

2026-2030 Transportation Improvement Program



2026-2030 Transportation Improvement Program

Syracuse Metropolitan Planning Area

Adopted ... by the SMTC Policy Committee

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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 2026-2030 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 2026-2030 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, *the cost increases were more than the allowable planning targets and therefore, no new "call for projects" was requested this time around.*

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 2026-2030 TIP to the public and the SMTC's Planning and Policy Committees. The entire draft TIP was released for a 30-day public comment starting May 9 through June 9.

The draft document was posted on the SMTC's website, and a hard-copy 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 an e-blast to our e-news recipients and made us of our social media channels. A presentation slide deck walking through the 2026-2030 TIP development process was created and posted to the agency's website.

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 2026-2030 TIP, 6 of the 8 individual contracts were obligated by NYSDOT and FHWA prior to FFY 25/26, the first year of the 2026-20230 TIP, and are therefore not reflected in this timeframe. However, the remaining 2 contracts are programmed in their entirety in this updated capital program of projects. These 2 I-81 Viaduct projects equate to \$441.600 million Federal; \$667.000 million Total when "match" dollars are included.

- 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

No funding programmed to any I-81 Viaduct Project contract 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 \$266.708 million planning targets available for programming from FHWA over the five year cycle, \$258.353 million has been programmed to 38 projects: 36 existing, 2 new. NYSDOT has been programmed approximately 65% of the federal FHWA planning target allotment, 20% Onondaga County, and 15% City of Syracuse.

Within the SMTC MPA, the CNYRTA is the primary operator for public transportation services. The 2026-2030 TIP programs approximately \$36.395M federal from FTA funds to the CNYRTA for 16 projects at time of report adoption: 2 existing, 14 new. This 5-year TIP program of projects continues advancing the area's first Bus Rapid Transit system with implementation scheduled in FFY 27/28.

Overall, 61% of the FHWA and FTA 2026-2030 capital program funding combined, exclusive of I-81 contracts, has been programmed to bridge and paving projects. When looking at just FHWA funds, bridge and paving

projects make up 67% of the FHWA programmed dollars. This is consistent with previous capital programs and the objectives identified in the SMTC's Long Range Transportation Plan where funding is distributed to projects that maintain the existing aging infrastructure. 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 2026-2030 TIP programs approximately \$196.545M NHPP (one of several FHWA funding sources) or 76% of the programmed FHWA planning target funds. 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 remaining 2 I-81 viaduct contracts.

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 municipalities in the SMTC area 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, signs, traffic signal and technology maintenance, drainage, guide rail repair, snow and ice removal, transit vehicle and facility maintenance.

The 2026-2030 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. As mentioned, due to inflation, labor and material cost increases, this program of projects is contained of nearly all carryover projects from the prior TIP, of which several projects did not have construction funds previously programmed.



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 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 where 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. The SMTC is composed of elected and appointed officials representing local, state, and federal governments or agencies having interest or responsibility in comprehensive transportation planning in the Syracuse Metropolitan Planning Area (MPA).

MPO Structure

To facilitate and encourage interaction among the agencies 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. The primary responsibility of the Policy Committee is to establish policies for the overall conduct of the SMTC and for the adoption of plans and programs and, approval of study recommendations.

The Planning Committee, which is established by the Policy Committee, is composed of the professional/technical representatives of the Policy Committee members having direct or indirect responsibility for transportation planning and/or implementation. Their primary responsibility is to monitor the 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 above standing committees, other subcommittees and advisory committees are developed on an as-needed basis, such as the Capital Projects Committee, to provide staff with additional technical support as appropriate. The Capital Projects Committee (CPC) is directly responsible for preparation of the TIP. Its recommendations are provided to the Planning Committee for further discussion and revision before submittal to the Policy Committee for final endorsement.

Policy Committee membership

- Onondaga County
 - » Office of the County Executive
 - » County Legislature Chair
 - » County Planning Board
- City of Syracuse
 - » Office of the Mayor
 - » Common Council President
 - » Planning Commission
- New York State
 - » Department of Environmental Conservation
 - » Department of Transportation
 - » Empire State Development
 - » Thruway Authority
- CenterState Corporation for Economic Opportunity
- Central New York Regional Planning & Development Board (CNY RPDB)
- 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
 - » County Legislature
 - » County Department of Planning
 - » County Department of Transportation
- City of Syracuse
 - » Administration
 - » Division of Planning
 - » Department of Public Works & Engineering
- New York State
 - » Department of Environmental Conservation
 - » Department of Transportation
 - » Empire State Development
 - » Thruway Authority
- CenterState Corporation for Economic Opportunity
- CNY RPDB
- CNYRTA

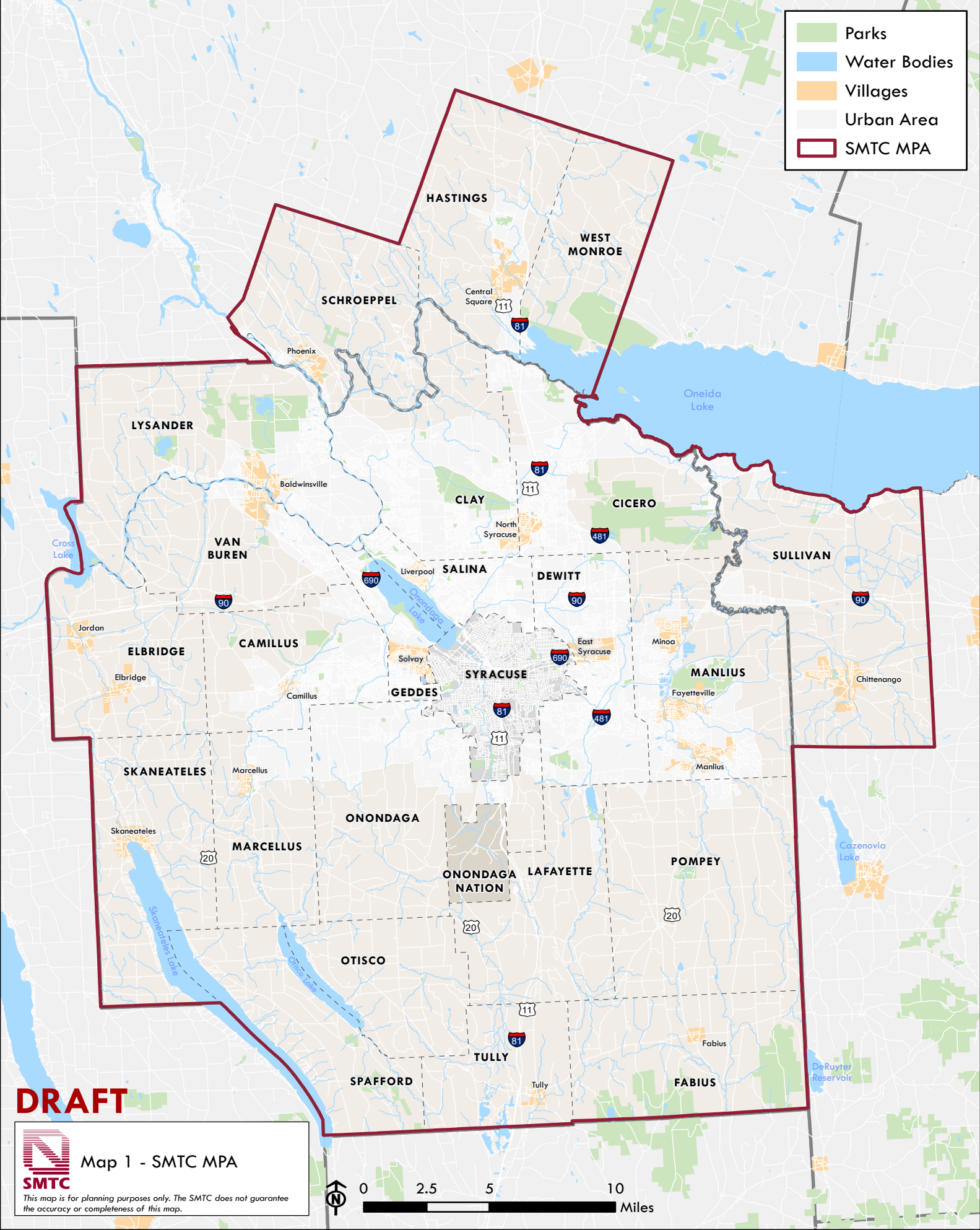
Executive Committee membership

- Onondaga County Department of Planning
- Onondaga County Department of Transportation
- City of Syracuse
- New York State
- CNY RPDB
- CNYRTA

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, age, or disability as protected by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990 and, related statutes and regulations.

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



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Map 1 - SMTC MPA

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





Developing the Transportation Improvement Program

The TIP 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 450.326¹ mandate that:

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

beyond the 4 years of the TIP and the amount of federal funds proposed to be obligated.

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

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](#). Corresponding to the annual obligation list, SMTC produces a Federal Fiscal Year (FFY) summary, available on our website as well, that visually captures 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.

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

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

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). The LRTP provides a financially constrained vision of future transportation improvements. Procedures and processes adhere to a performance driven and outcome-based process that addresses challenges facing the transportation system. Several national goals included 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 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, last amended in April 2022 to update the plan's financial analysis. The 2050 LRTP establishes 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. A completely new long range plan, to be referred to as the Metropolitan Transportation Plan, with new goals, objectives, and performance measures is currently under development and is scheduled for adoption in September 2025.

As the SMTC LRTP is the blueprint that guides investment in the metropolitan area, all projects contained in the TIP were evaluated against the objectives established in the LRTP (exhibit 1) 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.

Exhibit 1: 2050 LRTP Goals and Objectives

Goal	Objective
<p>Freight Support efficient freight movement within our region.</p>	<ul style="list-style-type: none"> • Maintain adequate infrastructure conditions on primary freight corridors. • Maintain a high degree of reliability on primary freight corridors. • Reduce congestion on primary freight corridors.
<p>Safety Increase the safety, security, and resiliency of the transportation system.</p>	<ul style="list-style-type: none"> • Reduce serious injuries and fatalities. • Reduce pedestrian and bicycle crashes. • Reduce the number of height- and weight-restricted bridges, especially along primary freight and commuter corridors.
<p>Accessibility 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"> • Reduce congestion in priority commuter corridors as appropriate based on the character of the adjacent development. • Provide essential transit service to urban and suburban areas. • Provide higher-quality transit service to TOD nodes. • Provide more on-road bicycle facilities throughout the community. • Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems. • Provide more pedestrian facilities to connect destinations throughout the community.
<p>Environment Protect and enhance the natural environment and support energy conservation and management.</p>	<ul style="list-style-type: none"> • Reduce VMT in the region. • Reduce on-road source mobile emissions. • Increase the percentage of commute trips made by bicycling or walking. • Increase the percentage of commute trips made by transit. • Increase the availability of alternative fueling and electric charging stations.
<p>Reliability Improve the reliability of the transportation system and promote efficient system management and operations.</p>	<ul style="list-style-type: none"> • Maintain a high degree of reliability on primary commuter corridors. • Improve transit on-time performance. • Improve utilization of transit vehicles. • Increase the use of park-and-ride lots. • Implement TDM strategies, with a focus on strategies for downtown and University Hill that have been recommended through previous SMTC studies.
<p>Preservation 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"> • Preserve and maintain pavement. • Preserve and maintain bridges. • Preserve and maintain ancillary transportation structures (culverts, etc.) • Preserve and maintain rail infrastructure. • Preserve and maintain pedestrian facilities.
<p>Equity Ensure that transportation system performance improvements are distributed equitably.</p>	<ul style="list-style-type: none"> • Improve transit service between employment centers and priority target areas (as identified in SMTC’s Environmental Justice Analysis). • Ensure that pavement conditions within priority target areas are at or above regional averages. • Provide accessible sidewalks and curb ramps, in accordance with ADA requirements.

Project Screening

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. At the outset of the prior 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. Projects with FHWA relevant fund sources in this 2025 version were evaluated during the prior 2023-2027 TIP update cycle against the objectives established in the 2050 LRTP, 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.

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 a few large bicycle and pedestrian projects programmed through construction or beginning engineering and design efforts.

Project Management Selection and Amendment

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 E).

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, in a tightly constrained TIP, all projects, of all modes, in all fiscally constrained years, represent commitments and all will be delivered unless withdrawn by the sponsor.

Public Involvement

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 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 2026-2030 TIP update, SMTC staff requested that existing project sponsors with projects that would carryover to 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, it was determined there would be no "call for projects"

letter as the submitted cost increases equated to more than the anticipated planning targets discussed below.

SMTC staff worked with the technical member agency personnel on the CPC to assist and manage the TIP, as well as provide input and direction. The CPC met several times throughout the development process before recommending a Draft 2026-2030 TIP to the public and SMTC Planning/Policy Committees.

The entire draft TIP was released for a 30-day public comment May 9 through June 9. The draft document was posted on the SMTC's website, and a hard-copy 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 e-blasts to our e-news recipients and made use of our social media channels. A presentation slide deck walking through the 2026-2030 TIP development process was created and posted to the agency's website.

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 list of fund sources that follow are not inclusive of all available transportation fund sources through the United States DOT. Additional information on FHWA and FTA programs are available on the respective agency websites.

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 that may not be discussed here.

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 (TMA).

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 BFP (Bridge Funding Program). 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.

Exhibit 2: 2026-2030 FHWA & FTA Planning Targets

Fund Source	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Total
FHWA						
HSIP	\$2.987	\$2.987	\$2.987	\$2.987	\$2.987	\$14.935
NHPP	\$37.921	\$41.366	\$41.380	\$38.771	\$40.515	\$199.953
Flex	\$4.711	\$4.301	\$4.711	\$4.301	\$4.711	\$22.735
Urban	\$5.817	\$5.817	\$5.817	\$5.817	\$5.817	\$29.085
Sub-Total:	\$51.436	\$54.471	\$54.895	\$51.876	\$54.030	\$266.708
FTA						
Sect 5307	\$9.104	\$9.104	\$9.104	\$9.104	\$9.104	\$45.520
Sect 5310	\$0.612	\$0.612	\$0.612	\$0.612	\$0.612	\$3.060
Sect 5339	\$0.637	\$0.637	\$0.637	\$0.637	\$0.637	\$3.185
Sub-Total:	\$10.353	\$10.353	\$10.353	\$10.353	\$10.353	\$51.765
Total:	\$61.789	\$64.824	\$65.248	\$62.229	\$64.383	\$318.473

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 planning targets for the SMTC area were identified, as shown in Exhibit 2. The federal 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 2023-2027 TIP that would carry over or overlap with the 2026-2030 TIP. As stated, **due to significant cost increases related to inflation, labor and materials, the 2026-2030 TIP is essentially carryover projects (e.g., FHWA projects). Majority of the FTA projects are new.**

To account for Year of Expenditure dollars, project costs programmed in the TIP utilize inflationary factors provided by the NYSDOT as shown in Exhibit 3. The NYSDOT has noted the 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 3: Year of Expenditure

	25/26	26/27	27/28	28/29	29/30
YOE %	4.00%	6.00%	8.00%	10.00%	12.00%



Fiscal Constraint

The SMTC’s 2026-2030 fiscal constraint table is found in Exhibit 5. Fiscal constraint, as defined by the United States DOT is “a demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.”

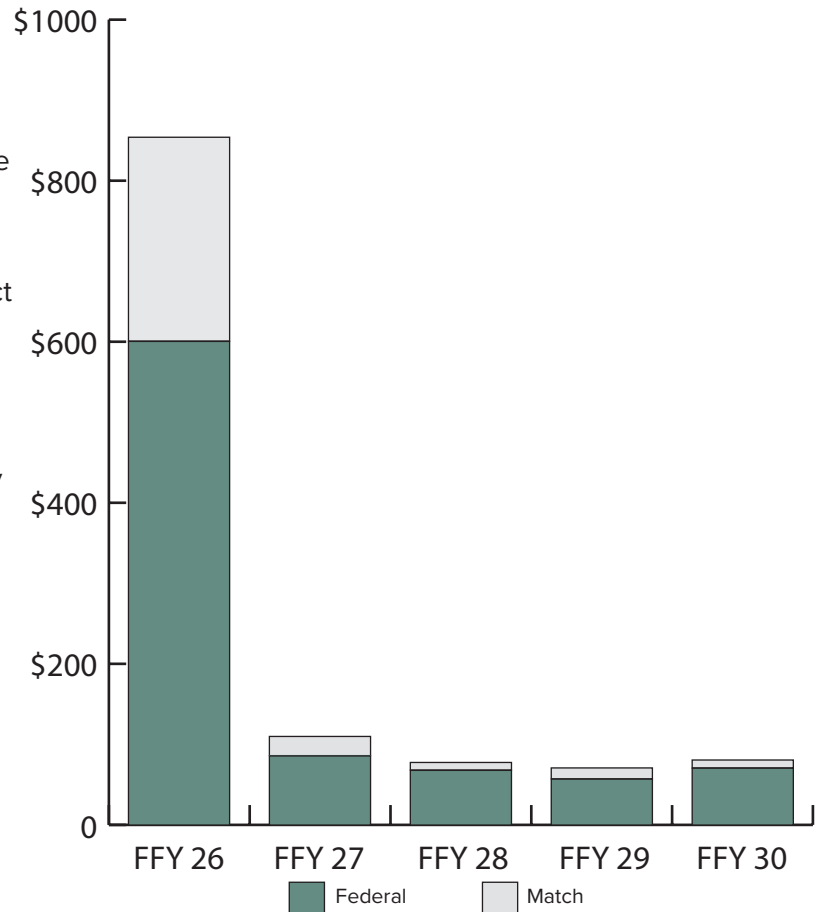
The fiscal constraint table depicts the individual available federal resources (revenues) based on the planning target process discussed above in the Planning Targets section and, programmed amounts (costs) per Federal Fiscal Year that are reasonably expected to be available over the five-year capital program. The “Anticipated Federal Funds” columns in Exhibit 5 include planning targets, statewide federal 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 a project’s location 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 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.² 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 25/26 through FFY 29/30) are not listed in Exhibit 5. These operations and maintenance estimates are discussed in the following subsection and Appendix C.

Exhibit 4: 2026-2030 TIP by Federal Fiscal Year (\$M)



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

Exhibit 5
SMTC 2026-2030 Fiscal Constraint Table (\$M)

Fund Source	FFY 25/26*		FFY 26/27		FFY 27/28		FFY 28/29		FFY 29/30		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
Bridge Formula Program (BFP)	\$36.673	\$36.673	\$5.972	\$5.972	\$8.342	\$8.342	\$0.000	\$0.000	\$8.342	\$8.342	\$50.987	\$50.987	\$59.329	\$59.329
Carbon Reduction Program - Large Urban (CRP LG URBAN)	\$1.988	\$1.988	\$0.700	\$0.000	\$0.700	\$0.000	\$0.700	\$0.000	\$0.700	\$0.000	\$4.088	\$1.988	\$4.788	\$1.988
National Highway Performance Program (NHPP)	\$503.614	\$500.564	\$41.366	\$41.352	\$41.380	\$41.036	\$38.771	\$38.771	\$40.515	\$40.515	\$625.131	\$621.723	\$665.646	\$662.238
Congestion Mitigation Air Quality (CMAQ)	\$3.530	\$3.530	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$3.530	\$3.530	\$3.530	\$3.530
Highway Safety Improvement Program (HSIP)	\$2.987	\$0.788	\$2.987	\$0.651	\$2.987	\$2.575	\$2.987	\$2.987	\$2.987	\$2.987	\$11.948	\$7.001	\$14.935	\$9.988
Surface Transportation Block Grant Program Flex (STBG Flex)	\$8.711	\$8.711	\$4.301	\$4.301	\$4.711	\$4.711	\$4.301	\$4.301	\$4.711	\$4.711	\$22.024	\$22.024	\$26.735	\$26.735
STBG Large Urban (STBG LG URBAN)	\$5.817	\$5.817	\$5.817	\$5.817	\$5.817	\$5.817	\$5.817	\$5.817	\$5.817	\$5.817	\$23.268	\$23.268	\$29.085	\$29.085
STBG Off-System Bridge (STBG OFF)	\$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
National Highway Freight Program (NHFP)	\$0.000	\$0.000	\$6.515	\$6.515	\$0.000	\$0.000	\$0.000	\$0.000	\$3.000	\$3.000	\$6.515	\$6.515	\$9.515	\$9.515
FHWA SUBTOTAL	\$563.320	\$558.071	\$67.658	\$64.608	\$63.937	\$62.481	\$52.576	\$51.876	\$66.072	\$65.372	\$747.491	\$737.036	\$813.563	\$802.408
Match to FHWA														
State	\$237.603	\$237.603	\$3.441	\$3.441	\$6.621	\$6.621	\$4.992	\$4.992	\$6.283	\$6.283	\$252.657	\$252.657	\$258.940	\$258.940
Local	\$4.958	\$4.958	\$8.719	\$8.719	\$1.736	\$1.736	\$7.564	\$7.564	\$2.317	\$2.317	\$22.977	\$22.977	\$25.294	\$25.294
MATCH TO FHWA SUBTOTAL	\$242.561	\$242.561	\$12.160	\$12.160	\$8.357	\$8.357	\$12.556	\$12.556	\$8.600	\$8.600	\$275.634	\$275.634	\$284.234	\$284.234
FHWA + MATCH	\$805.881	\$800.632	\$79.818	\$76.768	\$72.294	\$70.838	\$65.132	\$64.432	\$74.672	\$73.972	\$1,023.125	\$1,012.670	\$1,097.797	\$1,086.642
Urbanized Area Formula Grants (Section 5307)	\$16.953	\$7.726	\$9.315	\$11.228	\$9.315	\$6.005	\$9.315	\$5.788	\$9.315	\$5.945	\$44.898	\$30.747	\$54.213	\$36.692
Enhanced Mobility Seniors/Individuals with Disabilities (Section 5310)	\$0.612	\$0.000	\$0.612	\$0.000	\$0.612	\$0.000	\$0.612	\$0.000	\$0.612	\$0.000	\$2.448	\$0.000	\$3.060	\$0.000
Bus and Bus Facilities Program (Section 5339)	\$1.313	\$0.936	\$0.657	\$0.000	\$0.657	\$0.000	\$0.657	\$0.000	\$0.657	\$0.000	\$3.284	\$0.936	\$3.941	\$0.936
FTA SUBTOTAL	\$18.878	\$8.662	\$10.584	\$11.228	\$10.584	\$6.005	\$10.584	\$5.788	\$10.584	\$5.945	\$50.630	\$31.683	\$61.214	\$37.628
Match to FTA														
State	\$7.292	\$7.292	\$7.292	\$7.292	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$14.584	\$14.584	\$14.584	\$14.584
CNYRTA	\$2.165	\$2.165	\$2.807	\$2.807	\$1.501	\$1.501	\$1.447	\$1.447	\$1.486	\$1.486	\$7.920	\$7.920	\$9.406	\$9.406
MATCH TO FTA SUBTOTAL	\$9.457	\$9.457	\$10.099	\$10.099	\$1.501	\$1.501	\$1.447	\$1.447	\$1.486	\$1.486	\$22.504	\$22.504	\$23.990	\$23.990
FTA + MATCH	\$28.335	\$18.119	\$20.683	\$21.327	\$12.085	\$7.506	\$12.031	\$7.235	\$12.070	\$7.431	\$73.134	\$54.187	\$85.204	\$61.618
FHWA & FTA TOTAL	\$582.198	\$566.733	\$78.242	\$75.836	\$74.521	\$68.486	\$63.160	\$57.664	\$76.656	\$71.317	\$798.121	\$768.719	\$874.777	\$840.036
Match														
State	\$244.895	\$244.895	\$10.733	\$10.733	\$6.621	\$6.621	\$4.992	\$4.992	\$6.283	\$6.283	\$267.241	\$267.241	\$273.524	\$273.524
Local & CNYRTA	\$7.123	\$7.123	\$11.526	\$11.526	\$3.237	\$3.237	\$9.011	\$9.011	\$3.803	\$3.803	\$30.897	\$30.897	\$34.700	\$34.700
MATCH TOTAL	\$252.018	\$252.018	\$22.259	\$22.259	\$9.858	\$9.858	\$14.003	\$14.003	\$10.086	\$10.086	\$298.138	\$298.138	\$308.224	\$308.224
GRAND TOTAL (Federal + Match)	\$834.216	\$818.751	\$100.501	\$98.095	\$84.379	\$78.344	\$77.163	\$71.667	\$86.742	\$81.403	\$1,096.259	\$1,066.857	\$1,183.001	\$1,148.260

* 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 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, snow and ice removal, transit vehicle and facility maintenance. Detailed information is available in Appendix C.

Programmed Funding

Exhibit 6 presents the distribution of FHWA and FTA funding by sponsor, while Exhibit 7 shows only the FHWA funds by sponsor, minus I-81 values. 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 79% of the federal transportation allotment. This figure reduces to 58% when funds programmed to I-81 Viaduct Project community grid contracts are excluded.

Excluding I-81 Viaduct Project funds, beyond funding programmed to NYSDOT, 13% is programmed to Onondaga County, 18% to the City of Syracuse, 8% to CNYRTA, and around 2% collectively to the Towns Geddes and LaFayette, and the Villages of Fayetteville, Skaneateles and Solvay.

Smaller municipal projects that will improve area infrastructure conditions have been selected for federal transportation funding assistance through statewide solicitations (e.g., Fayetteville, LaFayette, V/ Skaneateles, and Solvay).

Looking at just FHWA programmed dollars, NYSDOT has been programmed 83%, 7% to Onondaga County, and 10% to the City of Syracuse. Excluding I-81 projects, percentages change to 64% NYSDOT, 14% Onondaga County, 20% Syracuse, and around 2% combined to Fayetteville, Geddes, LaFayette, V/ Skaneateles and Solvay.

Within the SMTC MPA, the CNYRTA is the primary operator for public transportation services. The 2026-2030 TIP programs approximately \$36.395M federal funds from FTA to the CNYRTA at time of report adoption.

Exhibit 6: Federal Funding by Project Sponsor

Sponsor	Federal \$s (M)
CNYRTA	\$37.628
Fayetteville	\$1.315
Geddes	\$4.120
LaFayette	\$1.372
NYSDOT	\$698.624
OCDOT	\$57.308
Skaneateles (V)	\$1.798
Solvay	\$0.583
Syracuse	\$81.609
Total:	\$884.357



Exhibit 7: FHWA Programmed Fund Percentages by Sponsor

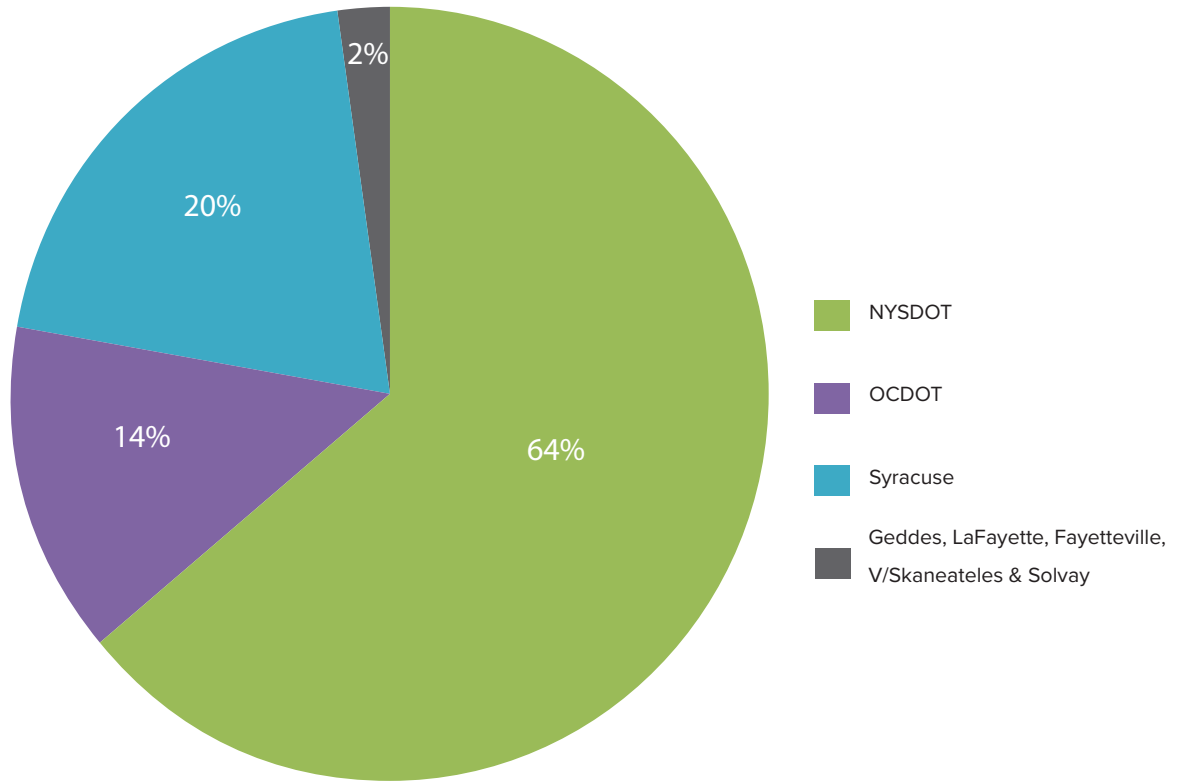
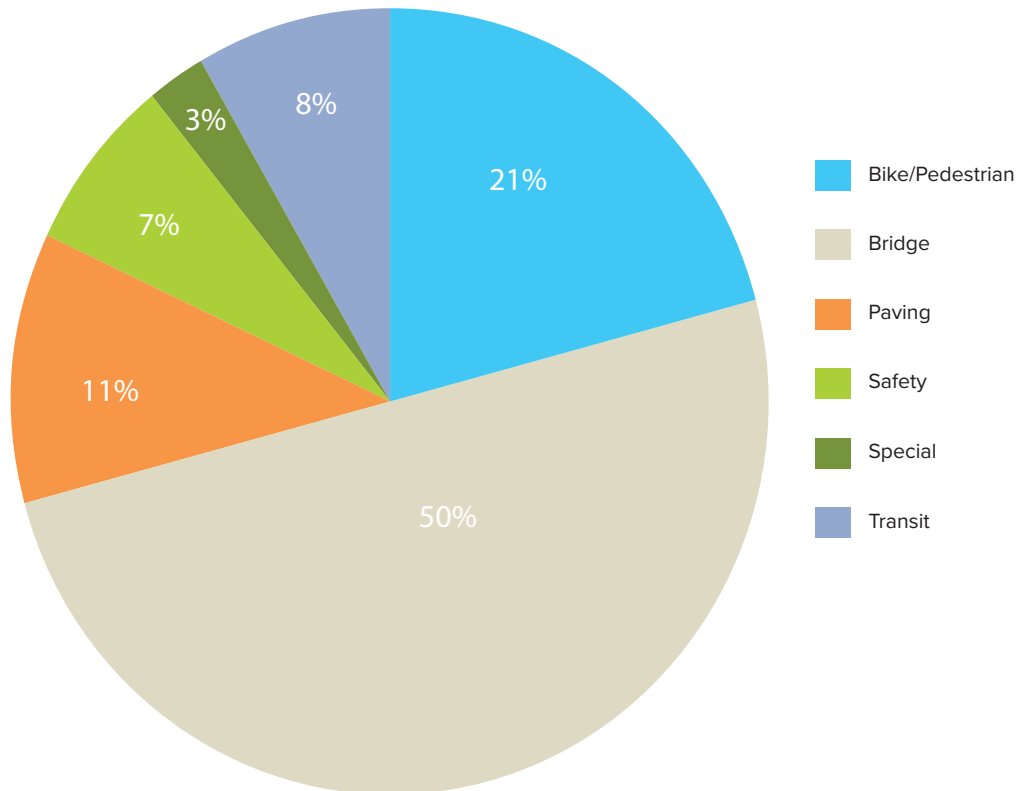


Exhibit 8: 2026-2030 TIP Programmed Funds by Percent Project Type



As shown in Exhibit 8, 61% of all FHWA and FTA 2026-2030 capital program funding combined has been programmed to bridge and paving efforts, excluding I-81 contracts. When looking at just FHWA funds, bridge and paving projects make up 67% of the FHWA funded projects. This is consistent with previous capital programs and the objectives identified for the LRTP whereby funding is distributed to projects to maintain the existing aging infrastructure.

The bridge category inclusive of the 2 I-81 Viaduct efforts that have been designated as bridge projects for this document, though multiple activities may occur in a single project, programs 78% of the FHWA funds. These improvements range from standard preventive maintenance activities to rehabilitation and replacement. Due to the conditions of the regional bridges, a significant amount of bridge funding is estimated to assist in improving deficiencies primarily on the NHS.

Connectivity and safety continue as important functions for investment decisions and economic opportunities. The multi-year capital program assigns a federal total of \$92.415M to bicycle and pedestrian exclusive projects like sidewalks and trails. However, numerous other capital projects may include bicycle and/or pedestrian treatments as part of a larger effort, which are not accounted for in the bicycle and pedestrian project total.

One bicycle and pedestrian effort of note continuing in this 2026-2030 TIP is Onondaga County's Canalways Trail extension (i.e., PIN 375622 [trail] and PIN 375702 [multi-use bridge]) that will provide a link to the City of Syracuse's existing Onondaga Creekwalk. Bicycle and pedestrian projects have a positive impact on the safety and accessibility of the MPO area and have become more prevalent in capital programs over the last few TIP/STIP update cycles.

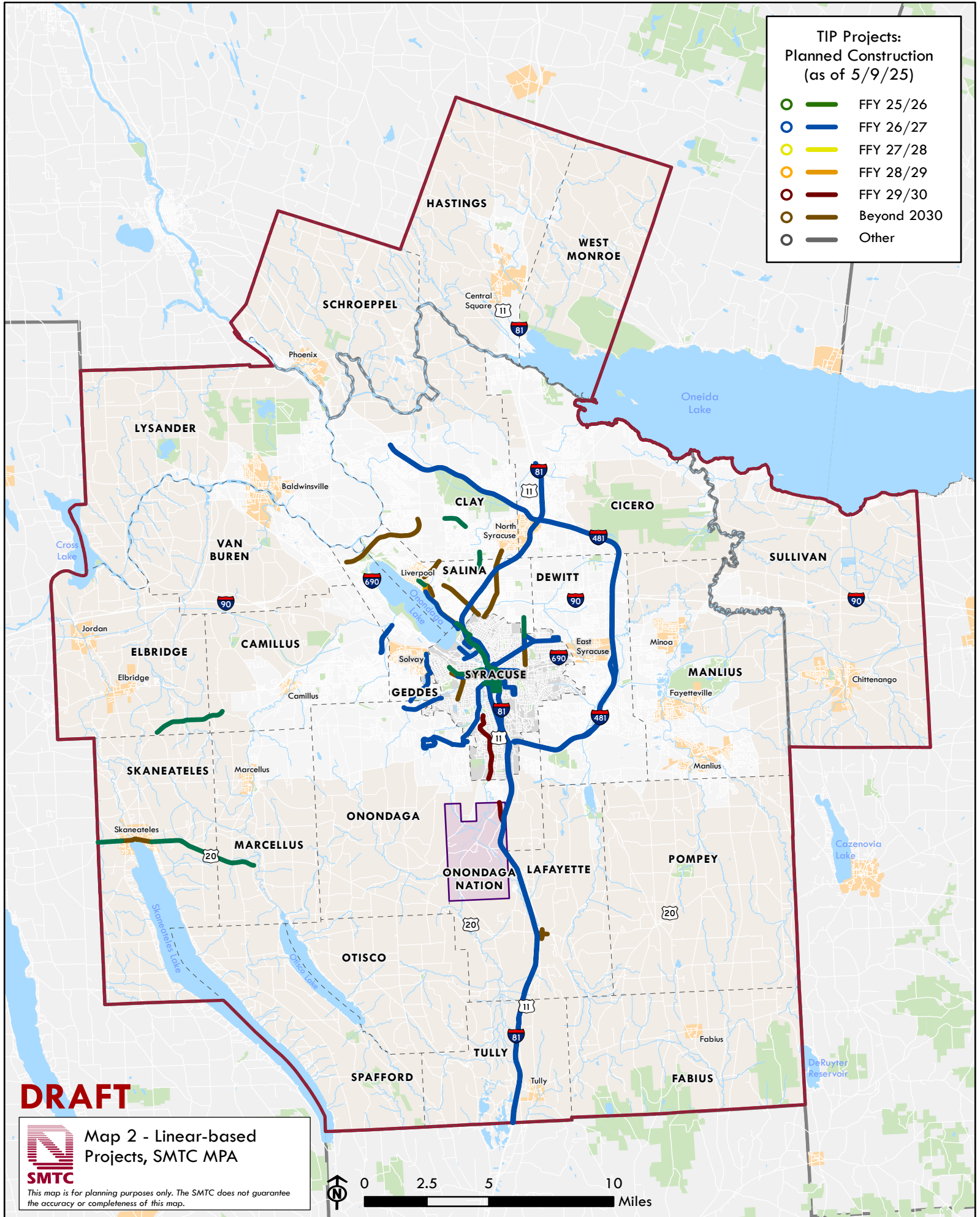
A simplified listing of all projects programmed with typical FHWA or FTA fund sources mentioned earlier (i.e., core planning targets) follows on the next several pages. The listing is grouped by the primary project type (i.e., bicycle/pedestrian, bridge, paving, safety, special and transit), project sponsor, and provides the Project Identification Number (PIN), Federal dollars, required "Match" and, Total dollars programmed on the 2026-2030 TIP.

A few projects on the 2026-2030 TIP project listing have only the engineering and/or design phases programmed (i.e., Scoping, Preliminary Design, and/or Detailed Design). In these instances, an overall total project cost will be higher than what is programmed on the 2026-2030 TIP. Please refer to Appendices A and B for a complete listing of projects, which includes a PIN's Total cost that accounts for prior, present, and future anticipated funds. Maps 2 through 4 show project locations by anticipated year of construction.



**TIP Projects:
Planned Construction
(as of 5/9/25)**

- — FFY 25/26
- — FFY 26/27
- — FFY 27/28
- — FFY 28/29
- — FFY 29/30
- — Beyond 2030
- — Other



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

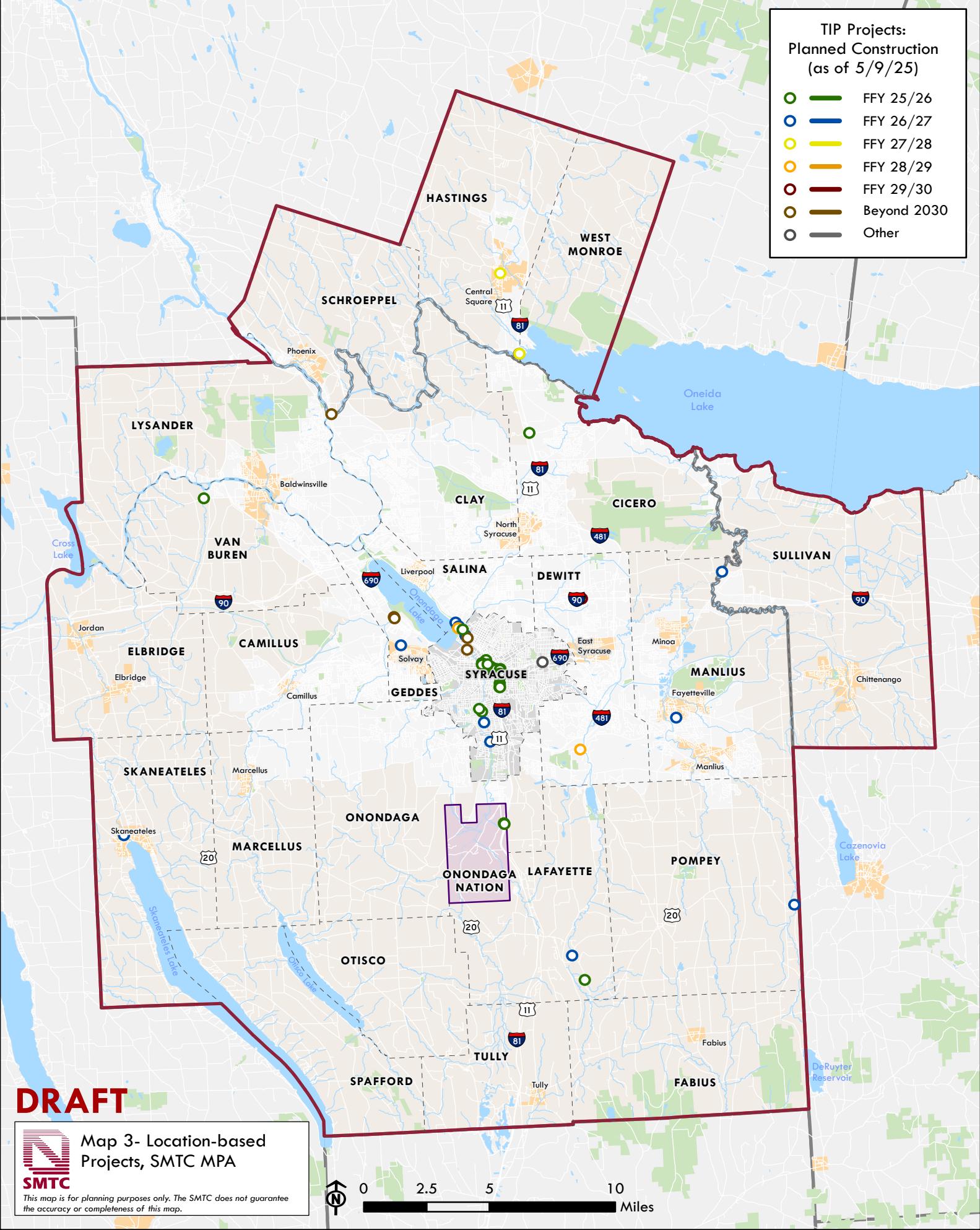
SMTC

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**TIP Projects:
Planned Construction
(as of 5/9/25)**

- — FFY 25/26
- — FFY 26/27
- — FFY 27/28
- — FFY 28/29
- — FFY 29/30
- — Beyond 2030
- — Other



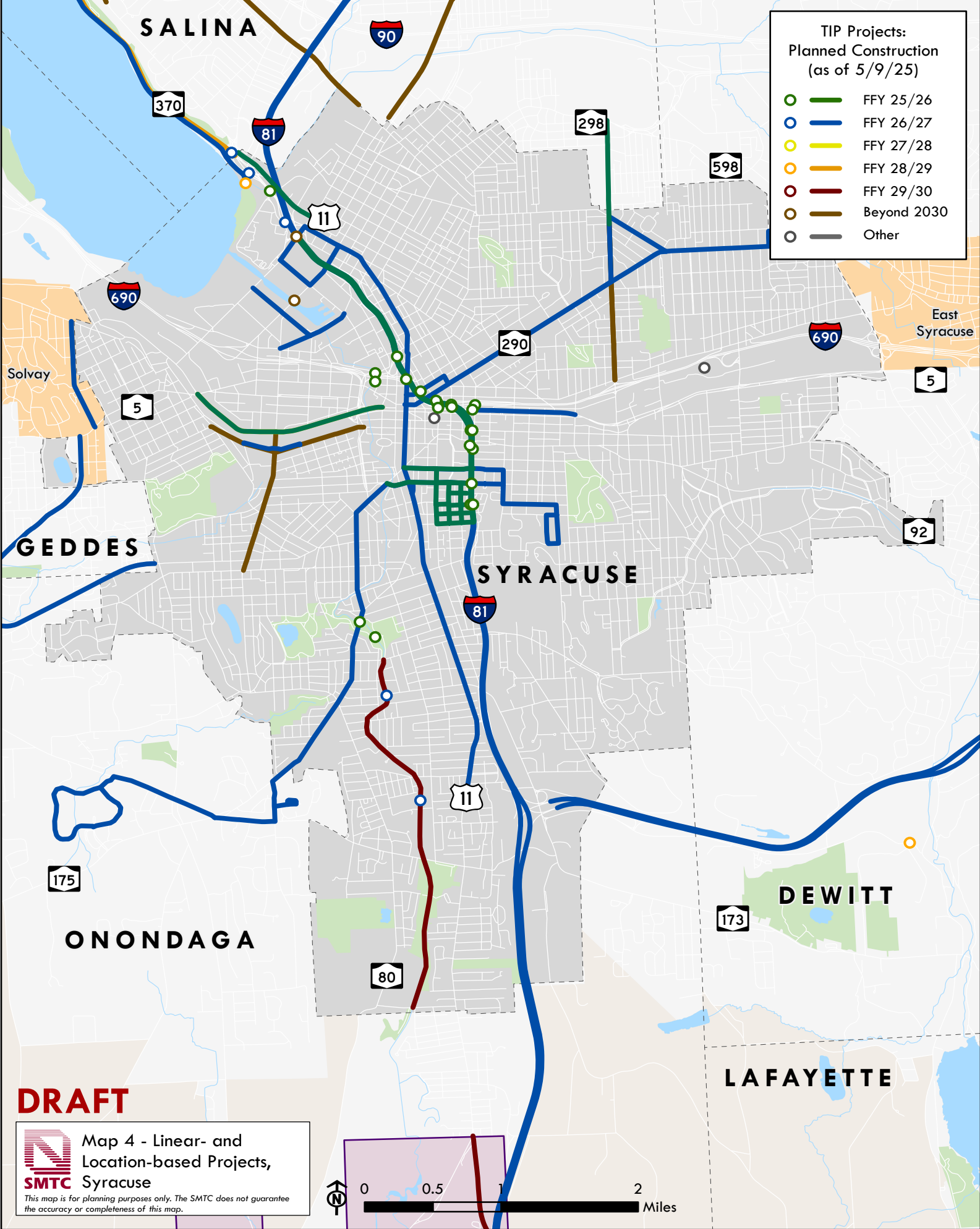
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**Map 3- Location-based
Projects, SMTC MPA**

SMTC

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**TIP Projects:
Planned Construction
(as of 5/9/25)**

- — FFY 25/26
- — FFY 26/27
- — FFY 27/28
- — FFY 28/29
- — FFY 29/30
- — Beyond 2030
- — Other

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Map 4 - Linear- and Location-based Projects, SMTC Syracuse

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



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 CNYRTA's approach to transportation asset management, increase the efficiency and effectiveness of existing service levels and quality of transit service provided within the urbanized area and Onondaga County, in general. This 5-year TIP program of projects continues the acquisition of vehicles, supportive materials, construction and implementation of a Bus Rapid Transit (BRT) system recommended by the SMTC's 2018 SMART study and subsequently identified in the LRTP as the locally preferred alternative (PIN 382946, Acquisition and PIN 382947, Construction & Implementation).

Other public transit focused activities include computer hardware and software purchases, facility improvements, paratransit vehicle replacements and preventive maintenance. CNYRTA's preventive maintenance line is used to offset operating costs as allowable by FTA and accounts for 55% of their programmed federal transportation funds.

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.

Environmental Mitigation

The SMTC'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 2026-2030 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, as appropriate, and are therefore beyond the scope of the LRTP and TIP.

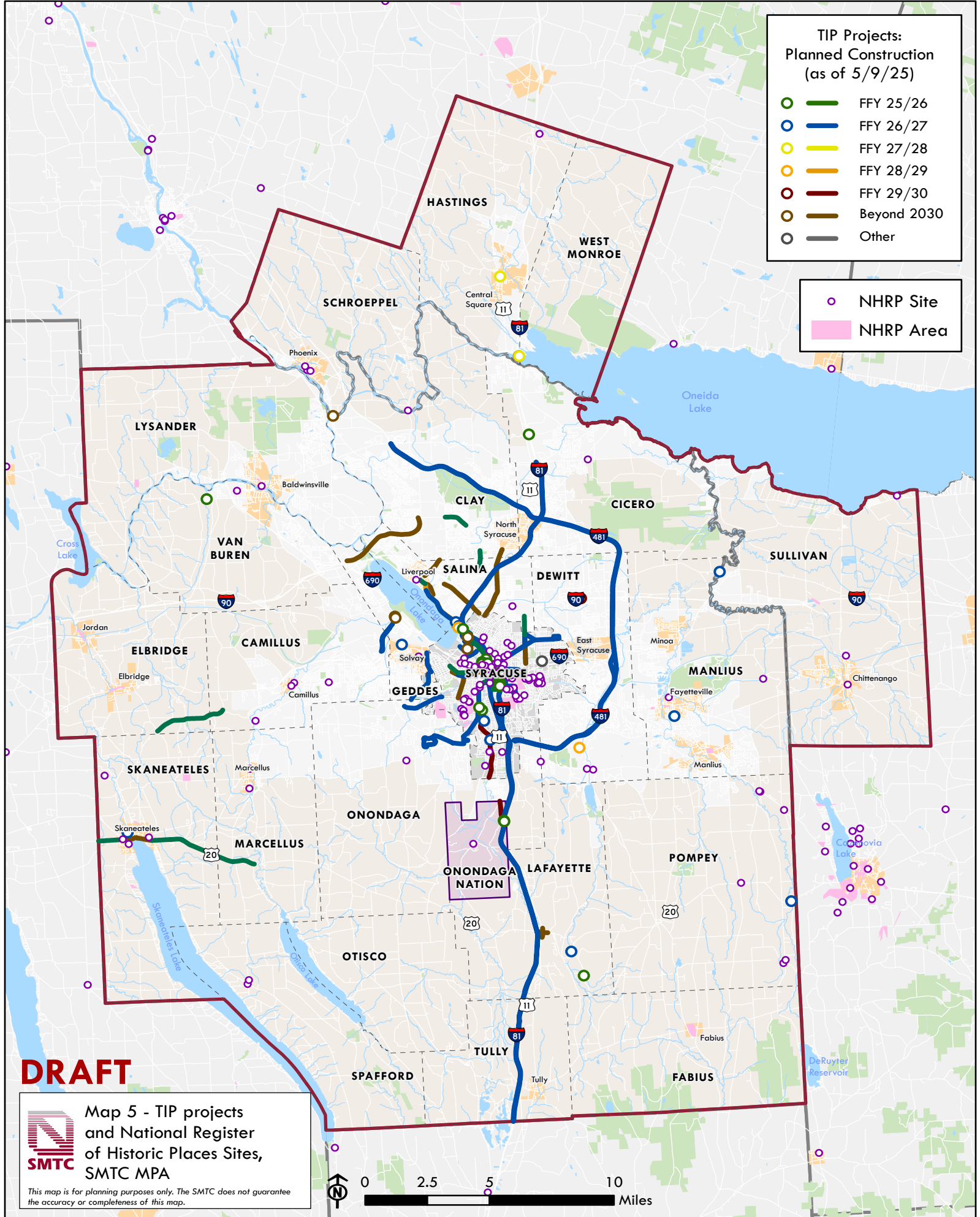
Regarding potential impact on environmental resources, Maps 6 through 8 show the geographic extent of programmed projects in relation to National Register of Historic Places cultural resources, parks, and wetlands. The projects are anticipated to have minimal impact on these resources and will be further 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. An environmental considerations interactive map is available on the SMTC's website to provide a user with a general understanding of environmental considerations in the planning area.



**TIP Projects:
Planned Construction
(as of 5/9/25)**

- — FFY 25/26
- — FFY 26/27
- — FFY 27/28
- — FFY 28/29
- — FFY 29/30
- — Beyond 2030
- — Other

- NHRP Site
- NHRP Area

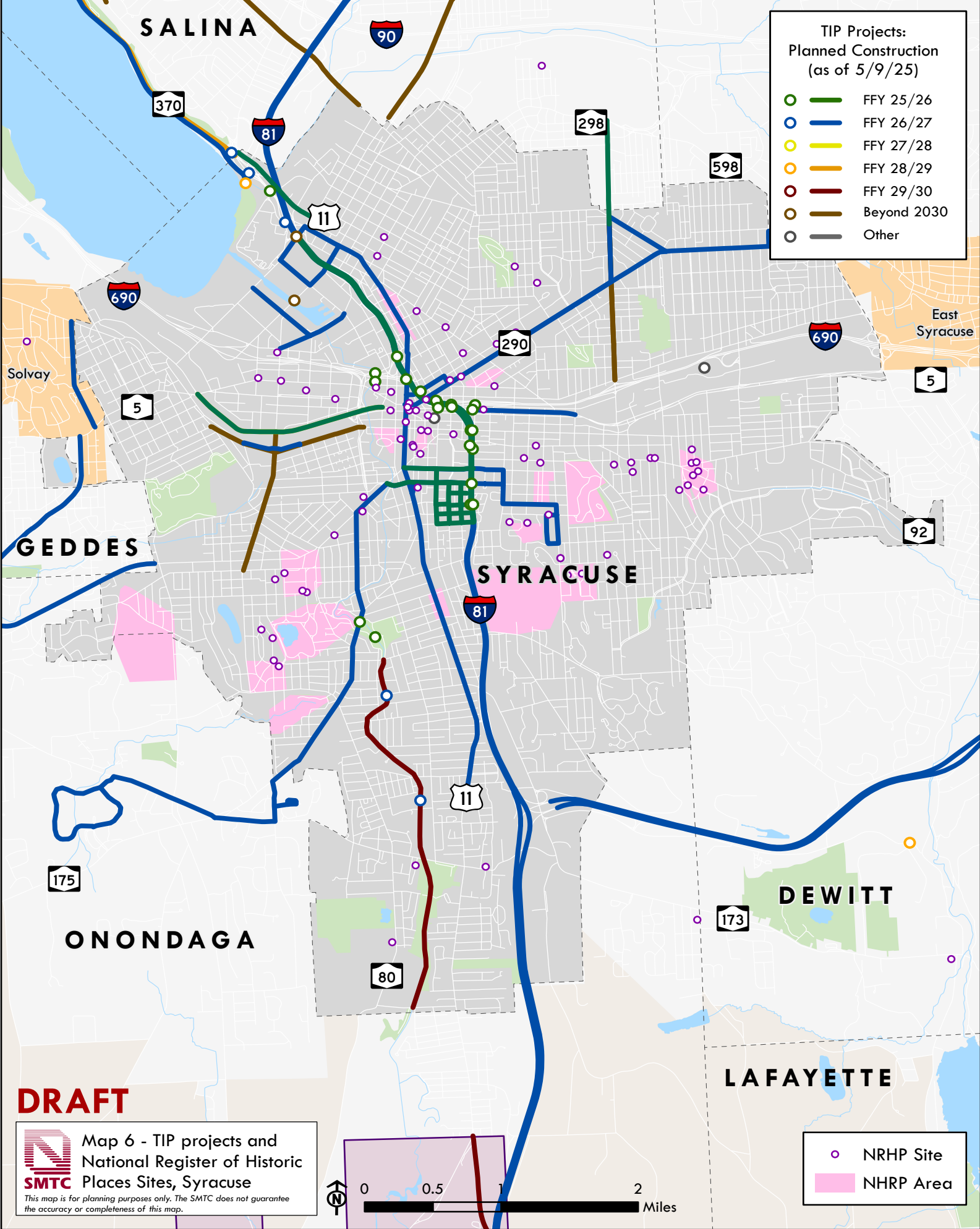


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SMTC
 Map 5 - TIP projects
 and National Register
 of Historic Places Sites,
 SMTC MPA

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- TIP Projects:
Planned Construction
(as of 5/9/25)**
- — FFY 25/26
 - — FFY 26/27
 - — FFY 27/28
 - — FFY 28/29
 - — FFY 29/30
 - — Beyond 2030
 - — Other

- NRHP Site
- NHRP Area

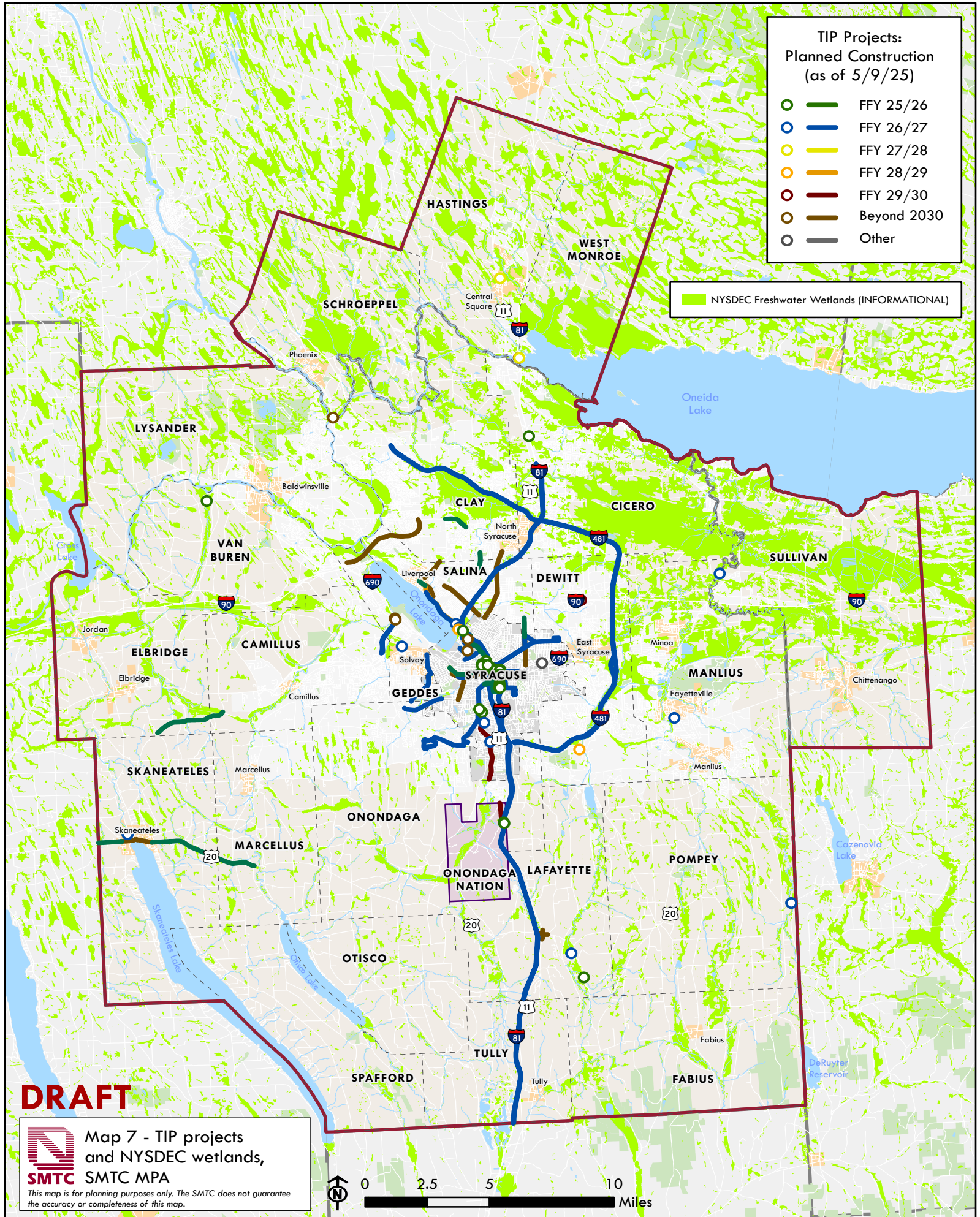
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**Map 6 - TIP projects and
National Register of Historic
Places Sites, Syracuse**
SMTC
 This map is for planning purposes only. The SMTC does not guarantee
 the accuracy or completeness of this map.



- TIP Projects:
Planned Construction
(as of 5/9/25)**
- — FFY 25/26
 - — FFY 26/27
 - — FFY 27/28
 - — FFY 28/29
 - — FFY 29/30
 - — Beyond 2030
 - — Other

■ NYSDEC Freshwater Wetlands (INFORMATIONAL)



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**Map 7 - 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 9: FHWA Project Listing by Project Type

*new project

Bike/Ped projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
Geddes	395095	Connective Corridor, Solvay and Geddes	4.120	1.03	5.150
OCDOT	375622	Onondaga Lake Canalways Trail – Salina Extension	4.431	1.108	5.539
OCDOT	375702	Onondaga Lake Canalways Trail – Salina Extension, Phase 2	26.710	6.678	33.388
OCDOT	395082	Pedestrian Safety Improvements, Teall Ave	3.530	0.883	4.413
Syracuse	375710	Creekwalk Phase III	9.316	2.331	11.647
Syracuse	375717	Mobility Improvements, RTC/Regional Market Area	1.988	0.923	2.911
Syracuse	375769	E Adams/15th Ward Complete St Grid	28.500	0.000	28.500
Syracuse	395079	Creekwalk Ped Bridge Replacement	1.226	0.306	1.532
Syracuse	395080	Erie Blvd W Pedestrian & Bike Improvements	3.038	0.760	3.798
Syracuse	395088	Inner Harbor Area Sidewalk Improvements	2.686	0.672	3.358
Syracuse	395089	West Side Trail Shared Use Path	3.128	0.782	3.910
Syracuse	375770	Creekwalk Phase 4 (PLACEHOLDER NAME)	3.159	0.790	3.949
Solvay	395087	Empire State Trail/Belle Isle Improvements	0.583	0.146	0.729

Bridge or other structure projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT	307628	Rt. 20 over Butternut Creek	2.312	0.578	2.890
NYSDOT	307629	Rt. 20 over Limestone Creek	2.767	0.692	3.459
NYSDOT	310417	Rt. 298 over I-90	3.000	0.154	3.154
NYSDOT	310425	Rt. 298 over Barge Canal	0.424	0.106	0.530
NYSDOT	350184	I-81, Ramps to Hiawatha & CR 137	15.717	1.746	17.463
NYSDOT	350186	I-81 over Rt. 11	25.745	3.005	28.750
NYSDOT	350188	Hiawatha Blvd over I-81	0.778	0.086	0.864
NYSDOT	350196	Business Loop 81 Northern Section Ph 2	234.400	58.600	293.000
NYSDOT	350197	Business Loop 81 Southern Section Ph 2	207.200	166.800	374.000
NYSDOT	350199	I-81 over Oneida River, NB	49.077	5.506	54.583
NYSDOT	350202	I-81 over Oneida River, SB	48.964	5.494	54.458
NYSDOT	350654	I-690 WB over 690 and 930T over CR 80	0.333	0.037	0.370
NYSDOT	380797	Onondaga County Transportation Improvements	56.925	6.325	63.250
OCDOT	375703	Old Rt. 57 over Oneida River	0.854	0.213	1.067
OCDOT	375715	Bridge Rehab, Jamesville Toll over Susquehanna RR	3.223	0.807	4.030
OCDOT	375721	W Dead Creek Rd over Dead Creek	1.149	0.061	1.210
OCDOT	375748	Peck Rd over Chittenango Creek	1.661	0.088	1.749
Syracuse	375719	RT 175 over Onondaga Creek	1.723	0.194	1.917
Syracuse	375750	W Brighton Ave over Onondaga Creek	1.350	0.071	1.421

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
LaFayette	375727	Clark Hollow Rd Bridge Replacement	1.372	0.072	1.444
V/Skaneateles	375749	Elizabeth St over Skaneateles Creek	1.798	0.094	1.892
Fayetteville	375751	Franklin St Rd over Park Pond Inlet	1.315	0.069	1.384

Paving projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT	307624	Recon, Rt. 20 and rehab Rt. 11	0.540	0.135	0.675
NYSDOT	307625	MBC, Rt. 20, Cayuga Co Line to Rt. 175	0.595	0.149	0.744
NYSDOT	328724	Rt. 931G MBC, Cypress to Tulip	4.690	1.033	5.723
NYSDOT	360370	Rt. 11, City Line to Taft Rd	0.432	0.108	0.540
NYSDOT	360469*	Rt. 321, Kingston Rd to Forward Rd	1.600	0.440	2.040
NYSDOT	360510*	Rt. 20, County Line Rd to Fuller St & Rt. 41 to Rt. 174	1.200	0.330	1.530
OCDOT	375670	Paving, Buckley Rd, Hopkins Rd to Taft Rd	5.408	1.352	6.760
OCDOT	375671	Paving, John Glenn Blvd EB, I-690 to Buckley Rd	0.055	0.014	0.069
OCDOT	375675	Paving, Onondaga Blvd, City Boundary to Fay Rd	6.329	1.582	7.911
OCDOT	375676	Paving, 7th North St, Electronics to RR Bridge	0.160	0.040	0.200
OCDOT	375678	Paving, Buckley Rd, Bear Rd to Henry Clay Blvd	2.679	0.669	3.348
OCDOT	375705	Old Liverpool Rd, Vil Line to Electronics Pkwy	0.869	0.217	1.086
OCDOT	375716	Vine St, Liverpool Vil Line to Burr Dr	0.250	0.062	0.312
Syracuse	375709	Erie Blvd W, Franklin St to E Genesee St	6.696	1.674	8.370
Syracuse	375711	James St, S Salina St to Grant Blvd	12.720	3.180	15.900
Syracuse	375712	S Geddes St & W Fayette St	0.654	0.163	0.817
Syracuse	375713	Teall Ave, Burnet Ave to Grant Blvd	0.545	0.137	0.682
Syracuse	375714	Erie Blvd E, Almond to S Beech	3.810	0.952	4.762

Safety projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT	304364	Safety Improvements, Rt. 11 at Rt. 49	6.034	1.062	7.096
NYSDOT	304370	Rt. 11, I-81 to Rt. 11A, Nedrow	3.133	0.348	3.481
NYSDOT	328723	Onondaga Lake Pkwy Safety Improvements	22.275	5.064	27.339

Special projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
NYSDOT	380755	TMC/ITS Operations & Maintenance	3.968	0.992	4.960
NYSDOT	380773	Freeway Incident Management, Ph V & VI	6.515	0.391	6.906
Syracuse	375707	City TMC Operating Assistance	1.070	0.268	1.338

Exhibit 10: FTA Project Listing
 *new project

Transit projects

Sponsor	PIN	Project	Federal \$s (M)	Match \$s (M)	Total \$s (M)
CNYRTA*	382014	Purchase Computer Hardware	0.800	0.200	1.000
CNYRTA*	382015	Purchase Computer Software	0.500	0.125	0.625
CNYRTA*	382016	Engineering Services	0.320	0.080	0.400
CNYRTA*	382017	Facility Maintenance, bus washer & chevrons replacement	0.296	0.074	0.370
CNYRTA*	382018	Facility Maintenance, flooring replacement	0.020	0.005	0.025
CNYRTA*	382019	Preventive Maintenance	20.000	5.000	25.000
CNYRTA*	382020	Purchase 8 paratransit vehicles	0.923	0.231	1.154
CNYRTA*	382021	Purchase 13 paratransit vehicles	1.500	0.375	1.875
CNYRTA*	382022	Purchase 9 paratransit vehicles	1.038	0.260	1.298
CNYRTA*	382023	Purchase 11 paratransit vehicles	1.269	0.317	1.586
CNYRTA*	382024	Purchase 2 support vehicles	0.088	0.022	0.110
CNYRTA*	382025	Purchase 2 support vehicles	0.096	0.024	0.120
CNYRTA*	382026	Purchase 1 tow truck and 5 trucks	0.848	0.212	1.060
CNYRTA*	382027	Purchase 4 supervisor vehicles, 1 van and 2 trucks	0.364	0.091	0.455
CNYRTA	382946	Acquire Land & Vehicles, BRT	2.167	7.833	10.000
CNYRTA	382947	Construct & Implement, BRT	6.167	8.833	15.000





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)).

With the adoption of the 2026-2030 TIP, the anticipated effects narrative includes discussion on several national performance measures. Excluding funds programmed to various NYSDOT I-81 Viaduct Project efforts, the 2026-2030 TIP programs approximately \$257.438M NHPP or 30% of all FHWA programmed dollars (planning targets and other funds). The NHPP dollars 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 locations associated with those I-81 Viaduct Project contracts. 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 (\$3.000M) and PIN 380773 (\$6.515M). The National Highway Freight Program was established under the FAST Act (Fixing America’s Surface Transportation) to “improve the efficient movement of freight on the National Highway Freight Network.”

Anticipated Effects Narrative

Pursuant to federal requirements, 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 U.S. Department of Transportation established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the national goals described above. The performance measures address highway safety, pavement and bridge conditions, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety. This section discusses those measures.

The SMTC TIP was developed and is managed in cooperation with NYSDOT and the CNYRTA. It reflects the investment priorities established in the SMTC's 2050 LRTP 2020 Update, the SMTC's Metropolitan Transportation Plan (MTP), which incorporates comments and input from affected agencies, organizations, and the public.

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)]. TIPs and MTPs must include this information for the following federal performance areas:

- Highway Safety (PM1)
- Transit Asset Management

- Pavement and Bridge Condition (PM2)
- System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program (PM3)
- Transit Safety.

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

Highway Safety (PM1)

The Federal Highway Administration Highway Safety rule (PM1) established five performance measures for safety on all public roads. The performance measures are calculated as five-year rolling averages.

The 2023 New York Strategic Highway Safety Plan (SHSP) is intended "to promote best practices and strategies that, if implemented, could have a substantial impact on reducing fatal and serious injury crashes." The SHSP was developed through a collaborative process involving public and private sector safety partners. It 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 NYSDOT Highway Safety Improvement Program (HSIP) annual report documents statewide performance targets.

Performance Targets

In August 2024, NYSDOT set 2025 statewide highway safety targets. Those targets are shown in Exhibit 11. The SMTC agreed to support the NYSDOT statewide 2025 targets for the following safety measures on February 27, 2025, via Policy Resolution 2025-05.

Exhibit 11: New York State 2025 Safety Performance Management Targets

Measure	New York Statewide 2025 Target
Number of Fatalities	1,011
Fatality Rate (per 100 million Vehicle Miles Traveled (VMT))	0.881
Number of Serious Injuries	11,034.1
Rate of Serious Injuries (per 100 million VMT)	9.557
Number of Non-Motorized Fatalities and Serious Injuries	2,615.2

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 highway 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 MPA, 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.

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 that potential sponsors use for safety focused capital projects requires applicants to answer explicit safety relevant questions. Responses to the 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 targets outlined in the LRTP.

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. The TIP includes a number of projects that are expected to materially benefit the safety of the traveling public on roadways throughout the planning area. Three such efforts are shown below that are programmed with HSIP funds.

- 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

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

The Federal Transit Administration Transit Asset Management (TAM) rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule requires that public transportation providers develop and implement TAM plans and establishes performance measures for four transit asset categories: rolling stock, equipment, transit infrastructure, and facilities.

Each year, public transportation providers must establish TAM targets for the following fiscal year. Each provider shares its targets with the MPO in which the provider’s projects and services are programmed in the MPO’s TIP. MPOs are not required to establish TAM

targets annually after the transit provider establishes targets. Instead, MPOs must set TAM targets when the MPO updates its MTP.

FTA defines two tiers of public transportation providers based on the number of vehicles and operating mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (e.g., NYSDOT) for the entire group. NYSDOT’s 2023 Group TAM Plan is available [here](#).

Performance Targets

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate transit asset management targets for the MPO planning area. The SMTC has one Tier I provider operating in the region: the Central New York Regional Transportation Authority (CNYRTA).

Exhibit 12 presents CNYRTA’s latest targets for transit assets in the SMTC planning area. The CNYRTA set the transit asset targets in December 2023. The SMTC agreed to support these current/latest transit asset targets on June 13, 2025, via Policy Resolution 2025-08. 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.

Exhibit 12: CNYRTA State of Good Repair Performance Management Targets

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	Target
Rolling Stock			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	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	Car	8	0%
	Truck/Van	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 (condition benchmark)	0%
	Passenger Parking	3 (condition benchmark)	0%

Anticipated Effects

The SMTC TIP was developed and is managed in cooperation with the CNYRTA. The projects on the TIP align with the Capital Improvement Plan of CNYRTA and are amended to reflect changes, as necessary. The TIP includes specific investment priorities that support transit asset management, including transit bus and vehicle replacements, transit facility improvements, and preventive maintenance of transit assets, all of which are anticipated to address transit State of Good Repair (SGR) in the MPO planning area. The SMTC’s goal of addressing transit asset conditions is linked to CNYRTA’s investment plan and the process used to prioritize the projects within the TIP is consistent with federal requirements. 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 SMTC 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 (PM2)

The FHWA pavement and bridge condition rules (PM2) established six performance measures for all bridges and pavements on the NHS.

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. To assess pavement condition, FHWA established pavement condition metrics for roughness, cracking, rutting, faulting, and a Present Serviceability Rating, and set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is assessed and classified as being in good condition or poor condition based upon the ratings of the metrics applicable to 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. The condition of each bridge is evaluated by assessing the bridge's deck, superstructure, substructure, and culverts. FHWA developed a metric rating threshold for each bridge component to establish good, fair, or poor condition. If the lowest rating of the components 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.

Exhibit 13: NHS Pavement and Bridge Performance Management Targets

Performance Measure	NY Statewide Baseline	Statewide 2-yr Condition/ Performance	NY Statewide 2-yr Target	NY Statewide 4-yr Target
Percentage of Interstate pavements in good condition	45.3%	50.7%	53.2%	48.2%
Percentage of Interstate pavements in poor condition	1.1%	1.0%	1.4%	1.6%
Percentage of non-Interstate NHS pavements in good condition	18.9%	20.3%	22.3%	18.6%
Percentage of non-Interstate NHS pavements in poor condition	7.6%	7.1%	9.3%	8.4%
Percentage of NHS bridges (by deck area) in good condition	25.3%	24.1%	24.1%	21.1%
Percentage of NHS bridges (by deck area) in poor condition	11.3%	13.0%	12.5%	12.8%

Performance Targets

NYSDOT established statewide pavement and bridge condition performance targets for 2023 and 2025 on December 1, 2022. In September 2024, NYSDOT adjusted its 2025 pavement targets. Those targets are shown in Exhibit 13, as well as recent performance. The SMTC agreed to support NYSDOT's adjusted PM2 pavement condition performance targets on February 27, 2025, and February 23, 2023, for the bridge condition targets via Policy Resolutions 2025-04 and 2023-07, respectively.

Anticipated Effects

Maintaining and 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. NHS 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 several years ago to account for the importance of work on NHS facilities. Additionally, the extensive transportation system in the SMTC planning area contains 364 centerline miles of NHS pavement and 256 NHS bridges (179 carry NHS, 77 cross NHS). These figures further breakdown as 162 Interstate centerline miles, 202 centerline miles non-Interstate, 190 bridges Interstate and 66 bridges non-Interstate NHS. The NHS facilities are often prioritized over non-NHS bridges and pavement given their importance to the movement of people and goods.

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 the 2 I-81 Viaduct Opportunities contracts in the 2026-2030 TIP (i.e., PIN 350196, PIN 350197) at time of adoption, the 2026-2030 TIP has 21 projects focused on NHS bridges or pavements.

The SMTC 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 (PM3)

The FHWA system performance, freight, and congestion, mitigation and air quality improvement program (CMAQ) performance measures final rule (PM3) established six performance measures to assess the reliability of travel on the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

Two system performance measures for the Level of Travel Time Reliability (LOTTR) represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

One freight performance measure represents the reliability of travel time for trucks on the Interstate system using a 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).

Three CMAQ performance measures assess traffic congestion and on-road mobile source emissions: peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emission reductions from CMAQ-funded projects.

Performance Targets

Exhibit 14 presents recent performance for all PM3 measures that apply in the SMTC’s planning area, as well as the 2023 and 2025 targets. NYSDOT established the statewide system performance targets for 2023 and 2025 on December 1, 2022. The SMTC agreed to support NYSDOT’s PM3 performance targets on February 23, 2023 via Policy Resolution 2023-07. The SMTC meets all current air quality standards and is not required to establish targets for the CMAQ performance measures.

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 current TIP project selection process is considered for projects identified on the “CMP Network” or part of the identified “CMP freight network,” 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 related objectives that are supportive of the national performance measure.

Exhibit 14: NHS LOTTR and Interstate TTTR Performance Management Targets

Performance Measure	New York Performance Baseline	NY Statewide 2023 Target	NY Statewide 2025 Target
Percentage of person-miles on the Interstate system that are reliable (Interstate LOTTR)	81.6	75.0	75.0
Percentage of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	85.7	70.0	70.0
Index of reliability of travel times for trucks on the Interstate system (TTTR Index)	1.39	2.0	2.0

The TIP 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, Freeway Incident Management Systems buildout, and operations and maintenance support of the NYSDOT and City of Syracuse Transportation Management Centers.

In the SMTC planning area, reliability along the Interstate (LOTTR and TTTR) and non-interstate NHS facilities (LOTTR) show very few locations that are not reliable. Nearly 100% of the Interstate miles area shown to be reliable per the LOTTR performance measure (99.8%), while the TTTR measure calculates an index of 1.22, below the 2.0 target. LOTTR on the non-interstate NHS roads is calculated at 93%. Again, showing the SMTC’s transportation system operates well for these system reliability measures.

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

Transit Safety

The FTA Public Transportation Agency Safety Plan (PTASP) rule applies to all operators of public transportation 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. The CNYRTA is the only transit agency operating in the SMTC’s planning area that is subject to the PTASP rule. CNYRTA is responsible for developing a PTASP and establishing transit safety targets annually.

These providers must develop and implement a PTASP that includes performance targets for the following performance measures:

- Total number of reportable fatalities by mode.

- Reportable fatality rate per total vehicle revenue miles (VRM) by mode.
- Total number of reportable injuries by mode.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events by mode.
- Rate of reportable safety events per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

CNYRTA must annually certify a PTASP and establish targets for the transit safety measures and, the authority must make the targets available to the SMTC, which is required to establish PTASP targets within 180 days after CNYRTA established their first targets and must update the MPO’s targets when it adopts a new MTP. When establishing PTASP targets, the SMTC can either agree to program projects that will support the transit provider targets or establish separate regional targets for the MPO planning area.

Performance Targets

The CNYRTA established targets in December 2024 for those transit safety performance measures mentioned above and contained in Exhibit 15.

The SMTC agreed to support the CNYRTA public transportation safety targets on June 13, 2025, via Policy Resolution 2025-09, thus agreeing to plan and program projects that are anticipated to make progress toward achieving transit safety targets.

Exhibit 15: Public Transportation Safety Performance Management Targets

Mode	Fatalities (Total)	Fatalities (per 1M VRM)	Injuries (Total)	Injuries (per 1M VRM)	Safety Events (Total)	Safety Events (per 1M VRM)	System Reliability
Fixed Route	0	0	27.55	6.8	20.9	5.16	221
Paratransit	0	0	3.8	2.48	2.85	1.86	35

Anticipated Effects

The SMTC 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 the safety of travelers in the SMTC planning area is an overarching goal of the MPO. Several safety program goals from CNYRTA's PTASP that are intended to maintain a safe environment for all individuals served include, but are not limited to:

- Instill a safety attitude ensuring a safe workplace and customer service environment.
- Develop and maintain a comprehensive Safety Program including providing formalized safety training.
- Reduce accident and injury rates.
- Select equipment that promotes and enhances safety and safeguards against hazards.

The SMTC anticipates that the transit projects on the TIP, once implemented, will contribute toward achieving the established transit safety targets. The SMTC 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.





Closing

Due to inflation, labor and material cost increases, this 2026-2030 multi-year TIP is the first one in several capital program update cycles where nearly all projects programmed with FHWA fund sources are carryover efforts from a prior TIP. The cost increases were more than the available planning targets and therefore restricted the solicitation, evaluation, and selection of new projects, unfortunately. To develop a fiscally constrained program of projects, which this 5-yr program of projects is, adjustments to schedules with FHWA fund sources were necessary where several projects with a construction phase moved beyond Federal Fiscal Year 29/30. Projects that do not have the construction phase within this 2026-2030 TIP will look to program said phase in the next multi-year update cycle, pending level and availability of planning targets. Regarding major projects from the last TIP, 21 projects (FHWA fund sources) were obligated between FFY 22/23, 23/24, and 24/25. The SMTC defines a “Major” project as those with an overall total construction and inspection cost (i.e., federal funds + match) of \$3 million or more. As such, the number of major projects may be less than the actual number of construction projects programmed in a given year.

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 or replacement), project termini, and municipal location as required by the federal transportation partners.

This 5-yr program will see the completion, meaning obligation of funds though perhaps not actual construction completion, of:

- the 2 remaining I-81 Viaduct Project contracts (PIN 350196, PIN 350197);
- Onondaga County’s Canalways Trail Extension (PIN 375622, PIN 375702), and
- the area’s first Bus Rapid Transit project (PIN 382946, PIN 382947).

These three efforts are “regionally significant” projects in the context of the SMTC’s current LRTP. On the horizon is the construction of Micron’s chip manufacturing facility in the Town of Clay. This truly regional significant economic development project will see upwards of 9,000 employees plus an additional 40-45,000 employees at secondary and spin-off sites when fully built. Surrounding road network changes and construction of new transportation facilities will likely be recommended to accommodate growth in the area.

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.

Appendix A

FHWA Project Listing

2026-2030 TIP
Federal Highway Administration - Project Listing

2026-2030 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
304364	NYSDOT	SAFETY IMPROVEMENTS, RT 11 @ RT 49 INTERSECTION, VIL OF CENTRAL SQ, OSW CO								
		Project Type: Safety								
			Detailed Design	HSIP	\$539,000					
			Detailed Design	Match	\$60,000					
			ROW Acquisition	HSIP	\$249,000					
			ROW Acquisition	Match	\$28,000					
			Construction	HSIP			\$2,429,000			
			Construction	Match			\$270,000			
			Construction	STBG-Flex			\$2,169,000			
			Construction	Match			\$542,000			
			Inspection	STBG-Flex			\$648,000			
			Inspection	Match			\$162,000			
PIN Fed Total:	\$6,582,000	Total Federal Funds:			\$788,000		\$5,246,000			\$6,034,000
PIN Grand Total:	\$7,705,000	Total:			\$876,000		\$6,220,000			\$7,096,000
304370	NYSDOT	SAFETY IMPROVEMENTS, RT 11, I-81 OFF RAMP TO RT 11A, ONON CO								
		Project Type: Safety								
			Detailed Design	HSIP			\$146,000			
			Detailed Design	Match			\$16,000			
			Construction	HSIP				\$2,575,000		
			Construction	Match				\$286,000		
			Inspection	HSIP				\$412,000		
			Inspection	Match				\$46,000		
PIN Fed Total:	\$3,763,000	Total Federal Funds:					\$146,000	\$2,987,000		\$3,133,000
PIN Grand Total:	\$4,181,000	Total:					\$162,000	\$3,319,000		\$3,481,000
307624	NYSDOT	RECON RT 20 AND REHAB RT 11, TN OF LAFAYETTE, ONONDAGA COUNTY								
		Project Type: Pavement								
			Detailed Design	STBG-Flex				\$540,000		
			Detailed Design	Match				\$135,000		
PIN Fed Total:	\$13,179,000	Total Federal Funds:						\$540,000		\$540,000
PIN Grand Total:	\$17,535,000	Total:						\$675,000		\$675,000
307625	NYSDOT	MBC, RT 20, FULLER TO RT 41, TN & VIL OF SKANEATELES, ONON CO								
		Project Type: Pavement								
			Detailed Design	NHPP				\$370,000		
			Detailed Design	Match				\$93,000		
			ROW Acquisition	STBG-Flex				\$225,000		
			ROW Acquisition	Match				\$56,000		
PIN Fed Total:	\$1,133,000	Total Federal Funds:						\$595,000		\$595,000
PIN Grand Total:	\$1,416,000	Total:						\$744,000		\$744,000

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Federal Highway Administration - Project Listing

2026-2030 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
307628	NYSDOT	BRIDGE REPLACEMENT, RT 20 OVER BUTTERNUT CRK, ONON CO								
		Project Type: Bridge								
			Detailed Design	NHPP	\$166,000					
			Detailed Design	Match	\$42,000					
			Construction	NHPP		\$1,866,000				
			Construction	Match		\$466,000				
			Inspection	NHPP		\$280,000				
			Inspection	Match		\$70,000				
PIN Fed Total:	\$2,432,000	Total Federal Funds:			\$166,000	\$2,146,000				\$2,312,000
PIN Grand Total:	\$3,040,000	Total:			\$208,000	\$2,682,000				\$2,890,000
307629	NYSDOT	SUPERSTRUCTURE REPLACEMENT, RT 20 OVER LIMESTONE CRK, POMPEY, ONON CO								
		Project Type: Bridge								
			Detailed Design	NHPP	\$499,000					
			Detailed Design	Match	\$125,000					
			Construction	NHPP		\$1,972,000				
			Construction	Match		\$493,000				
			Inspection	NHPP		\$296,000				
			Inspection	Match		\$74,000				
PIN Fed Total:	\$2,967,000	Total Federal Funds:			\$499,000	\$2,268,000				\$2,767,000
PIN Grand Total:	\$3,709,000	Total:			\$624,000	\$2,835,000				\$3,459,000
310417	NYSDOT	BRIDGE REPLACEMENT, RT 298 OVER I-90, TN OF DEWITT, ONON CO								
		Project Type: Bridge								
			Detailed Design	Match				\$154,000		
			Construction	NHFP				\$2,730,000		
			Inspection	NHFP				\$270,000		
PIN Fed Total:	\$3,226,000	Total Federal Funds:						\$3,000,000		\$3,000,000
PIN Grand Total:	\$3,436,000	Total:						\$3,154,000		\$3,154,000
310425	NYSDOT	BRIDGE REHAB, RT 298 OVER BARGE CANAL, SYRACUSE, ONON CO								
		Project Type: Bridge								
			Detailed Design	STBG-Urban				\$424,000		
			Detailed Design	Match				\$106,000		
PIN Fed Total:	\$14,652,000	Total Federal Funds:						\$424,000		\$424,000
PIN Grand Total:	\$18,316,000	Total:						\$530,000		\$530,000

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Federal Highway Administration - Project Listing

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
328723	NYS DOT	ONONDAGA LAKE PARKWAY SAFETY IMPROVEMENTS, OLD LIVERPOOL TO I-81 RAMP, TN OF SALINA, ONON CO	Project Type: Safety							
			Detailed Design	HSIP		\$597,000				
			Detailed Design	Match		\$66,000				
			ROW Acquisition	HSIP		\$54,000				
			ROW Acquisition	Match		\$6,000				
			Construction	HSIP				\$2,636,000		
			Construction	Match				\$293,000		
			Construction	NHPP				\$16,095,000		
			Construction	Match				\$4,024,000		
			Inspection	HSIP				\$351,000		
			Inspection	Match				\$39,000		
			Inspection	NHPP				\$2,542,000		
			Inspection	Match				\$636,000		
PIN Fed Total:	\$24,311,000	Total Federal Funds:				\$651,000		\$21,624,000		\$22,275,000
PIN Grand Total:	\$29,762,000	Total:				\$723,000		\$26,616,000		\$27,339,000
328724	NYS DOT	PAVING, OSWEGO ST, S WILLOW ST TO TULIP ST, LIVERPOOL, ONON CO	Project Type: Pavement							
			Construction	NHPP		\$4,067,000				
			Construction	Match		\$1,017,000				
			Inspection	NHPP		\$623,000				
			Inspection	Match		\$16,000				
PIN Fed Total:	\$5,650,000	Total Federal Funds:				\$4,690,000				\$4,690,000
PIN Grand Total:	\$6,923,000	Total:				\$5,723,000				\$5,723,000
350184	NYS DOT	BRIDGE REHAB, I-81, RAMPS TO HIAWATHA & CR 137, SYRACUSE, ONON CO	Project Type: Bridge							
			Detailed Design	NHPP		\$749,000				
			Detailed Design	Match		\$83,000				
			Construction	NHPP			\$13,007,000			
			Construction	Match			\$1,445,000			
			Inspection	NHPP			\$1,961,000			
			Inspection	Match			\$218,000			
PIN Fed Total:	\$16,433,000	Total Federal Funds:				\$749,000	\$14,968,000			\$15,717,000
PIN Grand Total:	\$18,259,000	Total:				\$832,000	\$16,631,000			\$17,463,000
350186	NYS DOT	BRIDGE REHAB, I-81, OVER ROUTE 11, NEDROW, ONON CO	Project Type: Bridge							
			Construction	Misc Federal Aid		\$1,040,000				
			Construction	Match		\$260,000				
			Construction	NHPP		\$21,330,000				
			Construction	Match		\$2,370,000				
			Inspection	NHPP		\$3,375,000				
			Inspection	Match		\$375,000				
PIN Fed Total:	\$26,925,000	Total Federal Funds:				\$25,745,000				\$25,745,000
PIN Grand Total:	\$30,062,000	Total:				\$28,750,000				\$28,750,000

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Federal Highway Administration - Project Listing

2026-2030 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
350188	NYSDOT	BRIDGE REHAB, HIAWATHA BLVD, OVER I-81, SYRACUSE, ONON CO								
		Project Type: Bridge								
			Detailed Design	NHPP				\$778,000		
			Detailed Design	Match				\$86,000		
PIN Fed Total:	\$10,975,000	Total Federal Funds:						\$778,000		\$778,000
PIN Grand Total:	\$12,194,000	Total:						\$864,000		\$864,000
350196	NYSDOT	BUSINESS LOOP 81, NORTHERN SECTION, PH. 2, SYRACUSE, ONON CO								
		Project Type: Bridge								
			Construction	BFP	\$32,800,000					
			Construction	Match	\$8,200,000					
			Construction	NHPP - S	\$178,160,000					
			Construction	Match	\$44,540,000					
			Inspection	NHPP - S	\$23,440,000					
			Inspection	Match	\$5,860,000					
PIN Fed Total:	\$260,000,000	Total Federal Funds:			\$234,400,000					\$234,400,000
PIN Grand Total:	\$325,000,000	Total:			\$293,000,000					\$293,000,000
350197	NYSDOT	BUSINESS LOOP 81, SOUTHERN SECTION, PH. 2, SYRACUSE, ONON CO								
		Project Type: Bridge								
			Construction	NHPP - S	\$182,880,000					
			Construction	Match	\$45,720,000					
			Construction	Match	\$115,000,000					
			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					
PIN Fed Total:	\$227,840,000	Total Federal Funds:			\$207,200,000					\$207,200,000
PIN Grand Total:	\$399,800,000	Total:			\$374,000,000					\$374,000,000
350199	NYSDOT	BRIDGE REHAB, I81 OVER ONEIDA RIVER PH 1 NB BRIDGE, ONON/OSW								
		Project Type: Bridge								
			Detailed Design	NHPP			\$477,000			
			Detailed Design	Match			\$106,000			
			Construction	BFP			\$8,342,000			
			Construction	Match			\$927,000			
			Construction	NHPP			\$35,398,000			
			Construction	Match			\$3,933,000			
			Inspection	NHPP			\$4,860,000			
			Inspection	Match			\$540,000			
PIN Fed Total:	\$51,327,000	Total Federal Funds:					\$477,000	\$48,600,000		\$49,077,000
PIN Grand Total:	\$57,083,000	Total:					\$583,000	\$54,000,000		\$54,583,000

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
350202	NYSDOT	BRIDGE REHAB, I81 OVER ONEIDA RIVER PH 2 SB BRIDGE, ONON/OSW								
		Project Type: Bridge								
			Detailed Design	NHPP		\$477,000				
			Detailed Design	Match		\$106,000				
			Construction	BFP					\$8,342,000	
			Construction	Match					\$927,000	
			Construction	NHPP					\$35,096,000	
			Construction	Match					\$3,900,000	
			Inspection	NHPP					\$5,049,000	
			Inspection	Match					\$561,000	
PIN Fed Total:	\$48,964,000	Total Federal Funds:				\$477,000			\$48,487,000	\$48,964,000
PIN Grand Total:	\$54,458,000	Total:				\$583,000			\$53,875,000	\$54,458,000
350654	NYSDOT	RAMP TO I-690 WB OVER 690 AND 930T OVER CR 80, BRIDGE REHAB, TN OF GEDDES, ONON CO								
		Project Type: Bridge								
			Detailed Design	STBG-Flex			\$333,000			
			Detailed Design	Match			\$37,000			
PIN Fed Total:	\$20,318,000	Total Federal Funds:					\$333,000			\$333,000
PIN Grand Total:	\$22,576,000	Total:					\$370,000			\$370,000
360370	NYSDOT	PAVING, RT 11, CITY LINE TO TAFT RD, SALINA & CLAY, ONON CO								
		Project Type: Pavement								
			Detailed Design	STBG-Flex			\$432,000			
			Detailed Design	Match			\$108,000			
PIN Fed Total:	\$12,770,000	Total Federal Funds:					\$432,000			\$432,000
PIN Grand Total:	\$15,963,000	Total:					\$540,000			\$540,000
360469	NYSDOT	VPP RT 321, KINGSTON RD TO FORWARD RD, ONON CO								
		Project Type: Pavement								
			Construction	STBG-Flex	\$1,600,000					
			Construction	Match	\$400,000					
			Inspection	Match	\$40,000					
PIN Fed Total:	\$1,600,000	Total Federal Funds:			\$1,600,000					\$1,600,000
PIN Grand Total:	\$2,040,000	Total:			\$2,040,000					\$2,040,000
360510	NYSDOT	VPP RT 20 COUNTY LINE RD TO FULLER ST & RT 41 TO RT 174								
		Project Type: Pavement								
			Construction	NHPP	\$1,200,000					
			Construction	Match	\$300,000					
			Inspection	Match	\$30,000					
PIN Fed Total:	\$1,200,000	Total Federal Funds:			\$1,200,000					\$1,200,000
PIN Grand Total:	\$1,530,000	Total:			\$1,530,000					\$1,530,000
380755	NYSDOT	TMC/ITS OPERATIONS & MAINTENANCE								
		Project Type: Special								
			Other	NHPP - S	\$3,968,000					
			Other	Match	\$992,000					
PIN Fed Total:	\$10,275,000	Total Federal Funds:			\$3,968,000					\$3,968,000
PIN Grand Total:	\$12,844,000	Total:			\$4,960,000					\$4,960,000

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP	
380773	NYSDOT	FREEWAY INCIDENT MANAGEMENT SYSTEMS, PHASE V & VI, ONON CO									
		Project Type: Special									
			Construction	NHFP		\$5,700,000					
			Construction	Match		\$356,000					
			Inspection	NHFP		\$815,000					
			Inspection	Match		\$35,000					
PIN Fed Total:	\$8,000,000	Total Federal Funds:				\$6,515,000				\$6,515,000	
PIN Grand Total:	\$8,556,000	Total:				\$6,906,000				\$6,906,000	
380797	NYSDOT	ONONDAGA COUNTY TRANSPORTATION IMPROVEMENTS DBB PROJECT, PHASE 1									
		Project Type: Bridge									
			Construction	NHPP - S	\$49,500,000						
			Construction	Match	\$5,500,000						
			Inspection	NHPP - S	\$7,425,000						
			Inspection	Match	\$825,000						
PIN Fed Total:	\$56,925,000	Total Federal Funds:				\$56,925,000				\$56,925,000	
PIN Grand Total:	\$63,250,000	Total:				\$63,250,000				\$63,250,000	
NYSDOT TOTALS:											
					Total Federal Funds:	\$537,930,000	\$27,502,000	\$55,535,000	\$21,624,000	\$56,033,000	\$698,624,000
					Total:	\$775,793,000	\$30,943,000	\$62,156,000	\$26,616,000	\$62,297,000	\$957,805,000
375622	OCDOT	ONONDAGA LAKE CANALWAYS TRAIL - SALINA EXTENSION PROJECT, SYRACUSE & TN OF SALINA, ONON CO									
		Project Type: Bike/Pedestrian									
			Construction	NHPP		\$3,922,000					
			Construction	Match		\$981,000					
			Inspection	NHPP		\$509,000					
			Inspection	Match		\$127,000					
PIN Fed Total:	\$5,591,000	Total Federal Funds:				\$4,431,000				\$4,431,000	
PIN Grand Total:	\$6,990,000	Total:				\$5,539,000				\$5,539,000	
375670	OCDOT	PAVING, BUCKLEY RD, HOPKINS TO TAFT, TN OF CLAY, ONON CO									
		Project Type: Pavement									
			Construction	STBG-Urban	\$4,576,000						
			Construction	Match	\$1,144,000						
			Inspection	STBG-Urban	\$832,000						
			Inspection	Match	\$208,000						
PIN Fed Total:	\$5,744,000	Total Federal Funds:				\$5,408,000				\$5,408,000	
PIN Grand Total:	\$7,180,000	Total:				\$6,760,000				\$6,760,000	
375671	OCDOT	PAVING, JOHN GLENN BLVD EB, I-690 TO BUCKLEY RD, TNS OF CLAY, GEDDES & SALINA, ONON CO									
		Project Type: Pavement									
			ROW Acquisition	NHPP		\$55,000					
			ROW Acquisition	Match		\$14,000					
PIN Fed Total:	\$6,882,000	Total Federal Funds:				\$55,000				\$55,000	
PIN Grand Total:	\$8,604,000	Total:				\$69,000				\$69,000	

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
375675	OCDOT	PAVING, ONONDAGA BLVD, CITY BOUNDARY TO FAY RD, TN OF ONONDAGA, ONON CO	Project Type: Pavement							
			Construction	STBG-Flex		\$2,309,000				
			Construction	Match		\$577,000				
			Construction	STBG-Urban		\$3,195,000				
			Construction	Match		\$799,000				
			Inspection	STBG-Urban		\$825,000				
			Inspection	Match		\$206,000				
PIN Fed Total:	\$7,148,000	Total Federal Funds:				\$6,329,000				\$6,329,000
PIN Grand Total:	\$8,912,000	Total:				\$7,911,000				\$7,911,000
375676	OCDOT	PAVING, 7TH NORTH ST, ELECTRONICS PKWY TO RR BRIDGE, TN OF SALINA, ONON CO	Project Type: Pavement							
			ROW Acquisition	STBG-Flex	\$160,000					
			ROW Acquisition	Match	\$40,000					
PIN Fed Total:	\$10,152,000	Total Federal Funds:				\$160,000				\$160,000
PIN Grand Total:	\$12,690,000	Total:				\$200,000				\$200,000
375678	OCDOT	PAVING, BUCKLEY RD, BEAR RD TO HENRY CLAY BLVD, TN OF CLAY, ONON CO	Project Type: Pavement							
			Construction	NHPP	\$2,330,000					
			Construction	Match	\$582,000					
			Inspection	NHPP	\$349,000					
			Inspection	Match	\$87,000					
PIN Fed Total:	\$2,955,000	Total Federal Funds:				\$2,679,000				\$2,679,000
PIN Grand Total:	\$3,694,000	Total:				\$3,348,000				\$3,348,000
375702	OCDOT	ONONDAGA LAKE CANALWAYS TRAIL - SALINA EXTENSION PROJECT - Phase 2, SYRACUSE & TN OF SALINA, ONON CO	Project Type: Bike/Pedestrian							
			ROW Acquisition	NHPP	\$183,000					
			ROW Acquisition	Match	\$46,000					
			Construction	NHPP			\$17,137,000			
			Construction	Match			\$4,284,000			
			Construction	STBG-Flex			\$3,447,000			
			Construction	Match			\$862,000			
			Construction	STBG-Urban			\$2,946,000			
			Construction	Match			\$737,000			
			Inspection	NHPP			\$2,997,000			
			Inspection	Match			\$749,000			
PIN Fed Total:	\$27,686,000	Total Federal Funds:				\$183,000		\$26,527,000		\$26,710,000
PIN Grand Total:	\$34,608,000	Total:				\$229,000		\$33,159,000		\$33,388,000
375703	OCDOT	BRIDGE REHAB, OLD RT 57 OVER ONEIDA RIVER, TN OF CLAY & TN OF SCHROEPPPEL, ONON & OSW CO	Project Type: Bridge							
			Detailed Design	STBG-Flex				\$854,000		
			Detailed Design	Match				\$213,000		
PIN Fed Total:	\$17,950,000	Total Federal Funds:						\$854,000		\$854,000
PIN Grand Total:	\$20,243,000	Total:						\$1,067,000		\$1,067,000

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
375705	OCDOT	IMPROVEMENTS, OLD LIVERPOOL RD, NY 370 TO ELECTRONICS PKWY, TN OF SALINA & VIL OF LIVERPOOL, ONON CO	Project Type: Pavement							
			Scoping	STBG-Urban		\$17,000				
			Scoping	Match		\$4,000				
			Preliminary Design	STBG-Urban		\$424,000				
			Preliminary Design	Match		\$106,000				
			Detailed Design	STBG-Urban		\$424,000				
			Detailed Design	Match		\$106,000				
			ROW Incidentals	STBG-Urban		\$4,000				
			ROW Incidentals	Match		\$1,000				
PIN Fed Total:	\$6,085,000	Total Federal Funds:				\$869,000				\$869,000
PIN Grand Total:	\$7,606,000	Total:				\$1,086,000				\$1,086,000
375715	OCDOT	BRIDGE REHAB, JAMESVILLE TOLL RD OVER SUSQUEHANNA RR, TN OF DEWITT, ONON CO	Project Type: Bridge							
			Scoping	STBG-Urban		\$8,000				
			Scoping	Match		\$2,000				
			Preliminary Design	STBG-Urban		\$306,000				
			Preliminary Design	Match		\$77,000				
			Detailed Design	STBG-Urban		\$306,000				
			Detailed Design	Match		\$77,000				
			Construction	STBG-Urban				\$2,244,000		
			Construction	Match				\$561,000		
			Inspection	STBG-Urban				\$359,000		
			Inspection	Match				\$90,000		
PIN Fed Total:	\$3,223,000	Total Federal Funds:				\$620,000		\$2,603,000		\$3,223,000
PIN Grand Total:	\$4,030,000	Total:				\$776,000		\$3,254,000		\$4,030,000
375716	OCDOT	IMPROVEMENTS, VINE ST, LIVERPOOL VILL LINE TO BURR DR, TN OF SALINA, ONON CO	Project Type: Pavement							
			Scoping	STBG-Flex				\$17,000		
			Scoping	Match				\$4,000		
			Preliminary Design	STBG-Flex				\$233,000		
			Preliminary Design	Match				\$58,000		
PIN Fed Total:	\$3,072,000	Total Federal Funds:						\$250,000		\$250,000
PIN Grand Total:	\$3,840,000	Total:						\$312,000		\$312,000
375721	OCDOT	W DEAD CREEK RD (CR 272) OVER DEAD CREEK, BRIDGE REPLACEMENT, TN OF VAN BUREN, ONON CO	Project Type: Bridge							
			Construction	BFP - Off		\$984,000				
			Construction	Match		\$52,000				
			Inspection	BFP - Off		\$165,000				
			Inspection	Match		\$9,000				
PIN Fed Total:	\$1,365,000	Total Federal Funds:				\$1,149,000				\$1,149,000
PIN Grand Total:	\$1,437,000	Total:				\$1,210,000				\$1,210,000

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PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
375748	OCDOT	REPLACE, PECK RD BRIDGE OVER CHITTENANGO CREEK, ONON CO								
		Project Type: Bridge								
			Construction	BFP - Off		\$1,470,000				
			Construction	Match		\$78,000				
			Inspection	BFP - Off		\$191,000				
			Inspection	Match		\$10,000				
PIN Fed Total:	\$1,936,000	Total Federal Funds:				\$1,661,000				\$1,661,000
PIN Grand Total:	\$2,039,000	Total:				\$1,749,000				\$1,749,000
395082	OCDOT	PEDESTRIAN & SAFETY IMPROVEMENTS, TEALL AVE, SYR & SALINA, ONON CO								
		Project Type: Bike/Pedestrian								
			Construction	CMAQ - S	\$2,984,000					
			Construction	Match	\$746,000					
			Inspection	CMAQ - S	\$546,000					
			Inspection	Match	\$137,000					
PIN Fed Total:	\$4,425,000	Total Federal Funds:				\$3,530,000				\$3,530,000
PIN Grand Total:	\$5,532,000	Total:				\$4,413,000				\$4,413,000
OCDOT TOTALS:										
					Total Federal Funds:	\$13,109,000	\$13,965,000	\$250,000	\$29,984,000	\$57,308,000
					Total:	\$16,160,000	\$17,130,000	\$312,000	\$37,480,000	\$71,082,000
375707	SYRACUSE	OPERATING ASSISTANCE, TRANSPORTATION MANAGEMENT CENTER, SYRACUSE, ONON CO								
		Project Type: Special								
			Other	STBG-Flex	\$1,070,000					
			Other	Match	\$268,000					
PIN Fed Total:	\$1,070,000	Total Federal Funds:				\$1,070,000				\$1,070,000
PIN Grand Total:	\$1,338,000	Total:				\$1,338,000				\$1,338,000
375709	SYRACUSE	IMPROVEMENTS, ERIE BLVD W, FRANKLIN ST TO W GENESEE ST, SYRACUSE, ONON CO								
		Project Type: Pavement								
			Construction	STBG-Flex			\$879,000			
			Construction	Match			\$220,000			
			Construction	STBG-Urban			\$5,147,000			
			Construction	Match			\$1,287,000			
			Inspection	STBG-Urban			\$670,000			
			Inspection	Match			\$167,000			
PIN Fed Total:	\$7,306,000	Total Federal Funds:					\$6,696,000			\$6,696,000
PIN Grand Total:	\$9,133,000	Total:					\$8,370,000			\$8,370,000

2026-2030 TIP
Federal Highway Administration - Project Listing

2026-2030 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
375710	SYRACUSE	CREEKWALK PH III, COLVIN ST TO DORWIN AVE, SYRACUSE, ONON CO	Project Type: Bike/Pedestrian							
			ROW Acquisition	STBG-Urban	\$254,000					
			ROW Acquisition	Match	\$64,000					
			Construction	STBG-Flex					\$3,671,000	
			Construction	Match					\$918,000	
			Construction	STBG-Urban					\$4,485,000	
			Construction	Match					\$1,122,000	
			Inspection	STBG-Flex					\$275,000	
			Inspection	Match					\$69,000	
			Inspection	STBG-Urban					\$631,000	
			Inspection	Match					\$158,000	
PIN Fed Total:	\$10,867,000	Total Federal Funds:			\$254,000				\$9,062,000	\$9,316,000
PIN Grand Total:	\$13,585,000	Total:			\$318,000				\$11,329,000	\$11,647,000
375711	SYRACUSE	IMPROVEMENTS, JAMES ST, S SALINA ST TO GRANT BLVD, SYRACUSE, ONON CO	Project Type: Pavement							
			Construction	NHPP		\$11,448,000				
			Construction	Match		\$2,862,000				
			Inspection	NHPP		\$1,272,000				
			Inspection	Match		\$318,000				
PIN Fed Total:	\$13,738,000	Total Federal Funds:				\$12,720,000				\$12,720,000
PIN Grand Total:	\$17,172,000	Total:				\$15,900,000				\$15,900,000
375712	SYRACUSE	IMPROVEMENTS, S GEDDES ST, BELLEVUE AVE TO ERIE BLVD, W FAYETTE ST, WEST ST TO TOMPKINS ST, SYRACUSE, ONON 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					
PIN Fed Total:	\$9,806,000	Total Federal Funds:				\$654,000				\$654,000
PIN Grand Total:	\$12,257,000	Total:				\$817,000				\$817,000
375713	SYRACUSE	IMPROVEMENTS, TEALL AVE, BURNET AVE TO GRANT BLVD, SYRACUSE, ONON CO	Project Type: Pavement							
			Scoping	STBG-Urban				\$134,000		
			Scoping	Match				\$34,000		
			Preliminary Design	STBG-Urban				\$134,000		
			Preliminary Design	Match				\$34,000		
			Detailed Design	STBG-Urban					\$277,000	
			Detailed Design	Match					\$69,000	
PIN Fed Total:	\$9,665,000	Total Federal Funds:						\$268,000	\$277,000	\$545,000
PIN Grand Total:	\$12,082,000	Total:						\$336,000	\$346,000	\$682,000

2026-2030 TIP
Federal Highway Administration - Project Listing

2026-2030 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
375714	SYRACUSE	IMPROVEMENTS, ERIE BLVD E, ALMOND ST TO S BEECH ST, SYRACUSE, ONON CO	Project Type: Pavement							
			Construction	NHPP		\$3,429,000				
			Construction	Match		\$857,000				
			Inspection	NHPP		\$381,000				
			Inspection	Match		\$95,000				
PIN Fed Total:	\$4,221,000	Total Federal Funds:				\$3,810,000				\$3,810,000
PIN Grand Total:	\$5,277,000	Total:				\$4,762,000				\$4,762,000
375717	SYRACUSE	MOBILITY IMPROVEMENTS, RTC/REGIONAL MARKET AREA, SYRACUSE, ONONDAGA CO	Project Type: Bike/Pedestrian							
			Construction	CRP	\$1,750,000					
			Construction	Match	\$438,000					
			Construction	Match	\$425,000					
			Inspection	CRP	\$238,000					
			Inspection	Match	\$60,000					
PIN Fed Total:	\$2,492,000	Total Federal Funds:				\$1,988,000				\$1,988,000
PIN Grand Total:	\$3,541,000	Total:				\$2,911,000				\$2,911,000
375719	SYRACUSE	RT 175 BRIDGE REHAB OVER ONON CREEK, SYRACUSE, ONONDAGA CO	Project Type: Bridge							
			Construction	BFP	\$1,010,000					
			Construction	Match	\$53,000					
			Construction	STBG-Flex	\$439,000					
			Construction	Match	\$110,000					
			Inspection	BFP	\$190,000					
			Inspection	Match	\$10,000					
			Inspection	STBG-Flex	\$84,000					
			Inspection	Match	\$21,000					
PIN Fed Total:	\$2,022,000	Total Federal Funds:				\$1,723,000				\$1,723,000
PIN Grand Total:	\$2,232,000	Total:				\$1,917,000				\$1,917,000
375750	SYRACUSE	REPLACE, W BRIGHTON AVE BRIDGE OVER ONON CREEK, SYR, ONON CO	Project Type: Bridge							
			Construction	BFP		\$1,174,000				
			Construction	Match		\$62,000				
			Inspection	BFP		\$176,000				
			Inspection	Match		\$9,000				
PIN Fed Total:	\$1,702,000	Total Federal Funds:				\$1,350,000				\$1,350,000
PIN Grand Total:	\$1,791,000	Total:				\$1,421,000				\$1,421,000
375769	SYRACUSE	RECONNECT, COMPLETE ST GRID, E ADAMS/15TH WARD, SYR, ONON CO	Project Type: Bike/Pedestrian							
			Construction	Misc Federal Aid	\$25,000,000					
			Inspection	Misc Federal Aid	\$3,500,000					
PIN Fed Total:	\$30,000,000	Total Federal Funds:				\$28,500,000				\$28,500,000
PIN Grand Total:	\$30,000,000	Total:				\$28,500,000				\$28,500,000

2026-2030 TIP
Federal Highway Administration - Project Listing

2026-2030 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
375770	SYRACUSE	CREEKWALK PHASE IV, XXXX to XXXX, SYRACUSE, ONON CO	Project Type: Bike/Pedestrian							
			Detailed Design	STBG-Flex	\$704,000					
			Detailed Design	Match	\$176,000					
			ROW Acquisition	STBG-Urban	\$155,000					
			ROW Acquisition	Match	\$39,000					
			Construction	STBG-Flex		\$1,793,000				
			Construction	Match		\$448,000				
			Construction	STBG-Urban		\$277,000				
			Construction	Match		\$69,000				
			Inspection	STBG-Flex		\$199,000				
			Inspection	Match		\$50,000				
			Inspection	STBG-Urban		\$31,000				
			Inspection	Match		\$8,000				
PIN Fed Total:	\$3,159,000	Total Federal Funds:			\$859,000	\$2,300,000				\$3,159,000
PIN Grand Total:	\$3,949,000	Total:			\$1,074,000	\$2,875,000				\$3,949,000
395079	SYRACUSE	PED BRIDGE REPLACEMENT, CREEKWALK, KIRK PARK, SYR, ONON CO	Project Type: Bike/Pedestrian							
			Construction	TAP - S	\$1,006,000					
			Construction	Match	\$251,000					
			Inspection	TAP - S	\$220,000					
			Inspection	Match	\$55,000					
PIN Fed Total:	\$1,538,000	Total Federal Funds:			\$1,226,000					\$1,226,000
PIN Grand Total:	\$1,922,000	Total:			\$1,532,000					\$1,532,000
395080	SYRACUSE	PEDESTRIAN & BIKE IMPROVEMENTS, ERIE BLVD W, SYR, ONON CO	Project Type: Bike/Pedestrian							
			Construction	TAP - S	\$2,678,000					
			Construction	Match	\$670,000					
			Inspection	TAP - S	\$360,000					
			Inspection	Match	\$90,000					
PIN Fed Total:	\$3,574,000	Total Federal Funds:			\$3,038,000					\$3,038,000
PIN Grand Total:	\$4,468,000	Total:			\$3,798,000					\$3,798,000
395088	SYRACUSE	INNER HARBOR AREA SIDEWALK IMPROVEMENTS, SYRACUSE, ONON CO	Project Type: Bike/Pedestrian							
			Construction	TAP		\$2,320,000				
			Construction	Match		\$580,000				
			Inspection	TAP		\$366,000				
			Inspection	Match		\$92,000				
PIN Fed Total:	\$3,146,000	Total Federal Funds:				\$2,686,000				\$2,686,000
PIN Grand Total:	\$3,933,000	Total:				\$3,358,000				\$3,358,000

2026-2030 TIP
Federal Highway Administration - Project Listing

2026-2030 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
395089	SYRACUSE	NEW SHARED USE PATH, ON WEST SIDE TRAIL, SYRACUSE, ONON CO	Project Type: Bike/Pedestrian							
			ROW Acquisition	TAP	\$40,000					
			ROW Acquisition	Match	\$10,000					
			Construction	TAP		\$2,608,000				
			Construction	Match		\$652,000				
			Inspection	TAP		\$480,000				
			Inspection	Match		\$120,000				
PIN Fed Total:	\$3,944,000	Total Federal Funds:			\$40,000	\$3,088,000				\$3,128,000
PIN Grand Total:	\$4,930,000	Total:			\$50,000	\$3,860,000				\$3,910,000
SYRACUSE TOTALS:										
					Total Federal Funds:	\$39,352,000	\$25,954,000	\$6,696,000	\$268,000	\$9,339,000
					Total:	\$42,255,000	\$32,176,000	\$8,370,000	\$336,000	\$11,675,000
395095	Town of Geddes	CONNECTIVE CORRIDOR; VIL OF SOLVAY, TN OF GEDDES, ONON CO	Project Type: Bike/Pedestrian							
			Construction	Misc Federal Aid		\$3,744,000				
			Construction	Match		\$936,000				
			Inspection	Misc Federal Aid		\$376,000				
			Inspection	Match		\$94,000				
PIN Fed Total:	\$5,000,000	Total Federal Funds:				\$4,120,000				\$4,120,000
PIN Grand Total:	\$6,250,000	Total:				\$5,150,000				\$5,150,000
Town of Geddes TOTALS:										
					Total Federal Funds:	\$4,120,000				\$4,120,000
					Total:	\$5,150,000				\$5,150,000
375727	Town of LaFayette	CLARK HOLLOW RD BRIDGE REPLACEMENT, TN OF LAFAYETTE, ONONDAGA CO	Project Type: Bridge							
			Construction	BFP - Off	\$1,206,000					
			Construction	Match	\$63,000					
			Inspection	BFP - Off	\$166,000					
			Inspection	Match	\$9,000					
PIN Fed Total:	\$1,719,000	Total Federal Funds:			\$1,372,000					\$1,372,000
PIN Grand Total:	\$1,810,000	Total:			\$1,444,000					\$1,444,000
Town of LaFayette TOTALS:										
					Total Federal Funds:	\$1,372,000				\$1,372,000
					Total:	\$1,444,000				\$1,444,000

2026-2030 TIP
Federal Highway Administration - Project Listing

2026-2030 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
375749	Vil of Skaneateles	REPLACE, ELIZABETH ST BRIDGE OVER SKANEATELES CREEK, ONON CO								
		Project Type: Bridge								
			ROW Acquisition	BFP - Off	\$138,000					
			ROW Acquisition	Match	\$7,000					
			Construction	BFP - Off		\$1,435,000				
			Construction	Match		\$75,000				
			Inspection	BFP - Off		\$225,000				
			Inspection	Match		\$12,000				
PIN Fed Total:	\$2,159,000	Total Federal Funds:			\$138,000	\$1,660,000				\$1,798,000
PIN Grand Total:	\$2,272,000	Total:			\$145,000	\$1,747,000				\$1,892,000
Vil of Skaneateles TOTALS:										
					Total Federal Funds:	\$138,000	\$1,660,000			\$1,798,000
					Total:	\$145,000	\$1,747,000			\$1,892,000
375751	Village of Fayetteville	REPLACE, FRANKLIN ST RD BRIDGE OVER PARK POND INLET, ONON CO								
		Project Type: Bridge								
			ROW Acquisition	BFP - Off	\$14,000					
			ROW Acquisition	Match	\$1,000					
			Construction	BFP - Off		\$1,139,000				
			Construction	Match		\$60,000				
			Inspection	BFP - Off		\$162,000				
			Inspection	Match		\$8,000				
PIN Fed Total:	\$1,543,000	Total Federal Funds:			\$14,000	\$1,301,000				\$1,315,000
PIN Grand Total:	\$1,624,000	Total:			\$15,000	\$1,369,000				\$1,384,000
Village of Fayetteville TOTALS:										
					Total Federal Funds:	\$14,000	\$1,301,000			\$1,315,000
					Total:	\$15,000	\$1,369,000			\$1,384,000
395087	Village of Solvay	EMPIRE STATE TRAIL/BELLE ISLE IMPROVEMENTS, SOLVAY, ONON CO								
		Project Type: Bike/Pedestrian								
			ROW Acquisition	TAP	\$40,000					
			ROW Acquisition	Match	\$10,000					
			Construction	TAP		\$447,000				
			Construction	Match		\$112,000				
			Inspection	TAP		\$96,000				
			Inspection	Match		\$24,000				
PIN Fed Total:	\$803,000	Total Federal Funds:			\$40,000	\$543,000				\$583,000
PIN Grand Total:	\$1,004,000	Total:			\$50,000	\$679,000				\$729,000
Village of Solvay TOTALS:										
					Total Federal Funds:	\$40,000	\$543,000			\$583,000
					Total:	\$50,000	\$679,000			\$729,000

2026-2030 TIP
Federal Highway Administration - Project Listing

2026-2030 TIP										
PIN:	Sponsor:	Project Description:	Phase:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
					\$591,955,000	\$75,045,000	\$62,481,000	\$51,876,000	\$65,372,000	\$846,729,000
Grand Total Federal Funds by FFY										
Grand Totals by FFY					\$835,862,000	\$89,194,000	\$70,838,000	\$64,432,000	\$73,972,000	\$1,134,298,000

Appendix B
FTA Project Listing

2026-2030 TIP
Federal Transit Administration - Project Listing

		2026-2030 TIP							
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
382014	CNYRTA	COMPUTER HARDWARE PURCHASES	Section 5307	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	
			Match	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	
			Total Federal Funds:	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$800,000
			Total:	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
382015	CNYRTA	COMPUTER SOFTWARE PURCHASES	Section 5307	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	
			Match	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	
			Total Federal Funds:	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
			Total:	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$625,000
382016	CNYRTA	ENGINEERING SERVICES	Section 5307		\$160,000		\$160,000		
			Match		\$40,000		\$40,000		
			Total Federal Funds:		\$160,000		\$160,000		\$320,000
			Total:		\$200,000		\$200,000		\$400,000
382017	CNYRTA	FACILITY MAINTENANCE PROJECT - FFY 2026	Section 5307	\$296,000					
			Match	\$74,000					
			Total Federal Funds:	\$296,000					\$296,000
			Total:	\$370,000					\$370,000
382018	CNYRTA	FACILITY MAINTENANCE PROJECT - FFY 2027	Section 5307		\$20,000				
			Match		\$5,000				
			Total Federal Funds:		\$20,000				\$20,000
			Total:		\$25,000				\$25,000
382019	CNYRTA	PREVENTATIVE MAINTENANCE	Section 5307	\$4,080,000	\$4,161,600	\$4,244,832	\$4,329,729	\$4,416,323	
			Match	\$1,020,000	\$1,040,400	\$1,061,208	\$1,082,432	\$1,104,081	
			Total Federal Funds:	\$4,080,000	\$4,161,600	\$4,244,832	\$4,329,729	\$4,416,323	\$21,232,484
			Total:	\$5,100,000	\$5,202,000	\$5,306,040	\$5,412,161	\$5,520,404	\$26,540,605
382020	CNYRTA	ROLLING STOCK - PARATRANSIT VEHICLES FFY 2026	Section 5307	\$922,880					
			Match	\$230,720					
			Total Federal Funds:	\$922,880					\$922,880
			Total:	\$1,153,600					\$1,153,600

2026-2030 TIP
Federal Transit Administration - Project Listing

2026-2030 TIP										
PIN:	Sponsor:	Project Description:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP	
382021	CNYRTA	ROLLING STOCK - PARATRANSIT VEHICLES FFY 2028	Section 5307			\$1,499,680				
			Match			\$374,920				
			Total Federal Funds:				\$1,499,680			\$1,499,680
			Total:				\$1,874,600			\$1,874,600
382022	CNYRTA	ROLLING STOCK - PARATRANSIT VEHICLES FFY 2029	Section 5307				\$1,038,240			
			Match				\$259,560			
			Total Federal Funds:				\$1,038,240			\$1,038,240
			Total:				\$1,297,800			\$1,297,800
382023	CNYRTA	ROLLING STOCK - PARATRANSIT VEHICLES FFY 2030	Section 5307					\$1,268,960		
			Match					\$317,240		
			Total Federal Funds:						\$1,268,960	\$1,268,960
			Total:						\$1,586,200	\$1,586,200
382024	CNYRTA	SUPPORT VEHICLES NEW FFY 2026	Sect 5339	\$88,000						
			Match	\$22,000						
			Total Federal Funds:	\$88,000						\$88,000
			Total:	\$110,000						\$110,000
382025	CNYRTA	SUPPORT VEHICLES NEW FFY 2027	Section 5307		\$96,000					
			Match		\$24,000					
			Total Federal Funds:		\$96,000					\$96,000
			Total:		\$120,000					\$120,000
382026	CNYRTA	SUPPORT VEHICLES REPLACEMENTS FFY 2026	Sect 5339	\$848,000	\$0	\$0	\$0	\$0		
			Match	\$212,000						
			Total Federal Funds:	\$848,000	\$0	\$0	\$0	\$0	\$0	\$848,000
			Total:	\$1,060,000	\$0	\$0	\$0	\$0	\$0	\$1,060,000
382027	CNYRTA	SUPPORT VEHICLES REPLACEMENTS FFY 2027	Section 5307		\$364,000					
			Match		\$91,000					
			Total Federal Funds:		\$364,000					\$364,000
			Total:		\$455,000					\$455,000

2026-2030 TIP
Federal Transit Administration - Project Listing

2026-2030 TIP

PIN:	Sponsor:	Project Description:	Funding Source:	FFY 25/26:	FFY 26/27:	FFY 27/28:	FFY 28/29:	FFY 29/30:	5-Year TIP
382946	CNYRTA	ACQUISITION FOR THE CENTRO BRT NETWORK, SYRACUSE, ONON CO							
			Match	\$7,291,674					
			Section 5307	\$2,166,661					
			Match	\$541,665					
		Total Federal Funds:			\$2,166,661				\$2,166,661
		Total:			\$10,000,000				\$10,000,000
382947	CNYRTA	CONSTRUCT & IMPLEMENT, BUS RAPID TRANSIT LINES, 2025-2026							
			Match		\$7,291,674				
			Section 5307		\$6,166,661				
			Match		\$1,541,665				
		Total Federal Funds:				\$6,166,661			\$6,166,661
		Total:				\$15,000,000			\$15,000,000
Grand Total Federal Funds by FFY				\$8,661,541	\$11,228,261	\$6,004,512	\$5,787,969	\$5,945,283	\$37,627,566
Grand Totals by FFY				\$18,118,600	\$21,327,000	\$7,505,640	\$7,234,961	\$7,431,604	\$61,617,805

Appendix C

Operations & Maintenance

Operations & Maintenance: non-federal transportation funding

The non-federal transportation funded projects are often not shown in the SMTC's TIP, though funding outside of the federal transportation program is utilized on the overall transportation system.

The following provides additional financing details for a number of operations and maintenance relevant activities. Municipal annual budgets and/or capital improvement plans (CIP) may be found on a respective municipal or transportation authority website. For example, Onondaga County, City of Syracuse and CNYRTA adopt new budgets and/or multi-year CIPs annually. Collectively, the aggregation of programmed, anticipated federal transportation funds and required match to federal-aid projects discussed in the 2026-2030 TIP, and the non-federal transportation funds mentioned below total approximately \$1.59B. State and local non-federal dollars for transportation activities may vary over time; however, the figures presented are reasonable expectations based on data available at this time.

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 \$934 million annually for preventive, corrective and demand maintenance on approximately 44,500 lane miles of state highways and more than 7,900 state bridges.¹ 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

In September 2024, Onondaga County approved their \$747,954,000 2025-2030 CIP. The Onondaga County Department of Transportation owns and maintains around 800 centerline miles of pavement and is also "responsible for the inspection, maintenance, and rehabilitation of 240 bridges, numerous culverts and drainage systems, as well as operating and maintaining 122 traffic signals and beacons throughout the County."² The Department of Transportation is responsible for 29% (\$218,965,000) of the multi-year CIP funding. Project categories in the CIP consist of bituminous surface treatment, bridges, capital highway construction, cold and hot mix bituminous paving, guide rail, testing, drainage and facilities repair and Traffic Systems Management. These efforts cover the multitude of County owned roads, bridges, and traffic signal systems, regardless of federal-aid eligibility.

Funding sources for these projects and the amounts expected to be spent during the duration of the TIP (2026-2030) are identified as "Borrow" (\$31.354M), "Cash" (\$33.405M), "Fed Aid" (\$44.700M), "CHIPS" (\$33.935M), and "State (Marchiselli)" (\$6.150M). Removing the "Federal Aid" and "State Marchiselli" 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 anticipates \$98.994M of non-federal funds (i.e., borrow, cash and/or CHIPS funding) on its transportation related projects.

For the City of Syracuse, their proposed 2026-2031 anticipates spending around \$123 million of non-federal funds on numerous transportation related projects during the duration of the TIP (2026-2030), such as but not limited to road reconstruction, road reconstruction related equipment and unimproved street sealing, within the Department of Public Works Department. This figure excludes TIP projects. Funding sources of these 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 \$20.143M "Borrowed Funds", \$94.364M of CHIPS Funds, and \$8.800M of Special Funds.

¹ Statewide Transportation Improvement Program Summary, page 5

² Onondaga County Capital Improvement Plan, 2025-2030, pg. 16

New York State local roadway program initiatives

Consolidated Local Street and Highway Improvement Program

NYSDOT provides funds to localities for maintenance through the CHIPs, which was established by the New York State Legislature in 1981. The 2024/2025 CHIPs allocation to all municipalities in the SMTC planning area, excluding Madison and Oswego County specifically, totaled approximately \$16,917,000 for 2024/2025. Funding to Onondaga County and the City of Syracuse totaled \$11,192,000 (66%), for example. Should future annual figures be similar, it's anticipated that \$84,585,000 could be available over a five-year period.

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). 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 these sources is provided below, though only 5% of all federal-aid eligible centerline miles are owned by towns or villages in the SMTC planning area. For the State Touring Route program, funds are allocated to only the City of Syracuse, the Town of Lysander, and the Village of Solvay. 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.

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 fiscal year, \$4,223,910 was apportioned to municipalities in the SMTC area. Should the PAVE-NY program continue for the next five years to 2030, it's forecast that \$21,119,550M could become available.

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 year, \$2,862,737 was apportioned to municipalities in the SMTC area. It's anticipated that future figures will be consistent bringing an approximate \$14,313,685 to the area in the next five-year period.

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.

In the past budget cycle, \$10,149,763 was apportioned to the City of Syracuse. The City apportionment accounts for 92% of the State Touring Route funds in Onondaga County. The remaining 8% was distributed to the Town of Lysander (\$639,189) and the Village of Solvay (\$284,474). Should the program continue for the next several years, it's anticipated that future figures will be consistent that in turn would provide \$50,748,815 to the City of Syracuse, \$3,195,945 to Lysander and \$1,422,370 to Solvay.³

Pave our Potholes

The Pave our Potholes program was 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.⁴

³ More information is available at <https://www.dot.ny.gov/programs/chips/chips-repository/Touring%20Route%20Fact%20Sheet>

⁴ Additional information is available at <https://www.dot.ny.gov/programs/chips/chips-repository/POP%20Fact%20Sheet.pdf>.

In the SMTC area, municipalities received a total of \$2,815,940. It's anticipated that future figures will be consistent and that could bring an additional \$14,079,970 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.

2024/2025 Budgets

Municipality	CHIPs	Pave-NY	Extreme Winter Recovery	State Touring Route	Pave our Potholes	Total
Onondaga Co	\$7,520,382	\$1,935,049	\$1,167,993	n/a	\$1,290,032	\$11,913,456
Syracuse	\$3,671,554	\$935,263	\$587,489	\$10,149,763	\$623,508	\$15,967,578
Towns and Villages (Onon Co)	\$4,754,995	\$1,123,794	\$920,494	\$923,664^	\$749,196	\$8,472,142
Towns and Villages (Oswego Co)	\$585,367	\$138,212	\$113,561	n/a	\$92,142	\$929,282
Town and Village (Madison Co)	\$384,629	\$91,593	\$73,200	n/a	\$61,062	\$610,483
Total	\$16,916,927	\$4,223,910	\$2,862,737	\$11,073,427	\$2,815,940	\$37,892,941

*Madison and Oswego County figures do not include County specific apportioned funds, only towns and villages within the SMTC planning area.

^Town of Lysander and Village of Solvay only.

Five-year Forecast Budgets (24/25 values x 5)

Municipality	CHIPs	Pave-NY	Extreme Winter Recovery	State Touring Route	Pave our Potholes	Total
Onondaga Co	\$37,601,909	\$9,675,243	\$5,839,964	n/a	\$6,450,162	\$59,567,278
Syracuse	\$18,357,772	\$4,676,313	\$2,937,446	\$50,748,815	\$3,117,542	\$79,837,887
Towns and Villages (Onon Co)	\$23,774,973	\$5,618,969	\$4,602,468	\$4,618,318^	\$3,745,980	\$42,360,708
Towns and Villages (Oswego Co)	\$2,926,837	\$691,061	\$567,807	n/a	\$460,707	\$4,646,412
Town and Village (Madison Co)	\$1,923,146	\$457,962	\$366,000	n/a	\$305,308	\$3,052,417
Total	\$84,584,637	\$21,119,549	\$14,313,685	\$55,367,133	\$14,079,699	\$189,464,702

Transit system operations and maintenance

Statewide Mass Transportation Operating Assistance

NYS DOT 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 in 2024 totaled \$27,227,732. Future annual estimates should be similar. If so, over the next five-year period, the CNYRTA is forecasted to receive \$136,138,660.

Local Share of STOA (18b Match)

CNYRTA receives a state mandated STOA match from Onondaga County. In 2024, the local STOA match equated to \$2,280,989. This match level has not changed since 2006 per CNYRTA. Over the next five years, \$11,404,945 is anticipated.

Accelerated Transit Capital Program

The Accelerated Transit Capital (ATC) program is administered by NYS DOT 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.

The CNYRTA has been awarded \$3,282,600 from the 2024 program year. They anticipate similar amounts per year going forward, which could equate to an additional \$16,413,000 in the next five year timeframe.

Modernization and Enhancement Program

Administered by NYS DOT, 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/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.

The CNYRTA has been awarded \$4,009,074 from this program in the last funding cycle and anticipate similar amounts per year going forward, which could equate to an additional \$20,045,370 over 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.

Appendix D

Major Projects from 2023-2027 TIP

Sponsor	PIN	Project	Construction & Inspection Cost (\$M)	FFY	Status
NYSDOT	301713	Bridge Replacement, RT 49 over Big Bay Crk, W Monroe, Osw Co	3.443	23/24	Obligated
NYSDOT	303771	Pavement Rehab & Intersection Improvements, Rt 31, Cicero	9.768	22/23	Obligated
NYSDOT	304369	Safety Improvements, 481, Cicero & Vil of N Syr, Onondaga Co	9.320	23/24	Obligated
NYSDOT	307626	Bridge Rehab, Rt 5 over 9 Mike Crk, Tn of Camillus, Onondaga Co	4.400	22/23	Obligated
NYSDOT	328722	Recon, Rt 370, Vil Line to Cypress, Liverpool, Onondaga Co	12.500	24/25	Obligated
NYSDOT	350179	Airport Rd Bridges over I81 Minor Rehab, Tn of Salina, Onon Co	12.100	22/23	Obligated
NYSDOT	350187	Bridge Replacement, I-81, over E Colvin St, Syracuse, Onon Co	5.500	22/23	Obligated
NYSDOT	350189	MBC, I-81, Syracuse City Line to Mattydale, Tn of Salina, Onon Co	14.458	24/25	Anticipate Obligation
NYSDOT	350191	Convert I-481 to I-81, I-81 South of Kirkville, Tns of DeWitt & Onondaga, Onon Co	337.350	22/23	Obligated
NYSDOT	350192	Business Loop 81, Northern Section, Ph 1, Syracuse, Onon Co	130.300	22/23	Obligated
NYSDOT	350192	Business Loop 81, Northern Section, Ph 1, Syracuse, Onon Co	52.411	23/24	Obligatged
NYSDOT	350192	Business Loop 81, Northern Section, Ph 1, Syracuse, Onon Co	56.371	24/25	Obligated
NYSDOT	350193	Bridge, New & Replace, I-690 over Crouse & Lodi, Onon Co	306.657	23/24	Obligated
NYSDOT	350193	Bridge, New & Replace, I-690 over Crouse & Lodi, Onon Co	38.088	24/25	Obligated
NYSDOT	350194	Business Loop 81, Southern Section, Ph 1, Syracuse, Onon Co	166.989	23/24	Obligated
NYSDOT	350194	Business Loop 81, Southern Section, Ph 1, Syracuse, Onon Co	142.235	24/25	Obligated
NYSDOT	350195	Rebuild I-690 & West Street Interchange, Onon Co	670.550	24/25	Anticipate Obligation
NYSDOT	350653	Mbc, Rt 695 And Rt 5, Tns Of Camillus & Geddes, Onon Co	23.459	23/24	Obligated
NYSDOT	380553	Rehab/Replace, Large Culverts, Various Locations, Onon & Osw Co	9.200	24/25	Anticipate Obligation
NYSDOT	380668	Safety Appurtenance Program (Safetap), Onon Co	9.959	24/25	Anticipate Obligation
NYSDOT	380689	Upgrade & Replace, Signal Hardware, Various Counties	4.489	23/24	Obligated
OCDOT	375627	Old Liverpool Rd Paving, Electronics Pkwy To Buckley Rd, Tn Of Salina, Onon Co	13.500	22/23	Obligated
OCDOT	375672	Paving, Rt 57 & Soule Rd, Tn Of Clay, Onon Co	5.576	24/25	Anticipate Obligation
OCDOT	375677	Paving, Bear Rd, Sandy Ln To Rt 11, Tn Of Clay, Onon Co	3.500	23/24	Obligated
Syracuse	375680	Paving, E Brighton Ave & E Seneca Tpk, Syracuse, Onon Co	8.569	23/24	Obligated
Syracuse	375681	Paving, E Colvin St, Comstock Ave To City Line, Syracuse, Onon Co	4.611	23/24	Obligated
Syracuse	375683	Paving, Midland Ave, Ostrander Ave To Ny 173, Syracuse, Onon Co	4.065	24/25	Anticipate Obligation
Solvay	375686	Paving, Milton, Cogswell To Camillus Line, Solvay, Onon Co	7.576	24/25	Anticipate Obligation

Appendix E
Project Management
Amendment & Administrative Modification Matrix

TIP Project Management Amendment & Administrative Modification Matrix

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

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

Note:

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

Addendum for I-81 Viaduct Projects
June 1, 2023 by action of the SMTC Policy Committee

Description	Amendment Process
	TIP Amendment Required
Cost increase using another I-81 phase as the offset and staying in the same year.	Executive
Federal Fiscal Year delay in a phase.	Executive
Additional funding added to a phase that would increase overall cost above \$2.25B (total of all I-81 contracts). Offset from outside the MPO area.	Executive
Additional funding provided by MPO planning targets or a major scope change*.	Planning/Policy

*Scope changes equate to anything that impacts, modifies, or revisits the I-81 EIS.

Note:

The Executive Committee may, if it chooses, defer any I-81 amendment back to the SMTC Planning/Policy Committees that it feels are appropriate.

Appendix F

Acronyms

Acronyms

ADA: American's with Disabilities Act

BFP: Bridge Funding Program

CFR: Code of Federal Regulations

CMAQ: Congestion Mitigation Air Quality

CNY RPDB: Central New York Regional Planning & Development Board

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

LOTTR: Level of Travel Time Reliability

LRTP: Long Range Transportation Plan

MBC: Maintenance by Contract

MPA: Metropolitan Planning Area

MPO: Metropolitan Planning Organization

MTP: Metropolitan Transportation Plan

NEPA: National Environmental Policy Act

NHFP: National Highway Freight Program

NHPP: National Highway Performance Program

NHS: National Highway System

NYS DOT: New York State Department of Transportation

PIN: Project Identification Number

PTASP: Public Transportation Agency Safety Plan

SEQRA: State Environmental Quality Review Act

SMTC: Syracuse Metropolitan Transportation Council

STIP: Statewide Transportation Improvement Program

STBG: Surface Transportation Block Grant

TAM: Transit Asset Management

TDM: Transportation Demand Management

TIP: Transportation Improvement Program

TMC: Transportation Management Center

TOD: Transit Oriented Development

TSMO: Transportation Systems Management & Operations

TTTR: Truck Travel Time Reliability

UPWP: Unified Planning Work Program

VMT: Vehicle Miles Traveled

VRM: Vehicle Revenue Miles

Appendix G

Public Outreach