

# 2010 - 2012 UPWP



**Syracuse Metropolitan Transportation Council  
Unified Planning Work Program  
2010-2012 UPWP**

**2010-2012**

**UNIFIED PLANNING WORK PROGRAM**

**FOR TRANSPORTATION PLANNING**

**in the**

**SYRACUSE**

**METROPOLITAN PLANNING AREA**

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

**March 5, 2010**

**This document has been ADOPTED by the Syracuse Metropolitan Transportation Council (SMTC). The SMTC Member Agencies agree to the contents and will adhere to said document as necessary and to the best of their ability.**

**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  
2010-2012 UNIFIED PLANNING WORK PROGRAM**

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**RESOLUTION**

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
POLICY COMMITTEE**

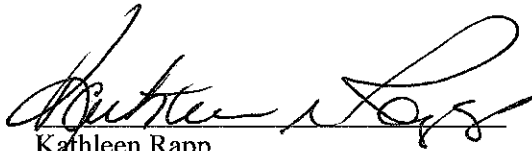
**March 5, 2010**

- 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expanded the role of Metropolitan Planning Organizations (MPOs) 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 Process; and
- WHEREAS,** in cooperation with the New York State Department of Transportation (NYSDOT) and Environmental Conservation (NYSDEC), and in accordance with the New York State Implementation Plan for Air Quality, the Policy Committee continues to accept its responsibility for air quality planning during 2010-2012 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
- WHEREAS,** in order to support these and other elements of the 2010-2012 UPWP, the Policy Committee continues its designation of the 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 and FAA planning programs will be made available for expenditure during 2010-2012.

**NOW THEREFORE BE IT RESOLVED**, that the Policy Committee adopts the 2010-2012 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 5<sup>th</sup> day of March 2010 by consensus of the SMTC Policy Committee.



Kathleen Rapp  
Chairperson  
SMTC Policy Committee



Carl E. Ford  
Secretary  
SMTC Policy Committee

Date: March 5, 2010

Date: March 5, 2010

## **SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**

### **2010-2012 UNIFIED PLANNING WORK PROGRAM (UPWP) - PURPOSE**

The Unified Planning Work Program (UPWP) incorporates in one document all transportation planning and directly supporting comprehensive planning activities in the Syracuse Metropolitan Area during State fiscal years 2010-2012. 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 Long Range Transportation Plan (LRTP), which was originally adopted in January 1995 and updated in 1998, 2001, 2004 and 2007. The SMTC Central Staff, working with the Planning Committee and the New York State Department of Transportation, biennially 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 toward achievement of the established Long Range Transportation Plan goals regarding mobility, facilities, safety, the environment, economy and land use.

The SMTC's Operations Plan outlines a framework for the Work Program that the Central Staff is expected to accomplish, and provides guidance with respect to a financial plan to support the Work Program. This 2010-2012 Work Program is intended to be consistent with the Operations Plan, as well as the metropolitan planning requirements of the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its implementing regulations. 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 effect 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 LRTP.

The staff, working with member agencies, establishes a list of candidate projects for inclusion in the next year's work program. Estimates of amounts and sources of funding needed 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 adoption to the Policy Committee. The Policy Committee has the final responsibility to adopt 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 typically develops a project specific Study Advisory Committee (SAC) for each of its planning activities.



The SMTC also has a permanent 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).

### *Non-Voting Membership*

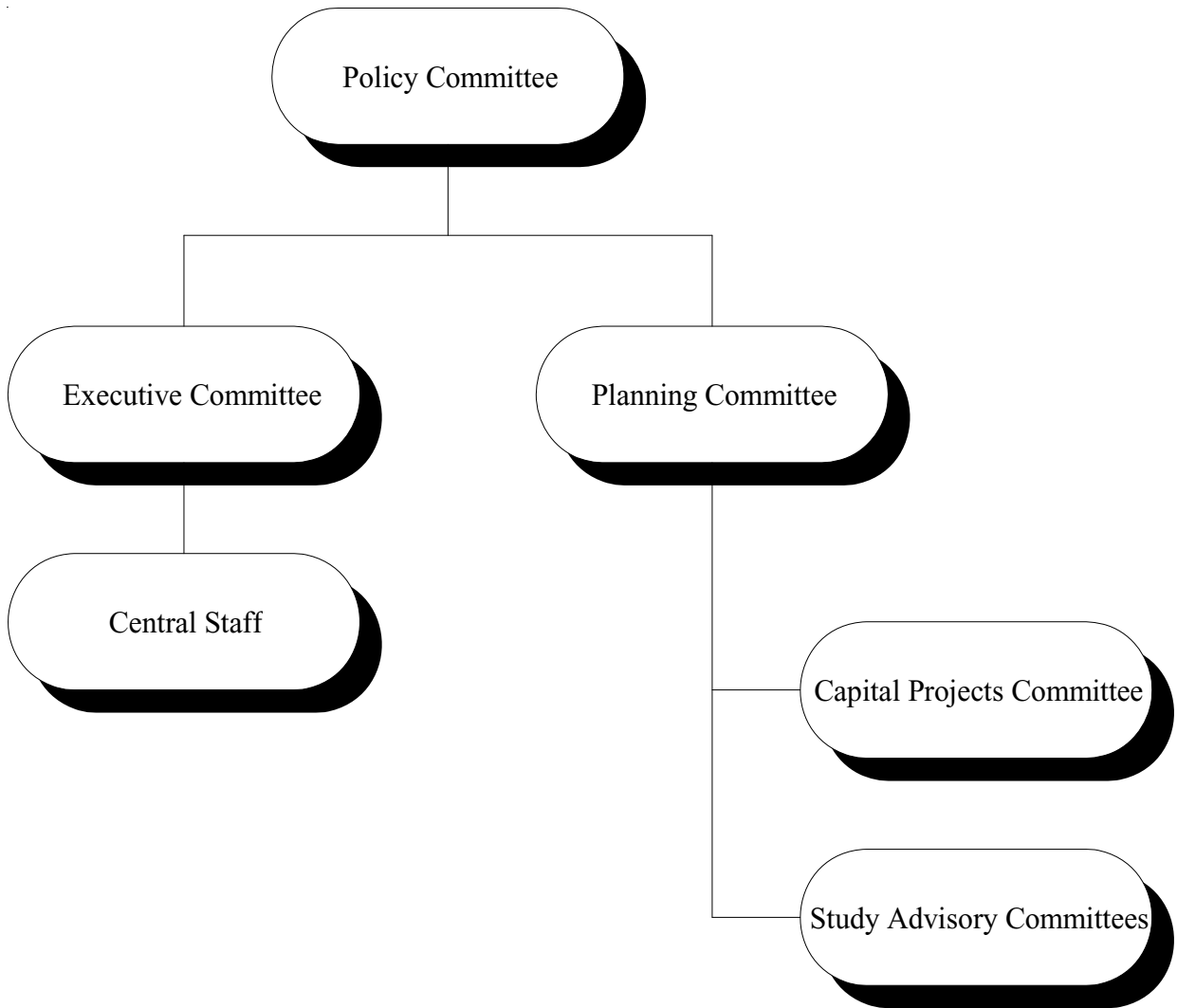
The SMTC maintains a non-voting membership category to accommodate agencies that have programs indirectly related to transportation and/or transportation planning. With the exception of voting on official Council business, these members are eligible to participate in Committee discussions and to receive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

### *Organizational Objectives*

In order to achieve the SMTC program goals and the detailed technical activities inherent in them, the SMTC 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 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



## **SMTC STAFFING**

The work proposed under this Unified Planning Work Program (UPWP) will be accomplished primarily by the SMTC Central Staff, with the assistance and cooperative support of the participating SMTC member agencies (e.g., Central New York Regional Planning and Development Board (CNY RPDB), Central New York Regional Transportation Authority (CNYRTA), City of Syracuse, NYSDOT, Onondaga County, Syracuse-Onondaga County Planning Agency (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. All of the SMTC records are available for public inspection during normal business hours.

## UNIFIED PLANNING WORK PROGRAM (UPWP) FRAMEWORK

The biennial 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 years (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, updated in 1998, 2001, 2004, and 2007, 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 SAFETEA-LU and National Highway System legislation. The eight planning factor requirements of SAFETEA-LU are listed below:
  1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
  2. Increase the safety of the transportation system for motorized and non-motorized users;
  3. Increase the security of the transportation system for motorized and non-motorized users;
  4. Increase the accessibility and mobility of people and for freight;
  5. Protect and enhance the environment, promote energy conservation, improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  7. Promote efficient system management and operation; and
  8. Emphasize the preservation of the existing transportation system.

## **2008-2010 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 for the two-year period are varied and include, but are not limited to, the items summarized below:

- Held twenty-five Executive Committee , six Planning Committee, and six Policy Committee meetings over the course of the two program years and provided administrative and technical support to these committees as needed;
- Disseminated mailings and other appropriate communications as warranted;
- Maintained all financial records of revenues and expenditures;
- Upgraded and maintained in-house computer and network resources;
- Completed all required communications and coordination with NYSDOT, FHWA and FTA;
- Completed the required UPWP Semi-Annual Reports;
- Continued training of various MPO staff as appropriate; and
- Continued participation with the Association of New York State of Metropolitan Planning Organizations (NYSMPO) and other professional affiliations as needed. In addition, the SMTC Administrative/Communications Assistant serves as Chairperson of the Onondaga County Traffic Safety Advisory Board.

### **Public Participation**

Significant public participation/media relations efforts and activities were conducted over the past two program years with the goals of enhancing the SMTC's transportation planning process with greater opportunities for public participation, input, involvement and exposure.

This includes but is not limited to:

- Publicized via press releases and legal notices, public comment periods relating to the Transportation Improvement Program (TIP), and the 2009 Federal Certification Review;
- Presented to the FOCUS Greater Syracuse Core Group topics such as role of the SMTC, the University Hill Transportation Study and an overview of the I-81 Public Participation project;
- Presented the SMTC created Transportation-Land Use CD at the New York State MPO Conference and the Onondaga County Planning Federation Municipal Training Conference;
- Staffed an informational booth at the New York State Highway Safety Conference;
- Held Public Meetings for the University Hill Bike Network Project;
- Held the Final Public Meeting for the Downer Street Corridor Study;
- Held the Final Public Meeting for the Clay/Cicero Route 31 Transportation Study;
- Held Public Meetings for the Bicycle Suitability Map update;
- Held several SAC and stakeholder meetings for several UPWP Planning projects;
- Held Public Meetings for the Coordinated Public Transit-Human Services Transportation Plan and associated JARC/New Freedom project solicitation;
- Gave several print and television interviews regarding economic recovery and the local road projects involved;
- Maintained the SMTC web site, including the update and maintenance of interactive content components;
- Developed and distributed the SMTC newsletter, *DIRECTIONS*; and
- Held over twenty focus group meetings for the I-81 Public Participation Project.

### **UPWP Maintenance and Development**

This task involved the creation and dissemination of the 2008-2010 UPWP, the 2009-2010 UPWP Amendment, and the 2010-2012 UPWP, which were all developed via a cooperative process involving all member agencies as well as the SMTC Central Staff. The SMTC received favorable responses to the 2008-2010 UPWP year call letter and one additional planning item was added or amended for inclusion in the 2009-2010 UPWP Amendment (see discussion later in this section for projects added to the UPWP for the 2009-2010 year). At the direction of the SMTC Executive Committee, the SMTC did not issue a call letter for new projects for the 2010-2012 UPWP. This was decided in order to allow for the completion of the existing and required work items. A planning program was then developed within the known budgetary constraints. The draft documents then underwent the accepted committee review and approval processes. Additionally, the semiannual reports were submitted to the FHWA and FTA as required. The shift from an annual UPWP to a two-year UPWP results in a reduction of some administrative activities, but annual amendments and reporting are still required.

### **SAFETEA-LU - Miscellaneous**

The purpose of this task was to provide funds to allow the Central Staff to familiarize themselves with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation and to educate themselves on new regulations and requirements. Significant efforts have gone into ensuring that the SMTC continues to be in full SAFETEA-LU compliance. The SMTC continues to follow all policies and practices as they relate to federal requirements.

From June 22 through 24, 2009, representatives from FHWA and FTA were on-site to complete SMTC's quadrennial federal certification review as required by federal transportation legislation. The certification review report notes that the metropolitan planning processes undertaken by the SMTC are in compliance with all applicable federal transportation requirements.

### **UPWP Previous Year's Closeouts**

The purpose of this task was to provide a "catch-all" billing code and funding for closing out any outstanding UPWP activities from the previous program year that did not warrant carrying over the project to the next program year. This task was not utilized extensively within the 2008-2010 UPWP, but will continue to stand as a necessary line item within the UPWP.

### **Census Data Compilation and/or Analysis**

This task provides the SMTC with the ability to continue the process of compiling and analyzing Census Data relevant to the MPO area, and to continue to provide Census Data, information, and analysis as input into appropriate SMTC planning studies. This effort supports Long Range Transportation Planning activities, Travel Demand Modeling, Environmental Justice, Title VI, and general transportation planning for the MPO. This also includes the analysis of demographic data for inclusion within various UPWP planning projects. The SMTC staff responded to several member agency requests for various Census-related data, maps and tables throughout the course of the 2008-2010 UPWP cycle.

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

This task allows for staff to collect, analyze and utilize various forms of data that assist in the everyday operation of the MPO. The two primary datasets utilized for this task are Transit Data and Vehicle Data.

In terms of vehicle data collection, the SMTC continued to perform its annual updates of its MS-Access database with new count information (that is linked to GIS) for each year. This allows for vehicle count locations to be mapped and for the data to be accessed automatically. This process also allows for an expedited response time to vehicle data requests. The SMTC continues to keep the interactive component of the web site up-to-date, which allows users to retrieve their own vehicle data counts by segment by municipality. Additionally, various specific counts were taken by the SMTC over the 2008-2010 cycle in response to member agency requests (AADT, turning movement and speed data). These counts were gathered either via consultant, NYSDOT and/or SMTC staff (in the case of certain turning movement counts). Staff also continued to respond to numerous requests for vehicular count data.

In Fall 2009, the SMTC established a traffic count program and retained consultant assistance to gather numerous traffic counts throughout the planning area in support of several planning projects.

### **Functional Classification System Review**

The purpose of this task was to finalize a comprehensive review of the Onondaga County functional classification system to ensure that it is consistent and coordinated with requested changes made to the City's system. These changes will be submitted to NYSDOT and subsequently FHWA during the 2010-2012 UPWP cycle. The SMTC staff worked with NYSDOT Main Office on several outstanding issues relating to the Syracuse metropolitan area's functional classification system. Following various modifications to several maps, the SMTC received a complete set of FHWA approved functional classification maps.

### **Geographic Information Systems (GIS)**

The SMTC has continued to improve and maintain its central GIS database library for use on all planning activities. Specific milestones worth noting for this project area include, but are not limited to, the following:

- Assisted the Central New York Regional Planning and Development Board (CNY RPDB) with GIS mapping for several comprehensive plans and municipal projects;
- Realigned and updated the MPO's road centerline GIS file for improved spatial representation;
- Responded to various member agency requests for GIS assistance;
- Map and data creation in direct support of SMTC planning projects;
- Continued training of appropriate staff in the use of GIS software and extensions;
- Updated the GIS data library and organized existing data; and
- Continued participation in NYS MPO GIS Working Group meetings and GIS conferences to keep informed on the latest GIS activities and initiatives.

### **Geographic Information Systems – Member Agency**

The purpose of this task was to manage the agency's GIS to support regional planning needs of the MPO member agencies. This project task was added to the SMTC work program in 2009 due to several requests for assistance. The following activities were accomplished during the 2009-2010 annual program:

- Developed and distributed a protocol for completing GIS work for member agencies;
- Completed mapping for four towns in the CNY RPDB area for inclusion in individual comprehensive plans;
- Produced a street map for the City of Syracuse; and
- Assisted the CNY RPDB with a green infrastructure planning project which collected various environmental data for Onondaga, Oswego and Madison counties.

### **Air Quality, Conformity and Energy**

This task allows for the SMTC to ensure that it meets all requirements of Federal and State agencies in terms of air quality, conformity and the NYS Energy Plan. Specifically, it allows the SMTC to continue to provide for air quality planning initiatives and activities in the MPO area that comply with the conformity requirements of the Clear Air Act Amendments of 1990 and other Federal requirements, as well as evolving state regulations. SMTC staff continued to meet all federal and state requirements relating to air quality, conformity and the NYS Energy Plan over the past two year cycle. Major accomplishments and milestones are noted below:

- Staff completed periodic reporting and analysis of CMAQ funded projects as required and requested from State and Federal agencies;
- Staff worked with SMTC member agencies as required to ensure that appropriate guidelines were followed on CMAQ funded projects;
- Staff attended numerous meetings and conference calls with State and Federal representatives relating to air quality initiatives to ensure that the SMTC is fully versed on all requirements and obligations; and
- Staff joined the NYSDOT's GreenLITES (Leadership in Transportation and Environmental Sustainability) committee. GreenLITES is a project designed to establish direction on sustainability at all stages of the transportation planning and programming process.

### **Air / Water Planning**

The purpose of this task is to include multi-modal transportation planning in the MPO process, in order to effectively address air and water transportation issues, for moving both people and freight, as appropriate. The major activities completed under this task during the 2008-2010 UPWP cycle include: distributed canal maps to various facilities along the canal; posted the entire canal map to the SMTC web site; developed a scope of work for continued Air/Water planning activities; and held the first Study Advisory Committee meeting. Staff continues to attend air/water planning related meetings as they arise, including meetings relative to Onondaga Creek and its associated revitalization plan.

### **Bicycle and Pedestrian Planning**

The purpose of this task is to include multi-modal transportation planning in the MPO process in order to effectively address bicycle and pedestrian transportation issues. Over the past two years, the SMTC participated in a variety of activities in support of this goal. Highlights of this activity include:

- Distributed copies of the Bicycle Suitability Map throughout the MPO area and beyond as requested;
- Provided NYSDOT Main Office with several bicycle and pedestrian related materials developed by the MPO in support of the State's 511 travel information system;
- Continued attendance at semi-annual pedestrian/bicycle coordinator meetings between the NYSDOT and MPO staff;
- Evaluated and prioritized Safe Routes to School funding applications with NYSDOT Region 3 personnel;
- Provided assistance to other staff members relating to bicycle and pedestrian planning for all relevant planning projects;
- Responded to requests for information from local municipalities, member agencies and the general public relative to bicycle/pedestrian planning;
- Held two public meetings to gather comments on the agency's existing bicycle suitability map and staff's intention to update the map;
- Formed a Bicycle Suitability Map Working Group consisting of SMTC staff, member agencies and representatives from the local bicycling advocacy groups in Onondaga County and the City of Syracuse;
- Updated rating pamphlets, index maps and safety materials for volunteer cyclists to use in the field while updating road ratings for the bicycle suitability map; and
- Initiated a consultant-led study along Almond Street in the City of Syracuse to examine the feasibility of providing improved pedestrian accommodations at various intersections along the corridor.



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

The purpose of this project is to combine all of the bridge and pavement 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 useful manner.

This report successfully compiles all of the relevant bridge and pavement condition information into an easily accessible format that is shared with all of the SMTC's member agencies and will be used as a basis for future analyses when appropriate. The BPCMS Working Document is completed annually and the 2008-2009 Working Document has been disseminated to member agencies for their use. The 2009-2010 BPCMS is scheduled for completion in Summer 2010.

### **Clay/Cicero Rt. 31 Transportation Study**

The purpose of this study was examine the impact of future transportation and land use decisions on the transportation system in the Towns of Clay and Cicero, with a focus on the Route 31 corridor. This study began in the 2005-2006 UPWP year.

Accomplishments over the 2008-2010 UPWP cycle to complete the project included:

- Completed two rounds of travel demand modeling for alternatives analysis;
- Held a public meeting to review the first round of alternatives and seek public comment on the alternatives;
- Refined alternatives per study advisory committee and public input and then presented the detailed analysis results for each round 2 alternative during a final public meeting; and
- Finalized the report (to be acknowledged by the Policy Committee in March 2010) and transmitted to the Towns of Clay and Cicero.

### **Congestion Management Process (CMP)**

The purpose of this study is to biennially perform a Congestion Management Process (CMP) for various identified highways/streets within the MPO area. Member agencies decided to continue to examine congestion of both links and intersections via the CMP. The Study Advisory Committee (SAC) also agreed to utilize the Travel Demand Model for screening level analyses to determine which road segments and intersections to include in the CMP. The SAC has chosen to continue the use of volume-to-capacity ratios, level of service parameters, an excess delay calculation and speed data to determine the extent of congestion. Staff worked on the CMP document and organized it by section following the guidelines presented by FHWA. Also, volume-to-capacity ratio maps were developed per outputs from the SMTC Travel Demand Model. A refined list of locations to include in the document was developed and reviewed with the SAC.

### **CSX Intermodal Transportation Study**

The purpose of this study was to complete a detailed land use and transportation plan that would provide for improved road access and service to the CSX intermodal facility and other commercial and industrial uses in the study area. At the request of the project sponsor, the project was delayed until various base activities could be analyzed.

### **University Hill Bike Network Project**

The purpose of the project was to complete a recommendation from the University Hill Transportation Study relating to the creation of a bicycle network throughout the University Hill area of the City of Syracuse. This project commenced during the 2007-2008 UPWP year and was complete as of December 2008.

Accomplishments over the 2008-2010 UPWP cycle (2008-2009 annual element) included:

- Held a public workshop to present the project to the public, seek public input on the suggested project approach and provided an overview of existing conditions;
- Held a final open house to present the evaluation techniques contained in the document and the numerous recommendations identified for implementation along several streets in the study area; and
- Finalized the report (acknowledged by the Policy Committee in December 2008) and transmitted to the City of Syracuse.

### **Emergency Travel Study**

This project was established to develop an integrated emergency transportation and travel management plan to coordinate responses of transportation departments, traffic management, transit providers, emergency communications and public information in the event of natural or other community disasters for Onondaga County. A Request for Proposals was created and proposals were submitted to the MPO; however, following agreement by the SMTC Planning and Policy Committees in FY 2009, the project has been deferred to a future year.

### **Environmental Justice Analysis**

The purpose of this annual project is to continue to examine issues relevant to environmental justice in the SMTC area. This includes examining the relationship between various socioeconomic and demographic data and the transportation systems and plans in the MPO area. This project is an annual planning task for the SMTC and provides technical support to numerous SMTC planning activities.

### **I-81 Public Participation**

The purpose of this project is to facilitate a major public participation effort in conjunction with the State DOT's I-81 Corridor Study. Significant accomplishments and activities have occurred during the 2008-2010 UPWP cycle as noted below.

- Retained consultant assistance for the first phase of public outreach;
- Developed and distributed project brochure;
- Developed project specific web site ([www.theI81challenge.org](http://www.theI81challenge.org));
- Presented the project to numerous governmental and civic groups to educate them on the I-81 decision making process;
- Held an educational session for the I-81 consultants which discussed the history, context, and condition of I-81;
- Developed a fact sheet for dissemination to accompany the project brochure;
- Met with major media organizations in the area;
- Held over 20 focus group meetings to gain initial input on the proposed project process;
- Developed summary document of the various focus group meetings and distributed to participants and also posted to project web site;
- Developed and distributed a Case Study Report, which documented processes and lessons learned from current or past highway infrastructure projects from around the country;

- Retained a public relations consultant to provide on-going guidance concerning media relations for the I-81 Challenge;
- Released an RFP for Phases 2 and 3 of the I-81 Challenge; and
- Selected a consultant team to commence work on the additional public outreach phases.

### **I-81 Travel Demand Modeling**

The purpose of this task is to utilize the SMTC's Travel Demand Model to evaluate the existing and future traffic conditions along I-81 in the SMTC planning area based on a selection of possible alternatives and scenarios from the I-81 Corridor Study. Accomplishments to date include:

- Retained consultant services to verify appropriateness of existing model structure for use in the I-81 project;
- Assembled and provided numerous traffic counts, average travel times, speeds and GIS data to selected consultant for use in the travel demand model updates/refinements for the I-81 project;
- Completed network updates to the model files; and
- Updated traffic analysis zone socioeconomic data and commenced work on projecting these data to future years.

### **MPO Area Regional Planning Initiatives**

This project was added to the work program to allow the MPO staff to be involved in a variety of important regional planning activities both within and outside the SMTC metropolitan area.

Over the past two year program cycle, staff attended several meetings regarding the Connective Corridor and the Near West Side Initiative projects in the City of Syracuse, participated on the Steering Committee for the Village of Central Square Traffic Circulation Study, met with the Oswego Port Authority to determine linkages between their expansion plans and the DeWitt intermodal yard and attended several meetings with various representatives relating to high-speed rail service in the Central New York area.

### **Long Range Transportation Plan**

This project consisted of initiating efforts on the 2011 Long Range Transportation Plan (LRTP) update scheduled for completion during the 2010-2012 program. The following itemizes the major work activities undertaken throughout the 2008-2010 UPWP:

- Drafted an approach and timeline to complete the 2011 Update;
- Developed a Public Involvement Plan, of which includes reference to the I-81 efforts;
- Created a PowerPoint presentation to use at various community group meetings and SMTC led public information sessions to provide an overview of the LRTP and update process;
- Updated the LRTP web site;
- Drafted the first chapters of the 2011 LRTP Update;
- Developed a LRTP survey, in conjunction with the Syracuse-Onondaga County Planning Agency (SOCPA), to serve both the LRTP and SOCPA's updated Development Guide; and
- Released an RFP and selected a market/research firm to work on and implement the SMTC/SOCPA survey.

### **Northern MPA Planning**

The purpose of this project was to facilitate communication among and participate with MPO member agencies, various municipal representatives and other appropriate agencies regarding transportation planning efforts, needs and issues in the northern section of the SMTC metropolitan planning area. Staff facilitated one meeting during the 2008-2009 program and presented the Transportation-Land Use CD, as well as future plans for outreach on the topic to municipalities. It was determined that there would not be any regularly scheduled meetings for this project unless a Working Group member requested a specific topic for discussion. The Clay/Cicero Rt. 31 Transportation Study was a direct outcome of this group several years ago.

## **Operations and Integration**

This task allows for the SMTC to facilitate communication among the various SMTC member agencies relative to System Operations and Integration, including Intelligent Transportation Systems (ITS) issues. To that end, staff has worked with appropriate member agencies on various ITS initiatives including continued participation in the Syracuse Signal Interconnect Expansion project meetings at the request of the City of Syracuse and the New York State Department of Transportation Operations Working Group.

## **Rail/Truck and Transit Planning**

The purpose of this project is to include multi-modal transportation planning in the MPO process in order to effectively address rail, truck and transit transportation issues for moving both people and freight, as appropriate. Major accomplishments completed under this item include:

- Participated in several preliminary conversations regarding options that may exist to restart passenger rail service between Armory Square and University Hill;
- Developed a Scope of Work for the development of the area's Coordinated Public Transit – Human Services Transportation Plan;
- Reformatted a transportation services questionnaire and sent to over one-hundred human service and/or transportation providing entities in Onondaga County;
- Investigated the potential of establishing a comprehensive ride share program in the MPA;
- Completed the Coordinated Plan (acknowledged by the SMTC Policy Committee in December 2008) that identifies activities and strategies to improve coordinated services for several populations;
- Updated and released the JARC and New Freedom FTA fund project solicitation application;
- Held a public information session at the Galleries Library Curtin Auditorium where eligible applicants presented their projects;
- Selected all eligible projects for the receipt of JARC and New Freedom funding from the 2008 and 2009 allocations;
- Attended a two-day Advanced Freight Training Course that focused on the importance of freight to the economy and the transportation system, ways to engage the freight community, and potential funding mechanisms;
- Reviewed various applications from the 2008 and 2009 FTA Section 5310 solicitation administered by the State DOT;
- Staff attendance at CNYRTA's regularly scheduled board meetings; and
- Staff attendance at the monthly Accessible Transportation Advisory Committee meetings.

## **Traffic Safety**

The purpose of this study is to participate in various Traffic Safety initiatives as appropriate. Over the past year, staff participated actively with the Onondaga County Traffic Safety Advisory Board as well as participated in the monthly meetings of the NYSMPO Safety Working Group. Activities under this item include:

- Participated in the Operations Safe Stop press conference;
- Attended a two-day Road Safety Audit course;
- Several staff attended the New York State Highway Safety Conference in 2008;
- Participated in the 2008 and 2009 Lights on Caravan;
- Distributed safety assessment materials developed by the NYSMPO Safety Working Group;
- Participated in the 2008 and 2009 Onondaga County Traffic Safety Fair; and
- Attended the 2009 New York State Safety Symposium.

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

The intent of this project is to provide an educational outreach program for municipal officials and the general public related to transportation and land use in creating more livable communities. Over the past two year program, the SMTC distributed copies of the Transportation-Land Use CD to all municipalities and member agencies in the planning area, presented the CD at the 2008 New York State MPO Conference and the 2008 Onondaga County Planning Federation Municipal Training Conference, created a Transportation-Land Use Educational Outreach brochure and developed four in-depth community workshop presentations regarding transportation funding, smart growth, access management, and bicycle/pedestrian/transit planning.

### **Travel Demand Modeling**

The purpose of this project through the 2008-2010 UPWP cycle was to improve and utilize the SMTC's Travel Demand Model (TDM) as necessary and appropriate in support of planning activities of the SMTC and its member agencies. Selected major accomplishments under this effort are itemized below:

- Modeled several transportation and land use scenarios for the Clay/Cicero Rt. 31 Transportation Study;
- Utilized the TDM to develop the Village of Liverpool Modeling project that assessed current and future transportation conditions within and surrounding the village through analysis of various transportation/land use alternatives;
- Created volume-to-capacity ratio maps for the Congestion Management Process task;
- Continued interaction with modeling consultant to work with staff toward the goal of self-sufficiency;
- Documented the various modeling tasks and procedures completed by a consultant over the past two year program;
- Initiation of a consultant contract to begin creation of a modeling interface to aid in "in-house" modeling efforts; and
- Executed a consultant contract for general travel demand modeling and analysis assistance.

### **Downer Street Corridor Study**

The purpose of this study was to complete a transportation study for the Downer Street corridor in the Town of Van Buren and Village of Baldwinsville that examined transportation and mobility conditions and issues. The study also involved a land use analysis in terms of examining the transportation and land use connection in the study area, how these factors impact each other, and how to best plan for future interactions of transportation and land use in the study area. Accomplishments over the past year include:

- Held a public meeting to discuss the corridor's existing conditions/issues;
- Developed Technical Memorandums #2 and #3;
- Analyzed various road improvement alternatives and completed a preliminary evaluation of the alternatives;
- Developed and prioritized recommendations for the corridor;
- Held the final public meeting to elicit input on the suggested recommendations; and
- Finalized the report (acknowledged by the Policy Committee in May 2009) and transmitted to the Town of Van Buren and the Village of Baldwinsville.

### **University Hill Transportation Study Phase II: Feasibility Study for Park & Ride Initiative**

The purpose of this study was to complete an examination for a park and ride initiative in the University Hill area. The 2007 University Hill Transportation Study recommended the adoption of an integrated parking strategy that uses tools like pricing, shared parking, and remote parking to reduce the need for parking on the Hill. The resulting Feasibility Study for the Park-&-Ride Initiative assessed the development potential for a single, remote, mixed-use facility including shared institutional parking; structurally-integrated supportive land uses in a wrapped or similar design; and transit shuttle service to major institutions on University Hill. Accomplishments under this item include:

- Drafted and approved The Scope of Work;
- Executed contract for consultant services;
- Developed three Technical Memorandums (Background, Programming Needs & Parameters and Alternatives Analysis);
- Study Advisory Committee representation from all major educational and medical institutions on the Hill;
- Held an Institutional Focus Group meeting;
- Implemented an employee survey with over three thousand responses that assisted in the development of various programming parameters and alternatives; and
- Finalized the report (to be acknowledged by the Policy Committee in March 2010).

### **University Hill Transportation Study Phase II: Feasibility Study for Short Term Transportation Recommendations**

The purpose of this study was to complete a feasibility study for several short term transportation strategies as recommended from the 2007 University Hill Transportation Study. The SMTC Policy Committee acknowledged the consultant project as complete in May 2009. The consultant utilized traffic modeling and simulation software to assess various factors related to traffic operations for three strategies: 1) conversion of one-way to two-way operation for four streets on the Hill, 2) narrow Almond Street and 3) construct two modern roundabouts on Almond Street. These recommendations were suggested for further analysis to ascertain the feasibility of improving the operating conditions for vehicles, bicyclists and pedestrians.

### **Carrier Site Access Transportation Study**

The purpose of the project was to develop a plan that would allow for improved public road access to land located on the west side of Thompson Road in the Town of DeWitt in the interests of economic development. The SMTC study focused on the Carrier parking lots on the west side of Thompson Road and the adjacent parcels to the north. The study was based on the redevelopment scenario described in the Carrier Site Reuse Plan completed by the CNY RPDB in 2007.

The study examined five access and internal circulation options and recommended a two-phase preferred alternative that would ultimately include two signalized access points on Thompson Road. The final report was acknowledged by the Policy Committee as complete in May 2009.

### **Safety Improvement Analysis – City and County**

This project is an annual element for the SMTC work program. However, for the past few programs, an analysis was not completed due to difficulties with obtaining accurate and adequate crash information. The State DOT in collaboration with other safety stakeholders completed the development of an interactive accident location web site in 2009 to allow retrieval of information. The intent of the SMTC safety analysis task is to further traffic safety issues and concerns in the MPO area by examining traffic incidents in the City of Syracuse and Onondaga County. For the 2008-2010 program cycle, the following items were accomplished:

- A scope of work was created and approved;
- Staff attended an Accident Location Information System (ALIS) training seminar;
- Gathered crash information for approximately twenty-four intersections under County ownership from the New York State's ALIS interactive web site and forwarded on for their selection of locations for analysis; and
- Initiated in-depth analysis on ten County locations.

In-depth analysis of Syracuse locations has been delayed until a prioritized location list is provided.

### **OCDOT Signal Optimization**

The Onondaga County Department of Transportation (OCDOT) requested this project to assist them with the analysis and planning for signal optimization. The project will involve working with the OCDOT to analyze a set number of signalized intersections on an annual basis to provide for better and improved signal optimization (i.e., timing and phasing). The activities accomplished to date include a scope of work being created and approved; selected a number of intersections to analyze in the first year; developed an RFP and retained consultant services; gathered numerous traffic counts essential to the optimization process and acquired existing signal timing and phasing plans.

The first phase of the project is scheduled for completion in 2010.

### **SOCPA Development Guide Update Assistance**

The Syracuse-Onondaga County Planning Agency (SOCPA) approached the MPO to assist, as appropriate, with the update of a new development guide to replace the current Onondaga County 2010 Plan. The Development Guide is intended to guide future government decisions on land use, transportation and infrastructure development. Work efforts undertaken for this project significantly overlap with the Long Range Transportation Plan Update (LRTP) and will therefore directly benefit the LRTP. Project activities to date include the creation and approval of a scope of services that identifies staff efforts; created the joint SMTC/SOCPA survey and initiated base mapping for various potential land use scenarios for the Development Guide.

### **Cicero Rt. 11 Corridor Study**

The objective of this project is to complete a transportation study for the US Route 11 Corridor similar in concept to the activities utilized in the development of the Clay/Cicero Rt. 31 Transportation Study. The project will examine potential impacts of the transportation system on the existing and future community, including land use decisions. Work under this item in the 2009-2010 program was delayed until the Clay/Cicero study was finalized.

### **East Genesee Street Sidewalk Study**

As part of the 2009-2010 UPWP, the SMTC agreed to undertake this study on behalf of the City of Syracuse. The purpose of this project is to examine the feasibility and necessity of installing sidewalks along East Genesee Street from East Avenue toward the eastern City line, and along Meadowbrook Drive between Hurlburt Road and Kimber Road. Accomplishments completed under this item during the 2009-2010 year include:

- Development and approval of the scope of work;
- Gathered all relevant facility/condition, crash and traffic count data; and
- Obtained right-of-way information essential to the completion of the project.

### **Transportation Demand Management for Downtown Syracuse**

The SMTC agreed to complete the Downtown Transportation Demand Management Project on behalf of the Metropolitan Development Association. The Transportation Demand Management Project is a direct product of the *Downtown Syracuse Parking Study*, a 2008 document which recommended the implementation of a downtown transportation demand management (TDM) program, particularly for downtown employees, as a way to reduce both current and future parking needs. A scope of work was approved in 2009, an RFP was released and a consultant was selected to complete the project. Major work activities will commence in the 2010-2011 year.

### **Clay Three Rivers Access Study**

The purpose of this study is to assess the potential transportation impacts related with the redevelopment of the Three Rivers Point and to guide the adoption of a reuse plan for the Three Rivers Point area. This study will examine multi-modal access to and circulation within the Three Rivers Point area and provide the Town of Clay with an understanding of the transportation impacts associated with different redevelopment options. The end result of this study will serve as a guide for the town and future developers but will not replace any traffic impact analysis that may be required for specific development proposals. This study may also serve as a guide for advancing similar “hamlet” type development in other areas of the town. Activities accomplished under this item in the 2009-2010 year include:

- Development and approval of the scope of work;
- Released an RFP for consultant service; and
- Selected consultant to complete the project.

The project is scheduled for completion in 2010.

### **CNYRTA Transit Initiative Study**

The Central New York Regional Transportation Authority (CNYRTA) requested that the SMTC further examine the prioritized transit network concept identified in the 2007 University Hill Transportation Study as part of the 2009-2010 UPWP. The resulting CNYRTA Transit Initiative Study would consist of a systems planning analysis to assess the effectiveness and efficiency of the existing transit system in the Syracuse metropolitan area, and examine the potential for enhanced transit service between significant origins and destinations in the MPA. Following discussions between SMTC, CNYRTA and NYSDOT, it was determined that given the extensive work efforts associated with the NYSDOT Interstate 81 Corridor Study, the transit initiative study will not be progressed at this time. It will remain an open project on the SMTC’s work program with a limited budget and, when appropriate, will be revisited to determine any gaps between the original needs and those completed via the NYSDOT I-81 effort.



### **Prospect Hill Parking & Transportation Study**

The purpose of this project is to build on and leverage the existing Prospect Hill Study completed by the CNY RPDB in regard to parking and transportation needs in the area. This project will cover the Near Northside neighborhood of Syracuse, which contains both the North Salina Street Business District and the Prospect Hill Medical District and suggest shared parking and wayfinding recommendations. Given the project's study boundary and associated tasks, the item was renamed to the *Near Northside Parking and Wayfinding Study*. A scope of work was created and approved and the project was commenced in late 2009. The final product will be completed during the 2010-2011 program component.

### **James Street Road Diet**

As part of the 2009-2010 Amendment to the 2008-2010 UPWP, the SMTC agreed to complete the James Street Road Diet on behalf of the City of Syracuse. The purpose of this project is to determine the feasibility of traffic calming on this commuter corridor via the possibility of lane configuration changes. A scope of work was created and approved, a RFP for consultant assistance was released and a consultant contract was executed. Major work activities for this project will commence during the 2010-2011 program component.

### **TIP Development & Maintenance**

This project's purpose was to maintain the 2007-2012 Transportation Improvement Program (TIP). Activities for this project ensure that the TIP complies with all federal and state requirements. Staff spent a considerable amount of time working in collaboration with the NYSDOT to identify and prioritize candidate projects for the receipt of economic recovery dollars from the American Recovery and Reinvestment Act of 2009. Overall, approximately \$33M was awarded to several highway projects in the SMTC area, and \$10M was awarded to CNYRTA. Additionally, a capital program update was initiated in October 2009 to solicit for new air quality and bridge projects. The MPO anticipates having the 2011-2015 TIP ready for committee approval in June 2010.

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

This task covered miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP Tasks. Also, this task provides for special technical assistance to member agencies, local governments, and other agencies and/or organizations. Over the 2008-2010 cycle, staff gave separate presentations to the CNY RPDB, Cornell University, SUNY ESF and several federal and state organizations who attended a conservation and transportation planning workshop on the topics of transportation planning in central New York and sustainability in the transportation sector. Emphasis was placed on the role of the MPO, transportation conformity, the I-81 project, the transportation/land use connection, the TIP and transportation planning priorities.

## **SUMMARY OF MAJOR PROGRAMMED ACTIVITIES**

The 2010-2012 SMTTC Unified Planning Work Program (UPWP) is based on the SMTTC's 2020 Long-Range Transportation Plan, which was updated and approved by the Policy Committee. Emphasis has been placed on developing a program which can be reasonably accomplished with available staff and consultant resources and which is in keeping with the priorities of the SMTTC area. This 2010-2012 UPWP emphasizes activities that promote the implementation of the existing Plan.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 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. In addition, funding is included for the staff to become educated on federal legislation and requirements.

### **2 — Short Range Transportation Planning**

This category includes projects which could be implemented in a shorter timeframe and includes activities related to the Census data, transit and vehicle data collection and Geographic Information Systems (GIS) activities.

### **3 — Long Range Transportation Planning**

The majority of UPWP projects that fall under this category are either annual activities or projects that tend to take longer to complete.

### **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 air quality, 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**

## 2010-2012 UNIFIED PLANNING WORK PROGRAM OVERVIEW

The 2010-2012 Unified Planning Work Program (UPWP) is based on SMTC's Long Range Transportation Plan, updated and approved by the SMTC Policy Committee. The goals for the two-year program are threefold:

- Goal #1:** To complete outstanding 2009-2010 UPWP tasks
- Goal #2:** To commence new 2010-2012 UPWP tasks
- Goal #3:** To proceed with existing and proposed recurring activities

### Goal #1

In order to attain Goal #1, the following specific projects carried over from the 2009-2010 UPWP will be continued:

- Functional Classification System Review
- Safety Improvement
- Clay Three Rivers Access Study
- CNYRTA Transit Initiative
- Near Northside Parking & Wayfinding Study
- I-81 Travel Demand Modeling
- Transportation Demand Management for Downtown Syracuse
- OCDOT Signal Optimization
- SOCPA Development Guide Update Assistance
- Cicero Rt. 11 Corridor Study
- East Genesee Street Sidewalk Study
- I-81 Public Participation
- James Street Road Diet

### Goal #2

Goal #2 will include the commencement of the new 2010-2012 task:

- Almond Street Pedestrian Accommodation Evaluation

### Goal #3

The tasks below make up the remainder of the program and are either required, necessary or annual activities.

- General Administration
- Professional Services
- Public Participation
- Federal Transportation Examination/Evaluation
- UPWP Previous Year Closeouts
- UPWP Maintenance and Development
- Census Data Compilation and/or Analysis
- Data Collection, Compilation and/or Analysis
- Geographic Information Systems - SMTC
- Geographic Information Systems - Assistance
- Air Quality, Conformity and Energy
- Air/Water Planning
- Bicycle/Pedestrian Planning
- Bridge & Pavement Condition Management System
- Congestion Management Process
- Environmental Justice
- Long-Range Transportation Plan
- MPO Area Regional Planning Initiatives
- Operations and Integration
- Rail, Truck and Transit Planning
- Traffic Safety
- Transportation-Land Use Educational Outreach
- Travel Demand Modeling
- TIP Development and Maintenance
- Miscellaneous Activities & Special Technical Assistance

Some of these tasks result in an annual/biennial report that is reviewed by the appropriate SMTC Committee(s), while others are simply a required or necessary aspect of the MPO planning process.

## **New York State Metropolitan Planning Organizations Shared Cost Initiatives**

In addition to the projects included in the SMTC's program, staff will be participating with other New York State Metropolitan Planning Organizations on several Shared Cost Initiative (SCI) projects. The SMTC's federal allocation accounted for in the budget tables does not include the set-aside for these SCI projects, as the allocation was previously adjusted proportionally by the New York State Department of Transportation (NYSDOT). In addition, the SMTC FHWA allocation has also been adjusted to account for the annual Association of Metropolitan Planning Organization's dues. The SCI projects are outlined in the tables that follow for 2010-2012. The SMTC fully supports and participates in the SCI program statewide.

**SHARED COST INITIATIVE STATUS - 2009/10**

Expenditures and obligations of federal funds only

1/13/2010

		FHWA PL SCI SET-ASIDES																		
TASK	PROGRAM YEAR----->	1999/00	2000/01	2001/02	2002/03	2003/04	2004 - 07	2007/08		2008/09		2009/10		TOTAL FUNDING		FUNDS EXPENDED		AVAILABLE BALANCE		PROJECT SPONSOR
								PL	SPR	PL	SPR	PL	SPR	PL	SPR	PL	SPR	PL	SPR	
NYS MPO Association Staff		\$213,721	\$245,000	\$256,279	\$0	\$120,000	\$0	\$222,500	\$0	\$300,000		\$0	\$0	\$1,357,500	\$0	\$1,302,622	\$54,878	\$0	CDTC	
Attitudinal & Preference Survey		\$105,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$105,000	\$0	\$105,000	\$0	\$0	GBNRTC	
Long Term Funding Needs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC	
Transportation & Community Design - Phase I		\$0	\$0	\$121,090	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$121,090	\$0	\$121,090	\$0	\$0	CDTC	
	Phase II	\$0	\$17,218	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$17,218	\$0	\$17,218	\$0	\$0		
Statewide Data Collection (high tech) - Phase I		\$0	\$0	\$51,542	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$51,542	\$0	\$51,542	\$0	\$0	BMTS	
Technical Services \ Speed Data Contract		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	A\GFTC	
Travel Behavior Factors		\$0	\$0	\$94,197	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$94,197	\$0	\$94,197	\$0	\$0	CDTC	
Transit Supportive Development		\$0	\$0	\$133,637	\$0	\$0	\$0	\$25,000	\$0	\$0		\$0	\$0	\$158,637	\$0	\$154,822	\$3,815	\$0	PDCTC	
CMS Research		\$0	\$79,655	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$79,655	\$0	\$79,655	\$0	\$0	SMTC	
Staff Training (See Table on Page 2)		\$0	\$50,000	\$52,179	\$0	\$0	\$0	\$0	\$42,500	\$0		\$0	\$0	\$102,179	\$42,500	\$102,179	\$19,585	\$0	\$22,915	xxxxx
Innovative Approaches to Plan Implementation		\$0	\$74,203	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$74,203	\$0	\$74,203	\$0	\$0	GBNRTC	
Dev. Of Post Procs. For Travel Demand Modeling		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	CDTC	
RTP Financial Planning		\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$42,500	\$0		\$0	\$0	\$2,500	\$42,500	\$2,500	\$5,345	\$0	\$37,155	ITCTC
Public Transit-Human Services Transp. Plan		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	OCTC	
NYS Metropolitan Planning Self Assessment		\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0		\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$0	BMTS
Project Data System		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	NYMTC
Mitigation Cost Sharing		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	CDTC
Software Standardization for Visualization\Publishing		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	A\GFTC
Future Transp. Revenues: Beyond State\Federal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GBNRTC
Programmed		\$318,721	\$466,076	\$708,924	\$0	\$120,000	\$0	\$300,000	\$135,000	\$300,000	\$0	\$0	\$0	\$2,213,721	\$135,000	\$2,155,029	\$74,930	\$58,692	\$60,070	
Unprogrammed		\$0	\$83,924	\$41,076	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$125,000	\$0	XXXXX	XXXXX	\$125,000	\$0	
<b>TOTAL</b>		<b>\$318,721</b>	<b>\$550,000</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$120,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$135,000</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,338,721</b>	<b>\$135,000</b>	<b>\$2,155,029</b>	<b>\$74,930</b>	<b>\$183,692</b>	<b>\$60,070</b>	

		FTA MPP SCI SET-ASIDES																		
TASK	PROGRAM YEAR----->	1999/00	2000/01	2001/02	2002/03	2003/04	2004 - 200	2007/08		2008/09		2009/10		TOTAL FUNDING		FUNDS EXPENDED		AVAILABLE BALANCE		PROJECT SPONSOR
								MPP	SPR	MPP	SPR	MPP	SPR	MPP	SPR	MPP	SPR	MPP	SPR	
NYS MPO Association Staff		\$0	\$0	\$0	\$0	\$0	\$0	\$87,246		\$114,313		\$18,441		\$220,000	\$0	\$0	\$220,000	\$0	CDTC	
Attitudinal & Preference Survey		\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0		\$0	\$0	\$0	\$0	\$0	GBNRTC	
Long Term Funding Needs		\$0	\$49,997	\$100,000	\$0	\$0	\$0	\$0				\$0		\$149,997	\$0	\$149,997	\$0	\$0	GTC	
Transportation & Community Design - Phase I		\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0		\$0	\$0	\$0	\$0	\$0	CDTC	
	Phase II	\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0		\$0	\$0	\$0	\$0	\$0		
Statewide Data Collection (high tech) - Phase I		\$0	\$50,000	\$36,985	\$0	\$0	\$0	\$0				\$0		\$86,985	\$0	\$86,985	\$0	\$0	GTC	
Technical Services \ Speed Data Contract		\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0		\$0		\$0	\$0	\$0	\$0	\$0	A\GFTC	
Travel Behavior Factors		\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0		\$0	\$0	\$0	\$0	\$0	CDTC	
Transit Supportive Development		\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0		\$0	\$0	\$0	\$0	\$0	PDCTC	
CMS Research		\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0		\$0	\$0	\$0	\$0	\$0	SMTC	
Staff Training (See Table on Page 2)		\$0	\$100,000	\$101,473	\$0	\$17,930	\$0	\$59,895		\$0		\$0		\$279,298	\$0	\$224,726	\$0	\$54,572	\$0	xxxxx
Innovative Approaches to Plan Implementation		\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0		\$0	\$0	\$0	\$0	\$0	\$0	GBNRTC
Dev. Of Post Procs. For Travel Demand Modeling		\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0		\$0	\$0	\$0	\$0	\$0	\$0	CDTC
RTP Financial Planning		\$0	\$0	\$0	\$0	\$0	\$0	\$31,600				\$0		\$31,600	\$0	\$31,600	\$0	\$0	\$0	ITCTC
NYS Metropolitan Planning Self Assessment		\$0	\$0	\$0	\$0	\$0	\$0	\$0				\$0		\$0	\$0	\$0	\$0	\$0	\$0	BMTS
Project Data System		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	NYMTC
Mitigation Cost Sharing		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	CDTC
Software Standardization for Visualization\Publishing		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	A\GFTC
Future Transp. Revenues: Beyond State\Federal		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GBNRTC
Programmed		\$0	\$199,997	\$238,458	\$0	\$17,930	\$0	\$178,741	\$0	\$114,313	\$0	\$18,441	\$0	\$767,880	\$0	\$493,308	\$0	\$274,572	\$0	
Unprogrammed		\$0	\$0	\$0	\$0	\$0	\$0	(\$0)	\$0	\$0		\$0	\$0	(\$0)	\$0	XXXXX	XXXXX	(\$0)	\$0	
<b>TOTAL</b>		<b>\$0</b>	<b>\$199,997</b>	<b>\$238,458</b>	<b>\$0</b>	<b>\$17,930</b>	<b>\$0</b>	<b>\$178,741</b>	<b>\$0</b>	<b>\$114,313</b>	<b>\$0</b>	<b>\$18,441</b>	<b>\$0</b>	<b>\$767,880</b>	<b>\$0</b>	<b>\$493,308</b>	<b>\$0</b>	<b>\$274,572</b>	<b>\$0</b>	

\* - From Fin 421 reimbursements requests received by NYSDOT through 08/27/09; Self Assessment costs anticipated as per invoices received by BMTS

SCI TRAINING TASK TABLE

TRAINING TASK SUMMARY FHWA PL SCI SET-ASIDES																			
PROGRAM YEAR----->	1999/00	2000/01	2001/02	2002/03	2003/04	2004 - 07	2007/08		2008/09		2009/10		TOTAL FUNDING		FUNDS EXPENDED		AVAILABLE BALANCE		PROJECT SPONSOR
							PL	SPR	PL	SPR	PL	SPR	PL	SPR	PL	SPR	PL	SPR	
General	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,908	\$0	\$0	\$0	\$0	\$0	\$36,908	\$0	\$13,993	\$0	\$22,915	GTC
Freight Data	\$0	\$0	\$1,009	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,009	\$0	\$1,009	\$0	\$0	\$0	SMTC
ArcGIS Training - ERSI - 05/22/07	\$0	\$7,434	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,434	\$0	\$7,434	\$0	\$0	\$0	GTC
ArcGIS Training - ERSI - 07/24/07	\$0	\$5,147	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,147	\$0	\$5,147	\$0	\$0	\$0	GTC
Strategic Dec. Making Initiative	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$0	\$0	\$0	NYSDOT
Turbo Architecture	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
Est. Reg Mobile Source Emissions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
Safe Routes to School 11/2005	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
Travel Demand Forecasting 03/2006	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
Accessible Pedestrian Signals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
MPO Conference Training	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
Presenting Data & Information	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
Safe Routes to School 08/2005	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	PDCTC
Building Geodatabases - NYC 10/2006		\$2,419	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,419	\$0	\$2,419	\$0	\$0	\$0	GTC
Travel Expenses		\$3,704	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,704	\$0	\$3,704	\$0	\$0	\$0	GTC
Building Geodatabases - Johnstown 10/2006		\$9,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,720	\$0	\$9,720	\$0	\$0	\$0	GTC
Travel Expenses		\$683	\$0	\$0	\$0	\$0	\$0	\$683	\$0	\$0	\$0	\$0	\$683	\$0	\$683	\$0	\$0	\$0	GTC
ARC GIS Network Analyst 11/2006		\$7,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,318	\$0	\$7,318	\$0	\$0	\$0	GTC
AMPO Annual Conf.- Robert Shepard Expenses - 11/2006		\$2,689	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,689	\$0	\$2,689	\$0	\$0	\$0	GTC
Transcad Training- Mathew Grabau - 03/2007		\$330	\$1,170	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$0	\$1,500	\$0	\$0	\$0	GTC
Transcad Training- 07/16 - 07/20/07		\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$0	\$1,500	\$0	\$0	\$0	GTC
Transcad Training- 10/10 - 10/12/07		\$0	\$0	\$0	\$0	\$0	\$0	\$4,285	\$0	\$0	\$0	\$0	\$4,285	\$0	\$4,285	\$0	\$0	\$0	GTC
Transcad Training- 04/23/07		\$1,556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,556	\$0	\$1,556	\$0	\$0	\$0	GTC
VISSIMVISUM Training- 06/25 - 06/28/07		\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500	\$0	\$7,500	\$0	\$0	\$0	GTC
Linking Conservation & Transp. Planning - 10/06/09	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,307	\$0	\$0	\$0	\$0	\$0	\$1,307	\$0	\$1,307	\$0	\$0	GTC
<b>TOTAL TRAINING</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$52,179</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$42,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,179</b>	<b>\$42,500</b>	<b>\$102,179</b>	<b>\$19,585</b>	<b>\$0</b>	<b>\$22,915</b>	<b>xxxxx</b>

FTA MPP SCI SET-ASIDES																			
PROGRAM YEAR----->	1999/00	2000/01	2001/02	2002/03	2003/04	2004 - 2007	2007/08		2008/09		2009/10		TOTAL FUNDING		FUNDS EXPENDED		AVAILABLE BALANCE		PROJECT SPONSOR
							MPP	SPR	MPP	SPR	MPP	SPR	MPP	SPR	MPP	SPR	MPP	SPR	
General	\$0	\$0	\$0	\$0	\$0	\$0	\$54,572	\$0	\$0	\$0	\$0	\$0	\$54,572	\$0	\$0	\$0	\$54,572	\$0	GTC
Freight Data	\$0	\$10,000	\$5,000	\$0	\$0	\$0	\$0	\$0					\$15,000	\$0	\$15,000	\$0	\$0	\$0	SMTC
GIS Training and Software	\$0	\$40,000	\$73,137	\$0	\$0	\$0	\$0	\$0					\$113,137	\$0	\$113,137	\$0	\$0	\$0	PDCTC
Strategic Dec. Making Initiative	\$0	\$0	\$0	\$0	\$17,930	\$0	\$0	\$0					\$17,930	\$0	\$17,930	\$0	\$0	\$0	NYSDOT
Turbo Architecture	\$0	\$5,400	\$0	\$0	\$0	\$0	\$0	\$0					\$5,400	\$0	\$5,400	\$0	\$0	\$0	GTC
Est. Reg Mobile Source Emissions	\$0	\$6,900	\$0	\$0	\$0	\$0	\$0	\$0					\$6,900	\$0	\$6,900	\$0	\$0	\$0	GTC
Safe Routes to School 11/2005	\$0	\$11,942	\$0	\$0	\$0	\$0	\$0	\$0					\$11,942	\$0	\$11,942	\$0	\$0	\$0	GTC
Travel Demand Forecasting 03/2006	\$0	\$13,592	\$0	\$0	\$0	\$0	\$0	\$0					\$13,592	\$0	\$13,592	\$0	\$0	\$0	GTC
Accessible Pedestrian Signals	\$0	\$3,404	\$0	\$0	\$0	\$0	\$0	\$0					\$3,404	\$0	\$3,404	\$0	\$0	\$0	GTC
MPO Conference Training	\$0	\$651	\$0	\$0	\$0	\$0	\$0	\$0					\$651	\$0	\$651	\$0	\$0	\$0	GTC
Presenting Data & Information	\$0	\$3,240	\$0	\$0	\$0	\$0	\$0	\$0					\$3,240	\$0	\$3,240	\$0	\$0	\$0	GTC
Safe Routes to School 08/2005	\$0	\$0	\$11,863	\$0	\$0	\$0	\$0	\$0					\$11,863	\$0	\$11,863	\$0	\$0	\$0	PDCTC
Building Geodatabases - NYC 10/2006		\$4,871	\$0	\$0	\$0	\$0	\$0	\$0					\$4,871	\$0	\$4,871	\$0	\$0	\$0	GTC
Travel Expenses		\$0	\$0	\$0	\$0	\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0	\$0	GTC
Building Geodatabases - Johnstown 10/2006		\$0	\$0	\$0	\$0	\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0	\$0	GTC
Travel Expenses		\$0	\$0	\$0	\$0	\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0	\$0	GTC
ArcGIS Network Analyst 11/2006		\$0	\$0	\$0	\$0	\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0	\$0	GTC
ArcGIS Training - ERSI - 07/24/07	\$0	\$0	\$4,480	\$0	\$0	\$0	\$0	\$0					\$4,480	\$0	\$4,480	\$0	\$0	\$0	GTC
AMPO Annual Conf.- Robert Shepard Expenses - 11/2006		\$0	\$0	\$0	\$0	\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0	\$0	GTC
VISSIMVISUM & TransCAD Travel Expenses - 8/20/07		\$0	\$1,498	\$0	\$0	\$0	\$0	\$0					\$1,498	\$0	\$1,498	\$0	\$0	\$0	GTC
Transcad Training- 10/10 - 10/12/07		\$0	\$1,715	\$0	\$0	\$0	\$0	\$0					\$1,715	\$0	\$1,715	\$0	\$0	\$0	GTC
Transcad Training- Mathew Grabau - 03/2007		\$0	\$0	\$0	\$0	\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0	\$0	GTC
NTI Training 2/6 - 2/9/08		\$0	\$0	\$0	\$0	\$0	\$1,962	\$0					\$1,962	\$0	\$1,962	\$0	\$0	\$0	GTC
NTI Intro to Transp. Conformity 1/23/08 - 1/25/08		\$0	\$0	\$0	\$0	\$0	\$3,361	\$0					\$3,361	\$0	\$3,361	\$0	\$0	\$0	GTC
NHI Safety Course 9/11/07		\$0	\$3,780	\$0	\$0	\$0	\$0	\$0					\$3,780	\$0	\$3,780	\$0	\$0	\$0	GTC
Linking Conservation & Transp. Planning - 10/06/09		\$0	\$0	\$0	\$0	\$0	\$0	\$0					\$0	\$0	\$0	\$0	\$0	\$0	
<b>TOTAL TRAINING</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$101,473</b>	<b>\$0</b>	<b>\$17,930</b>	<b>\$0</b>	<b>\$59,895</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$279,298</b>	<b>\$0</b>	<b>\$224,726</b>	<b>\$0</b>	<b>\$54,572</b>	<b>\$0</b>	<b>xxxxx</b>

## 2010 - 2012 UPWP PROGRAM OUTLINE

**THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY. THE INDICATED BREAKDOWN OF ESTIMATED STAFF/CONTRACTUAL ASSIGNMENTS AND BUDGETS ARE SUBJECT TO MODIFICATION AS NEEDED.**

ID	Category	2010-2011			2011-2012			Notes
		Project Total	Staff & Operating Expense Budget	Contractual Budget	Project Total	Staff & Operating Expense Budget	Contractual Budget	
<b>1.</b>	<b>Program Administration and Support (44.21.00)</b>							
A.	General Administration	\$215,000	\$150,000	\$65,000	\$215,000	\$150,000	\$65,000	Contractual for Host Agency Agreement
B.	Professional Services - Miscellaneous	\$5,000	\$0	\$5,000	\$1,500	\$0	\$1,500	Contractual for Miscellaneous Consultant Services as necessary
C.	Public Participation	\$32,500	\$25,000	\$7,500	\$25,000	\$25,000	\$0	
D.	Federal Transportation Legislation Examination and Evaluation	\$7,500	\$7,500	\$0	\$7,500	\$7,500	\$0	For SAFETEA-LU compliance
E.	UPWP Previous Year Closeouts	\$10,000	\$10,000	\$0	\$10,000	\$10,000	\$0	
F.	UPWP Maintenance and Development	\$10,000	\$10,000	\$0	\$10,000	\$10,000	\$0	
	<b>Total Program Administration &amp; Support</b>	<b>\$280,000</b>	<b>\$202,500</b>	<b>\$77,500</b>	<b>\$269,000</b>	<b>\$202,500</b>	<b>\$66,500</b>	
<b>2.</b>	<b>Short-Range Transportation Planning (44.24.00)</b>							
A.	Census Data Compilation and/or Analysis	\$5,000	\$5,000	\$0	\$5,000	\$5,000	\$0	
B.	Data Collection, Compilation and/or Analysis	\$42,000	\$12,000	\$30,000	\$15,000	\$15,000	\$0	
C.	Functional Classification System Review	\$5,000	\$5,000	\$0	\$5,000	\$5,000	\$0	
D.	Geographic Information Systems - SMTC	\$30,000	\$30,000	\$0	\$30,000	\$30,000	\$0	
E.	Geographic Information Systems - Member Agency Assistance	\$20,000	\$20,000	\$0	\$20,000	\$20,000	\$0	Purpose is to provide GIS services to Member Agencies related to regional planning
	<b>Total Short-Range Transportation Planning</b>	<b>\$102,000</b>	<b>\$72,000</b>	<b>\$30,000</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$0</b>	
<b>3.</b>	<b>Long-Range Transportation Planning (44.23.02)</b>							
A.	Air Quality, Conformity and Energy	\$25,000	\$25,000	\$0	\$20,000	\$20,000	\$0	
B.	Air/Water Planning	\$10,000	\$10,000	\$0	\$7,500	\$7,500	\$0	
C.	Bicycle/Pedestrian Planning	\$40,000	\$25,000	\$15,000	\$20,000	\$20,000	\$0	Bicycle Suitability Map Update
D.	Bridge and Pavement Condition Management System (BPCMS)	\$10,000	\$10,000	\$0	\$10,000	\$10,000	\$0	
E.	Almond Street Pedestrian Accomodation Evaluation	\$50,000	\$5,000	\$45,000	\$0	\$0	\$0	Complete Study
F.	Congestion Management Process (CMP)	\$15,000	\$15,000	\$0	\$15,000	\$15,000	\$0	
G.	OCDOT Signal Optimization	\$45,000	\$5,000	\$40,000	\$35,000	\$5,000	\$30,000	
H.	SOCPA Development Guide Update Assistance	\$40,000	\$25,000	\$15,000	\$0	\$0	\$0	
I.	Cicero Rt. 11 Corridor Study	\$60,000	\$45,000	\$15,000	\$20,000	\$20,000	\$0	
J.	East Genesee Street Sidewalk Study	\$35,000	\$35,000	\$0	\$0	\$0	\$0	
K.	Environmental Justice	\$7,500	\$7,500	\$0	\$7,500	\$7,500	\$0	
L.	I-81 Public Participation Project	\$240,000	\$40,000	\$200,000	\$115,000	\$25,000	\$90,000	Contractual for Consultant Services as necessary
M.	I-81 Travel Demand Modeling Project	\$130,000	\$30,000	\$100,000	\$25,000	\$15,000	\$10,000	
N.	MPO Area Regional Planning Initiatives	\$25,000	\$25,000	\$0	\$20,000	\$20,000	\$0	
O.	Long-Range Transportation Plan	\$50,000	\$40,000	\$10,000	\$35,000	\$35,000	\$0	
P.	Transportation Demand Management for Downtown Syracuse	\$75,000	\$10,000	\$65,000	\$40,000	\$5,000	\$35,000	
Q.	Operations and Integration	\$7,500	\$7,500	\$0	\$7,500	\$7,500	\$0	
R.	Rail, Truck and Transit Planning	\$75,000	\$75,000	\$0	\$50,000	\$50,000	\$0	Includes Title VI for Centro and High Speed Rail
S.	Traffic Safety	\$15,000	\$15,000	\$0	\$12,000	\$12,000	\$0	
T.	Safety Improvement	\$12,000	\$12,000	\$0	\$12,000	\$12,000	\$0	
U.	Transportation/Land Use Educational Outreach	\$25,000	\$25,000	\$0	\$25,000	\$25,000	\$0	
V.	Travel Demand Modeling	\$64,000	\$40,000	\$24,000	\$50,000	\$35,000	\$15,000	Contractual for Modeling Assistance as necessary for staff assistance+L81
W.	Clay Three Rivers Access Study	\$72,500	\$7,500	\$65,000	\$0	\$0	\$0	
X.	CNYRTA Transit Initiative	\$10,000	\$10,000	\$0	\$7,500	\$7,500	\$0	
Y.	Prospect Hill Parking and Transportation Study	\$40,000	\$40,000	\$0	\$7,500	\$7,500	\$0	
Z.	James Street Road Diet	\$85,000	\$10,000	\$75,000	\$7,500	\$7,500	\$0	
AA.	Unallocated Funds for 2011-2012 planning efforts to be allocated at annual update cycle in 2011.	\$0	\$0	\$0	\$264,349	\$264,349	\$0	To be determined prior to 2011-2012 program. This total does not include any amounts to be requested from the FHWA carryover funds. See operating budget for carryover balances
		<b>\$1,263,500</b>	<b>\$594,500</b>	<b>\$669,000</b>	<b>\$813,349</b>	<b>\$633,349</b>	<b>\$180,000</b>	
<b>4.</b>	<b>Transportation Improvement Program (TIP) (44.25.00)</b>							
A.	TIP Development & Maintenance	\$30,000	\$30,000	\$0	\$20,000	\$20,000	\$0	
	<b>Total Transportation Improvement Program</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$0</b>	
<b>5.</b>	<b>Other Activities (44.27.00)</b>							
A.	Miscellaneous Activities and Special Technical Assistance	\$20,000	\$20,000	\$0	\$20,000	\$20,000	\$0	
	<b>Total Other Activities</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$0</b>	
	<b>Grand Total</b>	<b>\$1,695,500</b>	<b>\$919,000</b>	<b>\$776,500</b>	<b>\$1,197,349</b>	<b>\$950,849</b>	<b>\$246,500</b>	

# **UNIFIED PLANNING WORK PROGRAM**

**FY 2010-2012**

## **1. PROGRAM ADMINISTRATION and SUPPORT**

**1A General Administration**

**1B Professional Services - Miscellaneous**

**1C Public Participation**

**1D Federal Transportation Legislation Examination & Evaluation**

**1E UPWP Previous Year Closeouts**

**1F UPWP Maintenance and Development**



<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, CNYRTA, CNYRPDB, 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>● Review and modify the Operations Plan as a result of modifications to the Metropolitan Planning Area and Urban Area Boundaries, as necessary;</li> <li>● Attend NYSDOT, FHWA, FTA, and MPO training sessions and other necessary workshops and meetings as appropriate;</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 NYS AMPO, ITE, APA, and other professional affiliations, and allow for appropriate resources, travel and training as necessary;</li> <li>● Provide funds for the purchase and maintenance of computer hardware and software to support the MPO planning program and related activities, including network maintenance;</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>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC		<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL)	\$ 182,750	\$ 182,750
	FTA (Sec. 5303)	\$ 32,750	\$ 32,750
	<b>TOTAL</b>	<b>\$ 215,000</b>	<b>\$ 215,000</b>
<b>Participating Agencies:</b> SMTC, CNYRPDB, Other Agencies as Appropriate		<b>\$430,000</b>	

<b>PROJECT NO:</b>	<b>1B</b>		
<b>PROJECT TITLE:</b>	<b>Professional Services - Miscellaneous</b>		
<b>OBJECTIVE:</b>			
<p>To allow Central Staff to utilize consultants for specific minor engineering, planning, training or other necessary services as needed in support of the various annual planning activities at the SMTC.</p>			
<b>METHODOLOGY:</b>			
<p>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.</p> <p>Examples include, but are not limited to:</p> <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 staff level.</li> </ul>			
<b>END PRODUCT:</b>			
<p>Professional services to the Central Staff in support of the various planning activities outlined in the 2010-2012 UPWP.</p>			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, CNYRPDB</p>	FHWA (PL)	<u>2010-2011</u> \$ 3,750	<u>2011-2012</u> \$ 1,200
	FTA (Sec. 5303)	\$ 1,250	\$ 300
	TOTAL	\$5,000	\$1,500

<b>PROJECT NO:</b>	<b>1C</b>		
<b>PROJECT TITLE:</b>	<b>Public Participation</b>		
<b>OBJECTIVE:</b>			
<p>To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.</p>			
<b>METHODOLOGY:</b>			
<p>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.</p> <p>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.</p> <p>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.</p> <p>The techniques for the dissemination of information include, but are not limited to the following:</p> <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 Web site (<a href="http://www.smtcmpo.org">www.smtcmpo.org</a>).</li> </ul> <p>Public participation opportunities (public input) include:</p> <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>			
<p>Public Participation opportunities/activities, including SMTC newsletters, reports, press releases, maps, and slide presentations, web site maintenance, meetings, workshops, etc.</p>			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>	FHWA (PL)	<u>2010-2011</u> \$ 26,650	<u>2011-2012</u> \$ 20,000
	FTA (Sec. 5303)	\$ 5,850	\$ 5,000
	TOTAL	\$32,500	\$25,000
			\$57,500

<b>PROJECT NO:</b>	<b>1D</b>																
<b>PROJECT TITLE:</b>	<b>Federal Transportation Legislation Examination &amp; Evaluation</b>																
<b>OBJECTIVE:</b>																	
<p>To provide funds to allow the Central Staff to comply with existing and new Federal Legislation and to educate themselves on the changing regulations and requirements.</p>																	
<b>METHODOLOGY:</b>																	
<p>It is expected that a new Transportation Bill will be passed in the time frame of the 2010 - 2012 UPWP. With the passage of the transportation bill there are specific regulations and requirements for Metropolitan Transportation Planning. The Federal Highway Administration, the Federal Transit Administration and the New York State Department of Transportation, as well as many other professional organizations, will assist MPO's in interpreting and implementing the new regulations. Compliance with previous legislation is still required as well. This is a necessary compliance item.</p>																	
<b>END PRODUCT:</b>																	
<p>Improved knowledge of the Central Staff regarding the regulations and requirements of the new Transportation Bill as well as required continued compliance of existing legislation.</p>																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><u>2010-2011</u></th> <th><u>2011-2012</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 3,750</td> <td>\$ 6,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 3,750</td> <td>\$ 1,500</td> </tr> <tr> <td>TOTAL</td> <td>\$ 7,500</td> <td>\$ 7,500</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;">\$ 15,000</td> </tr> </tbody> </table>		<u>2010-2011</u>	<u>2011-2012</u>	FHWA (PL)	\$ 3,750	\$ 6,000	FTA (Sec. 5303)	\$ 3,750	\$ 1,500	TOTAL	\$ 7,500	\$ 7,500		\$ 15,000	
	<u>2010-2011</u>	<u>2011-2012</u>															
FHWA (PL)	\$ 3,750	\$ 6,000															
FTA (Sec. 5303)	\$ 3,750	\$ 1,500															
TOTAL	\$ 7,500	\$ 7,500															
	\$ 15,000																

<b>PROJECT NO:</b>	<b>1E</b>		
<b>PROJECT TITLE:</b>	<b>UPWP Previous Year Closeouts</b>		
<b>OBJECTIVE:</b>			
To provide a task, and thus a billing code, for closing out various UPWP activities from the previous program year.			
<b>METHODOLOGY:</b>			
At the end of each program year, there are often various administrative tasks that need to be completed in order to officially close out a project. Such activities typically include the reproduction and distribution of Final Reports that were approved prior to the close of the program year. Since there are no planning activities remaining, the project is not carried over and therefore does not possess a billing code to charge these final administrative tasks.			
This task is included as a “catch-all” to cover the administrative tasks necessary to completely close out various projects from the previous program year.			
<b>END PRODUCT:</b>			
Completion of required minor tasks necessary to completely close out various projects/efforts from the previous program year.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNYRPDB		<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL)	\$ 10,000	\$ 10,000
	FTA (Sec. 5303)	\$ 0	\$ 0
	TOTAL	\$ 10,000	\$ 10,000
		\$ 20,000	

<b>PROJECT NO:</b>	<b>1F</b>																
<b>PROJECT TITLE:</b>	<b>UPWP Maintenance and Development</b>																
<b>OBJECTIVE:</b>																	
<p>Maintain the 2010-2012 Unified Planning Work Program (UPWP) as necessary and develop a subsequent work program accordingly. A required 2011 - 2012 Amendment will need to be adopted prior to March 31, 2011.</p>																	
<b>METHODOLOGY:</b>																	
<p>This task includes all necessary work required to process amendments to the 2010-2012 UPWP.</p> <p>In addition, this task will allow for an amendment to the 2010-2012 UPWP during the 2010-2011 program year to finalize the program for the 2011-2012 year as required by federal regulations.</p> <p>The UPWP indicates local, state, and federal funding of the UPWP work tasks and identifies the participating agencies for completing the work. The UPWP will be developed according to measures deemed necessary to ensure a “3C” planning process, one that is <u>c</u>ontinuing, <u>c</u>ooperative, and <u>c</u>omprehensive.</p>																	
<b>END PRODUCT:</b>																	
<p>Maintenance of and amendments to the 2010-2012 UPWP as necessary and appropriate and the development of the 2011-2012 UPWP Amendment.</p>																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><u>2010-2011</u></th> <th><u>2011-2012</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 9,600</td> <td>\$ 8,600</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 400</td> <td>\$ 1,400</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 10,000</b></td> <td><b>\$ 10,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$20,000</b></td> </tr> </tbody> </table>		<u>2010-2011</u>	<u>2011-2012</u>	FHWA (PL)	\$ 9,600	\$ 8,600	FTA (Sec. 5303)	\$ 400	\$ 1,400	<b>TOTAL</b>	<b>\$ 10,000</b>	<b>\$ 10,000</b>		<b>\$20,000</b>	
	<u>2010-2011</u>	<u>2011-2012</u>															
FHWA (PL)	\$ 9,600	\$ 8,600															
FTA (Sec. 5303)	\$ 400	\$ 1,400															
<b>TOTAL</b>	<b>\$ 10,000</b>	<b>\$ 10,000</b>															
	<b>\$20,000</b>																

## **UNIFIED PLANNING WORK PROGRAM**

**FY 2010-2012**

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

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

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

**2C Functional Classification System Review**

**2D Geographic Information Systems (GIS) -SMTC**

**2E Geographic Information Systems (GIS) - Member Agency Assistance**

<b>PROJECT NO:</b>	<b>2A</b>																
<b>PROJECT TITLE:</b>	<b>Census Data Compilation and/or Analysis</b>																
<b>OBJECTIVE:</b>																	
<p>To continue to utilize the Census Transportation Planning Package and U.S. Census Data accordingly. Additionally, to provide Census data, information and analysis as input into appropriate SMTC planning studies. This effort supports Long Range Transportation Planning Activities, Travel Demand Modeling, Environmental Justice, and general transportation planning for the MPO. Additionally, the 2010 Census will start having its data products released during this 2 year program cycle.</p>																	
<b>METHODOLOGY:</b>																	
<p>This UPWP task is an ongoing activity of the SMTC. It allows for staff to utilize various Census data for Long Range Transportation Planning Activities, Travel Demand Modeling, Environmental Justice, and general transportation planning completed by the MPO. Additionally, member agencies frequently request that the SMTC create customized census data products for their needs. This project allows for SMTC staff to complete those requests.</p>																	
<b>END PRODUCT:</b>																	
<p>A valuable data set to support the varied planning activities of the MPO.</p>																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<b>Sponsor:</b> SMTC		<table border="1"> <thead> <tr> <th></th> <th><u>2010-2011</u></th> <th><u>2011-2012</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 4,300</td> <td>\$ 4,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 700</td> <td>\$ 1,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 5,000</b></td> <td><b>\$ 5,000</b></td> </tr> <tr> <td></td> <td></td> <td style="border: 1px solid black; text-align: center;">\$10,000</td> </tr> </tbody> </table>		<u>2010-2011</u>	<u>2011-2012</u>	FHWA (PL)	\$ 4,300	\$ 4,000	FTA (Sec. 5303)	\$ 700	\$ 1,000	<b>TOTAL</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>			\$10,000
		<u>2010-2011</u>	<u>2011-2012</u>														
FHWA (PL)	\$ 4,300	\$ 4,000															
FTA (Sec. 5303)	\$ 700	\$ 1,000															
<b>TOTAL</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>															
		\$10,000															
<b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate																	



<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 requested.</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, vehicular and other data sets as necessary. This data is used in the various multi-modal studies and activities undertaken by the SMTC.																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><i>2010-2011</i></th> <th><i>2011-2012</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 39,900</td> <td>\$ 12,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 2,100</td> <td>\$ 3,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$42,000</b></td> <td><b>\$ 15,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 57,000</b></td> </tr> </tbody> </table>		<i>2010-2011</i>	<i>2011-2012</i>	FHWA (PL)	\$ 39,900	\$ 12,000	FTA (Sec. 5303)	\$ 2,100	\$ 3,000	<b>TOTAL</b>	<b>\$42,000</b>	<b>\$ 15,000</b>		<b>\$ 57,000</b>	
	<i>2010-2011</i>	<i>2011-2012</i>															
FHWA (PL)	\$ 39,900	\$ 12,000															
FTA (Sec. 5303)	\$ 2,100	\$ 3,000															
<b>TOTAL</b>	<b>\$42,000</b>	<b>\$ 15,000</b>															
	<b>\$ 57,000</b>																

<b>PROJECT NO:</b>	<b>2C</b>			
<b>PROJECT TITLE:</b>	<b>Functional Classification System Review</b>			
<b>OBJECTIVE:</b>				
To conduct a review, and make changes if necessary, of the MPO functional classification system. Urban area boundary modification may occur under this task if the US Census data has evolved enough during this program cycle.				
<b>METHODOLOGY:</b>				
The SMTC will need to revisit the Urban Area Boundary and corresponding Functional Classification of Streets as a result of both the 2010 Census and the revision of the City of Syracuse Functional Classification System in previous years.				
Changes outside of the City may be necessary for a variety of reasons including continuity, functionality, and distribution of the percentage of functional classification types within the system. This process will be led by the SMTC staff, however it will involve extensive input from appropriate entities and member agencies including, but not limited to the City of Syracuse, the New York State Department of Transportation, and the Onondaga County Department of Transportation.				
<b>END PRODUCT:</b>				
A revised functional classification system for the entire MPO area.				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>		
<b>Sponsor:</b> SMTC		<i>2010-2011</i>	<i>2011-2012</i>	
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies		FHWA (PL)	\$ 5,000	\$ 5,000
		FTA (Sec. 5303)	\$ 0	\$ 0
		TOTAL	\$ 5,000	\$ 5,000
		\$ 10,000		

<b>PROJECT NO:</b>	<b>2D</b>		
<b>PROJECT TITLE:</b>	<b>Geographic Information Systems (GIS) - SMTC</b>		
<b>OBJECTIVE:</b>			
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) planning activities.			
<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 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 annually. 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 will be used for demographic analysis for the identification of specific locations within the MPO area in need of attention under the Environmental Justice initiative.</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 CTPP data with relevant SMTC GIS layers;</li> <li>•Continuing linking Vehicle Data Collection activities with the GIS database to allow for easy access to most up-to-date traffic counts for road segments (AADT);</li> <li>•Continue development of a 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>			
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.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC		<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL)	\$ 25,500	\$ 28,500
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies	FTA (Sec. 5303)	\$ 4,500	\$ 1,500
	TOTAL	\$ 30,000	\$ 30,000
		\$ 60,000	

<b>PROJECT NO:</b>	<b>2E</b>		
<b>PROJECT TITLE:</b>	<b>Geographic Information Systems (GIS) - Member Agency Assistance</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 regional planning needs of the Metropolitan Planning Organization's (MPO) member agencies as they relate to the mission of the SMTC.</p>			
<b>METHODOLOGY:</b>			
<p>As outlined in project 2D Geographic Information Systems (GIS) - SMTC, the SMTC's staff is highly capable of using and maintaining GIS data and creating appropriate end products. This item's purpose is to provide those services to SMTC member agencies as they relate to regional planning and the core mission of the SMTC.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> <li>• Maintenance of appropriate data libraries;</li> <li>• Creation of custom data sets;</li> <li>• Map creation and editing;</li> <li>• Maintenance of appropriate data libraries;</li> <li>• GIS data acquisition, maintenance, and manipulation as required in support of the various planning efforts that will utilize GIS data.</li> </ul> <p>This GIS support project involves Central Staff providing member agencies with GIS products such as maps and associated spreadsheets on an as needed basis. The GIS maps would be produced for the member agency by request and reviewed by requesting agency. A procedure for requests and fulfillment and review will be put into place in support for this project.</p>			
<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 member agencies' planning efforts and high quality cartographic products as required for various regional planning projects in support of the SMTC's mission.</p>			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> CNYRPDB		<i>2010-2011</i>	
		<i>2011-2012</i>	
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies	FHWA (PL)	\$ 17,400	\$ 17,000
	FTA (Sec. 5303)	\$ 2,600	\$ 3,000
	TOTAL	\$ 20,000	\$ 20,000
		\$ 40,000	

# UNIFIED PLANNING WORK PROGRAM

FY 2010-2012

## 3. LONG-RANGE TRANSPORTATION PLANNING

- 3A. Air Quality, Conformity and Energy
- 3B. Air/Water Planning
- 3C. Bicycle/Pedestrian Planning
- 3D. Bridge and Pavement Condition Management System (BPCMS)
- 3E. Almond Street Pedestrian Accomodation Evaluation
- 3F. Congestion Management Process (CMP)
- 3G. OCDOT Signal Optimization
- 3H. SOCPA Development Guide Update Assistance
- 3I. Cicero Rt. 11 Corridor Study
- 3J. East Genesee Street Sidewalk Study
- 3K. Environmental Justice
- 3L. I-81 Public Participation Project
- 3M. I-81 Travel Demand Modeling Project
- 3N. MPO Area Regional Planning Initiatives
- 3O. Long-Range Transportation Plan
- 3P. Transportation Demand Management for Downtown Syracuse
- 3Q. Operations and Integration
- 3R. Rail, Truck and Transit Planning
- 3S. Traffic Safety
- 3T. Safety Improvement
- 3U. Transportation/Land Use Educational Outreach
- 3V. Travel Demand Modeling
- 3W. Clay Three Rivers Access Study
- 3X. CNYRTA Transit Initiative
- 3Y. Prospect Hill Parking and Transportation Study
- 3Z. James Street Road Diet
- 3AA. Unallocated Funds for 2011-2012 planning efforts to be allocated at annual update cycle in 2011.

<b>PROJECT NO:</b>	<b>3A</b>																
<b>PROJECT TITLE:</b>	<b>Air Quality, Conformity and Energy</b>																
<b>OBJECTIVE:</b>																	
<p>To continue to provide for air quality planning initiatives and activities that comply with the conformity requirements of the Clear Air Act Amendments of 1990, the New York State Energy Plan and the State Implementation Plan for Air Quality.</p>																	
<b>METHODOLOGY:</b>																	
<p>Activities continue to increase due to changes in the regulations governing air quality and transportation planning. Air quality activities are related to the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) conformity determinations, Congestion Mitigation Air Quality (CMAQ) project-specific analysis as well as other projects and programs at the federal, state and local levels. The SMTC will continue to expand its cooperative relationship with all of the appropriate agencies to address the necessary requirements. 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 and communications with the New York State Department of Environmental Conservation (NYSDEC) and the New York State Department of Transportation's Environmental Science Bureau will continue regarding the revision to the State Implementation Plan (SIP), which will ultimately result in a new maintenance plan, updated mobile source emission budgets, and require a redetermination of conformity for the SMTC TIP and LRTP.</p> <p>As experienced over the past few years, the level of staff effort to address the numerous issues associated with this task increased immensely and it is anticipated that the level of staff effort, and staff skills will need to be expanded in the future.</p>																	
<b>END PRODUCT:</b>																	
<p>TIP and LRTP Conformity Analysis as well as ongoing adherence to all Federal and State programs and requirements relating to air quality, conformity and energy at the SMTC.</p>																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><u>2010-2011</u></th> <th><u>2011-2012</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 18,750</td> <td>\$ \$15,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 6,250</td> <td>\$ 5,000</td> </tr> <tr> <td>TOTAL</td> <td>\$ 25,000</td> <td>\$ 20,000</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;">\$ 45,000</td> </tr> </tbody> </table>		<u>2010-2011</u>	<u>2011-2012</u>	FHWA (PL)	\$ 18,750	\$ \$15,000	FTA (Sec. 5303)	\$ 6,250	\$ 5,000	TOTAL	\$ 25,000	\$ 20,000		\$ 45,000	
	<u>2010-2011</u>	<u>2011-2012</u>															
FHWA (PL)	\$ 18,750	\$ \$15,000															
FTA (Sec. 5303)	\$ 6,250	\$ 5,000															
TOTAL	\$ 25,000	\$ 20,000															
	\$ 45,000																

<b>PROJECT NO:</b>	<b>3B</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;</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; and</li> <li>• Update and reprint the SMTC Canal Services Brochure.</li> </ul>			
<b>END PRODUCT:</b>			
Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda as appropriate. A revised and reprinted Canalway Map.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC		<u>2010-2011</u>	<u>2011-2012</u>
	FHWA (PL)	\$ 10,000	\$ 7,500
	FTA (Sec. 5303)	\$ 0	\$ 0
	<b>TOTAL</b>	\$ 10,000	\$ 7,500
<b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate		\$ 17,500	

<b>PROJECT NO:</b>	<b>3C</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;</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; and</li> <li>● Revise, update and reprint the 2003 SMTC Bicycle Suitability Map.</li> </ul>			
<b>END PRODUCT:</b>			
<p>Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda. Revise, update and reprint the 2003 SMTC Bicycle Suitability Map.</p>			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC	FHWA (PL)	<u>2010-2011</u> \$ 36,000	<u>2011-2012</u> \$ 18,000
	FTA (Sec. 5303)	\$ 4,000	\$ 2,000
<b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate	TOTAL	\$ 40,000	\$ 20,000
		\$ 60,000	



<b>PROJECT NO:</b>	<b>3D</b>
<b>PROJECT TITLE:</b>	<b>Bridge and Pavement Condition Management System (BPCMS)</b>

**OBJECTIVE:**

Complete an annual working document for SMTC member agencies and staff on bridge and pavement conditions within the SMTC planning area.

**METHODOLOGY:**

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 and its member agencies to monitor progress toward long-range planning infrastructure goals. This database will be linked to the SMTC’s Geographic Information System (GIS).

**END PRODUCT:**

Annual working document for SMTC and member agencies of bridge and pavement conditions that includes: (1) comprehensive database of bridge and pavement conditions; (2) comparative database for individual road segments that shows condition by jurisdiction by year for all federal aid eligible roads; and (3) written summary that contains the liberal use of maps, charts, and tables to show the current bridge and pavement conditions.

Project Sponsor / Participating Agencies:	Funding Sources:		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, Other Agencies as Appropriate		<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL)	\$ 10,000	\$ 10,000
	FTA (Sec. 5303)	\$ 0	\$ 0
	TOTAL	\$ 10,000	\$ 10,000
		\$ 20,000	

<b>PROJECT NO:</b>	<b>3E</b>			
<b>PROJECT TITLE:</b>	<b>Almond Street Pedestrian Accommodation Evaluation</b>			
<b>OBJECTIVE:</b>				
<p>SMTC was requested to perform an assessment of short-term pedestrian crossing treatments for Almond Street between Genesee Street and Adams Street. The project's primary goal is to provide a comprehensive set of potential improvements that encourage pedestrian connectivity in an efficient, but safe manner. A support component to this project's primary goal is evaluating traffic operations where pedestrian improvements are proposed.</p>				
<b>METHODOLOGY:</b>				
<p>SUNY Upstate Medical Center (UMC) has acquired property in Presidential Plaza on the west side of Almond Street (between Genesee and Harrison Streets). The site is estimated to provide substantial housing units for University students and UMC employees. It is anticipated that new housing will have a notable increase to the number of people crossing Almond Street at all hours of the day and night.</p> <p>The project will support the SU expansion concepts, such as the Connective Corridor, and consider all options except underground tunnels. No (NYSDOT or City of Syracuse) right-of-way takings are desired as part of this project.</p> <p>The operational assessment will provide for non-motorized users to promote a safe coexistence with vehicular traffic. Solutions will address the inclusion of pedestrians and bicyclists to fit within the context of the project goal to improve pedestrian crossings.</p> <p>The study will assess the introduction of features such as short term improvements including adjustments to signal timing, high visibility crosswalk markings, yield-to-pedestrian signage, bicycle parking and ADA compliance. Longer-term improvements include traffic calming, roundabouts, curb bulbs, lane narrowing, striping, raised intersections, medians/refuge islands, and streetscape treatments to slow traffic speeds and accommodate shared use of the street.</p>				
<b>END PRODUCT:</b>				
<p>This project will result in various Technical Memorandums and a Final Report.</p>				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>		
<p><b>Sponsor:</b> MDA</p> <p><b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, OCDOT, SOCPA, Other Agencies as Appropriate</p>				
		FHWA (PL)	<u>2010-2011</u> \$45,000	<u>2011-2012</u> \$ 0
		FTA (Sec. 5303)	\$ 5,000	\$ 0
		TOTAL	\$50,000	\$ 0
		\$50,000		

<b>PROJECT NO:</b>	<b>3F</b>																
<b>PROJECT TITLE:</b>	<b>Congestion Management Process (CMP)</b>																
<b>OBJECTIVE:</b>																	
To address Congestion Management at the MPO consistent with Federal requirements.																	
<b>METHODOLOGY:</b>																	
<p>The Syracuse Metropolitan Transportation Council (SMTC) has developed a Congestion Management Process that is consistent with Federal requirements and State guidelines. In addition, it is consistent with the State's Congestion Management Process. Staff has worked with local highway officials to determine the appropriate level of effort desired for voluntary CMP implementation strategies/programs.</p> <p>The CMP is now being completed on a two-year cycle and in 'non-TIP' years so that the results of the CMP can be utilized in determining which potential TIP projects may help to alleviate congestion.</p> <p>The revised CMP process utilizes the SMTC's Travel Demand Modeling software to help identify areas of concern where further analysis will be undertaken consistent with the pre-existing processes.</p>																	
<b>END PRODUCT:</b>																	
A completed CMP during the two year 2010-2012 program cycle.																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, SOCPA, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><i>2010-2011</i></th> <th><i>2011-2012</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 15,000</td> <td>\$ 14,250</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 0</td> <td>\$ 750</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 15,000</b></td> <td><b>\$ 15,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 30,000</b></td> </tr> </tbody> </table>		<i>2010-2011</i>	<i>2011-2012</i>	FHWA (PL)	\$ 15,000	\$ 14,250	FTA (Sec. 5303)	\$ 0	\$ 750	<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 15,000</b>		<b>\$ 30,000</b>	
	<i>2010-2011</i>	<i>2011-2012</i>															
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<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 15,000</b>															
	<b>\$ 30,000</b>																

<b>PROJECT NO:</b>	<b>3G</b>																
<b>PROJECT TITLE:</b>	<b>OCDOT Signal Optimization</b>																
<b>OBJECTIVE:</b>																	
To assist the Onondaga County Department of Transportation (OCDOT) with the analysis and planning for signal optimization.																	
<b>METHODOLOGY:</b>																	
This project will involve working with the OCDOT to analyze a set number of signals on an annual basis in an ongoing effort to provide for the best signal optimization possible for the OCDOT signal network.																	
It is anticipated that this project will have a significant consultant component to it given the expertise required.																	
This project will include the following activities at a minimum:																	
<ul style="list-style-type: none"> <li>• Creation of a written scope of work;</li> <li>• Establishment of a Study Advisory Committee;</li> <li>• Selection of a number or percentage of signals to be examined;</li> <li>• Refinement of the selection to exact signal locations;</li> <li>• Acquiring current signal plans, timing and phasing, etc.;</li> <li>• Intersection counts for the selected locations;</li> <li>• Analysis of the signal for optimization with the appropriate software; and</li> <li>• Delivery of recommended modifications to the OCDOT.</li> </ul>																	
It is anticipated that this will be an annual OCDOT task.																	
<b>END PRODUCT:</b>																	
A Final Report documenting the recommended signal modifications.																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<b>Sponsor:</b> OCDOT  <b>Participating Agencies:</b> SMTC, OCDOT, SOCPA, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><u>2010-2011</u></th> <th><u>2011-2012</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 40,500</td> <td>\$ 29,750</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 4,500</td> <td>\$ 5,250</td> </tr> <tr> <td>TOTAL</td> <td>\$ 45,000</td> <td>\$ 35,000</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;">\$ 80,000</td> </tr> </tbody> </table>		<u>2010-2011</u>	<u>2011-2012</u>	FHWA (PL)	\$ 40,500	\$ 29,750	FTA (Sec. 5303)	\$ 4,500	\$ 5,250	TOTAL	\$ 45,000	\$ 35,000		\$ 80,000	
	<u>2010-2011</u>	<u>2011-2012</u>															
FHWA (PL)	\$ 40,500	\$ 29,750															
FTA (Sec. 5303)	\$ 4,500	\$ 5,250															
TOTAL	\$ 45,000	\$ 35,000															
	\$ 80,000																

<b>PROJECT NO:</b>	<b>3H</b>																
<b>PROJECT TITLE:</b>	<b>SOCPA Development Guide Assistance</b>																
<b>OBJECTIVE:</b>																	
<p>To assist the Syracuse Onondaga County Planning Agency (SOCPA) with the update of a new development guide to replace the current 2010 plan.</p>																	
<b>METHODOLOGY:</b>																	
<p>This project will provide planning assistance to SOCPA with the intent of updating their current development guide (2010 Plan). It is anticipated that this will involve staff resources for the coming program year. Significant overlap between this project and the Long Range Transportation Plan is anticipated. This means that efforts expended on this project will directly benefit the SMTC's Long Range Transportation Plan.</p> <p>Currently, a scope of work exists and various work efforts are underway for this project including a community survey, land use modeling, and other associated efforts.</p>																	
<b>END PRODUCT:</b>																	
<p>Information compiled in support of SOCPA's new Development Guide in an attempt to assist the County with this important planning effort.</p>																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<p><b>Sponsor:</b> Onondaga County</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><u>2010-2011</u></th> <th><u>2011-2012</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 40,000</td> <td>\$ 0</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 0</td> <td>\$ 0</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 40,000</b></td> <td><b>\$ 0</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 40,000</b></td> </tr> </tbody> </table>		<u>2010-2011</u>	<u>2011-2012</u>	FHWA (PL)	\$ 40,000	\$ 0	FTA (Sec. 5303)	\$ 0	\$ 0	<b>TOTAL</b>	<b>\$ 40,000</b>	<b>\$ 0</b>		<b>\$ 40,000</b>	
	<u>2010-2011</u>	<u>2011-2012</u>															
FHWA (PL)	\$ 40,000	\$ 0															
FTA (Sec. 5303)	\$ 0	\$ 0															
<b>TOTAL</b>	<b>\$ 40,000</b>	<b>\$ 0</b>															
	<b>\$ 40,000</b>																

<b>PROJECT NO:</b>	<b>3I</b>
<b>PROJECT TITLE:</b>	<b>Cicero Route 11 Corridor Study</b>

**OBJECTIVE:**

To examine the impact of future transportation and land use decisions on the future mobility, safety, access, and aesthetics of the Route 11 Corridor and immediately surrounding areas in the Town of Cicero. The plan will build directly off of the recommendations in the SMTC’s Clay / Cicero Route 31 Transportation Study.

**METHODOLOGY:**

The town of Cicero has seen significant growth in residential and commercial sectors in recent years. As a result, the Route 11 corridor has experienced increased traffic pressure. The combination of increased commuter traffic, multiple access points and other issues are resulting in conflicts between the competing needs for mobility, safety, access, and aesthetics along the corridor.

This study will follow a similar path as was followed for the SMTC’s Clay /Cicero Route 31 Transportation Study. A buildout analysis will be completed along with recommendations for improvement in access management, mobility, transit and other critical areas.

The study will include a full scoping effort, significant public outreach, and the following elements at a minimum:

- Analysis of the corridor and its infrastructure;
- Identification of the impact of a full build out of current plans on the corridor;
- Identify opportunities for safer and more efficient access, greater mobility, improved transit services, enhanced non-motorized transportation facilities;
- Investigation into the viability of new interconnections and rear access to selected properties within the study area; and
- Other activities identified during the scope creation process.

This study is anticipated to be a multi-year effort.

**END PRODUCT:**

This project will result in various Technical Memorandums and a Final Report with recommendations to enhance and protect the corridor.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> Onondaga County  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL)	\$ 54,000	\$ 16,000
	FTA (Sec. 5303)	\$ 6,000	\$ 4,000
	TOTAL	\$ 60,000	\$20,000
		\$ 80,000	

<b>PROJECT NO:</b>	<b>3J</b>
<b>PROJECT TITLE:</b>	<b>East Genesee Street Sidewalk Study</b>

**OBJECTIVE:**

To complete a transportation study for East Genesee Street from East Ave. toward the City Line and along Meadowbrook Road from Hurlburt to Kimber. The purpose and scope of the study is limited to examining the feasibility and necessity of installing sidewalks along the mentioned corridor.

**METHODOLOGY:**

The purpose of this project is to determine the feasibility of establishing sidewalks on East Genesee Street from East Ave. towards the City Line and along Meadowbrook Road from Hurlburt to Kimber Roads.

Due to the needs of residents, schools, and other factors there exists a high number of pedestrians in this vicinity without many current pedestrian accommodations. This study will examine the viability and necessity of installing sidewalks on all or part of the indicated area and include gross order of magnitude cost estimates.

The main activities to be included are:

- An examination of the current pedestrian activity in the area;
- An inventory of the current transportation facilities (all modes);
- Determine probable alignments and alternatives for a sidewalk;
- Determine costs of Right of Way acquisition if required;
- Determine cost of construction;
- Examination (if practical) of the effects on existing infrastructure (e.g. utility lines, fences, etc.) and natural resources (trees, foliage, etc.) and the costs/necessity of removing and/or relocating these items; and
- An effective public outreach campaign.

**END PRODUCT:**

This project will result in a Final Report with recommendations as to the feasibility and need for a sidewalk in the area along with gross order of magnitude cost estimates.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>	
<b>Sponsor:</b> City of Syracuse  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL) \$ 31,500	\$ 0
	FTA (Sec. 5303) \$ 3,500	\$ 0
	TOTAL \$ 35,000	\$ 0
	\$ 35,000	

<b>UPWP TASK NO:</b>	<b>3K</b>
<b>TASK TITLE:</b>	<b>Environmental Justice</b>

**OBJECTIVE:**

To continue to study issues relevant to environmental justice in the SMTC area. This includes examining the relationship between various socio-economic and demographic data and the transportation systems and plans in the MPO area.

**METHODOLOGY:**

This is an annual activity to address environmental justice issues in the MPO area by examining the relationship between various socio-economic/demographic data and the transportation systems and plans.

In general, the following will be completed:

- Update target areas as necessary and as data allows;
- Utilize available data sets to refine where necessary the geographic areas where the noted socio-economic and demographic conditions exist in the MPO area;
- Continue to examine the existing transportation and transit system as it relates to the areas noted above;
- Continue to 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;
- Utilize 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
- Facilitate Study Advisory Committee meetings that will develop goals and objectives as well as future deliverables for this project.

The findings of this process should be taken into consideration for future transportation planning and capital projects in the MPO area.

**END PRODUCT:**

Continued effort in the Environmental Justice arena to further the MPO’s progress in meeting federal requirements.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNYRPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, and SOCPA		<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL)	\$7,500	\$6,000
	FTA (Sec. 5303)	\$ 0	\$1,500
	<b>TOTAL</b>	<b>\$7,500</b>	<b>\$7,500</b>
		<b>\$15,000</b>	



<b>UPWP TASK NO:</b>	<b>3L</b>
<b>TASK TITLE:</b>	<b>I-81 Public Participation Project</b>

**OBJECTIVE:**

To facilitate a public participation effort in conjunction with NYSDOT’s I-81 Corridor Study.

**METHODOLOGY:**

This multi-year project is linked to the NYSDOT’s I-81 Corridor Study as well as the SMTC’s I-81 Travel Demand Modeling Project. The major components of the project are:

- Outreach and education to inform the public about the corridor; its role, function, outlook, and general condition; and the existing conditions of adjacent areas impacted by it;
- Education to inform the public about the various planning processes that currently surround the corridor;
- A public involvement process to gather input on issues/concerns related to I-81 and its environs; and
- A public involvement process to garner public opinion regarding the future alternatives for the roadway in this area.

The results of this project will be used as input for the SMTC’s technical work on the I-81 modeling effort (a related, but separate Scope of Work). These two products, along with substantial additional technical analysis done by the NYSDOT, will form the foundation for NYSDOT’s greater I-81 corridor study, which will make the final determination regarding the future of I-81. NYSDOT’s study is funded via FHWA State Planning and Research (SPR) funding and the SMTC (and its member agencies) will be key stakeholders of the NYSDOT effort. In addition, the final determination of the NYSDOT study will ultimately be manifested as a Transportation Improvement Program (TIP) project, which will require approval and concurrence by all SMTC member agencies.

To date this project has completed a significant effort towards this goal as documented on the project web site [www.theI81challenge.org](http://www.theI81challenge.org). Significant public outreach begun including: over 20 focus group meetings, small group meetings with various entities (including the University Hill Corp., Sierra Club, Downtown Committee, Syracuse Housing Authority and others), a comprehensive web site with project progress documented for public review, and other outreach efforts. Additional forms of public outreach will occur over the coming year.

**END PRODUCT:**

A documented public involvement process relating to the future of the I-81 Corridor in the MPO area and participation in the NYSDOT SPR funded I-81 corridor study.

Project Sponsor / Participating Agencies:	Funding Sources:		
<b>Sponsor:</b> NYSDOT  <b>Participating Agencies:</b> SMTC, CNYRPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, SOCPA and others as appropriate.		<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL)	\$ 204,000	\$ 92,000
	FTA (Sec. 5303)	\$ 36,000	\$ 23,000
	<b>TOTAL</b>	<b>\$ 240,000</b>	<b>\$ 115,000</b>
		<b>\$ 355,000</b>	

<b>PROJECT NO:</b>	<b>3M</b>																
<b>PROJECT TITLE:</b>	<b>I-81 Travel Demand Modeling Project</b>																
<b>OBJECTIVE:</b>																	
<p>To utilize the SMTC’s Travel Demand Model to evaluate the existing and future traffic conditions along I- 81 in the MPO area. This analysis will be performed for a variety of different potential alternatives and scenarios.</p>																	
<b>METHODOLOGY:</b>																	
<p>The SMTC will utilize its Travel Demand Model to evaluate different alternative planning scenarios for the I-81 Corridor in the MPO area with the goal being to demonstrate the traffic impacts/projections of those scenarios on both the state and local transportation systems. This study will be performed in such a way that preservation of the integrity of the transportation system is assured and sound mobility and reliability measures will be utilized.</p> <p>This project will be critically linked to the I-81 Public Participation Project and the NYSDOT I-81 Corridor Study.</p> <p>The major elements of this effort are to:</p> <ul style="list-style-type: none"> <li>• Refine the SMTC’s travel demand model in order to improve its validity, and</li> <li>• Use the travel demand model to evaluate various potential concepts for the I-81 corridor (and permutations of those concepts), based on: <ul style="list-style-type: none"> <li>- impacts to the transportation network of the greater metropolitan region and</li> <li>- impacts to regional interstate access and general mobility, with an emphasis on the movement of goods and people, and with a keen awareness of regional air quality implications.</li> </ul> </li> </ul> <p>The results of this project will be completed in conjunction with the SMTC’s I-81 Public Participation Project (a related but separate Scope of Work). The findings of the public participation effort will be used to assist in the development of alternatives to be tested in the model, and the results of the modeling effort will be reported to the public through the Public Participation Project. These two projects, along with additional technical analysis done by the NYSDOT, will form the foundation for NYSDOT’s greater I-81 corridor study, which will make the final determination regarding the future of I-81. The SMTC will be a key stakeholder in the NYSDOT study. In addition, the final determination of the NYSDOT study will ultimately be manifested as a Transportation Improvement Program (TIP) project, which will require approval by the SMTC.</p>																	
<b>END PRODUCT:</b>																	
<p>This project will result in a final report containing a detailed discussion and traffic analysis for the various studied alternatives.</p>																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<p><b>Sponsor:</b> NYSDOT</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><u>2010-2011</u></th> <th><u>2011-2012</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 110,500</td> <td>\$ 20,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 19,500</td> <td>\$ 5,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 130,000</b></td> <td><b>\$ 25,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 155,000</b></td> </tr> </tbody> </table>		<u>2010-2011</u>	<u>2011-2012</u>	FHWA (PL)	\$ 110,500	\$ 20,000	FTA (Sec. 5303)	\$ 19,500	\$ 5,000	<b>TOTAL</b>	<b>\$ 130,000</b>	<b>\$ 25,000</b>		<b>\$ 155,000</b>	
	<u>2010-2011</u>	<u>2011-2012</u>															
FHWA (PL)	\$ 110,500	\$ 20,000															
FTA (Sec. 5303)	\$ 19,500	\$ 5,000															
<b>TOTAL</b>	<b>\$ 130,000</b>	<b>\$ 25,000</b>															
	<b>\$ 155,000</b>																

<b>PROJECT NO:</b>	<b>3N</b>		
<b>PROJECT TITLE:</b>	<b>MPO Regional Planning Initiatives</b>		
<b>OBJECTIVE:</b>			
<p>To allow the SMTC to be actively involved in the many important regional planning initiatives that either currently exist or may begin over the program year.</p>			
<b>METHODOLOGY:</b>			
<p>Numerous significant planning initiatives either currently exist or may come to fruition over the coming program year. This project is to allow for the SMTC to participate in these initiatives. Additionally, member agencies may request SMTC specific planning, analysis, or related activities in regards to these initiatives via this task. Examples of past work that fall under this category include the I-90 Corridor planning, The Connective Corridor, Lakefront Planning, City of Syracuse Comprehensive Planning and other related activities.</p>			
<b>END PRODUCT:</b>			
<p>Active SMTC participation in important regional planning initiatives.</p>			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC/Various  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL)	<u>2010-2011</u> \$ 22,500	<u>2011-2012</u> \$ 16,000
	FTA (Sec. 5303)	\$ 2,500	\$ 4,000
	TOTAL	\$ 25,000	\$ 20,000
		\$45,000	

<b>PROJECT NO:</b>	<b>30</b>		
<b>PROJECT TITLE:</b>	<b>Long Range Transportation Plan</b>		
<b>OBJECTIVE:</b>			
Continue efforts on the 2011 Long Range Transportation Plan (LRTP) Update.			
<b>METHODOLOGY:</b>			
<p>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 four years. The SMTC's last complete LRTP was the <i>2020 Long Range Transportation Plan</i>, completed in 1995, with updates completed in 1998, 2001, 2004 and 2007.</p> <p>Efforts to develop the next update, which is due in 2011, are underway.</p> <p>All tasks and activities conducted as part of this project will ensure that the principles and procedures of Environmental Justice and Title VI receive the appropriate attention. Future fiscal allocations will be required to allow for continuation and completion of a new LRTP.</p>			
<b>END PRODUCT:</b>			
Completion of the 2011 Long-Range Transportation Plan Update.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL)	<u>2010-2011</u> \$ 45,000	<u>2011-2012</u> \$ 28,000
	FTA (Sec. 5303)	\$ 5,000	\$ 7,000
	TOTAL	\$ 50,000	\$ 35,000
		\$85,000	

<b>PROJECT NO:</b>	<b>3P</b>
<b>PROJECT TITLE:</b>	<b>Transportation Demand Management for Downtown Syracuse</b>

**OBJECTIVE:**

To complete a Transportation Demand Management Plan for downtown Syracuse. The goal of the plan is to reduce parking demand in the downtown area by fostering transportation alternatives to residents, employees, visitors, and others. Particular emphasis will be placed on the area of the proposed new Centro Common Center and its potential and impacts.

**METHODOLOGY:**

The purpose of this project is to complete a Transportation Demand Management (TDM) Plan for downtown Syracuse.

A simple definition for **Transportation Demand Management (TDM)** is the application of strategies and policies to reduce automobile travel demand, or to redistribute this demand in space or in time.

The goal of the plan is to reduce parking demand in the downtown area by fostering transportation alternatives to residents, employees, visitors, and others. Particular emphasis will be placed on the area of the proposed new Centro Common Center and its potential and impacts. This project is a direct result of the City of Syracuse’s Downtown Parking Study.

This project will be multi-year in nature and phased by design. The details of the individual project phases will be examined as part of the initial scope of work creation.

The main activities to be included are at a minimum:

- A comprehensive scope of work that includes phasing and a multi-year approach;
- Identify specific TDM strategies that can work for downtown Syracuse;
- Identify agencies currently supporting TDM related programs;
- Identify how such a TDM plan can function in the Syracuse area;
- Provide relevant case study reports that can be used for best practices for emulation opportunities;
- Provide site specific recommendations if possible for both existing and future transit transfer sites and options as well as their highest/best use; and
- An effective public outreach campaign.

This project is expected to be completed over the course of multiple program years in phases.

**END PRODUCT:**

Ultimately a detailed TDM plan for downtown Syracuse with an implementation strategy.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>	
<b>Sponsor:</b> Metropolitan Development Association  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL) \$ 71,250	\$ 30,000
	FTA (Sec. 5303) \$ 3,750	\$ 10,000
	<b>TOTAL</b> \$ 75,000	<b>\$ 40,000</b>
	<b>\$ 115,000</b>	

<b>PROJECT NO:</b>	<b>3Q</b>		
<b>PROJECT TITLE:</b>	<b>Operations and Integration</b>		
<b>OBJECTIVE:</b>			
Facilitate communication among and participate with MPO member agencies as it relates to ITS and related issues.			
<b>METHODOLOGY:</b>			
The task will allow for the SMTC to facilitate communication among the various SMTC member agencies relative to System Operations and Integration, including Intelligent Transportation Systems (ITS) issues and the completed ITS Strategic Plan for the Syracuse Metropolitan Area.			
<b>END PRODUCT:</b>			
Ongoing communications regarding Systems Operations, Integration and the Intelligent Transportation Systems Strategic Plan for the Syracuse Metropolitan Area.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC		<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL)	\$ 7,050	\$ 5,625
	FTA (Sec. 5303)	\$ 450	\$ 1,875
	<b>TOTAL</b>	<b>\$ 7,500</b>	<b>\$ 7,500</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		\$ 15,000	

<b>PROJECT NO:</b>	<b>3R</b>																
<b>PROJECT TITLE:</b>	<b>Rail, Truck and Transit Planning</b>																
<b>OBJECTIVE:</b>																	
<p>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.</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 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> <p>-----</p> <p>Additionally, this task will include CNYRTA Title VI Compliance:</p> <p>Title VI is a federally mandated program to ensure that no person be denied the benefit of federal financial assistance based on race, color or national origin. The CNYRTA, as a recipient of Federal Transit Administration funds, must comply with FTA Guidelines dated May 26, 1988 and Title 49, Chapter 53, Section 5332 of the Code of Federal Regulations. The SMTC will draft portions of this document on CNYRTA's behalf. CNYRTA staff will be responsible for providing SMTC with all of the necessary data to address the 12 required elements of the document and the SMTC staff will prepare the requested document sections and maps.</p>																	
<b>END PRODUCT:</b>																	
<p>Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda. Additionally, a CNYRTA Title VI Compliance effort that is mandated for the CNYRTA.</p>																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><i>2010-2011</i></th> <th><i>2011-2012</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 60,000</td> <td>\$ 25,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 15,000</td> <td>\$ 25,000</td> </tr> <tr> <td>TOTAL</td> <td>\$ 75,000</td> <td>\$ 50,000</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;">\$ 125,000</td> </tr> </tbody> </table>		<i>2010-2011</i>	<i>2011-2012</i>	FHWA (PL)	\$ 60,000	\$ 25,000	FTA (Sec. 5303)	\$ 15,000	\$ 25,000	TOTAL	\$ 75,000	\$ 50,000		\$ 125,000	
	<i>2010-2011</i>	<i>2011-2012</i>															
FHWA (PL)	\$ 60,000	\$ 25,000															
FTA (Sec. 5303)	\$ 15,000	\$ 25,000															
TOTAL	\$ 75,000	\$ 50,000															
	\$ 125,000																

<b>PROJECT NO:</b>	<b>3S</b>																
<b>PROJECT TITLE:</b>	<b>Traffic Safety</b>																
<b>OBJECTIVE:</b>																	
To participate in various Traffic Safety initiatives as appropriate.																	
<b>METHODOLOGY:</b>																	
<p>Integrating safety into the transportation planning process has recently been the focus of various Federal and State initiatives and is strongly encouraged within Metropolitan Planning Organizations.</p> <p>Staff has been actively involved for many years on the Onondaga County Traffic Safety Advisory Board and these efforts will be continued.</p> <p>In addition, this task includes the participation of staff on a NYSMPO Traffic Safety Working Group that is examining various traffic safety activities utilized throughout the state and their potential use within each MPO. Also, the Working Group will reach out to other state agencies such as the Department of Motor Vehicles and the Department of Transportation to better coordinate safety planning activities between MPOs and these agencies. Working with the NYSMPO Safety Working Group and State, Federal and Local safety partners, a Comprehensive Safety Monitoring and Planning Process will be developed and implemented. The process should be flexible and will consider the goals of the NYS Safety Plans and will incorporate the use of the NYSMPO Safety Assessment Process.</p>																	
<b>END PRODUCT:</b>																	
Continued participation on the Onondaga County Traffic Safety Advisory Board, and increased awareness regarding various Traffic Safety issues and further integration of traffic safety into the transportation planning process.																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><i>2010-2011</i></th> <th><i>2011-2012</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 12,750</td> <td>\$ 10,200</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 2,250</td> <td>\$ 1,800</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 15,000</b></td> <td><b>\$ 12,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 27,000</b></td> </tr> </tbody> </table>		<i>2010-2011</i>	<i>2011-2012</i>	FHWA (PL)	\$ 12,750	\$ 10,200	FTA (Sec. 5303)	\$ 2,250	\$ 1,800	<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 12,000</b>		<b>\$ 27,000</b>	
	<i>2010-2011</i>	<i>2011-2012</i>															
FHWA (PL)	\$ 12,750	\$ 10,200															
FTA (Sec. 5303)	\$ 2,250	\$ 1,800															
<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 12,000</b>															
	<b>\$ 27,000</b>																



<b>PROJECT NO:</b>	<b>3T</b>
<b>PROJECT TITLE:</b>	<b>Safety Improvement Analysis</b>

**OBJECTIVE:**

To further the objective of traffic safety issues and concerns in the MPO area by examining traffic incidents in the City of Syracuse and/or the County of Onondaga. This program year examines traffic incidents in both jurisdictions.

**METHODOLOGY:**

The first step in completing this analysis is to obtain from the New York State Department of Transportation (NYSDOT) a complete listing of all accidents within Onondaga County and the City of Syracuse for the most recent 3 year period. This data will then be presented to the sponsors so they may choose the locations for analysis.

Staff will then complete a detailed analysis of each chosen 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.

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.

In addition, this task allows for the ongoing maintenance of the New York State Department of Transportation 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.

**END PRODUCT:**

A Final Report documenting the detailed analysis of the selected locations.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> City of Syracuse and Onondaga County  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<u>2010-2011</u>	<u>2011-2012</u>
	FHWA (PL)	\$ 10,200	\$ 10,200
	FTA (Sec. 5303)	\$ 1,800	\$ 1,800
	TOTAL	\$ 12,000	\$ 12,000
		\$ 24,000	

<b>PROJECT NO:</b>	<b>3U</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>			
In the previous years, an interactive CD was created for utilization by the local planning boards and related bodies. This CD is an educational tool that works to assist local planners on the importance of the transportation and land use connection. In the coming year, that initiative will be built upon and fostered. Outreach to local planning agencies will be undertaken via this item as well as improvements to the interactive CD if identified. Additional outreach items will be determined jointly with member agencies and the community.			
<b>END PRODUCT:</b>			
Delivery of an on-going educational outreach program.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate		<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL)	\$ 21,250	\$ 20,000
	FTA (Sec. 5303)	\$ 3,750	\$ 5,000
	TOTAL	\$ 25,000	\$ 25,000
		\$ 50,000	

<b>PROJECT NO:</b>	<b>3V</b>		
<b>PROJECT TITLE:</b>	<b>Travel Demand Modeling</b>		
<b>OBJECTIVE:</b>			
To improve and utilize the SMTC's Travel Demand Model in support of the planning needs of the SMTC and its member agencies.			
<b>METHODOLOGY:</b>			
This task involves the following key steps:			
<ul style="list-style-type: none"> <li>•Maintenance of the existing model. This requires utilization of additional data sets and possible consultant efforts to be sure that the agency's model will meet SMTC's needs;</li> <li>•Continue training of existing staff on the best way(s) to utilize the model in support of the SMTC and its member agencies;</li> <li>•Work with the Interagency Consultation Group to ensure that the model will be accepted for the SMTC's required air quality and conformity needs; and</li> <li>•Utilization of the model in support of existing projects and member agency requests for scenario planning.</li> </ul>			
<b>END PRODUCT:</b>			
A maintained Travel Demand Model that meets the needs of the SMTC as well as the member agencies. In addition the model must comply with federal and state requirements for air quality and conformity.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC		<i>2010-2011</i>	<i>2011-2012</i>
	FHWA (PL)	\$ 51,200	\$ 37,500
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies			
	FTA (Sec. 5303)	\$ 12,800	\$ 12,500
	<b>TOTAL</b>	<b>\$ 64,000</b>	<b>\$ 50,000</b>
		<b>\$ 114,000</b>	

<b>PROJECT NO:</b>	<b>3W</b>
<b>PROJECT TITLE:</b>	<b>Clay Three Rivers Access Study</b>

**OBJECTIVE:**

To complete a study that examines comprehensive multi-modal access to and within the Three Rivers Point area.

**METHODOLOGY:**

This project is an outgrowth of the Town of Clay’s Local Waterfront Revitalization Plan. The study will examine the transportation impacts from the potential redevelopment. The focus of the study will be on multi-modal access to and within the site. Alternatives that minimize vehicular access while maximizing transit, pedestrian and bicycle access are to be identified.

Some specific elements of this project are:

- A comprehensive scope of work that includes an effective public outreach campaign;
- Data collection and analysis in support of the project;
- Analysis of existing and future conditions as well as no build alternatives (including traffic operations analysis);
- Reuse analysis with various alternative access scenarios;
- Identifications of costs and funding options for any recommended actions; and
- Detailed project documentation.

This project is expected to be completed over the course of one program year.

**END PRODUCT:**

Ultimately a detailed Final Report with a preferred alternative(s) and recommendations with funding strategies.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> Town of Clay  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<u>2010-2011</u>	<u>2011-2012</u>
	FHWA (PL)	\$ 58,000	\$ 0
	FTA (Sec. 5303)	\$ 14,500	\$ 0
	<b>TOTAL</b>	<b>\$ 72,500</b>	<b>\$ 0</b>
		\$ 72,500	

<b>PROJECT NO:</b>	<b>3X</b>
<b>PROJECT TITLE:</b>	<b>CNYRTA Transit Initiative Study</b>

**OBJECTIVE:**

To begin the process of examining additional modes of mass transit for the SMTC area, particularly connecting the University Hill area with downtown and beyond. Modes to be examined include Bus Rapid Transit, Fixed Rail options, and others.

**METHODOLOGY:**

Recent planning initiatives at the SMTC and at other area agencies have begun leaning toward alternative transit options as suggested options for enhancing the area’s transportation system. The University Hill Transportation Study recently completed by the SMTC specifically recommended the examination of a street car system or bus rapid transit system to connect the University Hill area with downtown and beyond.

CNYRTA wants to determine if the considerable expense required of the mandated FTA New Starts Alternatives Analysis process is warranted and useful. To that end, this project is being instituted as the first phase of a multi phase project that may or may not lead to a New Starts analysis by CNYRTA pending the review of the outcomes of this project.

At a minimum some specific elements of this project are:

- A comprehensive scope of work that includes an effective public outreach campaign;
- Identification of specific corridors needing transit systems improvement;
- Suggest specific alignments (planning level) based on various planning factors;
- Identification of modes to be examined and pros and cons of each with cost estimates;
- Improved regional travel demand model that can perform this required analysis; and
- Determine if further study and investment is warranted.

This project is expected to be completed over the course of multiple program years in multiple phases.

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In 2009, it was determined that the majority of the above noted effort will be completed via the NYSDOT I-81 Corridor Study. The SMTC’s role has then been reduced to coordinate and facilitate this effort. Once completed, the SMTC will then take the NYSDOT product and ensure that it meets the needs of the CNYRTA. This may include additional data collection, analysis or report enhancements.

**END PRODUCT:**

Ultimately a detailed Final Report with a recommendation if further investment is warranted.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> CNYRTA  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL)	\$ 8,000	<i>2010-2011</i> \$ 6,000
	FTA (Sec. 5303)	\$ 2,000	<i>2011-2012</i> \$1,500
	TOTAL	\$10,000	\$7,500
	\$ 17,500		

<b>PROJECT NO:</b>	<b>3Y</b>
<b>PROJECT TITLE:</b>	<b>Prospect Hill Parking and Transportation Study</b>

**OBJECTIVE:**

A.K.A. The Near Northside Parking & Wayfinding Study. To build on and leverage the existing “Prospect Hill Medical District Study” in regard to parking and transportation needs in the Prospect Hill area.

**METHODOLOGY:**

This study will build on and leverage the existing “Prospect Hill Medical District Study” in regard to parking and transportation needs in the Prospect Hill area. It will concentrate on two strong themes:

- 1) The necessity to redevelop excessive surface parking lots to higher and better uses; and
- 2) The need to influence transportation patterns of employees, residents and visitors of the area.

The project elements include:

- A comprehensive public involvement process;
- A comprehensive review of the anticipated “Prospect Hill Medical District Study” ;
- Review of any neighborhood/community plans;
- Analysis of the relevant transportation, parking, and land uses in the study area;
- Consultation with relevant community partners; and
- Other efforts deemed appropriate at the time of project scoping.

**END PRODUCT:**

Detailed Final Report with recommendations.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> Metropolitan Development Association  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<i><u>2010-2011</u></i>	<i><u>2011-2012</u></i>
	FHWA (PL)	\$ 32,400	\$ 6,750
	FTA (Sec. 5303)	\$ 7,600	\$ 750
	TOTAL	\$40,000	\$7,500
		\$47,500	

<b>PROJECT NO:</b>	<b>3Z</b>																
<b>PROJECT TITLE:</b>	<b>James Street Road Diet</b>																
<b>OBJECTIVE:</b>																	
<p>To determine if a reduction in the number of travel lanes on James Street from Shotwell Park to the central business district is warranted and/or practical. Additionally, the study will examine the potential for installation of improved bicycle and pedestrian amenities and traffic calming measures.</p>																	
<b>METHODOLOGY:</b>																	
<p>This study will examine the viability of a reduction in the number of travel lanes on James Street from Shotwell Park to the central business district is warranted and/or practical. Additionally, the study will examine the potential for installation of improved bicycle and pedestrian amenities and traffic calming measures.</p> <p>In general this study will at a minimum:</p> <ul style="list-style-type: none"> <li>● Establish a comprehensive public participation plan;</li> <li>● Gather relevant traffic and community data;</li> <li>● Analyze the data to determine if a lane reduction is possible;</li> <li>● Analyze the possible improvements of bicycle and pedestrian amenities and traffic calming measures;</li> <li>● Develop orders of magnitude cost estimates; and</li> <li>● Other efforts deemed appropriate at the time of project scoping.</li> </ul>																	
<b>END PRODUCT:</b>																	
<p>Detailed Final Report with recommendations.</p>																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<p><b>Sponsor:</b> City of Syracuse</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><u>2010-2011</u></th> <th><u>2011-2012</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 68,850</td> <td>\$ 5,625</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 16,150</td> <td>\$ 1,875</td> </tr> <tr> <td>TOTAL</td> <td>\$85,000</td> <td>7,500</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;">\$92,500</td> </tr> </tbody> </table>		<u>2010-2011</u>	<u>2011-2012</u>	FHWA (PL)	\$ 68,850	\$ 5,625	FTA (Sec. 5303)	\$ 16,150	\$ 1,875	TOTAL	\$85,000	7,500		\$92,500	
	<u>2010-2011</u>	<u>2011-2012</u>															
FHWA (PL)	\$ 68,850	\$ 5,625															
FTA (Sec. 5303)	\$ 16,150	\$ 1,875															
TOTAL	\$85,000	7,500															
	\$92,500																

<b>PROJECT NO:</b>	<b>3AA</b>		
<b>PROJECT TITLE:</b>	<b>Unallocated Funds for 2011-2012 planning efforts to be allocated at annual update cycle</b>		
<b>OBJECTIVE:</b>			
To identify additional planning efforts that will be undertaken in the 2011-2012 program that have not been identified in this program.			
<b>METHODOLOGY:</b>			
A call letter will be issued in 2010 to solicit planning projects from member agencies. If any of those projects are selected to be completed they will be funded with the monies that are currently unallocated for the 2011-2012 cycle. Additionally, carryover monies may be leveraged if there are substantial planning efforts requested by member agencies beyond the anticipated allocation. This issue will be dealt with comprehensively as part of the 2011-2012 UPWP update cycle.			
<b>END PRODUCT:</b>			
Planning activities as part of the 2011-2012 UPWP update cycle.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> To Be Determined in 2011-2012 cycle		<u>2010-2011</u>	<u>2011-2012</u>
	FHWA (PL)	\$ 0	\$ 211,479
	FTA (Sec. 5303)	\$ 0	\$ 52,870
	<b>TOTAL</b>	<b>\$ 0</b>	<b>\$264,349</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		\$264,349	



**UNIFIED PLANNING WORK PROGRAM**

**FY 2010-2012**

**4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**4A TIP Development and Maintenance**

<b>PROJECT NO:</b>	4A																
<b>PROJECT TITLE:</b>	TIP Development and Maintenance																
<b>OBJECTIVE:</b>																	
<p>Maintain and update the Transportation Improvement Program (TIP). Activities for this project will also ensure that the TIP is in compliance with all federal and state requirements.</p>																	
<b>METHODOLOGY:</b>																	
<p>The current TIP will be maintained, amended, and updated as necessary, in cooperation with the New York State Department of Transportation (NYSDOT), units of local government, and the Central New York Regional Transportation Authority (CNYRTA). Projects added will be submitted to the New York State Environmental Science Bureau (NYSDOT ESB) and the Interagency Consultation Group (ICG) to ensure consensus on impacts with the Program's conformity status.</p> <p>In addition, the SMTC will finalize the new TIP for adoption in mid 2010.</p>																	
<b>END PRODUCT:</b>																	
<p>A Transportation Improvement Program that is maintained, kept up to date and in compliance with all Federal and State requirements.</p>																	
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>															
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><u>2010-2011</u></th> <th><u>2011-2012</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 27,000</td> <td>\$ 16,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 3,000</td> <td>\$ 4,000</td> </tr> <tr> <td>TOTAL</td> <td>\$ 30,000</td> <td>\$ 20,000</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;">\$ 50,000</td> </tr> </tbody> </table>		<u>2010-2011</u>	<u>2011-2012</u>	FHWA (PL)	\$ 27,000	\$ 16,000	FTA (Sec. 5303)	\$ 3,000	\$ 4,000	TOTAL	\$ 30,000	\$ 20,000		\$ 50,000	
	<u>2010-2011</u>	<u>2011-2012</u>															
FHWA (PL)	\$ 27,000	\$ 16,000															
FTA (Sec. 5303)	\$ 3,000	\$ 4,000															
TOTAL	\$ 30,000	\$ 20,000															
	\$ 50,000																

**UNIFIED PLANNING WORK PROGRAM**

**FY 2010-2012**

**5. OTHER ACTIVITIES**

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

<b>PROJECT NO:</b>	<b>5A</b>		
<b>PROJECT TITLE:</b>	<b>Miscellaneous Activities and 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 may 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 were 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>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>	FHWA (PL)	<u>2010-2011</u> \$ 18,534	<u>2011-2012</u> \$ 16,456
	FTA (Sec. 5303)	\$ 1,466	\$ 3,545
	TOTAL	\$ 20,000	\$ 20,000
		\$ 40,000	

**UNIFIED PLANNING WORK PROGRAM**

**FY 2010-2012**

**6. BUDGET TABLES**

**2010-2011**

**TABLE 1 - SUMMARY BUDGET**

**TABLE 2 - SUMMARY BUDGET - FEDERAL PROGRAMS ONLY**

**TABLE 3 - FHWA BUDGETS**

**TABLE 4 - FTA BUDGETS**

**TABLE 5 - TOTAL FEDERAL BUDGETS**

**TABLE 6 - TOTAL AUDITABLE BUDGET**

**2011-2012**

**TABLE 1 - SUMMARY BUDGET**

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**TABLE 5 - TOTAL FEDERAL BUDGETS**

**TABLE 6 - TOTAL AUDITABLE BUDGET**

**TABLE 1**  
**2010 - 2011 SUMMARY BUDGET**

TASK BUDGET									
TASK		FUNDING SOURCE							
ID	Category	FHWA	FTA	FTA %	Total Federal	Total Non-Federal	State	Local	Total
<b>1.</b>	<b>Program Administration and Support (44.21.00)</b>								
A.	General Administration	\$182,750	\$32,250	15%	\$215,000	\$53,750	\$40,313	\$13,438	\$268,750
B.	Professional Services - Miscellaneous	\$3,750	\$1,250	25%	\$5,000	\$1,250	\$938	\$313	\$6,250
C.	Public Participation	\$26,650	\$5,850	18%	\$32,500	\$8,125	\$6,094	\$2,031	\$40,625
D.	Federal Transportation Legislation Examination and Evaluation	\$3,750	\$3,750	50%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
E.	UPWP Previous Year Closeouts	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
F.	UPWP Maintenance and Development	\$9,600	\$400	4%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
	<b>Total Program Administration and Support</b>	<b>\$236,500</b>	<b>\$43,500</b>	<b>16%</b>	<b>\$280,000</b>	<b>\$70,000</b>	<b>\$52,500</b>	<b>\$17,500</b>	<b>\$350,000</b>
<b>2.</b>	<b>Short-Range Transportation Planning (44.24.00)</b>								
A.	Census Data Compilation and/or Analysis	\$4,300	\$700	14%	\$5,000	\$1,250	\$938	\$313	\$6,250
B.	Data Collection, Compilation and/or Analysis	\$39,900	\$2,100	5%	\$42,000	\$10,500	\$7,875	\$2,625	\$52,500
C.	Functional Classification System Review	\$5,000	\$0	0%	\$5,000	\$1,250	\$938	\$313	\$6,250
D.	Geographic Information Systems -SMTC	\$25,500	\$4,500	15%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
E.	Geographic Information Systems - Member Agency Assistance	\$17,400	\$2,600	13%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
	<b>Total Short-Range Transportation Planning</b>	<b>\$92,100</b>	<b>\$9,900</b>	<b>10%</b>	<b>\$102,000</b>	<b>\$25,500</b>	<b>\$19,125</b>	<b>\$6,375</b>	<b>\$127,500</b>
<b>3.</b>	<b>Long Range Transportation Planning (44.23.02)</b>								
A.	Air Quality, Conformity and Energy	\$18,750	\$6,250	25%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
B.	Air/Water Planning	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
C.	Bicycle/Pedestrian Planning	\$36,000	\$4,000	10%	\$40,000	\$10,000	\$7,500	\$2,500	\$50,000
D.	Bridge & Pavement Condition Management System (BPCMS)	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
E.	Almond Street Pedestrian Accomodation Evaluation	\$45,000	\$5,000	10%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
F.	Congestion Management Process	\$15,000	\$0	0%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
G.	OCDOT Signal Optimization	\$40,500	\$4,500	10%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
H.	SOCPA Development Guide Update Assistance	\$40,000	\$0	0%	\$40,000	\$10,000	\$7,500	\$2,500	\$50,000
I.	Cicero Rt. 11 Corridor Study	\$54,000	\$6,000	10%	\$60,000	\$15,000	\$11,250	\$3,750	\$75,000
J.	East Genesee Street Sidewalk Study	\$31,500	\$3,500	10%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
K.	Environmental Justice	\$7,500	\$0	0%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
L.	I-81 Public Participation Project	\$204,000	\$36,000	15%	\$240,000	\$60,000	\$45,000	\$15,000	\$300,000
M.	I-81 Travel Demand Modeling Project	\$110,500	\$19,500	15%	\$130,000	\$32,500	\$24,375	\$8,125	\$162,500
N.	MPO Area Regional Planning Initiatives	\$22,500	\$2,500	10%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
O.	Long Range Transportation Plan	\$45,000	\$5,000	10%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
P.	Transportation Demand Management for Downtown Syracuse	\$71,250	\$3,750	5%	\$75,000	\$18,750	\$14,063	\$4,688	\$93,750
Q.	Operations & Integration	\$7,050	\$450	6%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
R.	Rail Truck and Transit Planning	\$60,000	\$15,000	20%	\$75,000	\$18,750	\$14,063	\$4,688	\$93,750
S.	Traffic Safety	\$12,750	\$2,250	15%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
T.	Safety Improvement	\$10,200	\$1,800	15%	\$12,000	\$3,000	\$2,250	\$750	\$15,000
U.	Transportation/Land Use Educational Outreach	\$21,250	\$3,750	15%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
V.	Travel Demand Modeling	\$51,200	\$12,800	20%	\$64,000	\$16,000	\$12,000	\$4,000	\$80,000
W.	Clay Three Rivers Access Study	\$58,000	\$14,500	20%	\$72,500	\$18,125	\$13,594	\$4,531	\$90,625
X.	CNYRTA Transit Initiative	\$8,000	\$2,000	20%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
Y.	Prospect Hill Parking and Transportation Study	\$32,400	\$7,600	19%	\$40,000	\$10,000	\$7,500	\$2,500	\$50,000
Z.	James Street Road Diet	\$68,850	\$16,150	19%	\$85,000	\$21,250	\$15,938	\$5,313	\$106,250
AA.	Unallocated funds for 2011-2012 to be allocated at annual update cycle	\$0	\$0	25%	\$0	\$0	\$0	\$0	\$0
	<b>Total Long-Range Transportation Planning</b>	<b>\$1,091,200</b>	<b>\$172,300</b>	<b>14%</b>	<b>\$1,263,500</b>	<b>\$315,875</b>	<b>\$236,906</b>	<b>\$78,969</b>	<b>\$1,579,375</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP) (44.25.00)</b>								
A.	TIP Development & Maintenance	\$27,000	\$3,000	10%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
	<b>Total Transportation Improvement Program</b>	<b>\$27,000</b>	<b>\$3,000</b>	<b>10%</b>	<b>\$30,000</b>	<b>\$7,500</b>	<b>\$5,625</b>	<b>\$1,875</b>	<b>\$37,500</b>
<b>5.</b>	<b>Other Activities (44.27.00)</b>								
A.	Miscellaneous Activities and Special Technical Assistance	\$18,534	\$1,466	7%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
	<b>Total Other Activities</b>	<b>\$18,534</b>	<b>\$1,466</b>	<b>7%</b>	<b>\$20,000</b>	<b>\$5,000</b>	<b>\$3,750</b>	<b>\$1,250</b>	<b>\$25,000</b>
	<b>Grand Total FHWA PL &amp; FTA MPP Funds</b>	<b>\$1,465,335</b>	<b>\$230,165</b>	<b>14%</b>	<b>\$1,695,500</b>	<b>\$423,875</b>	<b>\$317,906</b>	<b>\$105,969</b>	<b>\$2,119,375</b>
	<b>Grand Total - All Fund Sources</b>				<b>\$1,695,500</b>				<b>\$2,119,375</b>

**TABLE 2**  
**2010 - 2011 SUMMARY BUDGET**  
**FEDERAL PROGRAM ONLY**

TASK BUDGET											
TASK		FUNDING SOURCE					RESPONSIBILITY				
ID	Task	FHWA	FTA	State	Local	Total	Staff	CNY RPDB	State	Local	Total
44.21.00	Program Administration and Support	\$236,500	\$43,500	\$52,500	\$17,500	\$350,000	\$215,000	\$65,000	\$52,500	\$17,500	\$350,000
44.24.00	Short-Range Transportation Planning	\$92,100	\$9,900	\$19,125	\$6,375	\$127,500	\$102,000	\$0	\$19,125	\$6,375	\$127,500
44.23.02	Long-Range Transportation Planning	\$1,091,200	\$172,300	\$236,906	\$78,969	\$1,579,375	\$1,263,500	\$0	\$236,906	\$78,969	\$1,579,375
44.25.00	Transportation Improvement Program	\$27,000	\$3,000	\$5,625	\$1,875	\$37,500	\$30,000	\$0	\$5,625	\$1,875	\$37,500
44.27.00	Other Activities	\$18,534	\$1,466	\$3,750	\$1,250	\$25,000	\$20,000	\$0	\$3,750	\$1,250	\$25,000
	<b>Total</b>	<b>\$1,465,335</b>	<b>\$230,165</b>	<b>\$317,906</b>	<b>\$105,969</b>	<b>\$2,119,375</b>	<b>\$1,630,500</b>	<b>\$65,000</b>	<b>\$317,906</b>	<b>\$105,969</b>	<b>\$2,119,375</b>
		<b>\$1,695,500</b>		<b>\$423,875</b>		<b>\$2,119,375</b>	<b>\$1,695,500</b>		<b>\$423,874</b>		<b>\$2,119,375</b>

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	Local	Total
44.20.01	Salaries	\$582,454		\$145,919		\$728,373
44.20.02	Fringe	\$202,185		\$44,825		\$247,009
44.20.03	Travel	\$14,500				\$14,500
44.20.04	Equipment	\$21,500				\$21,500
44.20.05	Supplies	\$6,000				\$6,000
44.20.06	Contractual	\$721,750	\$65,000		\$105,969	\$892,719
44.20.07	Other	\$7,911				\$7,911
44.20.08	Indirect	\$74,200		\$127,163		\$201,363
	<b>Total</b>	<b>\$1,630,500</b>	<b>\$65,000</b>	<b>\$317,906</b>	<b>\$105,969</b>	<b>\$2,119,375</b>
		<b>\$1,695,500</b>		<b>\$423,875</b>		<b>\$2,119,375</b>
		<b>\$1,695,500</b>				<b>\$2,119,375</b>

**TABLE 3  
2010 - 2011 SUMMARY BUDGET  
FHWA BUDGET**

<b>TASK BUDGET</b>							
<b>ID</b>	<b>Task</b>	<b>Total</b>	<b>FHWA</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>Local</b>
44.21.00	Program Administration and Support	\$295,625	\$236,500	\$181,598	\$54,902	\$44,344	\$14,781
44.24.00	Short-Range Transportation Planning	\$115,125	\$92,100	\$92,100		\$17,269	\$5,756
44.23.02	Long-Range Transportation Planning	\$1,364,000	\$1,091,200	\$1,091,200		\$204,600	\$68,200
44.25.00	Transportation Improvement Program	\$33,750	\$27,000	\$27,000		\$5,063	\$1,688
44.27.00	Other Activities	\$23,168	\$18,535	\$18,534		\$3,475	\$1,158
	<b>Total</b>	<b>\$1,831,668</b>	<b>\$1,465,335</b>	<b>\$1,410,432</b>	<b>\$54,902</b>	<b>\$274,750</b>	<b>\$91,583</b>

<b>\$1,831,668</b>	<b>\$1,410,432</b>	<b>\$54,902</b>	<b>\$274,750</b>	<b>\$91,583</b>
<b>\$1,831,668</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>Local</b>
44.20.01	Salaries	\$629,952	\$503,840		\$126,110	
44.20.02	Fringe	\$213,636	\$174,896		\$38,740	
44.20.03	Travel	\$12,543	\$12,543			
44.20.04	Equipment	\$18,598	\$18,598			
44.20.05	Supplies	\$5,190	\$5,190			
44.20.06	Contractual	\$770,821	\$624,336	\$54,902		\$91,583
44.20.07	Other	\$6,843	\$6,843			
44.20.08	Indirect	\$174,085	\$64,185		\$109,900	
	<b>Total</b>	<b>\$1,831,668</b>	<b>\$1,410,432</b>	<b>\$54,902</b>	<b>\$274,750</b>	<b>\$91,583</b>

<b>\$1,831,668</b>	<b>\$1,410,432</b>	<b>\$54,902</b>	<b>\$274,750</b>	<b>\$91,583</b>
<b>\$1,831,668</b>				



**TABLE 4**  
**2010 - 2011 SUMMARY BUDGET**  
**FTA BUDGET**

<b>TASK BUDGET</b>							
<b>ID</b>	<b>Task</b>	<b>Total</b>	<b>FTA</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>Local</b>
44.21.00	Program Administration and Support	\$54,375	\$43,500	\$33,402	\$10,098	\$8,156	\$2,719
44.24.00	Short-Range Transportation Planning	\$12,375	\$9,900	\$9,900		\$1,856	\$619
44.23.02	Long-Range Transportation Planning	\$215,375	\$172,300	\$172,300		\$32,306	\$10,769
44.25.00	Transportation Improvement Program	\$3,750	\$3,000	\$3,000		\$563	\$188
44.27.00	Other Activities	\$1,833	\$1,466	\$1,466		\$275	\$92
	<b>Total</b>	<b>\$287,708</b>	<b>\$230,165</b>	<b>\$220,068</b>	<b>\$10,098</b>	<b>\$43,156</b>	<b>\$14,385</b>

<b>\$287,708</b>	<b>\$230,165</b>	<b>\$220,068</b>	<b>\$10,098</b>	<b>\$43,156</b>	<b>\$14,385</b>
<b>\$287,708</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>Local</b>
44.20.01	Salaries	\$98,422	\$78,614		\$19,809	
44.20.02	Fringe	\$33,374	\$27,289		\$6,085	
44.20.03	Travel	\$1,957	\$1,957			
44.20.04	Equipment	\$2,902	\$2,902			
44.20.05	Supplies	\$810	\$810			
44.20.06	Contractual	\$121,898	\$97,414	\$10,098		\$14,385
44.20.07	Other	\$1,068	\$1,068			
44.20.08	Indirect	\$27,277	\$10,015		\$17,262	
	<b>Total</b>	<b>\$287,708</b>	<b>\$220,068</b>	<b>\$10,098</b>	<b>\$43,156</b>	<b>\$14,385</b>

<b>\$287,708</b>	<b>\$220,068</b>	<b>\$10,098</b>	<b>\$43,156</b>	<b>\$14,385</b>
<b>\$287,708</b>				

**TABLE 5**  
**2010 - 2011 SUMMARY BUDGET**  
**TOTAL FEDERAL BUDGETS**

<b>TASK BUDGET</b>			
ID	Task	Total Federal	Total
44.21.00	Program Administration and Support	\$280,000	\$350,000
44.24.00	Short-Range Transportation Planning	\$102,000	\$127,500
44.23.02	Long-Range Transportation Planning	\$1,263,500	\$1,579,375
44.25.00	Transportation Improvement Program	\$30,000	\$37,500
44.27.00	Other Activities	\$20,000	\$25,000
<b>Total</b>		<b>\$1,695,500</b>	<b>\$2,119,375</b>

<b>AUDIT BUDGET</b>			
ID	Category	Total Federal	Total
44.20.01	Salaries	\$582,454	\$728,374
44.20.02	Fringe	\$202,185	\$247,009
44.20.03	Travel	\$14,500	\$14,500
44.20.04	Equipment	\$21,500	\$21,500
44.20.05	Supplies	\$6,000	\$6,000
44.20.06	Contractual	\$786,750	\$892,719
44.20.07	Other	\$7,911	\$7,911
44.20.08	Indirect	\$74,200	\$201,363
<b>Total</b>		<b>\$1,695,500</b>	<b>\$2,119,375</b>

<b>\$1,695,500</b>	<b>\$2,119,375</b>
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**TABLE 6**  
**2010 - 2011 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>Local</b>
44.20.01	Salaries	\$728,373	\$582,454		\$145,919	
44.20.02	Fringe	\$247,009	\$202,185		\$44,825	
44.20.03	Travel	\$14,500	\$14,500			
44.20.04	Equipment	\$21,500	\$21,500			
44.20.05	Supplies	\$6,000	\$6,000			
44.20.06	Contractual	\$892,719	\$721,750	\$65,000		\$105,969
44.20.07	Other	\$7,911	\$7,911			
44.20.08	Indirect	\$201,363	\$74,200		\$127,163	
	<b>Total</b>	<b>\$2,119,375</b>	<b>\$1,630,500</b>	<b>\$65,000</b>	<b>\$317,906</b>	<b>\$105,969</b>

<b>\$2,119,375</b>	<b>\$1,630,500</b>	<b>\$65,000</b>	<b>\$317,906</b>	<b>\$105,969</b>
<b>\$2,119,375</b>				

**TABLE 1**

**2011 - 2012 SUMMARY BUDGET**

TASK BUDGET									
TASK		FUNDING SOURCE							
ID	Category	FHWA	FTA	FTA %	Total Federal	Total Non-Federal	State	Local	Total
<b>1.</b>	<b>Program Administration and Support (44.21.00)</b>								
A.	General Administration	\$182,750	\$32,250	15%	\$215,000	\$53,750	\$40,313	\$13,438	\$268,750
B.	Professional Services - Miscellaneous	\$1,200	\$300	20%	\$1,500	\$375	\$281	\$94	\$1,875
C.	Public Participation	\$20,000	\$5,000	20%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
D.	Federal Transportation Legislation Examination and Evaluation	\$6,000	\$1,500	20%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
E.	UPWP Previous Year Closeouts	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
F.	UPWP Maintenance and Development	\$8,600	\$1,400	14%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
	<b>Total Program Administration and Support</b>	<b>\$228,550</b>	<b>\$40,450</b>	<b>15%</b>	<b>\$269,000</b>	<b>\$67,250</b>	<b>\$50,438</b>	<b>\$16,813</b>	<b>\$336,250</b>
<b>2.</b>	<b>Short-Range Transportation Planning (44.24.00)</b>								
A.	Census Data Compilation and/or Analysis	\$4,000	\$1,000	20%	\$5,000	\$1,250	\$938	\$313	\$6,250
B.	Data Collection, Compilation and/or Analysis	\$12,000	\$3,000	20%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
C.	Functional Classification System Review	\$5,000	\$0	0%	\$5,000	\$1,250	\$938	\$313	\$6,250
	Geographic Information Systems - SMTG	\$28,500	\$1,500	5%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
D.	Geographic Information Systems - Member Agency Assistance	\$17,000	\$3,000	15%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
	<b>Total Short-Range Transportation Planning</b>	<b>\$66,500</b>	<b>\$8,500</b>	<b>11%</b>	<b>\$75,000</b>	<b>\$18,750</b>	<b>\$14,063</b>	<b>\$4,688</b>	<b>\$93,750</b>
<b>3.</b>	<b>Long-Range Transportation Planning (44.23.02)</b>								
A.	Air Quality, Conformity and Energy	\$15,000	\$5,000	25%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
B.	Air/Water Planning	\$7,500	\$0	0%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
C.	Bicycle/Pedestrian Planning	\$18,000	\$2,000	10%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
D.	Bridge & Pavement Condition Management System (BPCMS)	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
E.	Almond Street Pedestrian Accomodation Evaluation	\$0	\$0	15%	\$0	\$0	\$0	\$0	\$0
F.	Congestion Management Process	\$14,250	\$750	5%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
G.	OCDO Signal Optimization	\$29,750	\$5,250	15%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
H.	SOCPA Development Guide Update Assistance	\$0	\$0	0%	\$0	\$0	\$0	\$0	\$0
I.	Cicero Rt. 11 Corridor Study	\$16,000	\$4,000	20%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
J.	East Genesee Street Sidewalk Study	\$0	\$0	20%	\$0	\$0	\$0	\$0	\$0
K.	Environmental Justice	\$6,000	\$1,500	20%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
L.	i-81 Public Participation Project	\$92,000	\$23,000	20%	\$115,000	\$28,750	\$21,563	\$7,188	\$143,750
M.	i-81 Travel Demand Modeling Project	\$20,000	\$5,000	20%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
N.	MPO Area Regional Planning Initiatives	\$16,000	\$4,000	20%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
O.	Long Range Transportation Plan	\$28,000	\$7,000	20%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
P.	Transportation Demand Management for Downtown Syracuse	\$30,000	\$10,000	25%	\$40,000	\$10,000	\$7,500	\$2,500	\$50,000
Q.	Operations & Integration	\$5,625	\$1,875	25%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
R.	Rail Truck and Transit Planning	\$25,000	\$25,000	50%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
S.	Traffic Safety	\$10,200	\$1,800	15%	\$12,000	\$3,000	\$2,250	\$750	\$15,000
T.	Safety Improvement	\$9,000	\$3,000	25%	\$12,000	\$3,000	\$2,250	\$750	\$15,000
U.	Transportation/Land Use Educational Outreach	\$20,000	\$5,000	20%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
V.	Travel Demand Modeling	\$37,500	\$12,500	25%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
W.	Clay Three Rivers Access Study	\$0	\$0	0%	\$0	\$0	\$0	\$0	\$0
X.	CNYRTA Transit Initiative	\$6,000	\$1,500	20%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
Y.	Prospect Hill Parking and Transportation Study	\$6,750	\$750	10%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
Z.	James Street Road Diet	\$5,625	\$1,875	25%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
AA.	Unallocated funds for 2011-2012 to be allocated at annual update cycle	\$211,479	\$52,870	20%	\$264,349	\$66,087	\$49,565	\$16,522	\$330,436
	<b>Total Long-Range Transportation Planning</b>	<b>\$639,679</b>	<b>\$173,670</b>	<b>21%</b>	<b>\$813,349</b>	<b>\$203,337</b>	<b>\$152,503</b>	<b>\$50,834</b>	<b>\$1,016,886</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP) (44.25.00)</b>								
A.	TIP Development & Maintenance	\$16,000	\$4,000	20%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
	<b>Total Transportation Improvement Program</b>	<b>\$16,000</b>	<b>\$4,000</b>	<b>20%</b>	<b>\$20,000</b>	<b>\$5,000</b>	<b>\$3,750</b>	<b>\$1,250</b>	<b>\$25,000</b>
<b>5.</b>	<b>Other Activities (44.27.00)</b>								
A.	Miscellaneous Activities & Special Technical Assistance	\$16,456	\$3,545	18%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
	<b>Total Other Activities</b>	<b>\$16,456</b>	<b>\$3,545</b>	<b>18%</b>	<b>\$20,000</b>	<b>\$5,000</b>	<b>\$3,750</b>	<b>\$1,250</b>	<b>\$25,000</b>
	<b>Grand Total FHWA PL &amp; FTA MPP Funds</b>	<b>\$967,184</b>	<b>\$230,165</b>	<b>20%</b>	<b>\$1,197,349</b>	<b>\$299,337</b>	<b>\$224,503</b>	<b>\$74,834</b>	<b>\$1,496,886</b>
	<b>Grand Total - All Fund Sources</b>				<b>\$1,197,349</b>				<b>\$1,496,886</b>

**TABLE 2**  
**2011 - 2012 SUMMARY BUDGET**  
**FEDERAL PROGRAM ONLY**

TASK BUDGET											
TASK		FUNDING SOURCE					RESPONSIBILITY				
ID	Task	FHWA	FTA	State	Local	Total	Staff	CNY RPDB	State	Local	Total
44.21.00	Program Administration and Support	\$228,550	\$40,450	\$50,438	\$16,813	\$336,250	\$204,000	\$65,000	\$50,438	\$16,813	\$336,250
44.24.00	Short-Range Transportation Planning	\$66,500	\$8,500	\$14,063	\$4,688	\$93,750	\$75,000	\$0	\$14,063	\$4,688	\$93,750
44.23.02	Long-Range Transportation Planning	\$639,679	\$173,670	\$152,503	\$50,834	\$1,016,686	\$813,349	\$0	\$152,503	\$50,834	\$1,016,686
44.25.00	Transportation Improvement Program	\$16,000	\$4,000	\$3,750	\$1,250	\$25,000	\$20,000	\$0	\$3,750	\$1,250	\$25,000
44.27.00	Other Activities	\$16,455	\$3,545	\$3,750	\$1,250	\$25,000	\$20,000	\$0	\$3,750	\$1,250	\$25,000
	<b>Total</b>	<b>\$967,184</b>	<b>\$230,165</b>	<b>\$224,503</b>	<b>\$74,834</b>	<b>\$1,496,686</b>	<b>\$1,132,349</b>	<b>\$65,000</b>	<b>\$224,503</b>	<b>\$74,834</b>	<b>\$1,496,686</b>
		<b>\$1,197,349</b>		<b>\$299,337</b>		<b>\$1,496,686</b>	<b>\$1,197,349</b>		<b>\$299,337</b>		<b>\$1,496,686</b>

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	Local	Total
44.20.01	Salaries	\$599,778		\$103,047		\$702,824
44.20.02	Fringe	\$215,084		\$31,655		\$246,739
44.20.03	Travel	\$14,750				\$14,750
44.20.04	Equipment	\$21,500				\$21,500
44.20.05	Supplies	\$6,000				\$6,000
44.20.06	Contractual	\$191,750	\$65,000		\$74,834	\$331,584
44.20.07	Other	\$8,187				\$8,187
44.20.08	Indirect	\$75,300		\$89,801		\$165,101
	<b>Total</b>	<b>\$1,132,349</b>	<b>\$65,000</b>	<b>\$224,503</b>	<b>\$74,834</b>	<b>\$1,496,686</b>
		<b>\$1,197,349</b>		<b>\$299,337</b>		<b>\$1,496,686</b>
		<b>\$1,197,349</b>		<b>\$299,337</b>		<b>\$1,496,686</b>

**TABLE 3**  
**2011 - 2012 SUMMARY BUDGET**  
**FHWA BUDGET**

TASK BUDGET							
ID	Task	Total	FHWA	Staff	CNY RPDB	State	County
44.21.00	Program Administration and Support	\$285,688	\$228,550	\$173,324	\$55,226	\$42,853	\$14,284
44.24.00	Short-Range Transportation Planning	\$83,125	\$66,500	\$66,500		\$12,469	\$4,156
44.23.02	Long-Range Transportation Planning	\$799,599	\$639,679	\$639,679		\$119,940	\$39,980
44.25.00	Transportation Improvement Program	\$20,000	\$16,000	\$16,000		\$3,000	\$1,000
44.27.00	Other Activities	\$20,569	\$16,455	\$16,455		\$3,085	\$1,028
	<b>Total</b>	<b>\$1,208,980</b>	<b>\$967,184</b>	<b>\$911,958</b>	<b>\$55,226</b>	<b>\$181,347</b>	<b>\$60,449</b>

\$1,208,980

\$911,958	\$55,226	\$181,347	\$60,449
\$1,208,980			

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$604,287	\$521,049		\$83,238	
44.20.02	Fringe	\$213,325	\$187,755		\$25,570	
44.20.03	Travel	\$12,790	\$12,790			
44.20.04	Equipment	\$18,594	\$18,594			
44.20.05	Supplies	\$5,189	\$5,189			
44.20.06	Contractual	\$209,868	\$94,193	\$55,226		\$60,449
44.20.07	Other	\$7,118	\$7,118			
44.20.08	Indirect	\$137,809	\$65,271		\$72,539	
	<b>Total</b>	<b>\$1,208,980</b>	<b>\$911,958</b>	<b>\$55,226</b>	<b>\$181,347</b>	<b>\$60,449</b>

\$1,208,980	\$911,958	\$55,226	\$181,347	\$60,449
\$1,208,980				

**TABLE 4**  
**2011 - 2012 SUMMARY BUDGET**  
**FTA BUDGET**

<b>TASK BUDGET</b>							
<b>ID</b>	<b>Task</b>	<b>Total</b>	<b>FTA</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>Local</b>
44.21.00	Program Administration and Support	\$50,563	\$40,450	\$30,676	\$9,774	\$7,584	\$2,528
44.24.00	Short-Range Transportation Planning	\$10,625	\$8,500	\$8,500		\$1,594	\$531
44.23.02	Long-Range Transportation Planning	\$217,088	\$173,670	\$173,670		\$32,563	\$10,854
44.25.00	Transportation Improvement Program	\$5,000	\$4,000	\$4,000		\$750	\$250
44.27.00	Other Activities	\$4,431	\$3,545	\$3,545		\$665	\$222
	<b>Total</b>	<b>\$287,706</b>	<b>\$230,165</b>	<b>\$220,391</b>	<b>\$9,774</b>	<b>\$43,156</b>	<b>\$14,385</b>

<b>\$287,706</b>	<b>\$220,391</b>	<b>\$9,774</b>	<b>\$43,156</b>	<b>\$14,385</b>
<b>\$287,706</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>Local</b>
44.20.01	Salaries	\$98,538	\$78,729		\$19,809	
44.20.02	Fringe	\$33,414	\$27,329		\$6,085	
44.20.03	Travel	\$1,960	\$1,960			
44.20.04	Equipment	\$2,906	\$2,906			
44.20.05	Supplies	\$811	\$811			
44.20.06	Contractual	\$121,717	\$97,557	\$9,774		\$14,385
44.20.07	Other	\$1,069	\$1,069			
44.20.08	Indirect	\$27,292	\$10,029		\$17,262	
	<b>Total</b>	<b>\$287,706</b>	<b>\$220,391</b>	<b>\$9,774</b>	<b>\$43,156</b>	<b>\$14,385</b>

<b>\$287,706</b>	<b>\$220,391</b>	<b>\$9,774</b>	<b>\$43,156</b>	<b>\$14,385</b>
<b>\$287,706</b>				

**TABLE 5**  
**2011 - 2012 SUMMARY BUDGET**  
**TOTAL FEDERAL BUDGETS**

<b>TASK BUDGET</b>			
ID	Task	Total Federal	Total
44.21.00	Program Administration and Support	\$269,000	\$336,250
44.24.00	Short-Range Transportation Planning	\$75,000	\$93,750
44.23.02	Long-Range Transportation Planning	\$813,349	\$1,016,686
44.25.00	Transportation Improvement Program	\$20,000	\$25,000
44.27.00	Other Activities	\$20,000	\$25,000
	<b>Total</b>	<b>\$1,197,349</b>	<b>\$1,496,686</b>

<b>AUDIT BUDGET</b>			
ID	Category	Total Federal	Total
44.20.01	Personnel / Salaries	\$599,778	\$702,824
44.20.02	Fringe	\$215,084	\$246,739
44.20.03	Travel	\$14,750	\$14,750
44.20.04	Equipment	\$21,500	\$21,500
44.20.05	Supplies	\$6,000	\$6,000
44.20.06	Contractual	\$256,750	\$331,584
44.20.07	Other	\$8,187	\$8,187
44.20.08	Indirect	\$75,300	\$165,101
	<b>Total</b>	<b>\$1,197,349</b>	<b>\$1,496,686</b>

<b>\$1,197,349</b>	<b>\$1,496,686</b>
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**TABLE 6**  
**2011 - 2012 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>Local</b>
44.20.01	Personnel / Salaries	\$702,824	\$599,778		\$103,047	
44.20.02	Fringe	\$246,739	\$215,084		\$31,655	
44.20.03	Travel	\$14,750	\$14,750			
44.20.04	Equipment	\$21,500	\$21,500			
44.20.05	Supplies	\$6,000	\$6,000			
44.20.06	Contractual	\$331,584	\$191,750	\$65,000		\$74,834
44.20.07	Other	\$8,187	\$8,187			
44.20.08	Indirect	\$165,101	\$75,300		\$89,801	
	<b>Total</b>	<b>\$1,496,686</b>	<b>\$1,132,349</b>	<b>\$65,000</b>	<b>\$224,503</b>	<b>\$74,834</b>

<b>\$1,496,686</b>	<b>\$1,132,349</b>	<b>\$65,000</b>	<b>\$224,503</b>	<b>\$74,834</b>
<b>\$1,496,686</b>				

**UNIFIED PLANNING WORK PROGRAM**

**FY 2010-2012**

**Appendices**

**Appendix A: Other Significant Federally Funded Transportation Planning Activities**

### **Other Significant Federally Funded Transportation Planning Activities**

In addition to the projects included in the SMTC's program a significant planning effort is being undertaken by the NYSDOT for a corridor study of I-81. This effort is being closely coordinated with the SMTC and is tied into two key SMTC efforts: The I-81 Public Participation Study and the I-81 Travel Demand Modeling Project. The following pages are excerpts from the NYSDOT's study application and serve to provide a context, cost and broad scope of the NYSDOT effort.

**NYS TRANSPORTATION PLANNING  
SPR FUNDING APPLICATION  
for Planning Project**

**Project Manager Information**

Name:	Mark Frechette
Title:	Director, Planning & Program Management, Region 3
Organization:	NYSDOT
E-mail Address:	mefrechette@dot.state.ny.us
Phone Number:	(315) 428-4409
<b><u>COMMITTED PROJECT MANAGER</u></b> <i>Is the proposed Project Manager prepared and authorized to manage the project? Explain</i>	Yes. As requested by the Regional Director Carl Ford.

**Applicant Information** (If different from the Project Manager)

Name: <i>Person completing this application</i>	Same as above
Title:	
Organization:	
E-mail Address:	
Phone Number:	

**Project Description**

Working Title for Proposal:	I-81 Corridor Study & Project Scoping
Project Goal: <i>Desired outcome</i>	Investigate the need for transportation improvements to 10.69 miles of Interstate 81 between I-481/I-81 interchanges (Exits 16A & 29). Develop feasible project alternatives for addressing various transportation issues associated with the I-81 Viaduct in the City of Syracuse. Scoping activities will be restricted to the area of Interstate 81 between Salina/Clinton exit and Raynor Avenue (viaduct section).
Actions Proposed: <i>Major steps in the project</i>	<ul style="list-style-type: none"> <li>• Corridor study of I-81</li> <li>• Public outreach and interaction</li> <li>• Project scoping</li> </ul>
Anticipated Product(s) <i>Documents /Plans /Data Base/ etc.</i>	Corridor Study Report, Project Scoping Report (I-81 Viaduct Portion Only)
Total Project Cost:	Syracuse I-81 Viaduct Project: 150 Million to 500 Million
SPR Funds Requested:	2 Million
Other Funds: <i>If other funds will supplement SPR funding, indicate the source of the funding and the likelihood that it will be available.</i>	Region 3 has requested that SMTC utilize their Traffic Demand Model to evaluate different alternative scenarios to show traffic projections to both State and local streets.

### Alignment with Priority Result Areas

<i>If applicable, how will implementation of the project affect <b>Mobility / Reliability</b>?</i>	This section of I-81 serves at the crossroads with I-90 in the center of New York State. Protecting the integrity of the interstate system while providing sound mobility and reliability throughout the corridor is the primary purpose of this Corridor Study.
<i>If applicable, how will implementation of the project affect the <b>Safety</b> of the traveling public?</i>	Improve safety for those who use this transportation facility by reducing the points of conflict, correcting non-standard features, addressing capacity problems, and providing better distribution of traffic.
<i>If applicable, how will implementation of the project affect <b>Environmental Sustainability</b> in the State?</i>	The scoping report for the Syracuse I-81 Viaduct will lead to an Environmental Impact Statement process of various alternatives. DOT can aspire to an improved environment thru this process.
<i>If applicable, how will implementation of the project affect the <b>Economic Competitiveness</b> of the State?</i>	Much of Syracuse's economy as a major upstate city is a result of the transportation links within this corridor. The Central Business Districts, hospitals, universities, etc. all rely on this corridor to remain economically competitive.
<i>If applicable, how will implementation of the project affect <b>Security</b> of travelers, employees and NYS citizens?</i>	Addressing the various transportation issues related to I-81 in the City of Syracuse will enhance security by ensuring the functionality of this portion of the interstate system for many years into the future.

### New York State Need

<i>Describe the problem, any statewide implications, and its urgency.</i>	NYSDOT is approximately 10 years away from having to address major bridge deficiencies associated with the I-81 Viaduct thru the City of Syracuse. The I-81 Corridor Study is an integral component of the decision making process that will assist NYSDOT in determining how best to move forward with this major trade, commuter, and intercity corridor.
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### Return on Investment

<i>Discuss how the results of the project might be used, and given funding constraints and other factors, the likelihood of the results being used.</i>	The strategies identified by the I-81 Corridor Study include an array of capital projects and operational actions that can be developed and implemented over the next 10 to 20 years to improve the corridor. The likelihood of results being used are very high due to the State's need to address multiple deficiencies within its transportation system.
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### Other

<i>Other pertinent information is welcomed, but not required.</i>	See attached UPWP project proposals submitted to SMTC for consideration under their work program for 2007. This project will need to be considered as a Statewide significant project in the future due to the financial commitment needed to resolve this transportation issue.
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### Submit Applications to: [JHigle@dot.state.ny.us](mailto:JHigle@dot.state.ny.us)

Completed applications should be submitted as an attachment to an e-mail.

### Questions?

Questions on how to complete this application, the review process, or the research program should be directed to Jay Higle, Policy and Strategy, (518) 457-7089.

Project Title:           **C-07-72 : Central New York Long Range Park-And-Ride Needs Assessment**

PIN:                       P110.33.881

Responsible Unit:    Central New York Regional Transportation Authority (CNYRTA)

Project Manager:     Higle, Jay

**Project Goal:**

Identification of specific locations on one or more growth corridors in the Syracuse metropolitan area & surrounding counties for development of transit park-and-ride facilities.

**Actions Proposed:**

- Identify area to be studied. CNYRTA currently serves Onondaga, Cayuga, Oswego and Oneida Counties.
- Examine demographic trends, near & long-term development proposals & regional population projections applicable.
- ID candidate transportation corridors for more detailed study.
- Research means of projecting demand for such facilities; apply to regional demographic trends; project demand.
- Survey publicly owned land & other facilities within or adjacent to selected corridors for potential development into park-and-ride facility(ies)
- In absence of publicly owned facilities, identify privately owned facilities for development.
- Estimate cost of land acquisition & construction costs of facilities identified.
- Recommend funding source(s) to develop facilities.

**Anticipated Work Products and Accomplishments:**

1. Existing conditions report.
2. Demand estimates by corridor & location.
3. Cost estimates by corridor & location.
4. Recommendations

**Proposed Budget:**                       \$100,000