



## 2002-2003 Unified Planning Work Program



# UPWP



Syracuse Metropolitan Transportation Council



**2002-2003**

**UNIFIED PLANNING WORK PROGRAM**

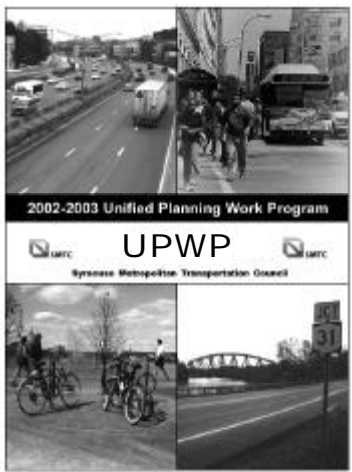
**FOR TRANSPORTATION PLANNING**

**IN**

**SYRACUSE AND ONONDAGA COUNTY**

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

**March 5, 2002**



**THE COVER**

Photos are listed in clockwise order: Interstate 81, Syracuse, N.Y.; a compressed natural gas (CNG)-powered CENTRO bus in Downtown Syracuse (*photo courtesy of the CNYRTA*); Onondaga Creekwalk along the Syracuse Inner Harbor; and a view of the Belgium Bridge from River Road in the Town of Lysander.

**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  
2002-2003 UNIFIED PLANNING WORK PROGRAM**

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## RESOLUTION

### SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL POLICY COMMITTEE

March 5, 2002

- 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 (1) the Long-Range Transportation Plan, (2) the Transportation Improvement Program, and (3) the 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 2002-2003 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 2002-2003, 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 2002-2003 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 Administration (FHWA) "PL" transportation planning program and "SPR" 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 2002-2003.

**NOW THEREFORE BE IT RESOLVED**, that the Policy Committee approves the 2002-2003 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 5th day of March, 2002, by consensus of the Policy Committee.

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Chairperson  
SMTC Policy Committee

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Secretary  
SMTC Policy Committee

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Date

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Date

## **SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**

### **2002-2003 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 2002-2003. 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 2002-2003 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 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.

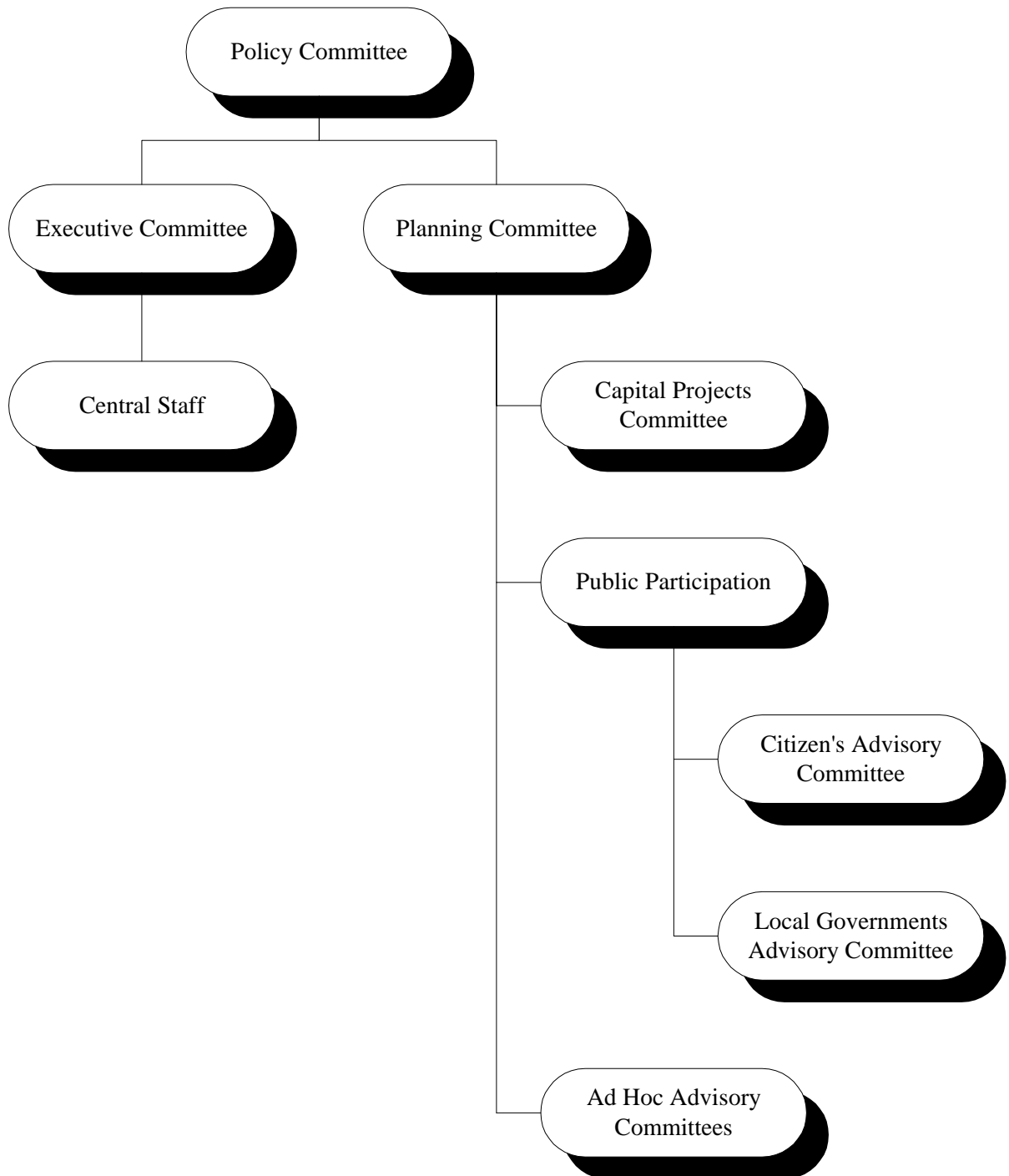
#### *Organizational Objectives*

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;
2. Provide guidance to public and private decision-makers involved in immediate implementation and long-range activities;
3. Provide technical study programs and fulfill organizational responsibilities necessary to continue transportation plan development, study refinement, and research;
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;
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.



## **SMTC COMMITTEE STRUCTURE**



## **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 and/or 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 (LRTP), 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.

## **2001-2002 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:

- Held several Executive Committee, Planning Committee, and Policy Committee meetings over the course of the program year and provided administrative and technical support to these committees as needed;
- Maintained all financial records of revenues and expenditures;
- Developed an enhanced SMTC web site;
- Upgraded and maintained in-house computer resources;
- Completed the required annual SMTC self-certification;
- Completed UPWP Semi-Annual Report;
- Issued a new Request for Qualifications (RFQ) for SMTC General Transportation Planning/Engineering Services;
- Presented and received approval of several documents including the SMTC Operations Plan, the 2001-2006 TIP and the 2020 LRTP Update;
- Hired new planning staff and provided some basic in-house training;
- Participated in various training courses on Civil Rights, Front Desk Management, Project Management, T-Model and Microsoft Access; and
- Continued its participation, as appropriate, with the American Planning Association (APA), the Institute of Transportation Engineers (ITE), and the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and other professional affiliations as needed. In addition, the SMTC Director continues to be a member of the Onondaga County Traffic Safety Board, the Onondaga County Settlement Plan Steering Committee, the Walton Street Bridge Task Force, and the Downtown Parking and Transportation Committee.

### **2002-2003 UPWP Development**

A 2002-2003 UPWP was developed based on a cooperative process that involved 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. Due to the large number of carry-over projects, only a few new projects were added to the program.

### **Public Participation**

Significant public participation/media relations efforts and activities were conducted over the past program year for numerous UPWP tasks including:

- TIP and LRTP Update: Publicized, via press releases, legal notices, flyers, and presentations, the 30-day public comment periods for both the draft 2001-2006 Transportation Improvement Program (TIP), and the draft Long-Range Transportation Plan (LRTP) - 2001 Update;
- Announced the public review and comment period for the Statewide Transportation Improvement Program (STIP) and its availability for review at the SMTC. In addition, staff provided information to the Syracuse Post-Standard (local newspaper) regarding the STIP/TIP relationship;
- Announced the approved James Street Corridor Traffic Study;
- Presented to the public the recommendations from the Seneca Turnpike Corridor Traffic Study;
- Developed and implemented a Public Involvement Plan (PIP) for both the Break in Access: Soule Road Study and the I-481 Industrial Corridor Transportation Study;

- Drafted and issued both a press release and a special *Volunteer Bicyclists Wanted* flyer for the Bicycle and Pedestrian Plan, inviting the public to participate in rating the County and City roads for the Bicycle Suitability Map portion of the project. In addition, a project specific Public Involvement Plan (PIP) has been completed for this project, including the publication of the *In Motion* newsletter that keeps interested parties up to date on project activities.
- Issues of the SMTC newsletter, DIRECTIONS, were produced and distributed during the program year.
- The past year also included the production of the revamped and expanded SMTC web site, containing detailed information on the SMTC, its studies, products, and public participation opportunities;
- 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 actively worked with municipalities and the media throughout 2000-2001 in an effort to promote the nature, role, and purpose of the SMTC; and
- Produced and distributed, as appropriate, an SMTC Orientation Package, aimed at educating new committee members to the roles and responsibilities of the agency.

### **Data Collection, Compilation, and Analysis**

This UPWP task is broken into three sub-areas. The accomplishments are noted under each sub-area accordingly.

- Transit Data Collection:** This work item allows for the collection of transit ridership, scheduling and routing information to fill project specific needs. Due to various reasons, no transit data has been required to date.
- Vehicle Data Collection:** This task allows for the collection of traffic count data as needed for various projects and for an effort to coordinate the data collected in such a manner that it is easily linked to the SMTC's Geographic Information System (GIS). Progress on achieving this goal has been modest to date.
- Census Information:** Under this item, the SMTC has utilized Census data in support of its planning studies, public requests for information, and in the interests of Environmental Justice. With the upcoming release of the 2000 Census and subsequent Census Transportation Planning Package (CTPP), this item will have a more active role in future activities at the SMTC.

### **Transportation Modeling and Geographic Information Systems**

- Transportation Modeling:** Due to Staff turnover, the SMTC has trained various staff members in the theoretical applications of transportation modeling and two staff members in a hands-on TMODEL training course. Additional training will be required in the future to enable staff to fully utilize the model's abilities and tools. Staff has also begun the process of completing short-term updates to the current model as well as investigations into a new model platform. Activity will continue on this task into the next program year.
- Geographic Information Systems:** The SMTC has made considerable progress on establishing a central GIS database library for use on all planning activities. Updated GIS data include: Functional Classification of the Federal Aid eligible road network, updated annotation layer for road names and shields, Ownership/Jurisdiction data for all road systems in the MPO area, and a linkage of the Bridge and Pavement Condition data to the SMTC GIS Base. Current work includes developing more standardized map templates and a vehicle count data reporting system.

### **Accident Surveillance Program**

The SMTC requested from the New York State Department of Transportation (NYSDOT) the digital Centralized Local Accident Surveillance System (CLASS) Reports for the time period of 1997 through 1999. The accident locations from this report (within the County of Onondaga) were ranked and forwarded onto the Onon-

daga County Department of Transportation for their selection of ten priority locations for the analysis. Thereafter, the SMTC requested the accident reports from the NYS Department of Motor Vehicles and obtained the vehicle turning movement counts and signal timing and phasing data for the chosen locations. This data was then utilized in completing the Level of Service (LOS) analysis using the Highway Capacity Software. Collision diagrams and summary tables were also completed for each location. A Draft Final Report has been completed and will be presented to the SMTC Planning and Policy Committees during the first quarter of the next program year.

For the first time since the Accident Surveillance Program began, Towns and Villages were given the opportunity to request assistance from the SMTC for specific intersection analysis. Although the SMTC agreed to analyze up to 10 locations, only one request was received. The SMTC completed an analysis for the Town of Geddes for the Fay Road/W. Manchester Road/St. Camillus driveway intersection. The Final Report, including recommendations, has been completed and delivered to the Town of Geddes.

### **Multi-Modal Transportation Planning**

This UPWP task is broken into three sub-areas. The accomplishments are noted under each sub area accordingly. In addition to the items 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 continues to assist with the planning of the CNY Airport Management Committee meetings, and has been attending the Canal Recreationway Commission meetings. Staff has also developed an internal Scope of Work to complete a Canal Facilities Inventory. This process resulted in a Report detailing the inventory of the NYS Canal System's Facilities and a Brochure/Map of the facilities available to the public. A draft Brochure/Map has been created and is ready for review by the SMTC Planning and Policy Committees.
- ii. Bicycle/Pedestrian: In an effort to keep the SMTC informed about pedestrian safety issues, staff continues to attend meetings of the Pedestrian Safety Coalition as well as meetings of the Canalway Trail Planning Group. Additionally, the SMTC continues to update the Canalway Trail map. Staff also participated in a NYSDOT sponsored Pedestrian Roadshow, and attended the Creating Walkable Communities Conference in November in Glens Falls, NY
- iii. Rail/Truck: Staff regularly attended meetings of the Governor's Passenger Rail Advisory Committee. In addition, an internal Scope of Work for updating the rail grade crossing inventory was created and the data has been updated. The end product will be useful not only to the MPO and its member agencies, but also to 911 and emergency services in the region. Additionally, staff attended the Region 1 Operation Lifesaver Workshop in Lake Placid. Staff also prepared Conference Proceedings from the Empire Corridor Rail Task Force Conference held in Syracuse in March 2001. Staff assisted the City of Syracuse in various requests for information about the City of Syracuse Truck Route Study, completed by the SMTC in the previous UPWP year.

### **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 100 road segments and turning movement counts at 19 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. To date, both tiers of analysis have been completed and the Draft Final Report is scheduled for Planning Committee review in March 2002. Additionally, it was decided by the SMTC Staff and member agencies that due to the modest level of congestion in the SMTC area it was advisable to

change the frequency of the CMS project to every other year. The project will now be completed in “off-TIP” years and the results are often used in support of the TIP. It was also determined that future CMS reports should include more detailed use of additional traffic congestion measures including the use of speed data as well as examining the possibility of changing the locations analyzed.

### **Transportation/Land Use Educational Outreach**

The intent of the funding associated with this project was to assist the Syracuse-Onondaga County Planning Agency (SOCPA) in distributing the Onondaga County Settlement Plan via various methodologies including: duplication of documents, assisting in education of the public on the Plan, and other means deemed appropriate. To date, the Onondaga County Settlement Plan has yet to be approved by the Onondaga County Legislature; therefore, no assistance has been provided to SOCPA.

### **Seneca Turnpike (Rt. 173) Corridor Traffic Study (Addendum)**

This addendum was for the completion of a corridor study on Seneca Turnpike (Rt. 173), between Hopper Road and Monticello Drive. The study was requested by the City of Syracuse to determine what improvements could be made along this corridor to mitigate the congestion. The study began during the 2000-2001 program year, but completion was deferred due to a revision to the geographic bounds of the study area by the SMTC Planning Committee (to include Brighton Ave.). Revised field investigations were completed to document existing conditions in the newly extended study area and staff updated the Synchro and HCS analyses as appropriate. Alternatives to address transportation issues were developed and included in the set of recommendations. The Draft Final Report was completed in August 2001. The project was well received by the Study Advisory Committee (SAC) and the public, however, there is still some continuing concern about the long-term congestion issues. This report was presented and approved at the November SMTC Planning Committee meeting and is scheduled for adoption at the next SMTC Policy Committee meeting.

### **Intelligent Transportation Systems (ITS)**

The SMTC has been acting as Project Administrator for a NYSDOT-hired consultant project to develop an Intelligent Transportation Systems Strategic Plan for the Syracuse Area. As the Project Administrator, the SMTC’s primary responsibility is for the contract management. This role includes reviewing/editing all deliverables which include meeting minutes, progress reports, invoices, brochures, technical memorandums, etc. Additionally, the SMTC has developed the Steering Committee/Stakeholder database, facilitated and held several monthly progress meetings, facilitated and participated in several workshops, assisted the consultant in conducting 10 interviews with 12 different member agencies and attended various ITS training sessions. In addition to SMTC’s role as Project Administrator, the SMTC is also an active Steering Committee member. There are numerous ITS applications, which could benefit the MPO in their planning activities, and staff is enthusiastically involved in the technical aspect of the project to insure that the needs of the MPO are addressed.

### **Bridge and Pavement Condition Management System**

Being the second year for this project, this task built on the base year condition 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 into 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 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

beginning in the next program year. A Draft Final Report is scheduled for SMTC Planning and Policy Committee review.

### **Clean Air**

This UPWP task is broken into two sub-areas. The accomplishments are noted under each sub area 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 (STIP) and the Transportation Improvement Program (TIP). Additionally, at the request of the NYSDOT Environmental Analysis Bureau, staff completed emissions estimates for all Congestion Mitigation Air Quality (CMAQ) eligible TIP projects as well as other current relevant projects on the TIP. These products were created last program year, must be maintained if any system-wide changes occur within the MPO. Additionally, staff continues to self educate on issues relating to clean air and conformity in New York State.
- ii. **Clean Communities of Central New York**: This task involves the ongoing implementation of various coordinating activities to encourage the use of alternatively fueled vehicles in both private and public sectors. A Clean Cities Coordinator continues to be retained on a contractual basis to fulfill the work program of the Clean Communities of Central New York.

### **University Hill Comprehensive Transportation Study**

The purpose of this project was to complete a comprehensive transportation study of the University Hill area, as was recommended in the previously completed University Hill – Special Events Transportation Study. The study shall address issues such as parking (enforcement, regulations, residential and employer), general vehicular access, bicycle and pedestrian access, and an examination of existing transit services and possible transit alternatives. There is also a need to look at non-automobile alternatives and improvements such as park and ride shuttle systems. A Study Advisory Committee (SAC) was created for this project and was utilized in the creation of the Scope of Work that was adopted by the SMTC Planning Committee in October 2001. Due to the extensive nature of this study and known issues in the study area, the Scope of Work required several iterations until it satisfied all of the concerned parties. Upon finalization of the Scope of Work, staff prepared a Request for Proposals (RFP), which has been released and the consultant selection process is underway.

### **2025 Long-Range Transportation Plan (LRTP)**

Staff outlined the tasks required for the completion of a new LRTP. This was completed via a survey of other MPO methodologies that were utilized in the creation of their LRTPs. This information was then synthesized into a process specific to the SMTC. Concurrently, a Study Advisory Committee (SAC) was created to begin the process of bringing member agencies together for the LRTP. It was then decided in January 2002 by the SMTC Planning Committee that a LRTP Update would be completed instead of a full replacement plan. This Update will be more detailed and have a greater scope of outreach and process than the previous LRTP Update due to some recent development projects in the MPO area.

### **Bicycle and Pedestrian Plan**

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 overall viability of cycling and walking as legitimate transportation alternatives in the SMTC MPO area. The end product will be 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 will be completed for the area that shows the current suitability of roads and multi-use trails, particularly for bicycle commuters.

Since the start of the program year, a Scope of Work was developed by the SMTC Staff and approved by the SMTC Planning Committee in September 2001. Through the late spring and early summer months, the SMTC



staff began work on a bicycle suitability map as part of the overall Bicycle and Pedestrian Plan. Staff researched how other NYS MPO's completed similar maps, the methodology for determining suitability for bicycle riding, and how other NYS MPO's developed their own Bicycle and Pedestrian Plans. In July 2001, staff organized bicyclists to rate the roads in Onondaga County and the City of Syracuse for bicycle suitability. Volunteers rated the roads based on a series of questions, covering items such as speed, striping, and their overall feeling of comfort on a given segment of road. Volunteer meetings were held in July for rating City roads and in October for rating County roads. As the City ratings were returned to the SMTC, staff developed a database and entered the results. The SMTC held the first Study Advisory Committee (SAC) meeting for the Bicycle and Pedestrian Plan in June 2001. The draft goals and objectives, draft Public Involvement Plan (PIP) and draft schedule, all developed by SMTC staff, were reviewed at this meeting. The SMTC solicited input from SAC members as to who else should serve on the SAC, and what individuals should be added to the Study's list of stakeholders. Currently, the list of stakeholders consists of bicycle volunteers, town and village representatives and other interested individuals and parties. A kickoff public meeting for this project was held in February 2002. Staff is continuing work on the data collection portion of the project as well as finishing up the review of previous bicycle and pedestrian plans completed in the SMTC MPO area.

### **Land Use Monitoring**

The goal of this project was 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. 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. To date, SOCPA has begun the process of building the GIS enabled database of Building Permits.

### **DeWitt Comprehensive Plan – Transportation Component**

The SMTC had been asked to participate in the Town of DeWitt Comprehensive Plan process regarding the transportation components of the Plan. The following list identifies the major elements of the SMTC's portion of the study: 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); Perform a literature review and summary of relevant transportation planning studies; Compile and summarize pre-existing transportation data; Identify known or noted transportation issues facing the Town; Complete Travel Demand Modeling of existing conditions in the Town compared to anticipated changes; and Document the process into a deliverable for the Town of DeWitt.

The project began with staff drafting a Scope of Work that met the Town of DeWitt's needs. The SMTC Planning Committee then approved the Scope in April 2001. The Scope detailed the work that would be performed by the SMTC and work that would be completed through consulting services (e.g. Travel Demand Modeling). The first major task completed was a comprehensive literature review of all preexisting studies within the past 30 years that involved recommendations and/or issues relating to transportation in the Town of DeWitt. This was then summarized into "Modal Summaries" of transportation issues for the Town. The Sections included *Bicycle and Pedestrian, Transit, Rail, Air, Water, Highway/Road, Traffic Calming, Congestion, and General Transportation*. These summaries were reviewed by the relevant member agencies for completeness and accuracy. Following review and revision, a finished document was created. In support of the documents, 12 detailed maps were produced for the Town in various sizes and digital formats. The project also included a Travel Demand Modeling component. The Town chose four possible future scenarios to be modeled, which were completed by a hired consultant. The modeling results provided the Town with sufficient detail to build what-if scenarios as part of future development planning. The project has been completed and delivered to the Town of DeWitt.

### **I-481 Industrial Corridor Transportation Study**

The SMTC was asked to conduct 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 impetus behind the study is the rapid and proposed development of several industrial and office parks in the area.

The project began with staff creating a Scope of Work that was approved by the SMTC Planning Committee in April 2001. Staff then created a Study Advisory Committee (SAC) of pertinent member agencies. A consultant was then selected (Parsons Brinckerhoff) to complete the project and work continued on developing the preliminary Goals and Objectives for the project. An initial SAC meeting was held in February 2002 and the bulk of the activities will be completed during the 2002-2003 UPWP year.

### **Town of Clay - Industrial Park Study**

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 the 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 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.

To date, staff has created a Scope of Work that was approved by the SMTC Planning Committee in April 2001. A Study Advisory Committee (SAC) was then created including interested member agencies, and a consultant was selected (Clough, Harbour & Associates) to complete the project.

Just prior to the first SAC meeting, it became apparent that the necessary prerequisite of the Draft Environmental Impact Statement for the proposed Chip-Fab site was not going to be completed in time to be utilized for this project. This caused a delay in the start-up of the Industrial Park Study. A meeting was held with the County Industrial Development Agency (the party for whom the Draft EIS is being completed) to determine the nature and length of the delay. It was determined that the project will be put on hold until the transportation component of the Draft EIS is completed, which is estimated to be February 2002 at the earliest. Hence, no further activity will occur on this project until the Draft EIS has had substantive progress. This project is scheduled to start up again approximately half-way through the next program year.

### **Town of Salina – Old Liverpool Road Study**

The purpose of this project was to perform a transportation and land use study of Old Liverpool Road, from Electronics Parkway to Heid's Corners in the Village of Liverpool. This study was to build on the Old Liverpool Road Corridor Study that was completed by the Town of Salina in 2000.

After numerous attempts to create a Scope of Work that met with member agency approval, it was decided by the SMTC Planning Committee that the project should be removed from the work program until a TIP project currently underway by the NYSDOT is completed. The TIP project will likely include recommendations to the study area of this project, so deferring the study until the TIP project is completed insures that no conflicting actions would be recommended.

### **Break in Access Study–Soule Road**

The purpose of this project was to undertake a break-in-access study to examine whether a Carling Road extension should 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 cannot obtain access to Soule Rd. To create the necessary access, an approved break-in-access is required.

This project has seen significant progress during past program year. A Scope of Work was written by Staff and approved by the SMTC Planning Committee in April 2001. Following this, a consultant (Fisher Associates) was selected. A Study Advisory Committee (SAC) was created in May, followed by a kickoff SAC meeting in August. The first SAC meeting set the Goals and Objectives of the project, along with the project schedule and the agenda for the first public meeting. The first public meeting was held in September and was quite successful. It yielded information pertinent to modification of the alternatives examined in the study. *Technical Memorandum #1 – Existing Conditions* has been submitted and is finalized. A second SAC and Public meeting were held to present the existing conditions for the study in January. *Technical Memorandum #2 – Alternatives Analysis* is scheduled for submittal in March 2002. This project is scheduled for completion during the first half of the 2002-2003 program year.

### **Transportation Improvement Program**

This project's purpose was to maintain and update the Transportation Improvement Program (TIP) for 2001-2006, and develop a TIP Development Handbook.

- i. **TIP Maintenance:** Development of the 2001-2006 Transportation Improvement Program (TIP) was concluded during the first half of the program year, and was approved by the SMTC Policy Committee on May 14, 2001. As part of the TIP development process, the SMTC sent a copy of the TIP for inclusion in the Statewide Transportation Improvement Program (STIP). Both documents took effect on October 1, 2001. In June 2001 the SMTC, in conjunction with the NYSDOT, initiated a call letter for the second round for the TEA-21 Transportation Enhancement Program (TEP). Applicants who requested TEP Guidebooks were invited to a workshop that was held on September 11, 2001 at the NYSDOT Region 3 offices. The deadline for applications was November 1, 2001. Working together, both NYSDOT and SMTC Staff have reviewed the applications and ranked the projects. The project rankings were presented to the Planning Committee in February 2002 for concurrence and then forwarded to the NYSDOT for final project selection.
- ii. **TIP Guidebook:** The SMTC, in conjunction with the NYSDOT Region 3 and the Ithaca Tompkins County Transportation Council, initiated work on a joint TIP Guidebook (including a revised project application) to provide detailed directions to project sponsors on the TIP Development Process. Working from a Guidebook developed by the Genesee Transportation Council, staff made changes to reflect requirements of both MPO's and the Region. The document is scheduled for completion during the 2002-2003 program year.

### **Miscellaneous Activities & Special Technical Assistance**

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 were performed:

- Hosted and conducted several New York State MPO Meetings for various statewide initiatives and Director's meetings;
- Town of Camillus: Staff attended a meeting in the Town of Camillus in June regarding their recently completed UPWP project, and for planning for the startup of their TIP project. The Town has requested that the SMTC attend these meetings as necessary as the TIP project moves towards implementation to assist the Town in ensuring that the goals of the study are met; and
- GIS Services: Staff has provided various GIS services to its host agency, the Central New York Regional Planning and Development Board, and the Central New York Regional Transportation Authority.

## **SUMMARY OF MAJOR PROGRAMMED ACTIVITIES**

The 2002-2003 SMTc Unified Planning Work Program (UPWP) is based on the SMTc's 2020 Long-Range Transportation Plan, which was updated and approved by the Policy Committee on May 14, 2001. 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 SMTc area. This 2002-2003 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 administration and maintenance of the TIP, which identifies projects and 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.

### **6 — Budget Tables**

## **2002-2003 UNIFIED PLANNING WORK PROGRAM OVERVIEW**

The 2002-2003 Unified Planning Work Program (UPWP) is based on SMTC's 2020 Long-Range Transportation Plan, updated and approved by the SMTC Policy Committee on May 14, 2001. The goals for this program year are threefold:

- |                 |  |
|-----------------|--|
| <b>Goal #1:</b> | To complete outstanding 2001-2002 UPWP tasks               |
| <b>Goal #2:</b> | To commence and complete new 2002-2003 UPWP tasks          |
| <b>Goal #3:</b> | To proceed with existing and proposed recurring activities |

### **Goal #1**

In order to attain Goal #1, the following tasks carried over from the 2001-2002 UPWP will be continued:

- Bicycle and Pedestrian Plan;
- Break In Access Study - Soule Road;
- Clean Communities of Central New York;
- I-481 Industrial Corridor Transportation Study;
- Intelligent Transportation Systems (ITS);
- Town of Clay - Industrial Park Study;
- University Hill Comprehensive Transportation Study; and
- TIP Handbook

### **Goal #2**

Goal #2 will be achieved by completing the following new 2002-2003 tasks:

- UPWP Tracking System
- Environmental Justice Analysis

### **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:

- |   |   |
|---|---|
| ● General Administration;                     | ● Air/Water Planning;                                     |
| ● Professional Services - Miscellaneous;      | ● Bicycle/Pedestrian Planning;                            |
| ● Public Participation;                       | ● Bridge & Pavement Condition Management System;          |
| ● UPWP Maintenance and Development;           | ● Long-Range Transportation Plan (LRTP) Update;           |
| ● Data Collection, Compilation, and Analysis; | ● Rail/Truck and Transit Planning;                        |
| ● Geographic Information Systems (GIS);       | ● Transportation/Land Use Educational Outreach;           |
| ● Transportation Modeling Upgrade & Training; | ● TIP Administration; and                                 |
| ● Accident Surveillance Program;              | ● Miscellaneous Activities & Special Technical Assistance |
| ● Air Quality and Conformity;                 |   |

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.

## 2002-2003 UNIFIED PLANNING WORK

THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY.

THE INDICATED BREAKDOWN OF ESTIMATED STAFF/CONTRACTUAL ASSIGNMENTS AND BUDGETS ARE SUBJECT TO MODIFICATION

DEPENDING UPON AVAILABLE RESOURCES.

ID	Category	Estimated Project Total	Estimated Staff Budget	Estimated Contractual Budget
<b>1.</b>	<b>Program Administration and Support</b>			
A.	General Administration	\$175,000	\$125,000	\$50,000
B.	Professional Services - Miscellaneous	\$6,000	\$1,000	\$5,000
C.	Public Participation	\$42,285	\$0	\$42,285
D.	UPWP Maintenance and Development	\$20,000	\$20,000	\$0
E.	UPWP Tracking System	\$20,000	\$20,000	\$0
	<b>Total Program Administration and Support</b>	<b>\$263,285</b>	<b>\$166,000</b>	<b>\$97,285</b>
<b>2.</b>	<b>Short-Range Transportation Planning</b>			
A.	Census Data Compilation and/or Analysis	\$10,000	\$10,000	\$0
B.	Data Collection, Compilation and/or Analysis	\$10,000	\$5,000	\$5,000
C.	Geographic Information Systems	\$20,000	\$20,000	\$0
D.	Transportation Model Upgrade & Training	\$45,000	\$15,000	\$30,000
	<b>Total Short-Range Transportation Planning</b>	<b>\$85,000</b>	<b>\$50,000</b>	<b>\$35,000</b>
<b>3.</b>	<b>Long-Range Transportation Planning</b>			
A.	Accident Surveillance Program	\$30,000	\$30,000	\$0
B.	Air Quality and Conformity	\$10,000	\$10,000	\$0
C.	Air/Water Planning	\$10,000	\$5,000	\$5,000
D.	Bicycle and Pedestrian Plan	\$50,000	\$50,000	\$0
E.	Bicycle/Pedestrian Planning	\$10,000	\$5,000	\$5,000
F.	Break In Access Study - Soule Road	\$15,000	\$5,000	\$10,000
G.	Bridge & Pavement Condition Management System (BPCMS)	\$15,000	\$15,000	\$0
H.	Clean Communities of Central New York	\$55,000	\$0	\$55,000
I.	I-481 Industrial Corridor Transportation Study	\$80,000	\$10,000	\$70,000
J.	Environmental Justice Analysis	\$20,000	\$20,000	\$0
K.	Intelligent Transportation Systems (ITS)	\$15,000	\$15,000	\$0
L.	Long-Range Transportation Plan Update	\$50,000	\$40,000	\$10,000
M.	Rail/Truck and Transit Planning	\$30,000	\$30,000	\$0
N.	Town of Clay - Industrial Park Study	\$35,000	\$5,000	\$30,000
O.	Transportation/Land Use Educational Outreach	\$5,000	\$5,000	\$0
P.	University Hill Comprehensive Transportation Study	\$130,000	\$15,000	\$115,000
	<b>Total Long-Range Transportation Planning</b>	<b>\$560,000</b>	<b>\$260,000</b>	<b>\$300,000</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP)</b>			
A.	TIP Administration	\$20,000	\$20,000	\$0
B.	TIP Handbook	\$15,000	\$15,000	\$0
	<b>Total Transportation Improvement Program</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$0</b>
<b>5.</b>	<b>Other Activities</b>			
A.	Miscellaneous Activities & Special Technical Assistance	\$25,000	\$25,000	\$0
	<b>Total Other Activities</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$0</b>
	<b>Grand Total</b>	<b>\$968,285</b>	<b>\$536,000</b>	<b>\$432,285</b>

Total FHWA PL Allocation	\$722,299
Total FTA MPP Allocation	\$169,412
Total Federal Allocation	\$891,711
Less Grand Total for Program	\$968,285
Shortfall	-\$76,574
Access Old FTA Grant Funds	\$30,000
Shortfall	-\$46,574
Access FHWA Carryover Funds	\$46,574
Balanced Program	\$0

In addition to the projects included in the SMTC's program, staff will be participating with the other New York State Metropolitan Planning Organizations on several Shared Cost Initiative (SCI) Projects. A status report of the SCI projects is detailed in the table below. The SMTC portion of the SCI projects 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. In addition, a total \$1,196.00 has been taken off the top of the SMTC allocation for the Association of Metropolitan Planning Organization's (AMPO) dues.

**New York State Metropolitan Planning Organizations  
SHARED COST INITIATIVE STATUS  
2001/02 and 2002/03 Allocations**

**Expenditures and Obligations of Federal Funds Only**

	FHWA PL			FTA MPP			Total Project Cost SFY2001/02(g)	Total Funds Obligated to Date (h)	FY02/03 SCI (i)
	1999/00(a)	2000/01(b)	2001/02(c)	1999/00(d)	2000/01(e)	2001/02(f)			
NYS MPO Association Staff	\$0	\$47,611	\$150,000	\$0	\$0	\$0	\$197,611	\$200,000	\$120,000
Attitudinal & Preference Survey	\$103,000	\$2,000	\$0	\$0	\$0	\$0	\$105,000	\$105,000	\$0
Long Term Funding Needs	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$200,000	\$200,000	\$0
Freight Data Training	\$0	\$0	\$0	\$0	\$10,000	\$5,000	\$15,000	\$15,000	\$0
Transportation & Community Design	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	\$125,000	\$100,000
Statewide Data Collection (high tech)	\$0	\$0	\$51,542	\$0	\$50,000	\$48,458	\$150,000	\$150,000	\$100,000
Travel Behavior Factors	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000	\$0	\$0
Developing ITS Integration Studies	\$0	\$0	\$150,000	\$0	\$0	\$0	\$150,000	\$0	\$0
GIS Training and Software	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000
Training for MPO Staffs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
<b>TOTAL NEEDS</b>	<b>\$103,000</b>	<b>\$49,611</b>	<b>\$576,542</b>	<b>\$0</b>	<b>\$160,000</b>	<b>\$153,458</b>	<b>\$1,042,611</b>		<b>495000</b>
<b>TOTAL ALLOCATED</b>	<b>318,721*</b>	<b>\$550,000</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$238,458</b>	<b>\$2,057,179</b>		<b>\$2,057,179</b>
<b>AVAILABLE BALANCE</b>	<b>\$210,506</b>	<b>\$500,389</b>	<b>\$173,458</b>	<b>\$0</b>	<b>\$40,000</b>	<b>\$85,000</b>	<b>\$1,009,353</b>		<b>\$514,353</b>

(a) - Actual Expenditures.

(b) - Actual Expenditures.

(c) - Programmed (planned) expenditures in 2001/02. FHWA PL costs will be obligated from the 1999/00 and 2000/01 available balances

(d) - No FTA MPP funds were set-aside for SCI projects in 1999/00.

(e) - These funds were obligated in FTA grant NY-80-X009.

(f) - These funds will be obligated in FTA grant NY-80-X010.

(g) - This column represents the total eligible cost from 4/01/01 - 3/31/02.

(h) - This column shows PL funds included in a federal aid project agreement with FHWA for the host MPO or Section 5303 funds included in an FTA mastergrant.

(i) - SFY02/03 SCI Allocations: NYSMPO Staff support, Transportation & Community Design-Ph II, Statewide Data Collection-Ph II, GIS Training

and software, and Training for NYSMPO Staffs; No federal metro planning funds allocated for 2002/03 were set-aside for SCI project costs. All these projects will be funded from past FHWA PL set-asides.

\* ADJUSTED - \$11,729 reallocated to the 2002/03 MPO formula distribution.

**Individual Project Status as of February 8, 2002**

NYSMPO Association Staff: Project underway, funding to be expended

Attitudinal & Preference Survey: Complete

Long Term Funding Needs: Contract Underway, to be completed Spring, 2002. Parallel contract to be let asap.

Freight Data Training: Contract Underway, to be completed Spring, 2002.

Transportation & Community Design: Expected to go to bid this fiscal year with Phase II efforts in 02/03.

Statewide Data Collection: Contract underway, to be completed with Phase II initiated in 02/03.

Travel Behavior Factors: Brainstorming session on project to be held on March 14

# **UNIFIED PLANNING WORK PROGRAM**

**FY 2002-2003**

## **1 — PROGRAM ADMINISTRATION and SUPPORT**

**1A — General Administration**

**1B — Professional Services - Miscellaneous**

**1C — Public Participation**

**1D — UPWP Maintenance and Development**

**1E — UPWP Tracking System**



<b>PROJECT NO:</b>	<b>1A</b>		
<b>PROJECT TITLE:</b>	<b>General Administration</b>		
<b>OBJECTIVE:</b>  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.			
<b>METHODOLOGY:</b>  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 are not limited to the following: <ul style="list-style-type: none"> <li>• Act as local liaison to NYSDOT, CNY RPDB, and other transportation related agencies to ensure coordination;</li> <li>• Provide administrative support and technical assistance to the Policy, Executive, and Planning Committees, as well as other permanent and ad-hoc committees, as needed;</li> <li>• Maintain financial records of all revenues and expenditures;</li> <li>• Prepare and distribute meeting notices and agenda packages for all SMTC committees;</li> <li>• Prepare certification documentation, agreements, resolutions, memoranda of understanding (MOU's), etc.;</li> <li>• Attend NYSDOT, FHWA, FTA, and MPO training sessions and other necessary workshops and meetings;</li> <li>• Maintain agreements between local governmental agencies and the MPO;</li> <li>• Prepare and distribute quarterly progress reports and other documents as required;</li> <li>• Interact/participate in NYSAMPO, ITE, APA, and other professional affiliations, and allow for appropriate travel and training as necessary;</li> <li>• Provide funds for the purchase of upgraded computer hardware and software to support the MPO planning program and related activities;</li> <li>• Continue the SMTC's commitment to comply with Title VI of the Civil Rights Act of 1964;</li> <li>• Continue the SMTC's commitment to ensure that all of their programs and activities sufficiently address Environmental Justice principles and procedures, as appropriate; and</li> <li>• Continue to comply with the NYSDOT's Disadvantaged Business Enterprise Program.</li> </ul>			
<b>END PRODUCT:</b>  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.			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>		<b>Funding Sources:</b>
SMTC	SMTC CNYRPDB		FHWA (PL) \$ 131,250 FTA (Sec. 5303) \$ 43,750 TOTAL \$ 175,000

<b>PROJECT NO:</b>	<b>1B</b>		
<b>PROJECT TITLE:</b>	<b>Professional Services - Miscellaneous</b>		
<b>OBJECTIVE:</b>  To allow Central Staff to utilize the SMTC's "on-call" consultants for specific engineering, planning, or other necessary services as needed in support of the various annual planning activities at the SMTC.			
<b>METHODOLOGY:</b>  This task provides access to expert professional services when required by Central Staff in support of the various annual planning activities. Specifically, it allows the SMTC to retain the services of one of its "on-call" consultants to assist with specific technical activities associated with a given project where current staff expertise may not be sufficient.  Examples include, but are not limited to: <ul style="list-style-type: none"> <li>• Selected Traffic / Transportation Engineering Activities;</li> <li>• Selected Travel Demand Modeling Activities;</li> <li>• Selected Transportation Planning Activities; and</li> <li>• Other skills that may be necessary to support the UPWP but may be currently absent at the SMTC staff level</li> </ul>			
<b>END PRODUCT:</b>  Professional services to the Central Staff in support of the various planning activities outlined in the 2002-2003 UPWP.			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>	
SMTC	SMTC	FHWA               \$ 6,000 (PL) FTA                 \$ (Sec. 5303) TOTAL             \$ 6,000	

<b>PROJECT NO:</b>	<b>1C</b>		
<b>PROJECT TITLE:</b>	<b>Public Participation</b>		
<b>OBJECTIVE:</b>  To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.			
<b>METHODOLOGY:</b>  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 are not limited to the following: <ul style="list-style-type: none"> <li>• Newsletters;</li> <li>• Brochures and flyers;</li> <li>• Study reports and technical memoranda;</li> <li>• Public information meetings/workshops and conferences;</li> <li>• Media releases, press articles, and paid advertisements/features;</li> <li>• Direct contact with public/citizens mailing lists;</li> <li>• Transportation "fairs", exhibits or expositions; and</li> <li>• SMTC Website (<a href="http://www.smtcmpo.org">www.smtcmpo.org</a>)</li> </ul> Public participation opportunities (public input) include: <ul style="list-style-type: none"> <li>• Public meetings/workshops;</li> <li>• Task Forces, focus groups;</li> <li>• Study Advisory Committees and Stakeholders database; and</li> <li>• Surveys, questionnaires, comment cards, etc.</li> </ul>			
<b>END PRODUCT:</b>  Public Participation opportunities/activities, including SMTC newsletters, reports, press releases, maps, and slide presentations, web site maintenance, meetings, workshops, etc.			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>	
SMTC	All SMTC Member Agencies	FHWA (PL) \$31,714 FTA (Sec. 5303) \$10,571 <b>TOTAL \$42,285</b>	

<b>PROJECT NO:</b>	<b>1D</b>							
<b>PROJECT TITLE:</b>	<b>UPWP Maintenance and Development</b>							
<b>OBJECTIVE:</b> <p>Maintenance of the 2002-2003 Unified Planning Work Program (UPWP), and development of a work program that outlines and describes the planning efforts to be undertaken in State FY 2003-2004.</p>								
<b>METHODOLOGY:</b> <p>This task includes all necessary work required to process amendments to the 2002-2003 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 2003-2004. 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 “<b>3C</b>” 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 after approval by the Planning and Policy Committees.</p>								
<b>END PRODUCT:</b> <p>Amendments to the 2002-2003 UPWP; and the 2003-2004 UPWP</p>								
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>						
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 17,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 3,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 20,000</b></td> </tr> </table>	FHWA (PL)	\$ 17,000	FTA (Sec. 5303)	\$ 3,000	<b>TOTAL</b>	<b>\$ 20,000</b>
FHWA (PL)	\$ 17,000							
FTA (Sec. 5303)	\$ 3,000							
<b>TOTAL</b>	<b>\$ 20,000</b>							

<b>PROJECT NO:</b>	<b>1E</b>								
<b>PROJECT TITLE:</b>	<b>UPWP Tracking System</b>								
<b>OBJECTIVE:</b> <p>To create and impliment a computerized tracking system to track various MPO activities.</p>									
<b>METHODOLOGY:</b> <p>This task involves the creation and implementation of a computerized system to track the results and recommendations of MPO activities.</p> <p>To accomplish this task a relational computer database will be created that will correlate UPWP study results and recommendations with the actual progression of those recommendations. This task will involve input from numerous agencies (both member agencies and nonmember agencies) on a quarterly basis. Those agencies will be asked questions about the progress and status of recommendations for planning, capital and other projects. The status will be tracked electronically and the results published in a database report.</p> <p>A corollary of this project will be to tie the recommendations that are being tracked to both the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This will allow the SMTC to comprehensively and coherently measure the level of achievement of meeting certain stated goals of the LRTP. Recommendations will be tracked quarterly until complete or until the responsible agency informs the SMTC that the recommendation is defunct or no longer valid.</p> <p>This effort will be the first time the SMTC's recommendations will be examined on an ongoing basis. The goal is to view the utility of those recommendations to the various agencies in the MPO area and to assist in identifying areas in the region that may be in need of planning resources. One anticipated outcome of this effort is a tighter correlation among the TIP, LRTP and the UPWP.</p>									
<b>END PRODUCT:</b> <p>A computerized system that will allow for the annual tracking and reporting of MPO activities.</p>									
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>							
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 15,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 5,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 20,000</b></td> </tr> </table>		FHWA (PL)	\$ 15,000	FTA (Sec. 5303)	\$ 5,000	<b>TOTAL</b>	<b>\$ 20,000</b>
FHWA (PL)	\$ 15,000								
FTA (Sec. 5303)	\$ 5,000								
<b>TOTAL</b>	<b>\$ 20,000</b>								

## **UNIFIED PLANNING WORK PROGRAM**

**FY 2002-2003**

### **2 — SHORT-RANGE TRANSPORTATION PLANNING**

**2A — Census Data Compilation, and/or Analysis**

**2B — Data Collection, Compilation, and/or Analysis**

**2C — Geographic Information Systems (GIS)**

**2D — Transportation Model Upgrade & Training**

<b>PROJECT NO:</b>	<b>2A</b>		
<b>PROJECT TITLE:</b>	<b>Census Data Compilation and/or Analysis</b>		
<b>OBJECTIVE:</b> <p>To begin the process of analyzing relevant 2000 Census Data to the MPO area. This effort supports Long-Range Transportation Planning Activities, Travel Demand Modeling, Environmental Justice, and general transportation planning for the MPO.</p>			
<b>METHODOLOGY:</b> <p>Due to the imminent release of 2000 Census Data in various formats, the SMTC will begin compilation and analysis of the socio-economic and demographic data relevant to support transportation planning activities.</p> <p>During the 2002-2003 program year both Summary File Three (SF3) and Census Transportation Planning Package (CTPP) Census Data will become available. Relevant subsets of this data will be compiled in electronic format for use in both database and GIS applications. 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 potential population clusters that may be in need of additional planning resources in the future.</p> <p>Activities under this project directly support the following program areas: Long-Range Transportation Planning Activities, Travel Demand Modeling, Environmental Justice, and general transportation planning for the MPO.</p>			
<b>END PRODUCT:</b> <p>A valuable data set to support the varied activities of the MPO.</p>			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>	
SMTC	SMTC	FHWA (PL) \$ 9,000 FTA (Sec. 5303) \$ 1,000 <b>TOTAL</b> \$ 10,000	

<b>PROJECT NO:</b>	<b>2B</b>		
<b>PROJECT TITLE:</b>	<b>Data Collection, Compilation, and/or Analysis</b>		
<b>OBJECTIVE:</b>  To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the Metropolitan Planning Organization (MPO).			
<b>METHODOLOGY:</b>  This UPWP task involves the following subcategories: <ul style="list-style-type: none"> <li>i.     <b>Transit Data Collection:</b> 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.</li> <li>ii.    <b>Vehicle Data Collection:</b> The collection of traffic count data and turning movement count data required in support of the SMTC's planning activities. This will be done in accordance with the adopted Traffic Count Protocol procedures at the SMTC. Additionally, this subcategory will include the ongoing effort of maintaining a central database of vehicle traffic counts for the MPO area.</li> <li>iii.   <b>Other Information:</b> Other data as necessary in support of the planning activities of the SMTC.</li> </ul>			
<b>END PRODUCT:</b>  The end product is transit and vehicle data. This data is used in the various multi-modal studies and activities undertaken by the SMTC.			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>		<b>Funding Sources:</b>
SMTC	SMTC CNYRTA NYSDOT		FHWA           \$ 9,000 <small>(PL)</small> FTA             \$ 1,000 <small>(Sec. 5303)</small> TOTAL         \$ 10,000



<b>PROJECT NO:</b>	<b>2C</b>							
<b>PROJECT TITLE:</b>	<b>Geographic Information Systems (GIS)</b>							
<b>OBJECTIVE:</b> <p>To manage the data and software requirements necessary for maintaining and using the SMTC's Geographic Information System (GIS) to support the Metropolitan Planning Organization's (MPO) required planning activities.</p>								
<b>METHODOLOGY:</b> <p>The SMTC utilizes various transportation-related GIS files as part of routine planning and analysis. As additional information becomes available digitally from the SMTC's member agencies each year, the role of GIS is becoming more pervasive.</p> <p>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 the SMTC to more fully utilize GIS in relation to vehicle traffic counts, transit ridership, pavement condition monitoring, functional classification, demographic analysis, linking of Travel Demand Model data to GIS data, and other related efforts. Additionally, GIS can be used for demographic analysis for the identification of specific locations within the MPO area in need of SMTC services under Environmental Justice.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> <li>• Coordination with member agencies to ensure that the most recent data is being used;</li> <li>• File maintenance of the SMTC's GIS data layers;</li> <li>• Linking 2000 Census Data with relevant SMTC GIS layers;</li> <li>• Continuing linking Vehicle Data Collection activities with GIS database to allow for easy access to most up-to-date traffic counts for road segments (AADT);</li> <li>• Begin GIS layer of turning movement count locations and data sheets to allow for easy access to turning movement count data sets; and</li> <li>• GIS data acquisition, maintenance, and manipulation as required in support of the various UPWP planning efforts that will utilize GIS data.</li> </ul>								
<b>END PRODUCT:</b> <p>Enhanced coordination between the SMTC and various federal, state, and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the SMTC's planning efforts and high quality cartographic products as required for various UPWP projects.</p>								
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>						
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 17,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 3,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 20,000</b></td> </tr> </table>	FHWA (PL)	\$ 17,000	FTA (Sec. 5303)	\$ 3,000	<b>TOTAL</b>	<b>\$ 20,000</b>
FHWA (PL)	\$ 17,000							
FTA (Sec. 5303)	\$ 3,000							
<b>TOTAL</b>	<b>\$ 20,000</b>							

PROJECT NO:	2D		
PROJECT TITLE:	Transportation Model Upgrade & Training		
OBJECTIVE:			
To update the existing SMTC Travel Demand Model (TMODEL) to the point where it can be utilized for the Long-Range Transportation Plan and to begin the process of researching a replacement model platform.			
METHODOLOGY:			
This project has two distinct components as detailed below:			
<div>1. A limited update of the existing SMTC Travel Demand Model to the point where it can function for the short-term modeling needs of the agency (2 - 3 years) while a new model platform is properly investigated. This limited update will involve utilizing 2000 Census Data, recent traffic count data, updated land use and development data, and new road network changes. The primary function of the updated model will be the conformity analysis of the SMTC LRTP, hence the model update needs to have a planning horizon of at least 2025.</div> <div>2. Begin model platform switch. This aspect of the project involves researching the various possible software platform options available and choosing one that will allow the SMTC the most utility for its travel demand modeling needs. This process will involve a survey of the NYS MPOs to determine the state and direction they will likely be taking in the future with their modeling needs. An attempt will be made to achieve consensus on modeling direction in an effort to have consistency across the state as much as possible in terms of travel demand modeling.</div>			
In subsequent UPWP years, additional funds will be needed to complete the following aspects of the model migration:			
<div><div></div><div>Selection and acquisition of modeling software;</div><div></div><div>Building the new model based on 2000 Census and 2000 Transportation Analysis Zones and as much recent information as possible;</div><div></div><div>Create the new model in such a way that it will be more useful at both the macro and micro scale to allow modelling to be a more pervasive element of the transportation planning process at the SMTC; and</div><div></div><div>Thorough training of staff.</div></div>			
It is anticipated that the process of selecting a new modeling platform, building a new model, and training staff will be a multi-year project of at least 2- 3 years until completion.			
END PRODUCT:			
A valid transportation demand model for use on the SMTC LRTP and research into possible new modeling platforms.			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	All SMTC Member Agencies	FHWA (PL)	\$ 40,500
		FTA (Sec. 5303)	\$ 4,500
		TOTAL	\$ 45,000

## **UNIFIED PLANNING WORK PROGRAM**

**FY 2002-2003**

### **3 — LONG-RANGE TRANSPORTATION PLANNING**

**3A — Accident Surveillance Program**

**3B — Air Quality and Conformity**

**3C — Air/Water Planning**

**3D — Bicycle and Pedestrian Plan**

**3E — Bicycle and Pedestrian Planning**

**3F — Break in Access Study - Soule Road**

**3G — Bridge and Pavement Condition Management System (BPCMS)**

**3H — Clean Communities of Central New York**

**3I — I-481 Industrial Corridor Transportation Study**

**3J — Environmental Justice Analysis**

**3K — Intelligent Transportation Systems (ITS)**

**3L — Long-Range Transportation Plan Update**

**3M — Rail/Truck and Transit Planning**

**3N — Town of Clay - Industrial Park Study**

**3O — Transportation/Land Use Educational Outreach**

**3P — University Hill Comprehensive Transportation Study**

<b>PROJECT NO:</b>	<b>3A</b>		
<b>PROJECT TITLE:</b>	<b>Accident Surveillance Program</b>		
<b>OBJECTIVE:</b> <p>To further the objective of traffic safety issues and concerns in the MPO area by examining traffic incidents in either the City of Syracuse or County of Onondaga (location alternates by year). This program year examines traffic incidents in the City of Syracuse.</p>			
<b>METHODOLOGY:</b> <p>The first step in completing this analysis is to obtain from the New York State Department of Transportation's (NYSDOT) Centralized Local Accident Surveillance System (CLASS) a complete listing of all accidents within the City of Syracuse for the most recent 3 year period. This data will then be presented to the City of Syracuse so they may choose the 10 locations for analysis.</p> <p>Staff will then complete a detailed analysis of each location. There will be several tasks included in the analysis and shall include field investigations, collision diagrams, collision summaries, intersection diagrams, timing and phasing plans, Level of Service analysis, and recommendations. An understanding of reasons for the accident occurrences will be developed and a detailed report will be completed.</p> <p>Recommended improvements from this analysis will be considered by the responsible agency when developing their capital improvement program and for the purposes of requesting State and Federal transportation funds as part of the Transportation Improvement Program (TIP) development process.</p> <p>In addition, this task allows for the ongoing maintenance of the New York State Department of Transportation's (NYSDOT) Centralized Local Accident Surveillance System (CLASS) data that the SMTC utilizes for this recurring task. Maintenance of this data allows for the SMTC to be able to have a single database with historical incident data at our disposal for use on studies, projects or member agencies requests. This data may be mapped or presented in tabular format.</p>			
<b>END PRODUCT:</b> <p>A Final Report documenting the detailed analysis of the selected locations, including recommendations for improvement.</p>			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>	
SMTC	SMTC City of Syracuse	FHWA                      \$ 30,000 <small>(PL)</small> FTA                         \$ <small>(Sec. 5303)</small> TOTAL                    \$ 30,000	

<b>PROJECT NO:</b>	<b>3B</b>		
<b>PROJECT TITLE:</b>	<b>Air Quality and Conformity</b>		
<b>OBJECTIVE:</b>  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.			
<b>METHODOLOGY:</b>  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) and Long-Range Transportation Plan (LRTP) 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 LRTP. The SMTC will coordinate activities for this task with the New York State Department of Transportation's Environmental Analysis Bureau.			
<b>END PRODUCT:</b>  TIP and LRTP Conformity Analysis as well as ongoing adherence to any and all Federal and State programs and requirements relating to air quality at the SMTC.			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>	
SMTC	All SMTC Member Agencies	FHWA (PL) \$ 8,500 FTA (Sec. 5303) \$ 1,500 TOTAL \$ 10,000	

<b>PROJECT NO:</b>	<b>3C</b>		
<b>PROJECT TITLE:</b>	<b>Air/Water Planning</b>		
<b>OBJECTIVE:</b>  To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address air and water transportation issues, for moving both people and freight, as appropriate.			
<b>METHODOLOGY:</b>  <ul style="list-style-type: none"> <li>• Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that air and water travel are given appropriate consideration to any given SMTC project;</li> <li>• Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>• Identify issues of concern within the Air/Water multi-modal arena for which a focused substantive transportation study may be appropriate; and</li> <li>• Provide staff support to Air/Water 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.</li> </ul>			
<b>END PRODUCT:</b>  Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>		<b>Funding Sources:</b>
SMTC	SMTC CNYRPDB		FHWA (PL) \$ 10,000 FTA (Sec. 5303) \$ TOTAL \$ 10,000

PROJECT NO:	3D		
PROJECT TITLE:	Bicycle and Pedestrian Plan		
OBJECTIVE:			
To continue the development of 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, improve the safety, attractiveness, and the overall viability of cycling and walking as legitimate transportation alternatives in the SMTC MPO area and improve air quality. The plan was started in the 2001-2002 UPWP fiscal year.			
METHODOLOGY:			
The following list identifies the major elements of the plan completed in the 2001-2002 UPWP:			
<ul style="list-style-type: none"><li>Established a Study Advisory Committee (SAC), stakeholder’s group and a Public Involvement Plan;</li><li>Defined the study’s goals and objectives;</li><li>Held two SAC meetings and one Public meeting;</li><li>Performed a literature review and summary of relevant bicycle and pedestrian planning studies;</li><li>Completed most of the required data collection for the Bicycle and Pedestrian Existing Conditions/Suitability Map. This map will 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 multiuse trails in Onondaga County and the City of Syracuse using GIS. The SMTC will produce both hardcopy and electronic maps; and</li><li>Began data compilation and summary of existing bicycle and pedestrian facilities, including a review of existing bicycle and pedestrian information from previous studies, transportation plans, etc.</li></ul>			
Listed below are the major elements of the plan to be completed in the 2002-2003 UPWP:			
<ul style="list-style-type: none"><li>Complete and publish Bicycle and Pedestrian Existing Conditions/Suitability Map;</li><li>Identification of bicycle and pedestrian accident locations using NYSDOT CLASS, including type, quantity and known factors;</li><li>Identification of existing and proposed transit routes and hubs;</li><li>Identification of known and perceived bicycle and pedestrian issues;</li><li>Begin work on recommendations and implementation; and</li><li>Begin work on documentation of the process, information, data, maps and related information into a deliverable Bicycle and Pedestrian Plan.</li></ul>			
The creation of this plan supports a number of the goals and objectives established in the SMTC’s 2020 Long-Range Transportation Plan. A finalized scope of work was adopted halfway through the 2001-2002 UPWP year for this 24-month project; therefore, the plan will occupy this UPWP cycle (2002-2003) and a portion of the following one (2003-2004).			
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	SMTC CNYRPDB CNYRTA City of Syracuse NYSDOT OCDOT SOCPA	FHWA (PL) FTA (Sec. 5303) TOTAL	\$ 37,500  \$ 12,500  \$ 50,000

<b>PROJECT NO:</b>	<b>3E</b>							
<b>PROJECT TITLE:</b>	<b>Bicycle/Pedestrian Planning</b>							
<b>OBJECTIVE:</b> <p>To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address bicycle and pedestrian transportation issues. Activities under this task will also contribute to improved air quality in the MPO area.</p>								
<b>METHODOLOGY:</b> <ul style="list-style-type: none"> <li>• Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that bicycle and pedestrian travel are given appropriate consideration in any given SMTC project;</li> <li>• Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>• Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate; and</li> <li>• 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.</li> </ul>								
<b>END PRODUCT:</b> <p>Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.</p>								
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>						
SMTC	SMTC CNY RPDB	<table> <tr> <td>FHWA (PL)</td> <td>\$ 8,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 1,500</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 10,000</b></td> </tr> </table>	FHWA (PL)	\$ 8,500	FTA (Sec. 5303)	\$ 1,500	<b>TOTAL</b>	<b>\$ 10,000</b>
FHWA (PL)	\$ 8,500							
FTA (Sec. 5303)	\$ 1,500							
<b>TOTAL</b>	<b>\$ 10,000</b>							



<b>PROJECT NO:</b>	<b>3F</b>	
<b>PROJECT TITLE:</b>	<b>Break in Access Study - Soule Road</b>	
<b>OBJECTIVE:</b> <p>Finalize a break-in-access study that examines whether 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.</p>		
<b>METHODOLOGY:</b> <p>The idea for this alternate roadway has been studied 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"> <li>1. Up-to-date site plan showing developers' proposed developments;</li> <li>2. Draft mitigation plan;</li> <li>3. Relevant traffic impact studies;</li> <li>4. Map/Plan of all traffic movements and highway facilities affected by the study;</li> <li>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;</li> <li>6. The amount of downsizing needed to maintain the existing level of service;</li> <li>7. Phasing plan, if applicable to request; and</li> <li>8. Other information needed in decision making as required</li> </ol> <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. The majority of the work for this study was completed in the 2001-2002 UPWP year.</p> <p>The following list identifies the remaining work to be completed as part of the 2002-2003 UPWP.</p> <ul style="list-style-type: none"> <li>• Finalize the evaluation of all alternatives ;</li> <li>• Hold final SAC Meeting and final Public Meeting;</li> <li>• Finalize Recommendations and Draft Final Report;</li> <li>• Present report to the SMTC Planning and Policy Committees for approval; and</li> <li>• Complete all Study Documentation.</li> </ul>		
<b>END PRODUCT:</b> <p>A final report that examines the proposed "Break in Access" and includes final recommendations.</p>		
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>
Town of Clay	SMTC NYSDOT OCDOT SOCPA Town of Clay	FHWA (PL) \$ 15,000 FTA (Sec. 5303) \$ TOTAL \$ 15,000

PROJECT NO:	3G		
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:			
<p>A Bridge and Pavement Condition Management System (BPCMS) — a centralized database of all Federal-aid highways and bridges for cross jurisdictional comparisons — is beneficial to Metropolitan Planning Organizations (MPOs). The centralized database will 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 the status over time of the multi-jurisdictional bridge and pavement infrastructure in the SMTC area.</p> <p>The bridge condition data is currently being gathered by the New York State Department of Transportation (NYSDOT) Regional Staff. The SMTC will then need to obtain the data from NYSDOT and incorporate it into the SMTC database and GIS.</p> <p>The pavement condition data is currently being gathered by the City of Syracuse, the NYSDOT, the NYSTA, 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 the data and document it in an annual report. In addition, the SMTC will work with the appropriate member agencies to develop a satisfactory Quality Control procedure for the data provided.</p> <p>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:</p> <ul style="list-style-type: none"><li>• “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.”</li><li>• “The SMTC should consider the merits of establishing a centralized pavement management database.”</li></ul> <p>This will be the third consecutive year for a Bridge and Pavement Condition Management System for the SMTC area allowing for trend analysis to be completed on the system. This trend analysis will track bridge and pavement condition over time and by both ownership and functional classification.</p>			
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; (3) trend analysis for both bridge and pavement condition; and (4) written report that contains the liberal use of maps, charts, and tables to show the current bridge and pavement conditions and trends.			
Sponsored By:		Participating Agencies:	
SMTC		SMTC City of Syracuse OCDOT NYSDOT NYSTA	
		Funding Sources:	
		FHWA (PL) \$ 15,000 FTA (Sec. 5303) \$ TOTAL \$ 15,000	

<b>PROJECT NO:</b>	<b>3H</b>		
<b>PROJECT TITLE:</b>	<b>Clean Communities of Central New York</b>		
<b>OBJECTIVE:</b>  To continue to support the efforts of the Clean Communities of Central New York (CCCNY).			
<b>METHODOLOGY:</b>  This project 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 Communities Coordinator will continue to be retained on a contractual basis to fulfill the work program of the Clean Communities of Central New York. The SMTC will coordinate activities for this task with the New York State Department of Transportation's Environmental Analysis Bureau.  Based on discussions with the Clean Communities Coordinator, this will be the last year that the CCCNY program is funded through the UPWP.			
<b>END PRODUCT:</b>  Continued support of the Clean Communities of Central New York Program.			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>	
SOCPA	All SMTC Member Agencies	FHWA (PL) \$ 46,750 FTA (Sec. 5303) \$ 8,250 <b>TOTAL</b> \$ 55,000	

UPWP TASK NO:	3I		
TASK TITLE:	I-481 Industrial Corridor Transportation Study		
OBJECTIVE:			
To continue a transportation study that the SMTC began late in the 2001-2002 UPWP fiscal year on behalf of the Syracuse-Onondaga County Planning Agency (SOCPA), the Town of Cicero, the Town of DeWitt, and the Town of Manlius for the Interstate 481 Industrial Corridor. The purpose of the study is to examine the transportation system in relation to existing and proposed industrial and 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 will examine the area’s State, County, and local road network , and its access to other systems (e.g., DeWitt rail yards, Syracuse Hancock International Airport, and the interstate highway system). The impetus behind the study is the rapid and proposed development of several industrial and office parks in the area.			
METHODOLOGY:			
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 the Empire State Development Corporation’s (ESDC) programs in promoting development in this area. Additionally, the study will assess 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, Cicero 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.			
Main Project Components:			
The study is being completed by following the general steps below:			
<ul style="list-style-type: none"><li>● Define the study’s goals and objectives;</li><li>● Establish the study area limits;</li><li>● Establish a Public Involvement Plan (PIP);</li><li>● Collect and analyze data;</li><li>● Identify existing conditions</li><li>● Perform 20-year build out analysis, including Travel Demand Modeling;</li><li>● Multi-Modal Assessment;</li><li>● Identify transportation and land use issues;</li><li>● Develop and evaluate alternative solutions for both land use and transportation needs;</li><li>● Prepare recommendations and implementation plan that address land use and transportation needs; and</li><li>● Study Documentation</li></ul>			
The duration for this project is 12-18 months, and the consultant began work in January 2002; hence, a small portion of the study may not be completed in UPWP FY 2002-2003, and will be required to be carried over to the following year (FY 2003-2004).			
END PRODUCT:			
Technical memoranda and a documented Final Report			
Sponsored By:		Participating Agencies:	
SOCPA Town of DeWitt Town of Manlius		SMTC CNYRPDB CNYRTA ESDC MDA NYSDOT OCDOT	
		Funding Sources:	
		FHWA (PL) \$ 68,000	
		FTA (Sec. 5303) \$ 12,000	
		TOTAL \$ 80,000	

<b>PROJECT NO:</b>	<b>3J</b>		
<b>PROJECT TITLE:</b>	<b>Environmental Justice Analysis</b>		
<b>OBJECTIVE:</b>  To study issues relevant to environmental justice in the SMTC area. This includes examining the relationship between various soci-economic and demographic data and the transportation systems and plans in the MPO area.			
<b>METHODOLOGY:</b>  This project will address environmental justice issues in the MPO area by examining the relationship between various soci-economic/demographic data and the transportation systems and plans.  In general, the following will be completed: <ul style="list-style-type: none"> <li>● Define the socioeconomic and demographic conditions relevant to environmental justice issues;</li> <li>● Utilizing data from the 2000 Census, the Job Access Reverse Commute Plan, and other relevant data sets, define the geographic areas where the noted socio-economic and demographic conditions exist in the MPO area;</li> <li>● Examine the existing transportation and transit system as it relates to the areas noted above;</li> <li>● Examine the location of future transportation projects via the LRTP and the TIP, and study the correlation of these future projects to the areas noted above;</li> <li>● Utilizing GIS and other automated tools, create maps, charts, and other relevant graphics to depict the existing and potential future conditions relevant to environmental justice; and</li> <li>● Create a summary report that documents the process and findings of this analysis.</li> </ul> <p>The findings of this analysis should be taken into consideration for future transportation planning and capital projects in the MPO area.</p>			
<b>END PRODUCT:</b>  A report that addresses the issues and concerns relevant to environmental justice in the SMTC area.			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>	
SMTC	All SMTC Member Agencies	FHWA \$ 10,000 <small>(PL)</small> FTA \$ 10,000 <small>(Sec. 5303)</small> TOTAL \$ 20,000	

<b>PROJECT NO:</b>	<b>3K</b>		
<b>PROJECT TITLE:</b>	<b>Intelligent Transportation Systems (ITS)</b>		
<b>OBJECTIVE:</b>  Continue in the role of Project Administrator for a New York State Department of Transportation (NYSDOT) contract.			
<b>METHODOLOGY:</b>  <p>The NYSDOT has contracted with a consultant to develop an Intelligent Transportation Systems Strategic Plan for the Syracuse Metropolitan Area. The task allows the SMTC to continue to act as the Project Administrator, which includes primary responsibility for contract management of the NYSDOT-retained consultant. The SMTC, as well as all of the SMTC member agencies, will 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> <p>This task is a carryover from UPWP FY 2001-2002, and is expected to be completed by July 2002.</p>			
<b>END PRODUCT:</b>  An Intelligent Transportation Systems Strategic Plan for the Syracuse Metropolitan Area.			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>	
SMTC	All SMTC Member Agencies	FHWA                      \$ 12,750 (PL) FTA                         \$ 2,250 (Sec. 5303) TOTAL                     \$ 15,000	

PROJECT NO:	3L		
PROJECT TITLE:	Long-Range Transportation Plan Update		
OBJECTIVE:			
Begin work on the required Long-Range Transportation Plan (LRTP) update. This task will be a two-year effort, with a scheduled completion date in 2004, and will also include any modifications to the Functional Classification System and Urban Area Boundary designation for the SMTC.			
METHODOLOGY:			
As required by law, each Metropolitan Planning Organization (MPO) must have a complete and up-to-date LRTP. Federal Regulations dictate that the Plan be updated a minimum of every three years. The SMTC's last complete LRTP was the 2020 Long-Range Transportation Plan, completed in 1995, with updates completed in 1998 and 2001.			
This project will generally require the following activities:			
<ul style="list-style-type: none"><li>• Creation of a 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) with regular SAC and TAC meetings;</li><li>• Begin required Public Involvement Plan consistent with the SMTC's public involvement practices;</li><li>• Determine the nature of the updates to the existing plan;</li><li>• Incorporate relevant 2000 Census Data into the LRTP Update;</li><li>• Determine if modifications to stated Goals and Objectives are necessary;</li><li>• Ensure that the plan is comprehensive in nature and multi-modal in design;</li><li>• Begin any necessary data collection efforts to form the basis of the LRTP update; and</li><li>• Outline of format and contents of the LRTP Update.</li></ul>			
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.			
A similar fiscal allocation would be required for the next program year to allow for completion of this project.			
In addition, due to the release of 2000 Census Data, it will be necessary to examine the Urban Area Boundary and Functional Classification system of the SMTC. It is likely that modification will be required to both. All activities relevant to modifications of either of these systems will be undertaken under this project.			
END PRODUCT:			
First year's efforts towards a LRTP update and modifications to the Functional Classification System and Urban Area Boundary designations. The deadline for SMTC's Policy Committee adoption of a LRTP update must be prior to July 12, 2004.			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	All SMTC Member Agencies	FHWA (PL)	\$ 40,000
		FTA (Sec. 5303)	\$ 10,000
		TOTAL	\$ 50,000

<b>PROJECT NO:</b>	<b>3M</b>		
<b>PROJECT TITLE:</b>	<b>Rail/Truck and Transit Planning</b>		
<b>OBJECTIVE:</b>  To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address rail, truck and transit transportation issues, for moving both people and freight, as appropriate.			
<b>METHODOLOGY:</b>  <ul style="list-style-type: none"> <li>• Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that rail, truck and transit travel are given appropriate consideration to any given SMTC project;</li> <li>• Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>• Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate; and</li> <li>• 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.</li> </ul>			
<b>END PRODUCT:</b>  Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>		<b>Funding Sources:</b>
SMTC	SMTC CNYRTA		FHWA (PL) \$ 7,500 FTA (Sec. 5303) \$ 22,500 <b>TOTAL</b> \$ 30,000



UPWP TASK NO:	3N		
TASK TITLE:	Town of Clay - Industrial Park Study		
OBJECTIVE:			
<p>This project is a continuation of a transportation study that began in the 2001-2002 UPWP fiscal year. 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 (OCIDA) 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, and the County and NYS Departments of Transportation can anticipate rather than react to development of this park.</p>			
METHODOLOGY:			
<p>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 turn-key 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.</p> <p>A Final Scope of Work has been adopted and a consultant selected for this project. Due to delays in completing the Draft Environmental Impact Statement (DEIS), which will provide much of the needed data for this study, the project did not progress substantially during the 2001-2002 UPWP. It is expected that activity on this project will resume by October 2002, thus allowing for approximately 6 months work of activity to occur.</p> <p>It is anticipated that the time frame for the complete study is 16 months from commandment and therefore the bulk of the study will carry over into the 2003-2004 UPWP. The budget below assumes that the project will not begin work until halfway through the 2002-2003 UPWP program year due to the delay of the relevant DEIS.</p>			
END PRODUCT:			
<p>A final report that documents the potential traffic impacts that full build out of this key industrial site may have, and suggested land use and access approaches that the towns can use to preserve area highway capacity.</p>			
Sponsored By:	Participating Agencies:	Funding Sources:	
SOCPA Town of Clay	SMTC CNYRPDB CNYRTA ESDC MDA NYSDOT OCDOT OCIDA	FHWA (PL) FTA (Sec. 5303) TOTAL	\$ 31,500  \$ 3,500  \$ 35,000

<b>PROJECT NO:</b>	<b>30</b>	
<b>PROJECT TITLE:</b>	<b>Transportation/Land Use Educational Outreach</b>	
<b>OBJECTIVE:</b>  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.		
<b>METHODOLOGY:</b>  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.		
<b>END PRODUCT:</b>  Delivery of an on-going educational outreach program.		
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>
SMTC	All SMTC Member Agencies	FHWA                      \$ 4,500 <small>(PL)</small> FTA                         \$ 500 <small>(Sec. 5303)</small> <b>TOTAL</b> \$ 5,000

PROJECT NO:	3P		
PROJECT TITLE:	University Hill Comprehensive Transportation Study		
OBJECTIVE:			
This study was initiated in the 2001-2002 UPWP. The purpose is to 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.			
METHODOLOGY:			
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.			
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.			
Additionally, this plan will comprehensively examine all aspects of the transportation system in the University Hill Area, including:			
<ul style="list-style-type: none"><li>• Vehicular access;</li><li>• Bicycle and pedestrian access; and</li><li>• Safety</li></ul>			
During the 2001-2002 UPWP, a Final Scope of Work was created and a Request for Proposals (RFP) was released. Activities under this program year (2002-2003) will include consultant selection, and project kickoff. The project is anticipated to take two years from commencement. The Planning Committee has previously authorized \$300,000 for the completion of this study; therefore, additional funds shall be included in future UPWP years.			
END PRODUCT:			
Technical memorandums and a Final Report over a multi-year study period			
Sponsored By:		Participating Agencies:	Funding Sources:
City of Syracuse MDA		SMTC CNYRTA NYSDOT SOCPA	FHWA (PL) \$ 97,500 FTA (Sec. 5303) \$ 32,500 TOTAL \$ 130,000

## **UNIFIED PLANNING WORK PROGRAM**

**FY 2002-2003**

### **4 — TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**4A — Transportation Improvement Program (TIP) Administration**

**4B — Transportation Improvement Program (TIP) Handbook**

<b>PROJECT NO:</b>	<b>4A</b>		
<b>PROJECT TITLE:</b>	<b>Transportation Improvement Program (TIP) Administration</b>		
<b>OBJECTIVE:</b> <p>Maintain and update the Transportation Improvement Program (TIP) for 2001-2006 and begin work on the 2003-2008 TIP. Activities for this project will also ensure that the TIP has complied with the requirements of the Clean Air Act, and is in conformity with the New York State Implementation Plan (SIP) for air quality.</p>			
<b>METHODOLOGY:</b> <p><b>2001-2006 TIP Maintenance:</b> 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). It will include improvement projects drawn from existing adopted programs, plans, and studies.</p> <p><b>2003-2008 TIP Creation:</b> The SMTC will begin the process of developing the 2003-2008 Transportation Improvement Program (TIP), a staged five-year program of transportation improvements.</p>			
<b>END PRODUCT:</b> <p>Updated 2001-2006 TIP (with amendments); and a Draft 2003-2008 TIP</p>			
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>	
SMTC	All SMTC Member Agencies	FHWA (PL) \$ 15,000 FTA (Sec. 5303) \$ 5,000 TOTAL \$ 20,000	

<b>PROJECT NO:</b>	<b>4B</b>	
<b>PROJECT TITLE:</b>	<b>Transportation Improvement Program (TIP) Handbook</b>	
<b>OBJECTIVE:</b>  Finalize and adopt a TIP Handbook to aid in the TIP process.		
<b>METHODOLOGY:</b>  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.  This project began during the 2001-2002 UPWP year, and will be finalized in this program year.		
<b>END PRODUCT:</b>  Completed TIP Handbook		
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>
SMTC	All SMTC Member Agencies	FHWA                      \$ 12,000 <small>(PL)</small> FTA                         \$ 3,000 <small>(Sec. 5303)</small> TOTAL                    \$ 15,000

# **UNIFIED PLANNING WORK PROGRAM**

**FY 2002-2003**

## **5 — OTHER ACTIVITIES**

### **5A — Miscellaneous Activities and Special Technical Assistance**

<b>PROJECT NO:</b>	<b>5A</b>	
<b>PROJECT TITLE:</b>	<b>Miscellaneous Activities &amp; Special Technical Assistance</b>	
<b>OBJECTIVE:</b>  <p>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 and/or organizations as appropriate.</p>		
<b>METHODOLOGY:</b>  <p>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.</p> <p>Tasks include such activities as participation in various New York State MPO statewide initiatives, and reviewing proposed Federal regulations.</p> <p>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.</p>		
<b>END PRODUCT:</b>  <p>Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.</p>		
<b>Sponsored By:</b>	<b>Participating Agencies:</b>	<b>Funding Sources:</b>
SMTC	All SMTC Member Agencies	FHWA \$ 22,410 <small>(PL)</small> FTA \$ 2,590 <small>(Sec. 5303)</small> TOTAL \$ 25,000



## **UNIFIED PLANNING WORK PROGRAM**

**FY 2002-2003**

### **6 — BUDGET TABLES**

<b>TABLE 1</b>	<b>2002-2003 UPWP SUMMARY BUDGET</b>
<b>TABLE 2</b>	<b>2002-2003 UPWP SUMMARY BUDGET - FEDERAL PROGRAMS ONLY</b>
<b>TABLE 3</b>	<b>2002-2003 UPWP - FHWA BUDGETS</b>
<b>TABLE 4</b>	<b>2002-2003 UPWP - FTA BUDGETS</b>
<b>TABLE 5</b>	<b>2002-2003 UPWP - TOTAL FEDERAL BUDGETS</b>
<b>TABLE 6</b>	<b>2002-2003 UPWP - TOTAL AUDITABLE BUDGET</b>

# TABLE 1

## 2002 - 2003 UPWP SUMMARY BUDGET

TASK BUDGET									
TASK		FUNDING SOURCE							
ID	Category	FHWA	FTA	FTA %	Total Federal	Total Non-Federal	State	County	Total
<b>1.</b>	<b>Program Administration and Support</b>								
A.	General Administration	\$131,250	\$43,750	25%	\$175,000	\$43,750	\$32,813	\$10,938	\$218,750
B.	Professional Services - Miscellaneous	\$6,000	\$0	0%	\$6,000	\$1,500	\$1,125	\$375	\$7,500
C.	Public Participation	\$31,714	\$10,571	25%	\$42,285	\$10,571	\$7,928	\$2,643	\$52,856
D.	UPWP Maintenance and Development	\$17,000	\$3,000	15%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
E.	UPWP Tracking System	\$15,000	\$5,000	25%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
	<b>Total Program Administration and Support</b>	<b>\$200,964</b>	<b>\$62,321</b>	<b>24%</b>	<b>\$263,285</b>	<b>\$65,821</b>	<b>\$49,366</b>	<b>\$16,455</b>	<b>\$329,106</b>
<b>2.</b>	<b>Short-Range Transportation Planning</b>								
A.	Census Data Compilation and/or Analysis	\$9,000	\$1,000	10%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
B.	Data Collection, Compilation and/or Analysis	\$9,000	\$1,000	10%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
C.	Geographic Information Systems	\$17,000	\$3,000	15%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
D.	Transportation Model Upgrade & Training	\$40,500	\$4,500	10%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
	<b>Total Short-Range Transportation Planning</b>	<b>\$75,500</b>	<b>\$9,500</b>	<b>11%</b>	<b>\$85,000</b>	<b>\$21,250</b>	<b>\$15,938</b>	<b>\$5,313</b>	<b>\$106,250</b>
<b>3.</b>	<b>Long-Range Transportation Planning</b>								
A.	Accident Surveillance Program	\$30,000	\$0	0%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
B.	Air Quality and Conformity	\$8,500	\$1,500	15%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
C.	Air/Water Planning	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
D.	Bicycle and Pedestrian Plan	\$37,500	\$12,500	25%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
E.	Bicycle/Pedestrian Planning	\$8,500	\$1,500	15%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
F.	Break In Access Study - Soule Road	\$15,000	\$0	0%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
G.	Bridge & Pavement Condition Management System (BPCMS)	\$15,000	\$0	0%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
H.	Clean Communities of Central New York	\$46,750	\$8,250	15%	\$55,000	\$13,750	\$10,313	\$3,438	\$68,750
I.	I-481 Industrial Corridor Transportation Study	\$68,000	\$12,000	15%	\$80,000	\$20,000	\$15,000	\$5,000	\$100,000
J.	Environmental Justice Analysis	\$10,000	\$10,000	50%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
K.	Intelligent Transportation Systems (ITS)	\$12,750	\$2,250	15%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
L.	Long-Range Transportation Plan Update	\$40,000	\$10,000	20%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
M.	Rail/Truck and Transit Planning	\$7,500	\$22,500	75%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
N.	Town of Clay - Industrial Park Study	\$31,500	\$3,500	10%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
O.	Transportation/Land Use Educational Outreach	\$4,500	\$500	10%	\$5,000	\$1,250	\$938	\$313	\$6,250
P.	University Hill Comprehensive Transportation Study	\$97,500	\$32,500	25%	\$130,000	\$32,500	\$24,375	\$8,125	\$162,500
	<b>Total Long-Range Transportation Planning</b>	<b>\$443,000</b>	<b>\$117,000</b>	<b>21%</b>	<b>\$560,000</b>	<b>\$140,000</b>	<b>\$105,000</b>	<b>\$35,000</b>	<b>\$700,000</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP)</b>								
A.	TIP Administration	\$15,000	\$5,000	25%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
B.	TIP Handbook	\$12,000	\$3,000	20%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
	<b>Total Transportation Improvement Program</b>	<b>\$27,000</b>	<b>\$8,000</b>	<b>23%</b>	<b>\$35,000</b>	<b>\$8,750</b>	<b>\$6,563</b>	<b>\$2,188</b>	<b>\$43,750</b>
<b>5.</b>	<b>Other Activities</b>								
A.	Miscellaneous Activities & Special Technical Assistance	\$22,410	\$2,591	10%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
	<b>Total Other Activities</b>	<b>\$22,410</b>	<b>\$2,591</b>	<b>10%</b>	<b>\$25,000</b>	<b>\$6,250</b>	<b>\$4,688</b>	<b>\$1,563</b>	<b>\$31,250</b>
	<b>Grand Total</b>	<b>\$768,873</b>	<b>\$199,412</b>	<b>21%</b>	<b>\$968,285</b>	<b>\$242,071</b>	<b>\$181,553</b>	<b>\$60,518</b>	<b>\$1,210,356</b>

**TABLE 2**  
**2002 - 2003 UPWP SUMMARY BUDGET**  
**FEDERAL PROGRAM ONLY**

TASK BUDGET										
TASK		FUNDING SOURCE					RESPONSIBILITY			
ID	TASK	FHWA	FTA	State	County	Total	Staff	CNY RPDB	State	County
44.21.00	Program Administration and Support	\$200,964	\$62,321	\$49,366	\$16,455	\$329,106	\$171,000	\$92,285	\$49,366	\$16,455
44.24.00	Short-Range Transportation Planning	\$75,500	\$9,500	\$15,938	\$5,313	\$106,250	\$85,000		\$15,938	\$5,313
44.23.02	Long-Range Transportation Planning	\$443,000	\$117,000	\$105,000	\$35,000	\$700,000	\$540,000	\$20,000	\$105,000	\$35,000
44.25.00	Transportation Improvement Program	\$27,000	\$8,000	\$6,563	\$2,188	\$43,750	\$35,000		\$6,563	\$2,188
44.27.00	Other Activities	\$22,410	\$2,591	\$4,688	\$1,563	\$31,250	\$25,000		\$4,688	\$1,563
	<b>Total</b>	<b>\$768,873</b>	<b>\$199,412</b>	<b>\$181,553</b>	<b>\$60,518</b>	<b>\$1,210,356</b>	<b>\$856,000</b>	<b>\$112,285</b>	<b>\$181,553</b>	<b>\$60,518</b>

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	County	Total
44.20.01	Personnel	\$378,120		\$83,333		\$461,453
44.20.02	Fringe	\$86,503		\$25,599		\$112,102
44.20.03	Travel	\$12,000				\$12,000
44.20.04	Equipment	\$7,200				\$7,200
44.20.05	Supplies	\$8,800				\$8,800
44.20.06	Contractual	\$295,577	\$112,285		\$60,518	\$468,380
44.20.07	Other	\$6,000				\$6,000
44.20.08	Indirect	\$61,800		\$72,621		\$134,421
	<b>Total</b>	<b>\$856,000</b>	<b>\$112,285</b>	<b>\$181,553</b>	<b>\$60,518</b>	<b>\$1,210,356</b>

# **TABLE 3**

## **2002 - 2003 UPWP SUMMARY BUDGET**

### **FHWA BUDGET**

<b>TASK BUDGET</b>						
<b>ID</b>	<b>TASK</b>	<b>Total</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>County</b>
44.21.00	Program Administration and Support	\$251,205	\$130,523	\$70,441	\$37,681	\$12,560
44.24.00	Short-Range Transportation Planning	\$94,375	\$75,500		\$14,156	\$4,719
44.23.02	Long-Range Transportation Planning	\$553,750	\$427,179	\$15,821	\$83,063	\$27,688
44.25.00	Transportation Improvement Program	\$33,750	\$27,000		\$5,063	\$1,688
44.27.00	Other Activities	\$28,012	\$22,410		\$4,202	\$1,401
	<b>Total</b>	<b>\$961,092</b>	<b>\$682,611</b>	<b>\$86,262</b>	<b>\$144,164</b>	<b>\$48,055</b>

<b>AUDIT BUDGET</b>						
<b>ID</b>	<b>Category</b>	<b>Total</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>County</b>
44.20.01	Personnel	\$367,700	\$301,529		\$66,171	
44.20.02	Fringe	\$89,308	\$68,981		\$20,327	
44.20.03	Travel	\$9,569	\$9,569			
44.20.04	Equipment	\$5,742	\$5,742			
44.20.05	Supplies	\$7,017	\$7,017			
44.20.06	Contractual	\$370,022	\$235,706	\$86,262		\$48,055
44.20.07	Other	\$4,785	\$4,785			
44.20.08	Indirect	\$106,947	\$49,282		\$57,665	
	<b>Total</b>	<b>\$961,092</b>	<b>\$682,611</b>	<b>\$86,262</b>	<b>\$144,164</b>	<b>\$48,055</b>

# **TABLE 4**

## **2002 - 2003 UPWP SUMMARY BUDGET**

### **FTA BUDGET**

TASK BUDGET							
<b>ID</b>	<b>TASK</b>	<b>Total</b>	<b>FTA</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>County</b>
44.21.00	Program Administration and Support	\$77,902	\$62,321	\$40,477	\$21,844	\$11,685	\$3,895
44.24.00	Short-Range Transportation Planning	\$11,875	\$9,500	\$9,500		\$1,781	\$594
44.23.02	Long-Range Transportation Planning	\$146,250	\$117,000	\$112,821	\$4,179	\$21,938	\$7,313
44.25.00	Transportation Improvement Program	\$10,000	\$8,000	\$8,000		\$1,500	\$500
44.27.00	Other Activities	\$3,238	\$2,591	\$2,591		\$486	\$162
	<b>Total</b>	<b>\$249,265</b>	<b>\$199,412</b>	<b>\$173,389</b>	<b>\$26,023</b>	<b>\$37,390</b>	<b>\$12,463</b>

AUDIT BUDGET							
<b>ID</b>	<b>Category</b>	<b>Total</b>		<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>County</b>
44.20.01	Personnel	\$93,753		\$76,591		\$17,162	
44.20.02	Fringe	\$22,794		\$17,522		\$5,272	
44.20.03	Travel	\$2,431		\$2,431			
44.20.04	Equipment	\$1,458		\$1,458			
44.20.05	Supplies	\$1,783		\$1,783			
44.20.06	Contractual	\$98,357		\$59,871	\$26,023		\$12,463
44.20.07	Other	\$1,215		\$1,215			
44.20.08	Indirect	\$27,474		\$12,518		\$14,956	
	<b>Total</b>	<b>\$249,265</b>		<b>\$173,389</b>	<b>\$26,023</b>	<b>\$37,390</b>	<b>\$12,463</b>

**TABLE 5**

**2002 - 2003 UPWP SUMMARY BUDGET**

**TOTAL FEDERAL BUDGETS**

TASK BUDGET			
ID	TASK	Total Federal	Total
44.21.00	Program Administration and Support	\$263,285	\$329,106
44.24.00	Short-Range Transportation Planning	\$85,000	\$106,250
44.23.02	Long-Range Transportation Planning	\$560,000	\$700,000
44.25.00	Transportation Improvement Program	\$35,000	\$43,750
44.27.00	Other Activities	\$25,000	\$31,250
	<b>Total</b>	<b>\$968,285</b>	<b>\$1,210,356</b>

AUDIT BUDGET			
ID	Category		
44.20.01	Personnel	\$378,120	\$461,453
44.20.02	Fringe	\$86,503	\$112,102
44.20.03	Travel	\$12,000	\$12,000
44.20.04	Equipment	\$7,200	\$7,200
44.20.05	Supplies	\$8,800	\$8,800
44.20.06	Contractual	\$407,862	\$468,380
44.20.07	Other	\$6,000	\$6,000
44.20.08	Indirect	\$61,800	\$134,421
	<b>Total</b>	<b>\$968,285</b>	<b>\$1,210,356</b>

## **TABLE 6**

### **2002 - 2003 UPWP SUMMARY BUDGET TOTAL AUDITABLE BUDGET**

<b>AUDIT BUDGET</b>						
<b>ID</b>	<b>Category</b>	<b>Total</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>County</b>
44.20.01	Personnel	\$461,453	\$378,120	\$0	\$83,333	\$0
44.20.02	Fringe	\$112,102	\$86,503	\$0	\$25,599	\$0
44.20.03	Travel	\$12,000	\$12,000	\$0	\$0	\$0
44.20.04	Equipment	\$7,200	\$7,200	\$0	\$0	\$0
44.20.05	Supplies	\$8,800	\$8,800	\$0	\$0	\$0
44.20.06	Contractual	\$468,380	\$295,577	\$112,285	\$0	\$60,518
44.20.07	Other	\$6,000	\$6,000	\$0	\$0	\$0
44.20.08	Indirect	\$134,421	\$61,800	\$0	\$72,621	\$0
	<b>Total</b>	<b>\$1,210,356</b>	<b>\$856,000</b>	<b>\$112,285</b>	<b>\$181,553</b>	<b>\$60,518</b>