

Syracuse Metropolitan Transportation Council

2023-2027

Transportation Improvement Program

The logo for the Syracuse Metropolitan Transportation Council (SMTTC) is a stylized, red, blocky letter 'S' composed of horizontal lines of varying lengths, creating a sense of depth and movement.

**SMTTC**



# 2023-2027 Transportation Improvement Program

## Syracuse Metropolitan Planning Area

Adopted August 12, 2022 by the SMTC Policy Committee

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

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**RESOLUTION  
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
POLICY COMMITTEE**

**August 12, 2022**

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

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

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

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

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

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

**NOW THEREFORE BE IT RESOLVED,** that the Policy Committee endorses in concept the multi-year Transportation Improvement Program for the period Federal Fiscal Year 2023-2027; and

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

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

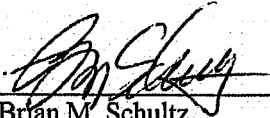
**BE IT FURTHER RESOLVED,** that if there are federal transportation funds remaining, additional projects from later years of the Transportation Improvement Program may be advanced to an earlier year of the Transportation Improvement Program following the TIP Project Management Selection & Amendment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

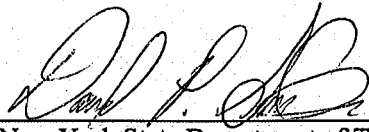
**Adoption of the 2023-2027 Transportation  
Improvement Program**

**SMTC Policy Resolution No. 2022-13**

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

Done and ordered this 12<sup>th</sup> day of August 2022 by consensus of the SMTC Policy Committee.

  
\_\_\_\_\_  
Brian M. Schultz  
Chairperson  
SMTC Policy Committee

  
\_\_\_\_\_  
New York State Department of Transportation  
Secretary  
SMTC Policy Committee

Date: August 12, 2022

Date: August 12, 2022

# Executive Summary

The Syracuse Metropolitan Transportation Council (SMTC) staff, in collaboration with the New York State Department of Transportation (NYSDOT), the Central New York Regional Transportation Authority (CNYRTA), and other SMTC member agencies, develops a new multi-year Transportation Improvement Program (TIP) typically every three to four years. The 2023-2027 TIP for the SMTC area is a multi-year program of transportation capital projects together with a five-year estimate of transit capital and operations requirements. According to federal transportation policy, a TIP may be submitted at least every four years and include a minimum of four fiscal years for all States and Metropolitan Planning Organizations. The SMTC's TIP contains an additional fifth year of federal transportation funding anticipated to be available for programming in our area. Federal transportation policy mandate that a TIP:

1. Reflect the investment priorities established in the current metropolitan transportation plan.
2. Provide all interested parties with a reasonable opportunity to comment on the proposed TIP.
3. Be designed such that once implemented, makes progress toward achieving the performance targets established under Section 450.306 (d).
4. Include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan.
5. Include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53.
6. 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.
7. Include for each project or phase sufficient descriptive material to identify the project or phase; estimated total cost; amount of federal funds to be obligated and responsible agency.

8. Group improvements by function, work type, and/or geographic area.
9. Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.
10. Include a financial plan that demonstrates how the approved TIP can be implemented.
11. Include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project.

## Public engagement

At the start of the 2023-2027 TIP update, SMTC staff requested that existing project sponsors with projects that would carryover onto the new program assess the accuracy of costs and schedules. Cost and schedule updates provided baseline information for what funds may be available for entirely new capital projects. Following the review and updates for existing projects, a "call for projects" letter was sent to all member agencies, municipalities, and the Onondaga Nation on February 16, 2022, indicating the solicitation for new projects was underway. To assist potential sponsors that may have had questions regarding the solicitation, a virtual Question and Answer session via Zoom was held on March 8, 2022. Staff gave a presentation on the TIP update process and procedures. All relevant solicitation materials, such as electronic project applications were posted to the SMTC's website. Also, to assist project applicants in completing the TIP applications, a TIP Guidebook was updated. The Guidebook provides general information on the TIP and provides step-by-step information on the TIP Development Process (i.e., soliciting project proposals, preparing and submitting project proposals, project evaluation, committee review and recommendations, and public involvement).

SMTC staff worked with the technical member agency personnel on SMTC's standing Capital Projects Committee (CPC). Assisting in managing the program, as well as providing input and direction, the CPC met several times throughout the development process before recommending a Draft 2023-2027 TIP to the public and SMTC Planning/Policy Committees. The entire draft TIP was released for a 30-day public comment July 1 through July 30.

The draft document was posted on the SMTC’s website, and a hardcopy was available at the Central Library of the Onondaga County Public Library System in downtown Syracuse. “Interested parties,” the Onondaga Nation, and “environmental agencies” were informed of the draft release via postal mail. Additionally, SMTC sent multiple e-blasts to our e-news recipients and made use of our social media channels. A narrated video walking through the 2023-2027 TIP development process was created and posted to the agency’s website and YouTube channel. Lastly, staff held a virtual “office hour” for community members to ask questions and provide comments.

## Programmed funding

Essentially all projects in the TIP are aimed at increasing efficiency, improving or maintaining the condition of, and/or safety of the existing transportation system rather than construction of entirely new facilities. Regarding the State’s I-81 Viaduct Project, which constitutes the vast majority of all funds on the 2023-2027 TIP, most Phase 1 project funding programmed to 6 separate projects was obligated by NYSDOT and FHWA in FFY 21/22 and is therefore not reflected in the 2023-2027 TIP timeframe. However, the remaining Phase 1 funds programmed in FFY 22/23 are (i.e., \$280.2 million Federal, \$344 million Total). Additionally, The I-81 Viaduct Project Phase 2 efforts, 3 projects, are shown in their entirety in this 2023-2027 capital program of projects. The Phase 2 projects equate to \$1.090 billion Federal; \$1.280 billion Total when “match” dollars are included.

- PIN 350195, Rebuild I-690, City of Syracuse, Onondaga County
- PIN 350196, Business Loop 81 Northern Section, Phase 2, City of Syracuse, Onondaga County
- PIN 350197, Downtown Business Loop 81, City of Syracuse, Onondaga County

Phase 1 and Phase 2 combined equate to a Total \$2.265 billion investment in the area’s transportation system. No funding programmed to any I-81 Viaduct Project is drawn from the planning targets established for the SMTC area. Rather, given the significance of the I-81 Viaduct Project effort, federal funds, required match dollars and, additional state funds, are apportioned specifically from NYSDOT Main Office.

Not accounting for funding associated with the

various I-81 Viaduct Project contracts or other funds from outside the SMTC area, of the \$243.810 million planning targets available for programming from FHWA over the five-year cycle, \$242.312 million has been programmed to 62 projects: 40 existing, 22 new. NYSDOT has been programmed approximately 61% of the federal FHWA allotment, 22% Onondaga County, 14% City of Syracuse, 1% to the Village of Solvay, and less than 1% each to Town of Cicero, and Village of Skaneateles.

Within the SMTC MPA, the CNYRTA is the primary operator for public transportation services. The 2023-2027 TIP programs approximately \$49.024M federal funds, \$1.612M from FHWA and \$47.412M from FTA funds, to the CNYRTA at time of report adoption. This 5-year TIP program of projects initiates the beginning of project development and implementation of a Bus Rapid Transit system recommended by SMTC in our 2018 SMART 1 study (i.e., Syracuse Metropolitan Area Regional Transit Study Phase 1).

Overall, 56% of the FHWA and FTA 2023-2027 capital program funding combined has been programmed to bridge and paving projects. When looking at just FHWA funds, bridge and paving projects make up 72% of the FHWA funded projects. This is consistent with previous capital programs and the objectives identified in the SMTC’s Long Range Transportation Plan whereby funding is distributed to projects to maintain the existing aging infrastructure. Due to the regional conditions for this 2023-2027 funding cycle, a significant amount of funding has been programmed to assist in improving structural deficiencies and pavement conditions primarily on the National Highway System (NHS). Again, excluding funds programmed to various NYSDOT I-81 Viaduct Project efforts, the 2023-2027 TIP programs approximately \$176.821M NHPP (one of several FHWA funding sources) or 67% of all FHWA programmed dollars. The NHPP funds are applicable to the NHS and are utilized primarily to maintain or improve bridge and pavement conditions. If funds associated with I-81 Viaduct Projects are included, the vast majority of NHPP dollars are programmed to the various Phase 1 and Phase 2 community grid preferred alternative projects.

The TIP may include transportation projects that are implemented by municipalities on the federal-aid system for which no federal transportation funding is programmed to show that the federal-



aid highway and public transportation systems are adequately operated and maintained. The NYSDOT and local SMTC municipalities annually budget funds for operations and maintenance of transportation facilities, including the federally supported system for several activities such as, but not limited to, paving, bridge rehabilitation, sidewalks, curb and crosswalk improvements, sign, traffic signal and technology maintenance, drainage, guide rail repair, snow and ice removal, transit vehicle and facility maintenance. Collectively, the aggregation of programmed federal transportation funds (\$1.680 billion), match to federal-aid projects (\$344.755 million), and the reasonably anticipated non-federal transportation funds identified in the 2023-2027 TIP (\$581.931 million) total approximately \$2.607B from 2022 to 2027.

The 2023-2027 TIP is a balanced, fiscally constrained program over the life of the multi-year program cycle that is supportive of the financial outlay of the SMTC's 2050 Long Range Transportation Plan and the various bridge, paving, safety, system reliability and transit performance measures adopted to date.



# 1. Introduction

The Syracuse Metropolitan Transportation Council (SMTC) is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the metropolitan transportation planning process for the SMTC study area. The current SMTC Metropolitan Planning Area boundary (Map 1) includes all of Onondaga County and small portions of Oswego and Madison Counties. The primary responsibilities of any MPO are to: 1) develop a Long Range Transportation Plan (LRTP), which is a 20-year or more transportation vision for the metropolitan area; 2) develop a Unified Planning Work Program (UPWP) that identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives, performance measures, and actions established in the LRTP; and 3) develop a Transportation Improvement Program (TIP), which is the agreed-upon list of specific projects for which federal funds are anticipated (shown in Maps 2 and 3).

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

## MPO Structure

To facilitate and encourage interaction among the above noted groups and the local community, the SMTC has an adopted committee structure consisting of Policy, Planning, and Executive Committees. The Policy Committee consists of elected and appointed officials representing local, State and Federal governments and other organizations/agencies having an interest or responsibility in comprehensive transportation planning in the Syracuse Metropolitan Planning Area (MPA). The primary responsibility of the Policy Committee is to establish policies for the overall conduct of the SMTC and is responsible for the adoption of plans and programs and approves study recommendations.

The Planning Committee, which is established by the Policy Committee, is composed of the professional/technical representatives of both the Policy Committee members and public agencies having direct or indirect responsibility for transportation planning and/or implementation. Their primary responsibility is to monitor all technical activities including the annual development of a draft UPWP and TIP for recommendation to the Policy Committee. They also direct and consider for recommendation to the Policy Committee all major studies and planning activities.

The Executive Committee is made up of Planning Committee members and on behalf of the Policy Committee provides oversight for the day-to-day operation of the Central Staff for primarily financial

management, personnel, and other administrative requirements.

In addition to the abovementioned standing committees, other subcommittees and advisory committees are developed on an as-needed basis, such as the Capital Projects Committee, to provide staff with additional technical support as appropriate. The Capital Projects Committee (CPC) is directly responsible for preparation of the TIP. Its recommendations are provided to the Planning Committee for further discussion and revision before submittal to the Policy Committee for final endorsement.

### **Policy Committee membership**

- Onondaga County
  - o Office of the County Executive
  - o County Legislature Chair
  - o County Planning Board
- City of Syracuse
  - o Office of the Mayor
  - o Common Council President
  - o Planning Commission
- New York State
  - o Department of Environmental Conservation
  - o Department of Transportation
  - o Empire State Development Corporation
  - o Thruway Authority
- CenterState Corporation for Economic Opportunity
- Central New York Regional Planning & Development Board (CNYRPDB)
- Central New York Regional Transportation Authority (CNYRTA)
- Federal Aviation Administration\*
- Federal Highway Administration\*
- Federal Transit Administration\*
- Madison County Board of Supervisors\*
- Oswego County, Legislature\*
- Onondaga Nation\*

\*non-voting/advisory agencies

### **Planning Committee membership**

- Onondaga County
  - o County Legislature
  - o County Department of Transportation
- City of Syracuse
  - o Administration
  - o Division of Planning
  - o Department of Public Works & Engineering
- New York State
  - o Department of Environmental Conservation
  - o Department of Transportation
  - o Empire State Development Corporation
  - o Thruway Authority
- CenterState Corporation for Economic Opportunity
- CNYRPDB
- CNYRTA
- Syracuse-Onondaga County Planning Agency (SOCPA)

### **Executive Committee membership**

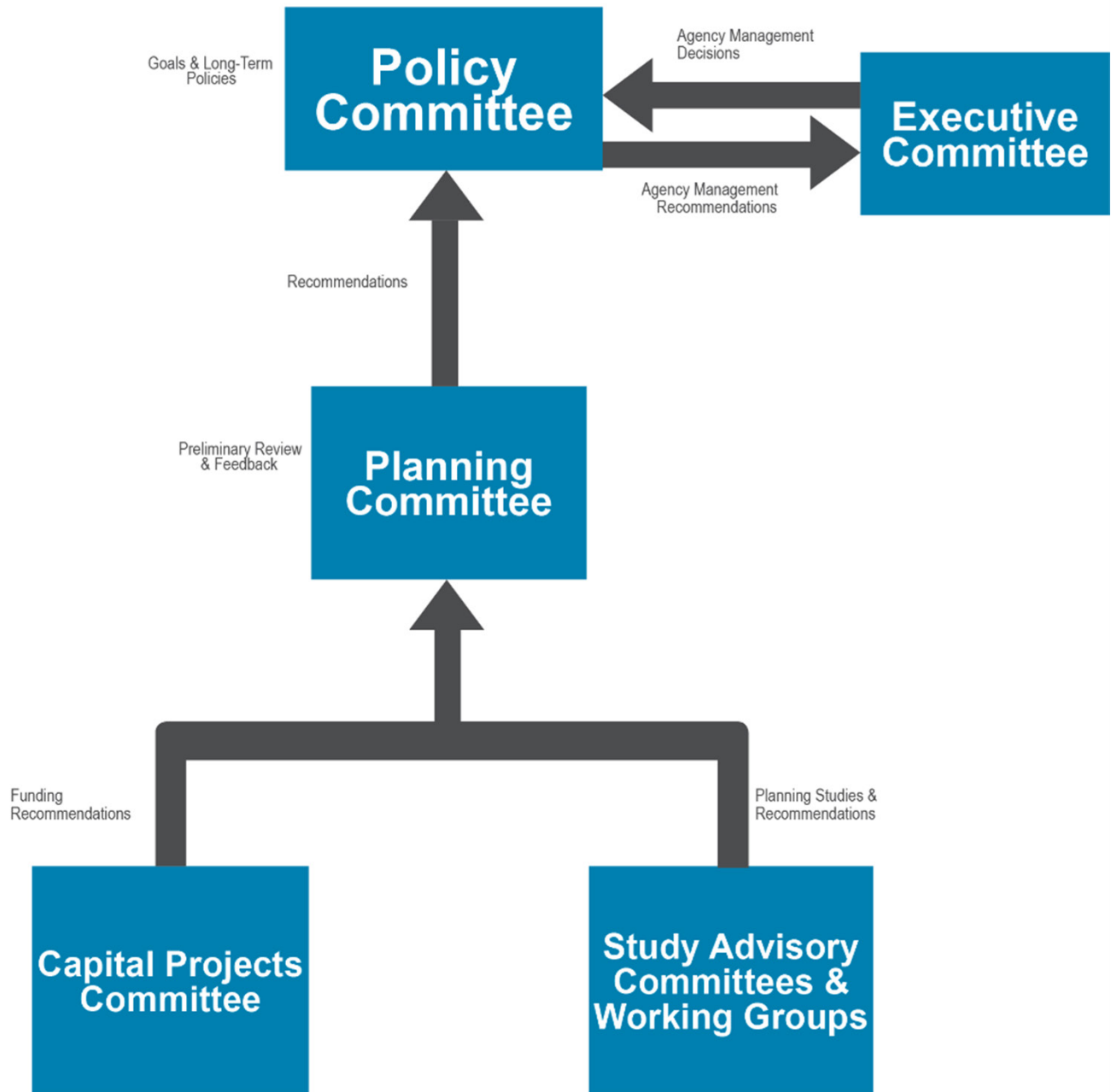
- Onondaga County
- City of Syracuse
- New York State
- CNYRPDB
- CNYRTA
- SOCPA

## **Title VI/Non-Discrimination**

The Syracuse Metropolitan Transportation Council is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, sex, age, disability, low income or Limited English Proficiency status as protected by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990 and, related statutes and regulations.

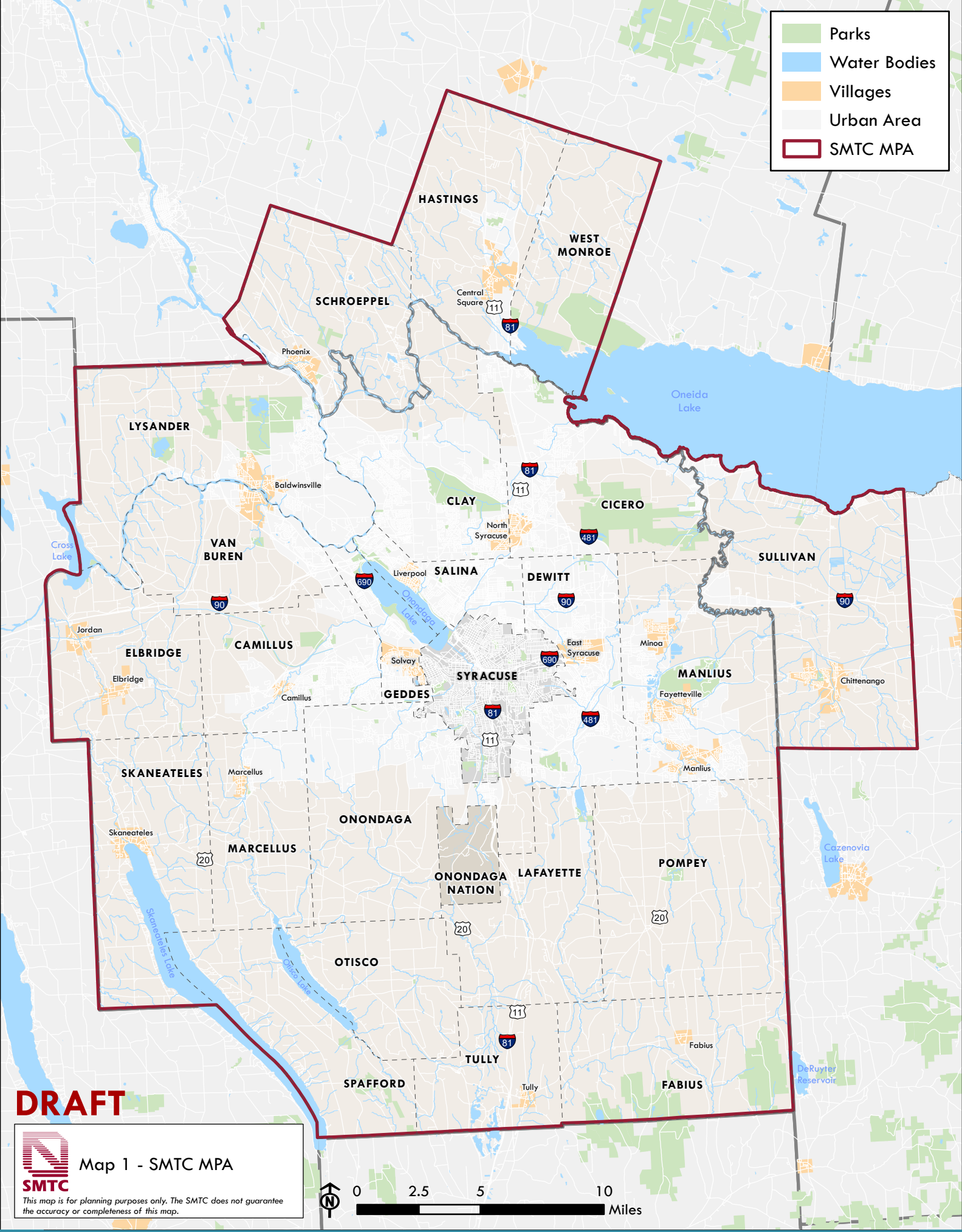
Exhibit 1:

# Committee Structure



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

- Parks
- Water Bodies
- Villages
- Urban Area
- SMTC MPA



**DRAFT**



Map 1 - SMTC MPA

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



# Long Range Transportation Plan

The Infrastructure Investment and Jobs Act of 2022, also known as the Bipartisan Infrastructure Law, and preceding surface transportation authorizations going back to 1991 mandate that the MPO have a metropolitan transportation plan (e.g., LRTP), which includes among other items, environmental, social and intermodal considerations. The LRTP must also provide a financially constrained vision of future transportation improvements. Procedures and processes adhere to a performance driven and outcome-based process that address challenges facing the transportation system. Several national goals carried forward in the Bipartisan Infrastructure Law consist of:

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

MPOs working in collaboration with the State and the public transportation provider to identify performance measures and localized targets, as applicable, for inclusion within long range planning and capital planning programs. The measures and targets assist in determining adherence to the federal transportation goals and policies and, appropriate federal funding investments. The SMTC's most recent LRTP was adopted in September 2020, and last

amended in April 2022 to update the plan's financial analysis. The 2050 LRTP establishes many goals, objectives and performance measures as directed by federal surface transportation authorizations. These items guide projects associated with the SMTC's annual work program (i.e., the UPWP) and the TIP. The 2050 LRTP goals and objectives are found on the following pages.

As the SMTC LRTP is the blueprint that guides investment in the metropolitan area, all new projects submitted for the 2023-2027 TIP were evaluated against the objectives established in the LRTP and are applicable in some form to the federal transportation surface authorization planning factors below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The process of undertaking major transportation studies, identifying short and long-range needs, and targeting major growth areas in the SMTC area for intensive study has strengthened programming on the TIP.

Exhibit 2: 2050 LRTP Goals and Objectives

Goal	Objective
<p><b>Freight</b> Support efficient freight movement within our region.</p>	<ul style="list-style-type: none"> <li>• Maintain adequate infrastructure conditions on primary freight corridors.</li> <li>• Maintain a high degree of reliability on primary freight corridors.</li> <li>• Reduce congestion on primary freight corridors.</li> </ul>
<p><b>Safety</b> Increase the safety, security, and resiliency of the transportation system.</p>	<ul style="list-style-type: none"> <li>• Reduce serious injuries and fatalities.</li> <li>• Reduce pedestrian and bicycle crashes.</li> <li>• Reduce the number of height- and weight-restricted bridges, especially along primary freight and commuter corridors.</li> </ul>
<p><b>Accessibility</b> Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.</p>	<ul style="list-style-type: none"> <li>• Reduce congestion in priority commuter corridors as appropriate based on the character of the adjacent development.</li> <li>• Provide essential transit service to urban and suburban areas.</li> <li>• Provide higher-quality transit service to TOD nodes.</li> <li>• Provide more on-road bicycle facilities throughout the community.</li> <li>• Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems.</li> <li>• Provide more pedestrian facilities to connect destinations throughout the community.</li> </ul>
<p><b>Environment</b> Protect and enhance the natural environment and support energy conservation and management.</p>	<ul style="list-style-type: none"> <li>• Reduce VMT in the region.</li> <li>• Reduce on-road source mobile emissions.</li> <li>• Increase the percentage of commute trips made by bicycling or walking.</li> <li>• Increase the percentage of commute trips made by transit.</li> <li>• Increase the availability of alternative fueling and electric charging stations.</li> </ul>
<p><b>Reliability</b> Improve the reliability of the transportation system and promote efficient system management and operations.</p>	<ul style="list-style-type: none"> <li>• Maintain a high degree of reliability on primary commuter corridors.</li> <li>• Improve transit on-time performance.</li> <li>• Improve utilization of transit vehicles.</li> <li>• Increase the use of park-and-ride lots.</li> <li>• Implement TDM strategies, with a focus on strategies for downtown and University Hill that have been recommended through previous SMTC studies.</li> </ul>

Goal	Objective
<p>Preservation</p> <p>Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.</p>	<ul style="list-style-type: none"> <li>• Preserve and maintain pavement.</li> <li>• Preserve and maintain bridges.</li> <li>• Preserve and maintain ancillary transportation structures (culverts, etc.)</li> <li>• Preserve and maintain rail infrastructure.</li> <li>• Preserve and maintain pedestrian facilities.</li> </ul>
<p>Equity</p> <p>Ensure that transportation system performance improvements are distributed equitably.</p>	<ul style="list-style-type: none"> <li>• Improve transit service between employment centers and priority target areas (as identified in SMTC’s Environmental Justice Analysis).</li> <li>• Ensure that pavement conditions within priority target areas are at or above regional averages.</li> <li>• Provide accessible sidewalks and curb ramps, in accordance with ADA requirements.</li> </ul>



GOAL



OBJECTIVE



PERFORMANCE  
MEASURE



TARGET





## 2. Transportation Improvement Program

The 2023-2027 Transportation Improvement Program for the SMTC area is a multi-year program of transportation capital projects together with a five-year estimate of transit capital and operations requirements. According to federal surface transportation authorizations and their related policies (23 CFR 450.326), a new TIP may be submitted at least every four years and include a minimum of four fiscal years for all States and MPOs. The SMTC's TIP contains an additional fifth year of federal transportation funding anticipated to be available for programming in our area for informational purposes. Other regulations from 23 CFR 450.326<sup>1</sup> mandate that:

1. The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 23 CFR 450.306(d).
2. The TIP shall contain all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) whether or not the projects are to be funded under title 23 USC Chapters 1 and 2 or title 49 USC Chapter 53.
3. The TIP shall include, for each project or phase,

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

sufficient descriptive material to identify the project or phase; estimated total project cost, which may extend beyond the 4 years of the TIP and the amount of federal funds proposed to be obligated.

4. Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.
5. The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented.

Beyond the financial plan requirement as mentioned above, three additional requirements are placed on TIP development. One, the TIP must include an Annual Listing of Obligated projects whereas all funds obligated from a previous fiscal year must be shown (23 CFR Part 450.334). The SMTC posts the required annual obligation report to our TIP web page. Of note is that over the past several years the obligation percentages have been 100%. Corresponding to the annual obligation list, SMTC produces a Federal Fiscal Year summary, available on our website, that captures graphically fiscal and capital program management relevant end-of-year items. Two, funding portrayed in the TIP must be shown as “year of expenditure dollars” rather than “constant dollars” (23 CFR Part 450.326 (j)) and three, the TIP amendment process provides an administrative modification to allow

minor changes to be made without a full public review and comment.

Essentially all projects in the TIP are aimed at increasing efficiency, improving the condition of, and/or safety of the existing transportation system rather than construction of entirely new facilities. This approach is consistent with, and like, the New York State Department of Transportation's (NYSDOT) asset management and infrastructure preservation strategies.

Projects referenced in the TIP contain sufficient project information that describe such things as type of work to be undertaken (i.e., reconstruction, paving, bridge rehabilitation), project termini, and municipal location as required by the federal transportation partners. Additionally, staff identified several "major" projects that were implemented, delayed, or carried over from the prior 2020-2024 TIP between Federal Fiscal Year (FFY) 19/20 and FFY 21/22 as required by 23 CFR Part 450.326(n)(2). The SMTC defines a major project as any TIP project with an overall total construction and inspection cost (i.e., federal funds + match) of \$3 million or more. As such, the number of major construction projects is less than the actual number of construction projects programmed in any given year. See Exhibit 3.

Exhibit 3: Major Projects from the 2020-2024 TIP

PIN	Sponsor	Project	Construction Cost (\$M)	FFY	Status
301020	NYS DOT	Routes 5 and 92 paving	\$6.667	19/20	Obligated
301021	NYS DOT	Routes 92 and 173 paving	\$10.016	21/22	Obligated
310424	NYS DOT	Rt 635 & Rt 298 paving	\$10.413	21/22	Obligated
350152	NYS DOT	Sentinel Heights Rd over I-81	\$6.404	20/21	Obligated
350167	NYS DOT	Taft Rd over I-81	\$3.630	21/22	Obligated
350190	NYS DOT	Convert I-481 north of I-690	\$321.350	21/22	Anticipate Obligation
350191	NYS DOT	Convert I-481 south of I-690	\$243.350	21/22	Anticipate Obligation
360189	NYS DOT	I81 MBC, Rt 31 to Rt 49	\$11.350	19/20	Obligated
360278	NYS DOT	Rt 481 MBC, I-81 to CR 57	\$18.150	20/21	Obligated
360282	NYS DOT	Rt 5 MBC, Rt 5 ramp to Myrtle	\$4.595	20/21	Obligated
360285	NYS DOT	Rt 20 MBC, Rt 175 to Rt 80	\$8.583	20/21	Obligated
360310	NYS DOT	Erie Blvd MBC & PSAP Work	\$6.866	20/21	Obligated
380764	NYS DOT	Culvert Rehab & Replace	\$3.315	20/21	Obligated
375624	Syracuse	W Genesee St, City Line to S Salina St	\$12.021	21/22	Obligated
375625	Syracuse	Downtown Mill & Pave	\$4.368	20/21	Obligated
375651	Syracuse	E Brighton Ave Bridge over NYSW	\$3.227	20/21	Obligated
375682	Syracuse	E Colvin St, S Salina St to Jamesville Ave	\$3.085	21/22	Obligated

## Project Screening Process

A requirement of the federal transportation legislation is that all projects included on the TIP be subject to a systematic selection process. To meet this requirement, the SMTC staff conducts a screening process for all projects submitted for TIP funding. For the 2023-2027 TIP update cycle, the objectives established in the 2050 LRTP were utilized in the project screening process as well as national planning factors and adopted performance measure targets. With this approach, projects were then prioritized and selected for funding according to overall funding availability. At the outset of the 2023-2027 TIP update, discussions were held with the SMTC's CPC regarding bicycle/pedestrian, bridges (including other structures), paving, safety, special (includes Intelligent Transportation Systems [ITS] and Transportation Systems Management & Operations activities [TSMO]), and transit project types. Project proposal forms for each project type were updated accordingly.

Given the condition of the area's existing infrastructure as discussed in the 2050 LRTP and the need to maintain the extensive transportation system in the Syracuse planning area, most funds are programmed to bridge and paving projects. However, there are a few large bicycle and pedestrian projects programmed through construction or beginning engineering and design efforts.

## Project Management Selection and Amendment Process

The purpose of the Project Management Selection and Amendment Process is to allow projects to be moved from years two, three and four of the TIP to year one without an amendment. This allows TIP adjustments for schedule slippage and cost changes without a full public review and comment period. According to federal transportation legislation minor adjustments/modifications do not require full public review and comment. Development of a flexible procedure to manage various aspects of project implementation reduces the administrative workload by eliminating the need to process amendments each time it is determined that an already approved capital project contained in year 2, 3 or 4 of the approved TIP may be advanced for implementation in the first year, or when a fund source revision is required to ensure delivery of ready highway or transit projects,

pending available funding. It should be noted that the addition of a new project to, or the deletion of an approved project from, an approved TIP requires a formal TIP amendment and public notification under the SMTC's TIP Project Management – Amendment & Administrative Modification Process (Appendix D).

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

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

## Public Involvement Process

Engaging the public in the planning process is critical to the success of any transportation plan or program and is required by numerous State and Federal laws. Such legislation underscores the need for public involvement, calling on MPOs such as the SMTC to provide interested parties, local/State agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation, representatives of transportation agencies, private providers of transportation, tribal nations, and others with a reasonable opportunity to participate and comment on transportation plans and programs. The public involvement process utilized for this capital program update adheres to applicable requirements noted in CFR 450.316 (i.e., interested parties, participation, and consultation). Additionally, the public involvement process satisfies the FTA Program of Projects public participation requirements for CNYRTA.

At the start of the 2023-2027 TIP update, SMTC staff requested that existing project sponsors with projects that would carryover onto the new program assess the accuracy of costs and schedules. Cost and schedule updates provided baseline information for what funds may be available for entirely new capital projects. Following the review and updates for existing projects, a “call for projects” letter was sent to all member agencies, municipalities, and the Onondaga Nation on February 16, 2022, indicating the solicitation for new projects was underway. To assist potential sponsors that may have had questions regarding the solicitation, a virtual Question and Answer session via Zoom was held on March 8, 2022. Staff gave a presentation on the TIP update process and procedures. One member agency and two municipalities attended the virtual session. Additionally, all relevant solicitation materials, such as electronic project applications were posted to the SMTC’s website.

To assist project applicants in completing the TIP applications, a Transportation Improvement Program Guidebook was updated. The Guidebook provides general information on the TIP and provides step-by-step information on the TIP Development Process (i.e., soliciting project proposals, preparing and submitting project proposals, project evaluation, committee review and recommendations, and public involvement). An electronic version is posted on the SMTC website and Project Proposal forms were made available for electronic submission to the MPO. SMTC staff worked with the technical member agency personnel on the CPC. Assisting in managing the project, as well as providing input and direction, the CPC met several times throughout the development process before recommending a Draft 2023-2027 Transportation Improvement Program to the public and SMTC Planning/Policy Committees.

The entire draft TIP was released for a 30-day public comment July 1 through July 30. The draft document was posted on the SMTC’s website, and a hardcopy was available at Central Library of the Onondaga County Public Library System in downtown Syracuse. “Interested parties,” the Onondaga Nation, and “environmental agencies” were informed of the draft release via postal mail. Additionally, SMTC sent multiple e-blasts to our e-news recipients and made us of our social media channels. A narrated video walking through the 2023-2027 TIP development process was created and posted to the agency’s

website and YouTube channel. Lastly, staff held a virtual “office hour” for community members to ask questions and provide comments.

## Financial Plan

The TIP contains all FHWA and FTA transportation projects in the SMTC metropolitan area that are anticipated to use a combination of federal, state, and/or local funds in the next five-year period. The projects in the TIP are typically programmed utilizing one or a combination of the following federal transportation funding sources. The SMTC’s Transportation Improvement Program Guidebook, available on the SMTC website’s TIP page is a companion document that contains a wealth of information specific to the overall TIP process and funding sources. Additional information on FHWA and FTA programs are available on the respective agency website.

### FTA Section 5307 (Urbanized area formula)

The following types of projects are eligible for these funds:

- Capital investments in bus and bus-related activities
- Planning, engineering, design, and evaluation of transit projects.

### FTA Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities)

Projects could include:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- Projects that exceed the requirements of the ADA.
- Projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
- Alternatives to public transportation that assist seniors and individuals with disabilities.

### FTA Section 5339 (Bus and Bus Facilities)

Activities include capital projects to replace, rehabilitate and purchase buses and related equipment and to construct bus related facilities.

## Highway Safety Improvement Program (HSIP)

HSIP funds are to be used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.

## National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

## Surface Transportation Block Grant Program (STBG)

STBG funding is distributed into three areas: Urban, Flex and Off-System Bridge. Example projects eligible for STBG funding include, but are not limited to:

- Construction of highways, bridges, and tunnels, transit capital projects, infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
- Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs;
- Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings;
- Trails projects; pedestrian and bicycle projects.

Urban dollars are used on federal-aid eligible facilities to fund the transportation project types mentioned above within an urbanized area whose population is at least 200,000, a Transportation Management Area (see Map 1).

Flex dollars can be used on federal-aid eligible facilities to fund the project types mentioned above in any area of the SMTC planning area – urban, or rural.

Off-System Bridge funds are used only on bridges that are not part of the federal-aid system (i.e., roads classified as either local or minor collector).

Since the TIP is a listing of all projects programmed with federal transportation funds, there may be

at times other fund sources beyond those shown above such as, but not limited to, CMAQ (Congestion Mitigation Air Quality), NHFP (National Highway Freight Program) and TA (Transportation Alternatives). Within each funding program, proposed projects represent priority needs identified through a comprehensive transportation planning process. The projects are identified in detail in the tables following this section.

## Planning Targets

As noted in 23 CFR 450.326(j), "the TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and program." Working with NYSDOT and CNYRTA, estimated allocations, or planning targets for the SMTC area were identified, as shown in Exhibit 4 below. The federal transportation fund planning targets do not account for other federal funds that may be brought into the area through statewide capital programming efforts. Once the planning targets were established, staff reviewed all programmed dollars assigned to existing projects on the prior 2020-2024 TIP that would carry over or overlap with the 2023-2027 TIP. Funding that remained was then utilized to program new projects through the solicitation and project screening process.

To account for Year of Expenditure dollars, State and local sponsored project costs programmed in the TIP utilize inflationary factors provided by the NYSDOT as shown in the Exhibit 5. The NYSDOT has noted the following simple rates of inflation are the best available estimates of overall price trends for the transport public works sector in New York State for the programming period.

Exhibit 4: 2023-2027 FHWA & FTA Planning Targets

Fund Source	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	Total
<i>FHWA</i>						
HSIP	\$2.449	\$2.449	\$2.449	\$2.449	\$2.449	\$12.245
NHPP	\$32.667	\$34.282	\$35.262	\$31.687	\$35.262	\$169.160
Flex	\$5.788	\$5.788	\$5.788	\$5.788	\$5.788	\$28.940
OSB	\$0.475	\$0.475	\$0.475	\$0.475	\$0.475	\$2.375
Urban	\$6.218	\$6.218	\$6.218	\$6.218	\$6.218	\$31.090
Sub-Total:	\$47.597	\$49.212	\$50.192	\$46.617	\$50.192	\$243.810
<i>FTA</i>						
Sect 5307	\$9.586	\$9.778	\$9.973	\$10.173	\$10.376	\$49.886
Sect 5310	\$0.590	\$0.602	\$0.614	\$0.627	\$0.639	\$3.072
Sect 5339	\$0.635	\$0.648	\$0.661	\$0.674	\$0.687	\$3.305
Sub-Total:	\$10.811	\$11.028	\$11.248	\$11.474	\$11.702	\$56.263
Total:	\$58.408	\$60.240	\$61.440	\$58.091	\$61.894	\$300.073

Exhibit 5: Year of Expenditure

Year	Year over Year Inflation
22-23	2.00%
23-24	4.00%
24-25	6.00%
25-26	8.00%
26-27	10.00%
27-28	12.00%
28-29+	14.00%

## Fiscal Constraint

The Syracuse Metropolitan Transportation Council’s 2023-2027 fiscal constraint table is found in Exhibit 6. Fiscal constraint, as defined by the United States Department of Transportation is “a demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.”

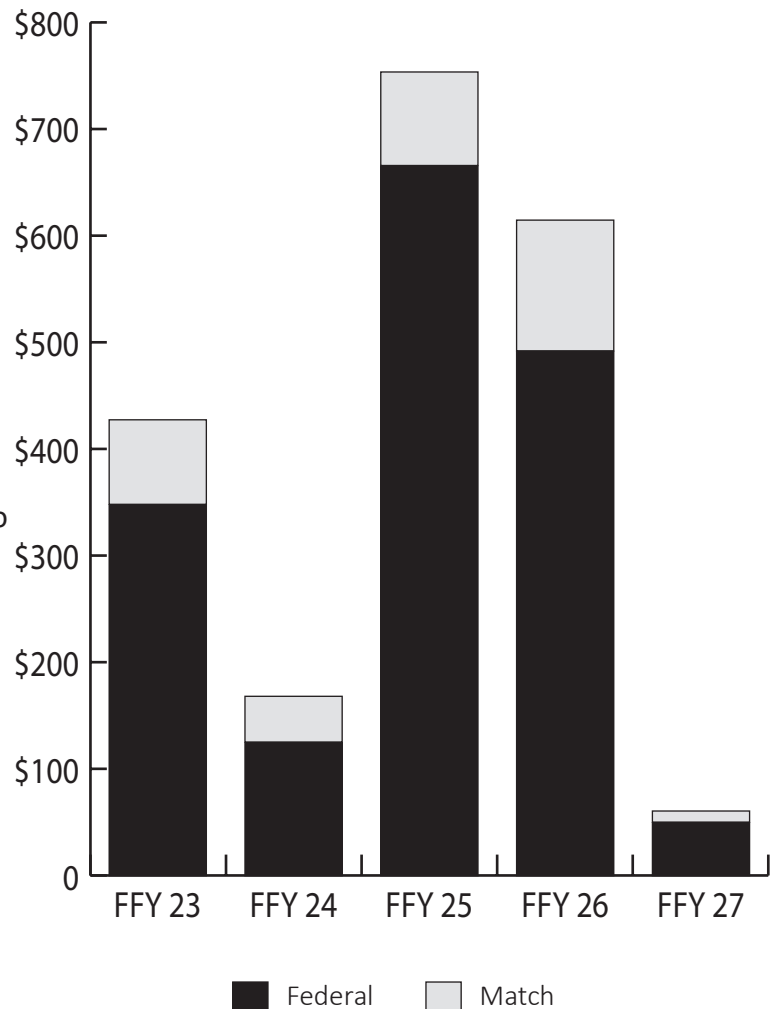
The fiscal constraint table depicts the individual available federal resources (revenues) based on the planning target process discussed above in the Planning Targets section and, programmed amounts (costs) per Federal Fiscal Year that are reasonably expected to be available over the five-year capital program. The “Anticipated Federal Funds” columns in Exhibit 6 include planning targets, statewide funded projects, or carryover amounts known at the time of writing. Upon review and discussion with member agencies and other municipal sponsors, there are no private sources of funding anticipated within this multi-year capital program.

As the TIP is a federal reimbursement program, project sponsors must first instance funds; meaning that a sponsor is responsible for 100% of costs prior to reimbursement. The percentage breakdown for most projects on the TIP typically consist of 80% federal and a 20% non-federal “match.” The percentages may differ depending on location of project and funding source. Non-federal “match” dollars could consist of local municipal general funds whose sources may include county, city, town or village taxes, sales tax, user fees, bonding/borrowing, New York State aid (e.g., Marchiselli Program, Consolidated Local Street and Highway Improvement Program [CHIPs], State Dedicated Funds, toll credits), or in the case of CNYRTA transit sponsored projects, farebox revenue, funds from the Mortgage Recording Tax, or the New York State omnibus appropriation. The anticipated “match” to federal transportation projects by year is listed in the fiscal constraint table.

Per NYSDOT Main Office, any fund type can be over-programmed in a year provided that the total of all fiscally constrained funding programmed in that year does not exceed the apportionments, which implies a columnar total by year does not exceed apportionments. The fiscal constraint table demonstrates that the SMTC’s multi-year capital

program, as presented, is a balanced program over the life of the program cycle and supportive of the financial outlay of the 2050 LRTP.<sup>2</sup> Non-federal transportation sources forecasted for use on the transportation system, outside of a TIP capital project over the concurrent 5-year period (i.e., FFY 22/23 through FFY 26/27) are not listed in Exhibit 6. These operations and maintenance estimates are discussed in the following subsection.

23-27 TIP by Federal Fiscal Year (\$M)



<sup>2</sup> Refer to Chapter 6 of the 2050 LRTP for a detailed discussion of financial analysis.



Exhibit 6  
SMTC 2023-2027 Fiscal Constraint Table (\$M)

Fund Source	FFY 22/23*		FFY 23/24		FFY 24/25		FFY 25/26		FFY 26/27		Total 4-Yr STIP		Total 5-Yr TIP	
	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed
National Highway Performance Program (NHPP)	\$307.843	\$307.805	\$80.810	\$80.749	\$632.742	\$632.715	\$473.255	\$473.255	\$35.262	\$35.017	\$1,494.650	\$1,494.524	\$1,529.912	\$1,529.541
Congestion Mitigation Air Quality (CMAQ)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Highway Safety Improvement Program (HSIP)	\$5.915	\$5.915	\$2.449	\$2.637	\$2.449	\$1.651	\$2.449	\$2.742	\$2.449	\$2.694	\$13.262	\$12.945	\$15.711	\$15.639
Surface Transportation Block Grant Program Flex (STBG Flex)	\$13.788	\$13.788	\$6.588	\$6.587	\$5.788	\$5.785	\$9.788	\$9.575	\$5.788	\$5.788	\$35.952	\$35.735	\$41.740	\$41.523
STBG Large Urban (STBG LG URBAN)	\$6.218	\$5.879	\$6.218	\$6.218	\$6.218	\$6.156	\$6.218	\$6.075	\$6.218	\$6.693	\$24.872	\$24.328	\$31.090	\$31.021
STBG Off-System Bridge (STBG OFF)	\$0.475	\$0.226	\$1.833	\$2.738	\$4.755	\$4.280	\$0.475	\$0.000	\$0.475	\$0.000	\$7.538	\$7.244	\$8.013	\$7.244
National Highway Freight Program	\$4.010	\$4.010	\$3.000	\$3.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$7.010	\$7.010	\$7.010	\$7.010
<b>FHWA SUBTOTAL</b>	<b>\$338.249</b>	<b>\$337.623</b>	<b>\$100.898</b>	<b>\$101.929</b>	<b>\$651.952</b>	<b>\$650.587</b>	<b>\$492.185</b>	<b>\$491.647</b>	<b>\$50.192</b>	<b>\$50.192</b>	<b>\$1,583.284</b>	<b>\$1,581.786</b>	<b>\$1,633.476</b>	<b>\$1,631.978</b>
<b>Match to FHWA</b>														
State	\$75.066	\$75.066	\$16.632	\$16.632	\$74.527	\$74.527	\$118.004	\$118.004	\$3.858	\$3.858	\$284.229	\$284.229	\$288.087	\$288.087
Local	\$2.177	\$2.177	\$6.277	\$6.277	\$3.898	\$3.898	\$4.906	\$4.906	\$7.004	\$7.004	\$17.258	\$17.258	\$24.262	\$24.262
<b>MATCH TO FHWA SUBTOTAL</b>	<b>\$77.243</b>	<b>\$77.243</b>	<b>\$22.909</b>	<b>\$22.909</b>	<b>\$78.425</b>	<b>\$78.425</b>	<b>\$122.910</b>	<b>\$122.910</b>	<b>\$10.862</b>	<b>\$10.862</b>	<b>\$301.487</b>	<b>\$301.487</b>	<b>\$312.349</b>	<b>\$312.349</b>
<b>FHWA + MATCH</b>	<b>\$415.492</b>	<b>\$414.866</b>	<b>\$123.807</b>	<b>\$124.838</b>	<b>\$730.377</b>	<b>\$729.012</b>	<b>\$615.095</b>	<b>\$614.557</b>	<b>\$61.054</b>	<b>\$61.054</b>	<b>\$1,884.771</b>	<b>\$1,883.273</b>	<b>\$1,945.825</b>	<b>\$1,944.327</b>
Urbanized Area Formula Grants (Section 5307)	\$25.422	\$9.469	\$25.371	\$21.664	\$13.680	\$14.685	\$10.173	\$0.000	\$10.376	\$0.000	\$55.342	\$45.818	\$65.722	\$45.818
Enhanced Mobility Seniors/Individuals with Disabilities (Section 5310)	\$0.590	\$0.000	\$0.602	\$0.000	\$0.614	\$0.000	\$0.627	\$0.000	\$0.639	\$0.000	\$2.433	\$0.000	\$3.072	\$0.000
Bus and Bus Facilities Program (Section 5339)	\$0.934	\$0.000	\$1.582	\$1.594	\$0.661	\$0.000	\$0.674	\$0.000	\$0.687	\$0.000	\$2.917	\$1.594	\$3.604	\$1.594
<b>FTA SUBTOTAL</b>	<b>\$26.946</b>	<b>\$9.469</b>	<b>\$27.555</b>	<b>\$23.258</b>	<b>\$14.955</b>	<b>\$14.685</b>	<b>\$11.474</b>	<b>\$0.000</b>	<b>\$11.702</b>	<b>\$0.000</b>	<b>\$60.692</b>	<b>\$47.412</b>	<b>\$72.398</b>	<b>\$47.412</b>
<b>Match to FTA</b>														
State	\$0.000	\$0.000	\$15.750	\$15.750	\$6.863	\$6.863	\$0.000	\$0.000	\$0.000	\$0.000	\$22.613	\$22.613	\$22.613	\$22.613
CNYRTA	\$2.367	\$2.367	\$4.659	\$4.659	\$2.767	\$2.767	\$0.000	\$0.000	\$0.000	\$0.000	\$9.793	\$9.793	\$9.793	\$9.793
<b>MATCH TO FTA SUBTOTAL</b>	<b>\$2.367</b>	<b>\$2.367</b>	<b>\$20.409</b>	<b>\$20.409</b>	<b>\$9.630</b>	<b>\$9.630</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$32.406</b>	<b>\$32.406</b>	<b>\$32.406</b>	<b>\$32.406</b>
<b>FTA + MATCH</b>	<b>\$29.313</b>	<b>\$11.836</b>	<b>\$47.964</b>	<b>\$43.667</b>	<b>\$24.585</b>	<b>\$24.315</b>	<b>\$11.474</b>	<b>\$0.000</b>	<b>\$11.702</b>	<b>\$0.000</b>	<b>\$93.098</b>	<b>\$79.818</b>	<b>\$104.804</b>	<b>\$79.818</b>
<b>FHWA &amp; FTA TOTAL</b>	<b>\$365.195</b>	<b>\$347.092</b>	<b>\$128.453</b>	<b>\$125.187</b>	<b>\$666.907</b>	<b>\$665.272</b>	<b>\$503.659</b>	<b>\$491.647</b>	<b>\$61.894</b>	<b>\$50.192</b>	<b>\$1,643.976</b>	<b>\$1,629.198</b>	<b>\$1,705.874</b>	<b>\$1,679.390</b>
<b>Match</b>														
State	\$75.066	\$75.066	\$32.382	\$32.382	\$81.390	\$81.390	\$118.004	\$118.004	\$3.858	\$3.858	\$306.842	\$306.842	\$310.700	\$310.700
Local & CNYRTA	\$4.544	\$4.544	\$10.936	\$10.936	\$6.665	\$6.665	\$4.906	\$4.906	\$7.004	\$7.004	\$27.051	\$27.051	\$34.055	\$34.055
<b>MATCH TOTAL</b>	<b>\$79.610</b>	<b>\$79.610</b>	<b>\$43.318</b>	<b>\$43.318</b>	<b>\$88.055</b>	<b>\$88.055</b>	<b>\$122.910</b>	<b>\$122.910</b>	<b>\$10.862</b>	<b>\$10.862</b>	<b>\$333.893</b>	<b>\$333.893</b>	<b>\$344.755</b>	<b>\$344.755</b>
<b>GRAND TOTAL (Federal + Match)</b>	<b>\$444.805</b>	<b>\$426.702</b>	<b>\$171.771</b>	<b>\$168.505</b>	<b>\$754.962</b>	<b>\$753.327</b>	<b>\$626.569</b>	<b>\$614.557</b>	<b>\$72.756</b>	<b>\$61.054</b>	<b>\$1,977.869</b>	<b>\$1,963.091</b>	<b>\$2,050.629</b>	<b>\$2,024.145</b>

\* Includes rollover balances from the previous STIP period. Rollover can be positive or negative. FTA balances carry forward throughout the 5-year period.  
\*\* Includes MPO planning targets and statewide funded projects as identified at time of adoption.

## **Operations & Maintenance**

The Transportation Improvement Program may include transportation projects that are implemented by municipalities on the federal-aid system for which no federal transportation funding is programmed to show that the federal-aid highway and public transportation systems are adequately operated and maintained. The NYSDOT and local SMTC municipalities annually budget funds for operations and maintenance of transportation facilities, including the federally supported system for several activities such as, but not limited to, paving, bridge rehabilitation, sidewalks, curb and crosswalk improvements, sign, traffic signal and technology maintenance, drainage, guide rail repair, snow and ice removal, transit vehicle and facility maintenance.

### **State highway and bridge maintenance and operations**

For NYSDOT, both federal and state funds are provided to NYSDOT's operations and maintenance forces. Statewide, the State budgets nearly \$819 million annually for preventive, corrective and demand maintenance on approximately 44,500 lane miles of state highways and more than 7,900 state bridges.<sup>3</sup> Locally, the NYSDOT Region 3 office budgets approximately \$10.7M per year for preventive, corrective and demand maintenance on highways and bridges.

### **Local highway and bridge capital maintenance**

The non-federal transportation funded projects are oftentimes not shown in the SMTC's TIP; however, individual municipal capital improvement plans (CIP) or annual budgets are found on a respective municipal or transportation authority website. For example, both Onondaga County and the City of Syracuse adopt new budgets and multi-year CIPs annually.

Onondaga County approved their 2022-2027 CIP in October of 2021. Per their CIP, "The county's CIP plan emphasizes the maintenance of existing county facilities and transportation assets, stewardship of the natural environment and sound fiscal management." Also, "The goal of most capital expenses in the CIP is to maintain facilities at a level so as to prevent major replacement expenditures in the future."

The focus areas of the County's previous CIP centered around eight "Transportation" related projects (i.e., hot mix, cold mix, surface treatment, guide rails, capital highway, bridges, TSM, and drainage, testing, and facilities) that covered a multitude of County owned roads, bridges, and traffic signals, many of which were likely on the federal-aid system. Funding sources for these projects were identified as "Cash" (\$3.804M), "Borrow" (\$42.850M), "CHIPS" (\$29.273M), "State (Marchiselli)" (\$7.201M) and "Fed Aid" (\$52.348M).

Removing the "State Marchiselli" and "Federal Aid" funds from both the Capital Highway and Bridge transportation projects, which technically are covered under the County's programmed TIP projects, the Onondaga County DOT since 2018 has spent \$75.927M of non-federal funds (i.e., cash, borrow and/or CHIPS funding) on all eight of its transportation related projects.

Using a 2% inflation of each of the non-federal funding sources year over year for the next 5-years, 2023-2027, the County is forecast to have revenue of approximately \$96.269M of non-federal funds; \$4.633M in Cash, \$55.396M in Borrowed funds and \$36.240M in CHIPS on the eight transportation related projects.

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<sup>3</sup> Statewide Transportation Improvement Program Summary

Exhibit 7: Onondaga County CIP Projects

Source	2018	2019	2020	2021	2022	Total
Cash	\$0.294	\$1.240	\$0.635	\$0.635	\$1.000	\$3.804
Borrow	\$5.701	\$8.000	\$8.000	\$10.575	\$10.574	\$42.850
CHIPs	\$5.640	\$5.619	\$5.613	\$5.614	\$6.787	\$29.273
State (Marchiselli)	\$3.473	\$0.210	\$1.988	\$0.675	\$0.855	\$7.201
Fed Aid	\$22.144	\$2.632	\$8.708	\$8.500	\$10.364	\$52.348
Total:	\$37.252	\$17.701	\$24.944	\$25.999	\$29.580	\$135.476

With regard to the City of Syracuse, their 2023-2028 CIP anticipates spending just over \$95 million dollars of non-federal funds on numerous transportation related projects (excludes non-transportation related and TIP projects) within the Department of Public Works and the Engineering Department.

The City’s CIP is referred to on their website as “a dynamic community planning and fiscal management tool used to plan where, when, and how the City will finance capital improvements over several years. It is important that governments not wait until an investment is retired to begin to consider how to replace it or improve it. The CIP is a working document and is reviewed and updated annually to reflect the City’s changing needs, priorities, and funding resources.”

Funding sources of the proposed projects are broadly categorized in the City’s CIP as “Cash Capital”, “Borrowed Funds”, and “Other.” More specifically, the programmed non-federal dollar amounts equate to \$15.947M “Borrowed Funds”, \$39.500M of CHIPs Funds, \$14.700M of Special Funds, \$1.500M of ARPA Funds, \$21.593M of Special Funds & ARPA Funds, and \$2.100M Legislative Request Funds.

Transportation related projects included in the CIP are shown below with project totals broken down by FFY.

Exhibit 8: City of Syracuse CIP Projects

Project	22/23	23/24	24/25	25/26	26/27	27/28	Total
Radar Signs	\$0.020	\$0.020	\$0.030	\$0.020	\$0.020	\$0.020	\$0.130
Complete Streets	\$0.450	\$0.450	\$0.450	\$0.450	\$0.450	\$0.450	\$2.700
Road Reconstruction	\$7.000	\$6.500	\$6.500	\$6.500	\$6.500	\$6.500	\$39.500
City-Owned Sidewalks	\$0.300	\$0.300	\$0.350	\$0.350	\$0.350	\$0.350	\$2.000
Street Lighting Legacy Pricing	\$0.170	\$0.170	\$0.170	\$0.170	\$0.170	\$0.170	\$1.020
S Geddes St Safety Improvements	\$0.200	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.200
Interstate Lighting Upgrades	\$0.250	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100	\$0.750
Traffic Management Center Operations	\$0.080	\$0.020	\$0.020	\$0.020	\$0.020	\$0.020	\$0.180
Parking Meters	\$2.025	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.025
Clinton Two-Way Conversion	\$0.325	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.325
Accessible Sidewalks	\$1.400	\$1.500	\$1.500	\$1.500	\$1.500	\$0.000	\$7.400
Muni Sidewalk Program	\$4.500	\$4.500	\$4.500	\$4.500	\$4.500	\$4.500	\$27.000
Unimproved Street Program – Slurry Seal	\$1.100	\$1.200	\$1.100	\$1.400	\$1.200	\$1.300	\$7.300
BRT (Traffic Signal Optimization)	\$1.500	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.500
W Fayette St Bridge over Abandoned RR Spur	\$0.060	\$0.350	\$0.000	\$0.000	\$0.000	\$0.000	\$0.410
Onondaga Creek Retaining Wall	\$0.400	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.400
Creekwalk Security Cameras	\$0.400	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.400
Walton St Streetscape	\$0.350	\$1.750	\$0.000	\$0.000	\$0.000	\$0.000	\$2.100
Total:	\$20.530	\$16.860	\$14.720	\$15.010	\$14.810	\$13.410	\$95.340

## New York State local program initiatives

### *Consolidated Local Street and Highway Improvement Program*

As mentioned, NYSDOT provides funds to localities for maintenance through the CHIPS, which was established by the New York State Legislature in 1981. The CHIPS allocations over the past 3 years to Onondaga County and the City of Syracuse have totaled \$29.867M (see exhibit 6). It's anticipated that future figures will be consistent, which would apportion approximately \$50.5M through 2027 (average of FY 2021 and 2022 apportionments multiplied by 5).

In addition to the CHIPS program, New York State has made available to municipalities other state transportation funding to assist with maintaining the transportation system throughout the state. Programs consist of PAVE-NY, Extreme Winter Recovery, State Touring Route, and Pave our Potholes (POP). Although all counties, city, towns, and villages in the SMTC planning area receive an allocation through CHIPS, PAVE-NY, Extreme Winter Recovery, and Pave our Potholes, the entire aggregation of those program dollars are not accounted for in the financial plan as only 5% of all federal-aid eligible centerline miles are owned by towns or villages: 46 FAE miles Towns, 12 FAE miles Villages. For the State Touring Route program, funds are allocated to only the City of Syracuse, the Town of Lysander, and the Village of Solway. Regardless of the programs, funds from the state are applied by the municipalities on any roadway; not used explicitly on the federal-aid system. Fund usage on federal-aid eligible facilities will vary year after year. Therefore, the entire municipal allotment for each program is shown below for Onondaga County and the City of Syracuse.

Exhibit 9: CHIPS apportionments

	2020	2021	2022	3-Yr Total
Onondaga County	\$5,614,210	\$6,781,222	\$6,787,283	\$19,182,715
City of Syracuse	\$4,035,766	\$3,325,528	\$3,322,800	\$10,684,094
Total:	\$9,649,976	\$10,106,750	\$10,110,083	\$29,866,809

## **PAVE-NY**

The PAVE-NY Program provides State funds to municipalities to support rehabilitation and reconstruction of local highways and roads. Eligible project activities are limited to resurfacing and reconstruction. In the past 3 years, \$7.627M was apportioned to Onondaga County and the City of Syracuse. Should the PAVE-NY program continue for the next five years to 2027, its forecast that upwards of \$14.3M will become available.

Exhibit 10: PAVE-NY apportionments

	2020	2021	2022	3-Yr Total
Onondaga County	\$1,281,499	\$1,921,913	\$1,923,988	\$5,127,400
City of Syracuse	\$625,083	\$937,477	\$936,542	\$2,499,102
Total:	\$1,906,582	\$2,859,390	\$2,860,530	\$7,626,502

## ***Extreme Winter Recovery***

The Extreme Winter Recovery program provides State funds to municipalities to support the construction and repair of highways, bridges, highway-railroad crossings, and other facilities that are not on the State highway system. Eligible project activities are the same as CHIPs.

In the past 3 years, \$4.652M was apportioned to Onondaga County and the City of Syracuse. It's anticipated that future figures will be consistent bringing an approximate \$8.777M to the area in the next five-year period.

Exhibit 11: Extreme Winter Recovery apportionments

	2020	2021	2022	3-Yr Total
Onondaga County	\$759,195	\$1,167,992	\$1,167,992	\$3,095,179
City of Syracuse	\$381,868	\$587,489	\$587,489	\$1,556,846
Total:	\$1,141,063	\$1,755,481	\$1,755,481	\$4,652,025

## **State Touring Route**

The State Touring Route program was first enacted in the 2021-2022 New York State budget with \$100 million to assist municipalities that have maintenance responsibility for signed touring routes. Per the State, funds are apportioned to cities, towns, and villages based on the total number of signed touring route miles for which such municipality has capital maintenance responsibility.<sup>4</sup>

In the past 2 budget cycles, \$14.500M was apportioned to the City of Syracuse. The City apportionment accounts for 91% of the State Touring Route funds in Onondaga County. The remaining 9%, not shown in the table below, was distributed to the Town of Lysander (\$913,127) and the Village of Solvay (\$406,392). Should the program continue for the next several years, it's anticipated that future figures will be consistent that in turn would provide \$36M to the City of Syracuse.

## **Pave our Potholes**

The Pave our Potholes program is a new state funding initiative first enacted in the New York State 2022-2023 budget that apportions \$100 million to help with the rehabilitation and reconstruction of local roadways. Per the State, eligible projects include resurfacing and reconstruction projects with a service life of ten years or more.<sup>5</sup>

In the SMTC area, Onondaga County and the City of Syracuse received a total of \$1.907M; \$1,282,658 for the County, \$624,361 for the City. It's anticipated that future figures will be consistent that could bring an additional \$9.535M to the area over the next five years.

As the programs are to be utilized primarily for maintenance activities, the State does specify a few operations and maintenance activities that are not eligible for reimbursement such as pavement patching, pothole repairs, crack sealing, slurry seal, snow removal, brush and weed control, and street cleaning, to name a few.

The above programs highlight State funds for highway and road activities. Specific to public transportation, 3 state funding programs provide operating and capital

<sup>4</sup> More information is available at <https://www.dot.ny.gov/programs/chips/chips-repository/Touring%20Route%20Fact%20Sheet>

<sup>5</sup> Additional information is available at <https://www.dot.ny.gov/programs/chips/chips-repository/POP%20Fact%20Sheet.pdf>.

resources: Statewide Mass Transportation Operating Assistance, Accelerated Transit Capital Program, and the Modernization and Enhancement Program.

## **Transit system operation and maintenance**

### **Statewide Mass Transportation Operating Assistance**

The NYSDOT annually distributes Statewide Mass Transportation Operating Assistance (STOA) funds to approximately 130 transit operators statewide. The CNYRTA is the only recipient of these funds in the SMTC area. The State calculates STOA amounts based on a passenger and per vehicle mile formula. STOA receivables for CNYRTA over the last three year period totaled \$108.046M. Over the next five year period, the CNYRTA is forecasted to receive \$187.622M.

### **Accelerated Transit Capital Program**

The Accelerated Transit Capital (ATC) program is administered by NYSDOT and provides \$20 million in 100 percent State capital funding for upstate public transportation sponsors to rehabilitate, restore and modernize public transit assets.

Program sponsors may submit a program of eligible capital projects that, in combination, have a minimum service life of no less than ten (10) years. Eligible projects include FTA activities, meeting the minimum service life threshold, including vehicle rehabilitation and/or replacement, fleet enhancement, deployment of new technologies, passenger amenities and maintenance facilities. Rolling stock projects must also be eligible for STOA funding.<sup>6</sup>

The CNYRTA has been awarded \$9.848M from this program in the last 3 years. They anticipate similar amounts going forward, which could equate to an additional \$16.413M in the next five years.

### **Modernization and Enhancement Program**

Administered by NYSDOT, the Modernization and Enhancement Program apportions \$41 million in State funding to counties, cities, and regional authorities to upgrade and enhance public transportation services.

Program sponsors may submit a program of eligible capital projects that in combination, have a minimum service of no less than ten (10) years. Eligible activities include any FTA activity, meeting the minimum service life threshold, including vehicle rehabilitation and/

<sup>6</sup> <https://www.dot.ny.gov/divisions/policy-and-strategy/public-transportation/funding-sources/accelerated-transit>

or replacement, fleet enhancement, deployment of new technologies and passenger amenities and maintenance facilities. Rolling stock projects must be eligible for assistance under the STOA Program.<sup>7</sup>

The CNYRTA has been awarded \$8.030M from this program in the last 3 funding cycles and anticipate similar amounts going forward, which could equate to an additional \$13.383M in the next five years.

Annually, the CNYRTA submits a financial audit to New York State and the FTA. These financial documents are available on the authority’s website for transparency purposes.

Collectively, the aggregation of anticipated federal transportation funds, match to federal-aid projects, and the non-federal transportation funds total approximately \$2.607B from 2022 to 2027. State and local non-federal transportation funds may likely vary over time; however, the figures presented above are reasonable expectations based on data available at this time. As the 2023-2027 TIP program of projects is fiscally constrained and supportive of the 2050 LRTP, so too is the operations and maintenance grouping.

## Programmed Funding

Exhibit 12 presents the distribution of FHWA and FTA funding by sponsor, while Exhibit 13 portrays just FHWA funds by sponsor. Of all FHWA and FTA federal transportation funds available for programming over the five-year cycle (i.e., planning targets and statewide funded projects), the NYSDOT has been programmed approximately 91% of the federal transportation allotment. This figure reduces to 54% when funds programmed to several I-81 Viaduct Project community grid contracts are excluded.

Excluding I-81 Viaduct Project funds, beyond funding programmed to NYSDOT, 18% is programmed to Onondaga County, 11% to the City of Syracuse, 16% to CNYRTA, 1% to the Village of Solvay, and less than 1% to the Thruway Authority, Town of Cicero, and Village of Skaneateles.

Within the SMTC MPA, the CNYRTA is the primary operator for public transportation services. The 2023-2027 TIP programs approximately \$49.024M federal funds, \$1.612M from FHWA and \$47.412M from FTA funds, to the CNYRTA at time of report adoption. Smaller municipal projects that will improve area infrastructure conditions have been selected for

<sup>7</sup> <https://www.dot.ny.gov/divisions/policy-and-strategy/public-transportation/funding-sources/modernization-enhancement>

federal transportation funding assistance such as the Town of Cicero and the Villages of Skaneateles and Solvay.

Looking at just FHWA programmed dollars, NYSDOT has been programmed 94%, 3% to Onondaga County, and 2% to the City of Syracuse. Excluding I-81 projects, percentages change to 63% NYSDOT, 21% Onondaga County, 13% Syracuse, and around 1% each to the Thruway Authority, Town of Cicero, Village of Skaneateles, and Village of Solvay. See Exhibit 13.

Exhibit 12: Federal Funding by Project Sponsor

Sponsor	Federal \$s (M)
Cicero	\$1.459
CNYRTA	\$49.024
NYSDOT	\$1,536.095
NYSTA	\$0.096
OCDOT	\$54.717
Skaneateles (V)	\$1.606
Solvay	\$3.626
Syracuse	\$33.210
Total:	\$1,679.833



Exhibit 13: FHWA programmed fund percentages by sponsor

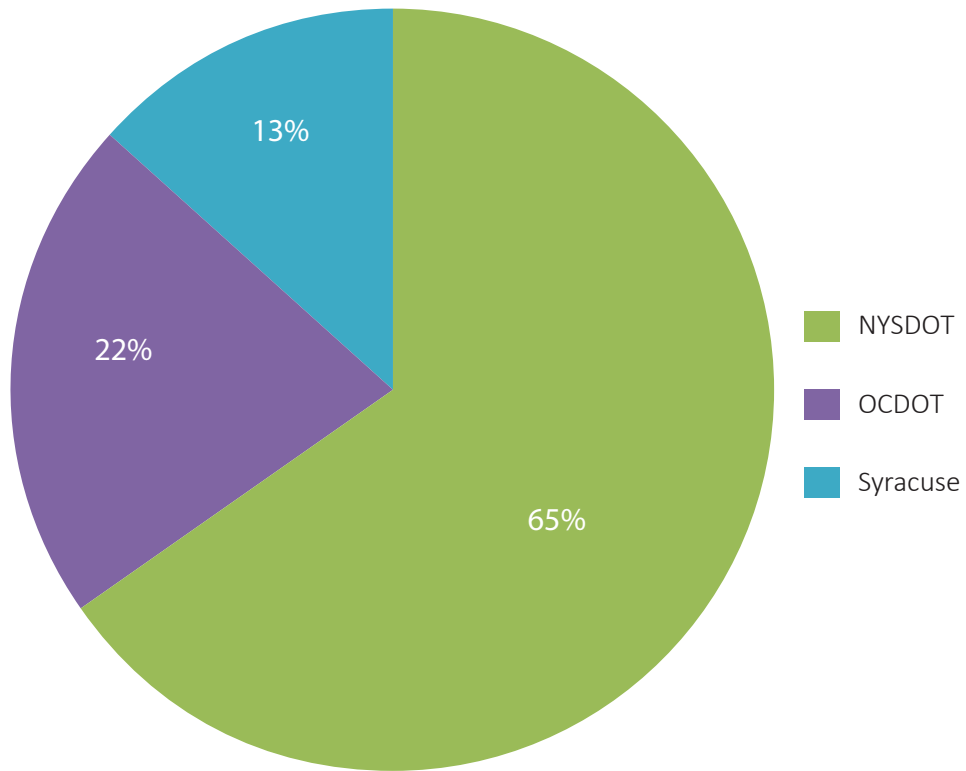
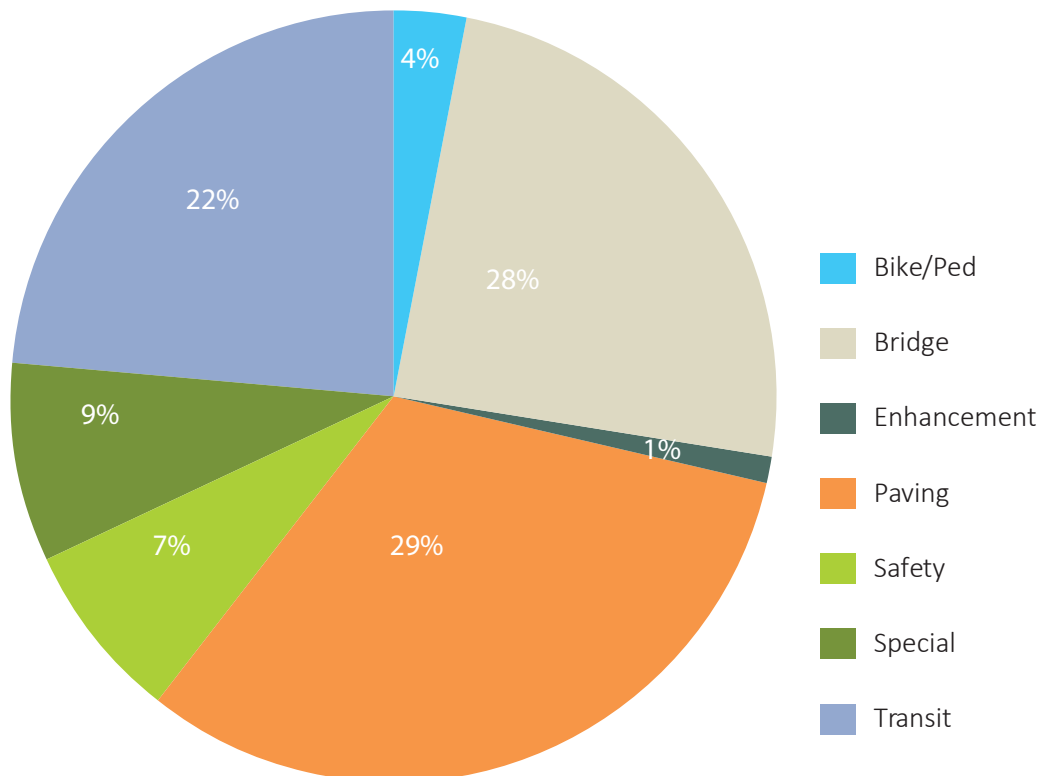


Exhibit 14: 2023-2027 TIP Project Types



As depicted in Exhibit 14, 56% of all FHWA and FTA 2023-2027 projects are bridge and paving related. When looking at just FHWA funded projects, bridge and paving projects make up 72% of the FHWA projects. This is consistent with previous capital programs and the objectives identified for the LRTP and the TIP whereby funding is distributed to projects to maintain the existing aging infrastructure.

The bridge category, inclusive of I-81 efforts that have been designated as bridge projects for this document, although multiple activities may occur in a single project, programs 90% of the FHWA funds for improvements to bridges. These improvements range from standard preventive maintenance activities like cleaning and painting to complete replacement or rehabilitation. Onondaga County and the other five counties that comprise the Region 3 office of the NYSDOT have historically been identified as having one of the higher percentages of bridges in need of repair throughout the state. Due to the conditions of the Regional bridges for this 2023-2027 funding cycle, a significant amount of bridge funding has been estimated to assist in improving deficiencies primarily on the National Highway System.

Connectivity, sustainability, quality of life, safety, and livability continue as an important function for investment decisions and economic opportunities. The multi-year capital program assigns a federal total of \$20.840M to exclusive bicycle and pedestrian projects (sidewalks and trails). This figure increases to \$22.206M if pedestrian safety projects are included. However, numerous other capital projects may include bicycle and/or pedestrian focused activities as part of a larger effort, which are not accounted for in the bicycle and pedestrian project total.

One bicycle and pedestrian effort that is of note is that Onondaga County continues to “loop” Onondaga Lake, which will provide another link to the City of Syracuse’s existing Onondaga Creekwalk. With the New York State Empire State Trail opened in 2020, a significant bicycle and pedestrian connected network, nearly all off-road, is available in Onondaga County for commuting, recreation, travel and tourism opportunities. Bicycle and pedestrian projects have a positive impact on the environment and safety of the MPO area and have become more prevalent in capital programs due to the passage of a “complete streets” policy statement by the US DOT in March 2010, and subsequently the goals, objectives and performance

measures established in the SMTC’s 2050 LRTP that are highly supportive of such facility enhancements.

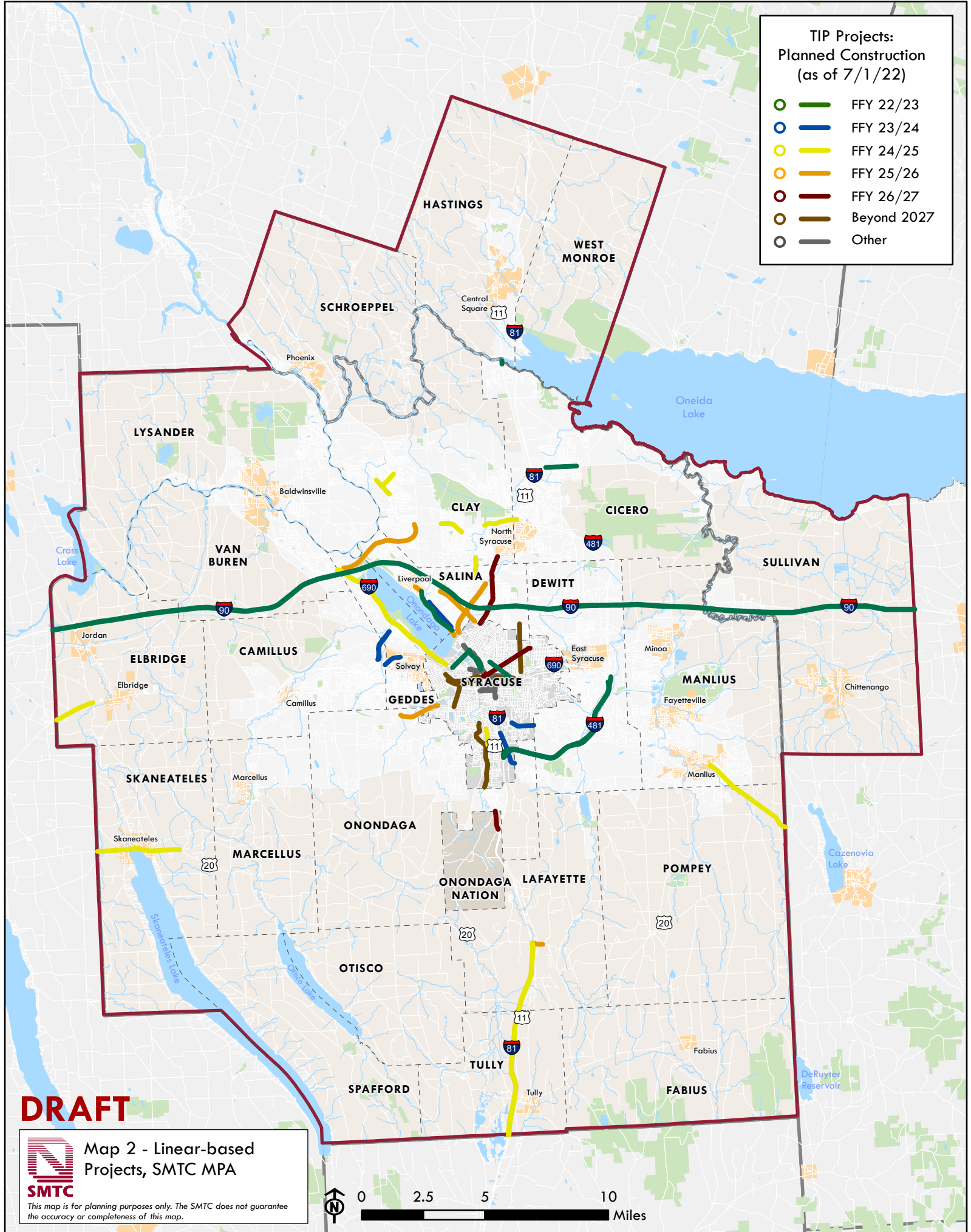
A simplified listing of all projects programmed with typical FHWA fund sources mentioned earlier (i.e., planning targets) follows on the next several pages. The listing is grouped by the primary project type (i.e., bicycle/pedestrian, bridge, paving, safety, special and transit), project sponsor, and provides the Project Identification Number (PIN), Federal dollars, required “match” and, Total dollars programmed on the 2023-2027 TIP. There are several projects on the 2023-2027 TIP project listing with only the engineering and design phases programmed (i.e., Scoping, Preliminary Design, Detailed Design). In these instances, an overall total project cost will be higher than what is programmed on the 2023-2027 TIP. Please refer to Appendix A for a complete listing of projects, of which includes a Total cost that accounts for prior, present, and future anticipated funds.



*E Brighton Ave Bridge over railroad. Source: Syracuse*

**TIP Projects:  
Planned Construction  
(as of 7/1/22)**

- — FFY 22/23
- — FFY 23/24
- — FFY 24/25
- — FFY 25/26
- — FFY 26/27
- — Beyond 2027
- — Other

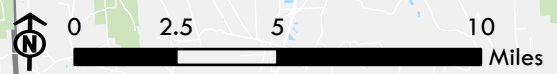


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**Map 2 - Linear-based  
Projects, SMTC MPA**

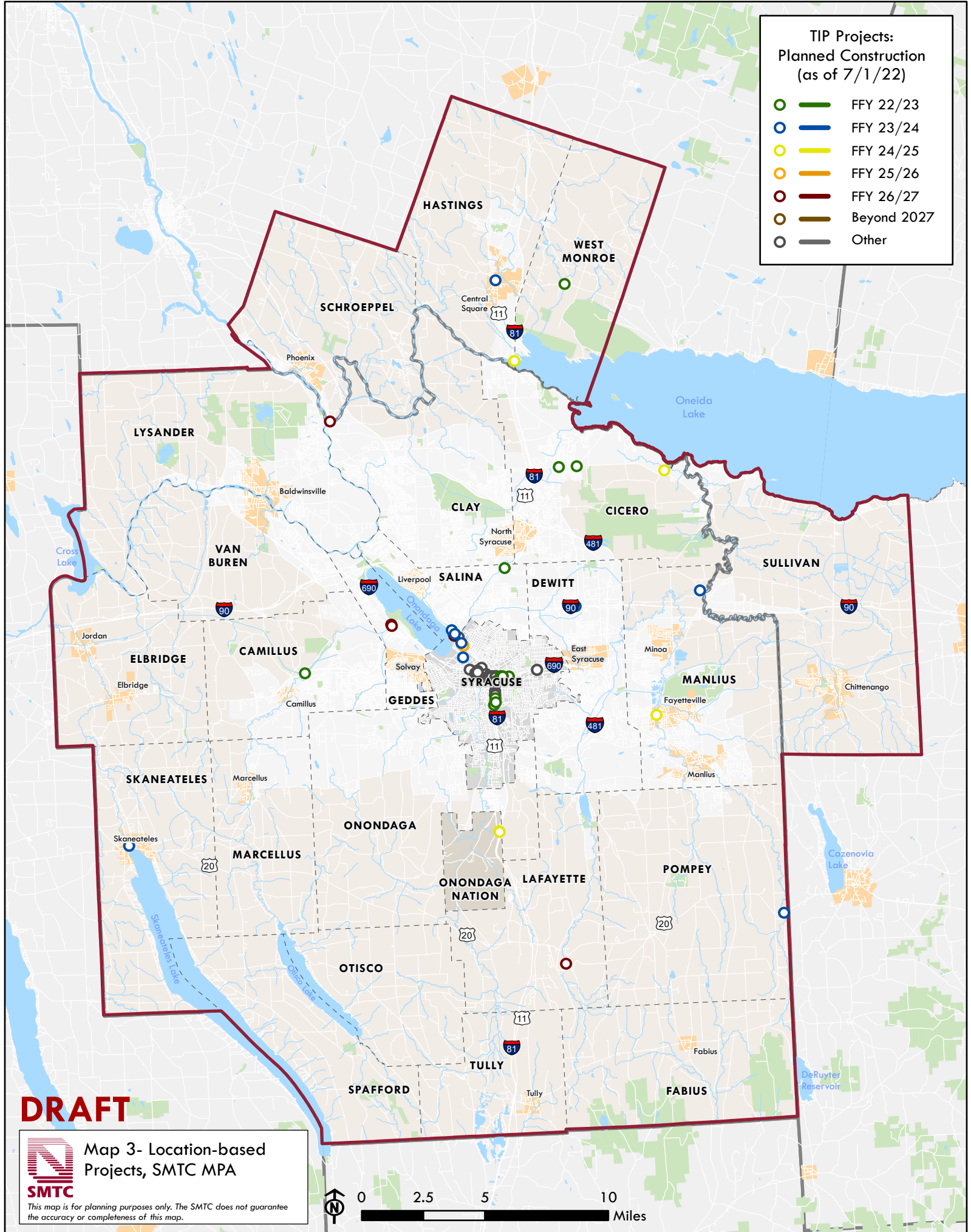
**SMTC**

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



**TIP Projects:  
Planned Construction  
(as of 7/1/22)**

- — FFY 22/23
- — FFY 23/24
- — FFY 24/25
- — FFY 25/26
- — FFY 26/27
- — Beyond 2027
- — Other



**DRAFT**

**Map 3- Location-based  
Projects, SMTC MPA**

**SMTC**

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# Environmental Justice and Equity

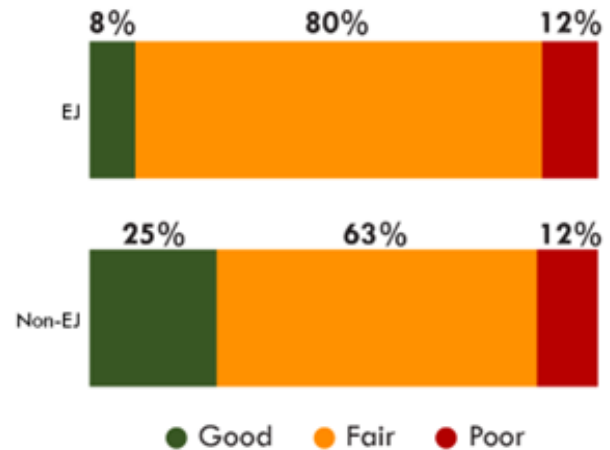
The Syracuse Metropolitan Transportation Council's 2018 Environmental Justice (EJ) analysis identifies Census Tracts that have a higher concentration of minority and/or low income populations within our planning area. Census Tracts were categorized as a low, medium, or high priority area according to the prevalence of those two EJ population variables. Most priority areas, regardless of category, are located within the City of Syracuse. Although an updated EJ document has not been produced since 2018, the SMTC developed an online interactive EJ map relying on the 2020 Census, and the 2015-2019 or 2014-2018 American Community Survey.<sup>8</sup> The map includes the individual variables that constitute our EJ Priority Areas: Minority Population and Low-Income Population, as well as additional variables which may be of interest such as Limited English Proficiency and households with no vehicles.

Based on the latest data variables used for the online map, nearly all of the City of Syracuse continues to have an identified priority area with a few priority areas located outside Syracuse, including the Onondaga Nation, and the villages of East Syracuse and Phoenix, to name a few.

The 2023-2027 TIP includes numerous projects that were able to be mapped that fall completely or majority within an identified EJ area. The geographic distribution of capital projects is shown in Map 5. Projects once constructed should improve safety, bridge and pavement conditions, transit system efficiency and reliability, and provide new or replacement bicycle and pedestrian facilities. These activities are supportive of the 2050 LRTP "Equity" goal and various federal performance measures and targets. Relative to bridge ratings as noted in the SMTC's bridge & pavement report, bridge deck area is similar for both EJ and non-EJ areas, but EJ areas have a lower percentage rated as Good and a higher percentage rated Fair. For pavement conditions, comparisons are difficult to make because no facility owner has a relatively even number of roads in both EJ and non-EJ areas. For the City of Syracuse, there are more roads in Excellent condition in non-EJ areas, and more roads in Poor condition in EJ areas. For Onondaga County owned roads, there are more

roads rated Excellent in EJ areas than non-EJ areas. Infrastructure conditions in EJ areas will improve, particularly pavements, as capital projects are implemented, which takes several years.

Exhibit 15: Bridge Ratings by EJ Area

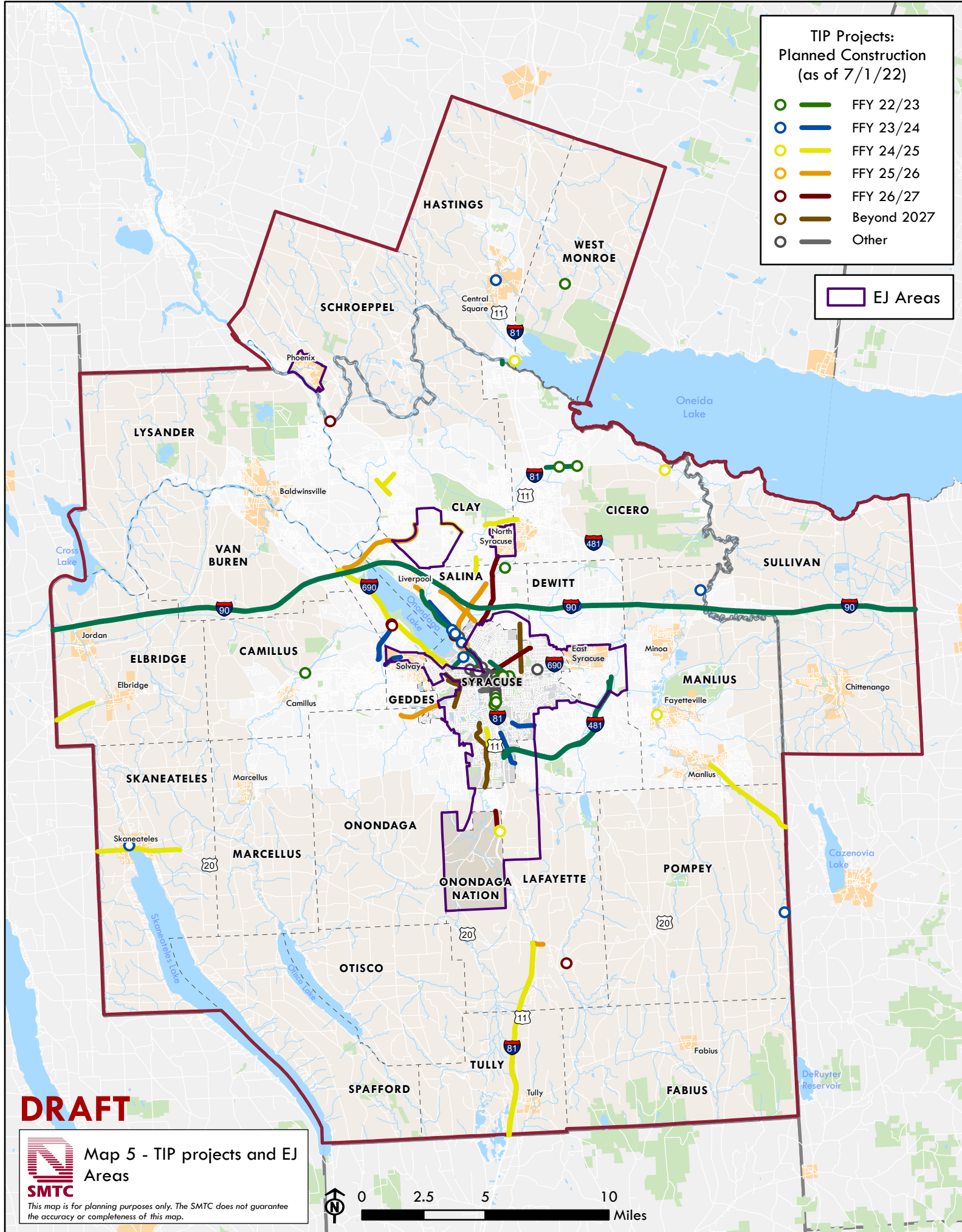


<sup>8</sup> <https://smtc.maps.arcgis.com/apps/webappviewer/index.html?id=2f291fc31f97455a9a66246d1d0d403a>

TIP Projects:  
Planned Construction  
(as of 7/1/22)

- FFY 22/23
- FFY 23/24
- FFY 24/25
- FFY 25/26
- FFY 26/27
- Beyond 2027
- Other

EJ Areas



**DRAFT**



Map 5 - TIP projects and EJ Areas

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



## Environmental Mitigation

Environmental mitigation is the process of consistency of transportation planning with applicable federal, state, and local energy conservation programs, environmental goals, and objectives. The Syracuse Metropolitan Transportation Council's LRTP is a policy level document that contains several projects in the out-years for which potential mitigation activities could be applicable if the projects were to be implemented. As noted previously in this document, projects that are contained in the 2023-2027 TIP are primarily focused on maintenance and preservation of the existing transportation infrastructure. Many of the projects are also replacement in-kind that result in no capacity increases. However, should projects seek to widen a facility, such as through the installation of a turn lane at an intersection, specific mitigation measures will be examined at the project phase via the State Environmental Quality Review Act (SEQRA) and National Environmental Policy Act (NEPA) processes and are therefore beyond the scope of the LRTP and TIP.

Regarding potential impact on environmental resources, Maps 6 through 8 show the geographic extent of programmed projects in relation to National Register of Historic Places cultural resources, parks, and wetlands. The projects are anticipated to have minimal impact on these resources and will be further researched within the necessary engineering and design phases. Environmental assessments, as required, for each programmed project in the TIP will be conducted by the respective project sponsor. Like the EJ Mapper, an environmental considerations interactive map has been established to provide a user with a general understanding of environmental considerations in the planning area.

## Air Quality, Energy and Greenhouse Gas Emissions

Onondaga County was designated as a maintenance area for carbon monoxide from 1993 to 2013 under the Clean Air Act Amendments of 1990. The county was reclassified as an attainment area for all applicable emission standards in 2013. As such, all transportation conformity analysis requirements are no longer applicable. Although the transportation conformity requirement has been removed, the SMTC's 2050 LRTP and the program of projects in

this TIP are supportive of maintaining the National Ambient Air Quality Standards and other applicable greenhouse gas initiatives.



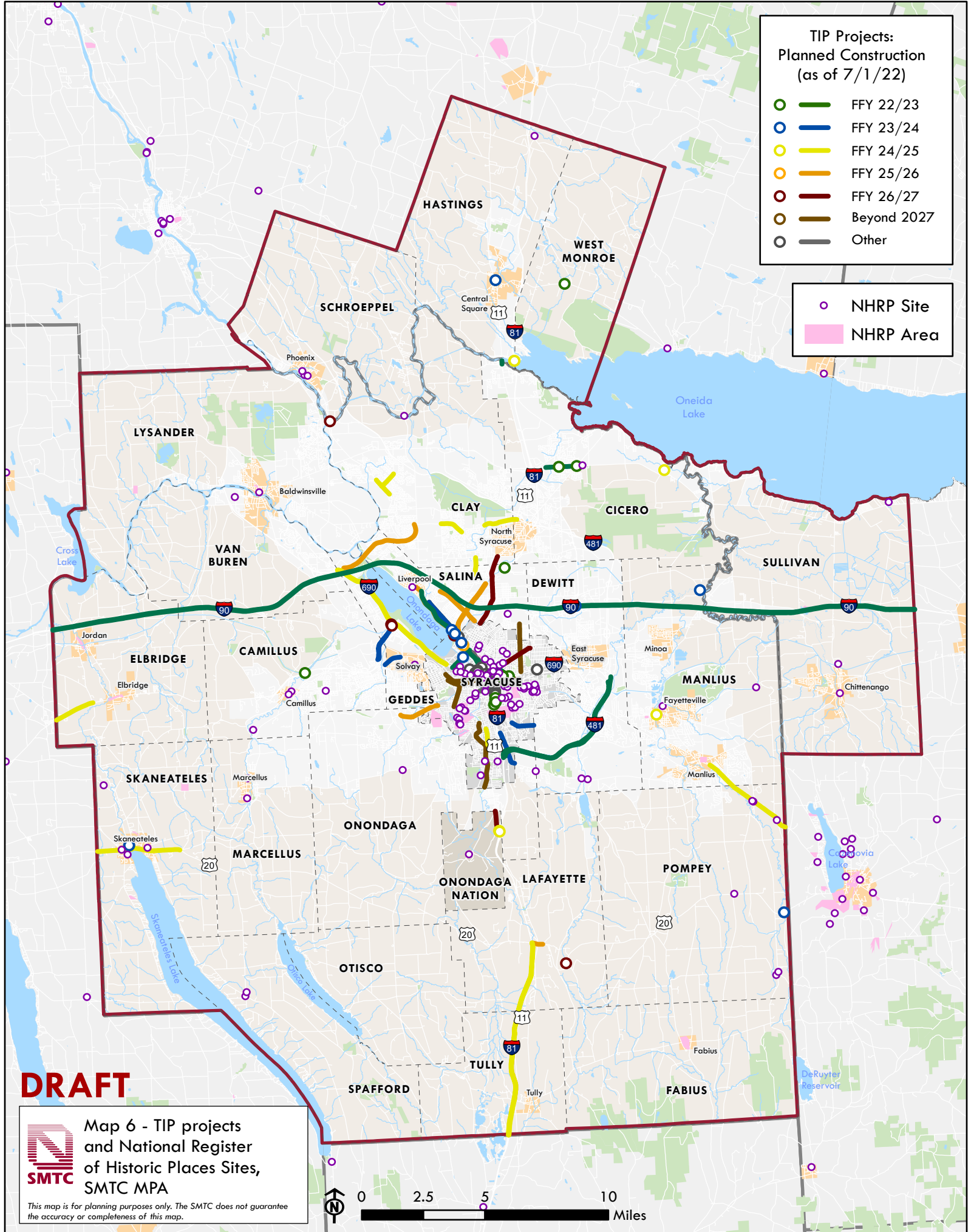
*Canalways Trail Bridge. Source: Onondaga County*



TIP Projects:  
Planned Construction  
(as of 7/1/22)

- FFY 22/23
- FFY 23/24
- FFY 24/25
- FFY 25/26
- FFY 26/27
- Beyond 2027
- Other

- NHRP Site
- NHRP Area



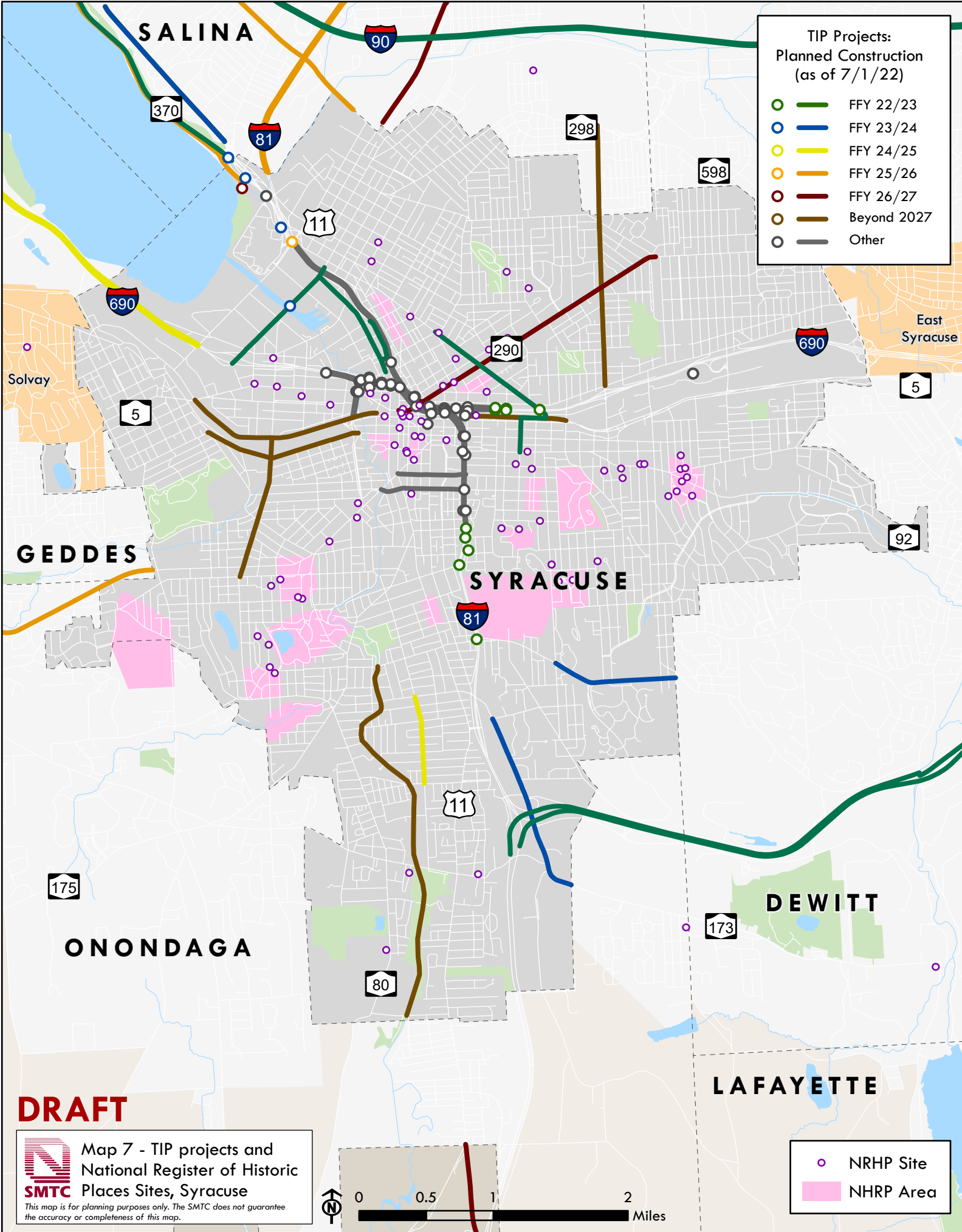
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Map 6 - TIP projects  
and National Register  
of Historic Places Sites,  
SMTC MPA

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TIP Projects:  
Planned Construction  
(as of 7/1/22)

- — FFY 22/23
- — FFY 23/24
- — FFY 24/25
- — FFY 25/26
- — FFY 26/27
- — Beyond 2027
- — Other

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Map 7 - TIP projects and  
National Register of Historic  
Places Sites, Syracuse

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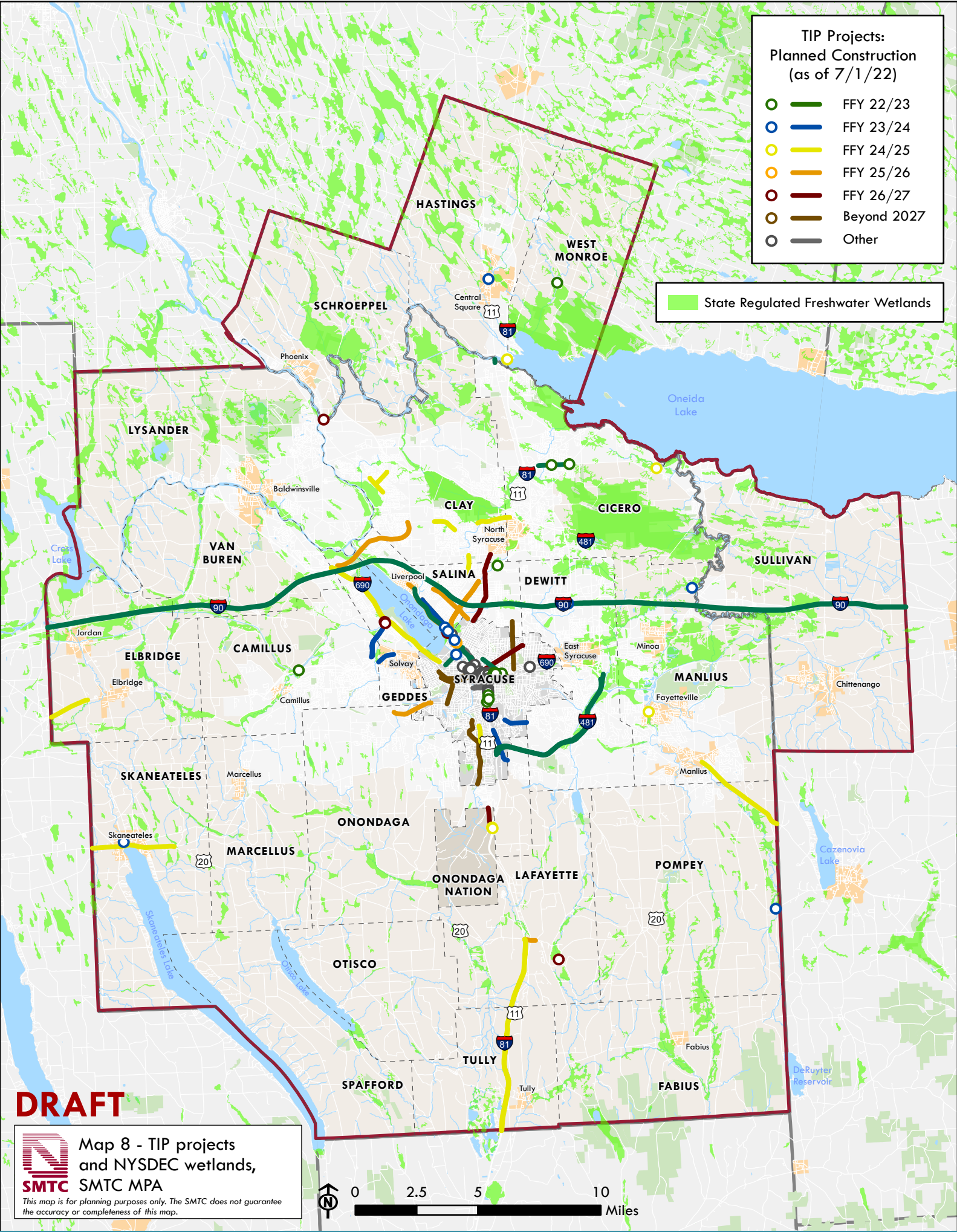


- NRHP Site
- NHRP Area

**TIP Projects:  
Planned Construction  
(as of 7/1/22)**

- — FFY 22/23
- — FFY 23/24
- — FFY 24/25
- — FFY 25/26
- — FFY 26/27
- — Beyond 2027
- — Other

■ State Regulated Freshwater Wetlands



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**Map 8 - TIP projects  
and NYSDEC wetlands,  
SMTC MPA**

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

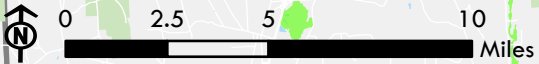


Exhibit 16: FHWA Project Listing by Project Type

\*new projects added to 2023-2027 TIP

**Bike/Ped projects**

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
Cicero	395077	Revitalization/redevelopment, Brewerton, Phase 2	1.459	0.308	1.767
OCDOT	375622	Onondaga Lake Canalways Trail – Salina Extension	7.194	1.798	8.992
OCDOT	375702	Onondaga Lake Canalways Trail – Salina Extension, Phase 2	11.625	2.906	14.531
Syracuse*	375710	Creekwalk Phase III	1.805	0.451	2.256
Syracuse	395072	Lodi Street Connector	0.216	0.054	0.270

**Bridge or other structure projects**

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT	301713	Rt. 49 over Big Bay Creek	2.954	0.739	3.693
NYSDOT	307626	Rt. 5 over 9 Mile Creek	3.427	0.857	4.284
NYSDOT*	307628	Rt. 20 over Butternut Creek	2.062	0.515	2.577
NYSDOT*	307629	Rt. 20 over Limestone Creek	1.953	0.488	2.441
NYSDOT	310417	Rt. 298 over I-90	3.116	0.029	3.145
NYSDOT	310425	Rt. 298 over Barge Canal	4.530	1.133	5.663
NYSDOT	350179	Airport Rd Bridges over I81	10.890	1.210	12.100
NYSDOT	350184	I-81, Ramps to Hiawatha & CR 137	8.455	0.939	9.394
NYSDOT	350186	I-81 over Rt. 11	4.246	0.472	4.718
NYSDOT	350187	I-81 over E Colvin St	4.653	0.517	5.170
NYSDOT	350188	Hiawatha Blvd over I-81	5.339	0.593	5.932
NYSDOT	350192	Business Loop 81 Northern Section Ph 1	46.400	22.600	69.000
NYSDOT	350193	I-690 over Crouse & Irving	132.200	15.800	148.000
NYSDOT	350194	Business Loop 81 Southern Section Ph 1	101.600	25.400	127.000
NYSDOT*	350195	Rebuild I-690 and West St Interchange	601.760	68.790	670.550
NYSDOT*	350196	Business Loop 81 Northern Section Ph 2	260.000	65.000	325.000
NYSDOT*	350197	Business Loop 81 Southern Section Ph 2	227.840	56.960	284.800
NYSDOT	350199	I-81 over Oneida River	10.775	1.197	11.972
NYSDOT	350654	I-690 WB over 690 and 930T over CR 80	17.881	1.986	19.867
NYSDOT	380553	Rehab/Replace Large Culverts	2.065	0.517	2.582
NYSDOT	380774	Rehab/Replace, I-81 Culvert	1.170	0.130	1.300
OCDOT	375673	Lakeshore Rd over 9 Mile Creek	0.746	0.186	0.932
OCDOT	375674	Limestone Plaza over Creek	1.121	0.280	1.401
OCDOT	375691	N Manlius Rd over Limestone Creek	1.358	0.072	1.430
OCDOT*	375703	Old Rt. 57 over Oneida River	3.679	1.638	5.317
Skaneateles	375685	Bridge Replacement, Kelly St	1.606	0.401	2.007

## Paving projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYS DOT	303774	Rt. 31 Rehab, CNS High School to S Bay Rd	0.000	3.374	3.374
NYS DOT	307624	Recon, Rt. 20 and rehab Rt. 11	6.400	3.800	10.200
NYS DOT	307625	MBC, Rt. 20, Cayuga Co Line to Rt. 175	10.774	2.694	13.468
NYS DOT*	328724	Rt. 931G MBC, Cypress to Tulip	3.086	0.772	3.858
NYS DOT	350189	MBC, I-81, Syr City Line to Mattydale	7.287	0.810	8.097
NYS DOT	350653	MBC, Rt. 695, Rt. 5 to I-690	3.652	0.913	4.565
NYS DOT*	360370	Rt. 11, City Line to Taft Rd	6.428	1.607	8.035
NYSTA	TWSE20	Thruway Pavement Striping	0.032	0.008	0.040
NYSTA	TWSW20	Thruway Pavement Striping	0.096	0.024	0.120
OCDOT	375627	Old Rt. 5, Electronics Pkwy to Buckley Rd	8.400	2.100	10.500
OCDOT	375670	Paving, Buckley Rd, Hopkins Rd to Taft Rd	1.643	0.411	2.054
OCDOT	375671	Paving, John Glenn Blvd EB, I-690 to Buckley Rd	3.926	0.982	4.908
OCDOT	375672	Paving, Rt. 57 & Soule Rd	3.147	0.787	3.934
OCDOT*	375675	Paving, Onondaga Blvd, City Boundary to Fay Rd	3.521	0.880	4.401
OCDOT	375676	Paving, 7th North St, Electronics to RR Bridge	3.663	0.917	4.580
OCDOT	375677	Paving, Bear Rd, Sandy Ln to Rt. 11	1.851	0.283	2.314
OCDOT	375678	Paving, Buckley Rd, Bear Rd to Henry Clay Blvd	1.465	0.366	1.831
OCDOT*	375704	Teall Avenue, Fordham to Court St	0.731	0.182	0.913
OCDOT*	375705	Old Liverpool Rd, Vil Line to Electronics Pkwy	0.647	0.161	0.808
Solvay	375686	Paving, Milton Ave, Cogswell Ave to Camillus	3.626	0.906	4.532
Syracuse	375680	Paving, E Brighton Ave, Thurber St to City Line	5.601	1.401	7.002
Syracuse	375681	Paving, E Colvin St, Comstock Ave to City Line	3.989	0.997	4.986
Syracuse	375683	Paving, Midland Ave, Ostrander Ave to NY 173	3.528	0.882	4.410
Syracuse*	375709	Erie Blvd W, Franklin St to E Genesee St	0.610	0.153	0.763
Syracuse*	375711	James St, S Salina St to Grant Blvd	9.802	2.450	12.252
Syracuse*	375712	S Geddes St & W Fayette St	0.654	0.163	0.817
Syracuse*	375713	Teall Ave, Burnet Ave to Grant Blvd	0.488	0.122	0.610
Syracuse*	375714	Erie Blvd E, Almond to S Beech	0.411	0.104	0.515

## Safety projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYS DOT	303771	NY 31 at Thompson Rd. & S Bay Rd Intersection	4.059	0.066	4.125
NYS DOT	304364	Safety Improvements, Rt. 11 at Rt. 49	4.591	0.704	5.295
NYS DOT*	304370	Rt. 11, I-81 to Rt. 11A, Nedrow	2.981	0.332	3.313
NYS DOT	328723	Onondaga Lake Pkwy Safety Improvements	11.122	2.629	13.751
NYS DOT*	350200	I-81 Median Barrier	2.928	0.325	3.253
NYS DOT	380668	SAFETAP Projects, Rt. 5, Rt. 92, I-81, I-690 & Rt. 690	2.707	0.678	3.385
Syracuse	375679	PSAP Improvements Project 2	1.366	0.152	1.518

### Special projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT	380689	Signal Project	2.408	0.602	3.010
NYSDOT	380717	Ground Mounted Sign Replacement, I-481, I-81 to I-690	1.062	0.118	1.180
NYSDOT	380755	TMC/ITS Operations & Maintenance	7.936	1.984	9.920
NYSDOT	380773	Freeway Incident Management, Ph V & VI	4.010	0.446	4.456
NYSDOT	3HLP03	Region 3 Highway Emergency Local Patrol (HELP) Program	1.348	0.337	1.685
Syracuse*	375706	City TMC Operating Assistance	1.070	0.268	1.338
Syracuse*	375707	City TMC Operating Assistance	1.070	0.268	1.338
Syracuse*	375708	N, S, E, W Corridors Interconnection Expansion – Ph 2	2.600	0.650	3.250

### Transit projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
CNYRTA	382911	Bus Purchase	1.612	0.403	2.015

# Public Transportation

The transit projects included in the TIP (Appendix B) are mainly capital projects that will maintain existing transit operations and reduce operating costs within the urbanized area. Continued emphasis has been placed on projects that will maintain a state of good repair supportive of Transportation Asset Management, increase the efficiency and effectiveness of existing levels and quality of transit service provided within the urbanized area. Of note is the continuation of funding for vehicle replacements at the transit authority for buses that have reached the end of their useful life (29% of federal transportation funds). This includes a combination of FTA funds and “flex” funds from the STBG. Another 8% of federal transportation funds will be programmed to the agency’s Preventive Maintenance line that is used to offset operating costs.

Regarding the Section 5310 funds noted in the fiscal constraint table, it is anticipated that 100% of the funds will be programmed to eligible activities found in the area’s locally developed Coordinated Public Transit – Human Services Transportation Plan when statewide solicitations occur.

This 5-year TIP program of projects initiates the beginning of project development and implementation of a Bus Rapid Transit (BRT) system recommended by SMTC.

## SMART 1

In 2018, SMTC completed the Syracuse Metropolitan Area Regional Transit Study, Phase 1 (SMART 1), which was an examination into the feasibility of BRT or Light Rail Transit along select corridors primarily in the City of Syracuse. The extensive planning analysis examined:

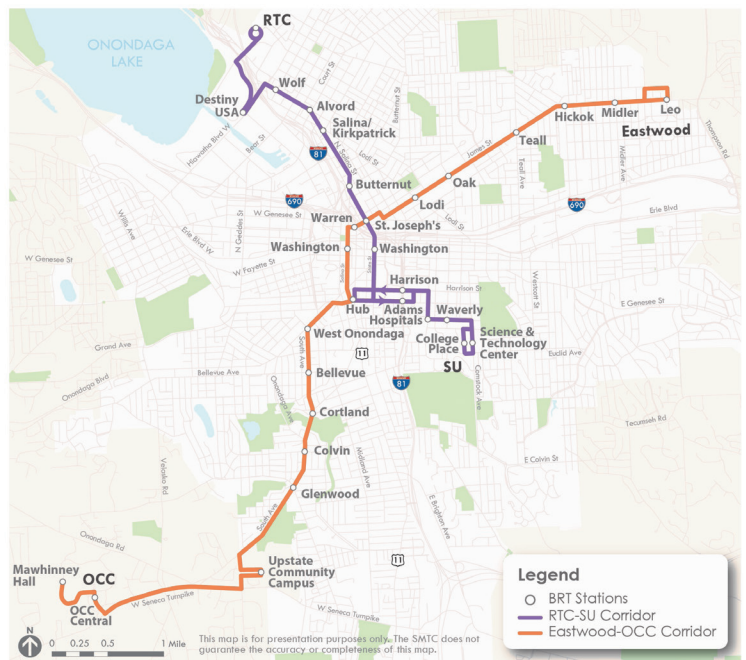
- Modes,
- Alignments,
- Station locations,
- Ridership
- Service plans,
- Costs,
- Land use,
- Zoning,
- Economic development,

- Engineering feasibility, and
- Environmental factors.

BRT in mixed traffic was identified as the locally-preferred alternative and has subsequently been designated as such in the SMTC’s 2050 LRTP.

This 2023-2027 TIP contains 3 Centro sponsored projects for the implementation of a BRT system.

- PIN 382945, Engineering
- PIN 382946, Acquisition
- PIN 382947, Construction & Implementation



SMART 1 Locally Preferred Alternative

Exhibit 17: FTA Project Listing

Transit projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
CNYRTA	382911	Procure 40FT CNG Fueled Buses	13.648	18.007	31.655
CNYRTA*	382943	Purchase CAD-AVL Real Time Info Monitors	0.080	0.020	0.100
CNYRTA*	382944	Enhance Transit Stops, Signs, Lighting	0.400	0.100	0.500
CNYRTA*	382945	Engineering, BRT	4.000	1.000	5.000
CNYRTA*	382946	Acquire Land & Vehicles, BRT	8.000	2.000	10.000
CNYRTA*	382947	Construct & Implement, BRT	7.233	7.767	15.000
CNYRTA*	382948	Upgrade Computer, Network & Servers	0.172	0.043	0.215
CNYRTA*	382949	Upgrade Computer, Network & Servers	0.178	0.044	0.222
CNYRTA*	382950	Upgrade Computer, Network & Servers	0.160	0.040	0.200
CNYRTA*	382951	Purchase Computer Software	0.340	0.085	0.425
CNYRTA*	382952	Purchase Computer Software	0.100	0.025	0.125
CNYRTA*	382953	Centro's Syracuse & Regional Facilities	3.164	0.791	3.955
CNYRTA*	382954	Maintain Centro's Syracuse Facility	0.384	0.096	0.480
CNYRTA*	382955	Maintain Centro's Syracuse Facility	2.400	0.600	3.000
CNYRTA*	382956	Preventive Maintenance	4.000	1.000	5.000
CNYRTA*	382957	Purchase 20 Paratransit Vehicles	1.440	0.360	1.800
CNYRTA*	382958	Purchase 9 Replacement Paratransit Vehs	0.648	0.162	0.810
CNYRTA*	382959	Purchase 11 Replacement Paratransit Vehs	0.792	0.198	0.990
CNYRTA*	382960	Purchase Replacement Service Vehicle	0.088	0.022	0.110
CNYRTA*	382961	Replace Shop Equipment	0.137	0.034	0.171
CNYRTA*	382962	Purchase 2 Fare Collection Vaults	0.048	0.012	0.060





## 3. Performance Measures and Targets

System efficiency and maintenance strategies for capital programming purposes inside the SMTC planning area directs limited fiscal resources to priority projects as identified by the various SMTC member agencies and municipal sponsors. 23 CFR 450.326(d) requires that a newly adopted or updated TIP include a narrative that describes the anticipated effects of programming and implementing capital projects for several national performance measures. Specifically, TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets” (23USC §134(j)(2)(D)). Metropolitan transportation plans adopted or amended after the following dates must include performance targets for the associated measures:

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

- July 20, 2020 – Public Transportation Safety Program.

With the adoption of the 2023-2027 TIP, the anticipated effects narrative (Appendix C) includes discussion on all national performance measures. Excluding funds programmed to various NYSDOT I-81 Viaduct Project efforts, the 2023-2027 TIP programs approximately \$176.821M NHPP or 67% of all FHWA programmed dollars. These funds are applicable to the National Highway System (NHS) and are utilized primarily to maintain or improve bridge and pavement conditions. If funds associated with I-81 Viaduct Projects are included, the vast majority of NHPP dollars are programmed to the various Phase 1 and Phase 2 community grid preferred alternative projects. Beyond NHPP funds, numerous projects on the NHS are also programmed with funding from the STBG. Additionally, funding from the National Highway Freight Program is programmed to PIN 310417 (\$3.116M) and PIN 310421 (\$3.515M). The National Highway Freight Program was established under the FAST Act (Fixing American’s Surface Transportation) to “improve the efficient movement of freight on the National Highway Freight Network.”<sup>9</sup>

<sup>9</sup> <https://www.fhwa.dot.gov/fastact/factsheets/nhfpfs.cfm>



## 4. Conclusion

### Regionally significant project(s)

During development of the 2050 LRTP, four transportation efforts were designated as having “regional significance” in the context of long-range planning:

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

Over the past few years funding has been established for many of these efforts, most notably The I-81 Viaduct Project and the Syracuse Metropolitan Area Regional Transit Study Phase 1 (SMART 1). Both projects at one point were identified in the 2050 LRTP as illustrative projects, which meant no funding was included in the LRTP’s financial analysis.

### The I-81 Viaduct Project

In April 2022, NYSDOT released the project’s final design report/final Environmental Impact Statement that continued to identify the community grid as the preferred alternative. Also in April 2022, funding was programmed to the TIP and STIP totaling \$985.136 million for 6 projects, 5 of which constitute what NYSDOT calls Phase 1. The official Record of Decision was signed May 31, 2022 and posted on the NYSDOT project’s website June 3, 2022.

- PIN 350190, I-481 Conversion to I-81, I-81 North of I-690, Tns of Dewitt & Cicero, Onondaga County
- PIN 350191, I-481 Conversion to I-81, I-81 South of I-690, City of Syracuse, Tns of DeWitt & Onondaga, Onondaga County
- PIN 350192, Business Loop 81 Northern Section, Phase 1, City of Syracuse, Onondaga County
- PIN 350193, I-690 over Crouse Ave & Irving Ave, City of Syracuse, Onondaga County
- PIN 350194, Business Loop 81, Southern Section, Phase 1, City of Syracuse, Onondaga County
- PIN 350198, I-81 Community Grid Support Services

Phase 1 construction is scheduled to take place late 2022 through 2025. The majority of Phase 1 project funding was obligated by NYSDOT and FHWA in FFY 21/22 and is therefore not reflected in the 2023-2027

TIP timeframe. However, the remaining Phase 1 funds programmed in FFY 22/23 are. Additionally, The I-81 Viaduct Project Phase 2 efforts, 3 projects, are shown in their entirety in this 2023-2027 capital program of projects. The Phase 2 projects total \$1.280 billion and construction is anticipated 2026 through 2028.

- PIN 350195, Rebuild I-690, City of Syracuse, Onondaga County
- PIN 350196, Business Loop 81 Northern Section, Phase 2, City of Syracuse, Onondaga County
- PIN 350197, Downtown Business Loop 81, City of Syracuse, Onondaga County

Phase 1 and Phase 2 combined equate to a \$2.265 billion investment in the area's transportation system. No funding programmed to any I-81 Viaduct Project is drawn from the planning targets established for the SMTC area mentioned in Chapter 2. Rather, given the significance of the I-81 Viaduct Project effort, federal funds, required match dollars and, additional state funds, are apportioned specifically from NYSDOT Main Office.

## Closing

The proactive cooperation of the SMTC member agencies and the SMTC Central Staff will continue to contribute to better transportation infrastructure investments and mobility in the Syracuse metropolitan area. With the initiation and/or completion of projects contained in the TIP, the metropolitan area can look forward to better connectivity between modes and improved infrastructure conditions of the federal-aid highway and public transportation system.



*Community Grid BL 81 & Harrison St. Source: NYSDOT*

**APPENDIX A**

**FEDERAL HIGHWAY ADMINISTRATION**

**PROJECT LISTING**

**2023-2027 TIP**  
**Federal Highway Administration - Project Listing**

2023-2027 TIP												
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP		
382911	CNYRTA	PROCURE, (64) 40FT CNG FUELED CENTRO BUSES, ONON CO Project Type: Transit		STBG-Flex	\$1,612,000							
				Other	\$403,000							
			<b>Total Federal Funds:</b>				<b>\$1,612,000</b>					<b>\$1,612,000</b>
			<b>Total:</b>				<b>\$2,015,000</b>					<b>\$2,015,000</b>
			<b>CNYRTA</b>									
				<b>Total Federal Funds:</b>	<b>\$1,612,000</b>					<b>\$1,612,000</b>		
				<b>Total:</b>	<b>\$2,015,000</b>					<b>\$2,015,000</b>		
301713	NYSDOT	BRIDGE REPLACEMENT, SR 49 OVER BIG BAY CRK, W MONROE, OSW CO Project Type: Bridge		Detailed Design	STBG-Flex	\$160,000						
				Detailed Design	Match	\$40,000						
				ROW Acquisition	STBG-Flex	\$40,000						
				ROW Acquisition	Match	\$10,000						
				Construction	STBG-Flex	\$2,504,000						
				Construction	Match	\$626,000						
				Inspection	STBG-Flex	\$250,000						
				Inspection	Match	\$63,000						
			<b>Total Federal Funds:</b>				<b>\$2,954,000</b>					<b>\$2,954,000</b>
			<b>Total:</b>				<b>\$3,693,000</b>					<b>\$3,693,000</b>
			303771	NYSDOT	NY 31 AT THOMPSON RD & SOUTH BAY RD INTERSECTION IMPROVEMENTS, TN OF CICERO, ONON CO Project Type: Safety		Construction	HSIP	\$539,000			
	Construction	HSIP - S				\$3,151,000						
	Construction	Match				\$60,000						
	Inspection	HSIP				\$54,000						
	Inspection	HSIP - S				\$315,000						
	Inspection	Match				\$6,000						
<b>Total Federal Funds:</b>						<b>\$4,059,000</b>					<b>\$4,059,000</b>	
<b>Total:</b>						<b>\$4,125,000</b>					<b>\$4,125,000</b>	
303774	NYSDOT	RT 31 REHAB, CNS HIGH SCHOOL TO S BAY RD, TN OF CICERO, ONON CO Project Type: Pavement		Construction	Match	\$3,066,000						
				Inspection	Match	\$308,000						
			<b>Total Federal Funds:</b>								<b>\$0</b>	
<b>Total:</b>				<b>\$3,374,000</b>					<b>\$3,374,000</b>			

**2023-2027 TIP**  
**Federal Highway Administration - Project Listing**

2023-2027 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
304364	NYSDOT	<b>SAFETY IMPROVEMENTS, RT 11 @ RT 49 INTERSECTION, VIL OF CENTRAL SQ, OSWEGO CO</b>								
		Project Type: Safety								
		Detailed Design	HSIP		\$518,000					
		Detailed Design	Match		\$58,000					
		ROW Acquisition	HSIP		\$239,000					
		ROW Acquisition	Match		\$27,000					
		Construction	HSIP			\$2,290,000				
		Construction	Match			\$255,000				
		Construction	STBG-Flex			\$1,082,000				
		Construction	Match			\$270,000				
		Construction	STBG-Urban			\$119,000				
		Construction	Match			\$30,000				
		Inspection	HSIP			\$159,000				
		Inspection	Match			\$18,000				
		Inspection	STBG-Flex			\$160,000				
		Inspection	Match			\$40,000				
		Inspection	STBG-Urban			\$24,000				
		Inspection	Match			\$6,000				
<b>Total Federal Funds:</b>					<b>\$757,000</b>	<b>\$3,834,000</b>				<b>\$4,591,000</b>
<b>Total:</b>					<b>\$842,000</b>	<b>\$4,453,000</b>				<b>\$5,295,000</b>
304370	NYSDOT	<b>SAFETY IMPROVEMENTS, RT 11, I-81 OFF RAMP TO RT 11A, ONON CO</b>								
		Project Type: Safety								
		Scoping	HSIP				\$95,000			
		Scoping	Match				\$11,000			
		Preliminary Design	HSIP				\$95,000			
		Preliminary Design	Match				\$11,000			
		Detailed Design	HSIP				\$97,000			
		Detailed Design	Match				\$11,000			
		Construction	HSIP						\$2,449,000	
		Construction	Match						\$272,000	
		Inspection	HSIP						\$245,000	
		Inspection	Match						\$27,000	
<b>Total Federal Funds:</b>							<b>\$190,000</b>	<b>\$97,000</b>	<b>\$2,694,000</b>	<b>\$2,981,000</b>
<b>Total:</b>							<b>\$212,000</b>	<b>\$108,000</b>	<b>\$2,993,000</b>	<b>\$3,313,000</b>
307624	NYSDOT	<b>RECON RT 20 AND REHAB RT 11, TN OF LAFAYETTE, ONONDAGA COUNTY</b>								
		Project Type: Pavement								
		Construction	NHPP					\$4,800,000		
		Construction	Match					\$1,200,000		
		Construction	Match					\$2,000,000		
		Inspection	NHPP					\$1,600,000		
		Inspection	Match					\$400,000		
		Inspection	Match					\$200,000		
<b>Total Federal Funds:</b>								<b>\$6,400,000</b>		<b>\$6,400,000</b>
<b>Total:</b>								<b>\$10,200,000</b>		<b>\$10,200,000</b>

**2023-2027 TIP**  
**Federal Highway Administration - Project Listing**

2023-2027 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
307625	NYS DOT	MBC, RT 20, CAYUGA CO LINE TO RT 175, TN & VIL OF SKANEATELES, ONON CO	Project Type: Pavement							
			Detailed Design	NHPP		\$280,000				
			Detailed Design	Match		\$70,000				
			Construction	NHPP			\$9,540,000			
			Construction	Match			\$2,385,000			
			Inspection	NHPP			\$954,000			
			Inspection	Match			\$239,000			
			<b>Total Federal Funds:</b>			<b>\$280,000</b>	<b>\$10,494,000</b>			<b>\$10,774,000</b>
			<b>Total:</b>			<b>\$350,000</b>	<b>\$13,118,000</b>			<b>\$13,468,000</b>
307626	NYS DOT	BRIDGE REHAB, RT 5 OVER 9 MILE CRK, TN OF CAMILLUS, ONON CO	Project Type: Bridge							
			Detailed Design	NHPP	\$127,000					
			Detailed Design	Match	\$32,000					
			Construction	NHPP	\$3,000,000					
			Construction	Match	\$750,000					
			Inspection	NHPP	\$300,000					
			Inspection	Match	\$75,000					
			<b>Total Federal Funds:</b>		<b>\$3,427,000</b>					<b>\$3,427,000</b>
			<b>Total:</b>		<b>\$4,284,000</b>					<b>\$4,284,000</b>
307628	NYS DOT	BRIDGE REPLACEMENT, RT 20 OVER BUTTERNUT CRK, ONON CO	Project Type: Bridge							
			Scoping	NHPP		\$42,000				
			Scoping	Match	\$10,000					
			Preliminary Design	NHPP		\$42,000				
			Preliminary Design	Match	\$10,000					
			Detailed Design	NHPP			\$42,000			
			Detailed Design	Match			\$11,000			
			Construction	STBG-Flex				\$1,760,000		
			Construction	Match				\$440,000		
			Inspection	STBG-Flex				\$176,000		
			Inspection	Match				\$44,000		
			<b>Total Federal Funds:</b>			<b>\$84,000</b>	<b>\$42,000</b>		<b>\$1,936,000</b>	<b>\$2,062,000</b>
			<b>Total:</b>			<b>\$104,000</b>	<b>\$53,000</b>		<b>\$2,420,000</b>	<b>\$2,577,000</b>

**2023-2027 TIP**  
**Federal Highway Administration - Project Listing**

2023-2027 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
307629	NYS DOT	<b>SUPERSTRUCTURE REPLACEMENT, RT 20 OVER LIMESTONE CRK, POMPEY, ONON CO</b>								
		Project Type: Bridge								
		Scoping	NHPP		\$41,000					
		Scoping	Match		\$10,000					
		Preliminary Design	NHPP		\$41,000					
		Preliminary Design	Match		\$10,000					
		Detailed Design	NHPP		\$41,000					
		Detailed Design	Match		\$10,000					
		Construction	NHPP			\$1,664,000				
		Construction	Match			\$416,000				
		Inspection	NHPP			\$166,000				
		Inspection	Match			\$42,000				
		<b>Total Federal Funds:</b>			<b>\$123,000</b>	<b>\$1,830,000</b>				<b>\$1,953,000</b>
		<b>Total:</b>			<b>\$153,000</b>	<b>\$2,288,000</b>				<b>\$2,441,000</b>
310417	NYS DOT	<b>BRIDGE REPLACEMENT, RT 298 OVER I-90, TN OF DEWITT, ONON CO</b>								
		Project Type: Bridge								
		Detailed Design	NHPP		\$116,000					
		Detailed Design	Match		\$29,000					
		Construction	NHFP			\$2,730,000				
		Inspection	NHFP			\$270,000				
		<b>Total Federal Funds:</b>			<b>\$116,000</b>	<b>\$3,000,000</b>				<b>\$3,116,000</b>
		<b>Total:</b>			<b>\$145,000</b>	<b>\$3,000,000</b>				<b>\$3,145,000</b>
310425	NYS DOT	<b>BRIDGE REHAB, RT 298 OVER BARGE CANAL, SYRACUSE, ONON CO</b>								
		Project Type: Bridge								
		Detailed Design	NHPP		\$130,000					
		Detailed Design	Match		\$33,000					
		Construction	NHPP			\$4,000,000				
		Construction	Match			\$1,000,000				
		Inspection	NHPP			\$400,000				
		Inspection	Match			\$100,000				
		<b>Total Federal Funds:</b>			<b>\$130,000</b>	<b>\$4,400,000</b>				<b>\$4,530,000</b>
		<b>Total:</b>			<b>\$163,000</b>	<b>\$5,500,000</b>				<b>\$5,663,000</b>



**2023-2027 TIP**  
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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
328723	NYSDOT	ONONDAGA LAKE PARKWAY SAFETY IMPROVEMENTS, OLD LIVERPOOL TO I-81 RAMP, TN OF SALINA, ONON CO	Project Type: Safety							
			Detailed Design	STBG-Urban	\$400,000					
			Detailed Design	Match	\$100,000					
			ROW Acquisition	STBG-Urban	\$40,000					
			ROW Acquisition	Match	\$10,000					
			Construction	HSIP	\$1,099,000					
			Construction	Match	\$122,000					
			Construction	NHPP	\$8,501,000					
			Construction	Match	\$2,125,000					
			Construction	STBG-Urban	\$122,000					
			Construction	Match	\$31,000					
			Inspection	NHPP	\$630,000					
			Inspection	Match	\$158,000					
			Inspection	STBG-Urban	\$330,000					
			Inspection	Match	\$83,000					
			<b>Total Federal Funds:</b>		<b>\$11,122,000</b>					<b>\$11,122,000</b>
			<b>Total:</b>		<b>\$13,751,000</b>					<b>\$13,751,000</b>
328724	NYSDOT	PAVING, OSWEGO ST, CYPRESS TO TULIP, LIVERPOOL, ONON CO	Project Type: Pavement							
			Scoping	NHPP		\$75,000				
			Scoping	Match		\$19,000				
			Preliminary Design	NHPP		\$75,000				
			Preliminary Design	Match		\$19,000				
			Detailed Design	NHPP			\$85,000			
			Detailed Design	Match			\$21,000			
			Construction	NHPP				\$1,454,000		
			Construction	Match				\$364,000		
			Construction	STBG-Urban				\$1,138,000		
			Construction	Match				\$284,000		
			Inspection	STBG-Urban				\$259,000		
			Inspection	Match				\$65,000		
			<b>Total Federal Funds:</b>			<b>\$150,000</b>	<b>\$85,000</b>	<b>\$2,851,000</b>		<b>\$3,086,000</b>
			<b>Total:</b>			<b>\$188,000</b>	<b>\$106,000</b>	<b>\$3,564,000</b>		<b>\$3,858,000</b>
350179	NYSDOT	AIRPORT RD BRIDGES OVER I81 MINOR REHAB, TN OF SALINA, ONON CO	Project Type: Bridge							
			Construction	NHPP	\$9,900,000					
			Construction	Match	\$1,100,000					
			Inspection	NHPP	\$990,000					
			Inspection	Match	\$110,000					
			<b>Total Federal Funds:</b>		<b>\$10,890,000</b>					<b>\$10,890,000</b>
			<b>Total:</b>		<b>\$12,100,000</b>					<b>\$12,100,000</b>

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2023-2027 TIP														
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP				
350184	NYS DOT	BRIDGE REHAB, I-81, RAMPS TO HIAWATHA & CR 137, SYRACUSE, ONON CO	Project Type: Bridge	Detailed Design	NHPP	\$535,000								
				Detailed Design	Match	\$59,000								
				Construction	NHPP		\$7,200,000							
				Construction	Match		\$800,000							
				Inspection	NHPP		\$720,000							
				Inspection	Match		\$80,000							
				<b>Total Federal Funds:</b>					<b>\$535,000</b>	<b>\$7,920,000</b>			<b>\$8,455,000</b>	
				<b>Total:</b>					<b>\$594,000</b>	<b>\$8,800,000</b>			<b>\$9,394,000</b>	
				350186	NYS DOT	BRIDGE REHAB, I-81, OVER ROUTE 11, NEDROW, ONON CO	Project Type: Bridge	Detailed Design	NHPP	\$286,000				
								Detailed Design	Match	\$32,000				
Construction	NHPP							\$3,600,000						
Construction	Match							\$400,000						
Inspection	NHPP							\$360,000						
Inspection	Match							\$40,000						
<b>Total Federal Funds:</b>								<b>\$286,000</b>	<b>\$3,960,000</b>			<b>\$4,246,000</b>		
<b>Total:</b>								<b>\$318,000</b>	<b>\$4,400,000</b>			<b>\$4,718,000</b>		
350187	NYS DOT	BRIDGE REPLACEMENT, I-81, OVER E COLVIN ST, SYRACUSE, ONON CO	Project Type: Bridge	Construction	NHPP	\$4,230,000								
				Construction	Match	\$470,000								
				Inspection	NHPP	\$423,000								
				Inspection	Match	\$47,000								
				<b>Total Federal Funds:</b>					<b>\$4,653,000</b>				<b>\$4,653,000</b>	
				<b>Total:</b>					<b>\$5,170,000</b>				<b>\$5,170,000</b>	
350188	NYS DOT	BRIDGE REHAB, HIAWATHA BLVD, OVER I-81, SYRACUSE, ONON CO	Project Type: Bridge	Detailed Design	NHPP			\$389,000						
				Detailed Design	Match			\$43,000						
				Construction	NHPP				\$4,500,000					
				Construction	Match				\$500,000					
				Inspection	NHPP				\$450,000					
				Inspection	Match				\$50,000					
				<b>Total Federal Funds:</b>							<b>\$389,000</b>	<b>\$4,950,000</b>	<b>\$5,339,000</b>	
				<b>Total:</b>							<b>\$432,000</b>	<b>\$5,500,000</b>	<b>\$5,932,000</b>	

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2023-2027 TIP													
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP			
350189	NYSDOT	MBC, I-81, SYRACUSE CITY LINE TO MATTYDALE, TN OF SALINA, ONON CO Project Type: Pavement	Detailed Design	NHPP		\$357,000							
			Detailed Design	Match		\$40,000							
			Construction	NHPP				\$6,300,000					
			Construction	Match				\$700,000					
			Inspection	NHPP				\$630,000					
			Inspection	Match				\$70,000					
			<b>Total Federal Funds:</b>					<b>\$357,000</b>		<b>\$6,930,000</b>		<b>\$7,287,000</b>	
			<b>Total:</b>					<b>\$397,000</b>		<b>\$7,700,000</b>		<b>\$8,097,000</b>	
			350192	NYSDOT	BUSINESS LOOP 81, NORTHERN SECTION, PH. 1, SYRACUSE, ONON CO Project Type: Bridge	Construction	NHPP - S	\$41,760,000					
						Construction	Match	\$10,440,000					
Construction	Match	\$9,900,000											
Inspection	NHPP - S	\$4,640,000											
Inspection	Match	\$1,160,000											
Inspection	Match	\$1,100,000											
<b>Total Federal Funds:</b>							<b>\$46,400,000</b>				<b>\$46,400,000</b>		
<b>Total:</b>							<b>\$69,000,000</b>				<b>\$69,000,000</b>		
350193	NYSDOT	BRIDGE, NEW & REPLACE, I-690 OVER CROUSE & IRVING, ONON CO Project Type: Bridge	Construction	NHPP - S	\$111,780,000								
			Construction	Match	\$12,420,000								
			Construction	STBG-Flex - S	\$7,200,000								
			Construction	Match	\$1,800,000								
			Inspection	NHPP - S	\$12,420,000								
			Inspection	Match	\$1,380,000								
			Inspection	STBG-Flex - S	\$800,000								
			Inspection	Match	\$200,000								
			<b>Total Federal Funds:</b>					<b>\$132,200,000</b>				<b>\$132,200,000</b>	
			<b>Total:</b>					<b>\$148,000,000</b>				<b>\$148,000,000</b>	
350194	NYSDOT	BUSINESS LOOP 81, SOUTHERN SECTION, PH. 1, SYRACUSE, ONON CO Project Type: Bridge	Construction	NHPP - S	\$91,440,000								
			Construction	Match	\$22,860,000								
			Inspection	NHPP - S	\$10,160,000								
			Inspection	Match	\$2,540,000								
			<b>Total Federal Funds:</b>					<b>\$101,600,000</b>				<b>\$101,600,000</b>	
<b>Total:</b>					<b>\$127,000,000</b>				<b>\$127,000,000</b>				

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2023-2027 TIP												
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP		
350195	NYSDOT	REBUILD I-690 AND WEST STREET INTERCHANGE Project Type: Bridge	Construction	NHPP - S			\$597,480,000					
			Construction	Match			\$67,720,000					
			Construction	STBG-Off - S			\$4,280,000					
			Construction	Match			\$1,070,000					
			<b>Total Federal Funds:</b>						<b>\$601,760,000</b>			<b>\$601,760,000</b>
			<b>Total:</b>						<b>\$670,550,000</b>			<b>\$670,550,000</b>
350196	NYSDOT	BUSINESS LOOP 81 NORTHERN SECTION, PHASE 2 Project Type: Bridge	Detailed Design	NHPP - S		\$25,600,000						
			Detailed Design	Match		\$6,400,000						
			Construction	NHPP - S				\$210,960,000				
			Construction	Match				\$52,740,000				
			Inspection	NHPP - S				\$23,440,000				
			Inspection	Match				\$5,860,000				
			<b>Total Federal Funds:</b>					<b>\$25,600,000</b>		<b>\$234,400,000</b>		<b>\$260,000,000</b>
<b>Total:</b>					<b>\$32,000,000</b>		<b>\$293,000,000</b>		<b>\$325,000,000</b>			
350197	NYSDOT	BUSINESS LOOP 81 SOUTHERN SECTION, PHASE 2 Project Type: Bridge	Detailed Design	NHPP - S		\$19,840,000						
			Detailed Design	Match		\$4,960,000						
			Detailed Design	STBG-Flex - S		\$800,000						
			Detailed Design	Match		\$200,000						
			Construction	NHPP - S				\$182,880,000				
			Construction	Match				\$45,720,000				
			Construction	STBG-Flex - S				\$3,600,000				
			Construction	Match				\$900,000				
			Inspection	NHPP - S				\$20,320,000				
			Inspection	Match				\$5,080,000				
			Inspection	STBG-Flex - S				\$400,000				
			Inspection	Match				\$100,000				
			<b>Total Federal Funds:</b>					<b>\$20,640,000</b>		<b>\$207,200,000</b>		<b>\$227,840,000</b>
<b>Total:</b>					<b>\$25,800,000</b>		<b>\$259,000,000</b>		<b>\$284,800,000</b>			
350199	NYSDOT	BRIDGE REHAB, I-81, OVER ONEIDA RIVER/BARGE CANAL, ONON/OSW Project Type: Bridge	Detailed Design	NHPP		\$281,000						
			Detailed Design	Match		\$31,000						
			Construction	NHPP				\$9,540,000				
			Construction	Match				\$1,060,000				
			Inspection	NHPP				\$954,000				
			Inspection	Match				\$106,000				
			<b>Total Federal Funds:</b>					<b>\$281,000</b>	<b>\$10,494,000</b>			<b>\$10,775,000</b>
<b>Total:</b>					<b>\$312,000</b>	<b>\$11,660,000</b>			<b>\$11,972,000</b>			

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP				
350200	NYSDOT	MEDIAN BARRIER UPGRADE, I81 NB OVER RT 80 TO 2 MI N Exit 14	Project Type: Safety	Scoping	HSIP		\$94,000							
				Scoping	Match		\$10,000							
				Preliminary Design	HSIP		\$94,000							
				Preliminary Design	Match		\$10,000							
				Detailed Design	HSIP			\$95,000						
				Detailed Design	Match			\$11,000						
				Construction	HSIP				\$2,404,000					
				Construction	Match				\$267,000					
				Inspection	HSIP				\$241,000					
				Inspection	Match				\$27,000					
				<b>Total Federal Funds:</b>						<b>\$188,000</b>	<b>\$95,000</b>	<b>\$2,645,000</b>		<b>\$2,928,000</b>
				<b>Total:</b>						<b>\$208,000</b>	<b>\$106,000</b>	<b>\$2,939,000</b>		<b>\$3,253,000</b>
				350653	NYSDOT	MBC, RT 695, RT 5 TO I-690, TN OF CAMILLUS & GEDDES, ONON CO	Project Type: Pavement	Detailed Design	NHPP	\$132,000				
Detailed Design	Match	\$33,000												
Construction	NHPP		\$3,200,000											
Construction	Match		\$800,000											
Inspection	NHPP		\$320,000											
Inspection	Match		\$80,000											
<b>Total Federal Funds:</b>								<b>\$132,000</b>	<b>\$3,520,000</b>			<b>\$3,652,000</b>		
<b>Total:</b>								<b>\$165,000</b>	<b>\$4,400,000</b>			<b>\$4,565,000</b>		
350654	NYSDOT	RAMP TO I-690 WB OVER 690 AND 930T OVER CR 80, BRIDGE REHAB, TN OF GEDDES, ONON CO	Project Type: Bridge	Scoping	NHPP			\$1,019,000						
				Scoping	Match		\$113,000							
				Preliminary Design	NHPP		\$1,019,000							
				Preliminary Design	Match		\$113,000							
				Detailed Design	NHPP			\$1,235,000						
				Detailed Design	Match			\$137,000						
				Construction	NHPP				\$13,252,000					
				Construction	Match				\$1,472,000					
				Inspection	NHPP				\$1,356,000					
				Inspection	Match				\$151,000					
				<b>Total Federal Funds:</b>						<b>\$2,038,000</b>	<b>\$1,235,000</b>	<b>\$14,608,000</b>		<b>\$17,881,000</b>
<b>Total:</b>						<b>\$2,264,000</b>	<b>\$1,372,000</b>	<b>\$16,231,000</b>		<b>\$19,867,000</b>				

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
360370	NYSDOT	PAVING, RT 11, CITY LINE TO TAFT RD, SALINA & CLAY, ONON CO								
		Project Type: Pavement								
			Scoping	STBG-Urban	\$204,000					
			Scoping	Match	\$51,000					
			Preliminary Design	STBG-Urban	\$204,000					
			Preliminary Design	Match	\$51,000					
			Detailed Design	STBG-Urban			\$212,000			
			Detailed Design	Match			\$53,000			
			Construction	STBG-Flex					\$400,000	
			Construction	Match					\$100,000	
			Construction	STBG-Urban					\$4,880,000	
			Construction	Match					\$1,220,000	
			Inspection	STBG-Urban					\$528,000	
			Inspection	Match					\$132,000	
			<b>Total Federal Funds:</b>		<b>\$408,000</b>		<b>\$212,000</b>		<b>\$5,808,000</b>	<b>\$6,428,000</b>
			<b>Total:</b>		<b>\$510,000</b>		<b>\$265,000</b>		<b>\$7,260,000</b>	<b>\$8,035,000</b>
380553	NYSDOT	REHAB/REPLACE, LARGE CULVERTS, VARIOUS LOCATIONS, ONON & OSW CO								
		Project Type: Bridge								
			Detailed Design	NHPP	\$86,000					
			Detailed Design	Match	\$22,000					
			ROW Acquisition	NHPP	\$43,000					
			ROW Acquisition	Match	\$11,000					
			Construction	NHPP			\$1,760,000			
			Construction	Match			\$440,000			
			Inspection	NHPP			\$176,000			
			Inspection	Match			\$44,000			
			<b>Total Federal Funds:</b>		<b>\$129,000</b>		<b>\$1,936,000</b>			<b>\$2,065,000</b>
			<b>Total:</b>		<b>\$162,000</b>		<b>\$2,420,000</b>			<b>\$2,582,000</b>
380668	NYSDOT	SAFETY APPURTENANCE PROGRAM (SAFETAP), ONON CO								
		Project Type: Safety								
			Detailed Design	NHPP		\$166,000				
			Detailed Design	Match		\$42,000				
			Construction	NHPP			\$2,310,000			
			Construction	Match			\$578,000			
			Inspection	NHPP			\$231,000			
			Inspection	Match			\$58,000			
			<b>Total Federal Funds:</b>			<b>\$166,000</b>	<b>\$2,541,000</b>			<b>\$2,707,000</b>
			<b>Total:</b>			<b>\$208,000</b>	<b>\$3,177,000</b>			<b>\$3,385,000</b>

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP			
380689	NYSDOT	UPGRADE & REPLACE, SIGNAL HARDWARE, ONON & OSWEGO CO Project Type: Special	Construction	NHPP		\$1,429,000							
			Construction	Match		\$357,000							
			Construction	STBG-Flex		\$760,000							
			Construction	Match		\$190,000							
			Inspection	NHPP		\$143,000							
			Inspection	Match		\$36,000							
			Inspection	STBG-Flex		\$76,000							
			Inspection	Match		\$19,000							
			<b>Total Federal Funds:</b>						<b>\$2,408,000</b>				<b>\$2,408,000</b>
			<b>Total:</b>						<b>\$3,010,000</b>				<b>\$3,010,000</b>
380717	NYSDOT	REPLACE, I-481 GROUND MOUNTED SIGNS, ONON CO Project Type: Special	Detailed Design	NHPP		\$72,000							
			Detailed Design	Match		\$8,000							
			Construction	NHPP		\$900,000							
			Construction	Match		\$100,000							
			Inspection	NHPP		\$90,000							
			Inspection	Match		\$10,000							
			<b>Total Federal Funds:</b>						<b>\$1,062,000</b>				<b>\$1,062,000</b>
<b>Total:</b>						<b>\$1,180,000</b>				<b>\$1,180,000</b>			
380755	NYSDOT	TMC/ITS OPERATIONS & MAINTENANCE Project Type: Special	Other	NHPP - S		\$2,880,000	\$1,088,000		\$3,968,000				
			Other	Match		\$720,000	\$272,000		\$992,000				
			<b>Total Federal Funds:</b>					<b>\$2,880,000</b>	<b>\$1,088,000</b>		<b>\$3,968,000</b>	<b>\$7,936,000</b>	
<b>Total:</b>					<b>\$3,600,000</b>	<b>\$1,360,000</b>		<b>\$4,960,000</b>		<b>\$9,920,000</b>			
380773	NYSDOT	FREEWAY INCIDENT MANAGEMENT SYSTEMS, PHASE V & VI, ONONDAGA CO Project Type: Special	Detailed Design	NHFP		\$495,000							
			Detailed Design	Match		\$55,000							
			Construction	NHFP		\$3,200,000							
			Construction	Match		\$356,000							
			Inspection	NHFP		\$315,000							
			Inspection	Match		\$35,000							
			<b>Total Federal Funds:</b>					<b>\$4,010,000</b>					<b>\$4,010,000</b>
<b>Total:</b>					<b>\$4,456,000</b>					<b>\$4,456,000</b>			

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP			
380774	NYSDOT	REHAB/REPLACE, I-81 CULVERT, VARIOUS LOCATIONS, ONON CO Project Type: Bridge	Detailed Design	NHPP	\$58,000								
			Detailed Design	Match	\$6,000								
			ROW Acquisition	NHPP	\$43,000								
			ROW Acquisition	Match	\$5,000								
			Construction	NHPP	\$972,000								
			Construction	Match	\$108,000								
			Inspection	NHPP	\$97,000								
			Inspection	Match	\$11,000								
			<b>Total Federal Funds:</b>					<b>\$1,170,000</b>					<b>\$1,170,000</b>
			<b>Total:</b>					<b>\$1,300,000</b>					<b>\$1,300,000</b>
3HLP03	NYSDOT	HIGHWAY EMERGENCY LOCAL PATROL (HELP), INTERSTATES, ONON CO Project Type: Special	Other	NHPP					\$1,348,000				
			Other	Match					\$337,000				
			<b>Total Federal Funds:</b>								<b>\$1,348,000</b>	<b>\$1,348,000</b>	
			<b>Total:</b>								<b>\$1,685,000</b>	<b>\$1,685,000</b>	
			<b>NYSDOT</b>										
					<b>Total Federal Funds:</b>	<b>\$329,043,000</b>	<b>\$75,746,000</b>	<b>\$634,236,000</b>	<b>\$472,024,000</b>	<b>\$25,046,000</b>	<b>\$1,536,095,000</b>		
					<b>Total:</b>	<b>\$404,085,000</b>	<b>\$92,378,000</b>	<b>\$708,763,000</b>	<b>\$590,028,000</b>	<b>\$28,904,000</b>	<b>\$1,824,158,000</b>		
TWSE20	NYSTA	THRUWAY PAVEMENT STRIPING, ALBANY & SYR. DIVISIONS, VAR. CO Project Type: Pavement	Construction	NHPP - S	\$32,000								
			Construction	Match	\$8,000								
			<b>Total Federal Funds:</b>					<b>\$32,000</b>				<b>\$32,000</b>	
			<b>Total:</b>					<b>\$40,000</b>				<b>\$40,000</b>	
TWSW20	NYSTA	THRUWAY PAVEMENT STRIPING, BUFFALO & SYR. DIVISIONS, VAR. CO Project Type: Pavement	Construction	NHPP - S	\$64,000								
			Construction	Match	\$16,000								
			<b>Total Federal Funds:</b>					<b>\$64,000</b>				<b>\$64,000</b>	
			<b>Total:</b>					<b>\$80,000</b>				<b>\$80,000</b>	
<b>NYSTA</b>													
					<b>Total Federal Funds:</b>	<b>\$96,000</b>					<b>\$96,000</b>		
					<b>Total:</b>	<b>\$120,000</b>				<b>\$120,000</b>			



**2023-2027 TIP**  
**Federal Highway Administration - Project Listing**

2023-2027 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
375622	OCDOT	ONONDAGA LAKE CANALWAYS TRAIL - SALINA EXTENSION PROJECT, SYRACUSE & TN OF SALINA, ONON CO	Project Type: Bike/Pedestrian							
			Preliminary Design	STBG-Flex	\$300,000					
			Preliminary Design	Match	\$75,000					
			Detailed Design	STBG-Flex			\$680,000			
			Detailed Design	Match			\$170,000			
			ROW Acquisition	STBG-Flex			\$173,000			
			ROW Acquisition	Match			\$43,000			
			Construction	NHPP				\$5,345,000		
			Construction	Match				\$1,336,000		
			Inspection	NHPP				\$696,000		
			Inspection	Match				\$174,000		
			<b>Total Federal Funds:</b>		<b>\$300,000</b>		<b>\$853,000</b>	<b>\$6,041,000</b>		<b>\$7,194,000</b>
			<b>Total:</b>		<b>\$375,000</b>		<b>\$1,066,000</b>	<b>\$7,551,000</b>		<b>\$8,992,000</b>
375627	OCDOT	OLD LIVERPOOL RD PAVING, ELECTRONICS PKWY TO BUCKLEY RD, TN OF SALINA, ONON CO	Project Type: Pavement							
			Construction	NHPP		\$7,300,000				
			Construction	Match		\$1,825,000				
			Inspection	NHPP		\$1,100,000				
			Inspection	Match		\$275,000				
			<b>Total Federal Funds:</b>			<b>\$8,400,000</b>				<b>\$8,400,000</b>
			<b>Total:</b>			<b>\$10,500,000</b>				<b>\$10,500,000</b>
375670	OCDOT	PAVING, BUCKLEY RD, HOPKINS TO TAFT, TN OF CLAY, ONON CO	Project Type: Pavement							
			ROW Acquisition	STBG-Flex		\$20,000				
			ROW Acquisition	Match		\$5,000				
			Construction	STBG-Flex			\$1,367,000			
			Construction	Match			\$342,000			
			Inspection	STBG-Urban			\$256,000			
			Inspection	Match			\$64,000			
			<b>Total Federal Funds:</b>			<b>\$20,000</b>	<b>\$1,623,000</b>			<b>\$1,643,000</b>
			<b>Total:</b>			<b>\$25,000</b>	<b>\$2,029,000</b>			<b>\$2,054,000</b>

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2023-2027 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
375671	OCDOT	PAVING, JOHN GLENN BLVD EB, I-690 TO BUCKLEY RD, TNS OF CLAY, GEDDES & SALINA, ONON CO								
		Project Type: Pavement								
			Scoping	NHPP	\$43,000					
			Scoping	Match	\$11,000					
			Preliminary Design	NHPP	\$272,000					
			Preliminary Design	Match	\$68,000					
			Detailed Design	NHPP	\$272,000					
			Detailed Design	Match	\$68,000					
			ROW Incidentals	NHPP	\$10,000					
			ROW Incidentals	Match	\$3,000					
			Construction	NHPP				\$2,897,000		
			Construction	Match				\$724,000		
			Inspection	NHPP				\$432,000		
			Inspection	Match				\$108,000		
			<b>Total Federal Funds:</b>		<b>\$597,000</b>			<b>\$3,329,000</b>		<b>\$3,926,000</b>
			<b>Total:</b>		<b>\$747,000</b>			<b>\$4,161,000</b>		<b>\$4,908,000</b>
375672	OCDOT	PAVING, RT 57 & SOULE RD, TN OF CLAY, ONON CO								
		Project Type: Pavement								
			Construction	STBG-Flex			\$2,723,000			
			Construction	Match			\$681,000			
			Inspection	STBG-Flex			\$424,000			
			Inspection	Match			\$106,000			
			<b>Total Federal Funds:</b>				<b>\$3,147,000</b>			<b>\$3,147,000</b>
			<b>Total:</b>				<b>\$3,934,000</b>			<b>\$3,934,000</b>
375673	OCDOT	BRIDGE REPAIR, LAKESHORE RD, OVER MAPLE CRK, TN OF CICERO, ONON CO								
		Project Type: Bridge								
			ROW Acquisition	STBG-Urban		\$21,000				
			ROW Acquisition	Match		\$5,000				
			Construction	STBG-Urban			\$628,000			
			Construction	Match			\$157,000			
			Inspection	STBG-Urban			\$97,000			
			Inspection	Match			\$24,000			
			<b>Total Federal Funds:</b>			<b>\$21,000</b>	<b>\$725,000</b>			<b>\$746,000</b>
			<b>Total:</b>			<b>\$26,000</b>	<b>\$906,000</b>			<b>\$932,000</b>
375674	OCDOT	BRIDGE REHAB/REPLACEMENT, LIMESTONE PLAZA OVER CRK, VIL OF FAYETTEVILLE, ONON CO								
		Project Type: Bridge								
			Construction	STBG-Urban			\$971,000			
			Construction	Match			\$243,000			
			Inspection	STBG-Urban			\$150,000			
			Inspection	Match			\$37,000			
			<b>Total Federal Funds:</b>				<b>\$1,121,000</b>			<b>\$1,121,000</b>
			<b>Total:</b>				<b>\$1,401,000</b>			<b>\$1,401,000</b>

**2023-2027 TIP**  
**Federal Highway Administration - Project Listing**

2023-2027 TIP														
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP				
375675	OCDOT	PAVING, ONONDAGA BLVD, CITY BOUNDARY TO FAY RD, TN OF ONONDAGA, ONON CO	Project Type: Pavement	Detailed Design	STBG-Urban			\$261,000						
				Detailed Design	Match			\$65,000						
				ROW Acquisition	STBG-Urban			\$75,000						
				ROW Acquisition	Match			\$19,000						
				Construction	STBG-Urban					\$2,756,000				
				Construction	Match					\$689,000				
				Inspection	STBG-Urban					\$429,000				
				Inspection	Match					\$107,000				
				<b>Total Federal Funds:</b>							<b>\$336,000</b>	<b>\$3,185,000</b>		<b>\$3,521,000</b>
				<b>Total:</b>							<b>\$420,000</b>	<b>\$3,981,000</b>		<b>\$4,401,000</b>
				375676	OCDOT	PAVING, 7TH NORTH ST, ELECTRONICS PKWY TO RR BRIDGE, TN OF SALINA, ONON CO	Project Type: Pavement	ROW Acquisition	STBG-Flex			\$22,000		
ROW Acquisition	Match							\$6,000						
Construction	STBG-Flex									\$3,151,000				
Construction	Match									\$788,000				
Inspection	STBG-Flex									\$490,000				
Inspection	Match									\$123,000				
<b>Total Federal Funds:</b>											<b>\$22,000</b>	<b>\$3,641,000</b>		<b>\$3,663,000</b>
<b>Total:</b>							<b>\$28,000</b>	<b>\$4,552,000</b>		<b>\$4,580,000</b>				
375677	OCDOT	PAVING, BEAR RD, SANDY LN TO RT 11, TN OF CLAY, ONON CO	Project Type: Pavement	ROW Acquisition	NHPP		\$30,000							
				ROW Acquisition	Match		\$8,000							
				Construction	NHPP			\$1,576,000						
				Construction	Match			\$394,000						
				Inspection	NHPP			\$245,000						
				Inspection	Match			\$61,000						
				<b>Total Federal Funds:</b>						<b>\$30,000</b>	<b>\$1,821,000</b>		<b>\$1,851,000</b>	
<b>Total:</b>						<b>\$38,000</b>	<b>\$2,276,000</b>		<b>\$2,314,000</b>					
375678	OCDOT	PAVING, BUCKLEY RD, BEAR RD TO HENRY CLAY BLVD, TN OF CLAY, ONON CO	Project Type: Pavement	ROW Acquisition	NHPP		\$30,000							
				ROW Acquisition	Match		\$8,000							
				Construction	NHPP			\$1,242,000						
				Construction	Match			\$310,000						
				Inspection	NHPP			\$193,000						
				Inspection	Match			\$48,000						
				<b>Total Federal Funds:</b>						<b>\$30,000</b>	<b>\$1,435,000</b>		<b>\$1,465,000</b>	
<b>Total:</b>						<b>\$38,000</b>	<b>\$1,793,000</b>		<b>\$1,831,000</b>					

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2023-2027 TIP												
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP		
375691	OCDOT	BRIDGE REHAB, N MANLIUS RD OVER LIMESTONE CRK, TN OF MANLIUS, ONON CO Project Type: Bridge	Construction	STBG-Off - S		\$1,191,000						
			Construction	Match		\$63,000						
			Inspection	STBG-Off - S		\$167,000						
			Inspection	Match		\$9,000						
			<b>Total Federal Funds:</b>					<b>\$1,358,000</b>				<b>\$1,358,000</b>
			<b>Total:</b>					<b>\$1,430,000</b>				<b>\$1,430,000</b>
375702	OCDOT	ONONDAGA LAKE CANALWAYS TRAIL - SALINA EXTENSION PROJECT - Phase 2, SYRACUSE & TN OF SALINA, ONON CO Project Type: Bike/Pedestrian	Construction	NHPP					\$10,288,000			
			Construction	Match					\$2,572,000			
			Inspection	NHPP					\$1,337,000			
			Inspection	Match					\$334,000			
			<b>Total Federal Funds:</b>								<b>\$11,625,000</b>	<b>\$11,625,000</b>
			<b>Total:</b>								<b>\$14,531,000</b>	<b>\$14,531,000</b>
375703	OCDOT	BRIDGE REHAB, OLD RT 57 OVER ONEIDA RIVER, TN OF CLAY & TN OF SCHROEPEL, ONONDAGA & OSWEGO CO Project Type: Bridge	Scoping	STBG-Flex			\$21,000					
			Scoping	Match			\$5,000					
			Preliminary Design	STBG-Flex			\$212,000					
			Preliminary Design	Match			\$53,000					
			Detailed Design	STBG-Urban				\$302,000				
			Detailed Design	Match				\$76,000				
			Construction	STBG-Flex					\$2,858,000			
			Construction	Match					\$1,432,000			
			Inspection	STBG-Flex					\$286,000			
			Inspection	Match					\$72,000			
			<b>Total Federal Funds:</b>						<b>\$233,000</b>	<b>\$302,000</b>	<b>\$3,144,000</b>	<b>\$3,679,000</b>
			<b>Total:</b>						<b>\$291,000</b>	<b>\$378,000</b>	<b>\$4,648,000</b>	<b>\$5,317,000</b>
375704	OCDOT	IMPROVEMENTS, TEALL AVE, FORDHAM RD TO COURT ST, SYRACUSE & TN OF SALINA, ONONDAGA CO Project Type: Pavement	Scoping	STBG-Urban					\$18,000			
			Scoping	Match					\$4,000			
			Preliminary Design	STBG-Urban					\$348,000			
			Preliminary Design	Match					\$87,000			
			Detailed Design	STBG-Urban					\$365,000			
			Detailed Design	Match					\$91,000			
			<b>Total Federal Funds:</b>								<b>\$731,000</b>	<b>\$731,000</b>
<b>Total:</b>								<b>\$913,000</b>	<b>\$913,000</b>			

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2023-2027 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
375705	OCDOT	IMPROVEMENTS, OLD LIVERPOOL RD, NY 370 TO ELECTRONICS PKWY, TN OF SALINA & VIL OF LIVERPOOL, ONONDAGA CO	Project Type: Pavement							
			Scoping	STBG-Urban				\$17,000		
			Scoping	Match				\$4,000		
			Preliminary Design	STBG-Urban				\$313,000		
			Preliminary Design	Match				\$78,000		
			Detailed Design	STBG-Urban				\$313,000		
			Detailed Design	Match				\$78,000		
			ROW Incidentals	STBG-Urban				\$4,000		
			ROW Incidentals	Match				\$1,000		
		<b>Total Federal Funds:</b>						<b>\$647,000</b>		<b>\$647,000</b>
		<b>Total:</b>						<b>\$808,000</b>		<b>\$808,000</b>
<b>OCDOT</b>										
				<b>Total Federal Funds:</b>	<b>\$897,000</b>	<b>\$9,859,000</b>	<b>\$11,316,000</b>	<b>\$17,145,000</b>	<b>\$15,500,000</b>	<b>\$54,717,000</b>
				<b>Total:</b>	<b>\$1,122,000</b>	<b>\$12,057,000</b>	<b>\$14,144,000</b>	<b>\$21,431,000</b>	<b>\$20,092,000</b>	<b>\$68,846,000</b>
375679	SYRACUSE	INTERSECTION IMPROVEMENTS, PSAP #2, SYRACUSE, ONON CO	Project Type: Safety							
			Construction	HSIP				\$1,188,000		
			Construction	Match				\$132,000		
			Inspection	HSIP				\$178,000		
			Inspection	Match				\$20,000		
		<b>Total Federal Funds:</b>						<b>\$1,366,000</b>		<b>\$1,366,000</b>
		<b>Total:</b>						<b>\$1,518,000</b>		<b>\$1,518,000</b>
375680	SYRACUSE	PAVING, E BRIGHTON AVE & E SENECA TPK, SYRACUSE, ONON CO	Project Type: Pavement							
			Detailed Design	STBG-Flex	\$346,000					
			Detailed Design	Match	\$87,000					
			Construction	NHPP		\$3,049,000				
			Construction	Match		\$762,000				
			Construction	STBG-Urban		\$1,634,000				
			Construction	Match		\$409,000				
			Inspection	STBG-Urban		\$572,000				
			Inspection	Match		\$143,000				
		<b>Total Federal Funds:</b>			<b>\$346,000</b>	<b>\$5,255,000</b>				<b>\$5,601,000</b>
		<b>Total:</b>			<b>\$433,000</b>	<b>\$6,569,000</b>				<b>\$7,002,000</b>
375681	SYRACUSE	PAVING, E COLVIN ST, COMSTOCK AVE TO CITY LINE, SYRACUSE, ONON CO	Project Type: Pavement							
			Detailed Design	STBG-Flex	\$300,000					
			Detailed Design	Match	\$75,000					
			Construction	STBG-Flex		\$3,337,000				
			Construction	Match		\$834,000				
			Inspection	STBG-Flex		\$352,000				
			Inspection	Match		\$88,000				
		<b>Total Federal Funds:</b>			<b>\$300,000</b>	<b>\$3,689,000</b>				<b>\$3,989,000</b>
		<b>Total:</b>			<b>\$375,000</b>	<b>\$4,611,000</b>				<b>\$4,986,000</b>

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2023-2027 TIP													
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP			
375683	SYRACUSE	PAVING, MIDLAND AVE, OSTRANDER AVE TO NY 173, SYRACUSE, ONON CO Project Type: Pavement	Detailed Design	STBG-Flex	\$276,000								
			Detailed Design	Match	\$69,000								
			Construction	STBG-Urban			\$2,903,000						
			Construction	Match			\$726,000						
			Inspection	STBG-Urban			\$349,000						
			Inspection	Match			\$87,000						
			<b>Total Federal Funds:</b>				<b>\$276,000</b>		<b>\$3,252,000</b>			<b>\$3,528,000</b>	
			<b>Total:</b>				<b>\$345,000</b>		<b>\$4,065,000</b>			<b>\$4,410,000</b>	
			375706	SYRACUSE	OPERATING ASSISTANCE, TRANSPORTATION MANAGEMENT CENTER, SYRACUSE, ONONDAGA CO Project Type: Special	Other	STBG-Urban	\$1,070,000					
						Other	Match	\$268,000					
<b>Total Federal Funds:</b>						<b>\$1,070,000</b>				<b>\$1,070,000</b>			
<b>Total:</b>						<b>\$1,338,000</b>				<b>\$1,338,000</b>			
375707	SYRACUSE	OPERATING ASSISTANCE, TRANSPORTATION MANAGEMENT CENTER, SYRACUSE, ONONDAGA CO Project Type: Special	Other	STBG-Flex				\$1,070,000					
			Other	Match				\$268,000					
			<b>Total Federal Funds:</b>						<b>\$1,070,000</b>		<b>\$1,070,000</b>		
			<b>Total:</b>						<b>\$1,338,000</b>		<b>\$1,338,000</b>		
375708	SYRACUSE	N, S, E, W CORRIDORS INTERCONNECT EXPANSION, PH 2, SYRACUSE, ONONDAGA CO Project Type: Special	Detailed Design	STBG-Urban	\$240,000								
			Detailed Design	Match	\$60,000								
			Construction	NHPP		\$1,372,000							
			Construction	Match		\$343,000							
			Construction	STBG-Urban		\$588,000							
			Construction	Match		\$147,000							
			Inspection	NHPP		\$280,000							
			Inspection	Match		\$70,000							
			Inspection	STBG-Urban		\$120,000							
			Inspection	Match		\$30,000							
			<b>Total Federal Funds:</b>				<b>\$240,000</b>	<b>\$2,360,000</b>				<b>\$2,600,000</b>	
			<b>Total:</b>				<b>\$300,000</b>	<b>\$2,950,000</b>				<b>\$3,250,000</b>	
375709	SYRACUSE	IMPROVEMENTS, ERIE BLVD W, FRANKLIN ST TO W GENESEE ST, SYRACUSE, ONONDAGA CO Project Type: Pavement	Scoping	STBG-Urban				\$151,000					
			Scoping	Match				\$38,000					
			Preliminary Design	STBG-Urban				\$151,000					
			Preliminary Design	Match				\$38,000					
			Detailed Design	STBG-Urban					\$308,000				
			Detailed Design	Match					\$77,000				
			<b>Total Federal Funds:</b>						<b>\$302,000</b>	<b>\$308,000</b>	<b>\$610,000</b>		
			<b>Total:</b>						<b>\$378,000</b>	<b>\$385,000</b>	<b>\$763,000</b>		

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP			
375710	SYRACUSE	CREEKWALK PH III, COLVIN ST TO DORWIN AVE, SYRACUSE, ONONDAGA CO	Project Type: Bike/Pedestrian	Scoping	STBG-Urban	\$286,000							
				Scoping	Match	\$71,000							
				Preliminary Design	STBG-Urban	\$408,000							
				Preliminary Design	Match	\$102,000							
				Detailed Design	STBG-Urban	\$816,000							
				Detailed Design	Match	\$204,000							
				ROW Incidentals	STBG-Urban	\$41,000							
				ROW Incidentals	Match	\$10,000							
				ROW Acquisition	STBG-Urban			\$254,000					
				ROW Acquisition	Match			\$64,000					
				<b>Total Federal Funds:</b>					<b>\$1,551,000</b>		<b>\$254,000</b>		<b>\$1,805,000</b>
				<b>Total:</b>					<b>\$1,938,000</b>		<b>\$318,000</b>		<b>\$2,256,000</b>
				375711	SYRACUSE	IMPROVEMENTS, JAMES ST, S SALINA ST TO GRANT BLVD, SYRACUSE, ONONDAGA CO	Project Type: Pavement	Scoping	NHPP		\$250,000		
Scoping	Match		\$62,000										
Preliminary Design	NHPP		\$250,000										
Preliminary Design	Match		\$62,000										
Detailed Design	STBG-Flex								\$518,000				
Detailed Design	Match								\$130,000				
Construction	NHPP									\$7,675,000			
Construction	Match									\$1,919,000			
Inspection	NHPP									\$1,109,000			
Inspection	Match									\$277,000			
<b>Total Federal Funds:</b>									<b>\$500,000</b>	<b>\$518,000</b>	<b>\$8,784,000</b>	<b>\$9,802,000</b>	
<b>Total:</b>									<b>\$624,000</b>	<b>\$648,000</b>	<b>\$10,980,000</b>	<b>\$12,252,000</b>	
375712	SYRACUSE	IMPROVEMENTS, S GEDDES ST, BELLEVUE AVE TO ERIE BLVD, W FAYETTE ST, WEST ST TO TOMPKINS ST, SYRACUSE, ONONDAGA CO	Project Type: Pavement					Scoping	STBG-Flex				\$173,000
				Scoping	Match				\$43,000				
				Preliminary Design	STBG-Flex				\$173,000				
				Preliminary Design	Match				\$43,000				
				Detailed Design	STBG-Flex					\$308,000			
				Detailed Design	Match					\$77,000			
				<b>Total Federal Funds:</b>							<b>\$346,000</b>	<b>\$308,000</b>	<b>\$654,000</b>
				<b>Total:</b>							<b>\$432,000</b>	<b>\$385,000</b>	<b>\$817,000</b>

**2023-2027 TIP**  
**Federal Highway Administration - Project Listing**

2023-2027 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
375713	SYRACUSE	IMPROVEMENTS, TEALL AVE, BURNET AVE TO GRANT BLVD, SYRACUSE, ONONDAGA CO								
		Project Type: Pavement								
			Scoping	STBG-Urban				\$121,000		
			Scoping	Match				\$30,000		
			Preliminary Design	STBG-Urban				\$121,000		
			Preliminary Design	Match				\$30,000		
			Detailed Design	STBG-Urban					\$246,000	
			Detailed Design	Match					\$62,000	
		<b>Total Federal Funds:</b>						<b>\$242,000</b>	<b>\$246,000</b>	<b>\$488,000</b>
		<b>Total:</b>						<b>\$302,000</b>	<b>\$308,000</b>	<b>\$610,000</b>
375714	SYRACUSE	IMPROVEMENTS, ERIE BLVD E, ALMOND ST TO S BEECH ST, SYRACUSE, ONONDAGA CO								
		Project Type: Pavement								
			Scoping	NHPP	\$122,000					
			Scoping	Match	\$31,000					
			Preliminary Design	NHPP	\$126,000					
			Preliminary Design	Match	\$32,000					
			Detailed Design	STBG-Flex			\$163,000			
			Detailed Design	Match			\$41,000			
		<b>Total Federal Funds:</b>			<b>\$248,000</b>		<b>\$163,000</b>			<b>\$411,000</b>
		<b>Total:</b>			<b>\$311,000</b>		<b>\$204,000</b>			<b>\$515,000</b>
395072	SYRACUSE	LODI ST CONNECTOR, CITY OF SYRACUSE, ONON CO								
		Project Type: Bike/Pedestrian								
			Construction	TAP - S	\$182,000					
			Construction	Match	\$46,000					
			Inspection	TAP - S	\$34,000					
			Inspection	Match	\$8,000					
		<b>Total Federal Funds:</b>			<b>\$216,000</b>					<b>\$216,000</b>
		<b>Total:</b>			<b>\$270,000</b>					<b>\$270,000</b>

**SYRACUSE**

<b>Total Federal Funds:</b>	<b>\$4,247,000</b>	<b>\$11,804,000</b>	<b>\$5,035,000</b>	<b>\$2,478,000</b>	<b>\$9,646,000</b>	<b>\$33,210,000</b>
<b>Total:</b>	<b>\$5,310,000</b>	<b>\$14,754,000</b>	<b>\$6,105,000</b>	<b>\$3,098,000</b>	<b>\$12,058,000</b>	<b>\$41,325,000</b>

395077	Town of Cicero	REVITALIZATION AND REDEVELOPMENT OF THE HAMLET OF BREWERTON - PHASE 2, TN OF CICERO, ONON CO								
		Project Type: Enhancement								
			Construction	HPP - S	\$187,617					
			Construction	STBG-Urban	\$1,077,000					
			Construction	Match	\$269,000					
			Inspection	HPP - S	\$39,400					
			Inspection	STBG-Urban	\$155,000					
			Inspection	Match	\$39,000					
		<b>Total Federal Funds:</b>			<b>\$1,459,017</b>					<b>\$1,459,017</b>
		<b>Total:</b>			<b>\$1,767,017</b>					<b>\$1,767,017</b>

**Town of Cicero**

<b>Total Federal Funds:</b>	<b>\$1,459,017</b>				<b>\$1,459,017</b>
<b>Total:</b>	<b>\$1,767,017</b>				<b>\$1,767,017</b>



**2023-2027 TIP**  
**Federal Highway Administration - Project Listing**

2023-2027 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
375685	Vil of Skaneateles	BRIDGE REPLACEMENT, KELLEY ST, VIL OF SKANEATELES, ONON CO								
		Project Type: Bridge								
		Detailed Design	STBG-Off		\$186,000					
		Detailed Design	Match		\$46,000					
		ROW Acquisition	STBG-Off		\$40,000					
		ROW Acquisition	Match		\$10,000					
		Construction	STBG-Off			\$1,200,000				
		Construction	Match			\$300,000				
		Inspection	STBG-Off			\$180,000				
		Inspection	Match			\$45,000				
		Other	STBG-Off				\$0	\$0	\$0	
		<b>Total Federal Funds:</b>			<b>\$226,000</b>	<b>\$1,380,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,606,000</b>
		<b>Total:</b>			<b>\$282,000</b>	<b>\$1,725,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,007,000</b>

**Vil of Skaneateles**

<b>Total Federal Funds:</b>	<b>\$226,000</b>	<b>\$1,380,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,606,000</b>
<b>Total:</b>	<b>\$282,000</b>	<b>\$1,725,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,007,000</b>

375686	Village of Solvay	PAVING, MILTON AVE, COGSWELL AVE TO CAMILLUS LINE, VIL OF SOLVAY, ONON CO								
		Project Type: Pavement								
		Detailed Design	STBG-Urban		\$354,000					
		Detailed Design	Match		\$89,000					
		ROW Acquisition	STBG-Urban		\$132,000					
		ROW Acquisition	Match		\$33,000					
		Construction	STBG-Urban			\$2,730,000				
		Construction	Match			\$682,000				
		Inspection	STBG-Urban			\$410,000				
		Inspection	Match			\$102,000				
		<b>Total Federal Funds:</b>			<b>\$486,000</b>	<b>\$3,140,000</b>				<b>\$3,626,000</b>
		<b>Total:</b>			<b>\$608,000</b>	<b>\$3,924,000</b>				<b>\$4,532,000</b>

**Village of Solvay**

<b>Total Federal Funds:</b>	<b>\$486,000</b>	<b>\$3,140,000</b>				<b>\$3,626,000</b>
<b>Total:</b>	<b>\$608,000</b>	<b>\$3,924,000</b>				<b>\$4,532,000</b>

<b>Grand Total Federal Funds by FFY</b>	<b>\$338,066,017</b>	<b>\$101,929,000</b>	<b>\$650,587,000</b>	<b>\$491,647,000</b>	<b>\$50,192,000</b>	<b>\$1,632,421,017</b>
<b>Grand Totals by FFY</b>	<b>\$415,309,017</b>	<b>\$124,838,000</b>	<b>\$729,012,000</b>	<b>\$614,557,000</b>	<b>\$61,054,000</b>	<b>\$1,944,770,017</b>

**APPENDIX B**

**FEDERAL TRANSIT ADMINISTRATION**

**PROJECT LISTING**

**2023-2027 TIP**  
**Federal Transit Administration - Project Listing**

2023-2027 TIP									
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
382911	CNYRTA	<b>PROCURE, (64) 40FT CNG FUELED CENTRO BUSES, ONON CO</b>							
		Match		\$14,594,640					
		Sect 5339	\$0	\$1,594,208	\$0	\$0	\$0		
		Match		\$398,552					
		Section 5307	\$0	\$12,054,080		\$0	\$0		
		Match		\$3,013,520					
		<b>Total Federal Funds:</b>		<b>\$0</b>	<b>\$13,648,288</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total:</b>		<b>\$0</b>	<b>\$31,655,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$31,655,000</b>	
382943	CNYRTA	<b>PURCHASE 3 CAD-AVL REALTIME INFORMATION MONITORS, 2023-2024</b>							
		Section 5307	\$80,000						
		Match	\$20,000						
		<b>Total Federal Funds:</b>	<b>\$80,000</b>						<b>\$80,000</b>
<b>Total:</b>	<b>\$100,000</b>							<b>\$100,000</b>	
382944	CNYRTA	<b>ENHANCE TRANSIT STOPS, SIGNS, LIGHTING &amp; BRANDING, 2024-2025</b>							
		Section 5307		\$400,000					
		Match		\$100,000					
		<b>Total Federal Funds:</b>		<b>\$400,000</b>					<b>\$400,000</b>
<b>Total:</b>		<b>\$500,000</b>						<b>\$500,000</b>	
382945	CNYRTA	<b>ENGINEERING, BUS RAPID TRANSIT LINES, 2023-2024</b>							
		Section 5307	\$4,000,000						
		Match	\$1,000,000						
		<b>Total Federal Funds:</b>	<b>\$4,000,000</b>						<b>\$4,000,000</b>
<b>Total:</b>	<b>\$5,000,000</b>							<b>\$5,000,000</b>	
382946	CNYRTA	<b>AQUIRE, LAND &amp; VEHICLES, BUS RAPID TRANSIT LINES, 2024-2025</b>							
		Section 5307		\$8,000,000					
		Match		\$2,000,000					
		<b>Total Federal Funds:</b>		<b>\$8,000,000</b>					<b>\$8,000,000</b>
<b>Total:</b>		<b>\$10,000,000</b>						<b>\$10,000,000</b>	
382947	CNYRTA	<b>CONSTRUCT &amp; IMPLEMENT, BUS RAPID TRANSIT LINES, 2025-2026</b>							
		Section 5307			\$7,233,000				
		Match			\$7,767,000				
		<b>Total Federal Funds:</b>			<b>\$7,233,000</b>				<b>\$7,233,000</b>
<b>Total:</b>			<b>\$15,000,000</b>					<b>\$15,000,000</b>	

**2023-2027 TIP**  
**Federal Transit Administration - Project Listing**

2023-2027 TIP									
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
382948	CNYRTA	UPGRADE COMPUTER, NETWORK, AND SERVER EQUIPMENT, 2023-2024	Section 5307	\$172,000					
			Match	\$43,000					
			<b>Total Federal Funds:</b>	<b>\$172,000</b>					<b>\$172,000</b>
			<b>Total:</b>	<b>\$215,000</b>					<b>\$215,000</b>
382949	CNYRTA	UPGRADE COMPUTER, NETWORK, AND SERVER EQUIPMENT, 2024-2025	Section 5307		\$178,000				
			Match		\$44,000				
			<b>Total Federal Funds:</b>		<b>\$178,000</b>				<b>\$178,000</b>
			<b>Total:</b>		<b>\$222,000</b>				<b>\$222,000</b>
382950	CNYRTA	UPGRADE COMPUTER, NETWORK, AND SERVER EQUIPMENT, 2025-2026	Section 5307			\$160,000			
			Match			\$40,000			
			<b>Total Federal Funds:</b>			<b>\$160,000</b>			<b>\$160,000</b>
			<b>Total:</b>			<b>\$200,000</b>			<b>\$200,000</b>
382951	CNYRTA	PURCHASE COMPUTER SOFTWARE, 2023-2024	Section 5307	\$340,000					
			Match	\$85,000					
			<b>Total Federal Funds:</b>	<b>\$340,000</b>					<b>\$340,000</b>
			<b>Total:</b>	<b>\$425,000</b>					<b>\$425,000</b>
382952	CNYRTA	PURCHASE COMPUTER SOFTWARE, 2025-2026	Section 5307			\$100,000			
			Match			\$25,000			
			<b>Total Federal Funds:</b>			<b>\$100,000</b>			<b>\$100,000</b>
			<b>Total:</b>			<b>\$125,000</b>			<b>\$125,000</b>
382953	CNYRTA	MAINTAIN, CENTRO'S SYRACUSE & REGIONAL FACILITIES, 2023-2024	Section 5307	\$3,164,000					
			Match	\$791,000					
			<b>Total Federal Funds:</b>	<b>\$3,164,000</b>					<b>\$3,164,000</b>
			<b>Total:</b>	<b>\$3,955,000</b>					<b>\$3,955,000</b>
382954	CNYRTA	MAINTAIN, CENTRO'S SYRACUSE FACILITY, 2024-2025	Section 5307		\$384,000				
			Match		\$96,000				
			<b>Total Federal Funds:</b>		<b>\$384,000</b>				<b>\$384,000</b>
			<b>Total:</b>		<b>\$480,000</b>				<b>\$480,000</b>

**2023-2027 TIP**  
**Federal Transit Administration - Project Listing**

		2023-2027 TIP							
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
382955	CNYRTA	MAINTAIN, CENTRO'S SYRACUSE FACILITY, 2025-2026	Section 5307			\$2,400,000			
			Match			\$600,000			
			<b>Total Federal Funds:</b>			<b>\$2,400,000</b>			<b>\$2,400,000</b>
			<b>Total:</b>			<b>\$3,000,000</b>			<b>\$3,000,000</b>
382956	CNYRTA	PREVENTIVE MAINTENANCE, 2025-2026	Section 5307			\$4,000,000			
			Match			\$1,000,000			
			<b>Total Federal Funds:</b>			<b>\$4,000,000</b>			<b>\$4,000,000</b>
			<b>Total:</b>			<b>\$5,000,000</b>			<b>\$5,000,000</b>
382957	CNYRTA	PURCHASE 20 NEW PARATRANSIT VEHICLES, 2023-2024	Section 5307	\$1,440,000					
			Match	\$360,000					
			<b>Total Federal Funds:</b>	<b>\$1,440,000</b>					<b>\$1,440,000</b>
			<b>Total:</b>	<b>\$1,800,000</b>					<b>\$1,800,000</b>
382958	CNYRTA	PURCHASE 9 REPLACEMENT PARATRANSIT VEHICLES, 2024-2025	Section 5307		\$648,000				
			Match		\$162,000				
			<b>Total Federal Funds:</b>		<b>\$648,000</b>				<b>\$648,000</b>
			<b>Total:</b>		<b>\$810,000</b>				<b>\$810,000</b>
382959	CNYRTA	PURCHASE 11 REPLACEMENT PARATRANSIT VEHICLES, 2025-2026	Section 5307			\$792,000			
			Match			\$198,000			
			<b>Total Federal Funds:</b>			<b>\$792,000</b>			<b>\$792,000</b>
			<b>Total:</b>			<b>\$990,000</b>			<b>\$990,000</b>
382960	CNYRTA	PURCHASE REPLACEMENT SERVICE VEHICLE, 2023-2024	Section 5307	\$88,000					
			Match	\$22,000					
			<b>Total Federal Funds:</b>	<b>\$88,000</b>					<b>\$88,000</b>
			<b>Total:</b>	<b>\$110,000</b>					<b>\$110,000</b>
382961	CNYRTA	REPLACE SHOP EQUIPMENT, CENTRO SYRACUSE FACILITY, 2023-2024	Section 5307	\$137,000					
			Match	\$34,000					
			<b>Total Federal Funds:</b>	<b>\$137,000</b>					<b>\$137,000</b>
			<b>Total:</b>	<b>\$171,000</b>					<b>\$171,000</b>

**2023-2027 TIP**  
**Federal Transit Administration - Project Listing**

<b>2023-2027 TIP</b>
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PIN:	Sponsor:	Project Description:	Funding Source:	FFY 22/23:	FFY 23/24:	FFY 24/25:	FFY 25/26:	FFY 26/27:	5-Year TIP
382962	CNYRTA	<b>PURCHASE 2 REPLACEMENT FARE COLLECTION VAULTS, 2023-2024</b>							
			Section 5307	\$48,000					
			Match	\$12,000					
		<b>Total Federal Funds:</b>			<b>\$48,000</b>				<b>\$48,000</b>
		<b>Total:</b>			<b>\$60,000</b>				<b>\$60,000</b>
<b>Grand Total Federal Funds by FFY</b>				<b>\$9,469,000</b>	<b>\$23,258,288</b>	<b>\$14,685,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47,412,288</b>
<b>Grand Totals by FFY</b>				<b>\$11,836,000</b>	<b>\$43,667,000</b>	<b>\$24,315,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$79,818,000</b>

**APPENDIX C**

**ANTICIPATED EFFECTS NARRATIVE**

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

### **Background**

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

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

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

The Syracuse Metropolitan Transportation Council (SMTC) Transportation Improvement Program (TIP) was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT) and the Central New York Regional Transportation Authority (CNYRTA). It reflects the investment priorities established in the SMTC's 2050 Long Range Transportation Plan (LRTP) 2020 Update, which incorporates comments and input from affected agencies, organizations, and the public.

Transportation Improvement Programs "shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets" [23USC §134(j)(2)(D)]. Transportation Improvement Programs and Metropolitan transportation plans (MTPs) adopted or amended after the following dates must include performance targets for the associated measures:



- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program
- July 20, 2021 – Public Transportation Agency Safety Plan.

This portion of the adopted TIP meets the requirements of 23USC §134(j)(2)(D).

**Figure 1: Transportation Performance**



Source: FHWA

## **HSIP and Highway Safety**

### *Performance Targets*

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

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

The Syracuse Metropolitan Transportation Council first agreed to support the NYSDOT statewide 2018 safety targets on February 16, 2018 via Resolution 2018-02. Since then, revised safety targets have been adopted annually with the most recent being on October 1, 2021 via Resolution 2021-15 to support the 2022 safety targets. The Safety PM measures, based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* are shown in Table 1.

**Table 1: New York State 2021 Safety Performance Management Targets**

<b>Measure</b>	<b>New York Statewide Target 2022</b>
<b>Number of Fatalities</b>	1,005.4
<b>Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)</b>	0.818
<b>Number of Serious Injuries</b>	11,173.9
<b>Rate of Serious Injuries per 100 million VMT</b>	9.084
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>	2,644.1

### *Anticipated Effects*

Safety is a critical component of SMTC’s mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP. The project selection process utilized at the SMTC is consistent with, and aligns to, the agency’s LRTP that contains goals, objectives, performance measures and adopted performance targets such as those for Safety performance management. The LRTP adheres to the performance-based planning and programming requirements established in federal surface transportation authorizations and, guides projects associated with the SMTC’s annual work program and the TIP.

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

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

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

Relative to TIP project selection, project proposal forms are available for different project types; Bicycle/Pedestrian, Bridge, Paving, Safety, Transportation System Management & Operations and Public Transit. The Safety application form, which is utilized by potential sponsors for solely safety related capital projects requires applicants to answer explicit safety relevant questions.

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

- NY 31 at Thompson Rd & South Bay Rd Intersection Improvements
- Safety Improvements, Rt 11 @ Rt 49 Intersection
- Safety Improvements, Rt 11, I-81 Off ramp to Rt 11A
- Onondaga Lake Parkway Safety Improvements, Old Liverpool Rd to I-81 Ramp
- Median Barrier Upgrade, I-81 NB over Rt 80 to 2 Miles N of Exit 14
- Safety Appurtenance Program
- Intersection Improvements, PSAP #2

The anticipated effect of the overall program is that it will contribute toward achieving the safety performance targets established by NYSDOT and adopted by SMTC.

## **Transit Asset Management**

### *Performance Targets*

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair” (SGR), requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes performance measures for four transit asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2016.

Public transportation providers must establish TAM targets annually for the following fiscal year and report them to FTA. Each provider shares its targets with the MPO in which the provider’s projects and services are programmed in the MPO’s TIP. The MPO is required to establish its first set of TAM targets within 180 days of the date that public transportation provider established its first targets. After this, MPOs are not required to establish TAM targets each year after the transit provider establishes targets. Instead, MPOs must set updated TAM targets when the MPO updates its LRTP.

When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area.

The Federal Transit Administration defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or a State or Indian Tribe, or have 100 or less vehicles across all fixed route modes or have 100 vehicles or less in one non-fixed route mode. Tier I providers must establish their own transit asset management targets, while Tier II providers have the option to establish their own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor for the entire group. A state DOT is typically the group TAM plan sponsor. In the SMTC area, the CNYRTA is the only Tier I transit provider operating in the region.

The Central New York Regional Transportation Authority established targets for those asset classes noted in the table below that apply to their operation.

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

<b>Asset Category - Performance Measure</b>	<b>Asset Class</b>	<b>Useful Life Benchmark</b>	<b>2019 Target</b>
<b>Rolling Stock</b>			
<b>Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark</b>	Over The Road	14	0%
	Bus	14	0%
	Cut-A-Way	8	0%

Equipment			
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	Auto	8	0%
	Truck	8	0%
Facilities			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Admin/Maintenance	3	0%
	Passenger Parking	3	0%

The Syracuse Metropolitan Transportation Council agreed to support these transit asset targets on December 11, 2018, via Resolution 2018-16. With this action, the SMTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

*Anticipated Effects*

The Syracuse Metropolitan Transportation Council TIP was developed and is managed in cooperation with the CNYRTA. The TIP includes specific investment priorities that support the MPO’s goals, including transit asset management, using a project selection process that is anticipated to address transit SGR in the MPO planning area. The MPO’s goal of addressing transit asset condition is linked to the investment plan of the CNYRTA, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

Transit relevant goals and objectives from the adopted 2050 LRTP are identified in Table 4.

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

Goal	Objectives
Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.	Provide essential transit service to urban and suburban areas.
	Provide higher-quality transit service to transit oriented development (TOD) nodes throughout the community.
Protect and enhance the natural environment and support energy conservation and management.	Reduce vehicle miles traveled in the region.
	Reduce on-road mobile source emissions.
	Increase the percentage of non-single occupant vehicle commute trips.
Improve the reliability of the transportation system and promote efficient system management and operations.	Improve transit on-time performance.
	Improve utilization of transit vehicles.
	Increase the use of park-and-ride lots.
Strategically preserve our existing infrastructure and focus future investment in areas that are	Maintain transit assets (rolling stock, equipment, and facilities) in a State of Good Repair.

<b>already served by significant public infrastructure investments.</b>	
<b>Ensure that transportation system performance improvements are distributed equitably.</b>	<p>Improve transit service between employment centers and priority target areas (as identified in SMTC’s Environmental Justice Analysis).</p> <p>Improve transportation options for off-peak commuters without cars.</p>

The projects on the TIP align with the Capital Improvement Plan of CNYRTA and are amended to reflect changes, as necessary. The Transportation Improvement Program includes several vehicle procurements, and various transit facility rehabilitation projects such as facility maintenance projects at the CNYRTA main office in Syracuse and the Regional Transportation Center. Given transit’s significance in the adopted 2050 LRTP, the TIP also programs flexible funds from the FHWA Surface Transportation Block Grant Program (STBG) for bus replacements. Additionally, State Dedicated Funds from New York State are utilized. Transit vehicles are maintained to the highest standards and oftentimes replaced prior to reaching, or close to, the FTA defined useful life, which is evident within the adopted rolling stock, equipment, and facilities targets.

The Syracuse Metropolitan Transportation Council anticipates that the transit projects on the TIP, once implemented, will contribute toward achieving the established transit asset management targets. Improving the SGR of transit capital assets is an overarching goal of the SMTC.

## **Pavement and Bridge Condition**

### *Performance Targets*

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

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics<sup>1</sup>: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is classified as being in good condition or poor condition based upon the ratings of the metrics applicable to

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

that pavement type. Pavement sections that are not good or poor condition are classified as fair.

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

The New York State Department of Transportation established the statewide pavement and bridge condition performance targets in the table below on May 20, 2018. The Syracuse Metropolitan Transportation Council agreed to support the NYSDOT statewide targets on December 11, 2018, via Resolution 2018-14. The table also lists performance for each measure for the 2017 baseline year and for 2019.

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

Performance Measure	New York Performance 2017 Baseline	New York 2019 Actual Performance	NY Statewide Target 2-Year (2019)	NY Statewide Target 4-Year (2021)
Percentage of Interstate pavements in good condition	N/A*	51.1%	N/A*	47.3%
Percentage of Interstate pavements in poor condition	N/A*	1.1%	N/A*	4.0%
Percentage of non-Interstate NHS pavements in good condition	36.7%	37.2%	14.6%	14.7%
Percentage of non-Interstate NHS pavements in poor condition	26.7%	26.3%	12.0%	14.3%
Percentage of NHS bridges (by deck area) in good condition	22.8%	26.0%	23.0%	24.0%
Percentage of NHS bridges (by deck area) in poor condition	10.6%	9.6%	11.6%	11.7%

\*For the first performance period only (January 1, 2018 through December 31, 2021), baseline condition and 2-year targets are not required for the Interstate pavement condition measures.

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

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

*Anticipated Effects*

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

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

Goal	Objectives
<b>Support efficient freight movement within our region.</b>	Maintain adequate infrastructure conditions on primary freight corridors.
<b>Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.</b>	Preserve and maintain pavement.
	Preserve and maintain bridges.
	Preserve and maintain ancillary transportation structures (culverts, etc.).
<b>Ensure that transportation system performance improvements are distributed equitably.</b>	Ensure that pavement conditions within priority target areas are at or above ratings for the remainder of the MPA.

As a result of the TIP project selection that is directed by the 2050 LRTP goals, objectives, and related performance measures, federal transportation funds from the NHPP, flexible funds and apportioned large urban funds for the SMTC urbanized area from the STBG are programmed to numerous bridge and pavement projects on the NHS. Not accounting for various I-81 Viaduct Project contracts, NHPP funds alone account for 67% of the FHWA federal programmed dollars on the 2023-2027 TIP. Including I-81 Viaduct Project contracts where funds are programmed for a variety of activities such as rehabilitation and reconstruction/replacement of NHS pavements/bridge, the figure is 94%.

The Syracuse Metropolitan Transportation Council anticipates that the projects on the TIP, once implemented, will contribute toward achieving the NHS pavement and bridge condition performance targets.



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

### *Performance Targets*

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

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

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

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. The Syracuse Metropolitan Transportation Council meets all current air quality standards and is not subject to establishing targets for these performance measures.

The New York State Department of Transportation established the statewide system performance and freight performance targets in the table below on May 20, 2018. The Syracuse Metropolitan Transportation Council agreed to support the NYSDOT statewide targets on December 11, 2018, via Resolution 2018-14. The table also lists performance for each measure for the 2017 baseline year and for 2019.

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

Performance Measure	New York Performance 2017 Baseline	New York 2019 Actual Performance	NY Statewide Target 2-Year (2019)	NY Statewide Target 4-Year (2021)
Percentage of person-miles on the Interstate system that are reliable (Interstate LOTTR)	83.2%	78.8%	73.1%	73%
Percentage of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	77.0%	80.3%	N/A	63.4%
Index of reliability of travel times for trucks on the Interstate system (TTTR Index)	1.39	1.47	2.00	2.11

*Anticipated Effects*

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

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

Goal	Objectives
<b>Support efficient freight movement within our region.</b>	Maintain a high degree of reliability for truck travel.
	Maintain adequate infrastructure conditions on primary freight corridors.
	Reduce congestion on the CMP freight network.
<b>Provide a high degree of multi-modal accessibility and mobility for individuals. This</b>	Reduce congestion in/on primary commuter corridors as appropriate based on the character of the adjacent development.

<p><b>should include better integration and connectivity between modes of travel.</b></p>	
<p><b>Improve the reliability of the transportation system and promote efficient system management and operations.</b></p>	<p>Maintain a high degree of reliability on Interstate, non-Interstate NHS, and other primary commuter corridors.</p>

The Syracuse Metropolitan Transportation Council anticipates that the projects on the TIP, once implemented, will contribute toward achieving NYSDOT’s system performance and freight performance targets.

**Transit Safety**

*Performance Targets*

The Federal Transit Administration published a final Public Transportation Agency Safety Plan (PTASP) rule on July 19, 2018. Under this rulemaking, providers of public transportation systems that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA’s State Safety Oversight Program, must develop and implement a PTASP based on a Safety Management Systems (SMS) approach. As it relates to this documentation, each PTASP must include performance targets based on the safety performance measures established in FTA’s National Public Transportation Safety Plan (NSP). Other elements of a PTASP include but are not limited to approval by the agency’s Accountable Executive and Board of Directors, designation of a Chief Safety Officer, documented processes of the agency’s SMS, an employee reporting program, and process and timeline for annual reviews and updates of the PTASP.

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

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

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

The Central New York Regional Transportation Authority established targets in December 2020 for those transit safety performance measures mentioned above and contained in Table 9.

**Table 9: Public Transportation Safety Performance Management Targets**

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

The Syracuse Metropolitan Transportation Council agreed to support the CNYRTA public transportation safety targets on June 23, 2021, via Resolution 2021-14, thus agreeing to plan and program projects that are anticipated to make progress toward achieving transit safety targets.

*Anticipated Effects*

The Syracuse Metropolitan Transportation Council TIP was developed and is managed in cooperation with the CNYRTA. The TIP includes specific investment priorities that support the MPO’s goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. The MPO’s goal of addressing transit safety is linked to the safety plans of the CNYRTA, and the process used to prioritize the projects within the TIP is consistent with federal requirements. Improving safety of travelers in the SMTC planning area is an overarching goal of the MPO. The “ongoing goals” of CNYRTA’s safety program as defined in their PTASP are to:

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

The Syracuse Metropolitan Transportation Council anticipates that the transit projects on the TIP, once implemented, will contribute toward achieving the established transit safety targets. The Syracuse Metropolitan Transportation Council will continue to coordinate with the region’s transit provider(s) to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.

**APPENDIX D**

**PROJECT MANAGEMENT AMENDMENT & ADMINISTRATIVE MODIFICATION MATRIX**

## TIP Project Management Amendment & Administrative Modification Matrix

Description	Amendment Process	Administrative Modification
	TIP Amendment Required	
<b>Adding/Deleting Project</b>		
Project deleted in entirety	Planning/Policy	
New project added over \$500,000	Planning/Policy	
New project added under \$500,000	Executive	
<b>Changes to Scope</b>		
Project type/function is changed	Executive	
Projects are combined		✓
Project phase is added less than \$500,000 (i.e., New ROW Phase)		✓
New CMAQ or STP-Urban phase added greater than or equal to \$250,000 and less than \$500,000	Executive	
New CMAQ or STP-Urban phase added less than \$250,000		✓
Project phase is added between \$500,000 and less than \$10,000,000	Executive	
Project phase is added greater than or equal to \$10,000,000	Planning/Policy	
Project phase is deleted		✓
Project limits increase		✓
Project limits decrease		✓

Changes to Schedule		
Phase is delayed 1 or more fiscal years	Executive	
Phase is advanced 1 or more fiscal years from Year 5	Executive	
Phase is advanced 1 or more fiscal years from Year 2, 3 or 4		✓
Changes in Costs		
Cumulative cost of a phase increases (Less than an increase of \$500,000)		✓
Cumulative cost of a CMAQ or STP-Urban phase increases (greater than or equal to \$250,000 and less than \$500,000)	Executive	
Cumulative cost of a CMAQ or STP-Urban phase increases (Less than \$250,000)		✓
Cumulative cost of a phase increases (between \$500,000 and less than \$10,000,000)	Executive	
Cumulative cost of a phase increases (greater than or equal to \$10,000,000)	Planning/Policy	
Cost of a phase decreases		✓
Changes in Funding Source		
Funding source for a phase changes in part or completely (To 1 or more different funding sources)		✓

**Note:**

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

**APPENDIX E**

**ACRONYMS**



## **Acronyms**

ADA – American’s with Disabilities Act  
CFR – Code of Federal Regulations  
CIP – Capital Improvement Plan  
CMAQ – Congestion Mitigation Air Quality  
CNYRTA – Central New York Regional Transportation Authority  
CPC – Capital Projects Committee  
FAST – Fixing America’s Surface Transportation  
FFY – Federal Fiscal Year  
FHWA – Federal Highway Administration  
FTA – Federal Transit Administration  
HSIP – Highway Safety Improvement Program  
ITS – Intelligent Transportation Systems  
LRTP – Long Range Transportation Plan  
MBC – Maintenance By Contract  
MPA – Metropolitan Planning Area  
MPO – Metropolitan Planning Organization  
NEPA – National Environmental Policy Act  
NHFP – National Highway Freight Program  
NHPP – National Highway Performance Program  
NHS – National Highway System  
NYSDOT – New York State Department of Transportation  
PIN – Project Identification Number  
PIP – Public Involvement Plan  
PSAP – Pedestrian Safety Action Plan  
SAC – Study Advisory Committee  
SEQRA – State Environmental Quality Review Act  
SMTC – Syracuse Metropolitan Transportation Council  
STIP – Statewide Transportation Improvement Program  
STBG – Surface Transportation Block Grant  
STP – Surface Transportation Program  
TA – Transportation Alternatives  
TDM – Transportation Demand Management  
TIP – Transportation Improvement Program  
TMC – Transportation Management Center  
TSMO – Transportation Systems Management & Operations  
UPWP – Unified Planning Work Program  
VMT – Vehicle Miles Traveled

**APPENDIX F**

**PUBLIC OUTREACH**

### **2023-2027 TIP public outreach**

The 2023-2027 TIP public outreach consisted of a variety of outreach activities, particularly use of the SMTC’s website, Facebook page and YouTube channel. At the outset of the update process letters were mailed to all member agencies and municipalities within the SMTC’s Metropolitan Planning Area indicating new applications were being sought. A virtual Question & Answer session via Zoom was held for interested applicants during the outreach timeframe.

Once a full draft program of projects was developed, a 30-day public comment started. To publish the public review opportunity, a Legal Notice was posted in the newspaper (paper and online) along with Facebook posts and an article in our e-newsletter. Beyond posting of the document on the SMTC’s website, a pre-recorded video was produced. Additionally, an online interactive map was created that showed locations of proposed capital projects, along with various project specific information.

Corresponding with the 30-day public review, letters were mailed to numerous “interested parties”, “environmental agencies”, and representatives of the Onondaga Nation informing them of the comment period. Fliers were provided to several libraries and community centers in Environmental Justice areas within the City of Syracuse informing the public of the document review and comment opportunity.

A virtual “office hour” was held for interested members of the public to ask questions about the 2023-2027 TIP update.

February 18, 2022: Development of the 2023-2027 Transportation Improvement Program is now underway and new project applications are being sought. Details available [here](#).

*Partial screenshot of News/Announcements webpage from February, 2022*

Home » About Us » Planning Process » Transportation Improvement Program

## **Transportation Improvement Program (TIP)**

The Transportation Improvement Program is the agreed-upon multiyear list of specific projects for which federal funds are anticipated. Required by federal law, the TIP represents the transportation improvement priorities of the Syracuse Metropolitan Area. The list of projects is multi-modal and includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects. [Development of the 2023-2027 TIP is now underway and new project applications are being sought.](#)

*Partial screenshot of TIP webpage from March, 2022*

## 2023-2027 TIP Update

The SMTC is initiating development of the 2023-2027 TIP for the Syracuse Metropolitan Planning Area. Project applications are due **Friday, March 18, 2022, by 4:00 p.m.** All applications shall be submitted via email to [tip@smtcmpo.org](mailto:tip@smtcmpo.org). If applications cannot be sent electronically, a hard copy may be submitted. Deliver or mail applications to SMTC, Attn: Mario Colone, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse, NY 13202.

**Project application files** – If you have questions regarding the applications or have difficulty accessing the files, contact Mario Colone at 315-422-5716 or [tip@smtcmpo.org](mailto:tip@smtcmpo.org).

- [Application instructions](#)
- [Bicycle and Pedestrian](#)
- [Bridge](#)
  - [Bridge economic analysis instructions](#)
  - [Bridge economic analysis](#)
- [Paving](#)
- [Safety improvement](#)
- [Transportation Systems Management & Operations](#)
- [Public transit](#)

### Cost estimating

- [Project Estimating – NYSDOT Highway Design Manual Chapter 21](#)
- [NYSDOT Quick Estimator](#)
- [NYSDOT Weighted Average Item Price Report](#)
- [Pay Item Catalog](#)
- [New and Replacement Bridge Preliminary Cost Estimating Worksheet](#)

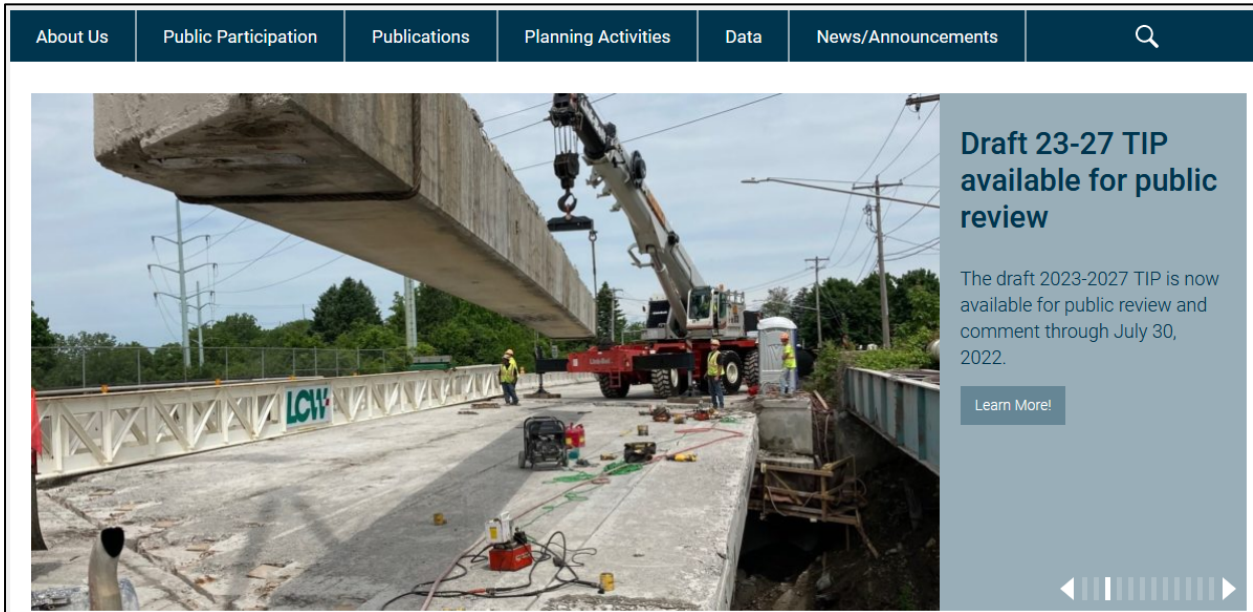
### HSIP and Safety related info:

- [NYSDOT Crash Analysis Toolbox](#) (The *Safety Benefits Evaluation* and *Project Benefit and Cost Summary* forms are available here.)
- [Highway Safety Improvement Program \(HSIP\) Program Guidance](#)

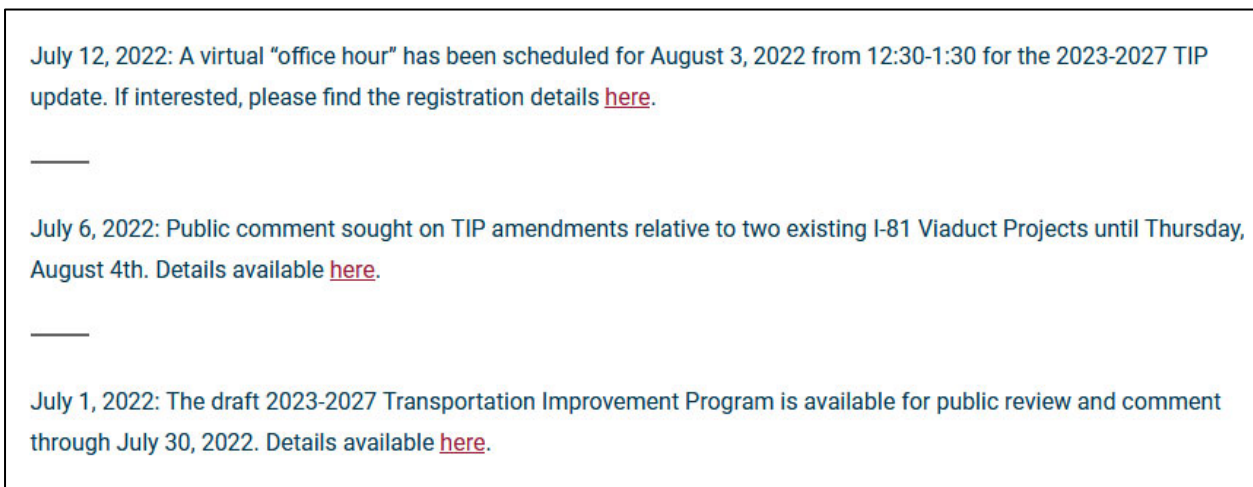
*Partial screenshot of TIP webpage from March, 2022*

## Legal Notice

**30-DAY PUBLIC COMMENT PERIOD FOR THE 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM** The Syracuse Metropolitan Transportation Council (SMTC) has begun the official 30-day public comment period on the draft 2023-2027 Transportation Improvement Program (TIP). The 2023-2027 TIP is a staged five-year program of capital transportation improvement projects, together with a five-year estimate of transit capital and maintenance requirements. The TIP contains all Federal Highway Administration and Federal Transit Administration projects in the Syracuse Metropolitan Area that are expected to use Federal funds in the next five-year period. The TIP also satisfies the Federal Transit Administration Program of Projects public participation requirements. The public review/comment period for the draft 2023-2027 TIP is underway. Comments received on or before July 30, 2022, will be considered for the final 2023-2027 TIP, to be presented to the SMTC in August 2022. For those interested in reviewing the draft document, a copy of the document is available via the SMTC's website at <http://smtcmpo.org/news/> and at the Central Library of the Onondaga County Public Library System in downtown Syracuse. All TIP comments shall be submitted in writing to [tip@smtcmpo.org](mailto:tip@smtcmpo.org) or via postal mail to: SMTC, Attn: Mario Colone, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse, NY 13202. The public comment period is open through Saturday, July 30, 2022.



*Partial screenshot of SMTC homepage announcing public review, July, 2022*



*Partial screenshot of News/Announcements webpage, July, 2022*

## 2023-2027 TIP Update

A draft of the 2023-2027 Transportation Improvement Program is now available for public review and comment through July 30, 2022.



### Review the draft 2023-2027 TIP document:

- [View a presentation about the TIP update](#)
- [Download the document.](#)
- Check out our [online interactive map](#) of draft projects
- Email comments to [tip@smtcmpo.org](mailto:tip@smtcmpo.org)
- Mail written comments to: SMTC, Attn: Mario Colone, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse, NY 13202

SMTC staff will hold a virtual “office hour” on Wednesday, August 3, 2022, from 12:30 to 1:30 p.m. using Zoom for the public to ask questions about the 2023-2027 TIP. Anyone is welcome to participate but you must register in advance. Registration is limited to the first 100 people who sign up. It is recommended you watch the above video as no presentation will be given during the virtual event.

### Register in advance

<https://us02web.zoom.us/meeting/register/tZAqcuqtjpjouGdlutdZ3z75aIN1BCLVOezpq>

After registering, you will receive a confirmation email closer to the event date containing information about joining the meeting.

*Partial screenshot of TIP webpage from July, 2022*



## Syracuse Metropolitan Transportation Council

July 1 at 2:10 PM · 🌐

The latest edition of our e-newsletter is now available! Click below and read about the draft 2023-2027 Transportation Improvement Program (available for public review and comment through July 30!), as well as our summer data collection efforts and news from our member agencies.

<https://mailchi.mp/.../smtc-news-public-participation...>



MAILCHI.MP

### **SMTC News: TIP public review, summer data collection**

The Syracuse Metropolitan Transportation Council (SMTC) has begun...

👍 Like

💬 Comment

➦ Share

Facebook post, July 1, 2022



## **Draft 2023-2027 Transportation Improvement Program now available for public review and comment**

The Syracuse Metropolitan Transportation Council (SMTC) has begun the official 30-day public comment period on the draft 2023-2027 Transportation Improvement Program (TIP). The draft TIP for the SMTC area contains all Federal Highway Administration and Federal Transit Administration projects in the Syracuse Metropolitan Planning Area that are expected to use Federal transportation funds in the next five-year period. Working in collaboration with the New York State Department of Transportation, the Central New York Regional Transportation Authority, and other SMTC member agencies, the capital program totaling approximately **\$2.025 billion** (\$1.680 billion federal + \$345 million non-federal match) consists of 94 (53 existing, 41 new) bicycle/pedestrian, bridge, paving, safety, special (such as Intelligent Transportation Systems, signs, traffic signals), and transit projects. According to federal transportation policy, a TIP should include a minimum of four fiscal years for all States and Metropolitan Planning Organizations. The SMTC's TIP contains an additional fifth year of federal transportation funding anticipated to be available for programming in our area.

A copy of the draft document is available via the SMTC's website at <https://smtcmpo.org/news/> and at the Central Library of the Onondaga County Public Library System in downtown Syracuse. For those interested, all TIP comments shall be submitted in writing to [tip@smtcmpo.org](mailto:tip@smtcmpo.org) or via postal mail to: SMTC, Attn: Mario Colone, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse, NY 13202.

The public comment period is open through Saturday, July 30, 2022.

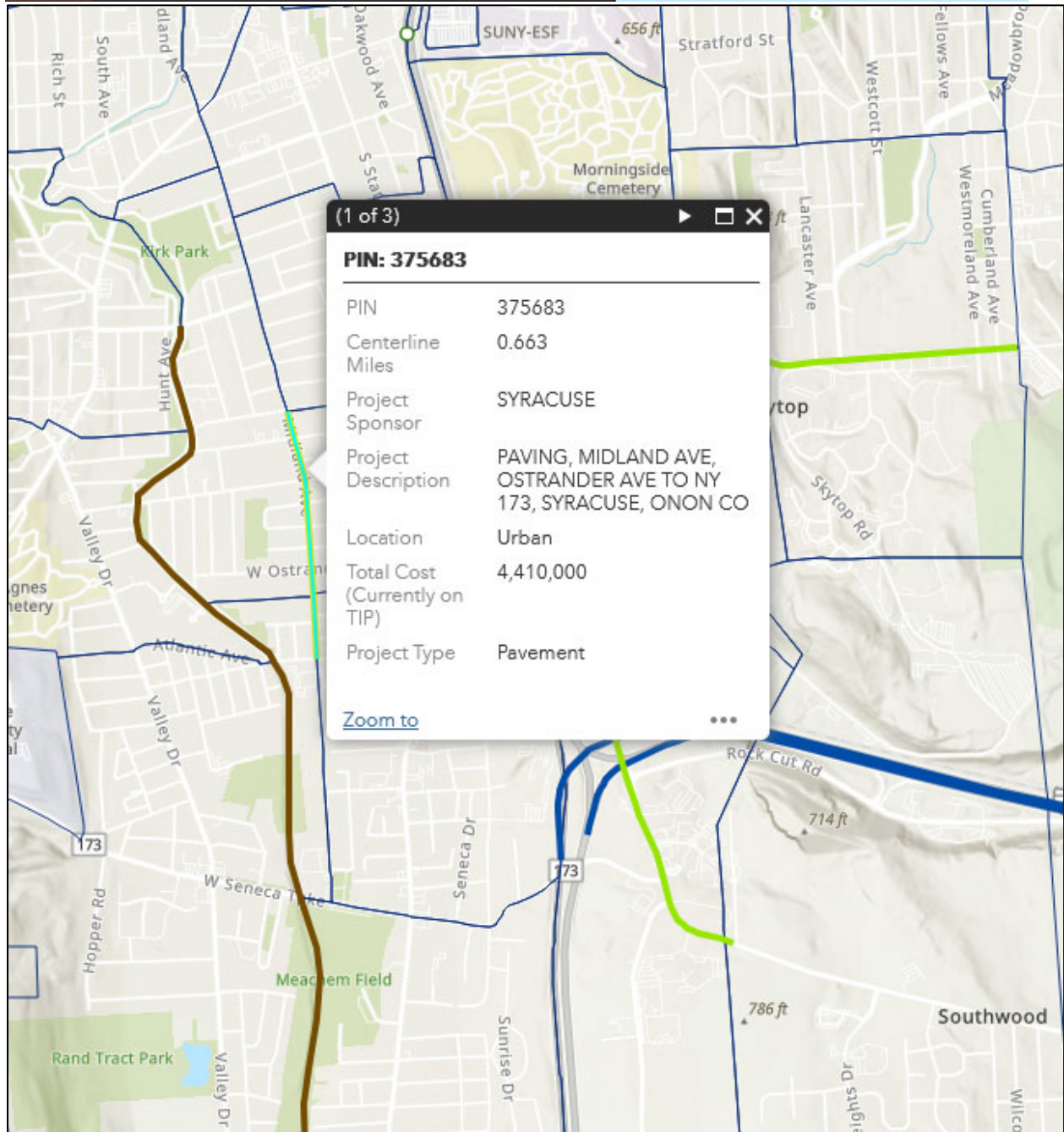
The SMTC's [online interactive map](#) shows the location and other information for projects included in the draft 2023-2027 TIP.

[Review the Draft TIP](#)

*Agency e-newsletter article, July 1, 2022*



## Draft Online 2023-2027 TIP Map for Public Review



Partial screenshot of online interactive map



## Syracuse Metropolitan Transportation Council

July 5 at 12:15 PM · 🌐

The draft 2023-2027 Transportation Improvement Program (TIP) is now available for public review and comment. The draft TIP for the SMTC area contains all Federal Highway Administration and Federal Transit Administration projects in the Syracuse Metropolitan Planning Area that are expected to use Federal transportation funds in the next five-year period, totaling approximately \$2.025 billion.

Download the document from our website: <https://smtcmpo.org/about-us/planning-proce...> See more



👍 Like

💬 Comment

➦ Share

Facebook post, July 5, 2022



## Syracuse Metropolitan Transportation Council

July 14 at 1:40 PM · 🌐

Join us for the "TIP virtual office hour"!

In support of the 2023-2027 TIP that is currently out for public review and comment, SMTTC staff will hold a virtual "office hour" on Zoom on Wednesday, August 3, 2022, from 12:30 to 1:30 p.m. for the public to ask questions. Anyone is welcome to attend but you must register in advance.

A video presentation summarizing the TIP development process, the full draft report, and an online interactive map are all available on the TIP page of our website, along with the link to register for the "office hour": <https://smtcmpo.org/about-us/planning-process/tip/#TIPUpdate>

Note: The Zoom session will not include a presentation; please view the video presentation on our website in advance.



Facebook post, July 14, 2022



## Syracuse Metropolitan Transportation Council

July 27 at 3:30 PM · 🌐

One week from today: join us for the "TIP virtual office hour"!

In support of the 2023-2027 TIP that is currently out for public review and comment, SMTC staff will hold a virtual "office hour" on Zoom on Wednesday, August 3, 2022, from 12:30 to 1:30 p.m. for the public to ask questions. Anyone is welcome to attend but you must register in advance.

A video presentation summarizing the TIP development process, the full draft report, and an online interactive map are all available on the TIP page of our website, along with the link to register for the "office hour": <https://smtcmpo.org/about-us/planning-process/tip/#TIPUpdate>

Note: The Zoom session will not include a presentation; please view the video presentation on our website in advance.



Facebook post, July 27, 2022

**Public comments received as part of the draft 2023-2027 Transportation Improvement Program 30-day public comment period**

Dear staff at SMTC,

Thank you for the work you do. I am looking forward to the upcoming changes to I-81.

I want to ask some questions regarding the repaving of E. Colvin St. from Comstock to the city line noted in the draft. I live on Lancaster Ave, which connects to Colvin. Both streets see high traffic speeds, and my concern is that a fresh, smooth surface on Colvin without new traffic calming measures will only make the speeding worse.

1. Are there plans to narrow the driving lanes on Colvin?
2. Are there plans to remove the middle yellow line and only paint the white shoulder lines?
3. Are there plans to pay for new curbing that would create a buffered bicycle lane on one or both sides of the street?
4. Are there plans to put a traffic circle at the intersection with Nottingham?

These questions reflect some of my thoughts about what might slow car traffic on this street. With a recent cyclist fatality on nearby Euclid Ave where a turning, speeding car was at fault, I hope this question is given the time it deserves.

Thank you very much.

*SMTC response:*

*Thank you very much for the comments and questions. The E Colvin Street project details we have available from the sponsor (i.e., City of Syracuse) at the time the project was first added to the capital program a few years ago contain the following activities.*

- *Reconstruct and mill & pave the pavement*
- *Repair existing road drainage*
- *Replace/reset curbs*
- *New pavement striping (to include sharrows or bike lanes if warranted)*
- *Reconstruct ADA corners, pedestrian crossings, pedestrian signal equipment and signalized intersections will receive appropriate PSAP (Pedestrian Safety Action Plan) treatments*
- *Construct/replace missing sidewalk*

*As the project's engineering and design phases have progressed, the details above may have been modified. However, a few of the proposed details relate to roadway striping and curbing. I shared your questions with the project sponsor; please see responses below.*

- 1. Are there plans to narrow the driving lanes on Colvin? (Lane widths will be analyzed based on design standards associated with the type of paving treatment.)*
- 2. Are there plans to remove the middle yellow line and only paint the white shoulder lines? (A painted centerline will be maintained.)*
- 3. Are there plans to pay for new curbing that would create a buffered bicycle lane on one or both sides of the street? (There are no plans to create a buffered bicycle lane.)*
- 4. Are there plans to put a traffic circle at the intersection with Nottingham? (No.)*

*Again, thank you for the taking the time to provide comments and questions.*

---

If you are repaving James Street, please consider reducing the traffic lanes and adding bike lanes! The street feels very unsafe for cyclists and pedestrians. The intersections and roads seem particularly unsafe near ARISE, an agency that serves people with disabilities, many of whom wheel or walk to the agency. Please consider measures to slow traffic in this area.

*SMTC response:*

*Thank you for the comments. The project as submitted for funding consideration on the 2023-2027 Transportation Improvement Program will consider an examination of bicycle and pedestrian treatments through the engineering and design efforts, including the reallocation of pavement throughout the corridor.*

*We will share your comments with the City of Syracuse. Again, thank you for taking the time to provide comments.*

---

2020 -2024 TIP Projects show NYSTA having only Striping and Paving projects listed for its Syracuse and Albany Districts. Exits 39 through 36 appear to have scheduled work being done now. The 2023-27 TIP shows no further NYSTA Projects planned.

Regarding Exit 38 - 37:

The Thruway Albany Office staff has advised Sen. Rachel May's staff that the scope of work currently being done on/near Exit 38 will not increase lane numbers or width, but is just paving and adding wider shoulders.

- Concern: Salina homes in the Springmoor Senior Community and on Seventh Street are very close to Thruway traffic now. The noise of current project work is deafening and seems beyond the scope of "Striping & Paving". Springmoor homes of a disabled Veteran and 5 seniors on oxygen lie within 50 feet of the Eastbound lane at Exit 38.
- Questions:
  - Will widening of Exit 38 lane shoulders (especially with Rumble strips!) and the expected increase in traffic volume or noise (due to the Amazon Warehouse and impact of the I-81 Project) compromise Federal Highway Safety and/or Environmental guidelines?
  - Should the existing low metal guardrails between Exits 38 and 37 be upgraded to concrete barriers to better protect adjacent properties from 55-65 mph traffic? (A Tractor Trailer has already lurched over the metal barriers narrowly missing 7th Street.)
  - Would Federal dollars be available to erect a Sound Barrier as seen along the Thruway in other communities?

It seems like remediation of increased Thruway impact should be possible.

Thanks for this opportunity to get information on these concerns.

*SMTC response:*

*Thanks for reaching out to our office. I don't have answers for you at this time but will share your concerns and questions with the NYSTA. They (NYSTA) are eligible for the use of federal funds for items like sound barriers if they choose to compete for those funds via the SMTC*

*process. They also have their own funding stream. I cannot speak to what makes for a better choice for them in terms of funding.*

*We will share any information we receive from the NYSTA with you upon receipt.*

Thanks for this clarification. I had registered for today's TIP meeting but a doctor's appointment has interfered. Wondering if the SMTC "Process" to which you referred in your reply was SMTC's MPO status. If so, when SMTC's expertise isn't locally required to site a project with Regional Transportation impact (Clay Amazon Warehouse, Cicero Tech/Chip Garden, etc.) can SMTC still seek remedial grants on its own?

*SMTC response:*

*The SMTC does not pursue funding as we do not own any infrastructure. Rather, we provide a step to federal transportation funding assistance for eligible entities.*

*The 'process' Jim mentions is in relation to the development of our Transportation Improvement Program (TIP). Typically, every 3 years a new multi-year capital improvement program is produced. At the outset of the update process, we inform all SMTC member agencies and municipalities in our area that federal transportation funding is available for a 4-to-5-year period. Potential sponsors then submit applications to the SMTC for funding consideration. Outside of the TIP Update process, the Federal DOT oftentimes seeks projects for a variety of different funding programs. When these Federal solicitations are announced, we inform members and municipalities.*

---

Thank you for giving me the opportunity to comment on the 2023 - 2027 Transportation Improvement Program. There is a lot there so I focused on the bike/ped aspects. Safety and security for cyclists and pedestrians seems well covered. Since the last SMTC document I looked at, new biking/walking trails have appeared. Glad to read that the Loop around the Lake is still viable and mentioned.

Environmental Justice is new to me but I like what I read. With the I81 project just around the next corner, there are many projects required to handle on/off ramps etc.

I know that SMTC has always been aware of the I81 project and so I'm not surprised that adjustments were made to accommodate it.

I like the security for the Creek Walk and the retaining wall too. One item I did not find was a plan to remove or reroute the RR bridge over Onondaga Lake Parkway. Making the OLP for citizens only with no motorized vehicles allowed would be great.

Thank you again for an input opportunity. I share my SMTC info with my friends and relatives.

*SMTC response:*

*Thank you for the comments. We're not aware of plans to modify the alignment of the CSX railroad bridge over Onondaga Lake Parkway.*



*Again, thank you for taking the time to review the draft 2023-2027 Transportation Improvement Program.*

# DOCUMENT REVIEW



## 2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM

The Syracuse Metropolitan Transportation Council's (SMTC) 2023-2027 Transportation Improvement Program (TIP) is available for review and comment.

The TIP is a listing of all transportation projects anticipated to use federal transportation funds over the next 5-year period.

The document and other items are available on the SMTC website at:

<https://smtcmpo.org/news/>

Comments can be sent by email or postal mail to:



[tip@smtcmpo.org](mailto:tip@smtcmpo.org)



SMTC  
126 North Salina St, Suite 100  
Syracuse, NY 13202

Comments should be sent by August 4, 2022. For additional information, please see the SMTC website or call the office at 315.422.5716.



**Syracuse Metropolitan  
Transportation Council**

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