

UPWP

Unified Planning Work Program

2013 - 2014



Syracuse Metropolitan Transportation Council

2013-2014 UNIFIED PLANNING WORK PROGRAM

FOR TRANSPORTATION PLANNING

in the

SYRACUSE

METROPOLITAN PLANNING AREA

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

February 27, 2013

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. The SMTC is solely responsible for its content.

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
2013-2014 UNIFIED PLANNING WORK PROGRAM**

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
RESOLUTION	4
2013-2014 UNIFIED PLANNING WORK PROGRAM - PURPOSE	6
DEVELOPMENT OF THE UNIFIED PLANNING WORK PROGRAM	6
COUNCIL ORGANIZATION	7
SMTc COMMITTEE STRUCTURE	9
SMTc STAFFING	10
OPERATIONAL PROCEDURES AND BYLAWS	10
UNIFIED PLANNING WORK PROGRAM FRAMEWORK	11
NYS MPO SHARED COST INITIATIVES	13
2013-2014 UNIFIED PLANNING WORK PROGRAM OUTLINE	15
1. PROGRAM ADMINISTRATION AND SUPPORT	15
2. SHORT-RANGE TRANSPORTATION PLANNING	21
3. LONG-RANGE TRANSPORTATION PLANNING	27
4. TRANSPORTATION IMPROVEMENT PROGRAM	52
5. OTHER ACTIVITIES	54
6. BUDGET TABLES	56
<u>2013-2014</u>	
TABLE 1 - SUMMARY BUDGET	57
TABLE 2 - SUMMARY BUDGET - FEDERAL PROGRAMS ONLY	58
TABLE 3 - FHWA BUDGETS	59
TABLE 4 - FTA BUDGETS	60
TABLE 5 - TOTAL FEDERAL BUDGETS	61
TABLE 6 - TOTAL AUDITABLE BUDGET	62
TABLE 7 - STATE PLANNING & RESEARCH FUNDING	63
APPENDICES	64
APPENDIX A (Other Significant Federally Funded Transportation Planning Activities - SPR)	65

RESOLUTION
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
POLICY COMMITTEE

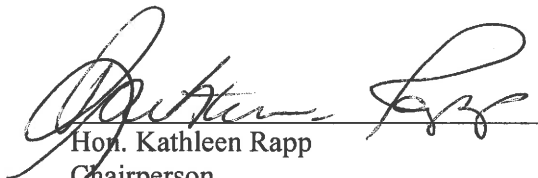
February 27, 2013

- WHEREAS,** In order to promote a coordinated, continuous and comprehensive transportation planning process in the Syracuse Metropolitan Area, which is comprised of Onondaga County and portions of Madison and Oswego counties, it has been found necessary to develop an annual Unified Planning Work Program (UPWP); and
- WHEREAS,** the Moving Ahead for Progress in the 21st Century (MAP-21) transportation authorization has committed funds for metropolitan transportation 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, and (2) the Transportation Improvement Program; and
- WHEREAS,** in cooperation with the New York State Departments of Transportation (NYSDOT) and Environmental Conservation, 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 the 2013-2014 program cycle 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 2013-2014 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 in amounts consistent with this approved UPWP.

NOW THEREFORE BE IT RESOLVED, that the Policy Committee adopts the 2013-2014 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 or the Executive Committee as appropriate, 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 27th day of February 2013 by consensus of the SMTC Policy Committee.



Hon. Kathleen Rapp
Chairperson
SMTC Policy Committee



New York State Department of Transportation
Secretary
SMTC Policy Committee

Date: February 27, 2013

Date: February 27, 2013

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

2013-2014 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 2013-2014. 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, 2007, and 2011. The SMTC Central Staff, working with the Planning Committee and the New York State Department of Transportation, initiates the process of developing the UPWP and prepares a final draft for both Planning and Policy Committee 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 Unified Planning 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 2013-2014 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 Moving Ahead for Progress in the 21st Century (MAP-21) 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 Transportation Improvement Program (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 Transportation Programs and included in the 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.

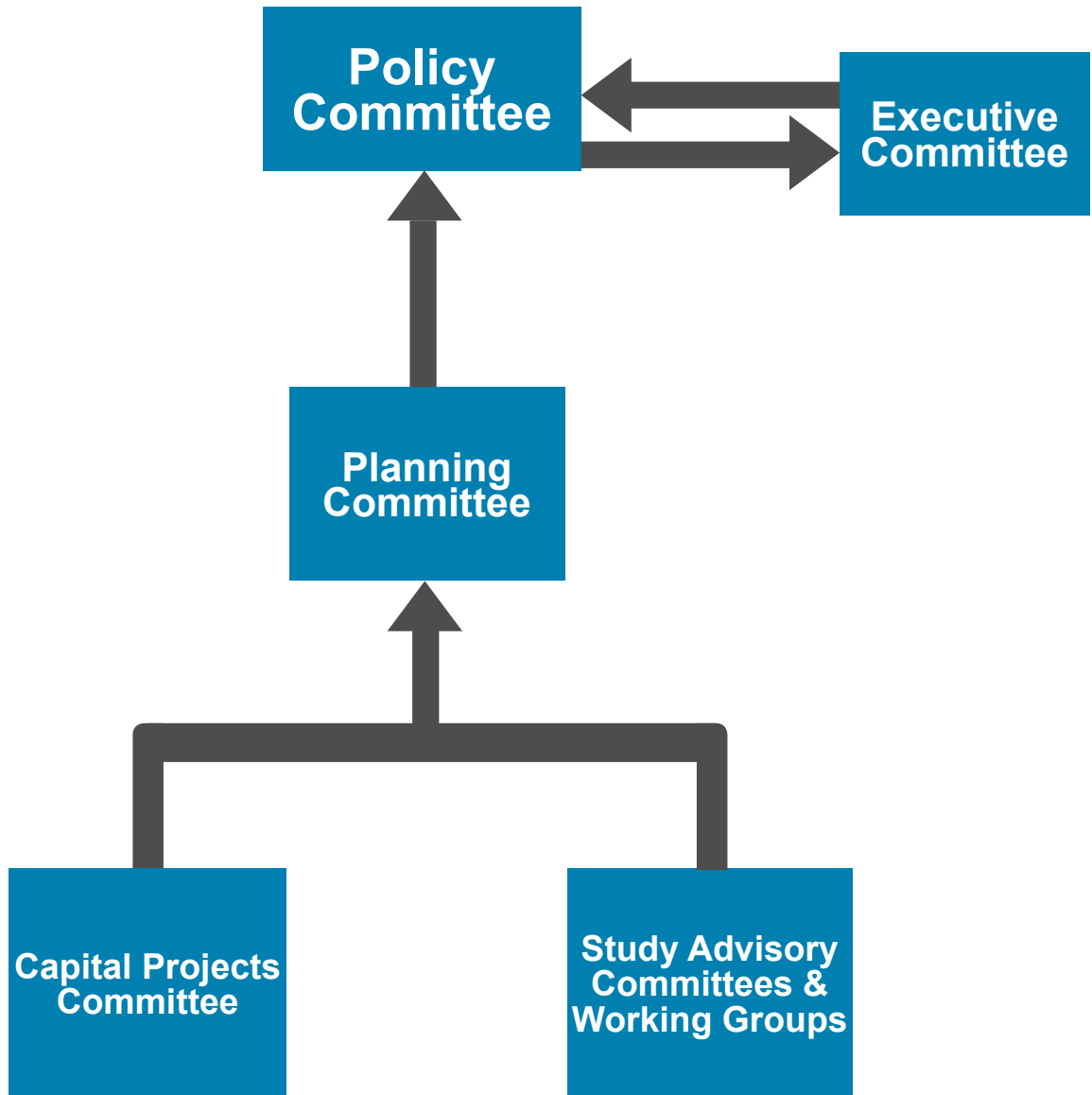
Organizational Objectives

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, cooperative planning” concept.

SMTC COMMITTEE STRUCTURE

Committee Structure



SMTC Staff carries out the work program under the direction of the Policy Committee.

SMTC STAFFING

The work proposed under this UPWP will be accomplished primarily by the SMTC Central Staff, with the assistance and cooperative support of the participating SMTC 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, multi-disciplinary 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 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.

Member Agencies

On occasion, and as recommended by the Central Staff Director, as identified in the UPWP, member agency staff may coordinate work activities with the SMTC Central staff.

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 CNY RPDB.

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 UPWP establishes the transportation planning activities and programs of the Metropolitan Planning Organization (MPO) to be carried out over the course of the work program year(s) (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.

Six 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, 2007, and 2011, including: mobility, safety, environment, economy, land use 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, MAP-21 and the National Highway System legislation. The eight planning factor requirements of SAFETEA-LU and MAP-21 are listed below:
 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
 2. Increase the safety 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.

SUMMARY OF MAJOR PROGRAMMED ACTIVITIES

The 2013-2014 SMTc UPWP is based on the SMTc's 2020 Long Range Transportation Plan and its corresponding updates, which have been 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 SMTc area.

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. As MAP-21 was signed into law in July 2012, a final rulemaking is necessary before various rules/regulations of the metropolitan transportation planning processes become effective. The USDOT may release this rulemaking during the 2013-2014 program.

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.

New York State Metropolitan Planning Organizations

SHARED COST INITIATIVES

In addition to the projects included in the SMTTC's program, staff participates with other New York State Metropolitan Planning Organizations on several Shared Cost Initiative (SCI) projects. The SMTTC'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 SMTTC's FHWA allocation has also been adjusted to account for the annual Association of Metropolitan Planning Organization's dues. Also it should be noted that the SCI funding includes NYSDOT Statewide Planning and Research (SPR) funding for SCI Working Groups as listed in the attached table. The SCI projects are outlined below for 2013-2014. The SMTTC fully supports and participates in the SCI program statewide.

As part of UPWP development each year, the various MPOs in New York State (NYSAMPO) collectively reserve a limited amount of federal transportation planning funds to fund a series of statewide shared cost initiatives and pay annual dues to the Association of Metropolitan Planning Organizations (AMPO). As available, the NYSDOT has made FHWA SPR funds available to NYSAMPO to supplement SCIs funded with FHWA PL and FTA MPP funds.

NYSAMPO Staff Support

Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.

Cost: \$200,000 (FHWA PL and FTA MPP and NYSDOT SPR)

Lead Agency: Capital District Transportation Committee

NYSAMPO Staff Training

Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.

Cost: \$25,000 (FTA MPP)

Lead Agency: Genesee Transportation Council

AMPO Dues

Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.

Cost: \$40,987 (FHWA PL)

Lead Agency: Binghamton Metropolitan Transportation Study

2013-2014 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	2013-2014			Notes
		Project Total	Staff & Operating Expense Budget	Contractual Budget	
1.	Program Administration and Support (44.21.00)				
A.	General Administration	\$215,000	\$150,000	\$65,000	Contractual for Host Agency Agreement
B.	Public Participation	\$20,000	\$20,000	\$0	
C.	Federal Transportation Legislation Examination and Evaluation	\$5,000	\$5,000	\$0	For legislative compliance
D.	UPWP Previous Year Closeouts	\$7,000	\$7,000	\$0	
E.	UPWP Maintenance and Development	\$7,500	\$7,500	\$0	
	Total Program Administration & Support	\$254,500	\$189,500	\$65,000	
2.	Short-Range Transportation Planning (44.24.00)				
A.	Census Data Compilation and/or Analysis	\$5,000	\$5,000	\$0	
B.	Data Collection, Compilation and/or Analysis	\$35,000	\$10,000	\$25,000	
C.	Functional Classification System Review	\$5,000	\$5,000	\$0	
D.	Geographic Information Systems - SMTC	\$25,000	\$25,000	\$0	
E.	Geographic Information Systems - Member Agency Assistance	\$25,000	\$25,000	\$0	Purpose is to provide GIS services to Member Agencies related to regional planning
	Total Short-Range Transportation Planning	\$95,000	\$70,000	\$25,000	
3.	Long-Range Transportation Planning (44.23.02)				
A.	Air Quality, Conformity and Energy	\$7,500	\$7,500	\$0	
B.	Air/Water Planning	\$5,000	\$5,000	\$0	
C.	Bicycle/Pedestrian Planning	\$20,000	\$20,000		
D.	Bridge and Pavement Condition Management System (BPCMS)	\$10,000	\$10,000	\$0	
E.	OCDOT Signal Optimization	\$47,921	\$5,000	\$42,921	
F.	I-81 Public Participation Project	\$75,000	\$65,000	\$10,000	Plus consultant expenses incurred under SPR (see associated table) SPR Total Multi Year is \$450,000
G.	I-81 Travel Demand Modeling Project	\$40,000	\$35,000	\$5,000	
H.	MPO Area Regional Planning Initiatives	\$25,000	\$25,000	\$0	
I.	Long-Range Transportation Plan	\$45,000	\$45,000		
J.	Rail, Truck and Transit Planning	\$35,000	\$35,000	\$0	
K.	Traffic Safety	\$5,000	\$5,000	\$0	
L.	Travel Demand Modeling	\$50,000	\$25,000	\$25,000	Contractual for Modeling Assistance as necessary for staff assistance
M.	CNYRTA Transit Initiative	\$15,000	\$15,000	\$0	
N.	Bicycle Corridor Study	\$35,000	\$35,000	\$0	
O.	Erie Canalway Trail	\$45,000	\$45,000		
P.	Onondaga County Sustainable Streets Initiative	\$45,000	\$45,000		
Q.	Downtown Syracuse Two Way Feasibility Technical Analysis	\$95,000	\$15,000	\$80,000	
R.	City of Syracuse Wayfinding Study - Phase 1	\$10,000	\$10,000		
S.	City of Syracuse Wayfinding Study - Phase 2	\$45,000	\$45,000		
T.	South Salina Street Complete Street Plan	\$45,000	\$45,000		
U.	Town of Geddes Bike/Ped Access Evaluation	\$35,000	\$35,000		
V.	Transportation Information Assembly and public access project	\$30,000	\$30,000		
W.	Synchro/HCS Training	\$35,000	\$5,000	\$30,000	
X.	ITS Strategic Plan Update	\$10,000	\$10,000		
	Total Long-Range Transportation Planning	\$810,421	\$617,500	\$192,921	
4.	Transportation Improvement Program (TIP) (44.25.00)				
A.	TIP Development & Maintenance	\$30,000	\$30,000	\$0	
	Total Transportation Improvement Program	\$30,000	\$30,000	\$0	
5.	Other Activities (44.27.00)				
A.	Miscellaneous Activities and Special Technical Assistance	\$25,910	\$25,910	\$0	
	Total Other Activities	\$25,910	\$25,910	\$0	
	Grand Total Traditional Funding	\$1,215,831	\$932,910	\$282,921	

SPR Expenses for I-81	\$250,000
Total SMTC Program Cost	\$1,465,831

Please note: Where contractual dollars are indicated no FTA monies are involved in contracts

UNIFIED PLANNING WORK PROGRAM

FY 2013-2014

1. **PROGRAM ADMINISTRATION and SUPPORT**

- 1A. General Administration
- 1B. Public Participation
- 1C. Federal Transportation Legislation Examination & Evaluation
- 1D. UPWP Previous Year Closeouts
- 1E. UPWP Maintenance and Development

PROJECT NO:	1A	
PROJECT TITLE:	General Administration	
OBJECTIVE: 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.		
METHODOLOGY: <p>The SMTC provides staff support to the Policy, Executive, and Planning Committees, in addition to other permanent and ad-hoc committees. The Staff will implement the work tasks as contained in this UPWP. Other administrative activities include, but are not limited to the following:</p> <ul style="list-style-type: none"> ▪ Act as local liaison to NYSDOT, CNYRTA, CNY RPDB, and other transportation related agencies to ensure coordination; ▪ Provide administrative support and technical assistance to the Policy, Executive, and Planning Committees, as well as other permanent and ad-hoc committees, as needed; ▪ Maintain financial records of all revenues and expenditures; ▪ Prepare and distribute meeting notices and agenda packages for all SMTC committees; ▪ Prepare certification documentation, agreements, resolutions, memoranda of understanding (MOUs), etc.; ▪ Review and modify the Operations Plan as a result of modifications to the Metropolitan Planning Area and Urban Area Boundaries, as necessary; ▪ Attend NYSDOT, FHWA, FTA, and MPO training sessions and other necessary workshops and meetings as appropriate; ▪ Maintain agreements between local governmental agencies and the MPO; ▪ Prepare and distribute quarterly progress reports and other documents as required; ▪ Interact/participate in NYS AMPO, ITE, APA, and other professional affiliations, and allow for appropriate resources, travel and training as necessary; ▪ Provide funds for the purchase and maintenance of computer hardware and software to support the MPO planning program and related activities, including network maintenance; ▪ Continue the SMTC's commitment to comply with Title VI of the Civil Rights Act of 1964; ▪ Continue the SMTC's commitment to ensure that all of their programs and activities sufficiently address Environmental Justice principles and procedures, as appropriate; and ▪ Continue to comply with the NYSDOT's Disadvantaged Business Enterprise Program. 		
END PRODUCT: <p>The ability to operate the agency as a functional entity; the ability to meet federal and state requirements; the ability to meet local government expectations; Committee Documentation – including: reports, meeting minutes, committee mailings, and related materials; staff involvement in relevant organizations and activities; and adequate computer resources to meet the MPO planning activity requirements.</p>		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u>
Participating Agencies: SMTC, CNY RPDB, Other Agencies as Appropriate		FHWA ^(PL) \$ 161,250 FTA ^(Sec. 5303) \$ 53,750 TOTAL \$ 215,000

UPWP TASK NO:	1B
TASK TITLE:	Public Participation
<p>OBJECTIVE: To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.</p>	
<p>METHODOLOGY:</p> <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"> ▪ Newsletters; ▪ Brochures and flyers; ▪ Study reports and technical memoranda; ▪ Public information meetings/workshops and conferences; ▪ Media releases, press articles, and paid advertisements/features; ▪ Direct contact with public/citizens mailing lists; ▪ Transportation "fairs", exhibits or expositions; and ▪ SMTC Web site (www.smtcmipo.org). <p>Public participation opportunities (public input) include:</p> <ul style="list-style-type: none"> ▪ Public meetings/workshops; ▪ Task Forces, focus groups; ▪ Study Advisory Committees and Stakeholders database; and ▪ Surveys, questionnaires, comment cards, etc. 	
<p>END PRODUCT:</p> <p>Public Participation opportunities/activities, including SMTC newsletters, reports, press releases, maps, and slide presentations, web site maintenance, meetings, workshops, etc.</p>	
Requesting / Participating Agencies:	Funding Sources:
On Behalf Of: SMTC	<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA ^(PL) \$ 15,000 FTA ^(Sec. 5303) \$ 5,000 TOTAL \$ 20,000

UPWP TASK NO:	1C
TASK TITLE:	Federal Transportation Legislation Examination & Evaluation
OBJECTIVE: 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.	
METHODOLOGY: <p>With the passage of the new Transportation Bill in July 2012, Moving Ahead for Progress in the 21st Century (MAP-21), policies and other regulations are continuing to be released by the USDOT. 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 Metropolitan Planning Organizations in interpreting and implementing the new regulations. Compliance with previous legislation is still required as well. This is a necessary compliance item.</p>	
END PRODUCT: <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>	
Requesting / Participating Agencies:	Funding Sources:
On Behalf Of: SMTC	<u>2013-2014</u> FHWA ^(PL) \$ 2,500 FTA ^(Sec. 5303) \$ 2,500 TOTAL \$ <u>5,000</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	

UPWP TASK NO:	1D
TASK TITLE:	UPWP Previous Year Closeouts
OBJECTIVE: To provide a task for closing out various UPWP activities from the previous program year.	
METHODOLOGY: <p>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 acknowledged 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.</p> <p>This task is included as a “catch-all” to cover the various tasks necessary to completely close out various projects from the previous program year.</p>	
END PRODUCT: <p>Completion of required minor tasks necessary to completely close out various projects/efforts from the previous program year.</p>	
Requesting / Participating Agencies:	Funding Sources:
On Behalf Of: SMTC	<u>2013-2014</u> FHWA ^(PL) \$ 7,000 FTA ^(Sec. 5303) \$ 0 TOTAL \$ <u>7,000</u>
Participating Agencies: SMTC, CNY RPDB	

UPWP TASK NO:	1E	
TASK TITLE:	UPWP Maintenance and Development	
OBJECTIVE: Maintain the 2013-2014 Unified Planning Work Program (UPWP) as necessary and develop a subsequent work program accordingly.		
METHODOLOGY: <p>This task includes all necessary work required to process amendments to the 2013-2014 UPWP and finalize according to 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 continuing, cooperative, and comprehensive.</p>		
END PRODUCT: <p>Maintenance of and amendments to the 2013-2014 UPWP as appropriate as well as development of the 2014 - 2015 UPWP.</p>		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL) \$ 5,625 FTA ^(Sec. 5303) \$ 1,875 TOTAL \$ <u>7,500</u>

UNIFIED PLANNING WORK PROGRAM

FY 2013-2014

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

UPWP TASK NO:	2A	
TASK TITLE:	Census Data Compilation and/or Analysis	
OBJECTIVE:	To continue to utilize the 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.	
METHODOLOGY:	<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>	
END PRODUCT:	A valuable data set to support the varied planning activities of the MPO.	
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u>
Participating Agencies: SMTC, Other Agencies as Appropriate		FHWA ^(PL) \$ 3,750 FTA ^(Sec. 5303) \$ 1,250 TOTAL \$ <u>5,000</u>

UPWP TASK NO:	2B	
TASK TITLE:	Data Collection, Compilation, and/or Analysis	
OBJECTIVE: To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the Metropolitan Planning Organization (MPO).		
METHODOLOGY: This UPWP task involves the following subcategories: <ul style="list-style-type: none"> i. Transit Data Collection: The collection of transit ridership, scheduling and routing information by both the Central New York Regional Transportation Authority (CNYRTA) and by the SMTC to fill project-specific data needs. It is intended that the CNYRTA will collect this data and provide it to the SMTC in a timely manner. If the CNYRTA is unable to provide the SMTC with the requested data, the SMTC will utilize the funds available for this category to obtain the data elsewhere. The SMTC will provide CNYRTA with project-specific data needs as requested. ii. Vehicle Data Collection: 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. iii. Other Information: Other data as necessary in support of the planning activities of the SMTC. <p style="text-align: center;">Note: No FTA monies will be used for the contractual portion of this project.</p>		
END PRODUCT: The end product is transit, vehicular and other data sets as necessary. These data are used in the various multi-modal studies and activities undertaken by the SMTC.		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL) \$ 35,000 FTA ^(Sec. 5303) \$ 0 TOTAL \$ <u>35,000</u>

UPWP TASK NO:	2C		
TASK TITLE:	Functional Classification System Review		
OBJECTIVE:	To conduct a review, and make changes of the MPO functional classification system following adjustment of the 2010 Census urbanized area.		
METHODOLOGY:	<p>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.</p> <p>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.</p>		
END PRODUCT:	A revised functional classification system for the entire MPO area.		
Requesting / Participating Agencies:		Funding Sources:	
On Behalf Of: SMTC		<u>2013-2014</u>	
Participating Agencies: SMTC, SMTC Member Agencies		FHWA ^(PL)	\$ 5,000
		FTA ^(Sec. 5303)	\$ 0
		TOTAL	\$ <u>5,000</u>

UPWP TASK NO:	2D																		
TASK TITLE:	Geographic Information Systems (GIS) - SMTC																		
OBJECTIVE: 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.																			
METHODOLOGY: 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. 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. Anticipated activities include: <ul style="list-style-type: none">▪ Coordination with member agencies to ensure that the most recent data is being used;▪ File maintenance of the SMTC’s GIS data layers;▪ Linking Census data with relevant SMTC GIS layers;▪ Continuing linking Vehicle Data Collection activities with the GIS database to allow for easy access to the most up-to-date traffic counts for road segments (AADT);▪ 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▪ GIS data acquisition, maintenance, and manipulation as required in support of the various UPWP planning efforts that will utilize GIS data.																			
END PRODUCT: 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.																			
<table><tr><th colspan="2">Requesting / Participating Agencies:</th><th colspan="2">Funding Sources:</th></tr><tr><td colspan="2">On Behalf Of: SMTC</td><td colspan="2"><u>2013-2014</u></td></tr><tr><td colspan="2" rowspan="2">Participating Agencies: SMTC, SMTC Member Agencies</td><td>FHWA ^(PL)</td><td>\$ 18,750</td></tr><tr><td>FTA ^(Sec. 5303)</td><td>\$ 6,250</td></tr><tr><td colspan="2"></td><td>TOTAL</td><td>\$ 25,000</td></tr></table>		Requesting / Participating Agencies:		Funding Sources:		On Behalf Of: SMTC		<u>2013-2014</u>		Participating Agencies: SMTC, SMTC Member Agencies		FHWA ^(PL)	\$ 18,750	FTA ^(Sec. 5303)	\$ 6,250			TOTAL	\$ 25,000
Requesting / Participating Agencies:		Funding Sources:																	
On Behalf Of: SMTC		<u>2013-2014</u>																	
Participating Agencies: SMTC, SMTC Member Agencies		FHWA ^(PL)	\$ 18,750																
		FTA ^(Sec. 5303)	\$ 6,250																
		TOTAL	\$ 25,000																

UPWP TASK NO:	2E		
TASK TITLE:	Geographic Information Systems (GIS) - Member Agency Assistance		
OBJECTIVE:	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.		
METHODOLOGY:	<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"> ▪ Maintenance of appropriate data libraries; ▪ Creation of custom data sets; ▪ Map creation and editing; ▪ Maintenance of appropriate data libraries; ▪ GIS data acquisition, maintenance, and manipulation as required in support of the various planning efforts that will utilize GIS data. <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.</p>		
END PRODUCT:	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.		
Requesting / Participating Agencies:		Funding Sources:	
On Behalf Of: CNYRPDB		<u>2013-2014</u>	
Participating Agencies: SMTC, SMTC Member Agencies		FHWA ^(PL)	\$ 18,750
		FTA ^(Sec. 5303)	\$ 6,250
		TOTAL	\$ 25,000

UNIFIED PLANNING WORK PROGRAM

FY 2013-2014

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. OCDOT Signal Optimization
- 3F. I-81 Public Participation Project
- 3G. I-81 Travel Demand Modeling Project
- 3H. MPO Area Regional Planning Initiatives
- 3I. Long Range Transportation Plan
- 3J. Rail, Truck and Transit Planning
- 3K. Traffic Safety
- 3L. Travel Demand Modeling
- 3M. CNYRTA Transit Initiative
- 3N. Bicycle Corridor Study
- 3O. Erie Canalway Trail
- 3P. Onondaga County Sustainable Streets Initiative
- 3Q. Downtown Syracuse Two-Way Feasibility Technical Analysis
- 3R. City of Syracuse Wayfinding Study
- 3S. City of Syracuse Wayfinding Study - Phase 2
- 3T. South Salina Street Complete Street Plan
- 3U. Town of Geddes Bicycle and Pedestrian Access Evaluation
- 3V. Transportation Information Assembly and Public Access
- 3W. Synchro/HCS Training
- 3X. ITS Strategic Plan Update

UPWP TASK NO:	3A		
TASK TITLE:	Air Quality, Conformity and Energy		
OBJECTIVE:	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.		
METHODOLOGY:	<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 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 communication with the various federal and state agencies which comprise the Interagency Consultation Group will continue regarding transportation conformity for the SMTC TIP and LRTP.</p> <p>By the end of the 2013 calendar year, the second ten-year maintenance plan for Onondaga County will have been completed. The New York State Department of Environmental Conservation will no longer provide emission budgets for carbon monoxide after this time. Therefore, Onondaga County's air quality designation will be suggested by the State to change to "attainment" following that time.</p>		
END PRODUCT:	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.		
Requesting / Participating Agencies:		Funding Sources:	
On Behalf Of: SMTC		<u>2013-2014</u>	
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL)	\$ 5,625
		FTA ^(Sec. 5303)	\$ 1,875
		TOTAL	\$ 7,500

UPWP TASK NO:	3B	
TASK TITLE:	Air/Water Planning	
OBJECTIVE: 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.		
METHODOLOGY: <ul style="list-style-type: none"> ▪ Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that air and water travel are given appropriate consideration within any given SMTC project; ▪ Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required; ▪ Identify issues of concern within the Air/Water multi-modal arena for which a focused substantive transportation study may be appropriate; and ▪ 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. 		
END PRODUCT: Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda as appropriate.		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u> FHWA ^(PL) \$ 5,000 FTA ^(Sec. 5303) \$ 0 TOTAL \$ <u>5,000</u>
Participating Agencies: SMTC, Other Agencies as Appropriate		

UPWP TASK NO:	3C	
TASK TITLE:	Bicycle/Pedestrian Planning	
OBJECTIVE: 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.		
METHODOLOGY: <ul style="list-style-type: none"> ▪ 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; ▪ Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required; ▪ Initiate inaugural meeting of the SMTC bicycle/pedestrian advisory committee; ▪ Create an online, interactive, bicycle suitability map; ▪ Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate; and ▪ Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development. 		
END PRODUCT: Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u> FHWA ^(PL) \$ 16,000 FTA ^(Sec. 5303) \$ 4,000 TOTAL \$ <u>20,000</u>
Participating Agencies: SMTC, Other Agencies as Appropriate		

UPWP TASK NO:	3D		
TASK TITLE:	Bridge and Pavement Condition Management System (BPCMS)		
OBJECTIVE:	Complete an annual working document for SMTC member agencies and staff on bridge and pavement conditions within the SMTC planning area.		
METHODOLOGY:	<p>A Bridge and Pavement Condition Management System — a centralized database of all Federal-aid highways and bridges for cross jurisdictional comparisons — is beneficial to Metropolitan Planning Organizations. The centralized database will also allow the SMTC and its member agencies to monitor progress toward long-range planning infrastructure goals and forthcoming performance based planning activities. This database will be linked to the SMTC’s Geographic Information System (GIS).</p>		
END PRODUCT:	<p>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.</p>		
Requesting / Participating Agencies:		Funding Sources:	
On Behalf Of: SMTC		<u>2013-2014</u>	
Participating Agencies: SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, Other Agencies as Appropriate		FHWA ^(PL)	\$ 8,000
		FTA ^(Sec. 5303)	\$ 2,000
		TOTAL	\$ 10,000

UPWP TASK NO:	3E	
TASK TITLE:	OCDOT Signal Optimization	
OBJECTIVE: To assist the Onondaga County Department of Transportation (OCDOT) with the analysis and planning for signal optimization.		
METHODOLOGY: <p>This project will involve working with the OCDOT to analyze a set number of signals in an ongoing effort to provide for the best signal optimization possible for the OCDOT signal network.</p> <p>This project will include the following activities at a minimum:</p> <ul style="list-style-type: none"> ▪ Selection of a number or percentage of signals to be examined; ▪ Refinement of the selection to exact signal locations; ▪ Acquiring current signal plans, timing and phasing, etc.; ▪ Intersection counts for the selected locations; ▪ Analysis of the signal for optimization with the appropriate software; and ▪ Delivery of recommended modifications to the OCDOT. <p>Note: The second phase of this project was completed during the 2012-2013 program cycle. This third phase during the 2013-2014 cycle is likely to be the final phase of the project.</p> <p>Note: No FTA monies will be used for the contractual portion of this project.</p>		
END PRODUCT: <p>A Final Report documenting the recommended signal modifications.</p>		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: OCDOT		<u>2013-2014</u>
Participating Agencies: SMTC, OCDOT, SOCPA, Other Agencies as Appropriate		FHWA ^(PL) \$ 47,921 FTA ^(Sec. 5303) \$ 0
		TOTAL \$ <u>47,921</u>

UPWP TASK NO:	3F
TASK TITLE:	I-81 Public Participation Project
OBJECTIVE: To facilitate a public participation effort in conjunction with the 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: <ul style="list-style-type: none"> ▪ 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. <p>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 or projects, which will require approval and concurrence by the SMTC member agencies.</p> <p>To date this project has completed a significant effort towards this goal as documented on the project web site www.theI81challenge.org. Significant public outreach has occurred, including focus group meetings, small group meetings with various entities (including the University Hill Corp., Sierra Club, Downtown Committee, Syracuse Housing Authority and others), public meetings, 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. Note: this SMTC led public participation project is anticipated to be finalized during the 2013-2014 program.</p> <p>Note: No FTA monies will be used for the contractual portion of this project.</p>	
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.	
Requesting / Participating Agencies:	Funding Sources:
On Behalf Of: NYSDOT	<u>2013-2014</u> FHWA ^(PL) \$ 75,000 FTA ^(Sec. 5303) \$ 0 TOTAL \$ 75,000
Participating Agencies: SMTC, CNY RPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, SOCPA and others as appropriate.	

(plus SPR expenses incurred)

UPWP TASK NO:	3G									
TASK TITLE:	I-81 Travel Demand Modeling Project									
<p>OBJECTIVE: 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>										
<p>METHODOLOGY:</p> <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. 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"> ▪ Refine the SMTC's travel demand model in order to improve its validity, and ▪ 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"> - impacts to the transportation network of the greater metropolitan region and - 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. <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 the 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 or projects, which will require approval by the SMTC.</p> <p>Note: No FTA monies will be used for the contractual portion of this project.</p>										
<p>END PRODUCT:</p> <p>This project will result in a final report containing a detailed discussion and traffic analysis for the various studied alternatives.</p>										
Requesting / Participating Agencies:	Funding Sources:									
On Behalf Of: NYSDOT	<p style="text-align: right;"><u>2013-2014</u></p> <table> <tr> <td>FHWA ^(PL)</td> <td>\$</td> <td>40,000</td> </tr> <tr> <td>FTA ^(Sec. 5303)</td> <td>\$</td> <td>0</td> </tr> <tr> <td>TOTAL</td> <td>\$</td> <td>40,000</td> </tr> </table>	FHWA ^(PL)	\$	40,000	FTA ^(Sec. 5303)	\$	0	TOTAL	\$	40,000
FHWA ^(PL)	\$	40,000								
FTA ^(Sec. 5303)	\$	0								
TOTAL	\$	40,000								
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate										

(plus SPR expenses incurred)

UPWP TASK NO:	3H	
TASK TITLE:	MPO Regional Planning Initiatives	
OBJECTIVE: 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.		
METHODOLOGY: 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 The Connective Corridor, Lakefront Planning, City of Syracuse Comprehensive Planning, Central New York Regional Sustainability Planning and other related activities.		
END PRODUCT: Active SMTC participation in important regional planning initiatives.		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC/Various		<u>2013-2014</u> FHWA ^(PL) \$ 18,750 FTA ^(Sec. 5303) \$ 6,250 TOTAL \$ <u>25,000</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		

UPWP TASK NO:	3I	
TASK TITLE:	Long Range Transportation Plan	
OBJECTIVE: Continue efforts on the development of the 2015 Long Range Transportation Plan (LRTP).		
METHODOLOGY: <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 2020 Long Range Transportation Plan, completed in 1995, with updates completed in 1998, 2001, 2004, 2007, and 2011.</p> <p>Efforts to develop a completely new LRTP which will include new goals and objectives 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.</p>		
END PRODUCT: <p>Completion of the 2015 Long-Range Transportation Plan.</p>		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL) \$ 33,750 FTA ^(Sec. 5303) \$ 11,250 TOTAL \$ <u>45,000</u>

UPWP TASK NO:	3J
TASK TITLE:	Rail, Truck and Transit Planning
OBJECTIVE: 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.	
METHODOLOGY: <ul style="list-style-type: none"> ▪ 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; ▪ Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required; ▪ Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate; and ▪ Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development. <p>-----</p> <p>Additionally, this task will include two specific sub-items.</p> <p>1) An update to Centro's Title VI Analysis that is required every three years by the FTA; and</p> <p>2) the creation of a fixed route transit map(s) for Centro that will be publically available.</p>	
END PRODUCT: Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda. Additionally, an updated Coordinated Plan for the metropolitan area.	
Requesting / Participating Agencies:	Funding Sources:
On Behalf Of: SMTC	<u>2013-2014</u> FHWA ^(PL) \$ 26,250 FTA ^(Sec. 5303) \$ 8,750 TOTAL \$ <u>35,000</u>
Participating Agencies: SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate	

UPWP TASK NO:	3K	
TASK TITLE:	Traffic Safety	
OBJECTIVE: To participate in various Traffic Safety initiatives as appropriate.		
METHODOLOGY: <p>Integrating safety into the transportation planning process has 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.</p>		
END PRODUCT: <p>Continued participation on the Onondaga County Traffic Safety Advisory Board, increased awareness regarding various Traffic Safety issues and further integration of traffic safety into the transportation planning process.</p>		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL) \$ 3,750 FTA ^(Sec. 5303) \$ 1,250 TOTAL \$ <u>5,000</u>

UPWP TASK NO:	3M
TASK TITLE:	CNYRTA Transit Initiative Study
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 that could be potentially 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 and sustainability. The University Hill Transportation Study 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. The CNYRTA wants to determine if the considerable expense required of the mandated FTA New Starts 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: <ul style="list-style-type: none">▪ 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. ----- It was determined at the outset of <i>The I-81 Challenge</i> 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.	
Requesting / Participating Agencies:	Funding Sources:
On Behalf Of: CNYRTA	<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA ^(PL) \$ 11,250
	FTA ^(Sec. 5303) \$ 3,750
	TOTAL \$ 15,000

UPWP TASK NO:	3N		
TASK TITLE:	Bicycle Corridor Study		
OBJECTIVE:	To complete a study that identifies various corridors within the SMTC planning area for plausible implementation of bicycle infrastructure to provide connectivity between municipalities and various origins and destinations.		
METHODOLOGY:	<p>This project will continue to elaborate on corridor specific locations that provide opportunities for possible connections using former facilities, such as railroad beds, waterway, on-road and off-road locations.</p> <p>Some specific elements of this project are:</p> <ul style="list-style-type: none"> ▪ Data collection and analysis in support of the project; ▪ Recommended bicycle infrastructure implementation; ▪ Identification of costs and funding options for any recommended actions; and ▪ Detailed project documentation. <p>Project is scheduled for completion in early 2013-2014.</p>		
END PRODUCT:	Ultimately a detailed corridor identification plan for several on and off-road locations throughout the planning area with an implementation strategy.		
Requesting / Participating Agencies:		Funding Sources:	
On Behalf Of: NYSDOT		<u>2013-2014</u>	
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL)	\$ 26,250
		FTA ^(Sec. 5303)	\$ 8,750
		TOTAL	\$ 35,000

UPWP TASK NO:	30	
TASK TITLE:	Erie Canalway Trail, Syracuse Connector Route	
OBJECTIVE: To re-establish a working group of interested agencies to continue discussions on how and where to locate the Erie Canal Trail through the City of Syracuse.		
METHODOLOGY: <p>There has been renewed interest in completing the Erie Canalway Trail through the City of Syracuse. This project will leverage this renewed interest and begin discussions again to develop an implementation plan. Through this effort, various barriers to the trail's implementation through the City of Syracuse and points east and west of the City will be identified along with solutions to these barriers. This project consists of two distinct phases. Phase 1 focuses on identifying and signing an appropriate on-road route while phase 2 of the project will examine and recommend a longer-term, off-road solution.</p> <p>It is anticipated that Phase 1 of the project will be completed in the early stage of the 2013-2014 program cycle. Phase 2 is also scheduled for completion during this cycle.</p>		
END PRODUCT: <p>Working group meetings to discuss routing of the trail and a documented plan for how to achieve implementation through the City of Syracuse.</p>		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: City of Syracuse and SMTC		<u>2013-2014</u>
Participating Agencies: SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL) \$ 33,750 FTA ^(Sec. 5303) \$ 11,250 TOTAL \$ <u>45,000</u>

UPWP TASK NO:	3P
TASK TITLE:	Onondaga County Sustainable Streets Initiative
OBJECTIVE: To address several questions regarding sidewalk infrastructure. The intention is to provide detailed research into topics such as evolving policies and legislative mandates, as well as best practices in planning, designing, financing and maintaing sidewalks. This task also includes studying potential applications of research to existing issues within the MPA.	
METHODOLOGY: Sidewalk research and analysis would be the first component of a multi-phased initiative to advance “sustainable streets” in the area. This Phase 1 study will examine current and anticipated practices at the local, county, State and Federal levels in regards to sidewalk infrastructure. This study will at a minimum: <ul style="list-style-type: none">▪ Inventory existing sidewalk networks, including ownership and maintenance responsibility;▪ Compile existing sidewalk regulations, standards and requirements;▪ Identify common difficulties in sidewalk construction and maintenance;▪ Identify zones and critical linkages where sidewalk construction and maintenance should be prioritized;▪ Study the possible application of best practices research to existing situations in the MPA; and▪ Summarize relevant information in a single reference document. This Phase 1 project is expected to be completed over the course of multiple program years.	
END PRODUCT: It is anticipated that a final report will include an inventory of local sidewalks and sidewalk ordinances, documentation of project research, model sidewalk design standards and ordinances, an analysis of the existing sidewalk network, and applications of this research to existing cases within the MPA.	
Requesting / Participating Agencies:	Funding Sources:
On Behalf Of: SOCPA	<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA ^(PL) \$ 33,750
	FTA ^(Sec. 5303) \$ 11,250
	TOTAL \$ 45,000

UPWP TASK NO:	3Q	
TASK TITLE:	Downtown Syracuse Two-Way Feasibility Technical Analysis	
OBJECTIVE: To initiate a technical analysis of the street network in Downtown Syracuse for feasibility of conversion to two-way operations.		
METHODOLOGY: <p>This study will examine the feasibility of returning streets in Downtown Syracuse to two-way operation from a traffic operations perspective.</p> <p>Elements of this project include:</p> <ul style="list-style-type: none"> ▪ Inventory of existing one-way streets in Downtown Syracuse; ▪ Gather turning movement and Automatic Traffic Recorder counts along major intersections/corridors; ▪ Technical traffic operations analysis to determine feasibility; and ▪ Detailed cost estimates of upgrading intersections, as appropriate. <p>This project is a Phase 1 Technical Analysis only, it does not include any of the required public involvement that would be required before implementing such an outcome. If this analysis proves feasible, future phases may include public outreach to the general public, business sector and other entities. Other elements not included in this Phase 1 Technical Analysis include engineering and design requirements of the various facilities and detailed safety analysis. The sole purpose of this Phase 1 Analysis is limited to traffic operations.</p> <p>This project is anticipated for completion during the 2013-2014 program.</p> <p>Note: No FTA monies will be used for the contractual portion of this project.</p>		
END PRODUCT: <p>A documented technical analysis as it relates to implementing two-way conversions in Downtown Syracuse from a traffic operations perspective.</p>		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: City of Syracuse Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<u>2013-2014</u> FHWA ^(PL) \$ 95,000 FTA ^(Sec. 5303) \$ 0 <hr/> TOTAL \$ 95,000

UPWP TASK NO:	3R
TASK TITLE:	City of Syracuse Wayfinding Study
OBJECTIVE: To establish a comprehensive wayfinding strategy that focuses on tourist oriented districts in the City of Syracuse.	
METHODOLOGY: <p>This project will review wayfinding as it currently exists for several destinations throughout the City of Syracuse to and from the interstate system. Special focus will occur to various tourist oriented locations, such as University Hill and the Central Business District. Following initial data gathering, existing conditions will be mapped and recommendations will be made. Recommendations will relate to such items as suggested location of future signs and visual construct. Recommendations will be made for automobile travel only during this initial examination.</p> <p>Funding strategies for the implementation of any proposed new wayfinding will be identified as well as an implementation strategy.</p> <p>This project is anticipated for completion in the early stage of the 2013-2014 program.</p>	
END PRODUCT: <p>An implementation based final report with recommendations for general signage design, information and location.</p>	
Requesting / Participating Agencies:	Funding Sources:
On Behalf Of: City of Syracuse	<u>2013-2014</u> FHWA ^(PL) \$ 7,500 FTA ^(Sec. 5303) \$ 2,500 TOTAL \$ 10,000
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	

UPWP TASK NO:	3S	
TASK TITLE:	City of Syracuse Wayfinding Study - Phase 2	
OBJECTIVE:	To commence a second phase of a comprehensive wayfinding strategy that focuses on tourist oriented districts in the City of Syracuse.	
METHODOLOGY:	<p>The first phase of a comprehensive wayfinding program for the City of Syracuse, nearing completion, focused on getting motorists to various destinations in the City from, and back to, the interstate system. This second phase project will seek to direct motorists to and from various destinations within the City of Syracuse (i.e., Rosamond Gifford Zoo to Armory Square).</p> <p>Preliminary work items include identifying destinations with a working group; identify routes linking destinations, inventory existing destination signs and identifying wayfinding sign and destination parking sign locations.</p> <p>Following initial data gathering, destinations will be mapped and recommendations will be made. Similar to phase 1, recommendations will be made for automobile travel only during this examination. This project will seek to capture and continue local government and business interests in enhancing the economic opportunity of various tourist oriented districts in the City of Syracuse.</p> <p>Phase 2 serves as a technical analysis and will not involve graphic sign design and branding. Detailed sign design, branding, fabrication and installation would be completed by the City of Syracuse following this phase.</p>	
END PRODUCT:	An implementation based final report with recommendations for general signage information and location.	
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: City of Syracuse		<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL) \$ 33,750
		FTA ^(Sec. 5303) \$ 11,250
		TOTAL \$ <u>45,000</u>

UPWP TASK NO:	3T	
TASK TITLE:	South Salina Street Complete Street Plan	
OBJECTIVE: To provide recommendations that will seek to establish a more efficient multi-modal transportation system along South Salina Street between Castle Street and Seneca Turnpike.		
METHODOLOGY: <p>Given the mix of land uses along this corridor, the on-street parking regulations will be analyzed and suggested for modification as appropriate. Traffic operations analyses along the corridor, particularly focused on bicycle and pedestrian movements will be included as part of this corridor study. Additional multi-modal work activities associated with this project may also include an examination of the number of existing transit stops along the corridor and the possibility of consolidating the number of stops.</p> <p>Public participation from those business owners and residents within the corridor will be sought to gauge their interest in the project and potential opportunities for modifications to the road network.</p> <p>This project is seen as a continuation of the City of Syracuse's Bicycle Plan and forthcoming efforts in the development of a Pedestrian Infrastructure Plan.</p>		
END PRODUCT: <p>A final document that outlines the conditions, needs and recommendations for the corridor.</p>		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: City of Syracuse		<u>2013-2014</u> FHWA ^(PL) \$ 33,750 FTA ^(Sec. 5303) \$ 11,250 TOTAL \$ <u>45,000</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		

UPWP TASK NO:	3U	
TASK TITLE:	Town of Geddes Bicycle and Pedestrian Access Evaluation	
OBJECTIVE:	To complete an examination to determine the need for and feasibility of providing more convenient bicycle access between the northern and southern sections of the Town of Geddes.	
METHODOLOGY:	<p>This project will seek to identify community desire and interest for the installation of bicycle specific treatments along various roadways in the Town of Geddes. Study efforts will focus specifically on linking areas south of the New York State Thruway to the area of the Town of Geddes north of the Thruway and across John Glenn Boulevard to Farrell Road. In addition to determining the level of public interest in improving bicycle access between these two areas of the Town, effort will be expended on improving the parking availability for the existing pedestrian bridges over Interstate 690 that connect to the west shore of the Onondaga Lake trail system.</p> <p>Some specific elements of this project include:</p> <ul style="list-style-type: none"> ▪ Public outreach; ▪ Data collection and analysis in support of the project; and ▪ Recommended bicycle infrastructure implementation as appropriate. <p>Should community support for bicycle accommodations and/or improved parking availability for the trail system not be identified early on the project process, the planning study will not continue beyond the initial public outreach component.</p>	
END PRODUCT:	A detailed plan that identifies roadways and suggested bicycle specific treatments, including off-road locations as necessary to improve north, south bicycle connections.	
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: Town of Geddes		<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL) \$ 26,250 FTA ^(Sec. 5303) \$ 8,750 TOTAL \$ <u>35,000</u>

UPWP TASK NO:	3V	
TASK TITLE:	Transportation Information Assembly and Public Access	
OBJECTIVE: To collect transportation system data currently not available that may be useful to various planning activities and the public.		
METHODOLOGY: <p>Data collection would be the initial phase of this study effort utilizing the SMTC's GPS capabilities to collect data such as bicycle racks, trails and other data sets as determined by member agencies. Anticipated scope of work under phase 1 is to a) identify data to be collected; b) process data into useful data sets such as GIS shapefiles and 3) determine the most appropriate way to make the data available to the public.</p> <p>Phase 2 of this project would then make the data accessible to member agencies and the public through an existing web interface or the development of a new one.</p> <p>Significant involvement of, and by, the public is not anticipated. The data collected as part of this project will be useful to a variety of SMTC activities as well as to member agencies for their own study purposes as well.</p>		
END PRODUCT: <p>An easy to use interface to obtain useful information about the transportation system.</p>		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL) \$ 23,827 FTA ^(Sec. 5303) \$ 6,173 TOTAL \$ <u>30,000</u>

UPWP TASK NO:	3W	
TASK TITLE:	Synchro/HCS Training	
OBJECTIVE: To provide traffic operations analysis software training for member agencies using the Synchro and HCS platforms.		
METHODOLOGY: <p>This task will provide consultant led training to all interested member agencies relying on Synchro, SimTraffic and/or HCS traffic operations analysis softwares. Three levels of training will be made available and will target specific user levels with such training focusing on introductory, intermediate and advanced traffic operations software applications.</p> <p>Member agency staff will become more fluent in traffic operations and their ability to more accurately create files/ models of highway conditions and potential solutions that could reduce congestion, improve safety, reduce idling times and travel times along the highway network.</p> <p>Note: No FTA monies will be used for the contractual portion of this project.</p>		
END PRODUCT: <p>Three training courses to improve member agency staff proficiency in traffic operations software.</p>		
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: OCDOT		<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL) \$ 35,000 FTA ^(Sec. 5303) \$ 0
		TOTAL \$ <u>35,000</u>

UPWP TASK NO:	3X		
TASK TITLE:	ITS Strategic Plan Update		
OBJECTIVE:	To assist in identifying updates to various components of the New York State Department of Transportation's Regional ITS Architecture.		
METHODOLOGY:	<p>The current ITS plan for the region is nearly 10 years old and requires some updating following input from the FHWA in order to continue implementing ITS projects.</p> <p>The FHWA has specifically identified five components for that need to be updated or added to the existing ITS Architecture:</p> <ol style="list-style-type: none"> 1) update listing of projects and project selection as appropriate; 2) update Turbo Architecture files; 3) amend plan for a key component that has changed (i.e., the State's METCON/SMARTNET); 4) include a maintenance plan; and 5) ensure compliance with Rule 940. <p>SMTC staff assistance will be limited to the coordination and facilitation of meetings with appropriate member agencies and other interested organizations. Relying on information/data obtained through these meetings, State DOT personnel will complete the update process.</p>		
END PRODUCT:	Updated agency listing, meeting summaries and information necessary for the State to complete their update process.		
Requesting / Participating Agencies:		Funding Sources:	
On Behalf Of: NYSDOT		<u>2013-2014</u>	
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL)	\$ 7,500
		FTA ^(Sec. 5303)	\$ 2,500
		TOTAL	\$ 10,000

UNIFIED PLANNING WORK PROGRAM

FY 2013-2014

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

4A. TIP Development and Maintenance

UPWP TASK NO:	4A	
TASK TITLE:	TIP Development and Maintenance	
OBJECTIVE:	Create, 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.	
METHODOLOGY:	<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). The 2014-2018 capital program update was initiated in December 2012 and a draft final multi-year program is scheduled for adoption by the SMTC Policy Committee in summer 2013. 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>	
END PRODUCT:	A Transportation Improvement Program that is maintained, kept up to date and in compliance with all Federal and State requirements.	
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u> FHWA ^(PL) \$ 22,500 FTA ^(Sec. 5303) \$ 7,500 TOTAL \$ 30,000
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		

UNIFIED PLANNING WORK PROGRAM

FY 2013-2014

5. OTHER ACTIVITIES

5A. Miscellaneous Activities and Special Technical Assistance

UPWP TASK NO:	5A	
TASK TITLE:	Miscellaneous Activities and Special Technical Assistance	
OBJECTIVE:	<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>	
METHODOLOGY:	<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>	
END PRODUCT:	<p>Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.</p>	
Requesting / Participating Agencies:		Funding Sources:
On Behalf Of: SMTC		<u>2013-2014</u>
Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA ^(PL) \$ 19,420 FTA ^(Sec. 5303) \$ 6,490 TOTAL \$ <u>25,910</u>

UNIFIED PLANNING WORK PROGRAM

FY 2013-2014

6. **BUDGET TABLES**

2013-2014

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

TABLE 7 - STATE PLANNING & RESEARCH FUNDING

TABLE 1

2013 - 2014 SUMMARY BUDGET

TASK BUDGET									
TASK		FUNDING SOURCE							
ID	Category	FHWA - PL	FTA	FTA %	Total Federal	Total Non-Federal	State	Local	Total
1.	Program Administration and Support (44.21.00)								
A.	General Administration	\$161,250	\$53,750	25%	\$215,000	\$53,750	\$40,313	\$13,438	\$268,750
B.	Public Participation	\$15,000	\$5,000	25%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
C.	Federal Transportation Legislation Examination and Evaluation	\$2,500	\$2,500	50%	\$5,000	\$1,250	\$938	\$313	\$6,250
D.	UPWP Previous Year Closeouts	\$7,000	\$0	0%	\$7,000	\$1,750	\$1,313	\$438	\$8,750
E.	UPWP Maintenance and Development	\$5,625	\$1,875	25%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
	Total Program Administration and Support	\$191,375	\$63,125	25%	\$254,500	\$63,625	\$47,719	\$15,906	\$318,125
2.	Short-Range Transportation Planning (44.24.00)								
A.	Census Data Compilation and/or Analysis	\$3,750	\$1,250	25%	\$5,000	\$1,250	\$938	\$313	\$6,250
B.	Data Collection, Compilation and/or Analysis	\$35,000	\$0	0%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
C.	Functional Classification System Review	\$5,000	\$0	0%	\$5,000	\$1,250	\$938	\$313	\$6,250
D.	Geographic Information Systems - SMTc	\$18,750	\$6,250	25%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
E.	Geographic Information Systems - Member Agency Assistance	\$18,750	\$6,250	25%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
	Total Short-Range Transportation Planning	\$81,250	\$13,750	14%	\$95,000	\$23,750	\$17,813	\$5,938	\$118,750
3.	Long Range Transportation Planning (44.23.02)								
A.	Air Quality, Conformity and Energy	\$5,625	\$1,875	25%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
B.	Air/Water Planning	\$5,000	\$0	0%	\$5,000	\$1,250	\$938	\$313	\$6,250
C.	Bicycle/Pedestrian Planning	\$16,000	\$4,000	20%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
D.	Bridge and Pavement Condition Management System (BPCMS)	\$8,000	\$2,000	20%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
E.	OCDoT Signal Optimization	\$47,921	\$0	0%	\$47,921	\$11,980	\$8,985	\$2,995	\$59,901
F.	I-81 Public Participation Project	\$75,000	\$0	0%	\$75,000	\$18,750	\$14,063	\$4,688	\$93,750
G.	I-81 Travel Demand Modeling Project	\$40,000	\$0	0%	\$40,000	\$10,000	\$7,500	\$2,500	\$50,000
H.	MPO Area Regional Planning Initiatives	\$18,750	\$6,250	25%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
I.	Long-Range Transportation Plan	\$33,750	\$11,250	25%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
J.	Rail, Truck and Transit Planning	\$26,250	\$8,750	25%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
K.	Traffic Safety	\$3,750	\$1,250	25%	\$5,000	\$1,250	\$938	\$313	\$6,250
L.	Travel Demand Modeling	\$50,000	\$0	0%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
M.	CNYRTA Transit Initiative	\$11,250	\$3,750	25%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
N.	Bicycle Corridor Study	\$26,250	\$8,750	25%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
O.	Erie Canalway Trail	\$33,750	\$11,250	25%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
P.	Onondaga County Sustainable Streets Initiative	\$33,750	\$11,250	25%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
Q.	Downtown Syracuse Two Way Feasibility Technical Analysis	\$95,000	\$0	0%	\$95,000	\$23,750	\$17,813	\$5,938	\$118,750
R.	City of Syracuse Wayfinding Study - Phase 1	\$7,500	\$2,500	25%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
S.	City of Syracuse Wayfinding Study - Phase 2	\$33,750	\$11,250	25%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
T.	South Salina Street Complete Street Plan	\$33,750	\$11,250	25%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
U.	Town of Geddes Bike/Ped Access Evaluation	\$26,250	\$8,750	25%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
V.	Transportation Information Assembly and public access project	\$23,827	\$6,173	21%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
W.	Synchro/HCS Training	\$35,000	\$0	0%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
X.	ITS Strategic Plan Update	\$7,500	\$2,500	25%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
	Total Long-Range Transportation Planning	\$697,623	\$112,798	14%	\$810,421	\$202,605	\$151,954	\$50,651	\$1,013,025
4.	Transportation Improvement Program (TIP) (44.25.00)								
A.	TIP Development & Maintenance	\$22,500	\$7,500	25%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
	Total Transportation Improvement Program	\$22,500	\$7,500	25%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
5.	Other Activities (44.27.00)								
A.	Miscellaneous Activities and Special Technical Assistance	\$19,420	\$6,490	25%	\$25,910	\$6,478	\$4,858	\$1,619	\$32,388
	Total Other Activities	\$19,420	\$6,490	25%	\$25,910	\$6,478	\$4,858	\$1,619	\$32,388
	Grand Total FHWA PL & FTA MPP Funds	\$1,012,168	\$203,663	17%	\$1,215,831	\$303,958	\$227,968	\$75,989	\$1,519,788
	Grand Total - All Fund Sources				\$1,215,831				\$1,519,788

TABLE 2
2013 - 2014 SUMMARY BUDGET
FEDERAL PROGRAM ONLY

TASK BUDGET											
TASK		FUNDING SOURCE					RESPONSIBILITY				
ID	Task	FHWA - PL	FTA	State	Local	Total	Staff	CNY RPDB	State	Local	Total
44.21.00	Program Administration and Support	\$191,375	\$63,125	\$47,719	\$15,906	\$318,125	\$189,500	\$65,000	\$47,719	\$15,906	\$318,125
44.24.00	Short-Range Transportation Planning	\$81,250	\$13,750	\$17,813	\$5,938	\$118,750	\$95,000	\$0	\$17,813	\$5,938	\$118,750
44.23.02	Long-Range Transportation Planning	\$697,623	\$112,798	\$151,954	\$50,651	\$1,013,026	\$810,421	\$0	\$151,954	\$50,651	\$1,013,026
44.25.00	Transportation Improvement Program	\$22,500	\$7,500	\$5,625	\$1,875	\$37,500	\$30,000	\$0	\$5,625	\$1,875	\$37,500
44.27.00	Other Activities	\$19,420	\$6,490	\$4,858	\$1,619	\$32,388	\$25,910	\$0	\$4,858	\$1,619	\$32,388
	Total	\$1,012,168	\$203,663	\$227,968	\$75,989	\$1,519,789	\$1,150,831	\$65,000	\$227,968	\$75,989	\$1,519,789
		\$1,215,831		\$303,958		\$1,519,789	\$1,215,831		\$303,958		\$1,519,789

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	Local	Total
44.20.01	Salaries	\$546,198		\$104,637		\$650,835
44.20.02	Fringe	\$216,925		\$32,144		\$249,068
44.20.03	Travel	\$18,000				\$18,000
44.20.04	Equipment	\$24,000				\$24,000
44.20.05	Supplies	\$10,000				\$10,000
44.20.06	Contractual	\$236,221	\$65,000		\$75,989	\$377,210
44.20.07	Other	\$23,487				\$23,487
44.20.08	Indirect	\$76,000		\$91,187		\$167,187
	Total	\$1,150,831	\$65,000	\$227,968	\$75,989	\$1,519,788
		\$1,215,831		\$303,958		\$1,519,788
		\$1,215,831				\$1,519,788

TABLE 3
2013 - 2014 SUMMARY BUDGET
FHWA - PL BUDGET

TASK BUDGET							
ID	Task	Total	FHWA - PL	Staff	CNY RPDB	State	Local
44.21.00	Program Administration and Support	\$239,219	\$191,375	\$142,497	\$48,878	\$35,883	\$11,961
44.24.00	Short-Range Transportation Planning	\$101,563	\$81,250	\$81,250		\$15,234	\$5,078
44.23.02	Long-Range Transportation Planning	\$872,029	\$697,623	\$697,623		\$130,804	\$43,601
44.25.00	Transportation Improvement Program	\$28,125	\$22,500	\$22,500		\$4,219	\$1,406
44.27.00	Other Activities	\$24,275	\$19,420	\$19,420		\$3,641	\$1,214
	Total	\$1,265,210	\$1,012,168	\$963,290	\$48,878	\$189,782	\$63,261

\$1,265,210	\$963,290	\$48,878	\$189,782	\$63,261
	\$1,265,210			

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$544,299	\$457,189		\$87,110	
44.20.02	Fringe	\$208,334	\$181,574		\$26,759	
44.20.03	Travel	\$15,067	\$15,067			
44.20.04	Equipment	\$20,089	\$20,089			
44.20.05	Supplies	\$8,370	\$8,370			
44.20.06	Contractual	\$309,864	\$197,726	\$48,878		\$63,261
44.20.07	Other	\$19,660	\$19,660			
44.20.08	Indirect	\$139,528	\$63,615		\$75,913	
	Total	\$1,265,210	\$963,290	\$48,878	\$189,782	\$63,261

\$1,265,210	\$963,290	\$48,878	\$189,782	\$63,261
	\$1,265,210			

TABLE 4
2013 - 2014 SUMMARY BUDGET
FTA BUDGET

TASK BUDGET							
ID	Task	Total	FTA	Staff	CNY RPDB	State	Local
44.21.00	Program Administration and Support	\$78,906	\$63,125	\$47,003	\$16,122	\$11,836	\$3,945
44.24.00	Short-Range Transportation Planning	\$17,188	\$13,750	\$13,750		\$2,578	\$859
44.23.02	Long-Range Transportation Planning	\$140,998	\$112,798	\$112,798		\$21,150	\$7,050
44.25.00	Transportation Improvement Program	\$9,375	\$7,500	\$7,500		\$1,406	\$469
44.27.00	Other Activities	\$8,113	\$6,490	\$6,490		\$1,217	\$406
	Total	\$254,579	\$203,663	\$187,541	\$16,122	\$38,187	\$12,729

\$254,579	\$203,663	\$187,541	\$16,122	\$38,187	\$12,729
					\$254,579

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$106,537	\$89,009		\$17,528	
44.20.02	Fringe	\$40,735	\$35,350		\$5,384	
44.20.03	Travel	\$2,933	\$2,933			
44.20.04	Equipment	\$3,911	\$3,911			
44.20.05	Supplies	\$1,630	\$1,630			
44.20.06	Contractual	\$67,346	\$38,495	\$16,122		\$12,729
44.20.07	Other	\$3,827	\$3,827			
44.20.08	Indirect	\$27,660	\$12,385		\$15,275	
	Total	\$254,579	\$187,541	\$16,122	\$38,187	\$12,729

\$254,579	\$187,541	\$16,122	\$38,187	\$12,729
				\$254,579

TABLE 5
2013 - 2014 SUMMARY BUDGET
TOTAL FEDERAL BUDGETS

TASK BUDGET			
ID	Task	Total Federal	Total
44.21.00	Program Administration and Support	\$254,500	\$318,125
44.24.00	Short-Range Transportation Planning	\$95,000	\$118,750
44.23.02	Long-Range Transportation Planning	\$810,421	\$1,013,025
44.25.00	Transportation Improvement Program	\$30,000	\$37,500
44.27.00	Other Activities	\$25,910	\$32,388
	Total	\$1,215,831	\$1,519,788

AUDIT BUDGET			
ID	Category	Total Federal	Total
44.20.01	Salaries	\$546,198	\$650,835
44.20.02	Fringe	\$216,925	\$249,068
44.20.03	Travel	\$18,000	\$18,000
44.20.04	Equipment	\$24,000	\$24,000
44.20.05	Supplies	\$10,000	\$10,000
44.20.06	Contractual	\$301,221	\$377,210
44.20.07	Other	\$23,487	\$23,487
44.20.08	Indirect	\$76,000	\$167,187
	Total	\$1,215,831	\$1,519,788

\$1,215,831	\$1,519,788
--------------------	--------------------

TABLE 6
2013 - 2014 SUMMARY BUDGET
TOTAL AUDITABLE BUDGET

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$650,835	\$546,198		\$104,637	
44.20.02	Fringe	\$249,068	\$216,925		\$32,144	
44.20.03	Travel	\$18,000	\$18,000			
44.20.04	Equipment	\$24,000	\$24,000			
44.20.05	Supplies	\$10,000	\$10,000			
44.20.06	Contractual	\$377,210	\$236,221	\$65,000		\$75,989
44.20.07	Other	\$23,487	\$23,487			
44.20.08	Indirect	\$167,187	\$76,000		\$91,187	
	Total	\$1,519,788	\$1,150,831	\$65,000	\$227,968	\$75,989

\$1,519,788	\$1,150,831	\$65,000	\$227,968	\$75,989
\$1,519,788				

TABLE 7

2013 - 2014 State Planning and Research Funding

TASK BUDGET						
TASK		FUNDING SOURCE			RESPONSIBILITY	
ID	Task	NYS DOT - SPR	FHWA - SPR	Total	Staff	Total
44.21.00	Program Administration and Support	\$0	\$0	\$0	\$0	\$0
44.24.00	Short-Range Transportation Planning	\$0	\$0	\$0	\$0	\$0
44.23.02	Long-Range Transportation Planning	\$50,000	\$200,000	\$250,000	\$250,000	\$250,000
44.25.00	Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0
44.27.00	Other Activities	\$0	\$0	\$0	\$0	\$0
	Total	\$50,000	\$200,000	\$250,000	\$250,000	\$250,000
		\$250,000		\$250,000	\$250,000	\$250,000

* Note: SPR Budget is for a total multi-year SPR project not broken down by year

AUDIT BUDGET				
ID	Category	Staff	CNY RPDB	Total
44.20.01	Salaries	\$0	\$0	\$0
44.20.02	Fringe	\$0	\$0	\$0
44.20.03	Travel	\$0	\$0	\$0
44.20.04	Equipment	\$0	\$0	\$0
44.20.05	Supplies	\$0	\$0	\$0
44.20.06	Contractual	\$250,000	\$0	\$250,000
44.20.07	Other	\$0	\$0	\$0
44.20.08	Indirect	\$0	\$0	\$0
	Total	\$250,000	\$0	\$250,000
		\$250,000		\$250,000
		\$250,000		\$250,000

UNIFIED PLANNING WORK PROGRAM

FY 2013-2014

APPENDICES

Appendix A: Other Significant Federally Funded Transportation Planning Activities - SPR

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 Project 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
COMMITTED PROJECT MANAGER	Yes. As requested by the Regional Director Carl Ford.
<i>Is the proposed Project Manager prepared and authorized to manage the project? Explain</i>	

Applicant Information (If different from the Project Manager)

Name: Same as above

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

Project Description

Working Title for Proposal: I-81 Corridor Study & Project Scoping

Project Goal:	Investigate the need for transportation improvements to 10.69 miles of Interstate 81 between I-481/I-81 interchanges (Exits 16A & 29).
<i>Desired outcome</i>	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/Canton exit and Raynor Avenue (viaduct section).
Actions Proposed:	<ul style="list-style-type: none"> Corridor study of I-81
<i>Major steps in the project</i>	<ul style="list-style-type: none"> Public outreach and interaction Project scoping
Anticipated Product(s)	Corridor Study Report, Project Scoping Report (I-81 Viaduct Portion
<i>Documents /Plans /Data Base/ etc.</i>	Only)
Total Project Cost:	Syracuse I-81 Viaduct Project: 150 Million to 500 Million
SPR Funds Requested:	2 Million
Other Funds:	Region 3 has requested that SMTTC utilize their Traffic Demand Model
<i>If other funds will supplement SPR funding, indicate the source of the funding and the likelihood that it will be available.</i>	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 Mobility / Reliability?</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 Safety 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 Environmental Sustainability 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 Economic Competitiveness 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 Security 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.
---	---

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.
---	---

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.
---	--

Submit Applications to: 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.

SMTC SPR FUNDING:

Funding for the SMTC's efforts towards The I-81 Public Participation Project and the I-81 Travel Demand Modeling Project is being substantially supplemented with federal SPR funds by the NYSDOT. The SPR monies being supplemented by the NYSDOT are anticipated to be spent on contractual items for the most part but may offset some staff costs if required in the future. Project descriptions for these two efforts follow.

I-81 Public Participation Project:

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.

I-81 Travel Demand Modeling Project:

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. This project will be critically linked to the I-81 Public Participation Project and the NYSDOT I-81 Corridor Study.

The major elements of this effort are to:

- Refine the SMTC's travel demand model in order to improve its validity; and
- Use the travel demand model to evaluate various potential concepts for the I-81 corridor (and permutations of those concepts), based on:
 - impacts to the transportation network of the greater metropolitan region and
 - 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.

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.