RESOLUTION SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL POLICY COMMITTEE

April 29, 2022

- *WHEREAS,* The Syracuse Metropolitan Planning Area (MPA) contains a complex, multimodal transportation system, which must be maintained in a relative state of good repair to preserve existing infrastructure, increase safety, increase security, enhance integration and system connectivity, promote efficient system management and operations, increase accessibility and mobility, support economic vitality, protect/enhance the environment, improve resiliency and reliability, and enhance travel and tourism; and
- WHEREAS, The Syracuse Metropolitan Transportation Council (SMTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible, together with the New York State Department of Transportation and the Central New York Regional Transportation Authority as the area's public transportation operator, for the comprehensive, continuous, and cooperative transportation planning process for the Syracuse MPA, including the preparation of the Long Range Transportation Plan; and
- WHEREAS, Current Federal Metropolitan Planning Regulations (23 CFR Part 450) mandate that MPOs review and update their Long Range Transportation Plans at least every five years in attainment areas, such as Onondaga County, to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon; and
- WHEREAS, 23 CFR Part 450 also allows for amendments to occur to the Long Range Transportation Plan at any time; and
- *WHEREAS*, The 2050 Long Range Transportation Plan 2020 Update adopted in September 2020 contains a variety of goals, objectives, performance measures, and targets that are utilized to advance the concepts contained within the plan, guide transportation planning, and capital investments; and
- *WHEREAS*, The Long Range Transportation Plan 2020 Update identified the I-81 Viaduct Project as a regionally significant project within the plan's goals and objectives discussion and as an illustrative project within the financial analysis. As an illustrative project, no funding was identified for the I-81 Viaduct Project, and it was not included within the fiscal constraint analysis; and
- WHEREAS, In February 2022 by action of the SMTC Policy Committee, the Long Range Transportation Plan 2020 Update was amended in response to progress on the New York State Department of Transportation's I-81 Viaduct Project since September 2020; and

- *WHEREAS,* Specifically, the Long Range Transportation Plan was amended with a new financial analysis that includes individual projects associated with the I-81 Viaduct Project; and
- WHEREAS, Adding project components to the fiscally constrained portion of the Long Range Transportation Plan is required before any I-81 Viaduct Project can be added to the area's multi-year Transportation Improvement Program; and
- *WHEREAS,* The Long Range Transportation Plan is being amended at this time to modify the financial tables in Chapter 6 of the Long Range Transportation Plan to be reflective of updated cost information provided by NYSDOT since February 2022 for the I-81 Viaduct Project; and
- *WHEREAS,* The draft amendment was released for public comment and is documented in the amended report.

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

Brian M. Schultz

Chairperson SMTC Policy Committee

Date: April 29, 2022

New York State Department of Transportation Secretary SMTC Policy Committee

Date: April 29, 2022

Chapter 6: Financial Analysis

2022 Amendment

The 2050 LRTP - 2020 Update (adopted September 2020) was amended by action of the SMTC Policy Committee on February 10, 2022, in response to the release of the NYSDOT's I-81 Viaduct Project Draft Design Report/Draft Environmental Impact Statement (DDR/DEIS) in July 2021. The LRTP 2020 Update identified the I-81 Viaduct Project as a "regionally significant project" within the plan's goals and objectives discussion (Chapter 2) and as an "illustrative project" within the financial analysis (Chapter 6). The I-81 Viaduct Project remains a Regionally Significant Project but the amendment identified the individual projects expected to constitute the I-81 Viaduct Project within the fiscally-constrained portion of the LRTP, as described in Sections 6.2 and 6.3. The LRTP was again amended in April 2022 with refined costs for the I-81 Viaduct Project provided by NYSDOT. The purpose of the I-81 Viaduct Project, as identified in the DDR/DEIS, "is to address the structural deficiencies and non-standard highway features while creating an improved transportation corridor through the City of Syracuse that meets transportation needs and provides the infrastructure to support long-range transportation planning efforts."

6.1 REQUIREMENT FOR A FINANCIAL PLAN

The Fixing America's Surface Transportation (FAST) Act¹ requires that the LRTP include a financial plan, including future revenue projections and future project costs. The legislation requires that the LRTP be "fiscally-constrained," meaning that it must include a financial plan that "demonstrates how the adopted transportation plan can be Federal legislation dictates that the LRTP must show how the region will pay for any projects included in the anticipated future scenario, with revenues that are reasonably expected to be available.

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

What is a capital project?

A 'capital project' is a major construction project or acquisition. It includes all transportation modes: facilities for pedestrians and cyclists, purchasing buses and maintaining, improving and constructing roads and bridges. 'Capital expenses' are the costs associated with capital projects. implemented" and "indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan." (23 U.S.C., Sec. 134 (i)(2)(E)(i)) In other words, the plan must show how the region will pay for any projects included in the anticipated future scenario, with revenues that are reasonably expected to be available. Thus, the LRTP is grounded in financial reality and is not simply a "wish list" of projects for the region.

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

6.2 FUTURE COSTS AND REVENUES 6.2.1 Cost projections for anticipated future projects

As described in Chapter 5, the SMTC member agencies provided lists of future projects that they would like to complete to address

How are capital projects selected and funded?

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

All SMTC member agencies are involved in some fashion in the selection process. In many cases, municipal planners and engineers generate lists of potential improvements based on studies, analysis, and public input. Projects are evaluated by the SMTC Capital Projects Committee, which consists of SMTC staff and representatives from city, county, and state agencies. The evaluation considers the relationship of the suggested capital project to LRTP transportation system performance goals, objectives, and performance measures. After projects are evaluated, an initial listing of recommended projects is released for public comment and then moved forward to the SMTC Planning and Policy Committees for approval. The TIP and the selection process are described in more detail on the SMTC's website and in the TIP Guidebook, which can be found on the site (https:// smtcmpo.org/about-us/planning-process/tip/).

Typically, more than three-quarters of all federal transportation funding in our area goes to maintenance of existing infrastructure. Over \$428 million is programmed in the current 2020-2024 TIP (as of June 2020), with more than 75 percent of that total for maintenance activities (highway and transit). This includes activities that preserve or maintain our existing infrastructure or replace infrastructure 'in-kind' (i.e. replace with the same structure, without an increase in the capacity of the system). Examples include paving roads, reconstructing roads (without adding lanes), painting bridges, replacing or rehabilitating bridges (without adding travel lanes), or replacing buses. known capacity or accessibility concerns, in addition to the priority projects identified at the beginning of the LRTP process (completion of the I-81 Viaduct Project, enhanced transit system, and regional trail network). These projects were included in the 2050 Anticipated Future scenario model. Member agencies also provided lists of desired maintenance projects, many of which would not impact the regional travel demand model. The financial analysis considers whether the region can reasonably expect to fund these projects over the next 30 years. However, inclusion in this financial plan does not guarantee that a project will be funded; each project must still compete for federal funding through the SMTC's TIP process. Projects selected for inclusion on the TIP will be evaluated based on the updated LRTP goals, objectives, and performances measures, and weighed against the other projects proposed for that particular TIP update.

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

Highway projects. Future highway projects identified by the NYSDOT, OCDOT, City of Syracuse, and other municipalities are identified in Tables 6.2 and 6.3. The I-81 Viaduct Project remains a

Table 6.1: Anticipated future transit projects and costs All costs are in millions of year-of-expenditure (YOE) dollars

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

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

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

All highway projects were grouped into three categories: nonmaintenance, major maintenance, and minor maintenance. In this context "maintenance" includes capital projects that are "replacements in-kind," such paving or reconstructing roads, or rehabilitating or replacing bridges with no increase in the capacity of the current system. Major maintenance projects are those with an expected construction cost over \$3 million. Non-maintenance and major maintenance projects for the short- and mid-term timeframes are listed individually in Tables 6.2 and 6.3. Minor maintenance projects have been grouped together in categories by project type, also shown in Tables 6.2 and 6.3. With the exception of the projects associated with the I-81 Viaduct Project, all short-term costs were derived from the current 2020-2024 TIP. Individual project costs for the I-81 Viaduct Project (both short- and mid-term) were provided by NYSDOT in February 2022. Costs for the remaining mid-term non-maintenance and major maintenance projects were developed in consultation with the appropriate member agency. Mid-term minor maintenance cost projections were developed based on the total cost of short-term minor maintenance projects, inflated by 2 percent per five-year time block. Both the City and the County currently spend a portion of their own budgets on preventive and corrective maintenance of Federal-aid eligible (FAE) roads within their jurisdiction and this is expected to continue in the future; therefore, City and County projects on FAE roads are included in these tables.

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

Financial Analysis

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

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

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

| Project | | Category | Agency | Total cost (mil- lions YOE \$) | |
|-----------------------|---|-----------------------------|----------|-----------------------------------|--|
| Non-mai | ntenance | | | 1,047.113 | |
| | I-481 improvements from I-690 to northern I-81/NY481 interchange | Capacity | NYSDOT | 321.350 | |
| The I-81 | I-481 improvements from southern I-81/I-481 inter- change to I-690 | | NYSDOT | 243.350 | |
| Viaduct Project | Crouse-Irving interchange and University Hill connections | Interchange improvements | NYSDOT | 163.000 | |
| Tojece | Business Loop 81 southern section (Phase 1) | Safety | NYSDOT | 140.000 | |
| | Business Loop 81 northern section (Phase 1) | Safety | NYSDOT | 78.500 | |
| | I-81 Community Grid support services | Capacity | NYSDOT | 38.800 | |
| Onondaga I-81 ramp | a Lake Parkway safety improvements, Old Liverpool Rd. to | Safety | NYSDOT | 9.916 | |
| | incident management technology enhancements along es 81 and 481, and 695 | тѕмо | NYSDOT | 5.600 | |
| Reconstru | uct Rt 11 at Rt 49 intersection | Capacity | NYSDOT | 5.510 | |
| NY 31 at ' | Thompson Rd & South Bay Rd intersection improvements | Capacity | NYSDOT | 4.515 | |
| Upgrade | and replace signal hardware | ТЅМО | NYSDOT | 3.010 | |
| Safety ap | purtenance program (SAFETAP) | Safety | NYSDOT | 2.029 | |
| Highway | emergency local patrol (HELP) | TSMO | NYSDOT | 1.560 | |
| Bridge im | provements I-690 over John Glenn Blvd | Safety | NYSDOT | 0.809 | |
| Rt 11 ADA tory St | A sidewalk & pedestrian safety project, Stevens Dr to Fac- | Bike/ped | NYSDOT | 0.766 | |
| I-481 at k | Kirkville Rd ramp realignment | Safety | NYSDOT | 0.550 | |
| Railroad Rd | grade crossing improvements, CSX railroad, Old Liverpool | Safety | NYSDOT | 0.500 | |
| Railroad | grade crossing improvements, CSX railroad, Vine St | Safety | NYSDOT | 0.395 | |
| Onondaga | a Lake canalways trail – Salina extension project | Bike/ped | OCDOT | 10.775 | |
| Caughder | noy Rd/NYS Rt 31 improvements | Capacity | OCDOT | 4.120 | |
| Pedestria | n signal safety project – 10 priority locations | Safety | OCDOT | 0.693 | |
| N, S, E, W | corridors interconnect expansion | ТЅМО | Syracuse | 6.769 | |
| Intersecti | on improvements, PSAP #2 | Safety | Syracuse | 1.837 | |
| Intersecti | on pedestrian improvements | Safety | Syracuse | 1.304 | |
| Creekwal | k Improvements, bridge and walk maintenance | Bike/ped | Syracuse | 1.185 | |
| Lodi Stre | et Connector | Bike/ped | Syracuse | 0.270 | |
| Major ma | aintenance | | | 183.725 | |
| Rt 635 br | idge replacements, over I-690 and CSX railroad | Bridge | NYSDOT | 17.500 | |
| Airport R | d bridges over I-81 minor rehabilitation | Bridge | NYSDOT | 12.00 | |
| I-81 main | itenance, Rt 31 south of Rt 49 | Highway | NYSDOT | 9.350 | |
| Bridge re | hab, I-81 ramps to Hiawatha and CR 137 | Bridge | NYSDOT | 9.256 | |
| - | ts 635 and 298, Town of DeWitt | Highway | NYSDOT | 8.335 | |

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

| Project | Category | Agency | Total cost (mil- lions YOE \$) | |
|--|---------------|--------------|-----------------------------------|--|
| TMC/ITC operations and maintenance | TSMO | NYSDOT | 7.388 | |
| Rt 20 MBC, Rt 175 TO Rt 80 | Highway | NYSDOT | 7.261 | |
| MBC Rts 5 AND 92, Rt 5 to Village of Manlius | Highway | NYSDOT | 6.677 | |
| MBC, Rt 20, Cayuga Co. line to Rt 175 | Highway | NYSDOT | 6.631 | |
| Reconstruct Rt 20, I-81 bridge to Lafayette Rd | Highway | NYSDOT | 6.357 | |
| MBC, I-81, Syracuse city line to Mattydale | Highway | NYSDOT | 6.302 | |
| MBC, Rt 481, I-81 to Oswego Co. line | Highway | NYSDOT | 6.213 | |
| Sentinel Heights Rd over I-81 | Bridge | NYSDOT | 5.734 | |
| Hiawatha Blvd over I-81 rehab | Bridge | NYSDOT | 5.696 | |
| Rt 481 MBC, Onondaga Co. to Fulton city line | Highway | NYSDOT | 4.400 | |
| MBC, Rts 92 & 173, Rt 257 to Academy St & Flume St to Clinton St | Highway | NYSDOT | 4.335 | |
| I-81 over Rt 11 rehab | Bridge | NYSDOT | 4.194 | |
| Taft Rd over I-81 element specific bridge repairs | Bridge | NYSDOT | 4.104 | |
| Rt 5 MBC, Thompson Rd to Rt 92 | Highway | NYSDOT | 4.049 | |
| VPP/CIPR Rt 80, Rt 20 to Vesper | Highway | NYSDOT | 4.000 | |
| Rt 5 MBC, Terry Rd to Myrtle St | Highway | NYSDOT | 3.920 | |
| Rt 298 over Barge Canal rehab | Bridge | NYSDOT | 3.647 | |
| Old Liverpool Rd paving, Electronics Pkwy to Buckley Rd | Highway | OCDOT | 7.858 | |
| Old Rt 5/ Warners Rd paving | Highway | OCDOT | 3.938 | |
| W. Genesee St road improvement project, city line to S Salina St | Highway | Syracuse | 7.859 | |
| E Brighton Ave paving, Thurber to city line | Highway | Syracuse | 7.428 | |
| E Colvin St paving, Comstock to city line | Highway | Syracuse | 5.148 | |
| Downtown mill & pave, various streets | Highway | Syracuse | 4.144 | |
| Minor maintenance | | | 126.620 | |
| NYSDOT bridge maintenance | Bridge | NYSDOT | 29.245 | |
| NYSDOT highway maintenance | Highway | NYSDOT | 24.361 | |
| OCDOT highway maintenance | Highway | OCDOT | 36.974 | |
| OCDOT bridge maintenance | Bridge | OCDOT | 7.374 | |
| OCDOT TSMO maintenance | TSMO | OCDOT | 0.456 | |
| Syracuse highway maintenance | Highway | Syracuse | 18.981 | |
| Syracuse bridge maintenance | Bridge | Syracuse | 3.679 | |
| Syracuse TSMO maintenance | ТЅМО | Syracuse | 1.648 | |
| Other municipal highway maintenance | Highway | Other | 3.135 | |
| Other municipal bridge maintenance | Bridge | Other | 0.767 | |
| SHOI | RT-TERM TOTAL | ALL PROJECTS | 1,357.458 | |

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

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

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

| Project | | Category | Agency | Total cost (mil- lions YOE \$) |
|--|--|-------------------------------|----------|-----------------------------------|
| Non-main | tenance | | | 1,497.690 |
| | Business Loop 81 northern section (Phase 2) | Safety | NYSDOT | 327.000 |
| The I-81 Viaduct | Business Loop 81 southern section (Phase 2) | Safety | NYSDOT | 287.000 |
| | I-690 Westbound reconstruction | Capacity | NYSDOT | 294.300 |
| Project | I-690 Eastbound reconstruction | Capacity | NYSDOT | 270.756 |
| | I-690 at West Street interchange | Capacity | NYSDOT | 105.948 |
| I-81 intercl | hange at Route 31 | Interchange im- provements | NYSDOT | 40.000 |
| Construct r | new Region 3 Traffic Management Center | TSMO | NYSDOT | 28.000 |
| Reconstruc (I-81 SB) | ct Hastings rest area and truck inspection station | ТЅМО | NYSDOT | 15.000 |
| New Hastir | ngs rest area (I-81 NB) | TSMO | NYSDOT | 15.000 |
| Route 31 ir | ntersection turn lanes, Morgan Rd to Route 11 | Safety | NYSDOT | 11.120 |
| Route 175, safety impr | Cedarvale Rd to NE Townline Rd reconstruction & rovements | Safety | NYSDOT | 7.000 |
| Intersectio | n improvements, NY5 and NY257 | TSMO | NYSDOT | 5.000 |
| Highway Ei interstates | mergency Local Patrol (HELP), Onondaga County | TSMO | NYSDOT | 3.214 |
| Route 481 | NB off-ramp at Circle Drive | Safety | NYSDOT | 2.000 |
| Buckley Rd shared turn lane and Buckley/Bear intersection upgrades | | Safety | OCDOT | 13.041 |
| Soule Road | lwidening | Capacity | OCDOT | 12.355 |
| South Bay | Rd center turn lane, Bear Rd to Rt 31 | Safety | OCDOT | 6.672 |
| 7th North S | Street/Buckley Rd intersection upgrades | Safety | OCDOT | 6.178 |
| Henry Clay | Blvd center turn lane, Wetzel Rd to Rt 31 | Capacity | OCDOT | 6.116 |
| Morgan Ro | ad widening, Wetzel Rd to Rt 31 | Capacity | OCDOT | 5.560 |
| Kirkville Ro | d widening, I-481 to Fremont Rd | Capacity | OCDOT | 5.560 |
| | Blvd and Vine St intersection improvements and lening (center turn lane), Thruway to Henry Clay | Safety | OCDOT | 2.224 |
| Pedestrian | signal safety project – 10 locations | Bike/ped | OCDOT | 0.707 |
| Onondaga | Creekwalk Phase III | Bike/ped | Syracuse | 13.728 |
| James Stree | et 3 lane cross section from State to Grant/Shotwell | Road diets/lane reductions | Syracuse | 4.118 |
| Syracuse B | ike Plan build-out | Bike/ped | Syracuse | 3.000 |
| Conversion | n of downtown streets to 2-way | Road diets/lane reductions | Syracuse | 2.746 |
| Intersectio | n pedestrian improvements | Safety | Syracuse | 2.687 |
| Roundabou | ut at James/Shotwell/Grant | Capacity | Syracuse | 1.373 |
| Water Stre | et closure, South Crouse Ave to Beech St | Road diets/lane reductions | Syracuse | 0.288 |

150

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

| Project | Category | Agency | Total cost (mil- lions YOE \$) |
|---|----------------|----------------|-----------------------------------|
| Major maintenance | | | 259.331 |
| Bear St bridge over Onondaga Creek/Canal terminal reconstruction | Bridge | NYSDOT | 35.000 |
| I-481 over NY5 | Bridge | NYSDOT | 30.000 |
| Ramp to I-690 WB over 690 and 930T over CR 80 bridge rehab | Bridge | NYSDOT | 18.415 |
| Rt 370 reconstruction, Liverpool N Village Line to Cypress St | Highway | NYSDOT | 17.555 |
| Joint TMC operation | Highway | NYSDOT | 16.701 |
| NY 481 over Mud Creek | Bridge | NYSDOT | 12.000 |
| I-481 over I-90 | Bridge | NYSDOT | 12.000 |
| I-81 over Church St | Bridge | NYSDOT | 12.000 |
| South Bay Rd over I-81 | Bridge | NYSDOT | 12.000 |
| Rt 5 Bypass, Old Rt 5 to West Genesee St | Highway | NYSDOT | 11.591 |
| Rt 370, Heid's Corners to Cypress St & Rt 931G, Cypress St to Tulip St | Highway | NYSDOT | 10.313 |
| Paving, Route 48, Lysander/Baldwinsville, Brown Street to Evans Chevy | Highway | NYSDOT | 9.000 |
| Paving, Rt 264, Village of Phoenix | Highway | NYSDOT | 9.000 |
| Paving, Rt 290, Village of East Syracuse | Highway | NYSDOT | 9.000 |
| Paving, 7 th North St, Electronics Parkway to railroad bridge | Highway | OCDOT | 4.495 |
| Paving, John Glenn Blvd EB, I-690 to Buckley Rd | Highway | OCDOT | 4.208 |
| Paving, Onondaga Blvd, City boundary to Fay Rd | Highway | OCDOT | 3.970 |
| Paving, Rt 57 & Soule Rd | Highway | OCDOT | 3.922 |
| Jamesville Rd Paving Project, North St to Quintard Rd | Highway | OCDOT | 3.657 |
| South Salina St Repaving Project, East Florence Ave to City Line | Highway | Syracuse | 8.801 |
| Avery Ave Repaving Project, Grand Ave to West Genesee St | Highway | Syracuse | 5.242 |
| Paving, Midland Ave, W Brighton to Ballantyne | Highway | Syracuse | 3.461 |
| Reconstruct Genesee Street, Village of Camillus | Highway | V. Camillus | 7.000 |
| Minor maintenance | | | 260.888 |
| NYSDOT bridge maintenance | Highway | NYSDOT | 60.256 |
| NYSDOT highway maintenance | Bridge | NYSDOT | 50.193 |
| OCDOT highway maintenance | Highway | OCDOT | 76.181 |
| OCDOT bridge maintenance | Bridge | OCDOT | 15.193 |
| OCDOT TSMO maintenance | TSMO | OCDOT | 0.940 |
| Syracuse highway maintenance | Highway | Syracuse | 39.108 |
| Syracuse bridge maintenance | Bridge | Syracuse | 7.580 |
| Syracuse TSMO maintenance | TSMO | Syracuse | 3.396 |
| Other municipal highway maintenance | Highway | Other | 6.459 |
| Other municipal bridge maintenance | Bridge | Other | 1.580 |
| | MID-TERM TOTAL | L ALL PROJECTS | 2,017.909 |

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

Anticipated project costs through 2050, including all of the I-81 Community Grid projects, total \$5.54 billion. As shown in Figure 6.1, highway and bridge maintenance project costs make up 39 percent of the anticipated future costs. Transit projects – which are all maintenance projects – make up another 12 percent of the total project costs. The remaining 49 percent of total anticipated project costs are expected to be for non-maintenance projects, with most of that dedicated to the I-81 Viaduct Project.

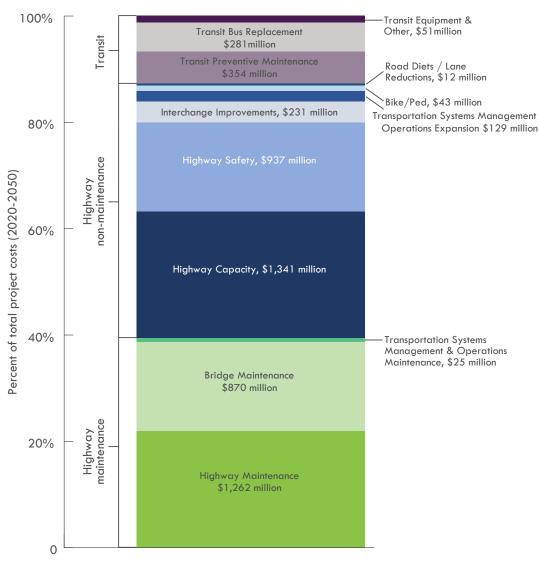
6.2.2 REVENUE PROJECTION

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

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

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

FIGURE 6.1: ANTICIPATED FUTURE PROJECT COSTS BY CATEGORY



provided by NYSDOT, and local sources (including farebox revenues). These are established revenue sources that are expected to continue to be used for operations in the future. Revenues for highway projects in the shortterm are consistent with the current 2020-2024 TIP (as of October 2019), with an average 17 percent local match, plus an additional \$834.1 million in NHPP funds with 10 percent match and \$8.8 million in STBG-Flex funds with 20 percent match as indicated by NYSDOT for the I-81 Viaduct Project (totaling \$938.3 million). Former Governor Cuomo's April 2021 news release indicated \$800 million dedicated to I-81 in New York State's FY 2022 Enacted Budget.² The FY 2022 Enacted Budget "provides \$6.2 billion

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

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

All revenues are in millions of dollars

| | les are in millions of dollars | Short-term | | Mid-term | Long-term | |
|---|--|--------------------|-----------------|---------------|---------------|----------|
| Revenue S | Source | FFY 202 | | FFY 2025-2034 | FFY 2035-2050 | Total |
| Transit | | | | | | |
| | Sections 5307 + 5339 | | 37.68 | 103.16 | 228.42 | 369.26 |
| Federal Aid | Competitive 5339 | | 0 | 3.60 | 0 | 39.60 |
| | Subtotal | | 37.68 | 106.76 | 228.42 | 460.77 |
| Local mat | ch to Federal Aid | | 9.42 | 26.69 | 57.11 | 93.22 |
| Federal A | id + match | | 47.10 | 133.45 | 285.53 | 466.08 |
| State ded | licated funds (SDF) | | 37.73 | 48.75 | 139.75 | 226.23 |
| TRANSIT Fed Aid + | TOTAL, match + SDF | | 84.83 | 182.20 | 425.28 | 692.31 |
| Highway | | Suballo- cation | Addi- tional | | | |
| | Core programs | 229.77 | 862.86 | 1,664.53 | 1,065.01 | 3,822.17 |
| | HSIP | 8.59 | 8.92 | 19.18 | 39.81 | 76.50 |
| | NHPP | 164.12 | 845.1 | 1,509.58 | 760.71 | 3,279.51 |
| Federal Aid | STBG-Flex | 29.19 | 8.80 | 70.00 | 135.29 | 243.27 |
| | STBG-Off System Bridge | 2.39 | 0 | 8.81 | 11.06 | 22.25 |
| | STBG-Urban | 25.49 | 0.06 | 56.94 | 118.15 | 200.65 |
| | TAP | 1.45 | 2.00 | 8.00 | 12.72 | 24.16 |
| | НРР | 0 | 0.57 | NA | NA | 0.57 |
| | CMAQ | 0 | 1.61 | 3.32 | 5.24 | 10.17 |
| | NHFP | 19.00 | 20.00 | NA | NA | 19.00 |
| | Subtotal | 250.22 | 887.05 | 1,675.84 | 1,082.96 | 3,896.06 |
| Local mat | ch to Federal Aid | | 152.49 | 236.11 | 221.79 | 610.40 |
| Federal A | Aid + match | - | 1,289.76 | 1,911.95 | 1,304.75 | 4,506.46 |
| | State dedicated funds (SDF) | | 36.72 | 24.69 | 30.06 | 91.47 |
| Other | CHIPs (FAE roads only) | 16.49 | | 32.99 | 52.78 | 102.25 |
| sources | Other County and City funds on FAE roads | 28.81 | | 57.62 | 86.44 | 172.87 |
| | Subtotal | 82.02 | | 115.30 | 169.27 | 366.59 |
| HIGHWAY TOTAL, Fed Aid + match + Other sources | | 1,371.79 | | 2,027.25 | 1,474.02 | 4,873.05 |
| Summary | · · · · · · · · · · · · · · · · · · · | | | | | |
| Total Federal Aid (transit + highway) | | | 1,174.95 | 1,782.60 | 1,311.38 | 4,268.92 |
| Total mate | ch | | 161.91 | 262.80 | 278.89 | 703.61 |
| Total othe | er sources | | 119.75 | 164.05 | 309.02 | 592.82 |
| GRAND T | OTAL AVAILABLE REVENUE | | 1,456.62 | 2,209.45 | 1,899.29 | 5,565.36 |

Table 6.5 notes:

- 20% local match assumed for FTA fund sources; average of 17% local match assumed for FHWA fund sources, consistent with average from current TIP.

- FTA Section 5307 and 5339 expected revenues were provided by Centro. Centro assumed a 2.5% per year increase in funding.

154

in FY 2022 for the second year of a two-year DOT Capital Plan which will facilitate the improvement of New York State's roads, bridges, airports, rail facilities, ports, and other transit systems."³ The short-term revenue also includes \$20 million in NHFP funds recently awarded to NYSDOT. Federal Aid for highway projects was projected for all current programs based on a 2 percent per year increase in the total allocation from the current TIP, as agreed upon by NYSDOT in consideration of previous authorizations and the future uncertainty in the Federal program. Since other fund sources are also used for projects on the Federal Aid system, these sources are also included in the revenue estimates shown in Table 6.5. These include State dedicated funds, Consolidated Local Street and Highway Improvement Program (CHIPs) funds, and municipal funds. (Note that only CHIPs and municipal funds spent by Onondaga County and the City of Syracuse were included because there are so few miles of Federal aid-eligible roads owned/maintainted by towns and villages.)

The SMTC anticipates a total of nearly \$5.6 billion in revenue to be available for transit and highway capital projects in our planning area

Table 6.5 notes:

- State dedicated funds (transit) in short-term are consistent with current TIP. Centro provided information on the amount of SDF they expect to receive for use in Onondaga County in the mid- and long-term years of the plan.
- "Additional" highway funds in the short-term timeframe are for programs that have had (or are expected to have) statewide solicitations. NYSDOT indicated additional NHPP and STBG-Flex funding expected to the region for the I-81 Viaduct Project.
- Highway Federal Aid total (core programs) for mid- and long-term were projected to increase at 2% per year starting from the five-year average total annual allocation in the current 2020-2024 TIP. The five-year average was calculated based on all Federal fund sources, including "additional" funds. Total Federal Aid was then assumed to be distributed among the core programs proportionally to the distribution in the current TIP.
- TAP and CMAQ funds were assumed to increase by 2% per five-year time block in the mid- and long-term from the current allocation. "Additional" TAP was assumed at \$1 million every two years, based on recent solicitations.
- HPP is a fund source from prior authorization acts, so no future funds are anticipated.
- State dedicated funds (highway) figure for short-term was initially provided by NYSDOT in June 2019 per their program update, for projects with letting dates in FFY 2020-2024. Conservatively assumed that this funding rate would remain constant for mid- and long-term years of this plan. Additional SDF was included in the 2022 amendment for I-81 as indicated by NYSDOT.
- The OCDOT indicated that approximately 27% of their annual paving work is on FAE roads. SMTC staff review of City of Syracuse paving work indicated that approximately 65% of their road reconstruction budget in 2018 and 2019 was spent on FAE roads. These percentages were applied to the CHIPs funding and other County and City funds (based on the respective Capital Improvement Plans and/or Department of Public Works budget) and assumed to remain steady (annually) throughout all timeframes in this plan.

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

⁻ Centro indicated that they expect to apply for \$3.6M in Competitive 5339 funds within the mid-term years of this plan.

through the year 2050. These projections are based on the assumption of a significant amount of Federal Highway funds for the I-81 Viaduct Project, along with very modest increases in other fund allocations over time (see the table notes for details). The FAST Act expired on September 30, 2020, and received extensions until the Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden on November 15, 2021. The IIJA includes a substantial increase in Federal highway program funds, with about a 28 percent increase in total funds to New York State over the 5-year span of the new bill, as compared to the five years of the FAST Act.⁴ This LRTP Amendment conservatively retains the modest 2 percent per year increase for Highway Federal Aid core programs that was utilized for the 2020 LRTP Update. That assumption will be revised for the next LRTP Update, as more guidance associated with the IIJA becomes available.

About 77 percent of the expected revenue shown in Table 6.5 is Federal Aid, with the remaining revenue about evenly split between local match funds and other sources (State dedicated, municipal funds, etc.). No new financing strategies or funding sources (such as private contributions) are included as their availability is not currently considered likely. However, if this situation changes, future LRTPs may include additional resources currently not available to member agencies.

6.3 FISCAL CONSTRAINT

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

156

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

Table 6.6: Fiscal constraint

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

| | Short-term | Mid-term | Long-term | Total |
|-----------------------------|---------------|---------------|---------------|----------|
| | FFY 2020-2024 | FFY 2025-2034 | FFY 2035-2050 | IOtal |
| Transit | | | | |
| Federal aid + match (FTA) | 47.10 | 133.45 | 285.53 | 466.08 |
| Federal aid + match (FHWA) | 4.03 | 0.00 | 0.00 | 4.03 |
| State dedicated funds | 37.73 | 48.75 | 139.75 | 226.23 |
| Total capital project costs | 88.86 | 178.20 | 419.21 | 686.27 |
| Balance | 0.00 | 4.00 | 6.06 | 10.07 |
| Highways | | | | |
| Federal aid + match (FHWA) | 1,285.73 | 1,911.95 | 1,304.75 | 4,502.43 |
| State funding (inc. SDF) | 36.72 | 24.69 | 30.06 | 91.47 |
| CHIPs, local funds | 45.30 | 90.61 | 139.21 | 275.12 |
| Total capital project costs | 1,357.46 | 2,017.91 | 1,474.02 | 4,849.39 |
| Balance | 10.30 | 9.34 | 0.00 | 19.63 |
| All projects | | | | |
| Total revenue | 1,456.62 | 2,209.45 | 1,899.29 | 5,565.36 |
| Total capital project costs | 1,446.32 | 2,196.11 | 1,893.23 | 5,535.66 |
| Overall balance | 10.30 | 13.34 | 6.06 | 29.70 |

Table 6.6 compares the anticipated future project costs to the anticipated available revenue from all sources identified in the previous section, and demonstrates how the SMTC will achieve fiscal constraint over the life of this plan. In the short-term years of the plan (2020-2024), transit project costs exceed FTA and SDF revenues by \$4.03 million. However, the current 2020-2024 TIP includes \$4.03 million in FHWA funds that are programmed to transit projects, and this is reflected in Table 6.6. Fiscal constraint is demonstrated in all timeframes of this plan, with an overall balance of about \$30 million (less than1 percent of total anticipated revenues) and no deficits in any timeframe for highway or transit projects.

6.4 PUBLIC FEEDBACK ON FINANCIAL PLAN

During the development of the original 2050 LRTP in 2015, the SAC and SMTC staff developed a list of projects to consider if additional funding became available. This list of projects was presented at the April 2015 public meetings (see Appendix C), and meeting attendees were asked to indicate which projects, if any, should be prioritized if transportation funding increases in the future. Bicycle and pedestrian projects (including "complete streets," completion of the Erie Canalway

Trail, and on-road bicycle infrastructure) as well as "increased maintenance work to bring pavement and bridges to good condition" received the most support from the public meeting attendees. Expanding the regional trail network was already identified early-on in the LRTP process as a regional priority, and a number of bicyle and pedestrian-related projects were included in the draft plan. The substantial unmet need for increased maintenance projects was also discussed throughout the original 2050 plan.

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

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

The simulation was available online from May 21, 2020, through June 19, 2020 and was advertised through the *2050 LRTP Update Newsletter*, email, and on SMTC's Facebook page. The simulation garnered over 190 page views, and 12 submissions. Of the 12 submissions received, only one included revenue adjustments (small increases in State Dedicated Funds and Competitive Federal Funds). All but one of the submissions included adjustments to the project costs. Highway capacity was the most common spending category to be reduced in the submissions, with eight respondents suggesting an average of \$27 million in reduced

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

158

spending in this category (and no respondents suggesting an increase in this category). TSMO expansion spending was reduced in seven submissions, at an average decrease of \$13 million. The bicycle and pedestrian enhancements spending category was increased by the most respondents, with seven submissions suggesting an average \$7 million increase in spending. Ten out of the 12 respondents chose to include the City's Bicycle Plan completion project, and nine respondents added the BRT/transit enhancement project. As a result of this feedback, the City's Bicycle Plan project was added to the mid-term projects list (as reflected in Table 6.3). For a detailed summary of the submitted responses and comments, see Appendix H.

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

A draft amendment with refined I-81 Viaduct Project costs was made available for public review and comment via the SMTC's website on March 1, 2022 and comments were accepted through March 31, 2022. The TIP amendments for the Phase 1 I-81 Viaduct projects were also available for review and comment during this same time period. Comments were received from 13 individuals during this comment period, and most of the comments were directed to the NYSDOT's I-81 Viaduct Project environmental review process. See Attachment A for a summary of the public outreach for the 2022 amendment.

6.5 ADDITIONAL (ILLUSTRATIVE) PROJECTS

The BRT system identified by the Syracuse Metropolitan Area Regional Transit (SMART) Study, Phase 1, was included as an option in the financial plan simulation tool. The anticipated capital cost to implement both BRT corridors (Eastwood - OCC and SU - Destiny USA) is about \$34 million (plus an additional \$8 million annually for operations and maintenance). The potential exists to build the BRT

Additional funding will need to be secured for the implementation of a BRT system. system in phases or increments, utilizing some of the capital funds shown in the overall balance in Table 6.6. However, a consistent, reliable source of operating funds must still be identified in order to make this project successful and sustainable.

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

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

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

160

Projects that are not included in this plan

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

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

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

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

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



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SMTC 2050 Long Range Transportation Plan 2022 Amendment

Attachment A: Public Outreach Summary

The revised Chapter 6 (Financial Analysis) was available on the SMTC's website beginning March 1, 2022, and public comments were accepted through March 31, 2022. 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 LRTP and TIP amendments for public review and comment:

- legal notice in the local newspaper (and on their website)
- Facebook post on March 2, 2022
- email blast to SMTC's e-newsletter list (1,235 successful deliveries) through Mailchimp on March 2, 2022
- letter mailed to environmental and transportation-related agencies

Thirteen individuals submitted comments on the LRTP and/or TIP amendments. Most of these comments were directed at the NYSDOT's I-81 Viaduct Project environmental review process (and many included letters that had previously been submitted to the NYSDOT during the draft EIS comment period in October 2021).

Comments received in response to the draft LRTP amendment, March 2022 (all via email)

Date: March 6, 2022

Comment:

My specific interest in the work of the SMTC group was always and still is bicycle paths where there are none today. CNY was never been cycle friendly but thanks to the persistence of your group, improvements to existing bike paths and establishment of new bike paths continues at a good pace. I watched the video and reviewed those areas that were suggested. Seeing no elimination of accommodations for bike/ped needs the amendments have my full support.

SMTC response: Thank you for your interest in the SMTC and in our Long Range Transportation Plan! We appreciate your feedback, and hope you continue to stay involved in the MPO process.

Date: March 31, 2022

Comment:

Thank you for this opportunity to comment.

Your overview of data and considerations used to guide SMTC Regional planning is most helpful. The criteria, fiscal restrains and political realities which must be applied are considerable:

- Federal and state funding do not appear reliable, short to long term, in the transportation budgets shown.
- Transit funding and initiatives are particularly lean.
- Siting even major developments in Home-Rule Towns and by OCIDA often do not require robust public input.

Given the above, i ask:

1. - That the evidently already budgeted "Capacity Projects" Should Apply Complete Streets criteria.

These include Widening of Soule Rd., Morgan Rd./Wetzel to Rt. 31, Vine St/Henry Clay, and intersection

redesigns of Commerce/Vine St., Rt. 11/49, Rt. 31 at Thompson & South Bay, Rt. 31 at Caughdenoy.

All projects evidently support "Proposed Development Centers & Retail Corridors" (a, b, c,& d - on the Pg. 48 Map.)

Re: Fiscal Restraint: Funding Complete Streets will be available if S 3897-Kennedy and A 8936- Fahy are passed.

Maintenance funding will be via S 5130 - Kennedy and A 7782 - Rivera.

These "Jobs and Growth" transportation projects will impact neighborhoods quality of life if they are placed without Complete Street criteria in the listed Capacity Projects areas. If tax breaks are given to a business or non-profit project, neighborhoods will suffer further. Zero-sum games are not necessary if planning is inclusive.

Applying Complete Streets standards to the Community Grid elements would also be wise, since it would address most of the criticism of lane widths and speed limits in the Business Loops.

2. That CENTRO, SMTC, Onondaga County and Syracuse aggressively pursue Collaboration with major employers and colleges to support/subsidize employees' Bus service. CENTRO will seek a grant form 5339 Funds, but other revenue and Ridership increasing must be sought.

Albany and Rochester found employer subsidized tickets increased ridership:

- Employers owning huge Parking Garages charge employees who drive, and/or who have shifts without bus service, up to \$100 a month to park. Initially, only their lower-paid employees without cars & near existing city routes would sign up for subsidized bus service. Employer benefit: increased on-time presence for lower-paid, city-residing employees. Others often participate when cost savings are seen.

- Restaurants, Bars and Entertainment venues with limited parking would likely participate in this cost-sharing scheme. The non-profit Providence managed to provide affordable Rides to Work via employer collaborations until high gas prices closed their service. CENTRO could seek PILOTs for this approach.

Also, initiatives like those Capital District Transit Authority (CDTA) has implemented - like using CARES dollars for Transit support - have built out BRT and increased Bus service times.

More State Wide Mass Transportation Assistance (STOA) dollars flow to Albany, Metro NYC & Long Island, and even Buffalo than to CNY.

CENTRO's assumption of minimal to 0 FHWA or SDF money in its budget complies with Fiscal Restraint but restricts innovation to meet transit needs. Maintenance and Bus replacement only and depending primarily on ticket sales is not a wise default. Budgeting with a 13% increase and implementing \$1.00 fares without Transfers will not result in increased bus service or BRT implementation.

3. That SMTC, with CNY Community Leaders, State and Federal Representatives, request the Federal Government to allow using a portion of the I-81 Construction budget to replace lost Thruway toll revenue so local traffic only may have Exits 35 -39 Toll Free until 481 and 1-81 construction is complete.

The Thruway's East-West route is an obvious part of the 481 Beltway around Syracuse; Central New York has more exits on the Thruway than any other place on its entire length. I-81 crosses the Thruway to connect the US and Canada. The question of how and why only the Thruway termini - Westchester and Buffalo - have toll-free exits is a battle for another day.

SMTC response:

Thank you for your comments on the proposed Long Range Transportation Plan amendment.

Regarding the first comment, some of these projects are on the current capital program (Transportation Improvement Program, or TIP); specifically the Route 11 at Route 49 intersection, NY 31 at Thompson Rd and South Bay Road, and Caughdenoy / Route 31 improvements. The remaining projects that you mention are included in the midterm timeframe of the LRTP and, therefore, have not been added to the capital program yet. Inclusion in the LRTP does not guarantee that a future project will be included on the TIP, as the LRTP expresses a long-term vision. If one of those projects is selected for inclusion in a future capital program, the details of the scope of work and the design elements will be determined at that time. In general, the SMTC supports Complete Streets principles.

Centro currently has a program that provides commuter tax benefits: <u>https://www.centro.org/fares-passes/commuter-tax-benefits-program</u>

We will pass along your comment regarding the use of the Thruway during I-81 construction to the NYSDOT. Please note also that the NYS Thruway Authority is an SMTC member agency.

We appreciate your interest in the transportation planning process. Please let me know if I can be of any other assistance.

The following material is being summitted as comments for the record regarding the proposed amendment to the 2020-2024 Transportation Improvement Program (the TIP).

1. Comment: The SMTC process requires a sequential schedule to allow for public input.

SMTC values public input and has stated that "the active involvement of the entire community . . . is paramount to good transportation planning." That commitment is clearly built into SMTC procedures:

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

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

SMTC Policy Resolution No. 2022-02

Adding project components to the fiscally constrained position of the Long Range Transportation Plan is required before any 1-81 Viaduct Project can be added to the area's multi-year Transportation Improvement Program.

The required schedule provides for the orderly development of transportation plans with public input to assure the long-range impacts are consistent with community goals. The LRTP process, with public comments submitted and reviewed, should be completed before projects are added to the Transportation Improvement Program.

2. Comment: The request for adding projects related to the I-81 Viaduct Project is premature.

• The request by NYSDOT is questionable.

NYSDOT's request to add component projects within the overall I-81 Viaduct Project, as described above, prior to the completion of the LRTP process, appears to be an inappropriate attempt to bypass the intent of the planning process to allow for public input. NYSDOT's initial request should have been to amend the LRTP to include the project components that, up to that point, had not gone through the public review process. In fact, the details of the changes NYSDOT is proposing have not been made available, and according to NYSDOT, will not be available until they release what they intend to be the FEIS. It is likely that changes are being made at this time.

• There is no consensus among local officials.

According to SMTC website, "Representing the culmination of the transportation planning process, the TIP signifies a consensus among local, regional and state officials as to what improvements to pursue." Local officials are divided. Official resolutions adopted by 18 of the 19 town boards called for maintaining the I-81 route for non-local traffic. The only official statement from the County Legislature was in Resolution 21-2015:

RESOLVED, that the Onondaga County Legislature supports a hybrid approach to the redesign of Interstate Route 81.

Based on official actions by the elected officials at the local level there is no clear consensus. The resolution passed by the County Legislature was approved by thirteen of seventeen legislators, including four representing districts primarily in the City of Syracuse. Legislators McMahon, Ryan, Chase, and Williams voted in favor of the resolution. It should be noted that Legislator Williams represented the district including the I-81 Viaduct and the population most directly affected by any proposed action. Her vote in favor of a hybrid solution was reaffirmed in the November 2021 election when Charles Garland was elected to the 16th Legislative District. The principal issue in the campaign was his support for a hybrid alternative that combined the Community Grid with the Harriet Tubman Memorial Freedom Bridge.

The fact that some public officials have issued statements and conducted media events does not change the measure of public consent in our democracy. Official actions by elected bodies constitute the process for making public policy decisions. The official actions on the record indicate the need for the NYSDOT to issue a Supplemental Draft Environmental Impact Statement in response to the publicly documented actions called for by the representatives of the people.

• TIP projects are dependent on the LRTP.

According to the <u>TIP Guidebook</u>, "the TIP and the numerous projects it documents must be consistent with the LRTP." The LRTP is currently going through its public review process. NYSDOT is reviewing 7,500 comments submitted in response to the DDR/DEIS. Comments called for NYSDOT to issue a Supplemental DEIS re-evaluating its selection of the Community Grid as the "preferred alternative."

3. Comment: Amending the TIP at this point defeats the purpose of public input.

Amendments to add projects to the TIP ignore the role that public input plays in the process of setting transportation objectives that will determine the quality of life in this community for generations to come. The process should not be short-cut. Amending the 2020-2024 Transportation Improvement Program should be deferred until the LRTP process is completed to provide the public with the information necessary for informed decisionmaking.

Respectfully submitted,

Minchin D Gives

Minchin G. Lewis 205 Rigi Avenue Syracuse, NY 13206 Cell: 315-243-2530 E-mail: Mglewis@syr.edu SMTC response to Mr. Lewis:

Thank you for providing comments during the recent public comment period for the proposed Long Range Transportation Plan and Transportation Improvement Program amendments. Your comments will be shared with the SMTC member agencies, including the NYSDOT. March 28, 2022

Ms. Meghan Vitale Principal Transportation Planner Syracuse Metropolitan Transportation Council 126 N Salina St, Suite 100 Syracuse, NY 13202

Dear Ms. Vitale,

As I have submitted to the New York State Department of Transportation (NYSDOT), I once again submit this letter to the Syracuse Metropolitan Transportation Council (SMTC) in conjunction with the I-81 Project. For some 60 years, I-81 has served as a major thoroughfare and economic driver for the entire Central New York Region continuing and reinforcing Syracuse's historical identity as the "Hub of New York."

Eight years ago, on July 7, 2013, I attended the first official regional meeting of "electeds" held by then NYSDOT Commissioner Joan McDonald to discuss the deteriorating condition of I-81. Commissioner McDonald made it clear to the assembled group of mayors, legislators and town supervisors: the region "must come to a consensus" about how to replace I-81. That has not happened.

While advocates for removing I-81 from the City have been the most vocal, they in fact represent only one of the perspectives I have heard from the greater regional community. Although much has been said, rightfully, about the racial injustices that occurred due to the original I-81 project, we must also keep in mind the mission we were originally tasked with – local/state/national transportation needs. And, although we were originally told not to focus on the cost of the new project, cost has been used to redirect the debate away from the more consensus building alternatives.

I have concerns that NYSDOT's Draft Environmental Impact Statement (DEIS) did not adequately address the following:

- While a handful of U.S. cities have removed sections of highways in their urban cores, these were auxiliary spurs off of a larger traffic (Tier One Federal Highway) artery. Why should I-81 in Syracuse be the first Tier One Federal Highway in the United States to be decommissioned? It has served as a north-south conduit for people and goods for decades. It is part of what makes Syracuse the "Hub of New York."
- Today, much of the project area consists of public housing managed by the Syracuse Housing Authority. Some of the housing is only feet from the viaduct. The DEIS offers no information regarding new housing, and maybe it "technically" need not. NYSDOT has

stated it will not "force" people from their present housing. However, where are those who choose not to live in a construction site going to be relocated? What new housing is going to be constructed and where? How will the NYSDOT prevent gentrification of this area and prevent future racial injustices? And if tenants are not going to be relocated, how will the City/State mitigate the impacts of construction?

- The SPECTRA Report, authored in 2019 by former NYSDOT Chief Engineer John Shafer, found that 61 intersections in the City of Syracuse would have a Level of Service (LOS) of E (severe congestion) or F (failure) during peak rush-hour periods. How can NYSDOT be dismissive of this report when it was authored by a former DOT engineer? Although the DOT has made changes to the community grid plan, data used has been questioned by some and many feel the problems described in the SPECTRA Report were not fully addressed.
- According to the DEIS, hotels in the Town of Salina will lose approximately 1.3% of their annual bookings, and Destiny USA will lose about 2.8% of shoppers. If the grid alone should be implemented, traffic coming from the north and south would be directed around the City to the east, in the opposite direction of Destiny USA and hotels in Salina. Wouldn't one expect these two figures to be much higher, particularly for the hotels who rely on interstate traffic? And why would we divert traffic away from one of the major attractions of Central New York?
- The DEIS shows that a roundabout will be constructed at the intersection of Business Loop 81 and Martin Luther King East, at the point in which the highway comes down to street level. This is immediately adjacent to Dr. King Elementary School. Although this is being revised, many still have questions as to the roundabout.

This opportunity should not be squandered. We can have connectivity within the City, including walking and bike trails, and continue to keep the City connected to its suburbs and the rest of the region. These are not mutually exclusive. I have never been against the community grid idea itself. What we need is a community grid in conjunction with a rebuilt viaduct, tunnel or new bridge to keep traffic flowing through Syracuse.

Further, I do not believe that a consensus for this project has ever been reached by the City, suburbs, and outlying towns in our region. Given the amount of federal monies available, why don't we have an option that satisfies everyone's needs? I believe that Central New York requires and deserves more.

Page 3: DEIS Public Comment

I would like to thank the NYSDOT for its time, efforts and professionalism during this EIS process. I stand ready, as a member of the New York State Assembly and as Chair of its Transportation Committee, to do whatever I can to facilitate the project that is finally selected. It is critical that the adverse impacts of construction – housing, traffic, noise, environmental pollution – are mitigated and that local workers and businesses benefit from this billion dollar plus investment. However, the majority of my constituents and I hope NYSDOT will select an option that works best for and represents the views of the entire Central New York Region.

Respectfully,

William to. Mognaulli

William B. Magnarelli Member, NYS Assembly 129th District

WBM/dep

SMTC response to Assemblyman Magnarelli (via email to Mr. Petrick):

Thank you to Assemblyman Magnarelli for providing comments during the recent public comment period for the proposed Long Range Transportation Plan and Transportation Improvement Program amendments. All of the comments received will be shared with the SMTC member agencies, including the NYSDOT. March 2, 2022

Dear Interested Agency:

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

As the New York State-designated Metropolitan Planning Organization (MPO) for the Syracuse area, the SMTC is responsible for administering the continuous and comprehensive transportation planning process in Onondaga County and small portions of Madison and Oswego Counties as described in the FAST Act. The SMTC provides the forum for cooperative decision making in the development of transportation plans, programs, and recommendations. The SMTC's committees are 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.

The LRTP examines major transportation planning issues such as: the environment; air quality; access to transportation; alternative transportation modes; the impact of land development on the transportation system; highway traffic congestion; and maintenance of the existing infrastructure. The SMTC's 2050 LRTP was adopted in September 2015, and an Update was adopted in September 2020 per Federal requirements to update the LRTP every five years. A previous amendment was adopted on February 10, 2022, that consisted of additional transportation system performance measures and the addition of projects associated with the I-81 Viaduct Project within the LRTP's financial analysis. The amendment that is currently proposed refines the cost and revenue estimates for the I-81 Viaduct Project.

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 funds. Six TIP amendments associated with the I-81 Viaduct Project, totaling \$985,000,000, are proposed for addition to the multi-year TIP.

The draft documents for the proposed LRTP and TIP amendments are available on the SMTC website (https://smtcmpo.org/news/) 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 LRTP Amendment and/or TIP amendments in writing by March 31, 2022, to the SMTC at contactus@smtcmpo.org or by mail at 126 North Salina Street, Suite 100, Syracuse, NY 13202.

Sincerely,

Jan D'Agento

James D'Agostino Director

Environmental and land use agencies

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

March 2, 2022

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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 funds. Six TIP amendments associated with the I-81 Viaduct Project, totaling \$985,000,000, are proposed for addition to the multi-year TIP.

The draft documents for the proposed LRTP and TIP amendments are available on the SMTC website (https://smtcmpo.org/news/) 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 LRTP Amendment and/or TIP amendments in writing by March 31, 2022, to the SMTC at contactus@smtcmpo.org or by mail at 126 North Salina Street, Suite 100, Syracuse, NY 13202.

Sincerely,

Jan D'Agesto

James D'Agostino Director

Transportation service users and providers

- ABF Freight System, Inc
- Adapt CNY
- Ainsley Superior Warehouse
- Aldi
- Altius Aviation LLC
- Amalgamated Transit Union
- Americold Logistics
- Anheuser-Busch, Inc.
- ARISE
- Barrett Paving Materials, Inc
- BikeCNY
- Bossong's Commercial Delivery
- Byrne Dairy, Inc.
- C.H. Robinson Worldwide
- Clintons Ditch Co-op, Inc.
- CN Railway
- Coca-Cola Bottling Company
- COR Development Company, LLC
- Crucible Materials, Inc
- Delta Airlines
- Destiny USA
- Dot Foods, Inc.
- Eagle Comtronics, Inc
- Eaton's Crouse-Hinds
- Exxon Mobil Oil Corporation
- FedEx Ground
- Frazer & Jones Co.
- G. C. Hanford Mfg. Co.
- Greyhound
- Gypsum Express, LTD
- Gypsum Wholesalers, Inc
- Hanson Aggregates
- Hill-Rom Holdings, Inc.
- Ince Motor Freight
- INFICON, Inc.
- JB Hunt Transport, Inc
- Kilian Manufacturing
- L & JG Stickley, Inc
- Lan-Co Development Corp.
- Laser Transit Ltd.
- Madison County Tourism, Inc.
- McLane Northeast
- Mercer Milling Company
- Mohawk Global Logistics
- Moving People Transportation Coalition
- National Tractor Trailer School

- New Penn Motor Express
- New York, Susquehanna & Western Railway
- Onondaga Beverage Corp.
- Packaging Corporation of America
- Page Transportation Inc.
- Paul deLima Co., Inc.
- Penske Truck Leasing
- Pioneer Warehousing & Dist., LLC
- Port of Oswego Authority
- Pyramid Companies
- RAK Express
- Raymour & Flanigan Furniture Co.
- Riccelli Enterprises
- Rotondo Warehouse
- Ryder Systems, Inc.
- Seneca Beverage Corporation
- Shane Trucking, LLC
- Singer Transport, Inc.
- Speedway
- Spirit & Sanzone Distributors Co, Inc.
- Stroehmann Bakeries, Inc.
- Sunoco Incorporated
- Swift Transportation Co., Inc.
- Sysco Food Services of Syracuse, LLC
- Terpening Trucking Company
- Tessy Plastics Corporation
- TJ Sheehan Distributing, Inc.
- Tomorrow's Neighborhoods Today
- TTM Technologies
- Uber Technologies, Inc.
- United Airlines
- UPS Customer Center
- Visit Syracuse, Inc.
- Westrock, Camillus Box Plant
- Westrock, Solvay Mill
- Whitacre Engineering Co., Inc
- XPO Logistics
- YRC Freight

NOTICE OF PUBLIC REVIEW/COMMENT PERIOD 2050 LONG RANGE TRANSPORTATION PLAN AMENDMENT AND TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS The Syracuse Metropolitan Transportation Council (SMTC) has officially begun a 30-day public review/ comment period for a draft amendment to the 2050 Long Range Transportation Plan (LRTP) update and associated Transportation Improvement Program (TIP) amendments. The LRTP guides the Syracuse Metropolitan Planning Area's transportation development over a 30-year period, examining demographics, environment and air guality, access and mobility, alternative modes, land use impacts, congestion, maintenance needs, and emerging trends in transportation. The most recent amendment to the 2050 LRTP was adopted in February 2022. The proposed amendment consists of refining project costs associated with The I-81 Viaduct Project within the financial analysis portion of the LRTP so that they're consistent with latest identified estimates. 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 funds. Six I-81 Viaduct Project amendments totaling \$985,000,000 are proposed for addition to the multi-year TIP. The public review/ comment period for both items began on March 1, 2022. Comments received on or before Thursday, March 31, 2022, will be considered for the final LRTP and TIP amendments, to be presented to the SMTC Policy Committee in April 2022. For those interested in reviewing the draft amendment to the 2050 LRTP, a copy of the document is available via the SMTC's website at https://smtcmpo.org/news/. All LRTP comments shall be submitted in writing to contactus@smtcmpo.org or via postal mail to: SMTC, Attn: Meghan Vitale, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse, NY 13202. For the TIP amendments, details are available via the SMTC's web site at https://smtcmpo.org/news/. Written comments should be sent to tip@smtcmpo.org or via postal mail to: SMTC, Attn: Mario Colone, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse, NY 13202. The public comment period is open through Thursday, March 31, 2022.

Dustin

None

None

None

syracuse.com/classifieds

| LEGALS/PUBLIC NOTICES |
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| Other Legals | Other Legals | Other Legals | Other Legals | Other Legals | Other Legals | Other Legals | Other Legals | Other Legals | Other Legals |
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| The following vehicle will be auctioned off at Copart 46 Zuk-Pierce | The following vehicle will be auctioned off at Copart 46 Zuk-Pierce | copy of process to: 722 W Manlius St East Syra- | premises known as 133 Ruth Avenue, Syra- cuse, NY 13210. The re- | WHO ARE HUSBANDS, WIDOWS, GRANTEES, MORTGAGEES, LIE- | Notice of Formation of Limited Liability Compa- ny (LLC) Name: RIALTO | to: Landgprojectcomm ents@esd.ny.gov Sub- ject: Salt City Market | 55416, culturalresourc es@novagroupgbc.com | Salina Street, Suite 100. Syracuse, NY | SU-2019-010370, a copy of which may be examined at the Office |
| Dr Central Square NY 13036 on 03/16/2022 | Dr Central Square NY 13036 on 03/16/2022 | cuse, NY 13057. Pur- pose: any lawful pur- pose. | lief sought in the within action is a final judg- | NORS, HEIRS, DEVI- SEES, DISTRIBUTEES, | WEALTH MANAGE- MENT, LLC. Articles of | Development Capital – Regional Council Capi- | or 475.345.7806. | 13202. For the TIP amendments, details are available via the | of the Clerk located at the Onondaga County Courthouse, Syracuse, |
| for parts only. VIN: 5NMSH13E59H243458, 2009 Hyundai Santa Fe | for parts only. VIN: 4a3aa36g52e152673, 2002 Mitsubishi Galant | Notice of formation of Limited Liability Compa- | ment directing the sale of the premises descri- bed above to satisfy | SUCCESSORS IN INTER- EST OF SUCH OF THEM AS MAY BE DEAD, AND | Organization filed with Secretary of State of New York (SSNY) on | tal Fund (Capital Grant). Information re- garding the Project is | Self-Storage Cube Con- tents will be sold for Cash by CubeSmart As- | SMTC's web site at htt ps://smtcmpo.org/new | NY, grants me the right to assume the name of |
| Owner: John Bell Lienholder: None | . Owner: Taylor Baker. Lienholder: None | ny. Name: Jemal's Gridley Investor LLC | the debt secured by the Mortgage descri- bed above. NOTICE | THEIR HUSBANDS AND WIVES, HEIRS, DEVI- SEES, DISTRIBUTEES | February 23, 2022. County: Onondaga. SSNY designated as | also provided below with the project listing. PLEASE TAKE FURTHER | set Management for the Owner 2649 Erie | s/. Written comments should be sent to tip@s mtcmpo.org or via post- | Marwaan Abdirashid Ugas. The city and state of my present ad- |
| The following vehicle will be auctioned off at Copart 46 Zuk-Pierce | The following vehicle will be auctioned off at Copart 46 Zuk-Pierce | ("LLC"). Articles of Or- ganization filed with the Secretary of State of the State of New | YOU ARE IN DANGER OF LOSING YOUR HOME If you do not re- | AND SUCCESSORS OF INTEREST OF ALL OF | agent of LLC upon whom process against it may be served. SSNY | NOTICE, that, in accord- ance with Section 16(2) of the Act and re- | Blvd East, Syracuse, NY 13224 to satisfy a Lien for rental on | mtcmpo.org or via post- al mail to: SMTC, Attn: Mario Colone, 100 Clin- ton Square, 126 N. Sali- | dress are Syracuse, NY; the month and year of my birth are |
| Dr Central Square NY 13036 on 03/16/2022 | Dr Central Square NY 13036 on 03/16/2022 for parts only. VIN: | of the State of New York ("SSNY") on Febru- ary 18, 2022. NY office | spond to this Sum- mons and Complaint | WHOM AND WHOSE NAMES AND PLACES ARE UNKNOWN TO | shall mail copy of proc- ess to 3229 East Lake | cent Legislation (\$.50001/A.40001. | March 10, 2022 @3:00 pm www.storagetreas ures.com | na Street, Suite 100, Syracuse, NY 13202. The public comment | September 2018; my place of birth is Syra- |
| for parts only. VIN: KL7CJPSB4MB353740, 2021 Chevy Trax. Own- | 1hgcm82465a015007, 2005 Honda Accord. | location: Onondaga County. The SSNY has | by serving a copy of the answer on the at- torney for the Mort- | PLAINTIFF, et al Defend- ant (s) Attorney for Plaintiff(s) Knuckles, | Road, Skaneateles, NY 13152-9008. Purpose: to engage in any and | amending subpart A of part BB of chapter 56 of the laws of 2021), a | The Central New York Regional Transporta- | period is open through Thursday, March 31, | cuse, NY; my present name is Marwaan Mohamud Issack. |
| er: Alexís Cornell. Lienholder: None | Owner: Nicholas Skeene. Lienholder: None | been designated as agent of the LLC upon whom process against it may be served. The | gage company who filed this foreclosure proceeding against you | Komosinski & Manfro, LLP, 565 Taxter Road, Suite 590, Elmsford, | all business for which LLCs may be formed under the New York | virtual public hearing to consider the Plan(s), open to all persons, | tion Authority ("CNYR- TA" or "Authority") is | 2022. | Notice is hereby given that an order entered |
| The following vehicle will be auctioned off at Copart 46 Zuk-Pierce | The following vehicle will be auctioned off at | of any process to Cor- | and filing the answer with the court, a de- fault judgment may be | NY 10523. Pursuant to a Judgment of Foreclo- sure and Sale entered | LLC Law. | will be held remotely by the Corporation on Tuesday, March 15, | from professional or- ganizations to provide | Kurtskevelli LLC Arts of Org. filed SSNY 2/24/22, Onondaga Co. | by the Supreme Court, Onondaga County, on November 7, 2019, |
| Dr Central Square NY 13036 on 03/16/2022 for parts only. VIN: | Copart 46 Zuk-Pierce Dr Central Square NY 13036 on 03/16/2022 | poration Service Com- pany, 1090 Vermont Ave. NW, Washington, | entered and you can lose your home. Speak | March 4, 2020, I will sell at public auction to | SALE IN FORECLOSURE SUPREME COURT - COUNTY OF ONONDA- | 2022, from 2 p.m. to 3 p.m. utilizing the Zoom video communications | Bike Share Service. In- dividuals or firms who desire to submit a Pro- | SSNY design agent for process & shall mail to Zenbusiness Inc. 41 | bearing Index Number SU-2019-010374, a copy of which may be |
| 3GNÁXHEV9JL331917, 2018 Chevy Equinox. Owner: Lee Haberman. | for parts only. VIN: 3VWRG3AL7AM003969 2010 Volkswagen | DC 20005. Purpose/ character of LLC is to engage in any lawful | to an attorney or go to the court where your case is pending for fur- | the highest bidder at the Second Floor Lob- by of the Onondaga | GA QUICKEN LOANS INC., Plaintiff - against - TOREZ ROWSER, et al | and teleconferencing | posal may request a "Request for Proposal Package" from Caitlin | | examined at the Office of the Clerk located at |
| Lienholder: None | Beetle. Owner: Char- lene Montroy | act or activity. | ther information on how to answer the Summons and protect | County Courthouse, 401 Montgomery Street, Syracuse, New | Defendant(s). Pursuant to a Judgment of Fore- | structions for participa- tion in the virtual hear- ing can be viewed at ht | MacCollum, Director of Procurement and | LEGAL NOTICE: Notice | the Onondaga County Courthouse, Syracuse, NY, grants me the right |
| The following vehicle will be auctioned off at Copart 46 Zuk-Pierce | Lienholder: None The following vehicle will be auctioned off at | Limited Liability Com- pany. Name: Jemal's Gridley OZ LLC ("LLC"). | your property. Sending a payment to your Mortgage company will | York on April 5, 2022 at 12:00 PM. Premises | closure and Sale en- tered on December 13, 2021. I, the under- | tps://esd.ny.gov/esd- media-center/public- notices. Additionally, | Designated Contact in writing at fax number: 315-442-3301, mailing | is hereby given that the Annual Financial Report for the fiscal | to assume the name of Cimraan Abdirashid Ugas. The city and |
| Dr Central Square NY 13036 on 03/16/2022 for parts only. VIN: | Copart 46 Zuk-Pierce Dr Central Square NY | Articles of Organization filed with the Secretary | not stop this foreclo- sure action. YOU MUST | known as 417 Lafay- ette Avenue West, Syra- cuse, NY 13205 a/k/a | signed Referee will sell at public auction on the Second Floor Lob- | the public is given an opportunity to com- ment on the Project(s) | address: Central New York Regional Transpor- tation Authority, PO | year ending December 31, 2021 for the Town | state of my present ad- dress are Syracuse, NY; the month and |
| 5XXGT4L31JG207435, 2018 Kia Optima Own- er: Savannadra Walker. | 13036 on 3/16/2021 for parts only. VIN: 19UUB2F57HA003401, | of State of the State of New York ("SSNY") on February 18, 2022. | RESPOND BY SERVING A COPY OF THE AN- SWER ON THE ATTOR- | 417 West Lafayette Avenue, Syracuse, NY 13205. Sec 075. Block | by outside of the Coun- ty Clerk's Office, in the | by submitting com- ments electronically to | Box 820, Syracuse, New York 13205 or e- mail: cmaccollum@cen | of Constantia was filed with the New York State Comptroller's | year of my birth are February 2017; the place of my birth is Syr- |
| Lienholder: None The following vehicle | 2017 Acura TLX. Own- er: Lisa Fero 50 Lakeshore Rd Pulaski | NY office location: Onondaga County. The SSNY has been desig- | NEY FOR THE PLAIN- TIFF (MORTGAGE COM- PANY) AND FILING THE | 06 Lot 10.0. All that tract or parcel of land, situation in the City of | Onondaga County Courthouse, 401 Mont- gomery Street, Syra- | Landgprojectcomment s@esd.ny.gov Subject: Comment – Salt City | tro.org. Proposals must be received in the offi- | Office as required by law on March 1, 2022. This document can be | acuse, NY; my present name is Cimraan |
| will be auctioned off at Copart 46 Zuk-Pierce | NY 13142. Lienholder: None | nated as agent of the | ANSWER WITH THE COURT. Dated: Bay Shore, New York Febru- | Syracuse, County of Onondaga and State of | cuse NY 13202 on the 1st day of April, 2022 at 10:00 AM. All that | Market Development Capital – Regional Council Capital Fund | ces of the Central New York Regional Transpor- tation Authority, atten- | reviewed during regu- lar business hours in the Town Clerk's Office | Mohamud Issack. ATTENTION DBE's Bar- rett Paving Materials |
| Dr Central Square NY 13036 on 03/16/2022 for parts only. VIN: 2G1FCBDD3B9207368, | The following vehicle will be auctioned off at Copart 46 Zuk-Pierce | ess against it may be served. The SSNY shall mail a copy of any proc- | ary 11, 2022 Frenkel, Lambert, Weiss, | New York. Approxi- mate Amount of Judg- ment is \$39,506.40 | tract or parcel of land, situate in the Town of Clay, County of Onon- | (Capital Grant) by 5:30 p.m. on Tuesday, | tion Caitlin MacCollum, Director of Procure- ment no later than | at the Constantia Town Hall 14 Frederick | Inc. is interested in quotes for any materi- |
| 2G1FCBDD3B9207368, 2011 Chevy Camaro. Owner: Monica Robert. | Dr Central Square NY 13036 on 3/16/2021 | mail a copy of any proc- ess to Corporation Service Company, 1090 Vermont Ave NW | Weisman & Gordon, LLP By: Robert Tremaroli, Esg. Attor- | plus interest and costs. Premises will be sold subject to provisions of | daga and State of New York. Premises known | March 15, 2022. Salt City Market Develop- ment Capital – Region- | 1:00PM EST on March 24, 2022. Proposals received after this time | Street, Constantia. Clare Haynes Constantia Town Clerk | als furnished and/or installed for the City of Syracuse Project – |
| Lienholder: None The following vehicle | for parts only. VIN: 3FA6P0H74DR228649, 2013 Ford Fusion. Own- | Vermont Ave. NW, Washington, DC 20005. Purpose/character of | neys for Plaintiff 53 Gib- son Street Bay Shore, New York 11706 (631) | filed Judgment Index No 001718/2019. Cash will not be accepted at | as 8402 Silver Spruce Circle, Liverpool, (Town of Clay) NY 13090. (Sec- | al Council Capital Fund (Capital Grant) – Syra- cuse (Central New | and date will be re- turned, unopened. | Dated: March 1, 2022 | South Clinton Street Two-Way Conversion Project in the City of |
| will be auctioned off at Copart 46 Zuk-Pierce | er: Debbie McKenzie 8 1/2 Clark St Philadel- phia NY 13673. | LLC is to engage in any lawful act or activity. | 969-3100 Our File No.:01-091500-F00 | will not be accepted at the sale. The foreclo- sure sale will be con- | tion: 055, Block: 02, Lot: 26.0) Approximate amount of lien | York Region – Ononda- ga County)- \$1,000,000 grant Construction a | Firms wishing to sub- mit Proposals do so entirely at their own | Notice to Bidders and Newspaper Advertise- ment The State Univer- | Syracuse, to be let on March 10, 2022 at 2:30 PM. Quotes should be |
| Dr Central Square NY 13036 on 03/16/2022 for parts only. VIN: | Lienholder: None The following vehicle | Notice of formation of Limited Liability Compa- ny. Name: Matthew | Notice of LLC Forma- tion of Dead Branch Ranch, LLC, a NY limit- | ducted in accordance with 5th Judicial Dis- trict's Covid-19 Policies | \$153,228.92 plus inter- est and costs. Prem- ises will be sold sub- | new 78,000-square- foot mixed-use facility on a vacant lot in Syra- | risk. There is not an ex- press or implied obliga- tion on the part of the | sity of New York at Cortland will receive sealed bids for project | submitted via fax to 315-652-4590 or |
| JN1AZ4EH8FM442853, 2015 Nissan 370z. Own- er: Douglas Rice. | will be auctioned off at Copart 46 Zuk-Pierce Dr Central Square NY | Gridley Mezzanine LLC ("LLC"). Articles of Or- ganization filed with | ed liability company (LLC). Arts. of Org. filed with NY Sec. of State | and foreclosure auc- tion rules. The Referee shall enforce any rules | ject to provisions of filed judgment and | cuse. Total project cost is \$24,620,191. There | CNYRTA to reimburse responding firms for any expenses incurred | number 20210015 ti- tled Campus Wide Exte- rior Wayfinding Up- | mailed to our office at 4530 Wetzel Road, Liv- erpool, New York |
| Lienholder: None The following vehicle | 13036 on 3/16/2021 for parts only. VIN: | the Secretary of State of the State of New York ("SSNY") on Febru- | (NYSS) on 2/11/2022. Office: Onondaga Coun- | in place regarding fa- cial coverings and so- cial distancing. Rose- | terms of sale. Index No. 006122/2019. John S. Crisafulli, Esq., Refer- ee. Davidson Fink LLP | ciated with the proj- ect. DATED: Thursday. | in preparing and sub- mitting Proposals in re- sponse to this request. | grades until 2:00 p.m. local time on March | 13090. Specifications may be reviewed at our office located at |
| will be auctioned off at Copart 46 Zuk-Pierce Dr Central Square NY | 2005 Chevrolet Equi- nox. Owner: Deborah | ary 18, 2022. NY office location: Onondaga | ty. NYSS designated as agent of LLC upon whom process against | mary F. LePiane, Esq., Referee 2267-003765 | Attorney(s) for Plaintiff 400 Meridian Centre | March 3, 2022 New York State Urban Devel- opment Corporation | The CNYRTA reserves the right to reject any | 29, 2022 at Facilities Planning, Design and Construction office, | 4530 Wetzel, Road, Liv- erpool, New York or by emailing bfarrell@barre |
| 13036 on 03/16/2022 for parts only. VIN: 4A4AR3AU6EE012458, | Nedrow NY 13120. Lienholder: None | County. The SSNY has been designated as agent of the LLC upon | it may be served. NYSS shall mail process to: 2900 Gulf Road, Man- | Woodside One Enter- prises, LLC, Arts of Org. | Blvd, Ste 200 Roches- ter, NY 14618 Tel. 585/760-8218 For sale | New York, New York By: Deborah Royce, Corporate Secretary | and all Proposals for any reason. Proposals received within the | | ttpaving.com to re- quest to a link to view |
| 2014 Mitsubishi Out- lander. Owner: | The following vehicle will be auctioned off at | whom process against it may be served. The SSNY shall mail a copy | lius, New York 13104. Purpose: Any lawful | filed with Sec. of State of NY (SSNY) 1/31/2022. Cty: Onon- | information please vis- | Home Leasing Con- struction, an EEO em- | confines of the due date will remain in ef- fect sixty (60) days | opened and read aloud. SUNY Cortland is requesting bids for | the plans online BID # 0010709 COUNTY OF ONONDAGA – BID |
| Frenandez Gimenez. Lienholder: None | Copart 46 Zuk-Pierce Dr Central Square NY 13036 on 3/16/2021 for parts only. VIN: | of any process to Cor- | purpose. Sloane Hospitality LLC | daga. SSNY desig. as agent upon whom proc- ess against may be | (800) 280-2832 Dated: January 13, 2022 Dur- | ployer, is looking for in- terested NYS certified MBE/WBE/SDVOB con- | from the due date. All Proposers will be | the second phase of ex- terior signage, to be furnished and installed | REF # 0010709 FOR MICRO-SAND IS DUE |
| The following vehicle will be auctioned off at Copart 46 Zuk-Pierce Dr Central Square NY | JNKBV61F88M257734. | Ave. NW, Washington, DC 20005. Purpose/ | Arts of Org. filed SSNY 2/8/22, Onondaga Co. SSNY design agent for process & shall mail to | | ing the COVID-19 health emergency, bid- ders are required to | tractors, subcontrac- tors, vendors, and | they are not on the Comptroller General's | on their campus before the start of the Fall Se- | MARCH 16, 2022 AT 2 PM IN THE DIVISION OF PURCHASE. REGISTER |
| 13036 on 03/16/2022 for parts only. VIN: | 2008 Infiniti G35. Own- er: Samsack Thanthima 211 Ontario Place Liver- pool NY 13088. | character of LLC is to engage in any lawful act or activity. | Zenbusiness Inc. 41 State St #112 Albany, | lus, NY 13031. General Purpose | comply with all govern- mental health require- ments in effect at the | equipment providers that can provide mean- ingful services to sub- | List of Ineligible Con- tractors. Each Proposer will be re- | are 212 signs that re- quire engineering, cus- | AT www.empirestatebi dsystem.com TO DOWNLOAD SPECIFICA- |
| 1G1JC6SB9F4129975, 2015 Chevy Sonic Own- | Lienholder: None The following vehicle | Notice of formation of Limited Liability Compa- | NY 12207 General Pur- pose | CARROLL LANDSCAPE & TREE SERVICE LLC. | time of sale including but not limited to, wearing face coverings | mit bid proposals for: Huntingdon Apart- ments. The project will | quired to comply with all Equal Employment Opportunity Rules and | tom architectural fabri- cation, and installation in a variety conditions, | TION DOCUMENTS. Notice of Formation of |
| Lienholder: Timebuyer | will be auctioned off at Copart 46 Zuk-Pierce | ny. Name: Norman Gridley Mezzanine LLC ("LLC"). Articles of Or- | The JCC of Syracuse is seeking bids for installation of facility access | Arts. of Org. filed with the SSNY on 02/23/2022. Office: | and maintaining social distancing (at least 6- | repurpose an existing building located at 201 | Regulations. The CNYRTA hereby noti- | ranging from soil, new poles, existing poles, and concrete. Installa- | Tipp Hill Realty LLC. Articles of Organization filed with the Secretary |
| The following vehicle will be auctioned off at | Dr Central Square NY 13036 on 3/16/2021 for parts only. VIN: 1G1ZT54894F232524. | ganization filed with the Secretary of State | card swipes and lock- out switches. All bids | Onondaga County. SSNY designated as | feet apart) during the auction, while tender- ing deposit and at any | Falls, NY to provide 53 units of affordable | it will affirmatively in- sure that in regard to | tion work will also re- quire concrete flat | of State of New York (SSNY) on 03/01/2010. Office location: County |
| Copart 46 Zuk-Pierce Dr Central Square NY 13036 on 03/16/2022 | 1G1ZT54894F232524. 2004 Chevrolet Malibu. Owner: Matthew Cra- | of the State of New York ("SSNY") on Febru- ary 18, 2022. NY office | shall include pricing for equipment, accesso- ries, parts, licensing, | agent of the LLC upon whom process against it may be served. SSNY | subsequent closing. Bidders are also re- quired to comply with | housing. Work will con- sist of, but not limited to, selective demoli- | to pursuant to this ad- vertisement, disadvan- | work, as well as demoli- tion of existing signs. All work on this Con- | of Onondaga. SSNY is designated as agent of |
| for parts only. VIN: 5N1AT2MV0GC787811, 2016 Nissan Rogue. | vis 8289 Cider St Oriskany NY 13424. Lienholder: None | location: Onondaga County. The SSNY has been designated as | travel and labor and any misc. expenses. Please email Erin Hart, | shall mail copy of proc- ess to the LLC, 3932 Otisco Road, Marietta, | the Foreclosure Auc- tion Rules and COVID- 19 Health Emergency | tion, masonry restora- tion, exterior window and door replacement, | taged business enter- prises (DBE), minority/women | tract is to be complet- ed by August 15, 2022. The estimated budget | LLC upon whom proc- ess may be served. SSNY shall mail copy of |
| Owner: Ray Vanfleet. Lienholder: None | The following vehicle will be auctioned off at | agent of the LLC upon whom process against it may be served. The | ehart@jccsyr.org for RFP information. Pro- posals are due via | NY 13110. Purpose: Any lawful purpose. | Rules issued by the Su- preme Court of this | roofing, interior carpen- try framing, architectur- | owned business enter- prise and service disa- bled veteran owned | is \$753,000. Bidding and Contract Docu- ments may be exam- | process to: 201 Rut- ledge St., Syracuse, NY 13219. Purpose: any |
| The following vehicle will be auctioned off at Copart 46 Zuk-Pierce | Copart 46 Zuk-Pierce Dr Central Square NY | SSNY shall mail a copy of any process to Cor- | email no later than 3/25/2022 at 3:00pm | Notice of Formation of CarmAmel, LLC. Arti- cles of Organization | County in addition to the conditions set forth in the Terms of Sale. | al finishes, mechanical systems, electrical systems, and site work en- | business (SDVOB) (M/WBE) will be afford- | ined free of charge at the campus Facilities | lawful purpose. NOTICE TO BIDDERS |
| Dr Central Square NY 13036 on 03/16/2022 | 13036 on 3/16/2021 for parts only. VIN: JM1BM1K76G1343204, | poration Service Com- pany, 1090 Vermont Ave. NW, Washington, | and all questions must be submitted via email as well, no later than | filed with the Secretary of State of New York (SSNY) on 02/08/2022. | Notice of Formation of PAINT+ER L.L.C. Arti- | 10% / SDVOB 6% Bid | ed full opportunity to submit bids to this invi- tation and will not be | Construction Office, Whitaker Hall, Room | The Board of Education of Onondaga-Cortland- Madison Board of Coop- |
| for parts only. VIN: 2T1BR32E48C878377, 2008 Toyota Corolla. | 2016 Mazda 3. Owner: Justin Opini 10 Clark- son Ave 6894 Potsdam | DC 20005. Purpose/ character of LLC is to | 3/23/2022 at 3:00pm. All bidders will be noti- fied via email when a | Office location: County of Onondaga, SSNY is | cles of Organization filed with the Secretary of State of New York | proposals are due by Thursday, March 22, 2022 at 2pm. Ques- | discriminated against on the grounds of sex, race, color, or national | 219 and at the follow- ing locations. Associat- ed Building Contrac- | erative Educational Services (BOCES), in ac- |
| Owner: Penny King. Lienholder: None | NY 13699. Lienholder: Carvana LLC PO Box | act or activity. | selection is made. | designated as agent of LLC upon whom proc- ess may be served. SSNY shall mail copy of | (SSNY) on 02/07/2022. Office location: County of Onondaga. SSNY is | tions and bids can be submitted to Tyler Schneider. 315-559- | origin in consideration for an award. | tors: 15 Belden St. Bing- hamton, New York 13903 Builders Ex- | cordance with Section 103 of Article 5-A of the General Municipal |
| The following vehicle will be auctioned off at Copart 46 Zuk-Pierce | 85038 Notice of Formation of | THE STATE OF NEW YORK COUNTY OF | Gebo Builds LLC. Arti- cles of Organization filed with the Secretary | SSNY shall mail copy of process to: 109 Valerie Circle, Fayetteville, NY | designated as agent of LLC upon whom proc- | 2763 or TylerSc@home leasing.net | NOTICE OF BOARD OF DIRECTORS MEETING - | change of Rochester: 180 Linden Oaks #100, | Law and Article 119-0 of the General Munici- pal Law, will receive |
| Dr Central Square NY 13036 on 03/16/2022 for parts only. VIN: | POINT AUTO, LLC Art of Org. filed Sec'y of State (SSNY) 02/18/22 Office | ONONDAGA U.S. Bank National Association, as Trustee for BAY- | of State of New York (SSNY) on April 15, 2021 Office location: | 13066. Purpose: any lawful purpose. | ess may be served. SSNY shall mail copy of process to 116 May | Notice of formation of FOR FUN GAMES, LLC. Art. Of Org. filed with | The Downtown Com- mittee of Syracuse will meet via video confer- | Rochester, NY 14625 Dodge Reports c/o Dataflow: 318-320 Co- | bids on: Name of Bid: Statewide Administra- tive Software Products, |

e NY POINT AUTO, LLC AIL OF /2022 Org. filed Sec'y of State VIN: (SSNY) 02/18/22. Office 1368, location: Onondaga Lanc-county. SSNY designat whom process may be served. SSNY Thiela Sec's Action and the second s process to 116 May FOR FUN GAMES, LLC. meet via video confer-ve., Syracuse, NY Art. Of Org. filed with ence on Tuesday, p207. Purpose: any the Sect'y of State of March 15, 2022 at wild purpose. NY (SSNY) on 30m. Details at Dataflow: 318-320 Co-lumbia Street, Utica, NY 13502 Mohawk Val-ing: April 5, 2022 - 1:30 for parts only. VIN: JA32U2FU1HU004368, of proce Ave., 13207. JOHN STREET LLC. Arts. of Org. filed with SSNY on 2/11/22. Office loca-tion: Onondaga SSNY desg. as agent of LLC upon whom process against it may be served. SSNY mail proc-ess to 211 Walnut St 2017 Mitsubishi Lanc Details ed as agent of LLC upon whom process may be served. SSNY shall mail copy of proc-ess: 117 Ravenswood P.M., at 110 Elwood Da lawful purpose. 3pm. at ley Builders Exchange: 10 Main Street, Suite 02/13/22. Office in Onondaga County. SSNY has been desiger. Owner: Britany Bean. Lienholder: None Backed Securities, Ser-ies 2007-32, Plaintiff, -against - Robert Fran-cis Gallipeau, III, as Ad-ministrator and Heir of the Estate of Robert F. in DowntownSyracuse.co vis Road, Liverpool, NY 13088. Term of Con-tract: June 1, 2022 to May 31, 2023. Contact for more information and to obtain bid docu-ments: Roard of Coon-**NOTICE** IS HEREBY GIV-EN that the Village of Fabius General Elec-202, Whitesboro, NY 13492 Syracuse Build-ers Exchange: 6563 Rid-ings Road, Syracuse, NY 13206 Complete m The following vehicle will be auctioned off at Copart 46 Zuk-Pierce Dr Central Square NY 13036 on 03/16/2022 for parts only. VIN: 1C3CCBABXCN320809, 2012 Chrysler 200 Own-SNY has been desig-nated as agent of the LLC upon whom proc-ess against it may be served. SSNY shall mail process to the LLC, 207 CLARKE ST SYRACUSE, NY, 13210. Purpose: Any lawful purpose copy of process to: 8023A Marlin Drive, Clay, NY 13041. Pur-pose: any lawful pur-NOTICE OF PUBLIC REVIEW/COMMENT PE-RIOD 2050 LONG RANGE TRANSPORTA-TION PLAN AMEND-MENT AND TRANSPOR-TATION IMPROVEMENT PROGRAM AMEND-MENTS The Syracuse Metropolitan Transpor-tation Council (SMTC) has officially begun a 30-day public review/ comment period for a draft amendment to the 2050 Long Range Transportation Plan (LRTP) update and asso-ciated Transportation Improvement Program (TIP) amendments. The LRTP guides the Syra-cuse Metropolitan Plan-ning Area's transporta-tion development over a 30-year period, exam-ining demographics, en-vironment and air quali-ty, access and mobility, alternative modes, land use impacts, con-gestion, maintenance needs, and emerging trends in transporta-tion. The most recent amendment to the 2050 LRTP was adopt-ed in February 2022. The proposed amend-ment consists of refin-ing project costs associ-ated with The I-81 Via-duct Project within the financial analysis por-tion of the LRTP so that Fabius General Elec-tion will be held on Tuesday, March 15, 2022, from 12:00 p.m. until 9:00 p.m., at the Fabius Area Communi-ty Center, Main Street, Fabius, NY. The offices to be filled are the two-year term of Mayor and the two-year term of Trustee. The candi-date for Mayor is Ste-phen Sommers of 1260 Mill Street, Fabius, NY. Drive, Liverpool, NY 13090. Purpose: any the Estate of Robert F. Gallipeau, Jr. a/k/a Rob-ert Francis Gallipeau, Jr., George A. Gallipeau, as Heir to the Estate of Robert F. sets of Contract Docuess to 211 Walnut St, Fayetteville, NY 13066. lawful purpose. ments for bidding may be obtained from Plan and Print Systems Inc. 6160 Eastern Ave. Syra-cuse, NY 13211, 315-437-5111. Section 143 ments: Board of Coop pose. erative **NOTICE** is hereby given (serial number not yet assigned) for a beer MORAN HOLDING GROUP, LLC Articles of Org. filed NY Sec. of Any lawful purpose. Services. Cortland, and Madison C o u n t i e s , 315.433.2620, thewitt 2012 Chrysler 200 Own er: Rvan Wicks Notice of Form. of DOWNTOWN AUBURN DEVELOPMENT, LLC. Arts. of Org. filed with SSNY on 2/14/22. Of-Wicks assigned) for a beer and wine license (Tav-ern Wine) that has been applied for by the undersigned; Mr. Pud-der's LLC to sell beer Org. filed NY Sec. of State (SSNY) 2/18/22. Office in Onondaga Co. SSNY desig. agent of LLC whom process may be served. SSNY shall mail process to 305 Maple Rd., Syra-cuse, NY 13219, which is also the principal business location. Pur-pose: Any lawful pur-pose. Gallipeau, Jr. a/k/a Rob-Lienholder: None BID # 0010706 COUNTY Gallipeau, Jr. a/k/a Kou-ert Francis Gallipeau, Jr., Jason M. Gallipeau, as Heir to the Estate of Robert F. Gallipeau, Jr. a/k/a Robert Francis Gallipeau, Jr. if living OF ONONDAGA - BID REF # 0010706 FOR AQUATIC WEED HAR-@ocmboces.org The following vehicle will be auctioned off at Copart 46 Zuk-Pierce Dr Central Square NY of the State Finance Law requires payment of a deposit to receive these documents. Ac-**Bouley** Associates, Inc. an EEO is soliciting MWBE subcontractors and suppliers for followfice location: Onoda-ga SSNY desg. as agent of LLC upon whom process against it may be served. SSNY mail process to 6308 Fly Rd, Fast Svracuse NY VESTING IS DUE MARCH 15, 2022 AT 2 PM IN THE DIVISION OF phen Sommers of 1260 Mill Street, Fabius, NY. The candidate for Trust-ee is Brant Ford of 7793 Main Street, Fa-bius, NY. Fabius Village Budget Meeting to be held on Wednesday, April 6, 2022, from 8 to 9pm at the Fabius Area Community Center, and wine at retail (On-And wine at retail (On-Premises) under the Al-coholic Beverage Con-trol Law, located at 687 West Genesee Street Road, Skaneacordingly, a deposit check of \$40, made payable to Plan and Print systems, Inc., is required. Deposits less than \$50.00 are nonrefundable. A non-mandatory, virtual pre-13036 on 03/16/2022 and if any be dead, any and all persons who are spouses, widows, ing projects: Cass Park Rink Enclosure, bids for parts only. VIN JTEGH20V810007175 PURCHASE. REGISTER AT www.empirestatebi are due Tuesday March 1st at 10 am. West Beach Bathhouse at 2001 Toyota Rav4 Owner: Cheryl Pope East Syracuse, NY 13057. Any lawful pur-pose. dsystem.com TO DOWNLOAD SPECIFICA-TION DOCUMENTS. TO grantees, mortgagees, lienor, heirs, devisees, distributees, or succes-Lienholder: None teles, New York 13152; bose. County of Onondaga. BID # 0010705 COUNTY mandatory, virtual pre-bid meeting will be held on Monday, March 14, 2022 at 11:00 a.m. Potential biddor may ioin the The following vehicle sors in interest of such of the above as may be dead, and their spous-NOTICE OF SALE SU-BID # 0010705 COUNTY OF ONONDAGA – BID REF # 0010705 FOR BI-TUMINOUS SEALING OF JOINTS AND CRACKS IS DUE MARCH 17, 2022 AT 2 PM IN THE DIVISION OF PUR-CHASE. REGISTER AT www.empirestatebidsy stem.com TO DOWN-LOAD SPECIFICATION DOCUMENTS. Notice of Form. of DOWNTOWN ROME DE-VELOPMENT, LLC. Arts. of Org. filed with SSNY on 2/14/22. Office loca-tion: Onondaga SSNY desg. as agent of LLC upon whom process against it may be served. SSNY mail proc-ess to 6308 Fly Rd, East Syracuse, NY. Any lawful purpose. Notice of Formation of will be auctioned off at Notary of Formation of Notary of Excellence, LLC. Articles of Organi-zation filed with the Secretary of State of New York (SSNY) on February 15, 2022. Of-fice location: County of Onondaga. SSNY is des-ignated as agent of LLC upon whom process PREME COURT ONON-DAGA COUNTY PENNYMAC LOAN Notice Copart 46 Zuk-Pierce Dr Central Square NY 13036 on 03/16/2022 for parts only. VIN: 1GCCS1442WK208517, Community Center, Main Street Fabius, NY dead, and their spous-es, heirs, devisees, dis-tributees and succes-sors in interest, all of whom and whose names and places of residences are un-known to Plaintiff, SOTMHG, Inc., New York State Denartment Submitted by: Pamela Houck, Clerk. Dated: March 3, 2022. SERVICES, LLC, Plaintiff against COLIN S. COGAN, et al bidders may join the meeting from the fol-lowing WebEx link: http s://sunycortland.webe x.com/sunycortland/j.p hp?MTID=mdb9265ac9 NOTICE TO NYS BUSI-NESS ENTERPRISES, C E R T I F I E D MBE/WBE/SDVOB SUB-CONTRACTORS AND SUPPLIERS Northland Associates, Inc. an EOE is soliciting BIDS from MBE/WBE/SDVOB com-panies for Divs. 2-34 for SUNY Upstate Re-place Canopy at ED En-COGAN, et al Defendant(s) Attorney for Plaintiff(s) Knuckles, Komosinski & Manfro, LLP, 565 Taxter Road, Suite 590, Elmsford, NY 10523. Pursuant of a luidamate of Eoropla 1998 Chevy S. Owner Hubbell Lienholder: Ally Financial SOTMHG, Inc., New York State Department of Taxation and Fi-nance, United States of America - Internal Reve-nue Service, Fayette-ville Pines LLC, Defend-ants Index No upon whom process may be served. SSNY shall mail copy of proc-ess to: 108 Munson Dr. Syracuse, NY 13205. Purpose: any lawful purpose. 8074d2d0a061cae3054 a460 Form 7554-03 The following vehicle will be auctioned off at DOCUMENTS. All questions may be di-rected to Martin Edgington, 607-753-4370 or martin edgingt A Judgment of Foreclo-sure and Sale entered December 22, 2021, I will sell at public auc-tion to the highest bid-der at the Second NOTICE OF FORMA-TION OF GATHER EVENT PLANNING LLC Gather Event Planning LLC filed Articles of Or-ganization with NYS on 2/23/2022. (1) Its princi-pal office is in Orondalawful purpose. Copart 46 Zuk-Pierce Dr Central Square NY Notice of Form. of 13036 on 03/16/2022 for parts only. VIN: 1FMCUJJ99HUD74069, 2017 Ford Escape Tra-FORT STANWIX APTS, LLC. Arts. of Org. filed with SSNY on 2/14/22. Ville Pines LLC, Deferito-ants. Index No. 008266/2021 Filed: 2/18/22 SUPPLEMEN-TAL SUMMONS Plaintiff designates Onondaga County as the place of trial. Venue is based upon the County in on@cortland.edu Bids for SUNY Upstate Re-place Canopy at ED En-trance REBID, Syra-cuse, NY. Bids are due 3/16/22 @ 2PM. Dwgs & specs viewed @ Northland Associates, 4701 Buckley Rd., Liver-pool, NY, and porthland assoc com must be submitted in duplicate in accord-BID # SYGOV-003-22 COUNTY OF ONONDA-GA – BID REF # SYGOV-003-22 FOR FURNISH-ING GRASS CUTTING der at the Second Floor Lobby of the Onondaga County with SSNY on 2/14/22. Office location: Onon-daga SSNY desg. as agent of LLC upon whom process against it may be served. SSNY mail process to 6308 Fly Rd, East Syracuse, NY 13057. Any lawful purnose duplicate in accord-ance with the instruc-tions contained in the Information for Bid-ders. Security will be required for each bid in verse. Owner: Kayla Harrington. Lienholder: Onondaga County Courthouse, 401 Mont-gomery Street, Syra-cuse, New York on April 6, 2022 at 12:30 PM. Premises known pal office is in Ononda ga County, NY. (2) The Secretary of State has been designated as agent upon whom proc-ess against it may be The following vehicle will be auctioned off at Copart 46 Zuk-Pierce Dr Central Square NY 13036 on 03/16/2022 for prote orbit/2/044 SERVICES – ADDITION-AL SITES IS DUE MARCH 22, 2022 AT 2 PM IN THE DIVISION OF PURCHASE. REGISTER upon the County in which the Mortgage premises is situated. TO THE ABOVE NAMED they're consistent with latest identified esti-mates. The TIP identi-fies the timing and funding of all highway, bridge, transit, bicycle and pedestrian, and safety capital transpor-tation projects sched-uled for implementa-tion in the SMTC area using federal transpor-tation funds. Six I-81 Viaduct Project amend-ments totaling \$985,000,000 are pro-posed for addition to the multi-year TIP. The public review/ comment period for both items began on March 1, 2022. Com-ments received on or before Thursday, March 31, 2022, will be considered for the final LRTP and TIP amend-ments, to be presented to the SMTC Policy Committee in April 2022. For those inter-ested in reviewing the draft amendment to the 2050 LRTP, a copy of the document is available via the SMTC's website at https: //smtcmpo.org/news shall be submitted in writing to contactus@s mtompo.org or via post-al mail to: SMTC, Attn: Meghan Vitale, 100 Clinton Square, 126 N. an amount not less than five (5) percent of the Total Bid. It is the policy of the State of New York and the State University of New Vork to encourage mi pool, NY and northlandassoc.com. Questions to S. Ridge-way 315-451-3722 fax 315-928-7393 or sjridg as 102 Sandiron Court, Baldwinsville, NY 13027. Sec 031.5 Block 01 Lot 12.0. All that tract or parcel of land situate in the Town of served and a copy of any process will be mailed to the LLC, 1190 Greenfield Lane, Skaneateles, NY 13152 (3) Purpose: Any law-ful nurose purpose. D THE ABOVE NAMED DEFENDANT(S): YOU ARE HEREBY SUM-MONED to answer the Complaint in this ac-tion and to serve a copy of your Answer or, if the Complaint is not served with this for parts only. VIN: JTDKAMFPXM3172462, 2021 Toyota Prius. Owner: Linda Fumarola. Lienholder: AT www.empirestatebi Notice of Form. of GENESEE STREET DE-VELOPMENT, LLC. Arts. of Org. filed with SSNY on 2/14/22. Office locadsystem.com TO DOWNLOAD SPECIFICAeway@northlandassoc. York to encourage mi-nority business enter-prise participation in this project by contrac-TION DOCUMENTS. com. Van Buren, County of Onondaga and State of New York. Approxi-mate Amount of Judg-ment is \$188,930.14 ful purpose. **Christa** Construction, LLC, the preselected general contractor, is currently soliciting bids LEGAL NOTICE PLEASE on 2/14/22. Office loca-tion: Onondaga SSNY desg. as agent of LLC upon whom process against it may be served. SSNY mail proc-ess to 6308 Fly Rd, East Syracuse, NY. Any lawful Durose. Notice of Formation of I Am With You Counsel-ing And Coaching, LLC, Art. Of Org. filed Sec'y of State (SSNY) TAKE NOTICE that the New York State Urban not served with this tors, subcontractors and suppliers, and all **The** following vehicle will be auctioned off at Notice of Appearance on the attorneys for the plaintiff within twenty (20) days after service of this Sum-Development Corpora-tion, doing business as Empire State Develop-ment ("ESD" or the "Corporation"), pur-suant to Section 16(2) bidders are expected to cooperate in imple-menting this policy. The State University of plus interest and costs. Premises will be sold subject to provisions of filed Judgment Index No 008254/2020. Cash will be accounted at Copart 46 Zuk-Pierce Dr Central Square NY 13036 on 03/16/2022 from all subcontractors and vendors including qualified and certified M/WBE, SDVOB and Section 3 Subcontrac-tors and Vendors for of State (SSNY) 02/28/22. Office loca-tion: Onondaga Coun-ty. SSNY designated as agent of LLC upon whom process may be served. SSNY shall mail for parts only. VIN 1N4AB7AP2DN900397 service of this Sum-mons, exclusive of the day of service (or with-in thirty (30) days after service is complete if this Summons is not personally delivered to you within the State of New York). In case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the Complaint. NOTICE OF NATURE OF ACTION AND RELIEF SOUGHT THE OBJECT of the above captioned action is to foreclose a Mortlawful purpose. New York reserves the of the New York State Urban Development Corporation Act (Chap-ter 174, Section 1, Laws of 1968, as amended) (the "Act"), here actionated to Concrete right to reject any or all bids. will not be accepted at 2013 Nissan Sentra Owner: F. Krease-Notice of Form. of NASER HANDYMAN with the sale. The foreclo-sure sale will be con-ducted in accordance with 5th Judicial Dis-trict's Covid-19 Policies and foreclosure auc Owner: F, Krease Tillman. Lienholder the construction of De-Paul Port Byron Bid Package B: General Trades in Port Byron, NY. Please note that this is a HUD Section 3 Decident with histor pri LLC. Arts. of Org. filed with SSNY on 7/22/21. Office location: Onon-daga SSNY desg. as agent of LLC upon whom process against it may be scaped SSNY copy of process: 444 S. Salina St., PO Box 648 Syracuse, NY 13201. Purpose: any lawful Notice of formation of Notice of formation of Hasan Properties LLC. Arts. Of Org. filed with SSNY on 12/7/12. Of-fice location: Ononda-ga County. SSNY desig-nated as agent of LLC upon whom process may be served. SSNY shall mail process to c/o Maisoun Hasan, 4170 Old Homestead Rd, Syracuse, NY 13215 USA. Purpose: any lawful act or activi-**The** following vehicle will be auctioned off at has adopted a General Project Plan (the "Pla-n") with respect to the project listed below. Copies of the Plan(s) are available without Copart 46 Zuk-Pierce Dr Central Square NY 13036 on 03/16/2022 tion rules. The Referee Project with hiring pri-orities for low-income purpose. shall enforce any rules in place regarding fa-cial coverings and so-cial distancing. Dana F. Grillo, Esq., Referee 2231-000773 PUBLIC NOTICE: 30NS214B T-Mobile Northeast, LLC is propersons. For more in-formation, please con-tact Estimator Mike Tubbs by email at mtu it may be served. SSNY for parts only. VIN: 3GNCJPSB3GL268725, 2016 Chevy Trax. Own-er: Patricia Mcintyre. mail process to 1210 Teall Ave, Syracuse, NY 13206. Any lawful purare available without charge to any person who shall make are quest. The Corporation the office of the Coun-ty Clerk of each Project location. A copy of the principal office of the corporation, 633 be submitted within Third Avenue, New York, New York 10017, spection by request. bbs@christa.com pose. Lienholder: None NOTICE OF SALE SU-PREME COURT ONON-DAGA COUNTY U.S. **Notice** of Form. of 19RISING, LLC. Arts. of Org. filed with SSNY on Post-Standard Notice of Formation of The following vehicle ATM & Son Enterpris-es, LLC. Articles of Orwill be auctioned off at above captioned action is to foreclose a Mort-gage to secure \$52,750.00 and inter-est, recorded in the Of-fice of the Clerk of the County of ONONDAGA BANK TRUST, N.A., AS TRUSTEE FOR LSF9 MASTER PARTICIPA-TION TRUST, Plaintiff against THE HEIRS AT LARGE OF VIVIAN E. any lawful act or activi-Copart 46 Zuk-Pierce Dr Central Square NY 13036 on 03/16/2022 ganization filed with the Secretary of State of New York (SSNY) on 11/16/2020. Office loca-2/7/22. Office location ty. Onondaga SSNY desg. as agent of LLC upon **Notice** is hereby given that an order entered by the Supreme Court, for parts only. VIN 1G11C5SA5GF121878 whom process against it may be served. SSNY tion: County of Ononda-ga. SSNY is designated 2016 Chevy Malibu mail process to 237 Ross Park, Syracuse, NY 13208. Any lawful purpose. Owner: Alisha Rawuepaw Lienholder None as agent of LLC upon whom process may be served. SSNY shall mail on August 19, 2003, in Book Book 13554, Page 0335, covering HUDSON A/K/A VIVIAN HUDSON, DECEASED, AND ALL PERSONS Onondaga County, on November 7, 2019 bearing Index Number Alisha home delivery

Green Lake bids due March 16th at 1:30 pm. Plans available for re view at our offices at 265 Genesee St. Au-burn, NY by appt only. 315-253-4417. Fax'd bids accepted 315-253-4419. NOTICE TO BIDDERS The Board of Education of Onondaga-Cortland-Madison Board of Cooperative Educational Services (BOCES), in ac-cordance with Section 103 of Article 5-A of the General Municipa Law and Article 119-0 of the General Munici-pal Law, will receive bids on: Name of Bid: Welding Supplies & Equipment, RFB-222-61 Bid Opening: March 23, 2022, 1:30 P.M., at 110 Elwood Davis Road, Liverpool, NY 13088 Term of Con-tract: May 1, 2022 to July 31, 2022 Contact for more information and to obtain bid docu-Law and Article 119-0 and to obtain bid docu ments: Board of Coop erative Educational Services, Onondaga, Cortland, and Madison Counties, 315.433.2620, thewitt @ocmboces.org Reviews, previews and a great

Educational

Onondaga

calendar of events WEEKEND every Thursday in The

Call 315-470-NEWS(6397) or 800-765-3231 for

RECEIVED APR 27 2022 Rex Giardine 112 Circle Road Syracuse, New York 13210

April 23, 2022

Mr. D'Agostino:

Thank you for the opportunity to speak at the SMTC Meeting on April 19th.

As you can surmise I am passionate about our community, our children and our school environments and the impact the interstate project will have.

Attached is a written version of the words I delivered with a few details filled in and a diagram that puts things in perspective.

My October 14th formal comments to Mr. Frechette garnered a written reply from the Governor but no one else. I have chosen to copy many of those in attendance at your meeting along with local leadership.

cc: Mark Frechette, NYS DOT Rick Marquis, Federal Highway Admin. Mayor Ben Walsh, Chair of the JSCB



Rex Giardine, PE/RA 112 Circle Road Syracuse New York 13210

Words delivered 19 April 2022 at the Syracuse Metropolitan Transportation Council (SMTC) Meeting at City Hall Commons Regarding Interstate 81 (words in *italics* not stated due to the 3 minute limit)

"Thank you for the opportunity to speak. I am a City of Syracuse resident since moving here upon graduating Penn State in January 1987. I am an architect and engineer with 3 young adult children all products of a public education in the Syracuse City School District. Our entire family has benefited from, being homeowners, and living in the diverse and dynamic neighborhood in the shadows of four colleges (yes there are four if you count the Crouse College of Nursing) on the hill to the southeast of here. I have worked in a professional design capacity in a private firm, for the City Engineer, for Onondaga County Facilities, for Syracuse University Campus Planning Design & Construction and currently for SUNY ESF Facilities (essentially: the City, the County and the State).

Thank you for all the hard work it has clearly taken to even get to this point. You have a challenging and transformative project which will impact the City and the region for the next century or longer. These are truly **monumental decisions**.

As indicated in my written comments (to the Interstate 81 project hand delivered to DOT on October 14th), I wholly support the Community Grid.

I fully understand the traffic calming and dispersion benefits of roundabouts and equally importantly that to design them properly, the importance of the sight lines, proper radii and the *substantial* land area that double lane roundabouts *typically* require.

You should not have been surprised to get pushback from the community rather than support for your concept *of a roundabout* near MLK in the Fall of 2021. While I'm an architect, not a traffic planner, I'm fairly certain roundabouts and elementary schools should *rarely or ideally* never be near each other.

Here we are with a requested quarter billion dollar increase and an additional year added to construction. How much of that quarter billion or extended schedule is associated with shifting the roundabout?

Please bear with me and take the school proximity issue *completely* out of your minds for just a moment *if you can.* Is VanBuren really a better location for the roundabout?.... seems like student housing complexes, steep *street* topography and *the practically immovable location of* one historic railroad make this a very challenging site to shoehorn this ever so important roundabout. With school proximity out of the equation, will VanBuren actually be better from a traffic planning standpoint than near MLK?

I actually formally proposed (*in my written comments October 14*) that the original location *near MLK* was *probably* the right location for a roundabout and maybe, just maybe, for the last 72 years, the wrong location for an elementary school. By state school planning standards, the site for such an elementary should be 10 acres not 5.3 and certainly not near railroads or interstates.

What would it take to move an elementary school population by constructing a new state of the art school strategically located among complete streets in the walkable neighborhood it serves? I *already* wagered an *educated* estimate of about \$65M, not a big number in your sphere and certainly not your funds to find,

however I suspect any day of the week *if a new school could be justified by the decision makers at this table and the decision makers not present here, just down Washington Street in both directions,* the NYS Education Department aid formulas would pay for at least two thirds of that \$65M.

Where would you find a 10 acre site for a new state of the art school?... you may have to look no further than maybe just three blocks to the west at the double block between Furman and Kennedy Streets. The City already owns 2.4 acres. It appears by tax records that 42% of the parcels needed in that double block are presently vacant land. Our City's School District should probably be ashamed of the lamentable McCarthy at Beard building sited there where they have assigned or confined(?) 78 special education children to. Shouldn't these souls and the extremely hard working teachers and support staff actually be in a far more inspiring and better school environment like the original McCarthy, the building that Mayor Alexander and his carefully "chosen" architect built specifically for special education children near the Clary Middle School,. Those deserving families rarely get a voice here.

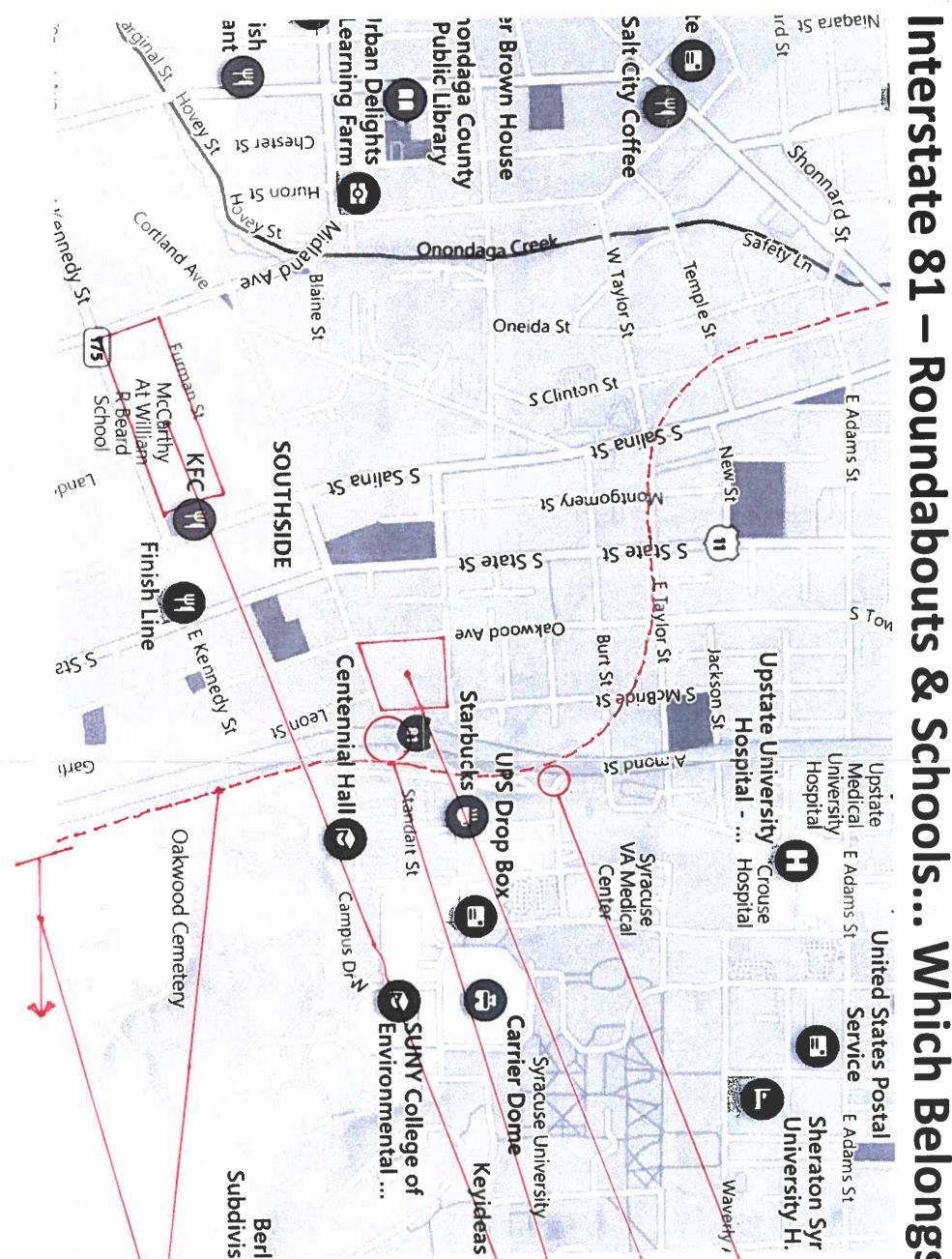
So why not a new state of the art school within the city?.... *imagine* something so fabulous that may even make Fayetteville residents jealous. It may be more cost effective and better *long term* urban planning than shifting a roundabout. The 13205 neighborhood *likely* deserves it (that new school) before mine.

Why shouldn't your project start the dialogue, be the catalyst to get the right people to a bigger table, the right, the visionary decision makers to consider something that makes families actually desire and even proud to live here, not just visit for the workday, an event or whirl by on roundabouts?

For the next century these are truly Monumental decisions. Thank you."

Attached is an annotated excerpt of a map of the area showing roundabouts and one potential new school site. I can be reached at the above address at <u>rexgiardine@gmail.com</u> or 315-345-6588.

cc: Governor K. Hochul Senator R. May Senator J Mannion Assemblymember P Hunter Assemblymember W Magnarelli Mayor Ben Walsh, Chair of the JSCB Ryan McMahon Onondaga Co Executive Rick Marquis, Federal Highway Admin. James D'Agostino, Director SMTC Meghan Vitale, Transportation Planner SMTC Mark Frechette, NYS DOT, Region 3 Jerrin George, NYS Thruway Authority Cody Kelly, Onondaga County Legislature Common Council Members Board of Education Members, SCSD Superintendent Alicea, SCSD JSCB Members not in the above Mary Robison, City Engineer Allison Bodine, Syracuse, Planning Owen Kearney, City Planning Heather Lamendola, City Zoning Dave Mankiewicz, CenterState CEO Neil Burke, Syracuse DPW/Traffic Jennifer Terry, Federal Transit Administration Megan Costa, Syracuse-Onondaga County Planning Agency Brian Schultz, CNY Regional Transportation Authority David Roth, NYS Department of Transportation Martin Voss, Onondaga County Department of Transportation David Bottar, CNY Regional Planning & Development Board



elongs Where?

Waverty ,

Spring 2022 Proposed

Alternate Limited Dimensio Centrally Located Suggested 10 Acre Site for Fall 2021 Proposed Locatio Acre Site Constructed Circa **Elementary School on 5.3** Location for I-81 for I-81 Roundabout 1950, Named for Martin Roundabout Acres, Remove the One School. SCSD Owns 2.4 **Neighborhood Elementary Luther King School Age Children, Only Railroad Right of Way** the West End of Site with Recreation/ Fields at would face Furman Street Parcels Vacant Land. Scho **Double Long Block with 16** School Building. This is a **Construct State of the Art** Lamentable School to **Barely Occupied** Institutions to the East **Generally No Families of**

Keyideas

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