

**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

**Adoption of the 2050 Long Range
Transportation Plan 2020 Update
Amendment**

SMTC Policy Resolution No. 2022-03

- 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

Project	Short-term FFY 2020-2024	Mid-term FFY 2025-2034	Long-term FFY 2035-2050	Total
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.

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.

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: non-maintenance, 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.

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 long-range 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 (millions YOE \$)
Non-maintenance				1,047.113
The I-81 Viaduct Project	I-481 improvements from I-690 to northern I-81/NY481 interchange	Capacity	NYSDOT	321.350
	I-481 improvements from southern I-81/I-481 interchange to I-690	Capacity	NYSDOT	243.350
	Crouse-Irving interchange and University Hill connections	Interchange improvements	NYSDOT	163.000
	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 Lake Parkway safety improvements, Old Liverpool Rd. to I-81 ramp		Safety	NYSDOT	9.916
Freeway incident management technology enhancements along Interstates 81 and 481, and 695		TSMO	NYSDOT	5.600
Reconstruct 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		TSMO	NYSDOT	3.010
Safety appurtenance program (SAFETAP)		Safety	NYSDOT	2.029
Highway emergency local patrol (HELP)		TSMO	NYSDOT	1.560
Bridge improvements I-690 over John Glenn Blvd		Safety	NYSDOT	0.809
Rt 11 ADA sidewalk & pedestrian safety project, Stevens Dr to Factory St		Bike/ped	NYSDOT	0.766
I-481 at Kirkville Rd ramp realignment		Safety	NYSDOT	0.550
Railroad grade crossing improvements, CSX railroad, Old Liverpool Rd		Safety	NYSDOT	0.500
Railroad grade crossing improvements, CSX railroad, Vine St		Safety	NYSDOT	0.395
Onondaga Lake canalways trail – Salina extension project		Bike/ped	OCDOT	10.775
Caughdenoy Rd/NYS Rt 31 improvements		Capacity	OCDOT	4.120
Pedestrian signal safety project – 10 priority locations		Safety	OCDOT	0.693
N, S, E, W corridors interconnect expansion		TSMO	Syracuse	6.769
Intersection improvements, PSAP #2		Safety	Syracuse	1.837
Intersection pedestrian improvements		Safety	Syracuse	1.304
Creekwalk Improvements, bridge and walk maintenance		Bike/ped	Syracuse	1.185
Lodi Street Connector		Bike/ped	Syracuse	0.270
Major maintenance				183.725
Rt 635 bridge replacements, over I-690 and CSX railroad		Bridge	NYSDOT	17.500
Airport Rd bridges over I-81 minor rehabilitation		Bridge	NYSDOT	12.001
I-81 maintenance, Rt 31 south of Rt 49		Highway	NYSDOT	9.350
Bridge rehab, I-81 ramps to Hiawatha and CR 137		Bridge	NYSDOT	9.256
Paving, Rts 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 (millions YOY \$)
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	TSMO	Syracuse	1.648
Other municipal highway maintenance	Highway	Other	3.135
Other municipal bridge maintenance	Bridge	Other	0.767
SHORT-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 (millions YOE \$)
Non-maintenance				1,497.690
The I-81 Viaduct Project	Business Loop 81 northern section (Phase 2)	Safety	NYSDOT	327.000
	Business Loop 81 southern section (Phase 2)	Safety	NYSDOT	287.000
	I-690 Westbound reconstruction	Capacity	NYSDOT	294.300
	I-690 Eastbound reconstruction	Capacity	NYSDOT	270.756
	I-690 at West Street interchange	Capacity	NYSDOT	105.948
I-81 interchange at Route 31		Interchange improvements	NYSDOT	40.000
Construct new Region 3 Traffic Management Center		TSMO	NYSDOT	28.000
Reconstruct Hastings rest area and truck inspection station (I-81 SB)		TSMO	NYSDOT	15.000
New Hastings rest area (I-81 NB)		TSMO	NYSDOT	15.000
Route 31 intersection turn lanes, Morgan Rd to Route 11		Safety	NYSDOT	11.120
Route 175, Cedarvale Rd to NE Townline Rd reconstruction & safety improvements		Safety	NYSDOT	7.000
Intersection improvements, NY5 and NY257		TSMO	NYSDOT	5.000
Highway Emergency Local Patrol (HELP), Onondaga County interstates		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 widening		Capacity	OCDOT	12.355
South Bay Rd center turn lane, Bear Rd to Rt 31		Safety	OCDOT	6.672
7th North 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 Road widening, Wetzel Rd to Rt 31		Capacity	OCDOT	5.560
Kirkville Rd widening, I-481 to Fremont Rd		Capacity	OCDOT	5.560
Commerce Blvd and Vine St intersection improvements and Vine St widening (center turn lane), Thruway to Henry Clay Blvd		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 Street 3 lane cross section from State to Grant/Shotwell		Road diets/lane reductions	Syracuse	4.118
Syracuse Bike Plan build-out		Bike/ped	Syracuse	3.000
Conversion of downtown streets to 2-way		Road diets/lane reductions	Syracuse	2.746
Intersection pedestrian improvements		Safety	Syracuse	2.687
Roundabout at James/Shotwell/Grant		Capacity	Syracuse	1.373
Water Street closure, South Crouse Ave to Beech St		Road diets/lane reductions	Syracuse	0.288

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

Project	Category	Agency	Total cost (mil- lions YOY \$)
Major maintenance			259.331
Bear St bridge over Onondaga Creek/Canal terminal recon- struction	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 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.

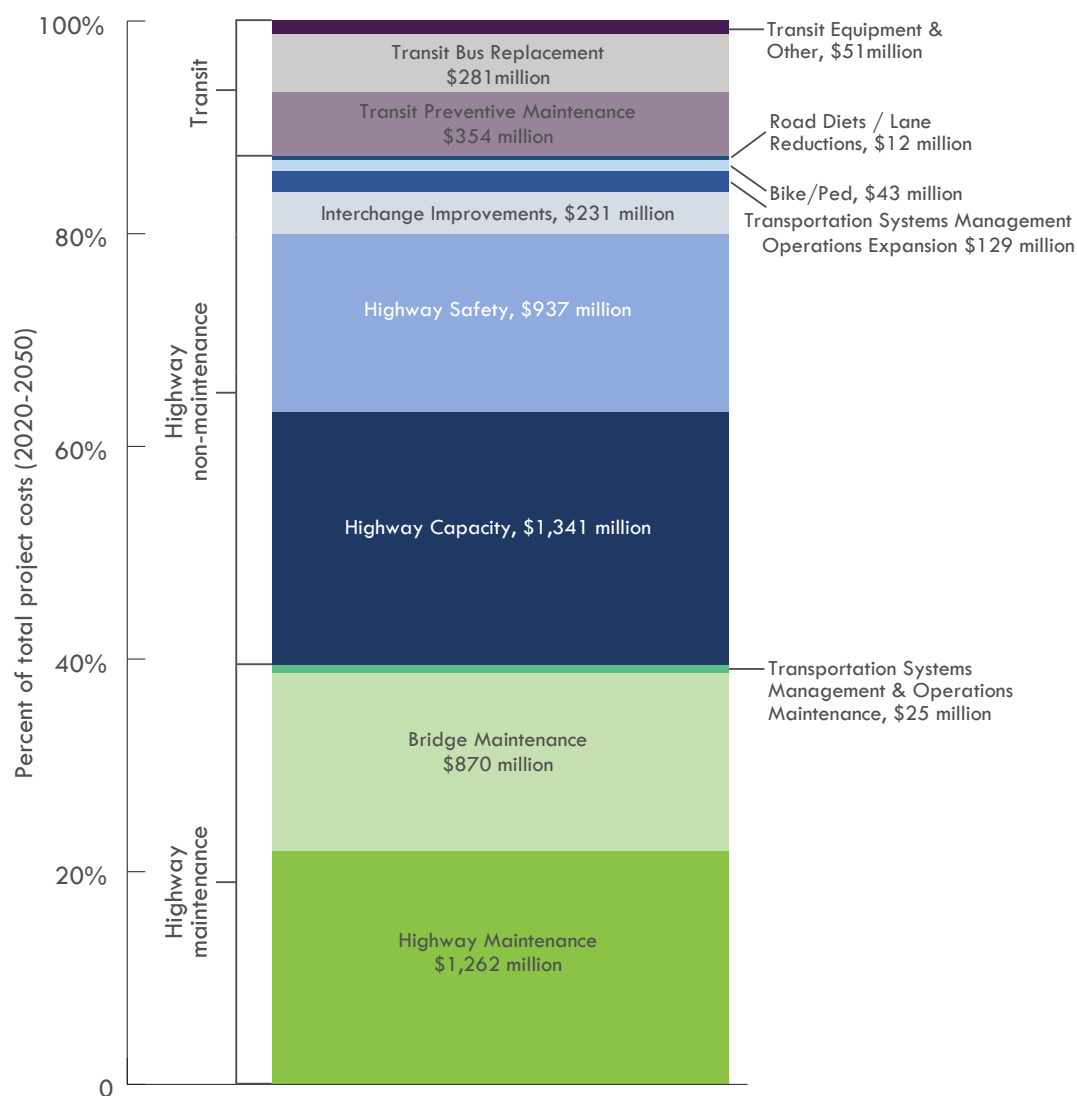
6.2.2 REVENUE PROJECTION

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),

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

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

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 short-term 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

Revenue Source		Short-term		Mid-term	Long-term	Total
		FFY 2020-2024		FFY 2025-2034	FFY 2035-2050	
Transit						
Federal Aid	Sections 5307 + 5339	37.68		103.16	228.42	369.26
	Competitive 5339	0		3.60	0	39.60
	Subtotal	37.68		106.76	228.42	460.77
Local match to Federal Aid		9.42		26.69	57.11	93.22
Federal Aid + match		47.10		133.45	285.53	466.08
State dedicated funds (SDF)		37.73		48.75	139.75	226.23
TRANSIT TOTAL, Fed Aid + match + SDF		84.83		182.20	425.28	692.31
Highway		Suballo- cation	Addi- tional			
Federal Aid	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
	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
	HPP	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 match to Federal Aid		152.49		236.11	221.79	610.40
Federal Aid + match		1,289.76		1,911.95	1,304.75	4,506.46
Other sources	State dedicated funds (SDF)	36.72		24.69	30.06	91.47
	CHIPs (FAE roads only)	16.49		32.99	52.78	102.25
	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 match		161.91		262.80	278.89	703.61
Total other sources		119.75		164.05	309.02	592.82
GRAND TOTAL 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.

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/maintained 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

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>

Table 6.5 notes:

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

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.

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	
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 than 1 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

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

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 bicycle 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

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 received, 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.

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

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, particularly those that may be most appropriate to a region the size of Central New York, in our next UPWP update.

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 stand-alone 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 significantly 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)
<p>Date: March 6, 2022</p> <p>Comment:</p> <p>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.</p> <p><i>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.</i></p>
<p>Date: March 31, 2022</p> <p>Comment:</p> <p>Thank you for this opportunity to comment.</p> <p>Your overview of data and considerations used to guide SMTC Regional planning is most helpful. The criteria, fiscal restraints and political realities which must be applied are considerable:</p> <ul style="list-style-type: none">- 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. <p>Given the above, i ask:</p> <p>1. - That the evidently already budgeted "Capacity Projects"Should Apply Complete Streets criteria.</p> <p>These include Widening of Soule Rd., Morgan Rd./Wetzel to Rt. 31, Vine St/Henry Clay, and intersection</p>

- 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: <https://www.centro.org/fares-passes/commuter-tax-benefits-program>

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.

To: Syracuse Metropolitan Transportation Council
From: Minchin G. Lewis
Re: Amendment to 2020-2024 Transportation Improvement Program
Date: March 31, 2022

The following material is being submitted 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 I-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 [TIP Guidebook](#), “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 decision-making.

Respectfully submitted,



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?

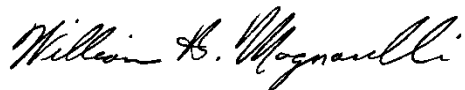
- The SPECTRA Report, authored in 2019 by former NYSDOT Chief Engineer John Shafer, found that 61 intersections in the City of Syracuse would have a Level of Service (LOS) of E (severe congestion) or F (failure) during peak rush-hour periods. How can NYSDOT be dismissive of this report when it was authored 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.

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,

A handwritten signature in black ink, reading "William B. Magnarelli". The signature is written in a cursive style with a large, stylized 'M'.

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,

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

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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Sincerely,

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

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 quality, 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 tjp@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.

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

J.D'AGOSTINO
SMTC

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.*

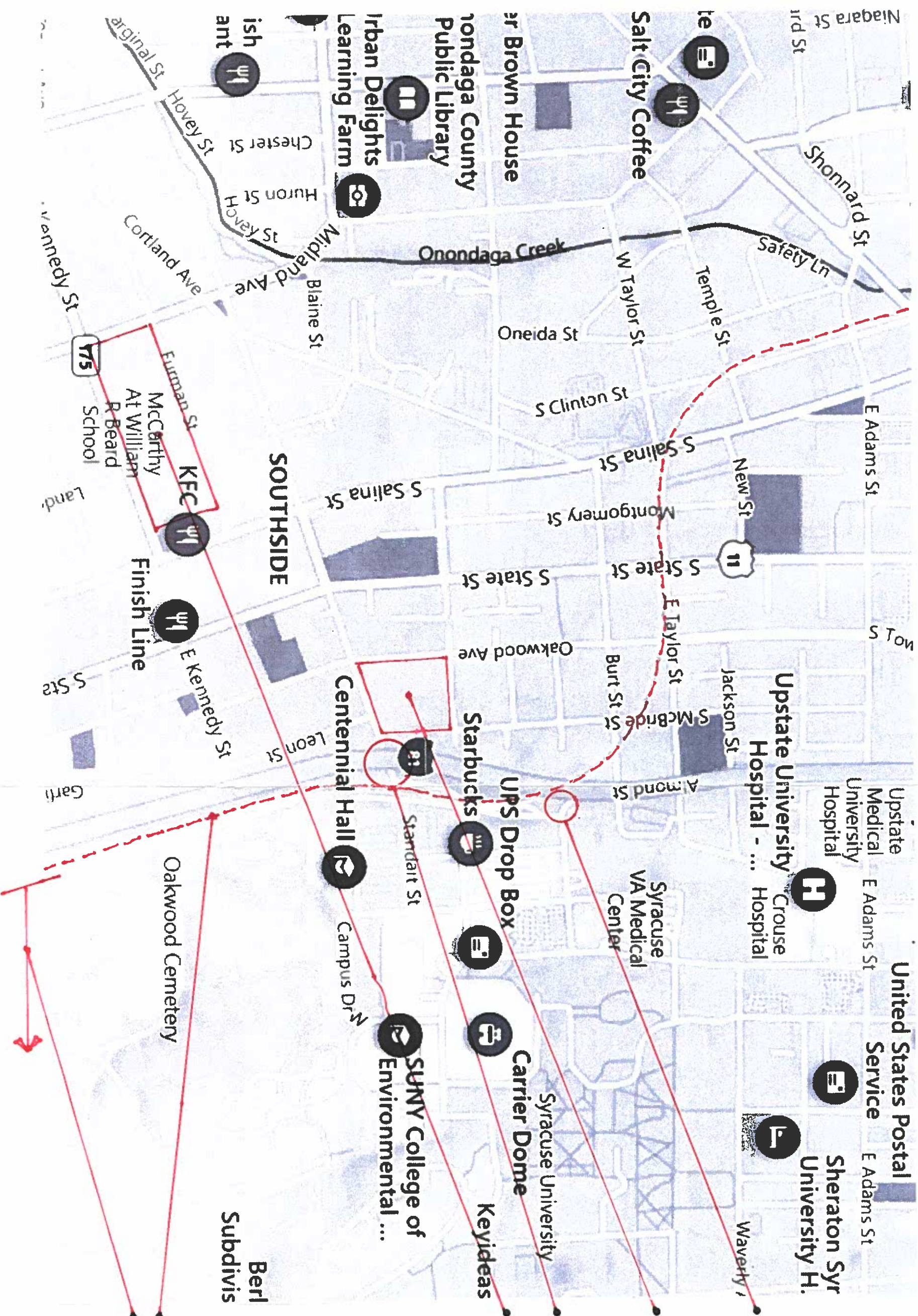
Why shouldn't your project *start the dialogue*, be the catalyst to *get the right people to a bigger table, the right, the visionary decision makers* to consider something that makes families actually desire and even proud to live here, not just visit for the workday, an event or whirl by on roundabouts?

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 rexqiardine@gmail.com or 315-345-6588.

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

Interstate 81 – Roundabouts & Schools.. Which Belongs Where?



- Spring 2022 Proposed Alternate Limited Dimensional Location for I-81 Roundabout
- Elementary School on 5.3 Acre Site Constructed Circa 1950, Named for Martin Luther King
- Fall 2021 Proposed Location for I-81 Roundabout
- Suggested 10 Acre Site for Centrally Located Neighborhood Elementary School. SCSD Owns 2.4 Acres, Remove the One Barely Occupied Lamentable School to Construct State of the Art School Building. This is a Double Long Block with 16 Parcels Vacant Land. Schools would face Furman Street with Recreation/Fields at the West End of Site
- Railroad Right of Way Generally No Families of School Age Children, Only Institutions to the East