

RESOLUTION
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
POLICY COMMITTEE

August 27, 2026

- WHEREAS,** The Syracuse Metropolitan Planning Area (MPA) contains a complex, multimodal transportation system, which must be maintained in a relative state of good repair to preserve existing infrastructure, increase safety, increase security, enhance integration and system connectivity, promote efficient system management and operations, increase accessibility and mobility, support economic vitality, protect/enhance the environment, improve resiliency and reliability, and enhance travel and tourism; and
- WHEREAS,** The Syracuse Metropolitan Transportation Council (SMTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the New York State Department of Transportation, the Central New York Regional Transportation Authority as the area's public transportation operator, and other agencies, for the comprehensive, continuous, and cooperative transportation planning process for the Syracuse MPA, including the preparation of the Long Range Transportation Plan/Metropolitan Transportation Plan; and
- WHEREAS,** Current Federal Metropolitan Planning Regulations (23 CFR Part 450) mandate that MPOs review and update their Metropolitan Transportation Plans at least every five years in attainment areas, such as Onondaga County, to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon; and
- WHEREAS,** 23 CFR Part 450 also allows for amendments to occur to the Metropolitan Transportation Plan at any time; and
- WHEREAS,** The 2050 Metropolitan Transportation Plan, adopted in September 2025, contains a variety of goals, objectives, performance measures, and targets that are utilized to advance the concepts contained within the plan, guide transportation planning, and capital investments; and
- WHEREAS,** The 2050 Metropolitan Transportation Plan, and an earlier Long Range Transportation Plan, identified the individual projects associated with the I-81 Viaduct Project as a regionally significant project within the plan's goals and objectives discussion and within the financial analysis; and
- WHEREAS,** The 2050 Metropolitan Transportation Plan is being amended at this time to modify the financial tables in Chapter 5 to be reflective of I-81 Viaduct Project Contract 6 (Rebuild I-690 & West Street Interchange) cost information as provided by NYSDOT, and

**2050 Metropolitan Transportation
Plan Amendment**

SMTC Policy Resolution No. 2026-03

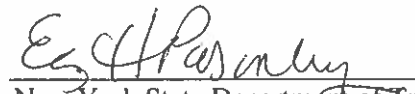
WHEREAS, Though Contract 6 costs were noted in a prior Long Range Transportation Plan, the adjustment is necessary to ensure latest cost estimates are included in the financial outlay of the Metropolitan Transportation Plan to maintain fiscal constraint as required by federal transportation policy; and

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

NOW THEREFORE BE IT RESOLVED, that the SMTC Policy Committee hereby adopts the amendment to the 2050 Metropolitan Transportation Plan.


Corey Dunham
Chairperson
SMTC Policy Committee

Date: August 27, 2026


New York State Department of Transportation
Secretary
SMTC Policy Committee

Date: August 27, 2026



Financial Analysis

2026 AMENDMENT

The 2050 Metropolitan Transportation Plan (adopted September 2025) has been amended by action of the SMTC Policy Committee on August 27, 2026, in response to unexpected delays and cost increases related to the I-81 Viaduct Project. The Business Loop 81, Rebuild I-690 & West St Interchange (Contract 6) project was previously included in the 2050 Long Range Transportation Plan (2020 Update) and the 2023-2027 Transportation Improvement Program (TIP) at a cost of \$1.014 billion. The new projected project costs have increased to \$2.150 billion. New York State will fund the additional costs utilizing New York's Capital Projects Fund (CPF), drawing from various appropriations identified in New York Assembly Bill 10004, including line items 1018-17, 1019-6, 1019-30, 1020-19, and 1020-43.

The 2026-2030 TIP has been amended alongside the 2050 MTP to reflect the delay in the obligation of capital funds and associated cost increases for this project. Additionally, due to the rescission of unobligated funds attached to the Reconnecting Communities pilot program, the E Adams St / 15th Ward reconnection / complete street grid has been removed from the financial tables below. The following financial analysis has been updated to include these changes and the financial plan remains fiscally constrained.

REQUIREMENT FOR A FINANCIAL PLAN

The MTP must demonstrate how the region will pay for the transportation projects we anticipate completing over the next 25 years.

Federal legislation requires that the MTP include cost estimates for specific projects or, for the later years (beyond first 10 years) of the plan, cost ranges for anticipated projects and that the plan identifies "reasonably expected" revenue sources to fund these projects. This is the principle of "fiscal constraint" that ensures that the MTP represents an achievable future scenario, not a "pie in the sky" vision. The MTP may include additional "illustrative projects" outside of the fiscally-constrained financial plan, which the region would fund in the future if additional resources become available.

The 2050 MTP was developed concurrently with the SMTC's 2026-2030 Transportation Improvement Program (TIP). Therefore, the first five years (short-term) of the MTP reflect the newly-adopted TIP plus additional non-Federal resources and projects/maintenance activities to be completed by the member agencies. SMTC staff worked with Study Advisory Committee members to identify revenues, projects, and maintenance activities anticipated for the remaining 20 years of the plan, summarized here for the mid-term (2031-2040) and long-term (2041-2050) timeframes.

TABLE 5.1: EXPECTED REVENUE FOR TRANSIT AND HIGHWAY PROJECTS

In millions of dollars

Revenue Source	Short-term		Mid-term	Long-term	TOTAL
	FFY 25/26 - 29/30		FFY 30/31 - 39/40	FFY 40/41 - 49/50	
Transit					
Federal Aid (5307 + 5339)	52.737		122.513	149.343	324.593
Local match to Federal Aid	13.184		30.628	37.336	81.148
Federal Aid + match	65.921		153.141	186.679	405.741
State Dedicated Funds (SDF)	36.458		72.917	72.917	182.292
State Green Initiative Funds	66.582		166.121	166.529	399.232
TOTAL	168.961		392.179	426.125	987.265
Highway	Sub-allocation	Additional			
Federal Aid - Core Programs	270.267	806.533	574.089	632.933	2,283.822
HSIP	14.935	0.000	32.148	35.443	82.525
NHPP	199.953	802.533	420.896	464.037	1,887.419
STBG: Flex	22.735	4.000	48.937	53.953	129.625
STBG: Off-system bridge	0.000	0.000	9.503	10.477	19.981
STBG: Urban	29.085	0.000	62.605	69.023	160.713
CRP	3.559	0.000	0.000	0.000	3.559
Federal Aid - Statewide solicitations	66.651	579.369	142.821	157.460	946.000
BFP: Main	35.350	575.089	76.091	83.890	770.420
BFP: Off-system	7.295	4.280	15.702	17.312	44.589
CMAQ	3.530	0.000	7.598	8.377	19.505
TAP	10.661	0.000	22.948	25.300	58.909
NHFP	9.515	0.000	20.481	22.580	52.576
Federal Aid Total (ALL)	336.618	1,385.902	716.909	790.393	3,229.822
Match to Federal Aid	68.939	219.571	146.823	161.872	597.206
Federal competitive grants	5.160		0.000	0.000	33.660
Federal total inc. match	2,016.190		863.733	952.265	3,832.188
CHIPS	186.412		401.252	442.381	1,030.045
State Dedicated Funds (SDF)	241.325		20.000	20.000	281.325
State funds	1,136.065		0.000	0.000	1,136.065
State budget allocation	200.000		0.000	0.000	200.000
City + County local funds	93.701		201.693	222.365	517.759
Other competitive grant funds	32.731		0.000	0.000	32.731
Non-Federal total	1,890.234		622.945	684.746	3,197.925
TOTAL	3,906.424		1,486.678	1,637.011	7,030.113
Summary					
Total Federal funds (transit + highway)	1,780.417		839.422	939.736	3,559.575
Total match	301.695		177.451	199.208	678.354
Total Federal + match	2,088.112		1,016.874	1,138.944	4,237.929
Total other sources	1,993.274		861.983	924.192	3,779.449
GRAND TOTAL	4,075.386		1,878.857	2,063.136	8,017.378

REASONABLY EXPECTED REVENUE

As shown in Table 5.1, SMTC anticipates \$3.560 billion in federal funding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sources, including competitive grant programs, over the next 25 years. Local match to federal aid makes up another \$678 million of the total anticipated revenue, with the remainder comprising primarily State Dedicated Funds (SDF), the Consolidated Local Street and Highway Improvement Programs (CHIPS), and City and County local funds. Total anticipated revenue from all sources is \$8.017 billion.

The revenue estimate was developed based on the following information and assumptions:

- Centro provided estimates of anticipated Section 5307 and 5339 funding, assuming annual increases of 2%. Local match was calculated at 20%.
- Centro provided estimates of anticipated SDF and NYS Green Initiative funding.
- Federal Aid for FHWA Core Programs is consistent with the planning targets provided by NYSDOT for the 2026-2030 TIP update. For the mid- and long-term, this funding was increased by 5% per 5-year time block. The large amount of additional NHPP funding is primarily for the two final I-81 contracts.
- Federal Aid for statewide solicitations in the short-term is from the TIP update. For the mid- and long-term, this funding was increased by 5% per 5-year time block (excluding the additional \$16.7 million in BFP-Main on the TIP update which is not part of the BRIDGE-NY program).
- An average 17% match was assumed for FHWA Federal Aid sources.
- NYSDOT provided totals for CHIPS funding in the SMTC MPA for 2024-2025. This was multiplied by five for the short-term timeframe, then increased by 5% per 5-year time block for the mid- and long-term. This figure includes the traditional CHIPS program as well as Extreme Winter Recovery, PAVE-NY, Pave Our Potholes, and State Touring Routes.
- State Dedicated Funds (SDF) in the short-term consist of \$115 million additional match for BL 81 Contract 8 and \$126.325 million for the Onondaga County Transportation Improvements project. NYSDOT provided an estimate of \$2 million per year in SDF for 2031-2050.
- Additional State funds in the short-term represents \$1.136 billion in additional funds for BL 81 Contract 6.
- The State budget allocation represents the \$200 million included in the 2024 NYS Budget for “roads and other infrastructure improvements” at the White Pine Commerce Park.
- City and County local funds for the short-term were calculated based on information in their respective current 5-year Capital Improvement Plans for transportation-system maintenance activities such as paving, surface treatment/sealing, road reconstruction, traffic systems maintenance, bridge repair/rehabilitation, and local initiatives such as complete streets and Vision Zero. These figures were increased by 5% every 5 years for the mid- and long-term timeframes.
- Other competitive grants consist of funds the City of Syracuse has currently secured from various NYS programs. No additional grant funding was assumed beyond the short-term.

Key to highway funding programs

Federal Aid - Core Programs

- HSIP: Highway Safety Improvement Program
- NHPP: National Highway Performance Program
- STBG: Surface Transportation Block Grant
- CRP: Carbon Reduction Program

Federal Aid - Statewide solicitations

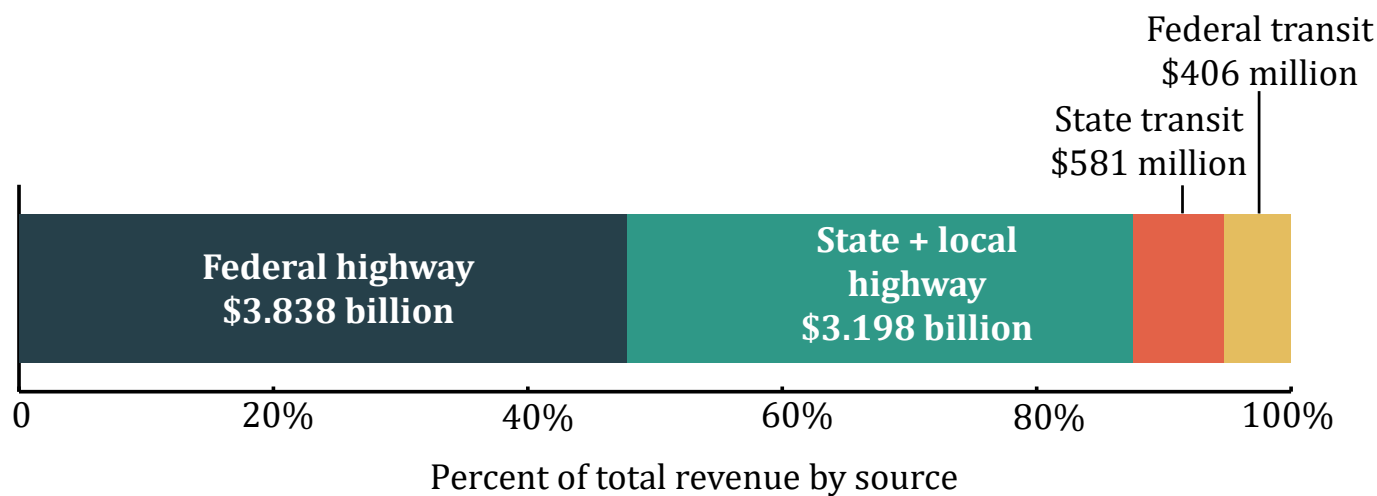
- BFP: Bridge Formula Program
- CMAQ: Congestion Mitigation and Air Quality Improvement
- TAP: Transportation Alternatives Program
- NHFP: National Highway Freight Program

Other

- CHIPS: Consolidated Local Street and Highway Improvement Program

Just under half of total revenue, over the 25 years of this plan, is expected to come from federal highway sources (including federal aid, matching funds, and competitive grants). Forty percent of total anticipated revenue is from State and local highway funds. Transit funds provided by the State are expected to make up 7 percent of total revenue, with the remaining 5 percent from federal-aid transit programs (including match). Anticipated revenue by fund source is shown in Figure 5.1.

FIGURE 5.1: ANTICIPATED FUTURE REVENUE BY SOURCE



A transition from compressed natural gas (CNG) to hydrogen fuel cell vehicles

Since 1993, Centro has transitioned its Syracuse bus fleet to vehicles primarily fueled by compressed natural gas (CNG). CNG has not only provided a near-zero emission fuel source for operations, reducing overall greenhouse gas emissions from the fleet, but has also reduced overall costs. Centro staff estimate that the switch to CNG has saved the agency over \$20 million in fuel costs since 1993, as a result of its stable pricing and federal CNG credits.

Moving forward, Centro aims to transition its fleet once again, this time to hydrogen fuel cell vehicles to achieve New York State’s zero emissions goals by 2035. Hydrogen fuel cell vehicles were deemed the preferred alternative to electric vehicles due to their reliability in cold weather and the relative ease of transitioning existing facilities to handle the new technologies. This

transition does come at a significant cost, though. Each hydrogen fuel cell vehicle costs approximately \$1.5 million, compared to under \$500,000 for a new CNG vehicle. Fueling costs will also rise. Initial estimates for fueling Centro’s first five hydrogen fuel cell vehicles are approximately \$500,000 per year, or roughly the cost of fueling all 134 CNG vehicles currently in operation. Additionally, an expansion of the Syracuse campus will be required to accommodate the transition of the full bus fleet to hydrogen fuel cell vehicles, with an estimated cost of \$50 million.

Centro is in the process of seeking State and Federal grant sources to fund the transition to zero emission vehicles (ZEV) but struggles to compete with other transit agencies who are transitioning from diesel to ZEV.

ANTICIPATED PROJECTS

Tables 5.2, 5.3, and 5.4 list all the projects that the SMTC member agencies anticipate completing over the next 25 years. These projects reflect the strategies, outlined in Chapter 4, to achieve the goals and objectives of the MTP and to progress the priority funding initiatives identified in Chapter 3. In some cases, numerous projects comprise a strategy; for example, there are many paving and bridge projects included in this plan, which overall contribute to maintaining existing roads and bridges.

Figure 5.2 summarizes total project costs by category. About 39 percent of total costs are expected to be for highway, bridge, or transportation systems management and operations (TSMO) equipment maintenance

projects such as paving, bridge repair, or signal system maintenance. This reflects the age and overall condition of our transportation system. Transit projects account for about 12 percent of total anticipated project costs. The remaining project costs are for highway and bridge “non-maintenance” projects, which include many safety projects, some capacity enhancements, and new bicycle and pedestrian infrastructure, in addition to the Business Loop (BL) 81 projects. The BL 81 projects total \$2.817 billion, or about 35 percent of the total project costs included in this plan.

FIGURE 5.2: ANTICIPATED FUTURE PROJECT COSTS BY CATEGORY

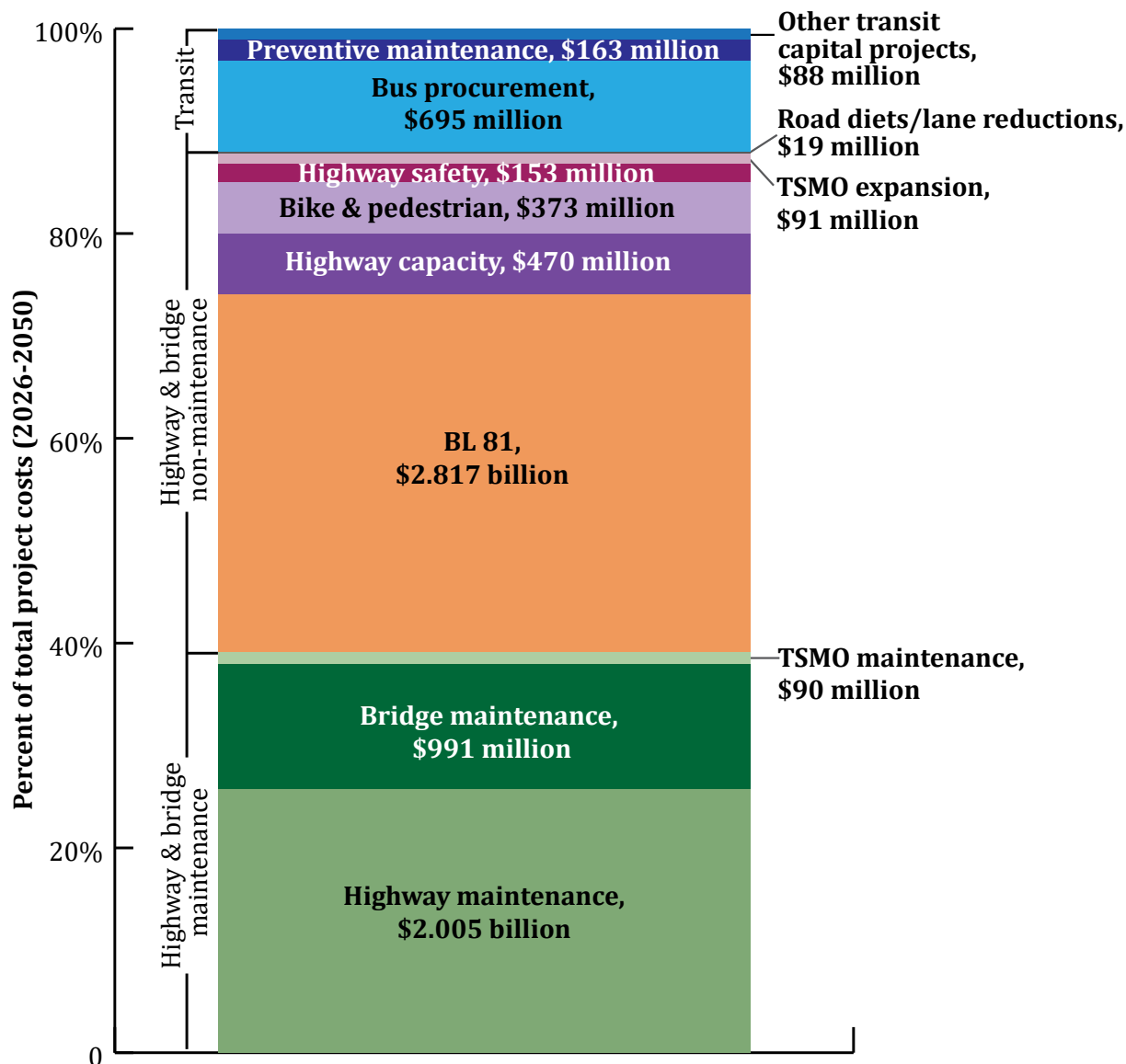


TABLE 5.2: ANTICIPATED PROJECTS, SHORT-TERM (2026-2030)

In millions of year-of-expenditure (YOE) dollars

Project	Category	Cost
Centro		158.152
Rolling stock (bus procurement)	Bus procurement & other equipment	102.177
Preventive maintenance	Preventive maintenance	26.541
BRT system (Acquisition, Construction, and Implementation)	Other capital projects	25.000
Other capital project needs	Other capital projects	2.025
Equipment purchases	Bus procurement & other equipment	2.015
Facility upgrades	Other capital projects	0.395
NYS DOT		3,428.509
Business Loop 81, Rebuild I-690 & West St Interchange (Contract 6)	Bridge	2,150.115
Onondaga County transportation improvements	Capacity	383.250
Business Loop 81, Southern Section, Phase 2, Syracuse (Contract 8)	Bridge	374.000
Business Loop 81, Northern Section, Phase 2, Syracuse (Contract 7)	Bridge	293.000
Bridge rehab, I-81, over Oneida River / Barge Canal	Bridge	54.583
Bridge rehab, I-81, over Oneida River Phase 2 southbound bridge	Bridge	54.458
Bridge rehab, I-81, over Rt 11, Nedrow	Bridge	28.750
Onondaga Lake Parkway safety improvements, Old Liverpool Rd to I-81 ramp, Town of Salina	Safety	27.339
Bridge rehab, I-81, ramps to Hiawatha and CR 137, Syracuse	Bridge	17.463
Safety improvements, Rt 11 at Rt 49 intersection, Village of Central Square	Safety	7.096
Freeway incident management systems, Phase V & VI	TSMO	6.906
Paving, Oswego St, S Willow St to Tulip St, Liverpool	Highway	5.723
TMC/ITS operations & maintenance	TSMO	4.960
Caughdenoy Rd/NYS Rt 31 Improvements	Capacity	4.120
Safety improvements, Rt 11, I-81 off ramp to Rt 11A	Safety	3.673
Superstructure replacement, Rt 20 over Limestone Creek, Pompey	Bridge	3.459
Bridge replacement, Rt 298 over I-90, Town of DeWitt	Bridge	3.154
Bridge replacement, Rt 20 over Butternut Creek	Bridge	2.890
Paving, Rt 321, Kingston Rd to Forward Rd	Highway	2.040
Paving, Rt 20, County Line Rd to Fuller St & Rt 41 to Rt 174	Highway	1.530
OCDOT		172.923
Highway maintenance	Highway	88.960
Onondaga Lake Canalways Trail Salina Extension Phase 2 (rail bridge to Murphy's Island)	Bike/ped	33.388
Paving, Onondaga Blvd, City boundary to Fay Rd, Town of Onondaga	Highway	7.911
Bridge maintenance	Bridge	7.600
Paving, Buckley Rd, Hopkins to Taft, Town of Clay	Highway	6.760
Onondaga Lake Canalways Trail Salina Extension Phase 1 (Bloody Brook to rail bridge)	Bike/ped	5.539
Pedestrian & safety improvements, Teall Ave	Safety	4.413
Bridge rehab, Jamesville Toll Rd over Susquehanna RR, Town of DeWitt	Bridge	4.030
Paving, Jamesville Rd, North St to Quintard Rd	Highway	3.657

Project	Category	Cost
Paving, Buckley Rd, Bear Rd to Henry Clay Blvd, Town of Clay	Highway	3.348
Commerce Blvd and Vine St intersection improvements and Vine St widening (center turn lane), Thruway to Henry Clay Blvd	Safety	2.224
TSMO maintenance	TSMO	2.134
Peck Rd over Chittenango Creek bridge replacement, Town of Manlius	Bridge	1.749
Bridge replacement, W. Dead Creek Rd over Dead Creek, Town of Van Buren	Bridge	1.210
Syracuse		222.976
Road reconstruction	Highway	92.364
ROW infrastructure and sidewalks	Bike/ped	40.000
James St improvements, S Salina St to Grant Blvd	Road diets	15.900
Creekwalk Phase III, Colvin St to Dorwin Ave	Bike/ped	11.647
Unimproved streets sealing	Highway	8.800
Erie Blvd W improvements, Franklin St to W Genesee St	Highway	8.370
Highway maintenance	Highway	7.820
Erie Blvd E improvements, Almond St to S Beech St	Highway	4.762
North Beech St Dig Once	Highway	4.352
Complete Streets	Bike/ped	4.350
Creekwalk Phase 3.1	Bike/ped	3.949
Shared use path on West Side Trail	Bike/ped	3.910
Pedestrian and bike improvements, Erie Blvd W	Bike/ped	3.798
TSMO maintenance	TSMO	3.573
Vision Zero	Safety	3.525
Inner Harbor area sidewalk improvements	Bike/ped	3.358
RTC/Regional Market area mobility improvements	Bike/ped	2.911
Rt 175 bridge rehab over Onondaga Creek	Bridge	1.917
South Ave reconstruction and streetscaping	Bike/ped	1.878
Ped bridge replacement, Creekwalk, Kirk Park	Bike/ped	1.532
West Onondaga St reconstruction and bike/ped improvements	Bike/ped	1.501
W Brighton Ave bridge replacement over Onondaga Creek	Bridge	1.421
Transportation Management Center operation assistance	TSMO	1.338
Municipal		52.960
Municipal paving	Highway	42.360
Connective Corridor, Village of Solvay	Bike/ped	5.150
W Elizabeth St over Skaneateles Creek bridge replacement, Village of Skaneateles	Bridge	1.892
Clark Hollow Rd bridge replacement, Town of LaFayette	Bridge	1.444
W Franklin St over park pond inlet bridge replacement, Village of Fayetteville	Bridge	1.384
Empire State Trail / Belle Isle improvements, Village of Solvay	Bike/ped	0.729
Total		4,035.520

Note: Short-term projects list is consistent with the 2026-2030 Transportation Improvement Program as adopted in June 2025 and amended in August 2026, plus additional cost for NYSDOT's Onondaga County transportation improvements project.

TABLE 5.3: ANTICIPATED PROJECTS, MID-TERM (2031-2040)

In millions of year-of-expenditure (YOE) dollars

Project	Category	Cost
Centro		367.962
Rolling stock (bus procurement)	Bus procurement & other equipment	245.591
Preventive maintenance	Preventive maintenance	61.656
Syracuse campus expansion / renovation	Other capital projects	50.000
Equipment purchases	Bus procurement & other equipment	4.465
Other capital project needs	Other capital projects	4.250
Future system redesign (updates)	Other capital projects	2.000
NYSDOT		491.225
Bridge maintenance	Bridge	138.000
MBC I-481 (future I-81), Rock Cut Rd to Northern Blvd	Highway	40.000
I-481 over NY5	Bridge	30.000
Ramp to I-690 WB over 690 and 930T over CR 80 bridge rehab, Town of Geddes	Bridge	20.832
MBC, Rt 11, Bear to 31	Highway	20.000
Rt 5 Bypass, Old Rt 5 to NY695	Highway	20.000
MBC, Rt 20, Cayuga County line to Rt 175, Town and Village of Skaneateles	Highway	19.194
Bridge rehab, Rt 298 over Barge Canal	Bridge	17.481
Reconstruct Rt 20 and rehab Rt 11, Town of LaFayette	Highway	16.410
Paving, Rt 11, City line to Taft Rd, Towns of Salina and Clay	Highway	15.160
Route 290/635, James St / Thompson Rd over CSX	Bridge	15.000
Highway maintenance	Highway	12.200
I-81 over Church St	Bridge	12.000
NY 481 over Mud Creek	Bridge	12.000
Additional safety projects	Safety	12.000
Bridge rehab, Hiawatha Blvd over I-81	Bridge	11.556
TSMO maintenance	TSMO	10.500
I-690 over I-90 deck replacement	Bridge	10.000
Bike/ped block	Bike/ped	10.000
Paving, Route 48, Lysander/Baldwinsville, Brown Street to Evans Chevy	Highway	9.000
Paving, Rt 264, Village of Phoenix	Highway	9.000
Paving, Rt 290, Village of East Syracuse	Highway	9.000
Route 175, Cedarvale Rd to NE Townline Road reconstruction & safety improvements	Safety	7.000
Intersection improvements, NY5 and NY257, Fayetteville	Capacity	5.000
Green Lakes State Park intersection safety improvements, Rt 290 at Green Lakes Park Dr	Safety	4.000
Highway emergency local patrol (HELP), Interstates, Onondaga County	TSMO	3.892
Bridgeport roundabout	Safety	2.000

Project	Category	Cost
OCDOT		467.681
Highway maintenance	Highway	308.000
Bridge maintenance	Bridge	51.000
Buckley Rd shared turn lane and Buckley/Bear intersection upgrades	Safety	13.041
Local connections to EST (V. Camillus connector, State Fair Blvd bikeway, Minoa Rd bikeway, Burdick St bikeway)	Bike/ped	12.000
Paving, 7th North St, Electronics Pkwy to rail bridge, Town of Salina	Highway	11.116
Bridge rehab Old Rt 57 over Oneida River, Towns of Clay and Schroepfel	Bridge	10.093
County SS4A project implementation	Safety	8.000
Paving, John Glenn Blvd EB, I-690 to Buckley Rd, Towns of Clay, Geddes, Salina	Highway	7.557
Old Liverpool Rd improvements (inc. sidewalks), NY 370 to Electronics Pkwy, Town of Salina and Village of Liverpool	Highway	7.336
South Bay Rd widening (center turn lane), Bear Rd to Rt 31	Safety	6.672
7th North Street/Buckley Rd intersection upgrades	Safety	6.178
Henry Clay Blvd widening (center turn lane), Wetzel Rd to Rt 31	Capacity	6.116
Kirkville Rd widening (to 4 travel lanes), I-481 to Fremont Rd	Capacity	5.560
Morgan Road widening, Wetzel Rd to Route 31	Capacity	5.560
TSMO maintenance	TSMO	5.000
Vine St improvements, village line to Burr Dr, Town of Salina	Highway	3.746
Pedestrian signal safety project at 10 locations	Bike/ped	0.707
Syracuse		401.031
Road reconstruction	Highway	213.361
ROW infrastructure and sidewalks	Bike/ped	80.000
Unimproved streets sealing	Highway	20.328
Highway maintenance	Highway	18.064
Syracuse Developmental Center infrastructure and roadwork, phase 2	Capacity	15.000
S Geddes St improvements, Bellevue Ave to Erie Blvd, W Fayette St, West St to Tompkins St	Highway	11.817
Teall Ave improvements, Burnet Ave to Grant Blvd	Highway	11.610
Complete Streets	Bike/ped	10.048
TSMO maintenance	TSMO	8.252
Vision Zero	Safety	8.143
Downtown one-way to two-way street conversions	Road diets	2.746
Roundabout at James/Shotwell/Grant	Safety	1.372
Water Street closure, South Crouse Ave to Beech St	Road diets	0.288
Various		126.681
Municipal paving	Highway	91.181
Collector roads in future centers	Capacity	15.000
Local Federal Aid bridge/highway projects	Highway	12.500
Implementation of Bike Commuter Corridor Study	Bike/ped	8.000
Total		1,854.581

TABLE 5.4: ANTICIPATED PROJECTS, LONG-TERM (2041-2050)

In millions of year-of-expenditure (YOE) dollars

Project	Category	Cost
Centro		420.549
Rolling stock (bus procurement)	Bus procurement & other equipment	335.555
Preventive maintenance	Preventive maintenance	75.158
Equipment purchases	Bus procurement & other equipment	5.585
Other capital project needs	Other capital projects	4.250
NYSDOT		640.210
Bridge maintenance	Bridge	416.000
Highway maintenance	Highway	100.000
Construct new Region 3 TMC	TSMO	35.000
Reconstruct Hastings rest area and truck inspection station (I-81 SB)	TSMO	20.000
Additional safety projects	Safety	20.000
New Hastings rest area (I-81 NB)	TSMO	20.000
TSMO maintenance	TSMO	13.500
Bike/ped block	Bike/ped	10.000
Highway emergency local patrol (HELP), Interstates, Onondaga County	TSMO	4.710
NYSDOT/ Syracuse		25.000
Joint TMC operation	TSMO	25.000
OCDOT		414.539
Highway maintenance	Highway	311.931
Bridge maintenance	Bridge	60.642
John Glenn Blvd / Route 57 capacity enhancement	Capacity	30.000
County SS4A project implementation	Safety	6.000
TSMO maintenance	TSMO	5.965
Syracuse		416.618
Road reconstruction	Highway	258.167
ROW infrastructure and sidewalks	Bike/ped	80.000
Unimproved streets sealing	Highway	24.597
Highway maintenance	Highway	21.858
Complete Streets	Bike/ped	12.159
TSMO maintenance	TSMO	9.985
Vision Zero	Safety	9.853
Various		137.028
Municipal paving	Highway	100.528
Continue build-out of local connections to EST	Bike/ped	24.000
Local Federal Aid bridge/highway projects	Highway	12.500
Total		2,053.943

FISCAL CONSTRAINT

This MTP includes \$8.017 billion in revenue over 25 years, to complete projects totaling \$7.954 billion, demonstrating fiscal constraint.

Table 5.5 summarizes reasonably expected revenues and anticipated project costs to 2050. This analysis shows a positive balance of about \$63 million over 25 years, or just over 1 percent of total anticipated revenue.

Inclusion in the MTP financial plan does not guarantee that a project will be funded; each project must still compete for federal funding through future TIP updates,

which will utilize the MTP goals and objectives as part of the project selection process. While the TIP is a 5-year capital program, the MTP is a 20+ year vision of how the region anticipates spending future resources to align with our goals and objectives.

TABLE 5.5: FISCAL CONSTRAINT

In millions of year-of-expenditure (YOE) dollars

	Short-term	Mid-term	Long-term	TOTAL
	FFY 25/26 - 29/30	FFY 30/31 - 39/40	FFY 40/41 - 49/50	
Transit				
Total revenue	168.961	392.179	426.125	987.265
Total project costs	158.152	367.962	420.549	946.663
Balance	10.809	24.217	5.576	40.602
Highways				
Total revenue	3,906.424	1,486.678	1,637.011	7,030.113
Total project costs	3,877.367	1,486.618	1,633.394	7,007.379
Balance	19.057	0.060	3.617	22.734
All projects				
Total revenue	4,75.386	1,878.857	2,063.136	8,017.378
Total project costs	4,035.520	1,854.580	2,053.943	7,954.042
Overall balance	29.867	24.277	9.193	63.336

E Adams St / 15th Ward reconnection / complete street grid

In 2025, the federal government rescinded \$28.5 million in unobligated funds from the Reconnecting Communities pilot program attached to the E Adams St / 15th Ward reconnection / complete streets grid project. Due to this recision, the project is now considered an “illustrative project.” Should funding for

the Reconnecting Communities program be restored, or another funding source becomes available, the project may move forward at that time.

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2050

METROPOLITAN TRANSPORTATION PLAN: 2026 Amendment Appendix



A decorative vertical column of hexagons on the left side of the page. The hexagons are arranged in a staggered pattern and come in five colors: yellow, teal, dark blue, light green, and orange-red.

APPENDIX

A

- **Public Outreach Summary**
- **Public Comments**
- **Draft Amendment Review Notification**

Public Outreach Summary

The revised Chapter 5 (Financial Analysis) was available on the SMTC's website beginning July 14, 2026, and public comments were accepted through August 12, 2026. The TIP amendments for the Phase 1 I-81 Viaduct projects were also available for review and comment during this same time period.

The SMTC used the following methods to publicize the availability of the draft MTP and TIP amendments for public review and comment:

- Legal notice in the local newspaper (and on their website);
- Facebook and Instagram post on July 14, 2026;
- Email blast to SMTC's e-newsletter list (1,054 successful deliveries) through Mailchimp on July 14, 2026; and
- Letter mailed to environmental and transportation-related agencies.

Two individuals submitted comments on the MTP and/or TIP amendments. The comments focused on a lack of focus on alternative modes of transportation, including the rescinded Reconnecting Communities capitol grant.

Public Comments

Date: July 14, 2026

Comment:

I keep asking the question to all involved in the 81 project as to why the Brighton Ave "rebuild" did not include a way to travel to Rt81 Northbound as it had before the project for years? Instead, it takes us quite a distance to get to Northbound.

Another question which I cannot really get clear answers is: the SU area. It has eliminated two streets which ran parallel with Rt81. The problem with that is that during football and especially basketball season because of winter it has already hampered traffic flow in and out of the area. Even before the construction the traffic flow was terrible and the City has never been able to fix it. Now it will be worse.

SMTC response: Thanks for reaching out – this project is being led/run by NYSDOT. As such I can pass your comments on to them and request they get back to you with answers to your questions.

Thanks for taking the time to contact us.

Date: August 11, 2026

Comment:

Syracuse should implement a congestion price for motorists.

I am greatly disappointed by the continued support for an elevated limited-access highway through the city of Syracuse. I understand the need for the transit corridor and its long history of it.

This is especially baffling in a project that recognizes the harm caused by a different elevated highway. There is also an elevated limited-access highway less than 3 miles away.

Expending a lot of political capital to shut down the highway so the project can advance on a reasonable timeline is wasted when no viable alternatives to driving are provided. Even the flawed park and ride

doctrine of OnTrack would do wonders. The infrastructure is mostly already there and implementing a usable system would be smart. I also reduce the anticipated traffic disruptions.

It is also very disappointing that NY state is putting so much money into the project. If the Federal Government provides enough money to tear down the elevated highway, that is where the project should stop. NY and Syracuse used to be ambitious and build transit projects of the future. With all the land that opens up, the State can build a transit corridor that once again is the envy of the world. But instead we will be saddled with a very expensive boondoggle. The plan is for a transit corridor that is extremely inefficient, unreliable, dangerous, polluting, and has a whole host of other negatives. A transit corridor that uses a lot of land and encourages poor land use. A transit corridor that locks in and essentially forces a single type of transportation option as a viable method. A transit corridor that will prevent future growth and take money and land away from projects that would actually deliver what this project claims to deliver. The rounding error amount of money in the proposal will actually deliver positive results and will subsidize the billions spent on the highway.

In a comment I made about the 31 plans I said "I understand that it's a feasibility study. However, from what I am observing this plan would not even meet the current needs for bicyclist and pedestrians let alone with future growth"

Unfortunately, I was right: <https://www.localsyr.com/news/local-news/reported-serious-crash-in-baldwinsville-closes-all-lanes-of-state-route-48/>

In an email to the local Baldwinsville departments I also pointed out that section of road as dangerous. The email is attached.

What are the plans to improve the safety of the corridor? Waiting until 2028 to have some document produced as part of 3Z. People will die and get injured in the meantime. Implementing any traffic calming measures now will save lives. I am also quite positive that the document will be similar to the Second Street reconstruction in Liverpool, in which no meaningful safety improvements will happen.

There is expected growth in Syracuse. However, whether that growth leads to an increase in VMT in Syracuse is entirely up to the government. Currently, traffic is being induced at an insane price tag. If the desire to reduce traffic and achieve Vision Zero were real, billions would be spent on viable alternatives to driving. There would be a push toward more efficient and safer methods of transportation.

I have very little faith in the Syracuse Metropolitan Transportation Council. The Council operates in the desolate shadow of 690 surrounded by empty parking lots and "bike lanes" that offer no protection.

I understand the council has its own constraints. I would imagine most members are aware of, if not agree with me on, the issues I have brought up. I can look at the documentation published by the Council and see soft talk about Vision Zero and Complete Streets.

But actions speak louder than words.

SMTC response: Thank you for your interest in the SMTC and in our Metropolitan Transportation Plan! We appreciate your feedback, and hope you continue to stay involved in the MPO process. We will review and consider your comments as well as ensure they are included in the documents and share them with the members of the Council.

Date: August 12, 2026

Comment:

Chapter 5 of the 2050 Metropolitan Transportation Plan, as amended and posted on July 13, carries a table of anticipated short-term projects for the years 2026 through 2030. Among the City of Syracuse entries there is a line that reads, in full: "E Adams St / 15th Ward reconnection / complete street grid, Bike/ped, 28.500." The table is part of the fiscally constrained financial plan, and the Policy Committee is scheduled to approve it on August 27. The same Committee is scheduled to delete that project the same afternoon.

I write as a private individual, a resident of the city of Syracuse. I do not live in the affected neighborhood; I hold no financial interest in either project; and I speak for no organization. I am simply an attentive citizen. I do not ask the Council to reject the deletion. The federal money that paid for PIN 375769 was rescinded by an act of Congress, this Council did not take it, and I have no interest in asking a planning body to spend money that does not exist.

Chapter 5 also offers the chance to keep the project active without committing funding to it: the plan "may include additional 'illustrative projects' outside of the fiscally-constrained financial plan, which the region would fund in the future if additional resources become available." Federal regulation provides for the same device in both of the documents now before the Committee: at 23 CFR 450.324(f)(11)(vii) for the metropolitan transportation plan, and at 23 CFR 450.326(j) for the TIP. I ask that PIN 375769 be carried as an illustrative project in both. Doing so would cost the Council no money, and would leave the region ready to move if Congress or Albany restores anything, or if mitigation funding becomes available during construction of the I-81 project.

The Council has used this mechanism before, on this corridor. In September 2020, its Long Range Transportation Plan identified the I-81 Viaduct Project as an illustrative project; the Planning Committee's minutes of April 19, 2022 give the reason: "there was no funding strategy in place." It remained in that status until February 10, 2022, when the Policy Committee amended the plan to add the associated short- and mid-term projects and bring their revenues within the fiscal constraint analysis. That is what the status is for. It held a project the region intended to build through the years when no one could yet say how it would be paid for, and the plan was ready when the answer came. PIN 375769 is in that position today, and I am asking for the same treatment for the same reason.

Alongside the deletion, the Committee is asked to raise the cost of PIN 350195, the rebuild of the I-690 and West Street interchange, from \$1,014,050,000 to \$2,150,115,000, an increase of \$1,136,065,000, with the compensating offset provided by State funds. Draft Resolution 2026-04 explains that the increase arises from unexpected delays and cost increases related to the I-81 Viaduct Project, and that New York will cover them from the State's Capital Projects Fund, drawing on appropriations identified in Assembly Bill 10004. The viaduct whose replacement has run over budget is the same structure that emptied the 15th Ward in the first place. The increase is roughly forty times the whole of the project being deleted. The two sums come from different sources, and no one moved a dollar from one to the other: the increase is a State appropriation, and the money that vanished was federal. Still, the state has found more than a billion dollars to finish the highway. It has not found the twenty-eight and a half million to finish the neighborhood.

Under 23 CFR 450.316(a)(2), significant written comments received on a draft plan or TIP require a summary, analysis, and report on their disposition as part of the final document. The Council has adopted that requirement as its own: Appendix A of SMTTC's 2021 Public Participation Plan reproduces 23 CFR 450.316 in full. The Plan allows thirty calendar days of public comment on a TIP amendment that requires Planning and Policy Committee action, and its TIP procedures state that all written public comments "will be included in an appendix to the final TIP as they are received, along with a staff response." Under 23 CFR 450.336(b)(4), the Federal Highway Administration and the Federal Transit Administration must provide

opportunities for public involvement within the metropolitan planning area when they next conduct a certification review of this planning process.

SMTC response: Thank you for taking the time to comment on the amendments.

We will review and consider your comments as well as ensure they are included in the document and share them with the members of the Council.

Draft Amendment Review Notification

Legal Notice Release - July 2026

LOCAL MARKETPLACE

HOME > PUBLIC NOTICES > PUBLIC NOTICE

NOTICE OF PUBLIC REVIEW/COMMENT PERIOD 2050 METROPOLITAN TRANSPORTATION PLAN AMENDMENT AND TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT
The Syracuse Metropolitan Transportation Council (SMTC) has officially begun a 30-day public review/comment period for a draft amendment to the 2050 Metropolitan Transportation Plan (MTP) and associated Transportation Improvement Program (TIP) amendment. The MTP guides the Syracuse Metropolitan Planning Area's transportation development over a 20-year plus period, examining demographics, access and mobility, alternative modes, land use impacts, congestion, maintenance needs, and emerging trends in transportation. The most recent MTP was adopted in September 2025. The proposed MTP amendment consists of adding funds associated with I-81 Viaduct Project Contract 6 (PIN 350195: Rebuild I-690 & West Street Inter change) to the financial analysis portion of the current MTP so that the MTP is consistent with the latest identified project estimate. The TIP identifies the timing and funding of all highway, bridge, transit, bicycle and pedestrian capital transportation projects scheduled for implementation in the SMTC area using federal transportation funds. The proposed TIP

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amendment programs an additional \$1,136,065,000 to PIN 350195 on the multi-year TIP. Additionally, a TIP Amendment is required to remove a project (PIN 375769 (RECONNECTING COMMUNITIES, COMPLETE ST GRID, E ADAMS/15TH WARD, SYR, ONONDAGA CO).) due to the federal funding for the project being rescinded. The public review/comment period for both items began on July 13, 2026. Comments received on or before Wednesday, August 12, 2026, will be considered for the final MTP and TIP amendments, to be presented to the SMTC Policy Committee in August 2026. For those interested in reviewing the draft amendment to the MTP, a copy of the financial plan chapter is available via the SMTC's website at <https://smtcmpo.org/news/>. All MTP comments shall be submitted in writing to contactus@smtcmpo.org or via postal mail to: SMTC, Attn: Thomas Bardenett, 126 N. Salina Street, Suite 100, Syracuse, NY 13202. For the TIP amendment, details are available via the SMTC's web site at <https://smtcmpo.org/news/>. Written comments should be sent to contactus@smtcmpo.org or via postal mail to: SMTC, Attn: James D'Agostino, 126 N. Salina Street, Suite 100, Syracuse, NY 13202. The public comment period is open through Wednesday, August 12, 2026.

NOTICE OF PUBLIC REVIEW/COMMENT PERIOD
2050 METROPOLITAN TRANSPORTATION PLAN AMENDMENT AND
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The TIP identifies the timing and funding of all highway, bridge, transit, bicycle and pedestrian capital transportation projects scheduled for implementation in the SMTC area using federal transportation funds. The proposed TIP amendment programs an additional \$1,136,065,000 to PIN 350195 on the multi-year TIP.

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For the TIP amendment, details are available via the SMTC's web site at <https://smtcmpo.org/news/>. Written comments should be sent to contactus@smtcmpo.org or via postal mail to: SMTC, Attn: James D'Agostino, 126 N. Salina Street, Suite 100, Syracuse, NY 13202.

The public comment period is open through Wednesday, August 12, 2026.



Public review & comment period: Amendments to the SMTC's Metropolitan Transportation Plan and Transportation Improvement Program

The SMTC has started the official 30-day public comment/review period for proposed amendments to the 2050 Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).

The MTP is a long-range vision plan that examines transportation planning issues over the next 25 years. The MTP addresses the impact of future development on the transportation system, traffic congestion, maintenance of the transportation system, access to transportation, bicycle and pedestrian concerns, transit, environmental impacts, and air quality. The SMTC is required to update the MTP every five years. The most recent MTP was adopted in September 2025. The proposed amendment adds the **Business Loop 81, Rebuild I-690 & West Street Interchange (Contract 6) project** to the financial plan in response to unexpected delays and cost increases.

The TIP identifies the timing and funding of all highway, bridge, transit, bicycle

Contract 6 have increased from \$1.014 billion to \$2.150 billion. The proposed TIP amendment programs the additional funding to the 2026-2030 TIP.

The draft documents for the proposed MTP and TIP amendments are available on the [SMTC website](#) for your review. A hard copy or CD of the documents can be provided to you upon request. Please submit any comments regarding the draft 2050 MTP Amendment and/or TIP amendment in writing by **August 12, 2026**, to the SMTC at contactus@smtcmpo.org or by mail at 126 North Salina Street, Suite 100, Syracuse, NY 13202.

Review the proposed amendments



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Email us at contactus@smtcmpo.org.

Our mailing address is:

126 N. Salina Street
Suite 100
Syracuse, NY 13202

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AMENDMENTS

2050 Metropolitan Transportation Plan and 2026-2030 Transportation Improvement Program



**PUBLIC REVIEW
& COMMENT**

Email comments to contactus@smtcmpo.org
through **August 12, 2026**
Visit www.smtcmpo.org/news
to review the draft amendments

The MTP is a long-range vision plan that examines transportation planning issues over the next 25 years. The MTP addresses the impact of future development on the transportation system, traffic congestion, maintenance of the transportation system, access to transportation, bicycle and pedestrian concerns, transit, environmental impacts, and air quality. The most recent MTP was adopted in September 2025. The proposed amendment **adds the Business Loop 81, Rebuild I-690 & West Street Interchange (Contract 6) project** to the financial plan in response to unexpected delays and cost increases.

The TIP identifies the timing and funding of all highway, bridge, transit, bicycle and pedestrian, and safety capital transportation projects scheduled for implementation in the SMTC area using federal transportation fund. Contract 6 was previously included in the 2050 Long Range Transportation Plan (LRTP) and the 2026-2030 TIP with different total costs. **The new projected costs for Contract 6 have increased from \$1.014 billion to \$2.150 billion.** The proposed TIP amendment programs the additional funding to the 2026-2030 TIP.

List of Agencies (34)

- Central New York Land Trust
- Central New York Regional Planning and Development Board (CNY RPDB)
- City of Syracuse
- Cornell Cooperative Extension
- Empire State Development (ESD)
- Federal Aviation Administration (FAA)
- Finger Lakes - Lake Ontario Watershed Protection Alliance
- Madison County
- National Park Service
- New York Forest Owners Association
- New York State Department of Agriculture
- New York State Department of Environmental Conservation (NYSDEC)
- New York State Department of State (NYSDOS)
- New York State Department of Transportation (NYSDOT)
- New York State Office of Emergency Management
- New York State Office of Parks, Recreation & Historic Preservation
- New York State Soil & Water Committee
- New York State Thruway Authority and Canal Corporation
- New York Water Environment Association
- NOAA Fisheries - Greater Atlantic Regional Fisheries Office
- Northeast Fisheries Science Center
- Onondaga County
- Onondaga County Department of Health
- Onondaga County Department of Planning
- Onondaga County Soil & Water Conservation District
- Onondaga Nation
- Oswego County
- Oswego County Soil & Water Conservation District
- United States Army Corps of Engineer District, Buffalo
- United States Department of Agriculture (USDA)
- United States Environmental Protection Agency (EPA)
- United States Fish and Wildlife
- USDA Natural Resources Conservation Service
- Water Environmental Protection (WEP)

July 14, 2026

Dear Interested Agency:

The Syracuse Metropolitan Transportation Council (SMTC) is soliciting comments on a draft amendment to the 2050 Metropolitan Transportation Plan (MTP) and an associated amendment to the 2026-2030 Transportation Improvement Program (TIP). We are contacting you because of your agency's role in environmental mitigation efforts as identified in federal surface transportation authorizations.

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

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Sincerely,

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

James D'Agostino
Director

List of Additional Organizations (81)

1. ABF Freight Systems, Inc
2. Adapt CNY
3. Ainsley Superior Warehouse
4. Altius Aviation LLC
5. Amalgamated Transit Union
6. Americold Logistics
7. Anheuser-Busch, Inc
8. ARISE
9. Barrett Paving Materials, Inc
10. Byrne Dairy, Inc
11. C.H. Robinson Worldwide
12. Clinton's Ditch Co-op, Inc
13. CN Railway
14. Coca-Cola Bottling Company
15. COR Development Company, LLC
16. Crucible Materials, Inc
17. Delta Airlines
18. Destiny USA
19. Dot Foods, Inc
20. Eagles Comtronics, Inc
21. Eaton's Crouse-Hinds
22. FedEx Ground
23. Frazer & Jones
24. G. C. Hanford Mfg. Co
25. Greyhound
26. Gypsum Express, LTD
27. Hanson Aggregates
28. Hill-Rom Holdings, Inc
29. Ince Motor Freight
30. INFICON, Inc
31. JB Hunt Transport, Inc
32. Kilian Manufacturing
33. L & G Stickley, Inc
34. Lan-Co Development Corp
35. Laser Transit Ltd
36. Madison County Tourism, Inc
37. McLane Northeast
38. Mercer Milling Company
39. Mobil Oil Corporation
40. Mohawk Global Logistics
41. Moving People Transportation Coalition
42. National Tractor School
43. New England Motor Freight
44. New Penn Motor Express
45. New York, Susquehanna & Western Railway
46. Onondaga Beverage Corp
47. Packaging Corporation of America
48. Page Transportation, Inc
49. Paul deLima Co, Inc
50. Penske Truck Leasing
51. Pioneer Warehousing & Dist., LLC
52. Port of Oswego Authority
53. Pyramid Companies
54. RAK Express
55. Raymour & Flanigan Furniture, Co
56. Riccelli Enterprises
57. Rotondo Warehouse
58. Ryder Systems, Inc
59. Seneca Beverage Corporation
60. Shane Trucking, LLC
61. Singer Transport, Inc
62. Speedway
63. Spirit & Sanzone Distributors Co, Inc
64. Stroehmann Bakeries, Inc
65. Sunoco Incorporated
66. Swift Transportation Co, Inc
67. Sysco Food Services of Syracuse, LLC
68. Terpening Truck Company
69. Tessy Plastics Corporation
70. TJ Sheehan Distributing, Inc
71. TNT
72. TTM Technologies
73. Uber Technologies, Inc
74. United Airlines
75. UPS Customer Center
76. Visit Syracuse, Inc
77. Westrock, Camillus Box Plant
78. Westrock, Solvay Mill
79. Whitacre Engineering Co, Inc
80. XPO Logistics
81. YRC Freight

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Director