

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

Project	Category	Agency	Total cost (millions 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	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			1,172.458

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				1,312.686
The I-81 Viaduct Project	Business Loop 81 northern section (Phase 2)	Safety	NYSDOT	270.000
	Business Loop 81 southern section (Phase 2)	Safety	NYSDOT	260.000
	I-690 Westbound reconstruction	Capacity	NYSDOT	250.000
	I-690 Eastbound reconstruction	Capacity	NYSDOT	230.000
	I-690 at West Street interchange	Capacity	NYSDOT	90.000
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 (millions 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 ALL PROJECTS			1,832.905

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 \$5.16 billion. As shown in Figure 6.1, highway and bridge maintenance project costs make up 42 percent of the anticipated future costs. Transit projects – which are all maintenance projects – make up another 13 percent of the total project costs. The remaining 45 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.

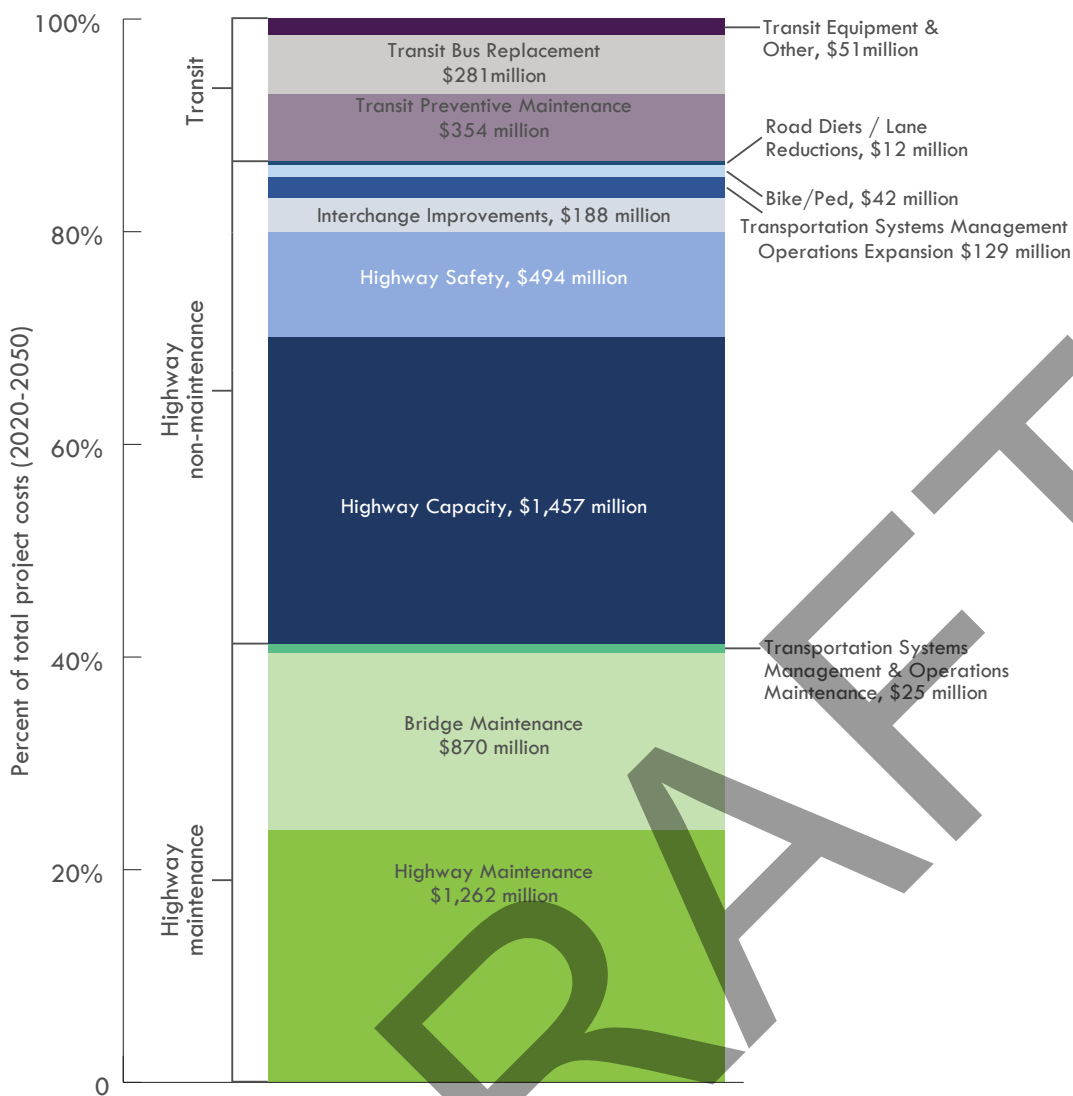
6.2.2 REVENUE PROJECTION

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 \$698.40 million in NHPP funds with 10 percent match and \$19.2 million in STBG-Flex funds with 20 percent match as indicated by NYSDOT for the I-81 Viaduct Project (a total of \$800 million including matching funds, consistent with New York State’s FY 2022 Enacted Budget¹). Federal Aid for highway projects was projected for all current programs based on a 2 percent per year increase

¹ 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	737.56	1,499.95	1,065.01	3,532.28
	HSIP	8.59	8.92	19.18	39.81	76.50
	NHPP	164.12	709.38	1,326.90	760.71	2,961.10
	STBG-Flex	29.19	19.20	91.60	135.29	275.27
	STBG-Off System Bridge	2.39	0	5.33	11.06	18.77
	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	0	NA	NA	19.00
	Subtotal	250.22	741.74	1,511.26	1,082.96	3,586.17
Local match to Federal Aid		139.50		219.53	221.79	580.82
Federal Aid + match		1,131.46		1,730.78	1,304.75	4,166.99
Other sources	State dedicated funds (SDF)	10.02		20.04	30.06	60.12
	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	55.32		110.65	169.27	335.24
HIGHWAY TOTAL, Fed Aid + match + Other sources		1,186.79		1,841.43	1,474.02	4,502.24
Summary						
Total Federal Aid (transit + highway)		1,029.64		1,618.02	1,311.38	3,959.03
Total match		148.92		246.22	278.89	674.03
Total other sources		93.05		159.40	309.02	561.47
GRAND TOTAL AVAILABLE REVENUE		1,271.61		2,023.63	1,899.29	5,194.54

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 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 \$5.2 billion in revenue to be available for transit and highway capital projects in our planning area 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 a one-year extension. The U.S. House of Representatives passed a version of a new infrastructure bill in July 2021, and the Senate passed a version in August 2021. The Senate version of the bill includes a substantial increase in Federal

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, consistent with the \$800M allocated in the NYS FY2022 Enacted Budget.
- 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 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.
- 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.

highway program funds, with potentially about a 27 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.² At the time of this writing, the Senate bill had been sent to the House but the timeline for final passage was not yet clear. Therefore, this LRTP Amendment retains the modest increases of 2 percent per year for Highway Federal Aid core programs that was utilized for the 2020 LRTP Update. That assumption will be revised for the next LRTP Update, assuming a new surface transportation law has been enacted at that time.

About 76 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 amended the LRTP in [ENTER DATE] with a new financial analysis that includes individual projects associated with the I-81 Viaduct Project.

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

² 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)	1,127.43	1,730.78	1,304.75	4,166.99
State funding (inc. SDF)	10.02	20.04	30.06	60.12
CHIPs, local funds	45.30	90.61	139.21	275.21
Total capital project costs	1,172.46	1,832.91	1,474.02	4,479.38
Balance	10.30	8.53	0.00	22.85
All projects				
Total revenue	1,271.61	2,023.63	1,899.29	5,198.57
Total capital project costs	1,261.33	2,011.10	1,893.23	5,165.66
Overall balance	10.29	12.53	6.06	28.88

\$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 \$29 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 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.

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

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.

ADD PUBLIC FEEDBACK ON LRTP AMENDMENT HERE.

DRAFT

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 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.

Additional funding will need to be secured for the implementation of a BRT system.

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.

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

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.”

DRAFT

This page intentionally blank.