congestion Management Process

(10) The Federal Team recommends the following activities for the ITS and CMP:

- Complete a full update of the regional ITS Strategic Plan, last updated on an interim basis in 2015. This would be in keeping with its Maintenance Plan and logical given the 5-year range for short term identified projects.
- Consider adoption of performance measures that may better enable partner agencies to identify and address sources of non-recurring congestion (e.g. incident clearance times).
- If the co-location of multiple agencies' transportation operations at a joint TMC is determined to be feasible and has the support of the partner agencies, consider bringing in additional training and technical support to assess capabilities and conduct systems engineering analyses.
- Evaluate if additional layers to the online ITS devices map should be added to provide greater utility.
- Aid local agency planning and implementation of strategies that support the safe, efficient, and equitable deployment of emerging technologies.

Bridge & Pavement

(11) SMTC members are encouraged to adopt an Asset Management approach to the preservation and maintenance of their transportation networks and consider potential opportunities to leverage this approach for funding efficiencies.

Safety and Security Planning

(12) While most of the current resiliency issues relate to winter weather related events in the Syracuse MPA, the Federal Team recommends that SMTC incorporate resiliency in its planning efforts and consider conducting a regional resiliency plan to review the potential impacts due to climate change and potential impacts due to security issues such as ITS technology or cyber related disruptions. Additionally, this may be useful in proactively mitigating climate impacts through the new federal funding programs related to resiliency.

(13) Given that New York State has initiated policies that support the transition to electric vehicle fleets and alternative energies and the new IJA legislation also supports alternative fuel corridors, we recommend that SMTC incorporate EV charging needs as an element of their future planning products.

Performance-Based Planning

(14) To better tailor the performance-based planning and programming process to the Syracuse metropolitan area, the Federal Team encourages SMTC to explore usage of federal resources related to multi-operational decisional analysis. This may help the MPO to prioritize its LRTP goals. Resources and tools are continuing to evolve, but one useful resource on this topic is NCHRP Report 921: <http://www.trb.org/Publications/Blurbs/180176.aspx>.

Commendation (4)

Statewide Leadership

- (1) SMTC staff have taken on statewide planning leadership roles in serving as the Chair of the NYSAMPO Director's Group, Chair of the NYSAMPO Modeling Working Group, Chair of the NYSAMPO Transit Working Group, Co-Chair of NYSAMPO GIS Working Group, and Co-Chair of the NYSAMPO Freight Working Group. This demonstrates a commitment from SMTC staff to building a robust transportation planning community on the statewide and MPA level. Their leadership enhances the Federal 3-C planning process in supporting and maturing peer MPOs across the state and working in cooperation with NYSDOT, FHWA, and FTA.

Visualization

- (2) The Federal Team commends SMTC for its use of visualization, specifically the SMTC Work Products Portfolio, the ITS device map, and the SMTC Transportation Atlas to communicate the planning products SMTC has produced between 2007 and 2021 to members, stakeholders, and the public. Visualization has been used by SMTC to communicate concepts that are useful for all parties to comprehend, review, comment, and interact with in the transportation planning process. The Federal Team is encouraged by the dedication from SMTC to furthering the use of visualization in other areas as well such as the anticipated map on roadways, culverts, and bridges to assess the impact of stormwater runoff.

Bicycle and Pedestrian

- (3) SMTC is commended for its High Priority Streets assessment process for the City of Syracuse's 2018-2019 Sidewalk Snow Clearance Program which identifies top priority sidewalks for municipal snow clearance providing a safe and consistent network for pedestrians to stay mobile after winter storms. This assessment can serve as a model for cities that are taking on the responsibility of sidewalk snow clearance.

Safety and Resiliency Planning

- (4) In light of COVID-19, SMTC is commended for its swift efforts in adapting to new working conditions and continuing the operations of the MPO transportation planning process with its members and stakeholders.

2021-2022 Certification Topics

The Federal Team selected several topics to discuss with the MPO during the certification review. These topics relate to the federal regulations governing MPOs. Topics are typically chosen if they are considered an area of emphasis, a high risk, a new initiative in transportation legislation, or a recurring challenge. They can also be selected to highlight a best practice. The following are the findings from our assessment of these activities. Information on the federal regulatory requirements for these topics can be found in [Appendix G](#). Additionally, for the reader's convenience, topic headings in this report are hyperlinked to their regulatory reference.

The following are the findings from our assessment of these activities and are the bases for *Commendations* and *Recommendations* found in the previous *Summary* section. Where the MPO employs practices that the Federal Team considers very good but may not rise to the level of a commendation, we notate them in these findings as **Notable**. The Federal Team recognizes 9 notable practices in this report.

Transportation Planning Process

[Long Range Transportation Plan](#)

- The Syracuse Metropolitan Transportation Council 2050 Long Range Transportation Plan – *Moving Toward a Greater Syracuse* was initially adopted by the SMTC Policy Committee on September 23rd, 2020. The LRTP has a planning horizon of 30 years and follows the same structure of the LRTP, issued in 2015 when SMTC completely revamped its plan. Overall, the LRTP meets the requirements of 23 CFR 450.324. The following discussion are focus areas of the LRTP portion of the review.
- *Regionally Significant Projects* (RSP) is a focus area for certification reviews due to the complexity and substantial cost of such projects. These are major transportation projects that impact the Region and require federal approval. Planning discussions and decisions to embark upon RSP's should be jointly reviewed by the MPO Policy Committee members and their state or municipal staff to assess the project's benefit, feasibility, and cost to the Region. Each MPO Policy Committee member is an empowered decision-maker on the application of the RSP in their MPA and should vote on the approval of the project based on the assessment of their review.
- RSP's should be addressed during the Federal-aid transportation planning process. They should be included in the Long-Range Transportation Plan and other planning studies either on the program, corridor, and project specific level, and must be addressed in the Transportation Improvement Program.
- The SMTC LRTP includes a discussion on four main RSP's which include 1) The I-81 Viaduct Project 2) Implementation of a Bus Rapid Transit system 3) Expanded regional trail network and 4) Inland port facility. They were identified by the LRTP Study Advisory committee as having "regional significance" in the context of long-range planning. SMTC had completed at least three standalone studies or planning efforts related to three of the four RSPs from 2007 to 2018 including the I-81 Challenge (2009-2013), Syracuse Metropolitan Area Regional Transit Study, Phase 1 (2018), Erie Canalway Trail Part 1 & 2 (2013, 2016), and University Hill Transportation Study (2007).
- Additionally, SMTC has seen movement with several of the RSP's such as the completion of the Empire State Trail which traverses through the Syracuse MPA. More recently SMTC members amended the LRTP to move the I-81 project from being an illustrative project into the fiscal constraint portion of the financial plan in parallel with planning and NEPA processes.

- The decisions being made on the I-81 Project are poised to impact the transportation network for the Region and I-81 corridor for the next generation. As such, the project has advanced through an iterative planning and environmental review process of uncommon complexity for this region. Despite managing a project of unusual magnitude, the work on the planning and environmental process to bring the project to this stage has been through many stages and has engaged the Region like no other Federal-aid project before. As funding has been identified in the New York State budget for this project and the next steps for NEPA are underway, the SMTC and NYSDOT have been working jointly with one another understanding the impact to the Region that this project will have for years to come. SMTC is deliberate in evaluating and planning for RSP's proposed by its member agencies.
- *Environment:* In the LRTP SMTC devotes a section on Environmental Impacts of Transportation and highlights three areas which include: 1) Environmental Mitigation, 2) Stormwater Management, and 3) VMT, Emissions, and Energy Use and briefly discusses Air Quality¹.
- *Notable:* For Environmental Mitigation SMTC offers that for all TIP projects there is consideration of both Federal and State environmental review processes, NEPA and SEQRA. SMTC's TIP includes a map that shows the location of historic places, cultural resources, parks, and wetlands in relationship to projects and assesses the proximity to these resources to minimize impacts.
- *Notable:* As stormwater runoff generates many adverse effects on the environment, SMTC developed the region's first interactive digital municipal storm sewer system map for the Central New York Stormwater Coalition. This tool maps the catch basins which may be used to identify locations of clogged basins in a flooding event. It is anticipated as a future phase of the development of this tool to map culverts and roadside ditches or overland flow that could assist as an asset management, resiliency tool to identify areas of priority to address vulnerable roadway, bridges, and culverts.

TIP Development and Project Selection

- The SMTC Policy Committee adopted its most recent TIP on June 19, 2019 during the FFY 2020-2024 STIP development cycle and included all of NYSDOT's Performance Goals in support of the National Performance Goals which meets the regulations for TIP development. Overall, the SMTC TIP meets the federal requirement outlined in 23 CFR 450.326.
- *Financial Plan:* Since the previous certification review SMTC updated its TIP financial plan to include a discussion on reasonably expected resources of federal, state, and local funding. To layout the availability of Federal-aid funds, SMTC uses a suballocation of Region 3's Planning Targets from NYSDOT's Main Office. SMTC discusses Region 3's budget for operations and maintenance providing an approximate lump sum for preventative, corrective and demand maintenance on highways and bridges. For transit and the local system, it isn't as clear what portion of the reasonably expected resources will be used for operation and maintenance over capital projects. In the fiscal constraint table SMTC included all Federal Highway and Federal Transit aid by fund sources but combines both state and local match for Federal-aid on one line to demonstrate fiscal constraint.
- The Federal Team encourages SMTC to explore TIPs from other MPOs for examples on providing details on state and local funds in demonstrating fiscal constraint and ideas on providing more clarity to the system level operations and maintenance discussion per 23 CFR 450.326(j). The Federal Team recommends reviewing the Rochester-Olmstead Council of Governments (ROCOG) and the Metropolitan Council. ROCOG is the designated MPO for the Rochester, Minnesota, urbanized area. While not a TMA,

¹ In 2013 SMTC was removed from the list of communities not meeting federal standards for carbon monoxide emissions and is no longer under air quality conformity requirements at this point.

ROCOG is similar to SMTC in that the majority of its TIP projects are under the jurisdiction of one of three partners: City of Rochester, Olmstead County or the state DOT. The TIP's financial plan focuses on these three entities. More detailed information on funding sources is available in the MPO's [L RTP](#). The Metropolitan Council, the designated MPO for the Minneapolis-Saint Paul urbanized area, is a TMA. The Council's [TIP](#) includes a high-level financial discussion and directs the reader to the MPO's [L RTP](#) for more detailed information.

[Performance Based Planning and Programming](#)

- SMTC currently meets federal requirements related to Transportation Performance Management (TPM) and Performance Based Planning and Programming (PBPP) in coordination with NYSDOT, Centro, and local agencies.
- *Target Setting and Performance Management Agreement:* As is standard practice among New York MPOs, SMTC adopted a standalone performance agreement with NYSDOT and Centro in 2018 discussing procedures for target setting, data sharing, and reporting for the Federally required measures. SMTC reported that at the time of the review, the agreement was working as outlined for all procedures. The agreement meets the requirement for written procedures regarding PBPP and is available to the public and other stakeholders on SMTC's website. To date, SMTC has chosen to support state targets for the federally required measures.
- *Transportation Improvement Program Development:* SMTC's 2020-24 TIP includes a description of how, once implemented, the TIP will support the achievement of the State's performance targets and those adopted by Centro in an Appendix. SMTC has kept the Appendix updated as the new Federal performance measure implementation dates have come to pass. SMTC links the impacts of its TIP on each performance target to the program wide goals in its LRTP, and not only to specific funding streams. In the TIP narrative, SMTC includes a table showing the performance targets to which each of its programmed projects contributes.
- *LRTP System Performance Report:* SMTC has chosen to meet the requirement for an LRTP System Performance Report through both its LRTP Chapter 4 and an addendum to that chapter that specifically addresses the Federal performance measures. This approach allows SMTC to keep the System Performance Report updated via addenda as conditions change during an LRTP lifecycle without going through the formal LRTP amendment process. The Chapter and Addendum contain the required information, including a description of the federal measures, the state targets that SMTC chose to support, and the transit agency performance targets and system data. The Addendum contains progress that has been made regarding highway safety targets since the initial System Performance Report. Notably, the Addendum was updated specifically to capture the significant impacts that the I-81 project may have on performance of the transportation network within the MPA.
- In addition to the Federal measures, SMTC has developed many of its own performance measures that are included in Chapter 4 of the LRTP. These additional measures pertain to multimodal freight performance, height- and weight- restricted bridges, snow removal, equity, accessibility, and energy usage. SMTC noted during the review that while system preservation is a major focus among its LRTP goals, the MPO does not systematically prioritize one goal, or one set of measures, over another in developing a program of projects.

Consultation, Coordination, Public Involvement, Stakeholders

Public Involvement

- A critical part of the transportation planning process is for the public and stakeholders to be involved in communicating their needs, concerns, and support in the development of the transportation system. SMTC adopted their 2021 Public Participation Plan on June 23rd, 2021. This plan is well written and provides details on the public participation procedures SMTC uses for the major planning products, as well as strategies its used for on-going public outreach, such as its newsletter publication, and online tools such as Facebook and YouTube which provides the public opportunities to participate live or watch recordings.
- In SMTC's recent update of its LRTP, TIP, and UPWP documents, all stated in the public involvement sections that no comments were received. For the LRTP, SMTC's appendix identified a list of 35 agencies with which SMTC consulted during the LRTP update process. Based on discussions with SMTC staff during the virtual review, the consultation consisted of a letter notifying the agency that the plan was available for public comment. SMTC staff noted that no comments were received. SMTC offered that they do receive comments for studies and plans pertaining to specific corridors or projects, however, for major transportation planning products, it can be more challenging.
- During the SMTC Certification Review Roundtables for both the Public and Stakeholders' and Policy Committee and Planning Committee members, participants discussed the challenges to engage the public, particularly younger people. While the virtual format has helped increase participation from this generation, suggestions were made including offering workshops, tours, and public information sessions relative to SMTC planning activities. Other suggestions included providing opportunities for minority communities to comment earlier in the planning process which would afford the community an opportunity to weigh in on a project or plan in its developmental stages, rather than comment when a concept is almost fully developed.
- The lack of engagement in public participation is not unique to SMTC as many MPOs around the country face similar challenges particularly for major work products like the LRTP, TIP, and UPWP where the scope and breadth is broader than a specific project or location. SMTC staff continues to undertake new methods to engage the public. Its Public Participation Plan includes presentations to community groups, such as City of Syracuse Tomorrow's Neighborhoods Today, FOCUS Greater Syracuse, Town and Village board meetings and two new forums 1) SMTC Forum on Active Transportation and 2) Jobs Access Task Force and outreach particularly for low-income workers and people with disabilities as well as recent immigrants.
- There were many insightful comments during the Roundtable discussion on public involvement strategies. It may be useful for SMTC to consider conducting a brainstorming session(s) with SMTC members, members of the public, advocacy groups, and community groups for additional ideas for effective outreach to the community, especially minority, low-income, and difficult to reach segments of the population for improved engagement with the public.
- *Transportation Tools and Visualization*: Generally, SMTC's use of visualization is very well done in many of its work products, including their static planning, corridor studies, and the online SMTC Transportation Atlas. They have expanded their use of visualization with the SMTC Work Products Portfolio using an ArcGIS story map that lays out the planning products SMTC has produced between 2007 and 2021 with a visually appealing narrative and interactive maps which relate back to current and past goals and objectives of the LRTP.

- The Federal Team commends SMTC for its use of visualization to communicate to members, stakeholders, and the public transportation concepts with tools that are useful for all parties to comprehend, review, comment, and interact in the transportation planning process. The Federal Team is encouraged by the dedication from SMTC to furthering the use of visualization in other areas as well such as the proposal of mapping roadways, culverts, and bridges to assess the impact of stormwater runoff. Making environmental layers available on LRTP, TIP, and asset management maps could increase the ability for members and project sponsors to better scope project details and address environmental concerns more effectively and potentially could support a Planning Environmental Linkage (PEL) analysis.

Title VI and Related Requirements

- SMTC's Title VI Policy Statement, complaint form, Title VI Plan and Limited English Proficiency (LEP) Plan have not been updated since the last review (all versions are from February 2015). SMTC is working on updates to these documents by the end of the program year, including creating separate, distinct plans for Title VI and LEP. These plan updates are identified in the 2021-2022 UPWP. However, the following recommendation from the last review currently remains unaddressed:
 - We recommend for the next iteration of the Title VI Plan, SMTC document existing processes used to ensure planning decisions do not have unintended discriminatory effects, enhance those practices, and capture them as procedures. *(As a note, this includes information on the equity analyses and criteria for project selection and proposals SMTC currently implements, the new interactive Environmental Justice map SMTC has developed and any procedures for using it relevant to Title VI, any changes to targeted Title VI public outreach strategies developed, etc.)*
- In addition, because the Plan has not been updated since 2015, new guidance and data have been published that needs to be incorporated, as well as any other procedures and practices that have changed. The Federal Team recommends SMTC revises its Title VI Plan and website information as needed to reflect the new guidance on processing Title VI complaints by copying the following guidance provided by FHWA Headquarters Office of Civil Rights since the time of the last review: https://www.fhwa.dot.gov/civilrights/programs/title_vi/titleviga.cfm. At this time, FHWA Headquarters Office of Civil Rights will handle the processing of all Title VI complaints filed. We heard that a major component of revising these plans includes an update to the Census data used, which we agree with and recommend be included in the updated plans.
- *Notable:* It is noteworthy that SMTC is including equity as one of its goals, driven by the Long-Range Transportation Plan goals and objectives. Equity is included as a criterion in capital project selection by requesting that proposals include how the project would improve transit service, pavement conditions, and sidewalk and curb ramp accessibility as clear expectations for evaluation in the TIP development guide. Past equity analysis was summarized in the LRTP (from the time of the last review) and included examining demographics and location of TIP projects and funding, as well as examining specific transportation outcomes. Further, the asset management systems were used to examine key facility condition (pavement ratings, pedestrian facilities, and transit facilities) compared to demographic data. SMTC has since developed new interactive mapping applications, one of which focused on Environmental Justice (2020 Census and ACS) to show selected demographic variables for the planning area. The Federal Team is eager to see the progression of this tool and SMTC's implementation of equity analysis in the future, especially efforts SMTC described to add more variables to the interactive EJ map. We understand the first use of this tool was to examine the TIP projects compared with demographic

data and are supportive of SMTC's future interest and ability to perform different analyses more frequently that would consider demographic data as it intersects with planning data.

- In addition, SMTC described its current ADA Transition Plan efforts to the review team. The City of Syracuse has a plan that has been approved and is currently being implemented for sidewalk, crosswalk, and curb ramp accessibility improvement.

Tribal Nations

- The Onondaga Nation has a territory within the boundaries of SMTC. The Oneida Indian Nation also has expressed an interest in the transportation planning that SMTC conducts as their Nation land and business enterprises are in close proximity to the boundaries of SMTC.
- In addition to transportation interest, the Onondaga Nation, the Oneida Indian Nation, and the Tuscarora Nation have interest in projects throughout the SMTC boundary from a cultural preservation perspective. The "Area of Interest" maps for cultural preservation were shared with SMTC prior to the certification review.
- A member of the Onondaga Nation and a representative of the Oneida Nation were present for this portion of the certification review. A member of the Tuscarora Nation participated in the Stakeholder and Public Roundtable discussion for the certification review.
- FHWA and FTA asked a series of questions regarding SMTC's consultation process with the Nations. SMTC was aware of the presence of the Onondaga Nation territory and noted that the Onondaga Nation has been a non-voting member of the Council since the MPO's inception. SMTC also noted that there has not been much interaction. The Director only recalls one meeting with the Nation during his tenure. SMTC has only been recently advised of the interest of the Oneida Indian Nation and the Tuscarora Nation from FHWA.
- SMTC outreach efforts to include the Onondaga Nation in the transportation planning process include hard copy mailings inviting them to participate in the development of relevant federal transportation planning documents. SMTC expressed that the Onondaga Nation had not responded to their correspondence in the past. In recent years, as SMTC has moved away from sending hard copy documents to their members and stakeholders notifications of availability are provided through email or a postal mailing of the document's availability on their website.
- When asked where SMTC locates appropriate contact information, they indicated they consult the Onondaga Nation website and NYSDOT. During the certification review, it was determined that SMTC was mailing transportation planning information to a Nation member's house. The Onondaga Nation member present indicated that the contact SMTC had been using was no longer available.
- SMTC expressed their openness to working with the Federal agencies to further developing a relationship with the Nation and were receptive to recommendations. SMTC should develop a Nation consultation plan to better work with the Onondaga Nation, the Oneida Nation, and the Tuscarora Nation. Since a lack of response does not necessarily equate to a lack of interest, the consultation plan should also indicate what steps SMTC will take when communication is not working well. These steps should include contacting the federal agencies.
- We discussed with the Oneida Indian Nation representative that FHWA does not have a good understanding of the locations of Nation owned land. He suggested a follow up discussion with Nation leadership for that information.
- SMTC has many tools available online that could be helpful to the Nations and offered to create other tools that could assist in understanding the transportation planning process including the location and scope of a project in the TIP, studies and plans that have been conducted, and information being used for screening environmental and cultural resources on projects. The Federal Team discussed with SMTC

engaging in a small working group session with each of the Nations to walk through the products that are readily available. These working sessions may be opportunities to gain a better understanding of information “needs” that may lead to the creation of new tools.

- SMTC offered to assist the Onondaga Nation with any needed planning studies within the Nation boundary. SMTC should work with FHWA and NYSDOT Region 3 to set up a meeting with the Nation to discuss.
- After the certification review, FHWA reached out to both the Onondaga Nation and the Oneida Nation to determine who would be an appropriate contact for SMTC and in what manner should they be contacted. FHWA also received clarification of the current locations of Nation owned land. This information was then shared with SMTC. The contact information for the Tuscarora Nation had been provided before the certification review.

Modal Users

Transit Activities - Human Services Transportation Plan

- The Central New York Regional Transportation Authority (Centro) is the sole FTA funded transit system supported by the Syracuse Metropolitan Transportation Council (SMTC). Centro operates throughout the Syracuse, NY and Utica, NY urbanized areas, as well as surrounding non-urbanized areas. Its Syracuse-area programming is handled by SMTC, while its Utica-area programming is handled by the Herkimer-Oneida County Transportation Council (HOCTC). Centro’s 2020 ridership was greater than 9.7 million trips, carried by a fleet of 277 revenue vehicles.
- Centro has indicated it receives a high level of service from SMTC. This was evident in speaking with both Centro’s CEO and its Director of Facilities during the certification review. These individuals informed the Federal Review Team that SMTC personnel keep the lines of communication open and are always available to assist with planning and programming matters. Centro feels comfortable with SMTC’s planning expertise and is confident that the transit portion of the Transportation Improvement Program (TIP) is well managed. SMTC and Centro enjoy a strong working relationship and operate with a high degree of coordination and collaboration.
- Centro operates both traditional fixed route and demand-responsive service. Most of its federal aid is spent on preventative maintenance, revenue fleet replacements, and the purchase of various equipment. With that said, SMTC and Centro are in the early phases of planning a new Bus Rapid Transit (BRT) system for Syracuse. In 2018, SMTC issued the Syracuse Metropolitan Area Regional Transit Study Phase 1 (SMART1). This study served as an alternatives analysis for the desired BRT system. The result of this study was the identification of a locally preferred alternative that would operate in mixed traffic as a corridor-based BRT system. It would consist of two routes- one operating between Onondaga Community College and the Eastwood section of Syracuse, and the other operating between the Regional Transportation Center and Syracuse University. The next steps include continued project refinement and development as well as the identification of funding sources, potentially including FTA funding.
- SMTC and Centro keep abreast of their Title VI obligations pertaining to service delivery. Very few complaints of this nature are received. A review of service equity with respect to Centro’s operations within the SMTC Metropolitan Planning Area (MPA) reveal that Centro effectively provides service to its operating network, including those areas which contain an above average population of disadvantaged or minority residents. This is determined by performing a service equity analysis, which assesses whether the transit network serves census tracts that contain a higher than average disadvantaged or minority population. If a transit route operates within ¼ mile of the geographic center of such a census tract, it is considered to have effectively served that population. The sole census tract not within adequate reach of

Centro's fixed route network contains the entirety of the Onondaga Nation Reservation. Until the present, a need for extended service had not been expressed by the Nation. The certification review notably provided an interface between SMTC and a representative of the Nation, as well as potential for future discussion pertaining to the Nation's transportation needs across all modes of travel.

- The Federal Review Team performed a review of transit projects programmed in SMTC's TIP. This review indicates that the programmed funding comports with federal aid reasonably expected to be available, and thus demonstrates fiscal constraint. Approximately \$21.8 million in FTA funding is programmed in the current SMTC TIP.
- A coordinated human services plan is required of all MPO's that support transit systems which receive Section 5310 formula funding. The contents of the plan are governed by FTA Circular 9070.1G; Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions. SMTC issued its most recent Coordinated Public Transit- Human Services Transportation Plan in 2018 and is currently in the process of updating the plan. A review of this plan followed by subsequent questioning during the certification review provides that it meets all requirements of FTA Circular 9070.1G. Centro faces a persistent challenge in delivering demand-responsive human transportation services to outlying rural areas that are well beyond its fixed route network. Given the geographic dispersion and low volume of such ridership, it is difficult to serve this population with Centro's revenue fleet. Centro and SMTC consistently interface with local third-party providers to mitigate such service gaps. Such efforts are effectively spelled out in the plan.
- The desire to deliver effective transit service and provide for continual improvement is well represented in the Long-Range Transportation Plan (LRTP). The planned BRT system referenced above is counted among the regionally significant projects in the LRTP, underscoring local interest in expanding and improving transit. Six listed LRTP objectives relate exclusively to transit including:
 - Provide essential transit service to urban and suburban areas.
 - Provide higher-quality transit service to Transit-Oriented Development (TOD) nodes throughout the community.
 - Improve transit on-time performance.
 - Improve utilization of transit vehicles.
 - Maintain transit assets in a state of good repair.
 - Improve transit service between employment centers and priority target areas.
- The LRTP includes a robust system performance report, featuring extensive data trends on a wide array of performance measures. The system performance report acknowledges Centro's Transit Asset Management (TAM) Plan and incorporates its performance measures. Per an addendum to the LRTP issued February of 2022, transit safety performance measures as delineated in Centro's Public Transportation Agency Safety Plan (PTASP) will be incorporated into the LRTP's system performance report as well. As such, the system performance report adequately acknowledges required transit performance reporting.
- Transit systems in New York State are at least strongly encouraged by State Government, as part of its statewide emissions reduction efforts, to achieve net zero emissions by 2040. As such, many systems are in the process of gradually transitioning to electric transit vehicles. Centro currently operates a fleet that is substantially populated by Compressed Natural Gas (CNG)-fueled buses and is interested in exploring newer alternative-fuel technologies for future bus purchases. Additionally, Centro has contracted with a consultant to assess the feasibility of upgrading the electrical service in its transit facility to potentially support an electric bus fleet in the future. With that said, no procurements of electric buses are planned at this time.

[Pedestrian, Bicycle, Micro Mobility, Trail Planning](#)

- SMTC has made noteworthy strides in expanding the active transportation network in the region, which was also recognized during the SMTC Certification Review Stakeholders/Public Roundtable. The region now has 47 miles of biking facilities (both on and off road) and accomplished a major milestone by bridging the gaps in the New York State Empire State Trail.
- *Notable:* SMTC also launched its virtual Forum on Active Transportation in March 2021 to keep the public informed about active transportation projects while still prioritizing public health during the COVID-19 pandemic. Since its launch, the virtual meetings have been very well-attended and received a lot of positive feedback.
- SMTC has also engaged in a substantial amount of data gathering, creating visually appealing, easy-to-access planning products related to bicycle and pedestrian planning. One such product is the [2020 Bike Suitability Map of Greater Syracuse](#), which shows bicycle commuting road ratings for the region's street network, on-road and off-road bicycle infrastructure, bicycle parking and bikeshare hub locations, and trail connections. The map is available in both pdf (with print copies available as well) and as an interactive, online map. Another planning product is the [Greater Syracuse Pedestrian Planning Map](#), which provides a sidewalk inventory and pedestrian priority zones using the Pedestrian Demand Model for the Syracuse Metropolitan Transportation Council's (SMTC) study area. The Pedestrian Demand Model results are based on a combination of factors, such as proximity to schools, parks and grocery stores, as well as population density, employment density and demographic characteristics. Both the Bike Suitability Map and the Pedestrian Planning Map demonstrates an effective example of how SMTC is using a data-driven, replicable process to identify needs and opportunities for bicycle and pedestrian infrastructure in the region. SMTC also provides technical expertise for local or site-specific pedestrian and bicycle studies (including corridor studies) around the planning region.
- One particularly admirable use of these planning products was the use of the Pedestrian Demand Model to identify High Priority Streets for the [City of Syracuse's 2018-2019 Sidewalk Snow Clearance Program](#). Relying on property owners to clear snow from sidewalks often results in piecemeal snow clearance. Sidewalks full of snow and ice create safety hazards by increasing slips/trips/falls and forcing pedestrians to walk in the street. They also create accessibility/ADA concerns and decrease overall mobility for many residents. By identifying the top priority sidewalks for the city's pilot program, SMTC is ensuring that the region's pedestrians can stay safe and mobile after winter storms. This assessment can serve as a model for cities that are taking on the responsibility of sidewalk snow clearance.
- The 2017 Joint Certification Review recommended that SMTC seek health related grants to support their bicycle and pedestrian initiatives. In that time, SMTC provided NYS Department of Health (NYSDOH) with a prioritized list of local pedestrian safety issues to address in future [See! Be Seen! public safety campaign messages](#) and collaborated with American League of Bicyclists and AAA to co-brand their Smart Cycling bicycle safety campaign.
- While SMTC has done a lot to expand its bicycle and pedestrian networks, there has been no noticeable mode shift. Most of the new bicycle trips on the network have been recreational versus utilitarian trips. SMTC's [Congestion Management Process 2019 Update](#) sets a goal of increasing the percentage of commuting trips made by bicycling or walking by 5% in the next 10 years. With this in mind, we recommend that SMTC identify additional strategies and objectives to accomplish its modal shift goal. This may include prioritizing first/last-mile connections to transit (mode linking) and transit-

oriented development planning efforts or a roll out of any new bicycle or pedestrian programs, like a Bike Share program or construction of new bike lanes.

- The Syracuse region has also had some setbacks with micromobility providers in the region, but the City of Syracuse has a new partnership with the company Veo to provide an electric scooter and electric bike-share program. Since Veo's riders will be using the existing bicycle and pedestrian networks and can help with mode shift goals, we recommend that SMTC incorporate micromobility into its bicycle and pedestrian planning efforts. This could include partnering with the City of Syracuse and the Veo bikeshare provider to incorporate their data into SMTC planning products and assessing how to make this mode more resilient to private market forces.

Freight Planning

- SMTC actively considers multimodal freight needs in its region. SMTC continues to monitor freight-related developments, providing technical assistance where requested. SMTC notes that while recurring congestion is not an impediment to freight movement in the region, the MPO pays attention to concerns related to potential access and localized impacts of freight-related facilities. MPO staff have provided leadership in the NYSAMPO Freight Working Group, and the MPO was a very active participant in the initial statewide freight planning process.
- *Regional and Statewide Freight Planning*- SMTC produced a Regional Freight Profile in 2017 that contains extensive and detailed data about freight across highway, rail, air, and marine modes. At the time of the report, SMTC does not intend to develop a full regional freight plan in the near future. Chapter 4 of SMTC's 2020 LRTP update also contains information about the current condition of the freight network across all modes, and Chapter 7 identifies priority transportation projects that the MPO has determined would improve the efficient movement of freight in the region. SMTC also considers the extent to which projects advance the LRTP goals of improving freight access and promoting economic development in its selection process.
- SMTC directly coordinated with NYSDOT in the development of the 2019 New York State Freight Plan, providing input on a regular basis through the NYSAMPO Freight Working Group and also facilitating meetings for the plan within its region. SMTC continues to monitor the implementation of NHFP-funded projects in the area. SMTC's staff member who manages freight planning currently serves as co-chair of the NYSAMPO Freight Working Group, providing significant leadership in arranging trainings and workshops to advance MPO freight planning throughout the state.
- *Local and Project-Level Freight Planning*- SMTC has provided data and feedback on the freight impacts of specific transportation projects and new developments in the region. From an early stage in the project planning process for the I-81 Viaduct Project, SMTC has worked to ensure that the interests of freight stakeholders were represented. To the degree that SMTC was able, they also have monitored and analyzed the transportation impacts of a major Amazon warehouse facility in Clay, and development of New York State's first inland port in Dewitt. SMTC staff provides comments on local comprehensive plans, including freight issues. The Federal Team noted that SMTC staff coordinate extensively with the NYSDOT Region 3 Rail Coordinator to understand current freight rail challenges and identify opportunities to enhance multimodal coordination.
- *Other Freight Activities*- SMTC continues to support applications by individual member agencies or a group of agencies within the MPO for USDOT discretionary grants that could support economic development and more efficient goods movement. The MPO also coordinated with and considered the economic relationship it has with the Port of Oswego, which lies outside of the MPO's planning area.

Infrastructure Strategies

Bridge & Pavement

- *Notable:* The SMTC produces an annual report on the Bridge and Pavement Condition Management System (B&PCMS) that provides the condition rating of all Federal-aid eligible roadways in the MPA. This report stratifies the bridges and roadways by State, County, and City ownership and functional classification and summarize condition of the infrastructure by excellent, good, fair, and poor conditions using a narrative, tables, graphics, and maps.
- There are 550 bridges in the MPA with 313 owned by NYSDOT, 131 owned by a county (Madison, Onondaga, or Oswego, and the remaining 106 bridges owned by the Thruway Authority (48), City of Syracuse (30), and local towns (21) and villages (7). There are approximately 1,028 centerline miles of Federal-aid eligible roads in the MPA.
- This tool was developed to provide owners of roads in the Region the bridge and pavement data to assess infrastructure needs and prioritize the maintenance, operations, and reconstruction, rehabilitation, or replace of the transportation system.
- *Notable – Environmental Justice Areas:* As a LRTP goal to address “performance objective of ensuring that “pavement conditions within priority target areas are at or above regional averages” the B&PCMS report also reports on the infrastructure in Environmental Justice Areas noting that 24% of federal-aid eligible centerline mileage falls within these areas. It notes that there is a 6% to 7% difference in the Good to Fair rating for EJ areas by system owner and provides trend data to assist in the prioritization process.
- *Asset Management:* With this annual report the Federal Team asked if there was an asset management strategy in the Region that SMTC was using to prioritize infrastructure investments. Similarly, the Federal Team inquired of the Region grouping projects to take advantage of economy of scale to make efficient use of the limited Federal-aid funds. SMTC staff, MPO Policy Committee, and Planning Committee participants mentioned that the TIP selection process uses some asset management strategies from NYSDOT’s TAMP, however collectively between the state and locals SMTC is open to this idea to further manage infrastructure investments through asset management principals. The Federal Team encourages SMTC and their members to explore this approach.

Operations Strategies

Intelligent Transportation Systems – Congestion Management Process

- Using National Performance Management Research Data Set (NPMRDS) data and online tools made available by the University at Albany’s Visualization and Informatics Lab (AVAIL), MPO staff were able to develop a more thorough segment-specific analysis of congestion and reliability on the region’s primary commuter corridors for the 2019 CMP. Using measures of travel time, excessive delay, reliability, intersection level of service (LOS), crashes, transit ridership, and availability of infrastructure to support bicycle and pedestrian mobility, conclusions are drawn that then inform and are reflected in planning activities captured in the UPWP, TIP, and LRTP. In turn, the objectives of the CMP – maintaining high CMP network and transit on-time reliability, limiting congestion, increasing transit ridership, and increasing commuting trips by bicycle and walking – directly relate to the goals and objectives of the LRTP. Thus, the CMP meets the requirements laid out in 23 CFR Part 450 Section 320.
- While this most recent CMP analysis continues to show a very limited number of segments of the transportation system with significant congestion and reliability concerns, it nonetheless identifies several multi-modal strategies that have been recently implemented or should be considered for implementation given their potential for reducing delay and emissions, improving safety and mobility,

and increasing reliability and accessibility. Priority first goes to shifting single occupancy vehicle (SOV) travel to high occupancy vehicle (HOV) or alternate modes, then to optimizing how the existing transportation system is managed and operated, and finally to increasing capacity. Strategies fall into the identified key areas of Transportation Systems Management & Operations (TSMO), Transportation Demand Management (TDM), Transit, Bicycle and Pedestrian, and Land Use. Along with the rest of the CMP findings, these strategies have been thoroughly integrated into the most recent LRTP, including in the financial analysis which now explicitly identifies TSMO projects.

- *Notable:* It is notable that SMTC staff have been increasingly visible in their support for effective TSMO in the region, including: participation in the Traffic Incident Management (TIM) working group, development and hosting of an interactive online multi-agency Intelligent Transportation Systems (ITS) device map that includes locations of cameras, variable message signs (VMS), beacons, and traffic signals, assistance to the City of Syracuse in bringing consultant support to their Traffic Operations Center (TOC), and in the development of a white paper – anticipated in the first quarter of the 2022-2023 state fiscal year – to assess the feasibility of a joint Traffic Management Center (TMC) for the region that would co-locate state, county, and city operations.
- *Notable:* Also notable is the most recent LRTP’s assessment of various emerging transportation technologies and high-level identification of the potential impacts these may have in the greater Syracuse area. It is anticipated that a number of these technologies – autonomous vehicles, connected vehicles and infrastructure, various Mobility as a Service (MaaS) concepts, and Unmanned Aerial Vehicles (UAVs) – have the potential to revolutionize the movement of people and goods. The LRTP describes how the safety and mobility benefits are likely to be unprecedented, but will require ongoing infrastructure investments and adoption of policies by state and local leaders to ensure that transit remains viable, communication infrastructure can meet future needs, privacy is maintained, technologies are implemented equitably, accessibility is a priority, transportation control devices are maintained so as to be machine-readable, and the tendency of some of these technologies towards single or zero occupancy vehicle travel is minimized.

Safety / Resiliency Planning

- The 2017 Joint Certification Review recommended that SMTC work with FHWA, FTA, and NYSDOT on identifying strategies in addressing high accident locations on the local system and that SMTC assess their role on transportation security planning needs in the region, including addressing cybersecurity risks.
- *Notable:* SMTC has done a lot of work to identify strategies to address high accident locations, particularly through their [City of Syracuse Safety Assessment \(2021\)](#) and their [2020 County Safety Assessment](#). Both assessments use a data-driven approach to identify hotspots for fatal/serious injury crashes and roads with crash type emphasis area attributes on both the county and city road networks. These noteworthy assessments are comprehensive and improve the region’s ability to secure federal Highway Safety Improvement Program (HSIP) funds for safety projects.
- In terms of resiliency and transportation security planning, SMTC served as a stakeholder for the [2019 Onondaga County Hazard Mitigation Plan](#). They also provide technical staffing and resources for mapping needs from the municipalities in the region, including a stormwater mapping project for the region. However, SMTC notes there are very few non-winter related resiliency issues in the region other than some minor flooding in areas that are already known to be flood prone. While the Syracuse region is well-equipped to handle winter weather impacts to their transportation network, it is possible that warming temperatures and a changing climate will have future impacts that haven’t

been a problem in the region before. Additionally, Centro's transit ridership was hit hard due to the pandemic and still hasn't recovered. While this is a national trend and not specific to the Syracuse region, ensuring that transit ridership can be resilient to public health emergencies and climate change will be an important factor in meeting SMTC's CMP and LRTP mobility goals. Given that the new [Bipartisan Infrastructure Law](#) creates new formula and discretionary programs for resiliency and carbon reduction projects, SMTC may be missing out on federal aid funding without more resiliency planning for the region. As such, we recommend that SMTC incorporate resiliency in their planning efforts and consider conducting a regional resiliency plan to capitalize on new federal funding programs related to resiliency.

- Both state and national transportation policies have placed a strong emphasis on transitioning to an electric vehicle fleet. On December 13, 2021, the [Biden Administration](#) set an ambitious target of 50% of electric vehicle (EV) sale shares in the U.S. by 2030. That same month, Governor Hochul signed legislation requiring all new passenger vehicles sold in the state to be zero-emissions by 2035 and recently added more funds to the state's Drive Clean Rebate program, which helps consumers save up to \$2,000 on the purchase of an electric vehicle. Because of this strong push to transition to an electric vehicle fleet, pending federal guidance, we recommend that SMTC incorporate EV charging needs as an element of its future planning products. Federally funded charging stations or infrastructure would need to be consistent with and reflected in the Statewide EV Infrastructure Plan that NYSDOT is due to submit to FHWA by August 1st.

Appendix A: FHWA/FTA Letter



**United States
Department of Transportation**

**Federal Highway Administration - NY
Division**

Leo O'Brien Federal Building,
11 A Clinton Avenue, Suite 719
Albany, NY 12207

Federal Transit Administration - Region 2

One Bowling Green, Suite 429
New York, NY 10004-1452

In Reply Refer To:
TRO-02
HPM-NY

August 13, 2021

Mr. Brian Schultz
SMTC Policy Chairperson
Syracuse Metropolitan Transportation Council
100 Clinton Square, 126 N. Salina Street, Suite 100
Syracuse, NY 13202

Dear Mr. Brian Schultz,

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will be conducting a Certification Review of the transportation planning process for your metropolitan area on November 30th thru December 2nd, 2021. These dates were selected in consultation with Mr. James D'Agostino, the staff director of the MPO (SMTC), the Metropolitan Planning Organization (MPO) for the Syracuse Metropolitan area.

Titles 23 and 49 of The United States Code require the Secretary of Transportation to designate urbanized areas over 200,000 in population as Transportation Management Areas (TMA). As a result of the 2010 Census, the Syracuse Urbanized Area continues to be a TMA. Designated TMAs are subject to special planning and programming requirements. In accordance with 23 USC 134(i) (5), the Secretary must certify compliance of the MPO in each TMA with the metropolitan planning regulations not less than once every four years. This is a joint responsibility of the FHWA and FTA. The four-year cycle runs from the date of the previously jointly signed Certification Letter, which was April 6th, 2018.

The primary purpose of the Certification Review is to ensure that the planning requirements of 23 USC 134 and 49 USC 5303 are being satisfactorily implemented. As in past reviews, we intend to highlight good practices, exchange information, and identify opportunities for improvements. The review in November/December may include a virtual and/or a field visit with the opportunity for public participation. Additionally, the Federal Review Team would like to meet you to discuss the transportation planning

Appendix A: FHWA/FTA Letter (Con't)

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process in the Region, as part of the review, which we will schedule through the MPO Directors. We are also requesting participation of the Executive Committee, Policy Board, Planning Committee, and local member agencies for a separate session for the certification review and value their presence throughout the review to offer comments and their insights.

The remainder of the review will primarily include discussion with the MPO staff; local member agencies may also be present to offer comments and their insights.

Some of the focal points we are proposing for the Certification Review meeting may include the following:

- Status of recommendations from previous certification
- MPO Agreements
- Long Range Transportation Plan (LRTP)
- Unified Planning Work Programs
- TIP Development and Project Selection
- Financial Planning
- Transit Activities- Human Services Transportation Plan
- Public Outreach
- Title VI and Related Requirements
- Intelligent Transportation Systems / Congestion Management Process
- Regionally Significant Projects
- Environmental Mitigation
- Consultation and Coordination
- Tribal Nations
- Transportation Safety and Resiliency Planning
- Integrating Freight in the Transportation Planning Process
- Non-motorized Bicycle-Pedestrian Transportation Planning
- Performance Based Planning and Programming

By September 20th, 2021, we request that SMTC provide us with a description of the status of recommendations from the previous 2018 certification and a description of what SMTC does to incorporate those recommendations in the planning process. Please provide any documentation that supports your efforts to date.

Further details, including a draft agenda for the virtual/on-site discussion, will follow separately. The Federal contacts for the review are Maria Chau of FHWA, Maria.Chau@dot.gov and Jennifer Terry of FTA, Jennifer.Terry@dot.gov. The review is a positive means to advance our mutual goals to maximize the effectiveness of the planning process. We look forward to our virtual/on-site visit.

Sincerely,

RICHARD
JOSEPH
MARQUIS

Digitally signed by
RICHARD JOSEPH
MARQUIS
Date: 2021.08.13
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Richard J. Marquis
Division Administrator
Federal Highway Administration
New York Division



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Date: 2021.08.20
13:32:54 -0400'

Stephen Goodman P.E.
Regional Administrator
Federal Transit Administration
Region II

Appendix A: FHWA/FTA Letter (Con't)

3

cc: Mr. Walter Mugdan, *Acting Regional Administrator*, Environmental Protection Agency, Region II
Mr. Ron Epstein, *Executive Deputy Commissioner, Assistant Commissioner, Policy and Planning Division & Chief Financial Officer*, NYSDOT
Mr. Michael Flynn, *Acting Director*, NYSDOT Statewide Planning Bureau
Ms. Colleen Smith-Lemmon, *Statewide Planning Bureau*, NYSDOT
Mr. David P. Smith P.E., *Regional Director*, NYSDOT Region 3
Mr. Mark Frechette, *Regional Planning and Program Manager*, NYSDOT Region 3
Mr. Martin Voss, *Commissioner*, Onondaga County Department of Transportation
Mr. Brian M. Schultz, *CEO*, CNY Regional Transportation Authority
Mr. James D'Agostino, *Executive Director*, SMTC
Mr. Donald Burns, *Director of Planning and Program Development*, FTA Region 2
Ms. Anna Price, *Director*, Office of Program Management, FHWA NY Division

Appendix B: Status of 2017 Certification Review Findings

SMTC's response letter provided FHWA/FTA with both the requested materials for the desk audit and an update on the status of the *Recommendations* from the 2017 Certification Review through their response letter dated September 21st, 2021. There were 2 *Corrective Actions* and 14 *Recommendations* which are listed below. FHWA and FTA reviewed the responses and have found them satisfactory.

The following is the status of the **Corrective action**²:

Corrective action	Status
<p><i>Long Range Transportation Plan</i></p> <ul style="list-style-type: none"> - The LRTP financial plan does not meet the requirements of 23 CFR 450.324(f) (11) (ii, iv, viii) in that it does not provide revenue projects by fund sources for fiscal years 2023 through 2050, it does not identify all financial sources from all public and private sources, and that the LRTP does not demonstrate fiscal constraint and provide a clear sense on how the adopted regional transportation plan can be implemented. SMTC must update the Financial Plan to include and clarify these elements amending it into the LRTP by December 31, 2018. 	<p>Completed</p> <ul style="list-style-type: none"> - Requirements was satisfied with the submission and review of SMTC's updated Chapter 6 of the Financial Analysis, System Performance Report, and Policy Committee Resolution and response letter dated September 3rd, 2019.
<p><i>Unified Planning Work Program</i></p> <ul style="list-style-type: none"> - The UPWP does not meet the program and monitoring requirements as required by 23 CFR 420.117. SMTC does not provide a detailed close out on activities and an expenditures report for the end of the annual UPWP cycle. SMTC must provide a close out of the current UPWP activities and an expenditures report by June 30, 2018. 	<p>Completed</p> <ul style="list-style-type: none"> - Requirements was satisfied with the submission of the SMTC Performance and Expenditure Report.

² SMTC TMA responded to the Corrective Actions in letters dated December 18th, 2018

The follow is the status on the **Recommendations**:

Recommendations	Status
<p><i>Unified Planning Work Program</i></p> <ul style="list-style-type: none"> - The Federal Review Team recommends that SMTC consider the balance of investments and tasks in the UPWP in alignment with the LRTP. 	Completed
<p><i>Transportation Improvement Program</i></p> <ul style="list-style-type: none"> - The Federal Review Team recommends SMTC provide information in the TIP on public and private sources that are reasonably expected to be made available to carry out the TIP and recommend any additional financing strategies needed for projects and programs. Examples of these sources may include local property taxes, bonds, sales taxes, an allotment from general funds. 	Completed
<p><i>Transit/Human Service/Non-motorized - Bicycle/Pedestrian</i></p> <ul style="list-style-type: none"> - The Federal Review Team recommends SMTC to seek health related grants to support human services, bicycle and pedestrian initiatives. 	Completed
<p><i>Public Involvement</i></p> <ul style="list-style-type: none"> - For the next iteration of the Public Participation Plan, SMTC should (1) document the consultation process including all parties involved, (2) develop a method to gauge the success of public outreach efforts with measures such as number of attendees, response rates, and other measures, and (3) capture these results to perform an analysis that can inform improvements to the process. - If no comments are received on documents such as the TIP or UPWP, then the final document should include a summary stating the process and methods utilized to include the public and that no comments were received and include this summary in the appendix as stated in the PPP. 	Completed

Recommendations	Status
<ul style="list-style-type: none"> - SMTC should consider for their website including a search feature for plans and studies and/or organize them by topic area and making available the Meeting Minutes for Policy Committee, Executive Committee, and Planning Committee meetings at an easily accessible location. - The Federal Review Team encourages SMTC staff to attend the “Public Involvement in Transportation Decision Making” course offered by NTI or NHI and reach out to other MPOs to explore innovative ways to connect with the public and tribal nations especially on how to increase public involvement and in documenting feedback. 	
<p><i>Title VI/Environmental Justice</i></p> <ul style="list-style-type: none"> - For the next iteration of the Title VI Plan, the Federal Review Team recommends SMTC document existing processes used to ensure planning decisions do not have unintended discriminatory effects, enhance those practices, and capture them as procedures. 	<p>In Progress</p> <ul style="list-style-type: none"> - SMTC is in the process of updating their Title VI Plan. This recommendation is reissued for this certification review.
<p><i>Freight Planning</i></p> <ul style="list-style-type: none"> - The Federal Review Team encourages SMTC to convene a Regional Freight Advisory Committee if they pursue the development of a Regional Freight Plan and encourages SMTC to explore other methods of outreach that provide the regional freight community opportunities to engage in decisions being made on the transportation system that may impact them. - The Federal Review Team encourages SMTC to further their efforts and complete a Regional Freight Plan that provides clarity on freight infrastructure investments the region is interested in pursuing. 	<p>On-going</p>
<p><i>Intelligent Transportation Systems</i></p> <ul style="list-style-type: none"> - The Federal Review Team Recommends the follow strategies to incorporate ITS into the planning process: 	<p>On-going</p> <ul style="list-style-type: none"> - SMTC staff has worked to make strides in ITS/Operations and TSMO including participating in the TIM working group and creating an interactive ITS asset map on their ArcGIS Online

Recommendations	Status
<ul style="list-style-type: none"> - Identify opportunities to support the regional Traffic Incident Management program, including through participation in the established multi-disciplinary TIM working group and by supporting development of TIM performance measures. - Include ITS infrastructure in the development of asset management strategies and tools, including GIS inventory. - Incorporate ongoing and envisioned Transportation Systems Management & Operations (TSMO) strategies in the LRTP. This should be consistent with the Regional ITS Architecture (RITSA) and Strategic Plan. 	<p>page. SMTC initiated planning efforts to identify new management partnerships and synergies between the State, County, and City on expanded and cooperative TMC coverage throughout Onondaga County and potentially the MPA.</p>
<p><i>Planning Environmental Linkage</i></p> <ul style="list-style-type: none"> - The Federal Review Team recommends that SMTC conducts an analysis of environmental considerations in the Region and consider developing a GIS layer that geolocates links to planning studies that have been completed for easy access for potential users of these studies beyond the planning phase. When feasible and appropriate, conduct PEL studies that include NEPA level analysis for some of the larger transportation projects that may be classified as an Environmental Impact Statement under NEPA. 	<p>Completed As Applicable</p>
<p><i>Safety and Security Planning</i></p> <ul style="list-style-type: none"> - The Federal Review Team recommends that SMTC work with FHWA, FTA, and NYSDOT on identifying strategies in addressing high accident locations on the local system. - The Federal Review Team recommends that SMTC assesses their role on transportation security planning needs in the region and consider different types of reoccurring and non-reoccurring events determining how the MPO should provide supports in these areas including how they and their partner agencies may address growing cybersecurity risks in the development and implementation of technologies. 	<p>Completed</p>

Appendix C: Certification Review Agenda

SMTC 2021 Virtual Certification Review Schedule

Tuesday, November 30th		Session #1 Weblink Day 1 Morning	
		Session Topic	Session Leads
AM: 9:30 – 10:00		Welcome & Introductions Overview of Certification	FHWA: Maria Hayford FTA: Adam Klein SMTC: Jim D’Agostino
10:00 – 10:45		Overview of MPO / MPO Highlights / Regional Issues SMTC to provide highlights on transportation planning and activities especially items not listed in Certification Review Topics	SMTC: Jim D’Agostino
10:45 – 11:00		Break	
11:00 – 12:00		Status of Items from Previous Review	FHWA: Maria Hayford FTA: Adam Klein SMTC: Jim D’Agostino
PM: 12:00 to 1:00		Lunch Break	
		Session #2 Weblink Day 1 Afternoon	
1:00 – 2:30		Transportation Planning Process (UPWP, LRTP, TIP, PBPP)	FHWA: Maria Hayford, Roberta Retzlaff FTA: Adam Klein, SMTC: Jim D’Agostino
2:30 – 2:45		Break	
2:45 – 3:50		Transportation Planning Process (UPWP, LRTP, TIP, PBPP)	FHWA: Maria Hayford, Roberta Retzlaff FTA: Adam Klein, SMTC: Jim D’Agostino
3:50 to 4:00		Close out for the day	FHWA: Maria Hayford FTA: Adam Klein
Wednesday, December 1st		Session #3 Weblink Day 2 Morning	
AM: 8:30 – 10:00		Transit (Human Services Transportation Plan - Public Transportation Agency Safety Plan (PTASP) - Transit Asset Management Plan (TAMP) - Performance Based Planning - Coordination/working with local transit agencies, Title VI)	FTA: Adam Klein SMTC: Jim D’Agostino
10:00 – 10:15		Break	
10:15 – 11:15		Public Participation Plan / Title VI Nondiscrimination	FHWA: Maria Hayford, Kara Hogan FTA: Adam Klein SMTC: Jim D’Agostino
11:15 – 12:00		Bicycle, Pedestrian	FHWA: Nicole McGrath FTA: Adam Klein SMTC: Jim D’Agostino
PM: 12:00 to 1:00		Lunch Break	
		Session #4 Weblink Day 2 Afternoon	
1:00 – 1:45		Freight	FHWA: Gautam Mani FTA: Adam Klein SMTC: Jim D’Agostino
1:45 – 2:45		Nations Consultation	FHWA: Tricia Millington FTA: Adam Klein Onondaga: Anthony Gonyea Oneida: Jesse Bergevin Tuscarora: Bryan Printup SMTC: Jim D’Agostino
2:45 – 3:00		Break	
3:00 – 3:50		Intelligent Transportation System/Congestion Management Process (Operations, Architecture, CMP)	FHWA: Tim Crothers FTA: Adam Klein SMTC: Jim D’Agostino
3:50 – 4:00		Close out for the day	FHWA: Maria Hayford FTA: Adam Klein

Appendix C: Certification Review Agenda (Con't)

Thursday, December 2nd		
AM: 9:00 – 10:15	Session #5 Weblink Day 3 Morning Safety, Resiliency	FHWA: Maria Hayford, Nicole McGrath, Roberta Retzlaff FTA: Adam Klein, Ayla Schermer
10:15 – 11:00	Regionally Significant Projects	FHWA: Maria Hayford SMTC: Jim D'Agostino
11:00 – 11:15	Break	
11:15 – 12:00	Environmental Mitigation/Planning Environmental Linkage (PEL)	FHWA: Maria Hayford, Roberta Retzlaff FTA: Adam Klein SMTC: Jim D'Agostino
PM: 12:00 to 1:00	Lunch Break	
Session #6 Weblink Day 3 Afternoon		
12:30 – 1:30	Federal Review Team Caucus Review Team – Teams link: Federal Only	All Federal Review Team
1:30 – 2:00	Break	
2:00 – 3:00	Close out	FHWA: Maria Hayford FTA: Adam Klein

Session Topic		Session Leads
Monday, January 10th		
AM: 10:00	Interview #1	
10:00 – 11:00	Planning Committee Chair Megan Costa (Assistant Director for County Planning) Meeting appointment already sent to PCC	FHWA: Maria Hayford, Nicole McGrath, FTA: Adam Klein, Ayla Schermer
AM: 11:00	Interview #2	
11:00 – 12:00	Policy Committee Chair Brian Schultz (CNYRTA Chief Executive Officer) Meeting appointment already sent to PCC	FHWA: Maria Hayford, Nicole McGrath, FTA: Adam Klein, Ayla Schermer

Tuesday, January 11th		
AM: 11:00	Roundtable #1 Weblink	
11:00 – 12:00	Stakeholders and Public	FHWA: Maria Hayford FTA: Adam Klein
Thursday, January 13th		
AM: 11:00	Roundtable #2 Weblink	
11:00 – 12:00	Board and Planning Committee Members	FHWA: Maria Hayford FTA: Adam Klein

Appendix D: Certification Review Site Participants

SMTC

Jim D'Agostino, Executive Director
Mario Colone
Meghan Vitale
Danielle Krol
Michael Alexander
Jason Deshaies

NYS DOT

Colleen Smith Lemon
Katie Bergan
Julie Baldwin
David Roth
Rich Sawczak
Erin Cole - Onondaga Liaison
Mark Frechette - I-81

City of Syracuse

Mary Robinson
Neil Burke

Onondaga County

Dan Kwasnowski

Centro

Brian Schultz, CEO, SMTC Policy Committee Chair
E.J. Moses
Tara Spraker

Nations

Anthony Gonyea, Onondaga
Jesse Bergevin, Oneida
Bryan Printup, Tuscarora

FHWA

Maria Hayford, Senior Community Planner
Gautam Mani, Community Planner
Nicole McGrath, Community Planner
Bobbi Retzlaff, Community Planner
Tricia Millington, Tribal Nation Liaison
Timothy Crothers, ITS Operations Engineer
Kara Hogan, Civil Rights Specialist

FTA

Adam Klein, Community Planner
Ayla Schermer, Community Planner

Appendix E: Public Involvement Notices & Responses

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LEGLS/PUBLIC NOTICES

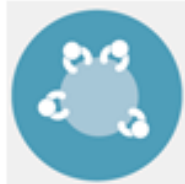
Other Legals	Other Legals	Other Legals	Other Legals	Other Legals	Other Legals	Other Legals	Other
<p>SSNY shall mail copy of process to 2404 South Salina Street, Syracuse NY 13205. Purpose: any lawful purpose.</p> <p>LEGAL NOTICE Articles of Organization of 6800 Partners LLC ("LLC") were filed with Sec. of State of NY ("SSNY") on 11/01/2021. Office location: Onondaga County, SSNY has been designated as agent upon whom process against the LLC may be served. SSNY shall mail a copy of any process to and the LLC's principal business location is: 407 Hinsdale Road, Canastota, NY 13031. Purpose: Any lawful business purpose.</p> <p>Public Notice Route 11 (BIN 4008540) Bridge over Onondaga River The New York State Department of Transportation (NYSDOT) is announcing the availability of BIN 4008540 carrying Route 11 over the Onondaga River in the Hamlet of Brewerton to interested responsible party 1/2022 and February 28, 2022 will be assessed a penalty of 1.0% on the balance of the bill. Payments made between March 1, 2022 and March 15, 2022 will be assessed a penalty of 1.5% on the balance of the bill. Payments made between March 16, 2022 and March 31, 2022 will be assessed a penalty of 1.5% plus \$2.00 fee. After April 1, 2022 the balance of the bill plus any additional applicable penalties must be paid directly to the Onondaga County Chief Fiscal Officer, P.O. Box 1004, Syracuse, NY 13201-1004. TAKE FURTHER NOTICE that pursuant to the provisions of law the tax roll of the Town of Canastota will be returned to the County Treasurer of the County of Onondaga on the 1st day of April, 2022. Dated: December 27, 2021 Martha Dickson-McMahon, Town Clerk</p> <p>Supplemental Summons and Notice of Object of Action SUPREME COURT OF THE STATE OF NEW YORK COUNTY OF ONONDAGA Action to Foreclose a Mortgage INDEX # 011804/2019 STATE FARM BANK Plaintiff, vs CHRISTOPHER O'BRIEN as HEIR TO THE ESTATE OF BRUCE M. O'BRIEN, CITIBANK, N.A., NEW YORK STATE DEPARTMENT OF TAXATION AND FINANCE, UED</p>	<p>STATES OF AMERICA, UNKNOWN HEIRS AND DISTRIBUTUTES OF THE ESTATE OF BRUCE M. O'BRIEN and JOHN DOE #1, through JOHN DOE #10, the last ten names being fictitious and unknown to the plaintiff, the persons or parties intended being the persons or parties, if any, having or claiming an interest in or lien upon the mortgages premises described in the Complaint, Defendants. ADDRESSES: 308 Lewis Street Syracuse, NY 13204 to the Above named Defendant. You are hereby summoned to answer the Complaint in this action, and to serve a copy of your answer, or if the Complaint is not served with this Supplemental Summons, to serve a notice of appearance, on the Plaintiff(s) attorney(s) within twenty days after the service of the day of service of this Supplemental Summons, exclusive of the day of service, or within any other time specified in the order WITH THE COURT. DATED: December 10, 2021 Gross Polowy LLC Attorneys) For Plaintiff(s) 1775 Wehrle Drive, Suite 100, Wellsville, NY 14221 The law firm of Gross Polowy, LLC and the attorneys whom it employs are debt collectors who are attempting to collect a debt. Any information obtained by them will be used for that purpose. 70450</p> <p>NOTICE OF FORMATION OF LIMITED LIABILITY COMPANY UNDER NEW YORK LIMITED LIABILITY COMPANY LAW TAKE FURTHER NOTICE that pursuant to the provisions of law the tax roll of the Town of Canastota will be returned to the County Treasurer of the County of Onondaga on the 1st day of April, 2022. Dated: December 27, 2021 Martha Dickson-McMahon, Town Clerk</p> <p>Supplemental Summons and Notice of Object of Action SUPREME COURT OF THE STATE OF NEW YORK COUNTY OF ONONDAGA Action to Foreclose a Mortgage INDEX # 011804/2019 STATE FARM BANK Plaintiff, vs CHRISTOPHER O'BRIEN as HEIR TO THE ESTATE OF BRUCE M. O'BRIEN, CITIBANK, N.A., NEW YORK STATE DEPARTMENT OF TAXATION AND FINANCE, UED</p>	<p>Notice of Formation of Nightshifts LLC, a Domestic Limited Liability Company (LLC) Articles of Organization filed with the Secretary of State of New York (SSNY) on 06/30/2021. Office location: County of Onondaga. SSNY is designated as agent of LLC upon whom process may be served. SSNY shall mail copy of process to 112 Cedar Heights Dr. Jamesville, NY 13078. Purpose: any lawful purpose.</p> <p>ATTENTION D.B.E. FIRMS AND SUPPLIERS Sothar Construction is requesting a quotation from your firm for NYSDOT Project #D046432 - Bridge Deck & Joint Repair Contract - Onondaga Co. Bid on 1/4/2022. Completion date: 11/29/2022. Items: milling, rebar, bridge deck system, various concrete items, striping, mounds, Review plans & specs at Bothar Court, 170 E. Service Rd, Binghamton M-F 8AM to 4PM by appointment 607-733-5012. Download "Request for Proposal" at: www.hazelnutst.ave.north.syracuse.ny.us Purpose: any lawful purpose.</p> <p>NOTICE OF FORMATION OF LIMITED LIABILITY COMPANY NAMED KASOAG COTTAGE LLC Articles of Organization were filed with the Secretary of State of New York (SSNY) on December 2, 2021. Office location: Madison County. SSNY has been designated as agent of the LLC upon whom process may be served. SSNY shall mail a copy of process to the LLC, 282 Cliff Road, Chittenango, New York 13037. Purpose: For any lawful purpose.</p> <p>File No. 2021-77 SURROGATE'S COURT - CORTLAND COUNTY CITATION THE PEOPLE OF THE STATE OF NEW YORK TO: DEBORAH FISHER, whose last known whereabouts are unknown, or if deceased, then her executor, Administrator, Distributors, or Heirs-at-Law, if there be any, and whose existence, names, post office addresses and places of residence are unknown and cannot, after due diligence be ascertained; A petition for Probate of the Will of FAY R. FISHER, deceased, was filed by Matthew O. Fisher, who is domiciled at Augur Lane, Phoenix, New York 13135. YOU ARE HEREBY CITED TO SHOW CAUSE before</p>	<p>the Surrogate's Court, Cortland County, by virtual appearance on MARCH 15, 2022 at 9:30 o'clock in the forenoon of that day, eastern standard time, why a decree should not be made in the estate of FAY R. FISHER lately domiciled at Cortland, New York admitting to probate a Will dated March 5, 2009 as the Will of Fay R. Fisher, deceased, relating to real and personal property, and directing that Letters Testamentary issue to Matthew O. Fisher, or to such other person as may be entitled thereto. FURTHER take notice, that you are hereby served with this Citation by publication pursuant to an Order of the Court authorizing and directing such service duly granted on the 3rd day of September, 2021, and a Guardian ad Litem having been appointed to represent your interest as a person under disability, whose whereabouts are unknown as prescribed by law. 510 Cortland Street City of Syracuse, County of Onondaga, State of New York S.B.L.E. 046-11-03.0 STATE OF NEW YORK SUPREME COURT ONONDAGA COUNTY GENERAL ELECTRIC EMPLOYEES FEDERAL CREDIT UNIONS ADVA GE EMPLOYEES FEDERAL CREDIT UNION Plaintiff, vs RICHARD W. NABINGER, if living, and if he be dead, any and all persons who are wives, widowers, grantees, mortgages, lienors, other claimants against the assets of the decedent and/or his estate, heirs, devisees, distributees or successors in interest of such of them as may be dead, and their husbands and wives, heirs, devisees, distributees and successors in interest, all of whom and whose names and places of residence are unknown to Plaintiff; TIMOTHY J. NABINGER, SHARON M. NABINGER, JOHN J. NABINGER, THERESA A. VOLKS, EDWARD RICHARD JESTER, STEVEN M. JESTER, MARIE E. PETERSON, STATE OF NEW YORK, NEW YORK STATE DEPARTMENT OF TAXATION AND FINANCE UNITED STATES OF AMERICA and JOHN DOE1 and JOHN DOE2, Defendants. TO THE ABOVE NAMED DEFENDANTS: YOU ARE HEREBY SUMMONED to answer the complaint in the above-entitled action and to</p>	<p>serve a copy of your answer on the Plaintiff's attorney within 20 days after the service of this summons exclusive of the date of service or within 30 days after completion of service, if service is made in any other manner than by personal delivery within the state. The United States of America, if designated as a defendant in this action, may answer or appear within 60 days of service hereof. In case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint. Onondaga County is designated as the place of trial. The basis of venue is the location of the mortgaged premises, dated December 17, 2021 s/William M. Thomas ASNAAD & INCORPORATED LLP Attorneys for Plaintiff Office and P.O. Address 46 Front Street Binghamton, NY 13903 (607) 722-3495 NOTICE YOU ARE IN DANGER Employees Federal Credit Union Office and P.O. Address 46 Front Street Binghamton, NY 13905 Tel: 607/722-3495</p> <p>sealed bids requested by Food Bank of Central New York for the New York State Food Bank Care Program. Bidders will prepare and package 150 dinners for youth in Syracuse, NY in accordance with DOH standards. Service on 01/17/21-01/30/22. Bids accepted until 12pm on 1/4/21 at Food Bank of Central New York, 7066 Interstate Island Rd, Syracuse, NY 13209 - at which time they will be publicly opened and read. The bid specifications/contract form may be obtained from Amalia Swan at Food Bank office at the same address weekdays 9am - 4pm.</p> <p>NOTICE OF FORMATION OF 304 BROADVIEW DRIVE, LLC Art. of Org. filed with NY Secretary of State (SSNY) 12/16/2021. Office location: Onondaga County. SSNY designated as agent of LLC upon whom process may be served. SSNY shall mail copy of process to 114 Welworth Parkway, Syracuse, NY 13215. Purpose: Any lawful activity.</p> <p>How to reach us: 315-470-0023 or 800-765-0047 Fax 315-470-2050 www.federalcreditunion.com</p>	<p>Notice of Formation of LLC Log Cabin Ventures LLC (LLC) filed Arts. of Org. with Secy. of State of NY (SSNY) on 12/17/2021. Office location: Onondaga County. SSNY designated as agent of the LLC upon whom process may be served and SSNY shall mail process to the LLC at c/o Log Cabin Ventures LLC, 7116 Thomree Hill Drive, Fayetteville, NY 13068. Purpose: any business permitted under law.</p> <p>NOTICE OF FORMATION OF Christopher R. Smith Law Office, P.L.L.C., a Domestic Limited Liability Company (LLC) with offices located in Onondaga County, for the purpose of practicing law. The Articles of Organization were filed with the Secretary of the State of New York (SSNY) on December 16, 2021. SSNY is the agent designated to receive service of process on behalf of the LLC. SSNY shall mail copy of process to the LLC at the following address: 304 Broadview Drive, Syracuse, NY 13215. Purpose: Any lawful activity.</p> <p>NOTICE TO RECEIVE PUBLIC COMMENTS The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are currently conducting the quadrennial Federal Certification Review of the Syracuse Metropolitan Transportation Council (SMTC). The U.S. Department of Transportation requires every Metropolitan area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and transit funds. SMTC is the designated MPO for the Syracuse, NY Metropolitan area and a small portion of Grindley in Oswego County. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), in accordance with 23 USC §303 (k) (6)(A)(vii) must certify that the metropolitan planning process conducted by SMTC is being carried out in accordance with applicable provisions of Federal law not less than once every four years. The primary purpose of the certification review is to ensure that the required planning activities of</p>	<p>23 USC 134 and 49 USC 5303 are being satisfactorily implemented by the SMTC. FHWA and FTA are accepting written comments from the public on SMTC's implementation of the federal transportation planning process until January 31, 2022. Comments may be sent to: Maria Chau, FHWA Leo W. O'Brien Federal Building Room 719 Albany NY 12207 Maria.Chau@dot.gov and/or Adam Klein, Bowling Green Room 429 New York, NY 10004 Adam.Klein@dot.gov For more information call SMTC at (315) 422-5716.</p> <p>PUBLIC NOTICE NOTICE OF PUBLIC HEARING The Planning Board of the Town of Salina will hold a public hearing at 7:00 PM at the Town Hall, 201 School Road, Liverpool, NY to consider January 4, 2022 APPROVAL OF MINUTES Approve the minutes from the December 21, 2021 Planning Board meeting and resolve a Proclamation of Emergency within the territorial limits of Onondaga County, and WHEREAS, on March 16, 2020, I issued Local Emergency Order No. 6, requiring individuals tested for COVID-19 to self-quarantine pending receipt of a negative test result, and it is necessary to extend the Order, as modified herein, NOW, THEREFORE, in accordance with the authority vested in me by the Onondaga County Charter and Code, local home rule powers, and Section 24 of the New York State Executive Law, I hereby issue this Local Emergency Order and declare that any individual who is tested for COVID-19 must self-quarantine if the individual currently has COVID-19 symptoms and is waiting for his/her COVID-19 test results. Individuals who do not have COVID-19 symptoms do not need to self-quarantine while waiting for COVID-19 test results. In this instance, it means remaining in the individual's home or current residence until the individual receives a negative test result. This order is necessary to safeguard the public health and welfare, and necessary to assist in the disaster effort. This Order is intended to be consistent with all laws, regulations and official guidelines, at the state and federal</p>	<p>levels read such law. Emer to ex Order 1 January will newve of suders. ONOI Ryan Ryan Coun NOTH TAX RANT that Ventr. signs of na, C ga a York, com warrt ion (Town year paym na 1 Scho pool, which from of the v, relatn Copie tion e Office Clerk. www.g. P scope may manr the protc pand com be fit Clerk and Section 24 of the Dec 2 Mart Clerk NOTI OF VILL/ ZON/ APPI here pub held Man of A Janu self-quarant in this instance, means remaining in the individual's home or current residence until the individual receives a negative test result. This order is necessary to safeguard the public health and welfare, and necessary to assist in the disaster effort. This Order is intended to be consistent with all laws, regulations and official guidelines, at the state and federal</p>

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Appendix E: Public Involvement Notices & Responses (Con't)



Stakeholder & Public Roundtable for the SMTC's Federal Certification Review

Every four years the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct an evaluation of the SMTC's metropolitan transportation planning process to ensure that planning activities are being satisfactorily implemented in our area.

You are invited to participate in a 1-hour long **Stakeholder and Public Roundtable** to be held virtually on **Tuesday, January 11, 2022, at 11:00 a.m. via Zoom**, to discuss the SMTC's implementation of the federal transportation planning process with our partners from FHWA and FTA. Anyone is welcome to attend but **you must register in advance** [using this link](#). People who do not register will be able to view the session by way of the [SMTC's YouTube channel](#).

The FHWA and FTA are also accepting written comments until January 31, 2022. Comments should be sent to:

Maria Chau, FHWA
Leo W. O'Brien Federal Building
Room 719
Albany, NY 12207
Maria.Chau@dot.gov

and/or

Adam Klein, FTA
Region 02
One Bowling Green, Room 429
New York, NY 10004
Adam.Klein@dot.gov

For more information, please call the SMTC at (315) 422-5716.

[Register for Public Roundtable on Zoom](#)

Appendix E: Public Involvement Notices & Responses (Con't)

FHWA and FTA received two written responses from the public during the commenting period. They are included in this section as part of the appendices of the report.

-----Original Message-----

From: Marty Ours

Sent: Monday, January 31, 2022 10:05 AM

To: Hayford, Maria (FHWA) <maria.hayford@dot.gov>

Subject: SMTC Certification Review

Ms. Chau:

Thank you for this opportunity for input to your agency's review of the SMTC, the designated the MPO for the Central New York Region. As you know, its members represent all area transportation and transit agencies. Their responses to public comments in several SMTC Public Outreach Zoom meetings informed me that, in Central New York:

- Elected officials, their appointed agencies and developers are not required to obtain input from, or to collaborate with, SMTC on proposed projects, unless they involve Federal money.
- Developments- even those having significant impact upon local, regional and federal transportation infrastructure- proceed without SMTC planning, and with minimal public input or required beyond the site's jurisdiction.
- The SMTC is not structured to seek - or consider - analyses, studies or local suggestions on Transportation & Transit Needs. Ex: Two large transportation and transit studies by the Onondaga County Citizens League, other states' MPOs projects and Best Practices data by gathered by professional planning groups are not reviewed by SMTC for CNY relevance.
- Concepts like Transit Oriented Development and Complete Streets are very difficult to implement with this oversight model.

A recent example of the above was siting the second largest Amazon Warehouse in the world in the suburban Town of Clay.

- That town delegated SEQR to the Onondaga County Industrial Agency (OCIDA), who also deemed that the adjacent Town of Salina and Village of Liverpool (within a quarter mile of the Warehouse site) had no "Standing" for input, though NYS DOT streets in both would carry warehouse traffic. Job creation agendas evidently required expediting the process.
- Amazon representative, Trammel Hill, was given sole responsibility for the warehouse traffic plan and hired a Rochester firm to do so without SMTC input.
- The Thruway Exit 38 bridge within a quarter mile of the warehouse has exposed rebar and access/egress likely is insufficient for the second largest warehouse in the world's truck traffic.
- NYS DOT collaboration on the project widened a 3-way village intersection to expedite warehouse employee 24/7 shifts, taking out the only covered bus stop.
- Warehouse opening has been delayed for months due to supply chain issues. When it does, SMTC says it must deal with the traffic fallout "after the fact".

Question: Can SMTC seek federal money to remediate transportation issues resulting from warehouse traffic "after the fact"?

Appendix E: Public Involvement Notices & Responses (Con't)

- Federal RWD Safety parameters have already been compromised by the inadequate guardrails between Thruway Exits 38 and 37. Three years ago, a tractor trailer vaulted over one within 50 feet of a residential street (Seventh Street) landing within ten feet of the road.

- Federal Pedestrian and Bike safety parameters will likely be compromised by warehouse truck and shift traffic sharing Village streets two to four blocks from Onondaga Lake Park, the most heavily used recreational park in the county.

It appears that Federal HSIP and SHSP requirements will be difficult to meet given the current planning situation in Onondaga County. "Home Rule" authority in Upstate New York should not pre-empt federal safety Transportation and Transit criteria.

Submitted by:
Martha M. Ours

Appendix E: Public Involvement Notices & Responses (Con't)



January 31, 2021

Maria Chau, FHWA
Leo W. O'Brien Federal Building
Room 719
Albany, NY 12207
Maria.Chau@dot.gov

Adam Klein, FTA
Region 02
One Bowling Green, Room 429
New York, NY 10004
Adam.Klein@dot.gov

CC: Syracuse Metropolitan Transport Coalition (SMTC).

Dear Federal Highway Administration (FHWA) and Federal Transit Administration (FTA),

Moving People Transportation Coalition (MPTC) appreciates the opportunity for submitting comments on the January 2022 Federal Certification Review of Syracuse Metropolitan Transport Coalition (SMTC).

Our comments are guided by Moving-People's vision of sustainable regional transportation planning for all neighborhoods, focused on moving people and not just cars. Balanced transportation planning should be grounded in access to safe transportation, public safety and social justice to promote sustainable economic growth for all communities.

Moving-People appreciates how SMTC has benefited from the long-term dialog implicit in your Federal review. Regular Federal recommendations have pointed SMTC towards meaningful goals including establishing the long-range planning objective in the 'Long Range Transportation Plan' or LRTP (Completed by 2017), establishing clearer planning review transparency and opportunity for redress in the 'Unified Planning Work Program' (Completed by 2017), public participation (ongoing) and Title-VI civil rights goals (ongoing). And while we like the Federal push towards fiscal prudence, here we add nuance from our perspective.

Funding and shared planning concerns

- As SMTC members have shared in public discussion, planners in the 1960's built the motor vehicle road system in CNY over-capacity, expecting population surges which have not occurred. Since then, SMTC must plan for maintaining the surplus

455 Allen Street Syracuse, NY 13210 | 315-530-5514 | MovingPeopleCNY@gmail.com | Page 1 of 4

Appendix E: Public Involvement Notices & Responses (Con't)

pavement here, at whatever costs on society, taxpayers, neighborhoods, environment and our health. For SMTC, costs are rising while funding decreases ('Onondaga Citizens League' Study Session, June 2, 2015 notes). Public transit remains a tough sell in CNY. But now the I-81 project may give us a chance for reducing our infrastructural overburden, and bring back mass transit.

- So while we encourage SMTC use 'fiscal constraint' regarding paved areas, we also encourage some leeway for planning non-private vehicle concerns like public transit, safer, more accessible streets, and multi-use trails.
- We are glad seeing SMTC collaborate more with other agencies, for example with the City of Syracuse and local towns on their road pavement and sidewalks. We support your 2017 recommendation for SMTC on seeking more "health-related grants to support human services, bicycle and pedestrian initiatives". In our experience, collaboration through open, inclusive dialog yields the best results, given our increasingly complex conditions. Moving-People suggests adding 'Collaborative' to your standard '3C' recipe for Municipal Planning Organizations as 'Continuing, Cooperative, and Comprehensive'.
- While we understand the law does not prohibit governmental actors like Onondaga County from initiating and carrying out their own projects separately from any SMTC planning, we find this practice unsustainable. While the County took full responsibility for their recent Amazon Warehouse transportation planning, their project has altered traffic patterns as far as Syracuse, and removed some well-used bus stops in Liverpool. Transportation affects everyone in a region. So while separate-agency large projects are technically 'legal', we would prefer incentivizing shared planning through our regional MPO.

Public Transit

- We do appreciate the SMTC's 2018 SMART-1 Study on bus-rapid-transit (BRT) as a valid proposal for our area. However, our public transit operator Centro has been struggling for a while with funding concerns, motivating route cut-backs on many occasions. We would appreciate a more comprehensive vision towards increasing basic route frequency for all users, not only for BRT.
- SMTC could engage the potential for Transit-Oriented-Development (TOD), in a study engaging potential collaborative partners.
 - TOD could expand the planning realm for SMTC beyond transportation. We are not short of planning resources here, and improving housing and neighborhood planning can directly improve transport outcomes. TOD remains a viable option not only in Syracuse, but also for rural areas. Public-private recipes for 'equitable TOD' or eTOD have been working well in other places, and we'd like hearing similar conversations here.

455 Allen Street Syracuse, NY 13210 | 315-530-5514 | MovingPeopleCNY@gmail.com | Page 2 of 4

Appendix E: Public Involvement Notices & Responses (Con't)

- With our high percentage of lower-income riders on Centro buses, public transit in CNY is by definition a 'Title-VI' civil-rights concern. But we note, improving public transit options could entice higher-income ridership, which would benefit all of CNY.

Public Participation

- We know SMTC has struggled getting enough public exposure. A 'Moving-People' member attended your 2013 Federal review, the only public person present.
- We like how the SMTC is reaching out more with public events as in 2018 for rolling out their rapid-transit SMART-1 Study, for ongoing studies focusing on accessibility and safety like Erie Boulevard, and their recent 'Forum on Active Transportation' series online. We like SMTC's focus on dialog through questions and answers.
- We'd like to see the SMTC continue improving in public outreach, through any means with wide attendance, like the City's Tomorrow's Neighborhoods Today (TNT) meetings.
- We appreciate SMTC's study on 'quick-build' methods ('Community Streets White Paper', 2019). These 'tactical urban' techniques are stimulating local engagement for making safer, more frequented pedestrian and bicycle routes nation-wide.
 - Methods like 'quick-build' and local collaboration can augment key pedestrian, bicycle and safety initiatives like the City's recently initiated 'Safe-Streets' campaign. Local knowledge and participation are critical for this local planning.
- In 'Moving Peoples' experience, the most productive, game-changing dialogs about the I-81 project occurred through public dialogs and collaborations, whether in person or 'online' news articles, letters and discussions.
 - As the 2013 Federal review noted, before the NYSDOT I-81 Viaduct Project began in 2013, the SMTC completed a 2+ year comprehensive study that year. "The I-81 Challenge" successfully conducted public outreach, engaging many local stakeholder advisory points of view.
- Participation and collaboration is crucial for the Title-VI Civil-rights concerns high in our region, especially emerging from the community's I-81 discussions.
- Moving-People remains open to further dialog with SMTC, FHWA and FTA on all these topics.

Sincerely,

Peter Sarver, Barry Lentz, Sharon Sherman, David Babcock, Martha Ours, Bob Haley, Pete King, Diana Ryan, Kerin Rigney, Mary Kuhn

Steering Committee, Moving People Transportation Coalition

455 Allen Street Syracuse, NY 13210 | 315-530-5514 | MovingPeopleCNY@gmail.com | Page 3 of 4

Appendix E: Public Involvement Notices & Responses (Con't)

Reference:

- June 2, 2015 (Onondaga Citizens League) OCL Study Session, How CNY Moves. Meeting held at 126 North Salina Street, 100 Clinton Square, Syracuse.
<http://onondagacitizensleague.org/blog/studies/study-archive/delivering-a-first-rate-mobility-system-for-cny/2015-meeting-notes/>
- 2013 (FTA, FHWA) 2013 SMTC Federal Certification Review.
<https://smtcmpo.org/partner/2013-smtc-federal-certification-review/>
- 2017 (FTA, FHWA) 2017 SMTC Federal Certification Review.
<https://smtcmpo.org/partner/2017-smtc-federal-certification-review/>
- 2018 (Ibi Group, SMTC)'Syracuse Metropolitan Area Regional Transit Study, Phase 1'.
https://2z5ifp15gecb2z5r2a2w9r8x-wpengine.netdna-ssl.com/wp-content/uploads/2019/05/2018-SMART_1_Final_Report.pdf
- Oct. 2019 (SMTC) 'Community Streets White Paper' Prepared for the City of Syracuse.
<https://2z5ifp15gecb2z5r2a2w9r8x-wpengine.netdna-ssl.com/wp-content/uploads/2019/12/Community-Streets-White-Paper.pdf>

Appendix F: Roundtable Participants & Response Summary

Stakeholder & Public Participants

Tuesday, January 11, 2022 11am – 12pm

Jessica Lisi, FOCUS Greater Syracuse
Joshua Wilcox, City of Syracuse Department of Parks
Jeanie Gleisner, CNY RPDB
Aaron McKeon, CNY RPDB

Spencer Lyons, Onondaga Nation

David Aitken
Abdul Alamin
Rahmin Azria
Chris Fronheiser
Peter King, Moving People Transportation Committee
David Rufus

James D'Agostino, SMTC
Mario Colone, SMTC
Meghan Vitale, SMTC
Andrew Frasier, SMTC

Katrina Bergan, NYSDOT Reg 3
Julie Baldwin, NYSDOT Reg 3
John Sexton, NYSDOT Reg 3
Richard Sawczak, NYSDOT Reg 3

Adam Klein, FTA
Maria Hayford, FHWA
Bobbi Retzlaff, FHWA
Nicole McGrath, FHWA

Appendix F: Roundtable Participants & Response Summary (Con't)

Stakeholder & Public Response Summary

From your perspective, how well do you understand the SMTC transportation planning process?

Summary Response: One public stakeholder indicated that the respondent had little knowledge of the planning process due to lack of involvement.

From your perspective, how well is the SMTC transportation planning process working to effectively improve transportation in the Region?

Summary Response: Bicycle/pedestrian infrastructure planning and prioritization is improving.

Are there opportunities for you to provide input on transportation issues and plans, such as the long-range transportation plan and other studies and issues?

Summary Response: SMTC holds quarterly active transportation meetings and listens to suggestions from participants. There were more meetings held prior to the pandemic relative to both cyclical and ad-hoc project-based planning matters.

Are there opportunities for people of all ages, abilities, incomes, and races to provide equal access and opportunity for input in the transportation planning process?

Summary Response: There are opportunities, but they are not well publicized. One needs to be particularly dialed into transportation issues to be aware of such opportunities. There is a struggle to engage young people on transportation and other issues, and a notable urban-to-suburban disconnect in terms of dialogue and awareness of the issues. However, the increase in online meetings has been beneficial to a younger demographic that is more familiar and comfortable with the virtual format than previous generations. The increased online offerings have spurred participation among a younger demographic. With that said, more traditional on-site meetings should resume when safe, to yield the benefits of in-person discourse. Suggestions were provided that might assist with increasing public awareness and knowledge of the MPO and its work. This included participating in a gathering of a local advocacy group in Syracuse, Tomorrow's Neighborhoods Today. Another suggestion to this effect included offering workshops, tours, and public information sessions relative to SMTC planning activities. Finally, while the minority community is offered the ability to comment, it would be beneficial to offer such opportunities earlier in the planning process. This would afford the community an opportunity to weigh in on a project or plan in its developmental stages, rather than comment when a concept is almost fully developed. Participants also called for improved transit service and expressed a desire to make Syracuse a regional destination through more effective transportation planning.

What are some things that work well?

Summary Response: Literature produced by SMTC is both user friendly and to the point. MPO staff try to meet with community members and educate them on SMTC's work. SMTC produces detailed and aesthetically pleasing graphics and maps that well communicate different projects and ideas. The SMTC newsletter and bicycle maps were well received. SMTC is both quick to answer questions and helpful in online meetings.

What areas do you think can be improved?

Summary Response: SMTC must grapple with the challenge of how to get the community more excited about transportation issues. More programming for the community should be provided.

Open Comments

Summary Response: Given an opportunity to provide unprompted comments, public stakeholders responded that SMTC should collaborate with other cities or countries to exchange ideas about transportation. The challenge of making the community more aware of transportation issues was raised. Bicycle tours of Syracuse to understand bicycle problems should be provided. SMTC should man a table at the Wescott Cultural Fair and Downtown Arts & Crafts Festival to raise awareness about its mission and work. SMTC does a nice job of outreach for individual studies, but interested populations are not as well represented in general meetings. There was no study of transportation planning regarding construction of the new Amazon warehouse in the Region. Finally, the designation of bicycle lanes separate from transit should be provided.

Appendix F: Roundtable Participants & Response Summary (Con't)

Policy Committee & Planning Committee Member Participants

Thursday, January 13, 2022 11am – 12pm

Brian Schultz, CEO, Central New York Regional Transportation Authority
Chris Tuff, Deputy CEO, Central New York Regional Transportation Authority

David Bottar, Executive Director, Central New York Regional Planning & Development Board

Helen Hudson, President, Common Council, City of Syracuse
Heather Lamendola, Zoning Administrator, City of Syracuse
Mary Robison, City Engineer, City of Syracuse
Jen Schultz, Councilor, City of Syracuse

Julie Baldwin, NYSDOT Reg 3
Katrina Bergan, NYSDOT Reg 3
Richard Sawczak, NYSDOT Reg 3
David Smith, Director, NYSDOT Reg 3

Jerrin George, NYS Thruway Authority

Spencer Lyons, Chief, Onondaga Nation

Maria Hayford, FHWA
Nicole McGrath, FHWA
Bobbi Retzlaff, FHWA

Adam Klein, FTA
Ayla Schermer, FTA

James D'Agostino, SMTC
Mario Colone, SMTC
Meghan Vitale, SMTC

Appendix F: Roundtable Participants & Response Summary (Con't)

Policy Committee & Planning Committee Member Responses

From your perspective, how well do you understand the SMTC transportation planning process?

Summary Response: SMTC staff effectively educates City staff on the transportation planning process and is helpful in answering questions. Staff are thorough, inviting, and a substantial benefit to the City. SMTC is proactive and on top of things, maintaining an open dialogue throughout the year. NYSDOT is well informed regarding SMTC's initiatives and policies.

From your perspective, how well is the SMTC transportation planning process working to effectively improve transportation in the Region?

Summary Response: There was a widespread consensus that SMTC does a great job with the detailed and thoughtful studies it puts forward. These studies help agency leaders with their planning processes and provide ideas of what they can apply locally. A wide breadth of focus areas are covered that include traditional transportation topics, but also newer focus areas such as transportation alternatives. SMTC's sidewalk study and overall planning work regarding walkability will be transformative.

Are there opportunities for you to provide input on transportation issues and plans, such as the long-range transportation plan and other studies and issues?

Summary Response: SMTC regularly reaches out to member agencies and provides plenty of opportunity to participate via a variety of forums. NYSDOT is constantly invited to participate, review drafts, and comment.

Are there opportunities for people of all ages, abilities, incomes, and races to provide equal access and opportunity for input in the transportation planning process?

Summary Response: SMTC effectively reaches out to the community with public meetings, mailings, and hand-outs. They go the extra mile to ensure participation. The pandemic has increased access due to the availability of online meetings. Surveys and project participation are geared towards environmental justice communities. Examples to reach such communities include offering free bus tickets for those meetings that are held on-site, traveling into the community to meet with citizens, and the provision of multilingual advertisement cards to school children for their parents.

What are some things that work well?

Summary Response: Project planning is detailed, thought-out, and well-presented. Studies are thorough, concise, and easy to understand. Mapping and graphics are high quality. There is good data and information availability, for example, regarding demographic information and Census trends. In particular, the Transportation Atlas has been well received. Study advisory committees are very organized. SMTC is very organized in general, holds member agencies accountable and keeps them on

schedule. Staff are very responsive to questions and quick with replies. The Long-Range Plan update features extensive collaboration with member agencies.

What areas do you think can be improved?

Summary Response: Multiple participants could not provide an area in need of improvement. Those that did cited increased public involvement and expanded education of the planning process for municipal governments and tribal nations in the area.

Appendix G: Regulatory Basis of Planning Topics

Metropolitan Transportation Plan – Long Range Transportation Plan

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20 year planning horizon and that it includes both long and short range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development. 23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

Projected transportation demand

Existing and proposed transportation facilities

Operational and management strategies

Congestion management process

Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity

Design concept and design scope descriptions of proposed transportation facilities

Potential environmental mitigation activities

Pedestrian walkway and bicycle transportation facilities

Transportation and transit enhancements

A financial plan

TIP Development and Project Selection

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements: Must cover at least a four-year horizon and be updated at least every four years.

Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.

Make progress toward achieving the performance targets.

A description of the anticipated effect of the TIP toward achieving the performance targets (to the maximum extent practicable).

List project description, cost, funding source, and identification of the agency responsible for carrying out each project.

Projects need to be consistent with the adopted MTP.

Must be fiscally constrained.

The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

Appendix G: Regulatory Basis of Planning Topics (Con't)

Regionally Significant Project

23 CFR 450.104 "Regionally significant project" means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations ([40 CFR part 93, subpart A](#))) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

23 U.S.C. 134(j)(3)(B)(i), 23 CFR 450.326(f) The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

Environmental Mitigation/Planning Environmental Linkage

23 U.S.C. 134(i)(2)(D) 23 CFR 450.324(f)(10) requires environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

23 U.S.C. 168 and Appendix A to 23 CFR Part 450 provide for linking the transportation planning and the National Environmental Policy Act (NEPA) processes. A Planning and Environmental Linkages (PEL) study can incorporate the initial phases of NEPA through the consideration of natural, physical, and social effects, coordination with environmental resource agencies, and public involvement. This will allow the analysis in the PEL study to be referenced in the subsequent NEPA document once the project is initiated, saving time and money with project implementation.

Transit

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

Continuing, Cooperative, & Comprehensive

23 U.S.C. 134(c)(3) and 23 CFR 350.306(b) states that the metropolitan transportation planning process of developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed in the implementation of projects, strategies, and services that will address the [10 planning factors].

Appendix G: Regulatory Basis of Planning Topics (Con't)

Tribal Consultation

23 CFR 450.316(c) Interested parties, participation, & consultation. When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

23 CFR 450.324(f)(10) Development and content of the metropolitan transportation plan.

A discussion of types of potential environmental mitigation activities... The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

Public Participation

Sections 134(i)(6), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, United States Code, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316, which requires the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the participation plan.

Civil Rights (Title VI, EJ, LEP, ADA)

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990.

ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those "traditionally underserved" by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

Appendix G: Regulatory Basis of Planning Topics (Con't)

Nonmotorized Planning/Livability

23 U.S.C. 217(g) states that bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each MPO under 23 U.S.C. 134. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities.

23 CFR 450.306 sets forth the requirement that the scope of the metropolitan planning process "will increase the safety for motorized and non-motorized users; increase the security of the transportation system for motorized and non-motorized users; and protect and enhance the environment, promote energy conservation, improve the quality of life.

Freight

MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

Intelligent Transportation Systems

The FHWA Final Rule and FTA Policy on Intelligent Transportation Systems (ITS) Architecture and Standards, issued on January 8, 2001 and codified under 23 CFR Part 940 ITS Architecture and Standards, requires that all ITS projects funded by the Highway Trust Fund and the Mass Transit Account conform to the national ITS architecture, as well as to U.S. DOT-adopted ITS standards. 23 CFR 940 states that:

At the issuance date (January 8, 2001) of the Final Rule/Policy, regions and MPOs implementing ITS projects that have not advanced to final design by April 8, 2005, must have a regional ITS architecture in place. All other regions and MPOs not currently implementing ITS projects must develop a regional ITS architecture within four years from the date their first ITS project advances to final design.

All ITS projects funded by the Highway Trust Fund (including the Mass Transit Account), whether they are stand-alone projects or combined with non-ITS projects, must be consistent with the provisions laid out in 23 CFR 940.

Major ITS projects should move forward based on a project-level architecture that clearly reflects consistency with the national ITS architecture.

All projects shall be developed using a systems engineering process.

Projects must use U.S. DOT-adopted ITS standards as appropriate.

Compliance with the regional ITS architecture will be in accordance with U.S. DOT oversight and Federal-aid procedures, similar to non-ITS projects.

Appendix G: Regulatory Basis of Planning Topics (Con't)

Congestion Management Process

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP include Management and Operations (M&O) of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective M&O strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

Transportation Security Planning

U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. As stated in 23 CFR 450.306(b)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system.

The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP may include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.

Performance Based Planning and Programming

23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Additionally, each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process.

23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions PBPP, which can either be documented as part of the metropolitan planning agreements or in some other means.

Appendix G: Regulatory Basis of Planning Topics (Con't)

Performance Based Planning and Programming (con't)

23 CFR 450.324(f) states that MTPs shall include descriptions of the performance measures and performance targets used in assessing the performance of the transportation system, a system performance report evaluating the condition and performance of the transportation system with respect to the performance targets, and progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports.

23 CFR 450.326(d) states that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the programmed investments with respect to the performance targets established in the MTP, the anticipated future performance target achievement of the programmed investments, and a written narrative linking investment priorities to those performance targets and how the other PBPP documents are being implemented to develop the program of projects.

23 CFR 450.340 states that MPOs have two years from the effective dates of the planning and performance measures rule to comply with the requirements.

Appendix H: Acronyms

3C	The Continuing, Cooperative, and Comprehensive planning process
AADT	Average Annual Daily Traffic
ACS	US Census American Community Survey
ADA	Americans with Disabilities Act
AVAIL	Albany's Visualization and Informatics Lab
B&PCMS	Bridge and Pavement Condition Management System Report
BIL	Bipartisan Infrastructure Law (BIL aka IIJA)
BPAC	Bicycle and Pedestrian Advisory Committee
BRT	Bus Rapid Transit
CAA	Clean Air Act
CBD	Central Business District
CFR	Code of Federal Regulations – the regulations of federal agencies
CMAQ	Congestion Mitigation/Air Quality Improvement Program
CMP	Congestion Management Process
CNG	Compressed Natural Gas
CNYRTA	Central New York Regional Transportation Authority (Centro)
CO	Carbon Monoxide
CO2	Carbon Dioxide
COOP	Continuity of Operations Plan
COVID-19	Coronavirus Disease 2019
CSCMP	Council of Supply Management Professionals
CSS	Context Sensitive Solutions
EJ	Environmental Justice
EV	Electric Vehicles
FAST Act	Fix America Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
GTSC	Governor's Traffic Safety Council
HAWK	High-intensity Activated CrossWalk
HELP	Highway Emergency Local Patrol
HIA	Health Impact Assessments
HOCTC	Herkimer-Oneida County Transportation Council
HSIP	Highway Safety Improvement Program
HSTP	Human Services Transportation Plan
ICM	Integrated Corridor Management
IIJA	Infrastructure Investment & Jobs Act (See BIL)
ITS	Intelligent Transportation System
LEP	Language English Proficiency
LEPC	Local Emergency Planning Committees
LRP/LRTP	Long Range Plan or Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NCHRP	National Cooperative Highway Research Program

Appendix H: Acronyms (Con't)

NEPA	National Environmental Policy Act
NHS	National Highway System
NPRM	Notice of Proposed Rule Making
NPMRDS	National Performance Management Research Data Set
NYSAMPO	New York State Association of Metropolitan Planning Organizations
NYSDEC	New York State Department of Environmental Conservation
NYSDOT	New York State Department of Transportation
NYSTA	New York State Thruway Authority
O&M	Operations and Maintenance
PBPP	Performance Based Planning and Programming
PPP	Public Private Partnership
PTASP	Public Transportation Agency Safety Plans
RITSA	Regional ITS Architecture
ROCOG	Rochester-Olmstead Council of Governments
RRFB	Rectangular Rapid Flashing Beacon
RSP	<i>Regionally Significant Project</i>
SEQRA	State Environmental Quality Review Act
SHSP	State Strategic Highway Safety Plan
SMART1	Syracuse Metropolitan Area Regional Transit Study Phase 1
SMTC	Syracuse Metropolitan Transportation Council
SOGR	State of Good Repair
STIP	State Transportation Improvement Program
TAM	Transit Asset Management Plan
TAMP	Transportation Asset Management Plan
TIGER	Transportation Investment Generating Economic Recovery
TIM	Traffic Incident Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Traffic Management Center
TOD	Transit-Oriented Development
TSP	Transit Signal Priority
UPWP	Unified Planning Work Program
USC	United States Code – the codified laws of Congress
USDOE	U.S. Department of Energy
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
VMT	Vehicle Miles Travelled