


Unified Planning Work Program

UPWP

2001-2002



SMTC

Syracuse Metropolitan Transportation Council



2001-2002

UNIFIED PLANNING WORK PROGRAM

FOR TRANSPORTATION PLANNING

IN

SYRACUSE AND ONONDAGA COUNTY

**Approved by the Policy Committee of the
Syracuse Metropolitan Transportation Council**

March 22, 2001

Unified Planning Work Program Task [1B]

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation.

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
2001-2002 UNIFIED PLANNING WORK PROGRAM**

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RESOLUTION

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL POLICY COMMITTEE

March 22, 2001

- WHEREAS,** In order to promote a coordinated, continuous and comprehensive transportation planning process in the Syracuse Metropolitan Area, it has been found necessary to develop an annual Unified Planning Work Program (UPWP); and
- WHEREAS,** the Transportation Equity Act for the 21st Century (TEA-21) has expanded the role of Metropolitan Planning Organizations (MPO) and requirements for intermodal transportation planning and has committed the funds for such planning activities; and
- WHEREAS,** the SMTC Planning Committee has worked with the assistance of the Central Staff to develop a recommended UPWP so that the latest draft submitted herewith represents an accurate description of work to be undertaken and funds to be made available; and
- WHEREAS,** in recognition of the need to promote energy conservation and overall efficiency of the existing transportation system, the UPWP pursues work on several projects including the: 1) Long-Range Transportation Plan; 2) Transportation Improvement Program and 3) Congestion Management System; and
- WHEREAS,** in cooperation with the New York State Departments of Transportation (NYSDOT) and Environmental Conservation (NYSDEC), and in accordance with the revised New York State Implementation Plan for Air Quality, the Policy Committee continues to accept its responsibility for air quality planning during 2001-2002 for the Syracuse area; and
- WHEREAS,** the Policy Committee is committed to assuring equal opportunity to all persons in the planning of transportation services and facilities and will, during 2001-2002, complete an annual Title VI update as well as maintain expanded public participation activities; and
- WHEREAS,** in order to support these and other elements of the 2001-2002 Unified Planning Work Program, the Policy Committee continues its designation of the New York State Department of Transportation (NYSDOT) to be the grant applicant on behalf of the SMTC. The NYSDOT will apply for necessary regular program funding under the Federal Transit Administration (FTA) Section 5303 program, under the Federal Highway Adminis-

tration (FHWA) “PL” transportation planning program and “HP&R” program, and under the Federal Aviation Administration (FAA) aviation planning in amounts consistent with this approved UPWP. It is also understood that unspent funds approved during previous years under the FTA Section 5303 (formerly Section 8) and FAA planning programs will be made available for expenditure during 2001-2002.

NOW THEREFORE BE IT RESOLVED, that the Policy Committee approves the 2001-2002 Unified Planning Work Program and the submission thereof to the appropriate Federal and State agencies and directs the filing of appropriate applications to support the program; and

BE IT FURTHER RESOLVED, that the Policy Committee authorizes the Planning Committee to make revisions and refinements in funding or responsibility to the UPWP as found necessary both to finalize and implement the UPWP consistent with its overall scale and program emphasis.

Done and Ordered this 22nd day of March, 2001, by consensus of the Policy Committee.

William E. Sanford, Chair
SMTC Policy Committee

Jon Edinger, Secretary
SMTC Policy Committee

Date

Date

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

2001-2002 UNIFIED PLANNING WORK PROGRAM (UPWP) - PURPOSE

The Unified Planning Work Program incorporates in one document all transportation planning and directly supporting comprehensive planning activities in the Syracuse Metropolitan Area during State fiscal year 2001-2002. It is intended to provide a mechanism for the coordination of planning efforts by local, State, and regional agencies through the Syracuse Metropolitan Transportation Council (SMTC).

The U.S. Department of Transportation (USDOT) and its modal administrations, i.e. the Federal Aviation Administration (FAA), the Federal Highway Administration (FHWA), the Federal Railroad Administration (FRA), and the Federal Transit Administration (FTA) require this Unified Planning Work Program as a basis and condition for all funding assistance for transportation planning to State, local and regional agencies. The authority for this requirement is found in three separate Federal legislative acts establishing transportation planning programs:

1. Title 23, U.S. Code Section 134 (Federal Aid Highway Act of 1962, as amended)
2. Title 49, U.S. Code Section 1603 et. al.: (Urban Mass Transportation Act of 1964, as amended)
3. Title 49, U.S. Code Section 1701 (Airport and Airways Development Act of 1970, as amended)

DEVELOPMENT OF THE UNIFIED PLANNING WORK PROGRAM

As the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York, the SMTC has the responsibility to carry out the continuous, comprehensive and cooperative transportation planning process for the Syracuse Metropolitan Area. The Unified Planning Work Program (UPWP) identifies the transportation planning activities which are to be undertaken in the SMTC study area in support of the goals, objectives and actions established in the 2020 Long-Range Transportation Plan, which was adopted in January 1995. The SMTC Central Staff, working with the Planning Committee and the New York State Department of Transportation, annually initiates the process of developing the UPWP and prepares a final draft for both Planning and Policy Committees consideration. The intent in developing a comprehensive Work Program is to ensure that a coordinated transportation planning process occurs in the region, which will make positive contributions towards achievement of the established 2020 goals regarding mobility, facilities, safety, the environment, economy and land use.

The SMTC's Operations Plan outlines a framework for the Work Program which the Central Staff is expected to accomplish, and provides guidance with respect to a financial plan to support the Work Program. This 2001-2002 Work Program is intended to be consistent with the Operations Plan, as well as the metropolitan planning requirements of the Federal Transportation Equity Act for the 21st Century (TEA-21) and its implementing regulations (23 CFR Part 450, Subpart C and 49 CFR Part 613, Subpart A). Compliance with these regulations frames much of this program. Further, the Work Program strives to address New York State Department of Transportation planning emphasis areas which are intended to implement the State's policies for urban area transportation planning. This is to ensure that projects conceived by the SMTC fulfill Federal and State policies, and local issues progress in a timely manner.

The status of the current Work Program is reviewed monthly by the SMTC's Executive Committee to ensure that it is being carried out in a manner consistent with the MPO's goals. While it is the mission of the Central Staff and the Executive Committee to complete work efforts within a program year, task elements may be

designed to span multiple fiscal years and therefore are carried into subsequent Work Programs to affect closure. Each year an estimate of transportation planning funds available for new programs is made. Policy direction and scope of the UPWP are developed with member agency participation based on their needs, consistent with the Long-Range Transportation Plan.

The staff, working with member agencies, establishes a list of candidate projects for inclusion in next year's work program. Estimates of amounts and sources of funding to accomplish the planning program are developed. The Planning Committee then prioritizes the continuing program and the new projects. A draft UPWP is developed for Planning Committee review and recommendation of acceptance to the Policy Committee. The Policy Committee has the final responsibility to approve the UPWP.

COUNCIL ORGANIZATION

The Syracuse Metropolitan Transportation Council (SMTC) is organized to facilitate and encourage maximum interaction between local, State and Federal agencies involved in the transportation decision-making process. To accomplish this, a committee structure was adopted to include the following Committees:

Policy Committee

The Policy Committee consists of the elected and appointed officials representing local, State and Federal governments and other organizations/agencies having an interest or responsibility in comprehensive transportation planning in the Syracuse Metropolitan Area. The primary responsibility of the Policy Committee is to establish policies for the overall conduct of the SMTC.

Planning Committee

The Planning Committee, which is established by the Policy Committee, is composed of the professional/technical representatives of both the Policy Committee members and public agencies having direct or indirect responsibility for transportation planning and/or implementation. Their primary responsibility is to monitor all technical activities including the annual development of a draft UPWP and TIP for recommendation to the Policy Committee. They shall also direct and consider for recommendation to the Policy Committee all major studies and planning activities.

Executive Committee

The Executive Committee is made up of Planning Committee members and provides oversight of the day-to-day operation of the Central Staff for financial management, personnel and other administrative requirements.

Additional Committees

An important element in the operation of the Planning Committee is the effective utilization of both formal and ad-hoc advisory committees to review and evaluate detailed Council issues and results of planning activities. The committees function principally to make recommendations to the Planning Committee on subjects directed to them by the Planning Committee which require extensive evaluation and which would be inefficient to resolve by the full committee itself.

The SMTC has also established the following permanent committees:

Capital Projects Committee: The Capital Projects Committee is responsible for making recommendations to the full Planning Committee regarding project priorities to be funded by various Federal Aid Highway Programs and included in the Transportation Improvement Program (TIP).

Transportation/Land Use Committee: This Committee consists of members of the Planning Committee and other interested citizens. The Transportation/Land Use Committee is established to research issues related to land use development and its impact on the transportation infrastructure in the region.

Non-Voting Membership

The Council maintains a non-voting membership category to accommodate agencies which have programs indirectly related to transportation and/or transportation planning. With the exception of voting on official Council business, these members are eligible to participate in Committee discussions and to receive all Committee correspondence.

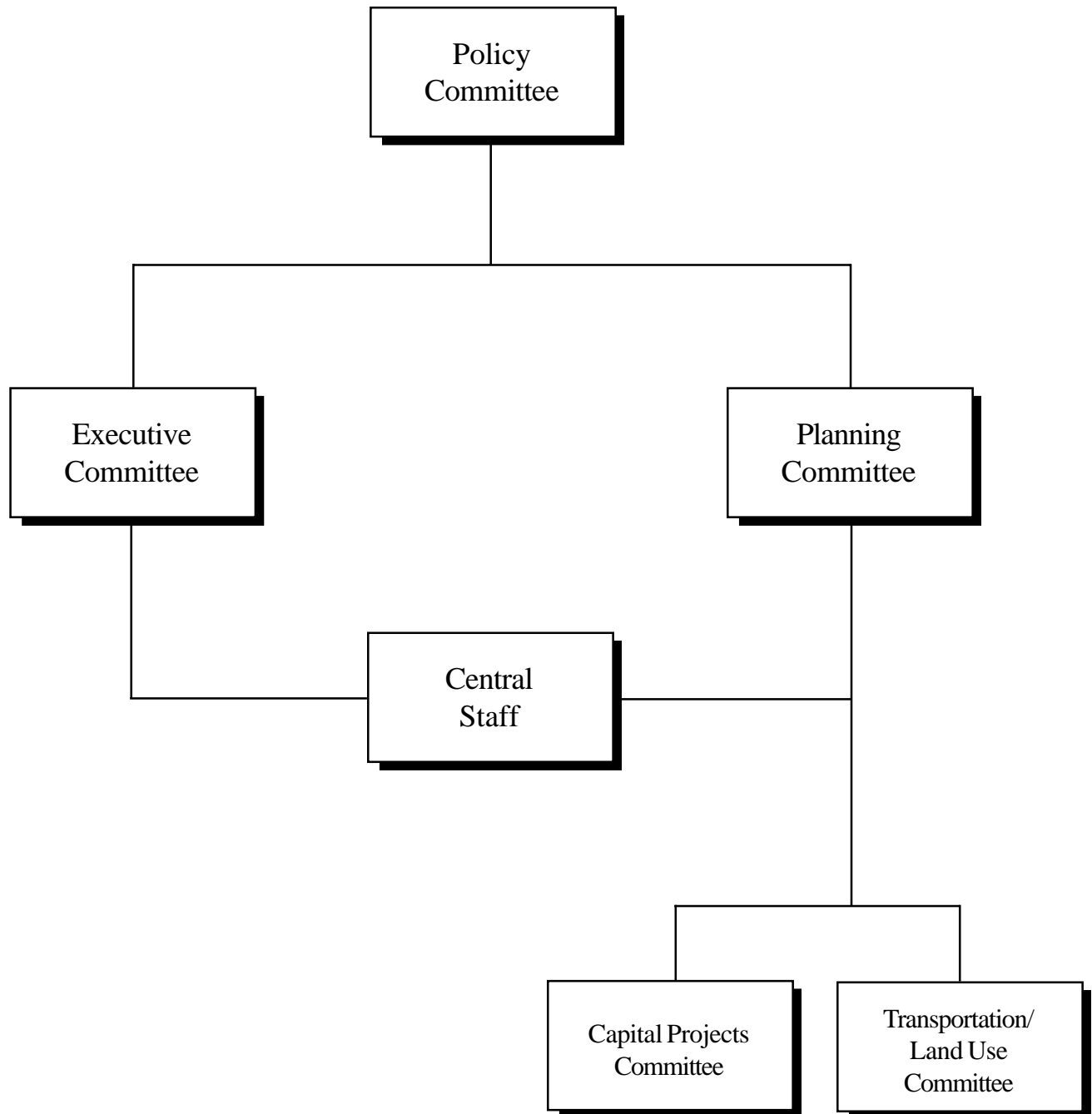
Organizational Objectives

In order to achieve the SMTC program goals and the detailed technical activities inherent in them, the Council organization has the following objectives:

1. Develop an administrative committee structure which will express and coordinate transportation planning and development values, policies, and goals as related to transportation requirements at all governmental levels; and
2. Provide guidance to public and private decision-makers involved in immediate implementation and long-range activities; and
3. Provide technical study programs and fulfill organizational responsibilities necessary to continue transportation plan development, study refinement, and research; and
4. Provide for community review of the 2020 Long-Range Transportation Plan and its sub-elements, resolve conflicts with community values, and obtain participation in updating and reevaluating the plan; and
5. Monitor and evaluate changes in the metropolitan structure and identify growth problems, and update the plan as necessary; and
6. Promote the coordination of planning activities to implement the “continuing, comprehensive planning” concept.

Syracuse Metropolitan Transportation Council

ORGANIZATIONAL CHART



STAFFING

The work proposed under this Unified Planning Work Program (UPWP) will be primarily accomplished by the SMTC Central Staff, with the assistance and cooperative support of the participating SMTC member agencies (e.g., CNY RPDB, CNYRTA, City of Syracuse, NYSDOT, Onondaga County, SOCPA, etc.) as well as the use of private consultants, where appropriate.

SMTC Central Staff

A permanent, intermodal professional staff has been assembled to carry out the major portion of the SMTC continuing transportation planning program. This staff, consisting of a Director, professional, technical and support personnel, will pursue specific SMTC work program task elements under the direction of the Executive Committee.

Onondaga County acts as the Host agency for the Central Staff operation and contracts with the Central New York Regional Planning and Development Board (CNY RPDB) to administer the program. As part of the host's responsibility, an annual audit of the SMTC financial records is completed, as required by Federal regulations. The CNY RPDB also contributes technical support to the SMTC as needed.

New York State Department of Transportation Staff

The New York State Department of Transportation (NYSDOT) has an extensive professional staff of transportation planners, analysts and both professional and support personnel, in such associated specialties as transportation planning, economics, research, data processing and environmental impact analysis. The NYSDOT provides assistance to the SMTC on various issues as requested.

Syracuse - Onondaga County Planning Agency Staff

The Syracuse - Onondaga County Planning Agency (SOCPA) provides the SMTC with planning assistance and various GIS-related information.

Central New York Regional Transportation Authority Staff

The Central New York Regional Transportation Authority (CNYRTA) provides the SMTC with both general and project specific data relating to transit. Such data includes ridership information, counts, scheduling, routing, etc.

OPERATIONAL PROCEDURES AND BYLAWS

The SMTC operates under an adopted set of bylaws. Administrative and operational procedures are included in the SMTC Operations Plan and in the operational policies of the Central New York Regional Planning and Development Board.

Official records of SMTC business are maintained in the SMTC Administrative Offices located at 100 Clinton Square, 126 North Salina Street, Suite 100, Syracuse NY 13202-1050. All of the SMTC records are available for public inspection during normal business hours.

UNIFIED PLANNING WORK PROGRAM (UPWP) FRAMEWORK

The annual UPWP establishes the transportation planning activities and programs of the Metropolitan Planning Organization (MPO) to be carried out over the course of the work program year (April through March). Other than administration, the basis of the work program is focused in three broad areas:

- I. Maintenance of a Transportation Improvement Program (TIP), which identifies projects/programs to receive various sources of Federal funds covering highway, transit, and intermodal facilities and programs.
- II. Maintenance and implementation of the Long-Range Transportation Plan, which identifies priority transportation system deficiencies and feasible/appropriate methods for addressing those deficiencies in a fiscally constrained environment.

Five transportation goals were identified for the Syracuse Metropolitan Area in the SMTC 2020 Long-Range Transportation Plan adopted in January 1995, and updated in 1998, including: mobility, safety, environment, economy and facilities. Detailed objectives and action recommendations were also identified in regard to each of the goal areas.

- III. Recognition of requirements established by the Federal Highway Administration (FHWA) regarding the national transportation planning priorities included in the TEA-21 and National Highway System legislation. The seven planning factor requirements of TEA-21 are listed below:
 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
 2. Increase the safety and security of the transportation system for motorized and non-motorized users;
 3. Increase the accessibility and mobility options available to people and for freight;
 4. Protect and enhance the environment, promote energy conservation and improve quality of life;
 5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 6. Promote efficient system management and operation; and
 7. Emphasize the preservation of the existing transportation system.

2000-2001 UPWP SUMMARY OF ACCOMPLISHMENTS

General Administration

The accomplishments under this task were necessary to ensure that the MPO functioned adequately to manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive in nature and that it is in compliance with applicable Federal, State, and local laws and requirements. To that end, the accomplishments under this task are varied and the major items are summarized below:

- The SMTC held several Executive, Planning and Policy Committee meetings over the course of the program year and provided administrative and technical support to these committees as needed;
- Review and modification of the existing SMTC Operations Plan and the development of a proposed SMTC Staffing Plan;
- Maintained all financial records of revenues and expenditures;
- Development of an SMTC web site and the acquisition of the SMTCMPO.ORG domain name;
- In-house computer resources upgrade and maintenance that allowed for the completion of the work program;
- Development of a procedure for the assignment of work orders to the on-call General Service Consultants;
- Development of a new TIP Project Management Process;
- Financial tracking of projects by Project Manager;
- Development of a UPWP Scope of Work Approval Process; and
- Completion of the required annual SMTC Self-Certification.

2001-2002 UPWP Development

A 2001-2002 UPWP was developed based on a cooperative process that solicited relevant projects from all member agencies as well as the SMTC Central Staff. The SMTC Planning Committee made the final selection of projects for inclusion in the new program year based on project prioritization and available budget, and the Policy Committee adopted this new work program.

Public Participation

Significant public participation/media relations efforts and activities were conducted over the past program year for numerous UPWP tasks including: (1) holding public meetings for the following projects - S. Salina Street Corridor Study, Seneca Turnpike Corridor Traffic Study, James Street Corridor Traffic Study, Job Access and Reverse Commute Plan; (2) organizing of the Statewide Rail Conference (“High Speed Rail – Critical to NYS’s Economic Future”); (3) facilitating various Study Advisory Committee (SAC) and stakeholder meetings for numerous studies; (4) production of project specific Public Involvement Plans (PIP) for numerous studies; (5) production and distribution of the quarterly SMTC newsletter, DIRECTIONS; (6) initial set up of a web site (www.smtcmpo.org); and the (7) creation and production of an updated, more explanatory brochure that effectively and thoroughly describes the SMTC and the role of an MPO. The SMTC’s Communications/Public Information Specialist has also been actively pursuing speaking opportunities in an effort to expand the public and business arena’s awareness of the SMTC and its role in transportation planning.

The SMTC has also continued to actively work with municipalities and the media throughout 2000-2001 in an effort to promote the nature, role, and purpose of the SMTC.

Data and Information Systems

This UPWP task is broken into four subcategories, with the following accomplishments noted below:

- i. **Transit Data Collection:** Transit ridership data required for the Traffic Transit Signal Preemption Program was collected. This data was required for modeling of the transit corridor studied under the program.
- ii. **Vehicle Data Collection:** This item is a combination of data provided by NYSDOT, OCDOT, and SMTC retained-consultants. Traffic counts were required for five SMTC studies during the program year. NYSDOT provided the necessary machine counts and the detailed turning movement counts were obtained via an SMTC consultant. Additionally, some specific intersection turning movement counts were requested by OCDOT and were provided by the SMTC via a consultant. Also relevant to this task, staff has begun the process of reviewing the data and data format available from the OCDOT to try and develop a standard database of electronic vehicle counts that is useful for both the MPO and the member agencies. Staff has been working with OCDOT to ascertain if traffic count information from the county can be provided electronically to better enhance its usage by staff.
- iii. **Travel Model Application and Analysis:** A scope was written in April 2000, with assistance from SMTC's modeling consultant (RSG) for updating its TMODEL base to go along with the new Census 2000 data. The scope has been spread over a three-year period. The SMTC also participated in a NYSDOT-administered initiative to examine the state of practice for modeling at NYS MPOs. Outputs from this initiative will likely lead to improved modeling practices throughout the State in general, and at the SMTC in particular.
- iv. **Census Information:** Staff completed the process of reviewing and updating workplace locations within Onondaga County in the 2000-2001 program year. This information was provided to the Census Bureau in May 2000. Additionally, the SMTC updated its Traffic Analysis Zones (TAZ) for the 2000 Census and with input and minor modifications from the Census Bureau has created new TAZ boundaries for use with the new Census Data upon its release.

Accident Surveillance Program

The Planning and Policy Committees accepted the final report for the 1999-2000 High Accident Analysis for Onondaga County in June 2000. For the 2000-2001 UPWP program year, the Accident Surveillance Program was completed for the City of Syracuse. The SMTC utilized the NYSDOT Centralized Local Accident Surveillance (CLASS) to determine the number and location of all accidents on City roads within the most recent three-year period (1996-1998). The accident locations from this report were ranked and forwarded onto the Syracuse DPW. The City of Syracuse then chose the ten locations from this ranking in early May. Thereafter, the SMTC requested the accident reports from the NYS Department of Motor Vehicles and each location was investigated through field research. Collision diagrams and summary tables were prepared. With the use of turning movement counts and signal timing/phasing information Level of Service (LOS) and delay for each intersection were determined using Highway Capacity Software (HCS) and Synchro Software. Finally, recommendations were made based on the data and analysis for each intersection. The DPW may use the completed report as a basis for developing a capital improvement program and for the purposes of requesting State and Federal transportation funds as part of the Transportation Improvement Program (TIP) project development process. The Draft Final Report was approved by the Planning Committee on February 27, 2001, and is scheduled for Policy Committee review and approval on March 22, 2001.

Transit Traffic Signal Preemption Program

The purpose of this study was to examine the possibility of reducing transit travel time along a specific corridor within the City of Syracuse through the use of traffic signal preemption and determine the advantages and disadvantages of a Transit Signal Priority (TSP) System. Due to the nature of this study, the public outreach element was limited to a SAC of member agencies with input into the concept of a TSP. A scope of work for this project was approved in August 2000, and a contract was awarded to Clough, Harbour and Associates. The specific corridor studied was South Salina Street between Taylor Street and Seneca Turnpike. An extensive amount of data was utilized as input into VISSIM, a traffic simulation model, to simulate the traffic conditions throughout the corridor. Models were then developed for both existing conditions and proposed conditions (with TSP System). The models were then run to produce an animation of each condition as well as a tabular output for several Measures of Effectiveness to help compare the existing and proposed conditions. The results indicate that a TSP System would yield some improvement for transit vehicles but at the cost of additional delay for car passengers. It is also likely that air quality would worsen with the implementation of a TSP System. Since the number of bus passengers is such a low percentage (5%) of the total number of people traveling the corridor, the overall delay encountered by the average user would increase if a TSP System were implemented. After reviewing the modeling results, the SAC agreed that there was little benefit in implementing a TSP System along South Salina Street, and rendered the project complete. The Draft Final Report was approved by the Planning Committee on February 27, 2001, and is scheduled for Policy Committee review and approval on March 22, 2001.

Job Access and Reverse Commute Plan

The Job Access and Reverse Commute Plan presents the results of a study of the mobility needs of people moving from welfare to work and other low-income persons in Onondaga County. The Planning Committee approved a final scope of work in June 2000. In August 2000, Bergmann Associates was selected to assist the SMTC in completing this project under their general services agreement with the SMTC. A Study Advisory Committee (SAC) and a list of Stakeholders were assembled to provide input and guidance throughout the project. Through a series of SAC, stakeholder, and public meetings – a draft final report was compiled that serves as a comprehensive county-wide plan for addressing gaps in transportation and is a required element by the Federal Transit Administration (FTA) Job Access and Reverse Commute (JARC) grant program. The Draft Final Report was approved by the Planning Committee on February 27, 2001, and is scheduled for Policy Committee review and approval on March 22, 2001.

2020 Long-Range Transportation Plan

Staff began initial work on the triennial update of the SMTC Long-Range Transportation Plan in August 2000. This process involved the establishment of a SAC to review the process and outcome of this update. The update is a comprehensive examination of the original 1995 plan and the 1998 update in light of current conditions in the SMTC area. The update presents a more accurate and timely picture of the MPO in light of changes that have occurred since the original Plan's adoption. At the time of this report, the update of the SMTC Long-Range Transportation Plan is in draft form and is scheduled for Planning and Policy Committee review in the first quarter of the 2001-2002 UPWP program year.

Transportation/Land Use Educational Outreach

In an effort to expand the public and business arena's awareness of the SMTC and its role in transportation planning, four presentations were made during the 2000-2001 program year: (1) 4/19/2000 to the South Side

Business Association; (2) 7/14/2000 to the FOCUS Greater Syracuse group; (3) 9/20/2000 to the CNY RPDB; and (4) 10/11/2000 to the Leadership Greater Syracuse Class of 2000.

South Salina Street Corridor Study

This multi-year corridor study focused on the section of S. Salina Street between Taylor Street on the north and Seneca Turnpike on the south. The scope of work for the study was approved in July 1999. This study was broken into three *Technical Memorandums*, each representing a major portion of the study. The Study's *Technical Memorandum #1 (TM#1) – Existing Conditions* was completed, and presented to the study advisory committee (SAC) in June of 2000. *Technical Memorandum #2 – Transportation Issues* was completed and reviewed by the SAC in August of 2000. The consultant assisting the SMTC on the study, Parsons Brinckerhoff, developed final recommendations that are documented in TM#3. The recommendations were presented to the SAC and the public on November 2, 2000. They include corridor-wide and site-specific recommendations (short and long-term) as well as an implementation strategy and order of magnitude cost estimates for implementation.

An implementation plan was outlined that broke down recommendations into short, medium and long-term actions. The Draft Final Report was approved by the Planning Committee on January 11, 2001, and the Policy Committee on February 16, 2001.

Multi-Modal Transportation Planning

This UPWP task is broken into three subcategories. In addition to the accomplishments noted below, this UPWP task involved the participation of the requisite professional staff for assistance in any multi-modal planning effort occurring at the MPO.

- i. **Air/Water:** Staff continued to assist with the planning of CNY Airport Management Committee meetings, and has been attending the Canal Recreationway Commission meetings. The project funding announcements for the AIR '99 State Funding initiative, which were originally anticipated from the NYSDOT in early spring 2000, are still being held in abeyance.
- ii. **Bicycle/Pedestrian:** In an effort to keep the SMTC informed about pedestrian safety issues, staff continued to attend meetings of the Pedestrian Safety Coalition. Staff also attended the ProBike/ProWalk 2000 Conference in Philadelphia, Pa., in early September to become more familiar with bicycle and pedestrian planning. Staff was also been involved in the planning for the first Statewide Greenway and Community Trail Conference being held by the New York Parks and Conservation Assoc. in October 2000. Staff facilitated a field trip through portions of the Canalway Trail.
- iii. **Rail/Truck:** The following elements occurred in the area of Rail Truck Planning: (a) A meeting of the SMTC Intermodal Roundtable took place on April 20th. Private sector freight companies have expressed interest in quarterly meetings with the SMTC and its member agencies. (b) The SMTC provided a GIS map and grade crossing spreadsheet to the Camillus Police Dept. in response to their desire to obtain a grant for grade crossing safety improvements. (c) Staff attended meetings of the Governor's Passenger Rail Advisory Committee with the Chair of both the SMTC Policy Committee and the Empire Rail Corridor Task Force. (d) The SMTC provided information on private grade crossings between Syracuse and Rochester to the NYSDOT Central Office. (e) The SMTC was key in supporting and organizing the Statewide Rail Conference ("High Speed Rail – Critical to NYS's Economic Future") that occurred on March 7, 2001.

Congestion Management System

The SMTC's Congestion Management System (CMS) is designed to identify and monitor congestion annually at selected locations throughout Onondaga County and is required by federal legislation. This process aids in identifying locations that need improvements to relieve congestion. The locations analyzed through the CMS process were selected in the fall of 1997 by the CMS Working Group. Data collected for the CMS consisted of Average Annual Daily Traffic (AADT) counts at approximately one hundred road segments and turning movement counts at nineteen intersections. Two tiers of analysis are involved in the CMS process. The first level of analysis, Tier 1, consists of performance measures that are used to determine the volume to capacity (v/c) ratios at peak one-hour intervals at intersections and along road segments. Tier 2, the second level of analysis, consists of a more detailed performance measure, excess delay. The CMS Draft Final Report was approved by the Planning Committee on February 27, 2001, and is scheduled for Policy Committee review and approval on March 22, 2001.

Clean Air

This UPWP task is broken into two subcategories. The accomplishments are noted accordingly.

- i. Air Quality and Conformity: Due to regulatory requirements, an air quality conformity analysis was completed for the SMTC area for the State Implementation Plan and the Transportation Improvement Program. Additionally, at the request of the NYSDOT Environmental Analysis Bureau, staff completed emissions estimates for all CMAQ eligible TIP projects as well as other current relevant projects on the TIP.
- ii. Clean Communities of Central New York: This task also involved the on-going implementation of various coordinating activities to encourage the use of alternatively fueled vehicles in both private and public sectors. A Clean Cities Coordinator continued to be retained on a contractual basis to fulfill the work program of the Clean Communities of Central New York.

University Hill Master Parking Plan

This project was identified in the University Hill- Special Events Transportation Study as a recommendation for the University Hill Area. The SMTC undertook this project at the request of the Metropolitan Development Agency in the 2000 –2001 program year. Due to a combination of the SMTC's temporary staffing shortage and the identified Study Advisory Committee's recognized needs, this project was not completed this program year. It was identified as being too narrow in scope and in need of greater depth of study. In light of that, this plan is being added to the next year's work plan with a much broader scope as a multi-year study with a significantly larger budget.

Seneca Turnpike (Rt. 173) Corridor Traffic Study

This study consisted of a comprehensive corridor study of Seneca Turnpike between Hopper Road and Monticello Drive. At the request of the project sponsor and subsequent approval by the SMTC Planning Committee on November 28, 2000, the study area was expanded from Monticello Dr. to Brighton Ave. The traffic data collection and analysis as well as the existing condition portion of the original study area was completed at that time. Rather than complete the alternatives and recommendations section of the report for only a portion of the now expanded study area, it was decided that the next step in the study was to gather the existing condition and traffic data for the newly expanded areas of the corridor. Due to this study area expansion, the study will carry over to the following program year as an addendum to the original study.

Geddes Street Corridor Traffic Study

This study consisted of a comprehensive corridor study of Geddes Street from Van Rensselaer St. to Fayette Street. This study was put on hold after the first Study Advisory Committee meeting due to possible major expansion of the Carousel Mall in the immediate vicinity. The City of Syracuse then requested that the project be deferred due to the changing and proposed developments that fall within the project limits. The City has indicated that they will be requesting the completion of this project in a future UPWP.

James Street Corridor Traffic Study

This study consisted of a comprehensive corridor study of James Street from Grant Blvd. to E. James St. The following goals were identified for the study: coordinate vehicle, transit, pedestrian, and bicycle modes of transportation into a single, cohesive system, while improving mobility, access and safety; develop recommendations that enhance, and/or maintain environmental quality and community cohesion along the corridor; and develop recommendations that will provide safe, clean, well maintained and efficient transportation infrastructure including attention to neighborhood beautification. At the time of this report, the following tasks have been completed for this study: (1) established a Public Involvement Plan, SAC, stakeholder group and study area limits; (2) held two SAC meetings and one public meeting; (3) completed an existing conditions inventory and traffic analysis; and (4) identified transportation issues. Currently underway are the following items: (1) identification and evaluation of alternative solutions; (2) preparation of recommendations and implementation plan; and (3) study documentation. The Draft Final Report for this corridor study is scheduled for Planning and Policy Committee review in late April or May 2001.

Intelligent Transportation Systems (ITS) Planning and Outreach

This task was intended to educate the SMTC staff, other member agencies, and the community about ITS applications and strategies that may be applied throughout Onondaga County. Members of the SMTC staff met with state representatives to discuss ITS initiatives in May 2000. In September and November of 2000, the SMTC sponsored two seminars with the FHWA and the NYSDOT. Nearly 40 representatives from a variety of agencies attended both day-long seminars. Discussions have taken place between the NYSDOT and the SMTC regarding having the MPO manage a NYSDOT-retained consultant for an ITS Strategic Plan for Onondaga County.

Bridge and Pavement Condition Management System

This task established the base year for a Bridge and Pavement Condition Monitoring System for the SMTC. A Pavement Management System (PMS) is a systematic method for tracking and addressing pavement conditions. Similarly, a Bridge Management System (BMS) is a method for tracking and addressing bridge conditions. A Bridge Management System exists for New York State, and individual Pavement Management Systems currently exist in the City of Syracuse, Onondaga County, and New York State. The goal of this project is to combine all of the data from the various jurisdictions into one management system that is linked to a Geographic Information System (GIS). By combining all of the condition ratings in to a GIS format, data can be mapped, analyzed, presented and accessed in a most useful manner. In future reports, the data will also be compared to past years, which will allow trends to be identified. This report is establishing a benchmark to base evaluations of future Bridge and Pavement Management Reports. This report successfully compiled all of the relevant bridge and pavement condition information into an easily accessible format that can be shared with all of the SMTC's member agencies, and be used as a basis for future year's trend analysis. The Draft Final Report was approved by the Planning Committee on February 27, 2001, and is scheduled for Policy Committee review and approval on March 22, 2001.

City of Syracuse Truck Study

This project was initiated in the 1999-2000 UPWP to establish a current database of truck route signage and route designation in the City of Syracuse. GIS and GPS technology was used to obtain information and create mapping for this project. Input was derived from an interested group of stakeholders, including local government and private sector freight operators. This task was carried over into the 2000-2001 UPWP to allow for Planning and Policy Committee approvals and adoption of the Draft Final Report, which took place in June 2000. All billable expenses were incurred in the 1999-2000 UPWP program year.

Transportation Improvement Program

This project's purpose was to maintain and update the Transportation Improvement Program (TIP) for FY 1999-2004, and develop the 2001-2006 TIP. Both documents encompass all State and locally funded transportation improvement projects, consistent with the requirements of TEA-21. Staff continues to update the 1999-2004 TIP with current status reports received from the NYSDOT. Approved TIP amendments have also been added to the 1999-2004 TIP. Several modifications to the TIP project selection/project management process, project submittal forms, and ranking criteria process were discussed and reviewed and accepted during this program year. The SMTC staff also continued to meet and review the TIP spreadsheets in preparation for the 2001-2006 TIP process that began in October. Staff attended the NYSDOT's Transportation Advisory Committee meetings to review the Capital Program update. Currently, staff is involved with the SMTC Capital Project's Committee in the creation of the 2001-2006 TIP. The 2001-2006 TIP is scheduled for approval in April 2001.

Miscellaneous Activities

This task covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP Tasks. The following activities, to name a few, were performed under this task:

- Hosted and conducted several New York State MPO Directors' Meetings;
- Facilitated the completion of a special technical assistance request from Onondaga County Legislator Vicki Baker regarding a Litter Hotline; and
- Participated in the (a) Assoc. of Metropolitan Planning Organizations; (b) NYS MPO Directors' Meetings; (c) NYS MPO Statewide Shared Cost Initiatives; (d) Institute of Transportation Engineers; (e) Onondaga County Traffic Safety Board; (f) Onondaga County Settlement Plan Steering Committee; and (g) Walton Street Bridge Task Force.

Special Technical Assistance

This task allows the SMTC to provide technical assistance to member agencies, local governments, and other agencies/organizations, which was not foreseen or known during the preparation of the annual UPWP. The main task performed under this item this program year was a study of Taft Road and Northern Blvd. The SMTC staff met with OCDOT and SOCPA on May 8, 2000, to review OCDOT's special technical assistance request for this study. At this pre-scoping meeting, a discussion took place regarding an Onondaga County Legislator's concerns about traffic and commercial land use growth in the Taft Road/Northern Blvd. corridor. A scope of work was submitted to the Planning Committee and approved in July 2000. Following this approval, staff began work on a public involvement plan (PIP), and initiated research on the availability of existing traffic data. A Study Advisory Committee (SAC) meeting was held on 8/8/00, in which the goals, objectives, PIP, and data collection requirements were discussed. Land use, traffic data, manual turning movement counts, and machine traffic classification counts have been received from an SMTC consultant

and the NYSDOT. Staff has completed work on the Level of Service analysis and the development of existing conditions and transportation issues. Items to be performed in the 2001-2002 program year include: (1) identification and evaluation of alternative solutions; (2) preparation of recommendations and implementation plan; and (3) study documentation. The Draft Final Report for this study is scheduled for Planning and Policy Committee review in late April or May 2001.

SUMMARY OF MAJOR PROGRAMMED ACTIVITIES

The 2001-2002 SMTTC Unified Planning Work Program (UPWP) is based on the SMTTC's 2020 Long-Range Transportation Plan, which was updated, and approved by the Policy Committee on July 1, 1998. Emphasis has been placed on developing a program which can be reasonably accomplished with available staff and consultant resources and which is in keeping with the priorities of the SMTTC area. This 2001-2002 UPWP emphasizes activities that promote the implementation of the existing Plan.

The Transportation Equity Act of the 21st Century (TEA-21), and other Federal legislation (1990 Clean Air Act Amendments and Americans With Disabilities Act of 1990), significantly impact the manner in which the cooperative, continuous and comprehensive transportation planning process is administered. Among the opportunities are funding flexibility, intermodal planning, protection of the environment and the maintenance and preservation of existing transportation infrastructure.

Tasks within this Work Program are organized into several major categories to facilitate review and management as follows:

1 — Program Administration and Support

This category includes general administration, UPWP maintenance and development, and public participation.

2 — Short-Range Transportation Planning

This category includes projects which could be implemented in a shorter time frame in Onondaga County, and includes activities related to transit and vehicle data collection, travel demand modeling, and Geographic Information Systems (GIS) activities.

3 — Long-Range Transportation Planning

The majority of UPWP projects fall under this category and tend to be completed over a longer time frame.

4 — Transportation Improvement Program (TIP)

This category includes various tasks associated with the maintenance of the existing 2001-2006 TIP, which identifies projects/programs to receive various sources of federal funds covering highway, transit, and intermodal facilities and programs.

5 —Other Activities

This category includes miscellaneous activities and special technical assistance not otherwise covered.

2001-2002 UNIFIED PLANNING WORK PROGRAM OVERVIEW

The 2001-2002 Unified Planning Work Program (UPWP) is based on SMTC's 2020 Long-Range Transportation Plan, updated and approved by the SMTC Policy Committee on July 1, 1998. The goals for this program year are threefold:

- | | |
|-----------------|--|
| Goal #1: | To complete outstanding 2000-2001 UPWP tasks |
| Goal #2: | To commence and complete new 2001-2002 UPWP tasks |
| Goal #3: | To proceed with existing and proposed recurring activities |

Goal #1

In order to attain Goal #1, the following tasks carried over from the 2000-2001 UPWP will need to be completed:

- Seneca Turnpike (Rt. 173) Corridor Traffic Study [addendum];
- University Hill Comprehensive Transportation Study; and
- Intelligent Transportation Systems (ITS)

Goal #2

Goal #2 will be achieved by completing the following new 2001-2002 tasks:

- Bicycle and Pedestrian Plan;
- Land Use Monitoring;
- Dewitt Comprehensive Plan - Transportation Component;
- Dewitt/Manlius 481 Industrial Corridor Transportation Study;
- Town of Clay - Industrial Park Study;
- Town of Salina Old Liverpool Road Study; and
- Break in Access Study - Soule Road

Goal #3

Each of the tasks outlined under Goals #1 and #2 above are considered complete once the final product has been adopted by the SMTC Policy Committee. The tasks necessary to achieve Goal #3 are recurring, which means that they appear in the UPWP annually. There are a number of existing recurring tasks that will be advanced this program year, in addition to one new recurring task.

The existing recurring tasks include:

- | | |
|---|--|
| • General Administration; | • Transportation/Land Use Educational Outreach; |
| • UPWP Maintenance and Development ; | • Bridge and Pavement Condition Management System (BPCMS); |
| • Public Participation; | • Clean Air; |
| • Data Collection, Compilation, and Analysis; | • 2025 Long-Range Transportation Plan (LRTP); |
| • Accident Surveillance Program; | • Transportation Improvement Program (TIP); and |
| • Multi-Modal Transportation Planning; | • Miscellaneous Activities & Special Technical Assistance |
| • Congestion Management System (CMS); | |

The one new recurring task is:

- Transportation Modeling and Geographic Information Systems (GIS)

Some of these tasks result in a yearly report or product that is reviewed and approved by the appropriate SMTC Committee(s), while others are simply a necessary part of the overall MPO process.

For information purposes only, the table on the following page indicates anticipated staff/consultant assignments and budgets. This breakdown is subject to modification depending upon available resources.

2001-2002 UPWP Anticipated Staff / Consultant Assignments and Budgets
(For Information Only)

ID	Category	Project Total	Staff Component	Consultant Component	Consultant Activity
1.	Program Administration and Support				
A.	General Administration	\$165,000	\$165,000	\$0	N/A
B.	UPWP Maintenance and Development	\$10,000	\$10,000	\$0	N/A
C.	Public Participation	\$25,000	\$25,000	\$0	N/A
	Total Program Administration and Support	\$200,000	\$200,000	\$0	
2.	Short-Range Transportation Planning				
A.	Data Collection, Compilation and Analysis				
i.	Transit Data Collection	\$10,000	\$2,000	\$8,000	Centro Data Collection
ii.	Vehicle Data Collection	\$25,000	\$5,000	\$20,000	Vehicle Count Data Collection
iii.	Census Information	\$10,000	\$10,000	\$0	N/A
B.	Transportation Modeling and Geographic Information Systems (GIS)				
i.	Transportation Modeling	\$15,000	\$5,000	\$10,000	Modeling and Modeling Training
ii.	Geographic Information Systems	\$20,000	\$20,000	\$0	N/A
C.	Accident Surveillance Program	\$15,000	\$15,000	\$0	N/A
	Total Short-Range Transportation Planning	\$95,000	\$57,000	\$38,000	
3.	Long-Range Transportation Planning				
A.	Multi-Modal Transportation Planning				
i.	Air/Water Planning	\$10,000	\$10,000	\$0	N/A
ii.	Bicycle/Pedestrian Planning	\$10,000	\$10,000	\$0	N/A
iii.	Rail/Truck Planning	\$10,000	\$10,000	\$0	N/A
B.	Congestion Management System (CMS)	\$10,000	\$10,000	\$0	N/A
C.	Transportation/Land Use Educational Outreach	\$20,000	\$20,000	\$0	N/A
D.	Seneca Turnpike (Rt. 173) Corridor Traffic Study [Addendum]	\$10,000	\$10,000	\$0	N/A
E.	Intelligent Transportation Systems (ITS)	\$25,000	\$25,000	\$0	N/A
F.	Bridge & Pavement Condition Management System (BPCMS)	\$15,000	\$15,000	\$0	N/A
G.	Clean Air				
i.	Air Quality and Conformity	\$10,000	\$10,000	\$0	N/A
ii.	Clean Communities of Central New York (CCCNY)	\$55,000	\$0	\$55,000	Clean Communities Program
H.	University Hill Comprehensive Transportation Study	\$135,000	\$35,000	\$100,000	All Planning Activities For Year 1 Of Comprehensive Transportation Study
I.	2025 Long-Range Transportation Plan	\$50,000	\$50,000	\$0	N/A
J.	Bicycle and Pedestrian Plan	\$50,000	\$50,000	\$0	N/A
K.	Land Use Monitoring	\$0	\$0	\$0	N/A
L.	Dewitt Comprehensive Plan - Transportation Component	\$25,000	\$20,000	\$5,000	Transportation Demand Modeling
M.	Dewitt/Manlius 481 Industrial Corridor Transportation Study	\$70,000	\$63,000	\$7,000	Transportation Demand Modeling
N.	Town of Clay - Industrial Park Study	\$70,000	\$15,000	\$55,000	All Planning Activities For Study
O.	Town of Salina Old Liverpool Road Study	\$40,000	\$6,000	\$34,000	All Planning Activities For Study
P.	Break In Access Study - Soule Road	\$40,000	\$20,000	\$20,000	50% Split of Planning and Forecasting Activities
Q.	Freight Data Training	\$15,000	\$3,000	\$12,000	All Training Activities
	Total Long-Range Transportation Planning	\$670,000	\$382,000	\$288,000	
	Proposed Short Range Planning UPWP Tasks				
4.	Transportation Improvement Program (TIP)				
A.	Transportation Improvement Program (TIP)				
i.	2001-2006 TIP Maintenance	\$5,000	\$5,000	\$0	N/A
ii.	TIP Development Handbook	\$5,000	\$5,000	\$0	N/A
	Total Transportation Improvement Program	\$10,000	\$10,000	\$0	
5.	Other Activities				
A.	Miscellaneous Activities & Special Technical Assistance	\$26,433	\$26,433	\$0	N/A
	Total Other Activities	\$26,433	\$26,433	\$0	
	Grand Total	\$1,001,433	\$675,433	\$326,000	

In addition to the program previously outlined, the SMTC will be participating with the other New York State MPOs to undertake seven (7) Statewide Shared Cost Initiatives during the 2001-2002 program year. The amount of funds set aside for the Statewide Shared Cost Initiatives for the 2001-2002 program year is \$750,000 PL and \$250,000 FTA MPP. The initiatives, estimated project cost, and known anticipated sponsors are identified below:

**FY 2000-2001 and FY 2001-2002 UPWP
Current and Agreed Upon FY 2002 Shared Cost Initiatives**

Project	FY 00-01 Budgeted	FY 00-01 Expended to date	Rollover	FY 01-02 Budgeted	Total Available for Project	Anticipated Sponsors
Staff Support Contract	\$100,000	\$50,000	\$50,000	\$100,000	\$150,000	CDTC
Integrated Transportation and Community Design	\$100,000	\$0	\$100,000	\$25,000	\$125,000	CDTC
Statewide Data Collection	\$150,000	\$0	\$150,000	\$0	\$150,000	BMTC
Freight Data Training	\$10,000	\$0	\$10,000	\$5,000	\$15,000	SMTC
Statewide Long Term Funding Needs Assessment (2 parts)	\$200,000	\$0	\$200,000	\$0	\$200,000	GTC
Travel Factors	\$100,000	\$0	\$100,000	\$0	\$100,000	TBD
ITS Integration Strategies	\$0	\$0	\$0	\$150,000	\$150,000	TBD
TOTAL	\$660,000	\$50,000	\$610,000	\$280,000	\$890,000*	

* The SMTC portion of the above mentioned Statewide Shared Cost Initiatives has been taken off the top of our allocation by the New York State Department of Transportation (NYSDOT), and therefore is not included in the budget tables, except for \$15,000 for the Freight Data Training project. Also, a total of \$1,205 has been taken off the top for the SMTC Association of Metropolitan Planning Organization's (AMPO) dues.

UNIFIED PLANNING WORK PROGRAM

FY 2001-2002

1 — PROGRAM ADMINISTRATION and SUPPORT

1A — General Administration

1B — UPWP Maintenance and Development

1C — Public Participation

PROJECT NO:	1A		
PROJECT TITLE:	General Administration		
OBJECTIVE: <p>To initiate and properly manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations.</p>			
METHODOLOGY: <p>The SMTC provides staff support to the Policy, Executive and Planning Committees, in addition to other permanent and ad-hoc committees. The Staff will implement the work tasks as contained in this UPWP. Other administrative activities include, but not limited to the following:</p> <ul style="list-style-type: none"> • Act as local liaison to NYSDOT, CNY RPDB, and other transportation groups to ensure coordination; • Provide administrative support and technical assistance to the Policy, Executive, and Planning Committees, as well as other permanent and ad-hoc committees, as needed; • Maintain financial records of all revenues and expenditures; • Prepare and distribute meeting notices and agenda packages for all SMTC committees; • Prepare certification documentation, agreements, resolutions, MOU's, etc.; • Attend NYSDOT, FHWA, FTA, and MPO training sessions and other necessary workshops and meetings; • Maintain agreements between local governmental agencies and the MPO; • Prepare and distribute quarterly progress reports and other documents as required; • Interact/participate in NYSAMPO, ITE, APA, and other professional affiliations, and allow for appropriate travel and training as necessary; • Provide funds for the purchase of upgraded computer hardware and software to support the MPO planning program and related activities; • Continue the SMTC's commitment to comply with Title VI of the Civil Rights Act of 1964; • Continue the SMTC's commitment to ensure that all of their programs and activities sufficiently address Environmental Justice principles and procedures, as appropriate; and • Continue to comply with the NYSDOT's Disadvantaged Business Enterprise Program. 			
END PRODUCT: <p>The ability to operate the agency as a functional entity; the ability to meet federal and state requirements; the ability to meet local government expectations; Committee Documentation – including: reports, meeting minutes, committee mailings, and related materials; staff involvement in relevant organizations and activities; and adequate computer resources to meet the MPO planning activity requirements.</p>			
Sponsored By:	Participating Agencies:		Funding Sources:
SMTC	SMTC CNYRPDB		FHWA (PL) \$132,000 FTA (Sec. 8) \$ 33,000 TOTAL \$165,000

PROJECT NO:	1B	
PROJECT TITLE:	UPWP Maintenance and Development	
OBJECTIVE: <p>Maintenance of the 2001-2002 Unified Planning Work Program (UPWP), and development of a work program that outlines and describes the planning efforts to be undertaken in State FY 2002-2003.</p>		
METHODOLOGY: <p>This task includes all necessary work required to process amendments to the 2001-2002 UPWP.</p> <p>The task also involves the development of a new UPWP that identifies the scope of work to be undertaken by the Syracuse Metropolitan Transportation Council (SMTC) during State FY 2002-2003. The UPWP indicates local, state, and federal funding of the UPWP work tasks and identifies the participating agencies for completing the work. The UPWP will be developed according to measures deemed necessary to ensure a “3C” planning process, that is one that is <u>c</u>ontinuing, <u>c</u>ooperative, and <u>c</u>omprehensive. Copies of the UPWP will be published and approved by the Planning and Policy Committees.</p>		
END PRODUCT: <p>Amendments to the 2001-2002 UPWP; and the 2002-2003 UPWP</p>		
Sponsored By:	Participating Agencies:	Funding Sources:
SMTC	All SMTC Member Agencies	FHWA (PL) \$ 8,000 FTA (Sec. 8) \$ 2,000 TOTAL \$ 10,000

PROJECT NO:	1C	
PROJECT TITLE:	Public Participation	
OBJECTIVE: To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.		
METHODOLOGY: This task generally provides for the dissemination of information to the public about the transportation planning program. It also covers receiving public comment and input on transportation planning activities through public information meetings both hosted and attended by the SMTC. Specifically, this task includes the development of strategies for improving the public's access to the MPO planning process, including all stages of the development of MPO planning documents and studies. As part of this task, the SMTC will continue to ensure that the principles of Environmental Justice, including minority and low-income communities, are included and represented in all public outreach efforts. The techniques for the dissemination of information include, but not limited to the following: <ul style="list-style-type: none"> • Newsletters (SMTC and other agencies/organizations); • Brochures and flyers; • Study reports and technical memoranda; • Public information meetings/workshops and conferences; • Media releases, press articles, and paid advertisements/features; • Direct contact with public/citizens mailing lists; • Transportation "fairs", exhibits or expositions; and • SMTC Website (www.smtcmpo.org) Public participation opportunities (public input) include: <ul style="list-style-type: none"> • Public meetings/workshops; • Task Forces, focus groups; • Study Advisory Committees; and • Surveys, questionnaires, comment cards, etc. 		
END PRODUCT: Public Participation opportunities/activities, including SMTC newsletters, reports, press releases, maps, video and slide presentations, web site maintenance, meetings, workshops, etc.		
Sponsored By:	Participating Agencies:	Funding Sources:
SMTC	All SMTC Member Agencies	FHWA (PL) \$20,000 FTA (Sec. 8) \$ 5,000 TOTAL \$25,000

UNIFIED PLANNING WORK PROGRAM

FY 2001-2002

2 — SHORT-RANGE TRANSPORTATION PLANNING

2A — Data Collection, Compilation, and Analysis

**2B — Transportation Modeling and Geographic Information
Systems (GIS)**

2C — Accident Surveillance Program

PROJECT NO:	2A	
PROJECT TITLE:	Data Collection, Compilation, and Analysis	
OBJECTIVE: <p>To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the Metropolitan Planning Organization (MPO).</p>		
METHODOLOGY: <p>This UPWP task involves the following subcategories:</p> <ul style="list-style-type: none"> i. Transit Data Collection: The collection of transit ridership, scheduling and routing information by both the Central New York Regional Transportation Authority (CNYRTA) and by the SMTC to fill project specific data needs. It is intended that the CNYRTA will collect this data and provide it to the SMTC in a timely manner. If the CNYRTA is unable to provide the SMTC with the requested data, the SMTC will utilize the funds available for this category to obtain the data elsewhere. The SMTC will provide CNYRTA with project specific data needs as needed. The budget for this subcategory is \$10,000. ii. Vehicle Data Collection: Traffic count data and turning movement count data for the City of Syracuse, the Onondaga County DOT, and other local government entities is needed on an on-going basis for miscellaneous capital projects and citizen requests for traffic control devices. This data is typically not available or up-to-date and needs to be gathered for each request. Additionally, this subcategory will include this year a one-time effort to coordinate the way in which the various agencies involved in vehicle data collection in the MPO area report their results. The goal of this effort is to coordinate the data collected in such a manner that it is easily linked to the SMTC's Geographic Information System (GIS). This will allow for easy data storage and retrieval as well as a graphical method of providing data to member agencies (and other requestors) via a GIS mapping interface. The budget for this subcategory is \$25,000. iii. Census Information: The SMTC will need to be involved in various activities relating to Census 2000. This includes the analysis of relevant new Census Information as it relates to the MPO area as well as responding to requests for information relating to the Census Transportation Planning Package Software provided to the MPO by the Bureau of Transportation Statistics. Additionally, the interests of Environmental Justice will be furthered under this task by way of identifying population clusters that are in need of further support. The budget for this subcategory is \$10,000. 		
END PRODUCT: <p>The end product is transit, vehicle, and Census 2000 data. This data is used in the various multi-modal studies and activities undertaken by the SMTC.</p>		
Sponsored By:	Participating Agencies:	Funding Sources:
SMTC	All SMTC Member Agencies	FHWA (PL) \$ 33,500 FTA (Sec. 8) \$ 11,500 TOTAL \$ 45,000

PROJECT NO:	2B		
PROJECT TITLE:	Transportation Modeling & Geographic Information Systems		
OBJECTIVE: <p>To manage the data and software requirements necessary for maintaining and using the SMTC Travel Demand Model and Geographic Information System (GIS) to support the Metropolitan Planning Organization's (MPO) required planning activities.</p>			
METHODOLOGY: <p>This UPWP task involves the following subcategories:</p> <p>i. Transportation Modeling: Due to current staffing needs, the SMTC is in need of staff training for transportation modeling in general, and the operation of TMODEL software in particular. This training would be accomplished under this task. The needed training would be two-fold: (1) Theoretical Transportation Modeling training; and (2) TMODEL software training in respect to the existing SMTC Travel Demand Model. The budget for this subcategory is \$15,000.</p> <p>ii. Geographic Information Systems (GIS): The SMTC utilizes various transportation related GIS files as part of routine planning and analysis. As more information is being made available digitally from SMTC's member agencies every year, the role of GIS is becoming more pervasive. To fully allow the SMTC to utilize GIS in its work program, there are necessary enhancements and routine maintenance efforts that must be undertaken as part of its work program. These efforts will allow for the SMTC to more fully utilize GIS in relation to: vehicle traffic counts, transit rider ship, pavement condition monitoring, functional classification, demographic analysis, linking of Travel Demand Model data to GIS data, and other related efforts. Additionally, GIS can be utilized for demographic analysis for the identification of specific locations within the MPO area in need of SMTC services under Environmental Justice. Another Environmental Justice initiative under this category is the maintenance of a newly created database of welfare recipients and low-income household locations that was developed for the Job Access and Reverse Commute Plan. Maintenance of this database will ensure that the SMTC is able to adequately identify the transportation needs of these populations. The budget for this subcategory is \$20,000.</p>			
END PRODUCT: <p>The end product for this project will be a qualified staff capable of utilizing the existing transportation model. Additionally, GIS data mapping and analysis will be fostered and improved as a tool to assist in the various multi-modal planning activities undertaken at the SMTC.</p>			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	All SMTC Member Agencies	FHWA (PL) \$28,000 FTA (Sec. 8) \$ 7,000 TOTAL \$35,000	

PROJECT NO:	2C		
PROJECT TITLE:	Accident Surveillance Program		
OBJECTIVE: <p>To identify and conduct an annual analyses of 10 priority vehicular accident locations. On even numbered years, the locations are selected in the City of Syracuse, and on odd numbered years in the remainder of Onondaga County. The project will also allow for up to 10 additional locations to be analyzed as requested by towns and villages in the MPO area.</p>			
METHODOLOGY: <p>An analysis of the ten priority vehicular accident locations will be completed. Data will be gathered from the appropriate sources, e.g. NYSDOT, NYSDMV, City of Syracuse, and Onondaga County, etc. An understanding of reasons for accident occurrences will be developed and a detailed planning analysis will be submitted to the appropriate agencies, either Onondaga County or the City of Syracuse, for their review and consideration.</p> <p>Additionally, this task allows for a maximum of 10 locations throughout the MPO area to be studied on an as needed basis.</p> <p>Recommended improvements will be considered by the responsible agency as part of developing their capital improvement program and for the purposes of requesting State and Federal transportation funds as part of the Transportation Improvement Program (TIP) project development process.</p>			
END PRODUCT: <p>A Priority Accident Analysis Report and a documented analysis of selected intersections throughout the SMTC area</p>			
Sponsored By:	Participating Agencies:		Funding Sources:
SMTC	City of Syracuse OCDOT		FHWA (PL) \$ 15,000 FTA (Sec. 8) \$ -0- TOTAL \$ 15,000

UNIFIED PLANNING WORK PROGRAM

FY 2001-2002

3 — LONG-RANGE TRANSPORTATION PLANNING

3A -- Multi-Modal Transportation Planning

3B -- Congestion Management System (CMS)

3C -- Transportation/Land Use Educational Outreach

3D -- Seneca Turnpike (Rt.173) Corridor Traffic Study [Addendum]

3E -- Intelligent Transportation Systems (ITS)

3F -- Bridge and Pavement Condition Management System (BPCMS)

3G -- Clean Air

3H -- University Hill Comprehensive Transportation Study

3I -- 2025 Long-Range Transportation Plan

3J -- Bicycle and Pedestrian Plan

3K -- Land Use Monitoring

3L -- Dewitt Comprehensive Plan - Transportation Component

3M -- Dewitt/Manlius 481 Industrial Corridor Transportation Study

3N -- Town of Clay - Industrial Park Study

3O -- Town of Salina Old Liverpool Road Study

3P -- Break in Access Study - Soule Road

3Q -- Freight Data Training

PROJECT NO:	3A	
PROJECT TITLE:	Multi-Modal Transportation Planning	
OBJECTIVE: <p>To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address air, bicycle, pedestrian, rail, transit, truck and water transportation issues, for moving both people and freight, as appropriate.</p>		
METHODOLOGY: <p>This task is comprised of the following subcategories:</p> <ul style="list-style-type: none"> i. Air/Water Planning: The budget for this subcategory is \$10,000. ii. Bicycle/Pedestrian Planning: The budget for this subcategory is \$10,000. iii. Rail/Truck Planning: The budget for this subcategory is \$10,000. <p>Each of these above mentioned subcategories will include the following elements:</p> <ul style="list-style-type: none"> ● Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that air, bicycle, pedestrian, rail, transit, truck and water travel are given appropriate consideration to any given SMTC project; ● Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required; ● Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate; and ● Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development. 		
END PRODUCT: <p>Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.</p>		
Sponsored By:	Participating Agencies:	Funding Sources:
SMTC	All SMTC Member Agencies	FHWA (PL) \$ 29,000 FTA (Sec. 8) \$ 1,000 TOTAL \$ 30,000

PROJECT NO:	3B		
PROJECT TITLE:	Congestion Management System (CMS)		
OBJECTIVE: <p>To annually perform a Congestion Management System (CMS) for the major highway network in Onondaga County.</p>			
METHODOLOGY: <p>The Syracuse Metropolitan Transportation Council (SMTC) has developed a Congestion Management System that is consistent with Federal requirements and State guidelines. In addition, it is consistent with the State's Congestion Management System. Staff has worked with local highway officials to determine the appropriate level of effort desired for voluntary CMS implementation strategies/programs.</p> <p>The CMS process to be implemented by this task generally incorporates the following steps:</p> <ul style="list-style-type: none"> • Establishment of appropriate measures for congestion; • Establishment of acceptable levels of congestion; • Data collection consistent with the above; • Evaluation of the data (Tier-I and Tier-II Evaluations); • Identification and confirmation of congested facilities; • Identification and selection of remedial/mitigating strategies to address congestion; • Assisting in the implementation of the selected strategies; and • Utilize as a tool in determining the merit and/or funding of future TIP and UPWP projects. <p>Additionally, the CMS will be re-examined this program year in an effort to make it a more user-friendly and useful document that results in more comprehensive recommendations to the SMTC area. This will include the creation of a Study Advisory Committee (SAC) that will outline possible changes in the CMS report and process that will make the end product more valuable to the SMTC's member agencies.</p>			
END PRODUCT: <p>Annual CMS technical report</p>			
Sponsored By:		Participating Agencies:	
SMTC		City of Syracuse OCDO NYSDOT NYSTA SOCPA	
		Funding Sources:	
		FHWA (PL)	\$ 10,000
		FTA (Sec. 8)	\$ -0-
		TOTAL	\$ 10,000

PROJECT NO:	3C		
PROJECT TITLE:	Transportation/Land Use Educational Outreach		
OBJECTIVE: To provide an educational outreach program intended to inform municipal officials and the general public on the relationship between transportation and land use in creating more livable communities.			
METHODOLOGY: Building on previous efforts, the SMTC will conduct outreach efforts to municipal governments and the general public, highlighting the relationship between transportation and land use decision-making, linking the SMTC efforts with those of the Onondaga County Settlement Plan initiatives, as appropriate.			
END PRODUCT: Delivery of an on-going educational outreach program.			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	All SMTC Member Agencies	FHWA (PL) \$ 19,000 FTA (Sec. 8) \$ 1,000 TOTAL \$ 20,000	

PROJECT NO:	3D		
PROJECT TITLE:	Seneca Turnpike (Rt. 173) Corridor Traffic Study [Addendum]		
OBJECTIVE: <p>Complete a corridor study of Seneca Turnpike (Rt. 173) that was started in the 2000-2001 program year, in light of the revision to the geographic bounds of the study area by the SMTC Planning Committee.</p>			
METHODOLOGY: <p>This project is an extension to an existing corridor study. Seneca Turnpike runs in an east-west direction and provides a major connection between residential and community service land uses to the west, and Interstates 81 and 481 to the east. In the 2000-2001 program year the SMTC, at the request of the City of Syracuse, undertook a corridor traffic study of the segment of Seneca Turnpike from Hopper Road to Monticello Drive. The main purpose of the study, which had a multi-modal perspective, was to evaluate congestion and to make recommendations regarding how the congestion could be effectively mitigated.</p> <p>At the request of the public, the City of Syracuse has recommended (and the SMTC Planning Committee approved) that the boundaries of the Seneca Turnpike Corridor Traffic Study be extended further east from Monticello Drive to Brighton Avenue. The main intent of this study extension is to make sure that recommendations made for mitigating congestion between Hopper Road and Monticello Drive are also appropriate for this area of the turnpike. The study will have a multi-modal perspective to assure that all modes of transportation including vehicles, transit, bicycles, and pedestrians are given appropriate consideration.</p>			
END PRODUCT: <p>A complete corridor study that documents the transportation needs and issues for the Seneca Turnpike Corridor from a multi-modal perspective. The end product of the addendum is a complete report for both the original bounds and the study area extension into a single cohesive document.</p>			
Sponsored By:	Participating Agencies:		Funding Sources:
City of Syracuse	CNYRTA NYSDOT SMTC SOCPA		FHWA (PL) \$ 9,000 FTA (Sec. 8) \$ 1,000 TOTAL \$ 10,000

PROJECT NO:	3E	
PROJECT TITLE:	Intelligent Transportation Systems (ITS)	
OBJECTIVE: <p>Identify and use Intelligent Transportation Systems (ITS) strategies in planning and development projects.</p>		
METHODOLOGY: <p>According to guidance received from the New York State Department of Transportation (NYSDOT), there are several crucial issues that should be addressed in all MPO's work programs. One of these issues is ITS. To this end, the SMTC is including a systematic ITS program as a work task in their UPWP's to assure proper attention to integrating ITS with the MPO's planning activities.</p> <p>The NYSDOT has contracted with a consultant to develop an Intelligent Transportation Systems Strategic Plan for the Syracuse Area. The task is for the SMTC to participate as the Project Administrator, which includes primary responsibility for contract management of the NYSDOT-retained consultant. The SMTC will also be actively involved in the development of the Strategic Plan.</p> <p>This task will be coordinated with the NYSDOT and the Federal Highway Administration (FHWA) as required.</p>		
END PRODUCT: <p>An Intelligent Transportation Systems Strategic Plan for the Syracuse area</p>		
Sponsored By:	Participating Agencies:	Funding Sources:
SMTC	All SMTC Member Agencies	FHWA (PL) \$ 20,000 FTA (Sec. 8) \$ 5,000 TOTAL \$ 25,000

PROJECT NO:	3F		
PROJECT TITLE:	Bridge and Pavement Condition Management System (BPCMS)		
OBJECTIVE:			
Complete an annual report on bridge and pavement conditions within the SMTC planning area.			
METHODOLOGY:			
A Bridge and Pavement Condition Management System (BPCMS) is beneficial to Metropolitan Planning Organizations (MPO) by having a centralized database of all Federal-aid highways and bridges for cross jurisdictional comparisons. The centralized database would also allow the SMTC to monitor progress toward long-range planning infrastructure goals. This database will be linked to the SMTC’s Geographic Information System (GIS). The first Bridge and Pavement Condition Management System was completed in 2000-2001. The annual completion of this task allows for trend analysis to be completed that will show over time if the multi-jurisdictional bridge and pavement infrastructure in the SMTC area is improving or not.			
The bridge condition data is currently being gathered by the New York State Department of Transportation (NYSDOT) Regional Staff; thus, the SMTC would need to obtain the data from NYSDOT and incorporate it into the SMTC database and GIS.			
The pavement condition data is currently being gathered by the City of Syracuse, the NYSDOT, and the Onondaga County Department of Transportation for all federal aid eligible roads within their jurisdiction. For non-City, non-County, or non-State federal aid eligible facilities, the NYSDOT has agreed to collect and provide the necessary data. The SMTC will then compile all of the data, and document in an annual report.			
During the SMTC recertification in May 1999, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) made the following two recommendations for establishing a pavement management system:			
<ul style="list-style-type: none">• “The SMTC should consider reporting on pavement and bridge conditions, and assess progress toward the Long-Range Plan infrastructure goals on an annual or biannual basis.”• “The SMTC should consider the merits of establishing a centralized pavement management database.”			
END PRODUCT:			
Annual report of bridge and pavement conditions that includes: (1) comprehensive database of bridge and pavement conditions; (2) comparative database for individual road segments that shows condition by jurisdiction by year for all federal aid eligible roads; and (3) written report that contains the liberal use of maps, charts, and tables to show the current bridge and pavement condition and trends.			
Sponsored By:	Participating Agencies:		Funding Sources:
SMTC	City of Syracuse OCDOT NYSDOT NYSTA		FHWA (PL) \$ 15,000 FTA (Sec. 8) \$ -0- TOTAL \$ 15,000

PROJECT NO:	3G		
PROJECT TITLE:	Clean Air		
OBJECTIVE: <p>To continue to provide for air quality planning initiatives and activities in Onondaga County that comply with the conformity requirements of the Clear Air Act Amendments of 1990; and support the efforts of the Clean Communities of Central New York (CCCNY).</p>			
METHODOLOGY: <p>This task is comprised of the following subcategories:</p> <ul style="list-style-type: none"> i. Air Quality and Conformity: Activities continue to increase due to changes in the regulations governing air quality and transportation planning. Additional air quality activities involve Transportation Improvement Program (TIP) conformity determinations, analyses, Congestion Mitigation Air Quality (CMAQ) project specific analysis, and other local activities. The SMTC will continue to expand its cooperative relationship with local, State, and Federal agencies. These efforts are designed to enhance local ambient air quality, as part of its overall strategy to meet Federal and State clean air regulations, promote public health, advance energy policy and assist local development. Coordination with the New York State Department of Environmental Conservation (NYSDEC) is required for the planned revision to the State Implementation Plan (SIP), which will ultimately result in a new maintenance plan, updated mobile source emission budget, and require a redetermination of conformity for the SMTC TIP and Long-Range Transportation Plan. The budget for this subcategory is \$10,000. ii. Clean Communities of Central New York: This task also involves the on-going implementation of various coordinating activities to encourage the use of alternatively fueled vehicles in both private and public sectors. A Clean Cities Coordinator will continue to be retained on a contractual basis to fulfill the work program of the Clean Communities of Central New York. The budget for this subcategory is \$55,000. 			
END PRODUCT: <p>TIP Conformity Analysis, and support of the continuation of the Clean Communities of Central New York Program</p>			
Sponsored By:		Participating Agencies:	Funding Sources:
SMTC SOCPA		All SMTC Member Agencies	FHWA (PL) \$ 52,000 FTA (Sec. 8) \$ 13,000 TOTAL \$ 65,000

PROJECT NO:	3H								
PROJECT TITLE:	University Hill Comprehensive Transportation Study								
OBJECTIVE: <p>Complete a comprehensive transportation study of the University Hill area, as part of a follow up to the previous University Hill – Special Events Transportation Study. This study will be a two-year, consultant-based study.</p>									
METHODOLOGY: <p>In the University Hill-Special Events Transportation Study a recommendation was made to look at the creation of an overall master parking plan for the area. This plan is an expansion of that recommendation to include parking, general vehicular access, bicycle and pedestrian access, and an examination of existing transit services and possible transit alternatives.</p> <p>As recommended in the University Hill-Special Events Transportation Study, this study would address parking issues such as enforcement, parking regulations, neighborhood parking, and employee parking. There is also a need to look at non-automobile alternatives and improvements such as park and ride shuttle systems.</p> <p>Additionally, this plan will comprehensively examine all aspects of the transportation system in the University Hill Area, including:</p> <ul style="list-style-type: none"> • Vehicular access; • Bicycle and pedestrian access; and • Safety <p>The study will generally be conducted in the following steps:</p> <ul style="list-style-type: none"> • Establishment of Study Advisory Committee (SAC); • Develop a detailed scope of work for the study; • Development of a request for proposal (RFP); • Selection of consultant; • Develop a Public Involvement Plan (PIP) --may be part of consultant's work depending on scope of work; • Creation of technical memorandums, as outlined in the scope of work; and • Creation of Final Report as outlined in the scope of work <p>Roles, responsibility, and expectation of the consultant (including deliverables) will be detailed in the Scope of Work that will be created with the SAC for this study.</p>									
END PRODUCT: <p>Technical memorandums and a Final Report over a two-year study period</p>									
Sponsored By:		Participating Agencies:							
City of Syracuse MDA		CNYRTA NYS DOT SMTC SOCPA							
		<table> <tr> <td>FHWA (PL)</td> <td>\$108,000</td> </tr> <tr> <td>FTA (Sec. 8)</td> <td>\$ 27,000</td> </tr> <tr> <td>TOTAL</td> <td>\$135,000</td> </tr> </table>		FHWA (PL)	\$108,000	FTA (Sec. 8)	\$ 27,000	TOTAL	\$135,000
FHWA (PL)	\$108,000								
FTA (Sec. 8)	\$ 27,000								
TOTAL	\$135,000								

PROJECT NO:	3I		
PROJECT TITLE:	2025 Long-Range Transportation Plan		
OBJECTIVE: <p>Begin work on the required 2025 Long-Range Transportation Plan (LRTP). This project will be a three-year effort, with a scheduled completion date in 2004.</p>			
METHODOLOGY: <p>As required by law, each Metropolitan Planning Organization (MPO) must have a complete and up-to-date LRTP. The SMTC's last complete LRTP was the <i>2020 Long Rang Transportation Plan</i>, completed in 1995, with updates completed in 1998 and 2001. The creation of a new 2025 LRTP will be a three-year effort.</p> <p>Year one of this plan will consist of the following activities:</p> <ul style="list-style-type: none"> • Creation of a three-year Study Advisory Committee (SAC), consisting of the SMTC member agencies and relevant public and private sector groups and individuals. This SAC may then be broken down into various Technical Advisory Committees (TAC); • Regular SAC and TAC meetings; • Begin required Public Involvement Plan consistent with the SMTC's public involvement practices; • Completely scope the necessary goals, objectives, and work process for the plan in light of TEA-21 and relevant local, state, and federal requirements and expectations; • Creation of a <u>vision</u> for the SMTC area in general, and the 2025 LRTP in particular; • Ensure that the plan is comprehensive in nature and multi-modal in design; • Begin necessary data collection efforts to form the basis of the 2025 LRTP; and • Outline of format and contents of the 2025 LRTP <p>All tasks and activities conducted as part of this project will ensure that the principles and procedures of Environmental Justice and Title VI receive the appropriate attention.</p> <p>A similar fiscal allocation would be required for the next two program years to allow for completion of this project.</p>			
END PRODUCT: <p>First-year's efforts towards eventual completion of a new <i>2025 LRTP</i></p>			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	All SMTC Member Agencies	FHWA (PL)	\$ 40,000
		FTA (Sec. 8)	\$ 10,000
		TOTAL	\$ 50,000

PROJECT NO:	3J		
PROJECT TITLE:	Bicycle and Pedestrian Plan		
OBJECTIVE:			
To develop a bicycle and pedestrian plan for Onondaga County, including the City of Syracuse. The primary goals of this plan are to preserve and enhance the area’s bicycling and pedestrian network, and to improve the safety, attractiveness, and the overall viability of cycling and walking as legitimate transportation alternatives in the SMTC MPO area.			
METHODOLOGY:			
Main Project Components:			
The following list identifies the major elements of the plan.			
<ul style="list-style-type: none">● Establish a Study Advisory Committee (SAC), stakeholder’s group and a Public Involvement Plan;● Define the study’s goals and objectives within the context of transportation planning for bicyclists and pedestrians;● Participate with the SAC defined by the SMTC and its member agencies;● Perform a literature review and summary of relevant bicycle and pedestrian planning studies;● Bicycle and Pedestrian Existing Conditions/Suitability Map: This map will primarily show the suitability of the existing transportation system for bicycle ridership (via a rating system) as well as map the existing bicycle and pedestrian paths, and multi-use trails in Onondaga County and the City of Syracuse using GIS. The SMTC will produce both hardcopy and electronic maps;● Data compilation and summary of existing bicycle and pedestrian facilities:<ul style="list-style-type: none">(a) Review of existing bicycle and pedestrian information from previous studies, transportation plans, etc. If information is not current, update and/or add necessary components;(b) Identification of current bicycle and pedestrian system and facilities – inventory and condition rating;(c) Examination of the current bicycle and pedestrian system in the SMTC MPO area;(d) Identification of bicycle and pedestrian accident locations using NYSDOT CLASS, including type, quantity and known factors (<i>Note: An analysis of the identified locations will not be completed.</i>);(e) Identification of transit routes and hubs;● Identification of known and perceived bicycle and pedestrian issues;● Recommendations and implementation; and● Documentation of the process, information, data, maps and related information into a deliverable report for use in the SMTC MPO area (member agencies, local municipalities, general public, etc.)			
The creation of this plan supports a number of the goals and objectives established in the SMTC’s 2020 Long-Range Transportation Plan. This project will be completed over a two-year time period.			
END PRODUCT:			
An updated published Bicycle and Pedestrian Plan that satisfies the needs of the member agencies and the requirements of the MPO. Additionally, the publication of an existing conditions Bike Map for the area that shows preferred bike routes and multi-use trails, particularly for bicycle commuters.			
Sponsored By:	Participating Agencies:		Funding Sources:
SMTC	CNYRPDB CNYRTA City of Syracuse NYSDOT OCDOT SOCPA	FHWA (PL) \$ 45,000 FTA (Sec. 8) \$ 5,000 TOTAL \$ 50,000	

PROJECT NO:	3K	
PROJECT TITLE:	Land Use Monitoring	
OBJECTIVE: For the Syracuse-Onondaga County Planning Agency (SOCPA) to create and maintain a comprehensive database of building permit information for Onondaga County. This new methodology will have the ability to be linked to the County's Geographic Information Systems (GIS) for display, analysis, and modeling purposes.		
METHODOLOGY: Building permit data is a key element in demographic analysis (particularly population estimates). This effort will produce a product that is more useable to the other tools utilized by Onondaga County, the SMTC and other local agencies, including GIS and Transportation Modeling. This project will allow for the direct linkage of building permits with Transportation Analysis Zones (TAZs), which will in turn be a crucial asset for transportation planning. This project involves database design and staff training as well as the use of GIS for the assignment of location for the building permits. The data can then be easily transferred to the SMTC or any other member agency.		
END PRODUCT: Both a database and process for maintaining a database of building permits in such a way that geographic location and TAZ information are inherent with the datasets that make it highly useable for both GIS and Transportation Planning.		
Sponsored By:	Participating Agencies:	Funding Sources:
SOCPA	SMTC	FHWA (PL) \$ -0- FTA (Sec. 8) \$ -0- OTHER* \$ 30,000 TOTAL \$ 30,000 * Local In-Kind Match

PROJECT NO:	3L		
PROJECT TITLE:	Dewitt Comprehensive Plan - Transportation Component		
OBJECTIVE: The SMTC has been asked to participate in the Town of Dewitt Comprehensive Plan process in regards to the transportation components of the Plan.			
METHODOLOGY: The Town of Dewitt currently has a consultant under contract to complete the actual comprehensive plan for the Town. The role of the SMTC would be to attend meetings, contribute to discussions and provide the consultant with the essential components necessary for completion of the transportation component of the comprehensive plan. The major issues are identified below. This project would be completed utilizing SMTC staff supplemented with consulting services only for the modeling portion of the analysis. The Town's preference is for the SMTC's portion of this project to be completed within 6 months in order to meet the Town of Dewitt's timeline of the comprehensive plan. The following list identifies the major elements of the SMTC's portion of the study: <ul style="list-style-type: none"> ● Define the study's goals and objectives within the context of the transportation portion of the comprehensive plan; ● Participate with the existing Study Advisory Committee (SAC) defined by the Town of Dewitt; <i>(Note: There will be no Public Involvement portion for this study as that aspect will be handled entirely by the Town of Dewitt as part of its Comprehensive Plan process.);</i> ● Perform a literature review and summary of relevant transportation planning studies; ● Compile and summarize pre-existing transportation data (As no new data will be collected for this study) and conditions (see details below): <ul style="list-style-type: none"> (a) Review of existing network capacity and existing traffic volumes and analysis of the network's adequacy utilizing the general methodology identified in the SMTC's Congestion Management System (CMS) <i>(Note: The above analysis will not consist of a detailed intersection or corridor analysis.);</i> (b) Mapping the transportation system in the Town of Dewitt using GIS and produce both hardcopy and electronic maps; (c) Identification of accident locations using NYSDOT CLASS, including type, quantity and known factors <i>(Note: An analysis of the identified accident locations will not be completed.);</i> (d) Identification of transit routes and hubs; and (e) Identification of bicycle and pedestrian system and utility; ● Identify known or noted transportation issue's facing the Town; ● Travel Demand Modeling of existing conditions in the Town compared to anticipated changes; and ● Documentation of the process, information, data, maps and related information into a deliverable for the Town of Dewitt. 			
END PRODUCT: A collection of information relevant to the transportation system in the Town of Dewitt compiled into an agreed upon format transmittable to the Town of Dewitt usable by the Town's consultant as input into the Town's comprehensive plan.			
Sponsored By:		Participating Agencies:	
Town of Dewitt		CNYRPDB CNYRTA NYSDOT OCDOT SMTC SOCPA	
		Funding Sources:	
		FHWA (PL)	\$22,500
		FTA (Sec. 8)	\$ 2,500
		TOTAL	\$25,000

UPWP TASK NO:	3M		
TASK TITLE:	Dewitt/Manlius 481 Industrial Corridor Transportation Study		
OBJECTIVE:			
<p>The SMTC has been asked to develop a transportation study on behalf of the Syracuse-Onondaga County Planning Agency (SOCPA), the Town of Dewitt, and the Town of Manlius for the Route 481 Industrial Corridor. The purpose of the study is to examine the transportation system in relation to existing and proposed industrial/office development. The intent is to enhance the area’s economic competitiveness by insuring that new development will not overwhelm the area’s transportation system. The study is to be multi-modal in nature and examine the area’s State, County, and local road network but also access to other systems (e.g., Dewitt rail yards, Hancock Airport, and the interstate highway system). The impetus behind the study is the rapid and proposed development of several industrial/office parks in the area.</p>			
METHODOLOGY:			
<p>Based on information from the Onondaga County Planning Board, there is concern that additional development of currently vacant land that is zoned industrial may have a substantial impact on the transportation network in the area. The study will address this concern by performing a 20-year build out analysis of the area based on information provided by the municipalities. The study will also briefly examine the potential impacts of Empire State Development Corporation’s (ESDC) programs in promoting development in this area. Additionally the study will assess the Level of Service at existing intersections and street segments, the adequacy of the local street network, and the linkages with rail, air and other modes of travel. Finally, the study will, in cooperation with the Towns of Dewitt and Manlius, seek to develop and enhance land use goals and policies, which will preserve the functional capabilities of the existing transportation network through local land use and access management planning.</p>			
Main Project Components:			
<p>The study will generally be conducted in the following steps:</p> <ul style="list-style-type: none">● Define the study’s goals and objectives;● Establish the study area limits;● Establish a Public Involvement Plan (PIP);● Collect and analyze data;● Identify existing conditions● Perform 20-year build out analysis, including Travel Demand Modeling;● Multi-Modal Assessment;● Identify transportation and land use issues;● Develop and evaluate alternative solutions for both land use and transportation needs;● Prepare recommendations and implementation plan that address land use and transportation needs; and● Study Documentation			
<p>The schedule for this project is 12-18 months.</p>			
END PRODUCT:			
<p>Technical memorandums and a documented Final Report</p>			
Sponsored By:	Participating Agencies:	Funding Sources:	
SOCPA Town of Dewitt Town of Manlius	CNYRPDB CNYRTA ESDC MDA NYSDOT OCDOT SMTC	FHWA (PL)	\$ 63,000
		FTA (Sec. 8)	\$ 7,000
		TOTAL	\$ 70,000

UPWP TASK NO:	3N		
TASK TITLE:	Town of Clay - Industrial Park Study		
OBJECTIVE: The 1,200± acre Clay Industrial Park is now designated as the County’s premier site for a large industrial employer as a chip-fab site. It is being marketed worldwide by Empire State Development Corp. (ESDC) under the Semiconductor Manufacturing Initiative-New York (Semi-NY); it is one of eight active sites in New York State. The Onondaga County Industrial Development Agency is acquiring land in the park and is very concerned that, if a large employer moves to the park, the highway network and access to the interstate system will not be adequate to handle a large influx of traffic. The proposed study will examine the potential impacts of a full build out of this park or the sudden introduction of a large traffic generating use into the park. Recommendations will be made for improvements to the existing network so that the Town, County and NYS Department of Transportation can anticipate rather than react to development of this park.			
METHODOLOGY: It is important that this study be undertaken since the Clay Industrial Park, a potential chip-fab site, must compete with the best sites in New York State and the nation. Prospective companies expect that the site will be in turnkey condition and that infrastructure, including highway infrastructure, will be capable of handling a large employer. Presently, Route 31, a two-lane highway, provides the only access to interstate highways. Access to Oswego County can be from Morgan or Caughdenoy Roads, or Route 81 via Route 31. Whether these roads can handle a sudden influx of commuters is questionable and a study is needed to determine what improvements need to be made and in what time frame in order to prepare for the eventual use of this site. Emphasis will also be placed on access management and land use planning strategies that can be used by the Town of Cicero and Clay to protect existing highway capacity. The following list identifies the major elements of the study: <ul style="list-style-type: none">● Define the study’s goals and objectives, and establish the study area limits;● Establish a Public Involvement Plan (PIP);● Collect and analyze data;● Identify existing conditions;● Project future land use along Route 31 within the study area and build out of the Clay Industrial Park;● Utilize the SMTC’s Travel Demand Model and other transportation software to identify highway system deficiencies;● Develop and evaluate alternative improvements for efficiency and cost;● Recommend a set of preferred improvements including land use and access management techniques that can preserve current highway capacity;● Develop an implementation plan including potential funding sources; and● Study Documentation It is anticipated that the time frame for this study is 12-18 months and that it will be a consultant-based study.			
END PRODUCT: A final report that documents the potential traffic impacts that full build out of this key industrial site may have, and suggest land use/access approaches that the towns can use to preserve area highway capacity.			
Sponsored By:		Participating Agencies:	Funding Sources:
SOCPA Town of Clay		CNY RPDB CNYRTA ESDC MDA NYSDOT OCDOT SMTC	FHWA (PL) \$ 63,000 FTA (Sec. 8) \$ 7,000 TOTAL \$ 70,000

PROJECT NO:	30		
PROJECT TITLE:	Town of Salina Old Liverpool Road Study		
OBJECTIVE:			
Perform a transportation and land use study of Old Liverpool Road, from Electronics Parkway to Heids Corners in the Village of Liverpool. This study will build on the Old Liverpool Road Corridor Study that was completed by the Town of Salina in 2000.			
METHODOLOGY:			
This study is an effort to continue a study of the Old Liverpool Road, from Electronics Parkway to Heids Corners in the Village of Liverpool with particular emphasis on:			
<ul style="list-style-type: none">• Current and future land use and zoning;• Perceived existing traffic conflicts;• Alternative transportation options including bicycle and pedestrian access;• Curb cuts (existing and future) and their impact on the Old Liverpool Road corridor; and• Related land use transportation issues			
The goal of this effort is a set of recommendations that address zoning guidelines, access management guidelines relative to curb cuts, improving bicycle and pedestrian access, and street-scaping and aesthetics.			
The following list identifies the major elements of the study:			
<ul style="list-style-type: none">• Establish the study area limits;• Define the study’s goals and objectives;• Establish a Public Involvement Plan (PIP);• Land Use Element of Plan:<ul style="list-style-type: none">(a) Prepare Base Mapping;(b) Map Current Land Use;(c) Data Collection and Analysis;(d) Land Use & Streetscape Recommendations;(e) Zoning Ordinance and Map Recommendations;(f) Implementation Plan;• Circulation Element of Plan:<ul style="list-style-type: none">(a) Data Collection;(b) Corridor Issues;(c) Future Circulation Issues;(d) Recommendations; and• Study Documentation			
END PRODUCT:			
The anticipated end products of this study include: (1) maps of current and future land use and zoning; (2) maps of existing and future curb cuts/driveways; and (3) Final Report.			
Sponsored By:		Participating Agencies:	
Town of Salina		CNY RPDB CNYRTA NYSDOT OCDOT SMTc SOCPA	
		Funding Sources:	
		FHWA (PL) \$ 36,000	
		FTA (Sec. 8) \$ 4,000	
		TOTAL \$40,000	

UPWP TASK NO:	3P								
TASK TITLE:	Break in Access Study - Soule Road								
OBJECTIVE: Undertake a break-in-access study so that the Carling Road extension can intersect with Soule Road at the Rt. 481 on ramp. The properties purchased by the State for relocating Soule Road when Rt. 481 was constructed were acquired without access. Current property owners west of Soule Road from just South of the Rt. 481 on ramp north to Route 31 can not obtain access to Soule Rd. To create the necessary access, an approved break-in-access is required.									
METHODOLOGY: <p>The idea for this alternate roadway has been studied previously over the past 15 years and a 1999 corridor study recommended its construction. Sponsors of current and proposed development along the Route 31 corridor have been asked to evaluate the associated traffic impacts and the potential benefits of constructing the Carling Road extension. This information will be provided to the SMTC as critical input into this study.</p> <p>The NYSDOT requirements for a break-in-access study are:</p> <ol style="list-style-type: none"> 1. Up-to-date site plan showing developers' proposed development; 2. Draft mitigation plan; 3. Relevant traffic impact studies; 4. Map/Plan of all traffic movements and highway facilities affected by the study; 5. If level of service will be lowered, a description of what work could be done, at what cost, to maintain the present level of service; 6. The amount of downsizing needed to maintain the existing level of service; 7. Phasing plan, if applicable to request; and 8. Other information needed in decision making as required <p>This plan will utilize existing traffic studies and 20-year projections of traffic volumes (calculated using the SMTC Travel Demand Model) to assist in meeting the above stated requirements.</p> <p>The study will generally be conducted in the following steps:</p> <ul style="list-style-type: none"> ● Define the study limits, goals and objectives; ● Establish a Public Involvement Plan (PIP), Study Advisory Committee (SAC), and Stakeholder Group; ● Collect and analyze traffic and land use data; ● Identify existing conditions; ● Perform 20-year traffic projection and analysis – utilizing Travel Demand Modeling for existing and proposed condition; ● Identify transportation and land use issues; ● Evaluate proposed alternative (i.e. Carling Road Extension Evaluation); and ● Prepare recommendations regarding break-in-access, and complete Study Documentation <p>The time frame for this study is approximately 12 months.</p>									
END PRODUCT: <p>A final report that documents the potential traffic impacts that the full build out of this key industrial site may have.</p>									
Sponsored By:		Participating Agencies:	Funding Sources:						
Town of Clay		NYSDOT OCDOT SMTC SOCPA	<table border="0"> <tr> <td>FHWA (PL)</td> <td>\$ 36,000</td> </tr> <tr> <td>FTA (Sec. 8)</td> <td>\$ 4,000</td> </tr> <tr> <td>TOTAL</td> <td>\$ 40,000</td> </tr> </table>	FHWA (PL)	\$ 36,000	FTA (Sec. 8)	\$ 4,000	TOTAL	\$ 40,000
FHWA (PL)	\$ 36,000								
FTA (Sec. 8)	\$ 4,000								
TOTAL	\$ 40,000								

PROJECT NO:	3Q		
PROJECT TITLE:	Freight Data Training		
OBJECTIVE: <p>This task is a Statewide Shared Cost Initiative, intended on training New York State Metropolitan Planning Organization (NYSMPO) staffs on how to use Reebie data for analysis of freight movement within and through their regions.</p>			
METHODOLOGY: <p>The New York Metropolitan Transportation Council (NYMTC) recently concluded a freight movement study in the NYMTC region that used the Transearch database, a proprietary database updated and maintained by Reebie Associates. The analysis in the study report provides a general idea about the overall patterns of freight movement in the NYMTC region but also provides specific details about freight flows to and from some 41 markets including the immediate region, individual states, and groups of states within the United States.</p> <p>The New York State Department of Transportation (NYSDOT) has provided each MPO with the Reebie data for their respective regions. However, not all MPO's or NYSDOT staffs are adequately trained on how to use the data.</p> <p>This project, which will provide the necessary training, would facilitate improved planning for freight movement and would assist NYSMPO staffs in better understanding the freight flows within each of the metropolitan areas, their impacts on the economy, and on the transportation system.</p> <p>The SMTC Staff would act as Consultant Project Manager for this project which includes two key Consultant components: (1) the development of a training course for the NYSMPO and NYSDOT; and (2) to teach the course to MPO and NYSDOT staffs in three agreed upon locations throughout New York State.</p>			
END PRODUCT: <p>An improved course outline with subsequent training and appropriate training materials, which will lead to a better understanding of freight flows within each of the metropolitan areas, their impacts on the economy, and on the transportation system.</p>			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	NYSDOT SMTC	FHWA (PL) \$ -0- FTA (Sec. 8) \$ 15,000 TOTAL \$ 15,000	

UNIFIED PLANNING WORK PROGRAM

FY 2001-2002

4 — TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

4A — Transportation Improvement Program (TIP)

PROJECT NO:	4A		
PROJECT TITLE:	Transportation Improvement Program (TIP)		
OBJECTIVE: <p>Maintain and update the Transportation Improvement Program (TIP) for 2001-2006 and develop a TIP Development Handbook.</p>			
METHODOLOGY: <p>This task is comprised of the following subcategories:</p> <ul style="list-style-type: none"> i. 2001-2006 TIP Maintenance: The 2001-2006 TIP will be maintained in cooperation with the New York State Department of Transportation (NYSDOT) units of local government and the Central New York Regional Transportation Authority (CNYRTA), and will include improvement projects drawn from existing adopted programs, plans, and studies. The TIP will be consistent with regional priorities and will be financially constrained. The budget for this subcategory is \$5,000. ii. TIP Development Handbook: This task will involve the creation of a TIP Development Handbook that outlines the TIP process for both member agencies and the public. This handbook will be based on successful similar ventures at other NYS Metropolitan Planning Organizations (MPO). A Study Advisory Committee made up of interested member agencies will be involved in the creation and review of the TIP Handbook. The budget for this subcategory is \$5,000. 			
END PRODUCT: <p>Updated 2001-2006 TIP (w/amendments); and TIP Development Handbook</p>			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	All SMTC Member Agencies	FHWA (PL) \$ 8,000 FTA (Sec. 8) \$ 2,000 TOTAL \$ 10,000	

UNIFIED PLANNING WORK PROGRAM

FY 2001-2002

5 — OTHER ACTIVITIES

5A — Miscellaneous Activities and Special Technical Assistance

PROJECT NO:	5A		
PROJECT TITLE:	Miscellaneous Activities & Special Technical Assistance		
OBJECTIVE: This task covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP projects. Additionally, this task provides for special technical assistance to member agencies, local governments, and other agencies/organizations as appropriate.			
METHODOLOGY: From time to time, miscellaneous projects are assigned to staff. Many are one time studies or reports, while other tasks are more long-term in nature, and are infrequent enough or so limited in scope of MPO participation, and therefore do not warrant a separate UPWP project. Tasks include such activities as participation in various New York State MPO statewide initiatives, and reviewing proposed Federal regulations. This task also allows the SMTC to provide technical assistance to member agencies, local governments, and other agencies/organizations which was not foreseen or known during the preparation of the annual UPWP. This task allows for member agencies to request assistance from the SMTC Central Staff where the SMTC staff, whose skills and abilities may be of service to the SMTC's member agencies.			
END PRODUCT: Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	All SMTC Member Agencies	FHWA (PL) \$21,146 FTA (Sec. 8) \$ 5,287 TOTAL \$26,433	

TEA-21 Metropolitan Planning Factors Matrix

TEA-21 and the Federal Metropolitan Planning Regulations require the Metropolitan Planning Organization (MPO) to consider the seven factors listed below as part of the metropolitan planning process. The factors must be explicitly considered, analyzed as appropriate, and reflected in all of the planning process products. The matrix below generally identifies which of the seven factors will be considered in each of the UPWP task activities.

2001-2002 UPWP Tasks

		General Administration		Short-Range Planning			Long-Range Planning																TIP	Other Activities			
		1A	1B	1C	2A	2B	2C	3A	3B	3C	3D	3E	3F	3G	3H	3I	3J	3K	3L	3M	3N	3O	3P	3Q	4A	5A	
1.	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.	●	●	●		●		●		●			●	●	●			●	●	●	●	●	●	●	●	●	●
2.		●	●	●		●	●	●	●	●	●			●		●	●		●	●	●	●	●		●	●	
3.		●	●	●	●	●	●	●	●	●	●	●		●	●	●	●			●	●	●	●	●		●	●
4.		●	●	●	●	●	●	●	●	●	●	●		●	●	●	●	●	●	●	●	●	●		●	●	
5.	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	●	●	●	●	●	●	●	●	●			●			●	●		●	●	●	●	●		●	●	
6.		●	●	●	●	●	●	●	●	●	●		●	●	●	●			●	●	●	●	●	●	●	●	
7.	Emphasize the preservation of the existing transportation system.	●	●	●			●	●	●	●			●			●			●	●	●	●			●	●	

Table 1: 2001-2002 UPWP Summary Budget

Task		Task Budget							
		Funding Source							
ID	Category	FHWA	FTA	FTA%	Total Federal	Total Non-Federal	State	County	Total
1.	Program Administration and Support								
A.	General Administration	\$132,000	\$33,000	20%	\$165,000	\$41,250	\$30,938	\$10,312	\$206,250
B.	UPWP Maintenance and Development	\$8,000	\$2,000	20%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
C.	Public Participation	\$20,000	\$5,000	20%	\$25,000	\$6,250	\$4,688	\$1,562	\$31,250
	Total Program Administration and Support	\$160,000	\$40,000	20%	\$200,000	\$50,000	\$37,501	\$12,499	\$250,000
2.	Short-Range Transportation Planning								
A.	Data Collection, Compilation and Analysis								
i.	Transit Data Collection	\$0	\$10,000	100%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
ii.	Vehicle Data Collection	\$25,000	\$0	0%	\$25,000	\$6,250	\$4,688	\$1,562	\$31,250
iii.	Census Information	\$8,500	\$1,500	15%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
B.	Transportation Modeling and Geographic Information Systems (GIS)								
i.	Transportation Modeling	\$12,000	\$3,000	20%	\$15,000	\$3,750	\$2,813	\$937	\$18,750
ii.	Geographic Information Systems	\$16,000	\$4,000	20%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
C.	Accident Surveillance Program	\$15,000	\$0	0%	\$15,000	\$3,750	\$2,813	\$937	\$18,750
	Total Short-Range Transportation Planning	\$76,500	\$18,500	19%	\$95,000	\$23,750	\$17,814	\$5,936	\$118,750
3.	Long-Range Transportation Planning								
A.	Multi-Modal Transportation Planning								
i.	Air/Water Planning	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
ii.	Bicycle/Pedestrian Planning	\$9,000	\$1,000	10%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
iii.	Rail/Truck Planning	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
B.	Congestion Management System (CMS)	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
C.	Transportation/Land Use Educational Outreach	\$19,000	\$1,000	5%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
D.	Seneca Turnpike (Rt. 173) Corridor Traffic Study [Addendum]	\$9,000	\$1,000	10%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
E.	Intelligent Transportation Systems (ITS)	\$20,000	\$5,000	20%	\$25,000	\$6,250	\$4,688	\$1,562	\$31,250
F.	Bridge & Pavement Condition Management System (BPCMS)	\$15,000	\$0	0%	\$15,000	\$3,750	\$2,813	\$937	\$18,750
G.	Clean Air								
i.	Air Quality and Conformity	\$8,000	\$2,000	20%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
ii.	Clean Communities of Central New York (CCCN)	\$44,000	\$11,000	20%	\$55,000	\$13,750	\$10,313	\$3,437	\$68,750
H.	University Hill Comprehensive Transportation Study	\$108,000	\$27,000	20%	\$135,000	\$33,750	\$25,313	\$8,437	\$168,750
I.	2025 Long-Range Transportation Plan	\$40,000	\$10,000	20%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
J.	Bicycle and Pedestrian Plan	\$45,000	\$5,000	10%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
K.	Land Use Monitoring	\$0	\$0	0%	\$0	\$30,000	\$0	\$30,000	\$30,000
L.	Dewitt Comprehensive Plan - Transportation Component	\$22,500	\$2,500	10%	\$25,000	\$6,250	\$4,688	\$1,562	\$31,250
M.	Dewitt/Manlius 481 Industrial Corridor Transportation Study	\$63,000	\$7,000	10%	\$70,000	\$17,500	\$13,125	\$4,375	\$87,500
N.	Town of Clay - Industrial Park Study	\$63,000	\$7,000	10%	\$70,000	\$17,500	\$13,125	\$4,375	\$87,500
O.	Town of Salina Old Liverpool Road Study	\$36,000	\$4,000	10%	\$40,000	\$10,000	\$7,500	\$2,500	\$50,000
P.	Break In Access Study - Soule Road	\$36,000	\$4,000	10%	\$40,000	\$10,000	\$7,500	\$2,500	\$50,000
Q.	Freight Data Training	\$0	\$15,000	100%	\$15,000	\$3,750	\$2,813	\$937	\$18,750
	Total Long-Range Transportation Planning	\$567,500	\$102,500	15%	\$670,000	\$197,500	\$125,628	\$71,872	\$867,500
4.	Transportation Improvement Program (TIP)								
A.	Transportation Improvement Program (TIP)								
i.	2001-2006 TIP Maintenance	\$4,000	\$1,000	20%	\$5,000	\$1,250	\$938	\$312	\$6,250
ii.	TIP Development Handbook	\$4,000	\$1,000	20%	\$5,000	\$1,250	\$938	\$312	\$6,250
	Total Transportation Improvement Program	\$8,000	\$2,000	20%	\$10,000	\$2,500	\$1,876	\$624	\$12,500
5.	Other Activities								
A.	Miscellaneous Activities & Special Technical Assistance	\$21,146	\$5,287	20%	\$26,433	\$6,608	\$4,956	\$1,652	\$33,041
	Total Other Activities	\$21,146	\$5,287	20%	\$26,433	\$6,608	\$4,956	\$1,652	\$33,041
	Grand Total	\$833,146	\$168,287	17%	\$1,001,433	\$280,358	\$187,775	\$92,583	\$1,281,791

Note 1

Note 2

Note 2

Note 1
The total project cost for this task is \$30,000 which will be provided via Local In-Kind Service from the Syracuse-Onondaga County Planning Agency. There are no Federal Funds or State matching funds associated with this project.

Note 2
The Grand Total for FHWA includes \$150,000 of Carry-Over Funds and the Grand Total for FTA includes \$15,000 of Pooled Funds for the SMTCC Sponsored Shared Cost Initiative Project 3Q - Freight Data Training.

Table 2

**2001-2002 UPWP
Summary Budgets
Federal Programs Only**

Task Budget												
Task		Funding Source					Responsibility					
ID	Category	FHWA	FTA	State	County	Total	Staff	CNY RPDB	CNYRTA	State	County	Total
44.21.00	Program Support and Administration	\$160,000	\$40,000	\$37,501	\$12,499	\$250,000	\$123,140	\$76,860	\$0	\$37,501	\$12,499	\$250,000
44.24.00	Short-Range Transportation Planning	\$76,500	\$18,500	\$17,814	\$5,936	\$118,750	\$95,000	\$0	\$0	\$17,814	\$5,936	\$118,750
44.23.02	Long-Range Transportation Planning	\$567,500	\$102,500	\$125,628	\$71,872	\$867,500	\$645,000	\$25,000	\$0	\$125,628	\$71,872	\$867,500
44.25.00	Transportation Improvement Program	\$8,000	\$2,000	\$1,876	\$624	\$12,500	\$10,000	\$0	\$0	\$1,876	\$624	\$12,500
44.27.00	Other Activities	\$21,146	\$5,287	\$4,956	\$1,652	\$33,041	\$26,433	\$0	\$0	\$4,956	\$1,652	\$33,041
	Total	\$833,146	\$168,287	\$187,775	\$92,583	\$1,281,791	\$899,573	\$101,860	\$0	\$187,775	\$92,583	\$1,281,791

Audit Budget							
ID	Category	Staff	CNY RPDB	CNYRTA	State	County	Total
44.20.01	Personnel	\$417,202	\$0	\$0	\$86,189	\$0	\$503,391
44.20.02	Fringe	\$90,076	\$0	\$0	\$26,476	\$0	\$116,552
44.20.03	Travel	\$8,000	\$0	\$0	\$0	\$0	\$8,000
44.20.04	Equipment	\$16,000	\$0	\$0	\$0	\$0	\$16,000
44.20.05	Supplies	\$8,000	\$0	\$0	\$0	\$0	\$8,000
44.20.06	Contractual	\$285,995	\$101,860	\$0	\$0	\$92,583	\$480,438
44.20.07	Other	\$8,000	\$0	\$0	\$0	\$0	\$8,000
44.20.08	Indirect	\$66,300	\$0	\$0	\$75,110	\$0	\$141,410
	Total	\$899,573	\$101,860	\$0	\$187,775	\$92,583	\$1,281,791

Table 3
2001-2002 UPWP
FHWA Budgets

Task Budget						
ID	Task	Total	Staff	CNY RPDB	NYSDOT IKS	County IKS
44.21.00	Program Support and Administration	\$199,999	\$98,512	\$61,488	\$30,000	\$9,999
44.24.00	Short-Range Transportation Planning	\$96,075	\$76,950	\$0	\$14,345	\$4,780
44.23.02	Long-Range Transportation Planning	\$741,375	\$548,250	\$21,250	\$106,409	\$65,466
44.25.00	Transportation Improvement Program	\$10,000	\$8,000	\$0	\$1,501	\$499
44.27.00	Other Activities	\$26,433	\$21,146	\$0	\$3,965	\$1,322
	Total	\$1,073,882	\$752,858	\$82,738	\$156,220	\$82,065

Audit Budget						
ID	Category	Total	Staff	CNY RPDB	NYSDOT IKS	County IKS
44.20.01	Personnel	\$420,866	\$349,159	\$0	\$71,707	\$0
44.20.02	Fringe	\$97,411	\$75,385	\$0	\$22,026	\$0
44.20.03	Travel	\$6,695	\$6,695	\$0	\$0	\$0
44.20.04	Equipment	\$13,391	\$13,391	\$0	\$0	\$0
44.20.05	Supplies	\$6,695	\$6,695	\$0	\$0	\$0
44.20.06	Contractual	\$404,155	\$239,351	\$82,738	\$0	\$82,066
44.20.07	Other	\$6,695	\$6,695	\$0	\$0	\$0
44.20.08	Indirect	\$117,975	\$55,487	\$0	\$62,489	\$0
	Total	\$1,073,882	\$752,858	\$82,738	\$156,220	\$82,065

Table 4
2001-2002 UPWP
FTA Budgets

Task Budget								
ID	Task	Total	FTA Funds	Staff	CNYRTA	CNY RPDB	NYSDOT IKS	County IKS
44.21.00	Program Support and Administration	\$50,000	\$40,000	\$24,628	\$0	\$15,372	\$7,500	\$2,500
44.24.00	Short-Range Transportation Planning	\$23,125	\$18,500	\$18,050	\$0	\$0	\$3,469	\$1,156
44.23.02	Long-Range Transportation Planning	\$128,125	\$102,500	\$96,750	\$0	\$3,750	\$19,219	\$6,406
44.25.00	Transportation Improvement Program	\$2,500	\$2,000	\$2,000	\$0	\$0	\$375	\$125
44.27.00	Other Activities	\$6,608	\$5,287	\$5,287	\$0	\$0	\$991	\$330
	Total	\$210,358	\$168,287	\$146,715	\$0	\$19,122	\$31,554	\$10,518

Audit Budget								
ID	Category	Total		Staff	CNYRTA	CNY RPDB	NYSDOT IKS	County IKS
44.20.01	Personnel	82,526		\$68,043	\$0	\$0	\$14,483	\$0
44.20.02	Fringe	19,140		\$14,691	\$0	\$0	\$4,449	\$0
44.20.03	Travel	1,305		\$1,305	\$0	\$0	\$0	\$0
44.20.04	Equipment	2,609		\$2,609	\$0	\$0	\$0	\$0
44.20.05	Supplies	1,305		\$1,305	\$0	\$0	\$0	\$0
44.20.06	Contractual	76,284		\$46,644	\$0	\$19,122	\$0	\$10,518
44.20.07	Other	1,305		\$1,305	\$0	\$0	\$0	\$0
44.20.08	Indirect	23,435		\$10,813	\$0	\$0	\$12,622	\$0
	Total	\$210,358		\$146,715	\$0	\$19,122	\$31,554	\$10,518

Table 5
2001-2002 UPWP
Total Federal Budgets

Task Budget			
ID	Task	Total Federal	Total
44.21.00	Program Support and Administration	\$200,000	\$250,000
44.24.00	Short-Range Transportation Planning	\$95,000	\$118,750
44.23.02	Long-Range Transportation Planning	\$670,000	\$867,500
44.25.00	Transportation Improvement Program	\$10,000	\$12,500
44.27.00	Other Activities	\$26,433	\$33,041
	Total	\$1,001,433	\$1,281,791

Audit Budget			
ID	Category	Total Federal	Total
44.20.01	Personnel	\$417,202	\$503,392
44.20.02	Fringe	\$90,076	\$116,551
44.20.03	Travel	\$8,000	\$8,000
44.20.04	Equipment	\$16,000	\$16,000
44.20.05	Supplies	\$8,000	\$8,000
44.20.06	Contractual	\$387,855	\$480,438
44.20.07	Other	\$8,000	\$8,000
44.20.08	Indirect	\$66,300	\$141,410
	Total	\$1,001,433	\$1,281,791

Table 6
2001-2002 UPWP
Total Auditable Budget

Audit Budget							
ID	Category	Total	Staff	CNY RPDB	CNYRTA	State	County
44.20.01	Personnel	\$503,391	\$417,202	\$0	\$0	\$86,189	\$0
44.20.02	Fringe	\$116,552	\$90,076	\$0	\$0	\$26,476	\$0
44.20.03	Travel	\$8,000	\$8,000	\$0	\$0	\$0	\$0
44.20.04	Equipment	\$16,000	\$16,000	\$0	\$0	\$0	\$0
44.20.05	Supplies	\$8,000	\$8,000	\$0	\$0	\$0	\$0
44.20.06	Contractual	\$480,438	\$285,995	\$101,860	\$0	\$0	\$92,583
44.20.07	Other	\$8,000	\$8,000	\$0	\$0	\$0	\$0
44.20.08	Indirect	\$141,410	\$66,300	\$0	\$0	\$75,110	\$0
	Total	\$1,281,791	\$899,573	\$101,860	\$0	\$187,775	\$92,583