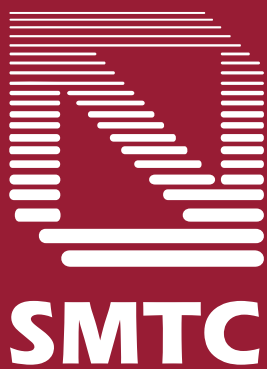
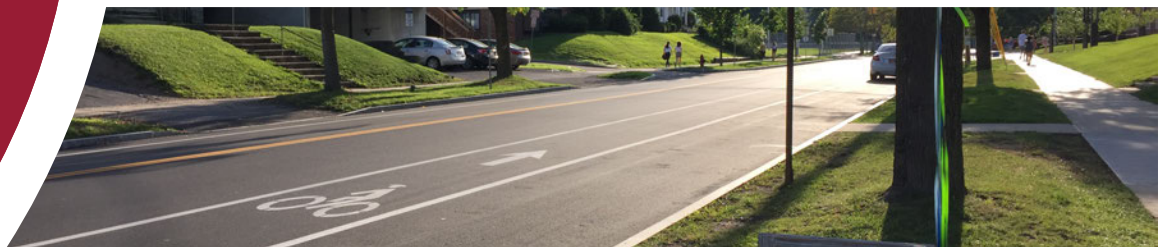


# UPWP 2019-2020

## Unified Planning Work Program

### Syracuse Metropolitan Transportation Council



2019-2020 UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING  
in the  
SYRACUSE  
METROPOLITAN PLANNING AREA

Adopted by the Policy Committee of the  
Syracuse Metropolitan Transportation Council

December 11, 2018

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  
2019-2020 UNIFIED PLANNING WORK PROGRAM

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**RESOLUTION**

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
POLICY COMMITTEE**


**December 11, 2018**


- 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 Fixing America’s Surface Transportation (FAST Act) 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,** 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 2019-2020 UPWP, the Policy Committee continues its designation of the New York State Department of Transportation (NYSDOT) to be the grant applicant on behalf of the SMTC. The NYSDOT will apply for necessary regular program funding under the Federal Transit Administration (FTA) Section 5303 program, under the Federal Highway Administration (FHWA) “PL” transportation planning program and “SPR” program in amounts consistent with this approved UPWP.

**NOW THEREFORE BE IT RESOLVED**, that the Policy Committee adopts the 2019-2020 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 11th day of December 2018 by consensus of the SMTC Policy Committee.

  
\_\_\_\_\_  
Brian M. Schultz  
Chairperson  
SMTC Policy Committee

  
\_\_\_\_\_  
New York State Department of Transportation  
Secretary  
SMTC Policy Committee

Date: December 11, 2018

Date: December 11, 2018

# SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

## 2019-2020 UNIFIED PLANNING WORK PROGRAM - 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 2019-2020 (April 1, 2019 - March 31, 2020). It is intended to provide a mechanism for the coordination of transportation 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 Highway Administration [FHWA] and the Federal Transit Administration [FTA]) require this UPWP 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 two 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).

## 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. This area consists of Onondaga County, the Town of Sullivan in Madison County, and the Towns of Hasting, Schroepel, West Monroe and a small portion of Granby in Oswego County. The Unified Planning Work Program identifies the transportation planning activities which are to be undertaken in the SMTC study area in support of the goals, objectives and performance measures established in the Long Range Transportation Plan (LRTP), which was adopted in September 2015. The SMTC Central Staff, working with the Planning Committee and the New York State Department of Transportation (NYSDOT), 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 LRTP goals regarding facilities, freight movement, safety, security and resiliency, multi-modal accessibility and mobility, the environment, energy conservation and management, economy and land use.

The SMTC's Operations Plan outlines a framework for the UPWP that the Central Staff is expected to accomplish, and provides guidance with respect to a financial plan to support the Work Program. This 2019-2020 Work Program is intended to be consistent with the Operations Plan, as well as the metropolitan planning requirements of the Fixing America's Surface Transportation (FAST) Act and, its implementing regulations. Compliance with these regulations frames much of this program. Further, the Work Program strives to address NYSDOT and USDOT planning emphasis areas which are intended to implement policies for urban area transportation planning, as applicable. This is to ensure that projects conceived by the SMTC fulfill Federal and State policies, and local issues progress in a timely manner.



### *Federal Planning Emphasis Areas*

A Planning Emphasis Area (PEA) may be jointly established by FHWA and FTA to advance national goals as established in federal law to reflect FHWA and FTA priorities, and to respond to congressional direction established through the appropriations process. The FTA activity line PEAs for the 2019-2020 UPWP are 1) Coordination of Non-Emergency Human Service Transportation; 2) Participation of Transit Operators in Metropolitan and Statewide Planning; 3) Planning for Transit Systems Management/Operations to Increase Ridership; 4) Support Transit Capital Investment Decisions Through Effective Systems Planning; and 5) Incorporation of Safety & Security in Transportation Planning.

### *New York State Association of Metropolitan Planning Organizations*

The SMTC is an active participant in the New York State Association of Metropolitan Planning Organizations (NYSAMPO). The NYSAMPO is a coalition of the 14 MPOs throughout New York along with NYSDOT, FHWA and FTA partners. Through this association, several working groups have been established that promote collaborative and comprehensive planning statewide. The working groups facilitate the sharing of best practices from within New York, as well as from other MPOs and state DOTs. Notable groups include Bicycle/Pedestrian, Freight, Safety, Transit, and Transportation Systems Management & Operations. The SMTC will continue direct involvement and participation within NYSAMPO and the national Association of Metropolitan Planning Organizations (AMPO). Additionally, staff works cooperatively with the Central New York Regional Planning and Development Board (the SMTC's administrative host) on a number of activities.

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 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 Planning 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 that is responsible for making recommendations to the full Planning Committee regarding project priorities to be funded by various Federal 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.

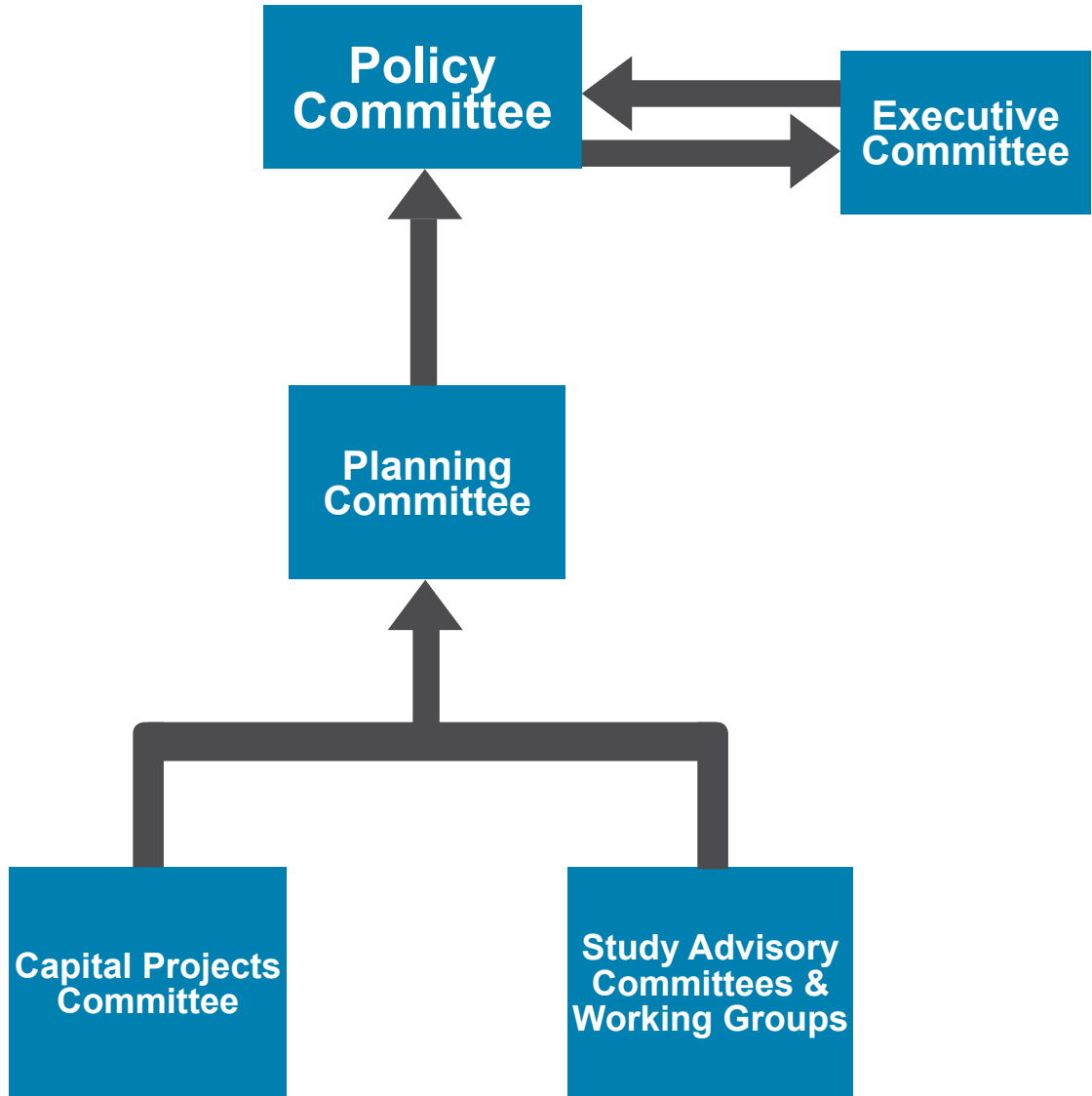
### *Organizational Objectives*

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 participating 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, and the Syracuse-Onondaga County Planning Agency [SOCPA]) 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.

## TITLE VI POLICY

The SMTC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, sex, age, disability, low income or Limited English Proficiency status as protected by Title VI of the Civil Rights Act of 1964 and related statutes and regulations.

## UNIFIED PLANNING WORK PROGRAM FRAMEWORK

The Unified Planning Work Program 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, 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, which identifies priority transportation system deficiencies and feasible/appropriate methods for addressing those deficiencies in a fiscally constrained environment.
- III. Recognition of requirements established by USDOT regarding the national transportation planning priorities included in MAP-21 and the FAST Act. The ten planning factor requirements of the FAST Act are listed below.
  1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency (see tasks 3A, 3C, 3E, 3F, 3G, 3J, 3N, 3Q, 3R, 4A);
  2. Increase the safety of the transportation system for motorized and non-motorized users (see tasks 3A, 3C, 3E, 3F, 3H, 3J, 3L, 3O, 3P, 3Q, 3R, 3S, 4A);
  3. Increase the security of the transportation system for motorized and non-motorized users see task 3E, 3F, 3Q);
  4. Increase the accessibility and mobility of people and for freight (see tasks 3A, 3F, 3G, 3J, 3L, 3M, 3N, 3O, 3P, 3Q, 3R, 3S, 3T, 4A);
  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 (see tasks 3A, 3C, 3E, 3F, 3G, 3J, 3N, 3O, 3Q, 3R, 3S, 4A);
  6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (see tasks 3A, 3D, 3F, 3G, 3H, 3L, 3M, 3N, 3Q, 4A);
  7. Promote efficient system management and operation (see tasks 3F, 3M, 3N, 3S, 4A);
  8. Emphasize the preservation of the existing transportation system (see tasks 3B, 3F, 3N, 3O, 3Q, 3R, 3S, 4A);
  9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (see tasks 3C, 3E, 3F, 4A); and
  10. Enhance travel and tourism (see tasks 3A, 3C, 3E, 3F, 3G, 3J, 3L, 3N, 3O, 3Q, 3R, 3T, 4A).

Each FAST Act planning factor is addressed to some degree within the various UPWP efforts. The UPWP task number(s) that follow each of the preceding planning factors address that specific factor. The table below illustrates the relationship between the 2019-2020 UPWP tasks and the federal planning targets. In many instances, a single UPWP task may address one or more planning factor.

Relationship between 2019-2020 UPWP Tasks and FAST Act Planning Factors

Task	Title	Economic vitality	Safety	Security	Accessibility and mobility	Environment, energy conservation, quality of life	Integration and connectivity	Management and operation	Preservation	Resiliency and reliability	Travel and tourism
1s	Program Administration	--	--	--	--	--	--	--	--	--	--
2A*	Census Data Compilation and/or Analysis	--	--	--	--	--	--	--	--	--	--
2B*	Data Collection, Compilation and/or Analysis	--	--	--	--	--	--	--	--	--	--
2C*	Geographic Information Systems (GIS) - SMTC	--	--	--	--	--	--	--	--	--	--
2D*	GIS - Member Agency Assistance	--	--	--	--	--	--	--	--	--	--
3A	Bicycle/Pedestrian Planning	X	X		X	X	X				X
3B	Bridge and Pavement Condition Management System (BPCMS)								X		
3C	I-81 Participation	X	X			X				X	X
3D	I-81 Travel Demand Modeling Project						X				
3E	MPO Area Regional Planning Initiatives	X	X	X		X				X	X
3F	Long Range Transportation Plan	X	X	X	X	X	X	X	X	X	X
3G	Rail, Truck and Transit Planning	X			X	X	X				X
3H	Traffic Safety		X				X				
3I*	Travel Demand Modeling	--	--	--	--	--	--	--	--	--	--
3J	Local Comprehensive Plan Assistance	X	X		X	X					X
3K*	City and OCDOT Traffic Count Programs	--	--	--	--	--	--	--	--	--	--
3L	City of Syracuse On Call Planning Support		X		X		X				X
3M	Congestion Management Process Update				X		X	X			
3N	US Route 11 Corridor Study	X			X	X	X	X	X		X
3O	Erie Boulevard Transit Mobility Enhancement		X		X	X			X		X
3P	Safety Assessment and Analysis (City and County facilities)		X		X						
3Q	RTC/Market Area Access Study	X	X	X	X	X	X		X		X
3R	Armory Square Mobility Plan	X	X		X	X			X		X
3S	S Geddes & W Fayette Complete Streets Review		X		X	X		X	X		
3T	CNY Recreational Heritage Trail Bike Corridor				X						X
4A	TIP Development and Maintenance	X	X		X	X	X	X	X	X	X
5A	Miscellaneous Activities and Special Technical Assistance	--	--	--	--	--	--	--	--	--	--

\*Supportive effort for all tasks.

In addition to the ten planning factors, the FAST Act also contains the following national goals. Performance measures have been developed by USDOT to advance these goals. Beginning in early 2018, the SMTC has adopted targets for several performance measures (i.e., bridge and pavement conditions, freight, safety, system performance, and transit asset management). The SMTC will continue to work with its state and federal partners to ensure all plans, projects and activities of the MPO are carried out in compliance with federal transportation authorizations.

1. Safety: Achieve reduction in fatalities and serious injuries on all public roads;
2. Infrastructure condition: Maintain highway infrastructure assets in state of good repair;
3. Congestion reduction: Achieve reduction in congestion on the National Highway System;
4. System reliability: Improve the efficiency of the surface transportation system;
5. Freight movement and economic viability: Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
6. Environmental sustainability: Enhance the performance of the transportation system while protecting and enhancing the natural environment; and
7. Reduced project delivery delays: Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion.



## SUMMARY OF MAJOR PROGRAMMED ACTIVITIES

The 2019-2020 UPWP is based on the SMTC's 2050 Long Range Transportation Plan, which was adopted by the Policy Committee in September, 2015. The LRTP goals and objectives establish the planning priorities for the metropolitan area and are directly supportive of the planning factors and national goals outlined in the pages above. Emphasis has been placed on developing a program that can be reasonably accomplished with available staff and consultant resources and, which is in keeping with the priorities of the SMTC area. The 2050 LRTP contains the following goals and associated objectives. The table on page 17 illustrates the relationship between the 2019-2020 UPWP tasks and the 2050 LRTP goals. In many instances, a single UPWP task relates to several goals.

**1. Support efficient freight movement within our region**

- Maintain adequate infrastructure conditions on primary freight corridors.
- Maintain a high degree of reliability on primary freight corridors.
- Reduce congestion on primary freight corridors.

**2. Increase the safety, security, and resiliency of the transportation system.**

- Reduce serious injuries and fatalities from vehicle crashes.
- Reduce pedestrian and bicycle crashes.
- Reduce the number of height- and weight-restricted bridges, especially along primary freight and commuter corridors.

**3. Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.**

- Reduce congestion in priority commuter corridors as appropriate based on the character of the adjacent development.
- Provide essential transit service to urban and suburban areas.
- Provide higher-quality transit service to TOD nodes throughout the community.
- Provide more on-road bicycle facilities throughout the community.
- Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems.
- Provide more pedestrian facilities to connect destinations throughout the community.

**4. Protect and enhance the natural environment and support energy conservation and management.**

- Reduce VMT in the region.
- Reduce on-road source mobile emissions.
- Increase the percentage of commute trips made by bicycling or walking.
- Increase the percentage of commute trips made by transit.
- Increase the availability of alternative fueling and electric charging stations.

**5. Improve the reliability of the transportation system and promote efficient system management and operations.**

- Maintain a high degree of reliability on primary commuter corridors.
- Improve transit on-time performance.
- Improve utilization of transit vehicles.
- Increase the use of park-and-ride lots.
- Implement TDM strategies, with a focus on strategies for downtown and University Hill that have been recommended through previous SMTC studies.

6. **Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.**
  - Preserve and maintain pavements.
  - Preserve and maintain bridges.
  - Preserve and maintain ancillary transportation structures (culverts, etc.).
  - Preserve and maintain rail infrastructure.
  - Preserve and maintain pedestrian facilities.
7. **Ensure that transportation system performance improvements are distributed equitably.**
  - Improve transit service between employment centers and priority target areas (as identified in SMTC's Environmental Justice Analysis).
  - Ensure that pavement conditions within priority target areas are at or above regional averages.
  - Provide accessible sidewalks and curb ramps, in accordance with ADA requirements.

MAP-21, FAST Act 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. The performance-based and outcome-driven approach to metropolitan transportation planning specified in MAP-21 and, the FAST Act that was signed into law in December, 2015, is applied within the functions of the SMTC.

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

**1. Program Support and Administration**

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.

**Preliminary schedules for completing each project are included in this document and are subject to change. In many instances, tasks are recurring, ongoing items that take place every program year or, efforts that require multi-program years to complete. Further, Scopes of Work are developed for new planning tasks before any work activity is initiated. Actual schedules are created once specific scope of work items are known.**

Relationship between 2019-2020 UPWP Tasks and 2050 LRTP Goals

Task	Title	Efficient freight movement	Safety, security, resiliency	Multi-modal accessibility and mobility	Natural environment and energy conservation	Reliability, efficient system management and operations	Preservation of existing infrastructure	Equity
1s	Program Administration	--	--	--	--	--	--	--
2A*	Census Data Compilation and/or Analysis	--	--	--	--	--	--	--
2B*	Data Collection, Compilation and/or Analysis	--	--	--	--	--	--	--
2C*	Geographic Information Systems (GIS) - SMTc	--	--	--	--	--	--	--
2D*	GIS - Member Agency Assistance	--	--	--	--	--	--	--
3A	Bicycle/Pedestrian Planning		X	X	X		X	X
3B	Bridge and Pavement Condition Management System (BPCMS)						X	X
3C	I-81 Participation	X	X		X	X		
3D	I-81 Travel Demand Modeling Project			X				
3E	MPO Area Regional Planning Initiatives		X		X	X		
3F	Long Range Transportation Plan	X	X	X	X	X	X	X
3G	Rail, Truck and Transit Planning	X	X	X	X	X	X	X
3H	Traffic Safety		X					
3I*	Travel Demand Modeling	--	--	--	--	--	--	--
3J	Local Comprehensive Plan Assistance		X	X	X			
3K*	City and OCDOT Traffic Count Programs	--	--	--	--	--	--	--
3L	City of Syracuse On Call Planning Support		X	X			X	
3M	Congestion Management Process Update	X		X		X		
3N	US Route 11 Corridor Study			X	X	X	X	
3O	Erie Boulevard Transit Mobility Enhancement		X	X	X		X	
3P	Safety Assessment and Analysis (City and County facilities)		X	X				
3Q	RTC/Market Area Access Study	X	X	X	X		X	X
3R	Armory Square Mobility Plan	X	X	X	X		X	
3S	S Geddes & W Fayette Complete Streets Review		X	X		X	X	X
3T	CNY Recreational Heritage Trail Bike Corridor			X				
4A	TIP Development and Maintenance	X	X	X	X	X	X	X
5A	Miscellaneous Activities and Special Technical Assistance	--	--	--	--	--	--	--

\*Supportive effort for all tasks.

# New York State Metropolitan Planning Organizations

## SHARED COST INITIATIVES

In addition to the projects included in the SMTC's program, staff participates with other New York State Metropolitan Planning Organizations on several Shared Cost Initiative (SCI) projects. The SMTC's federal allocation accounted for in the budget tables does not include the set-aside for these SCI projects, as the allocation was previously adjusted proportionally by NYSDOT. In addition, the SMTC'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 2019-2020. The SMTC fully supports and participates in the SCI program statewide.

As part of the UPWP development each year, the various MPOs in New York State (i.e., 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: \$250,000 (\$150,000 FHWA PL and \$100,000 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: \$92,513 FHWA PL and \$11,096 FTA MPP/\$2,774 NYSDOT Match (In-Kind Service)

Lead Agency: Genesee Transportation Council

### AMPO Dues

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

Cost: \$41,292 (FHWA PL)

Lead Agency: Binghamton Metropolitan Transportation Study

**2019-2020  
UPWP  
PROGRAM OUTLINE**

ID	Category	2019-2020			Notes
		Project Total	Staff & Operating Expense Budget	Contractual Budget	
<b>1.</b>	<b>Program Administration and Support (44.21.00)</b>				
A.	General Administration	\$265,000	\$185,000	\$80,000	Contractual for Host Agency Agreement
B.	Public Participation and Web Site Update	\$35,000	\$20,000	\$15,000	
C.	Federal Transportation Legislation Examination and Evaluation	\$10,000	\$10,000	\$0	For legislative compliance
D.	UPWP Previous Year Closeouts	\$5,000	\$5,000	\$0	
E.	UPWP Maintenance and Development	\$10,000	\$10,000	\$0	
F.	NYS AMPO Conference Hosting	\$20,000	\$20,000	\$0	Staff Expenses (time only)
	<b>Total Program Administration &amp; Support</b>	<b>\$345,000</b>	<b>\$250,000</b>	<b>\$95,000</b>	
<b>2.</b>	<b>Short-Range Transportation Planning (44.24.00)</b>				
A.	Census Data Compilation and/or Analysis	\$5,000	\$5,000	\$0	
B.	Data Collection, Compilation and/or Analysis	\$35,000	\$20,000	\$15,000	
C.	Geographic Information Systems - SMTC	\$50,000	\$50,000	\$0	
D.	Geographic Information Systems - Member Agency Assistance	\$30,000	\$30,000	\$0	Purpose is to provide GIS services to Member Agencies related to regional planning
	<b>Total Short-Range Transportation Planning</b>	<b>\$120,000</b>	<b>\$105,000</b>	<b>\$15,000</b>	
<b>3.</b>	<b>Long-Range Transportation Planning (44.23.02)</b>				
A.	Bicycle/Pedestrian Planning	\$45,000	\$45,000		Includes Bike Map Update (beginning)
B.	Bridge and Pavement Condition Management System (BPCMS)	\$20,000	\$20,000	\$0	
C.	I-81 Participation	\$5,000	\$5,000	\$0	
D.	I-81 Travel Demand Modeling Project	\$5,000	\$5,000	\$0	NYS DOT Removed all statewide funding for this effort from the SPR program. This results in an inadequate amount of funding if this item is required.
E.	MPO Area Regional Planning Initiatives	\$45,000	\$45,000	\$0	
F.	Long-Range Transportation Plan/Performance Based Planning (includes asset inventory & funding strategy and other research items)	\$55,000	\$55,000	\$0	
G.	Rail, Truck and Transit Planning (includes freight outreach, route/sign inventory & mapping)	\$40,000	\$40,000	\$0	
H.	Traffic Safety	\$10,000	\$10,000	\$0	
I.	Travel Demand Modeling	\$60,000	\$30,000	\$30,000	Contractual for Modeling Assistance as necessary for staff assistance
J.	Local Comprehensive Plan Assistance	\$30,000	\$30,000	\$0	
K.	City and OCDOT Traffic Count Programs (recurring)	\$48,000	\$15,000	\$33,000	Recurrent effort to count segments over a 4 - 5 year cycle
L.	City of Syracuse on call Planning Support - various activities including Rezone Syracuse - Assistance with GEIS and SEQRA	\$45,000	\$45,000	\$0	
M.	Congestion Management Process 2018/2019 Update	\$20,000	\$20,000		
N.	US 11 Corridor Study	\$45,000	\$45,000		
O.	Erie Boulevard Transit Mobility Enhancement	\$50,000	\$50,000		
P.	Safety Assessment and Analysis (OCDOT / City)	\$40,000	\$40,000		
Q.	RTC/Market Area Access Study	\$40,000	\$40,000		
R.	Armory Square Mobility Plan	\$20,000	\$20,000		
S.	S Geddes & W Fayette Complete Streets Review	\$40,000	\$40,000		
T.	CNY Recreational Heritage Trail Bike Corridor - Planning Assistance	\$30,000	\$30,000		
	<b>Total Long-Range Transportation Planning</b>	<b>\$693,000</b>	<b>\$630,000</b>	<b>\$63,000</b>	
<b>4.</b>	<b>Transportation Improvement Program (TIP) (44.25.00)</b>				
A.	TIP Development & Maintenance	\$50,000	\$50,000	\$0	
	<b>Total Transportation Improvement Program</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	
<b>5.</b>	<b>Other Activities (44.27.00)</b>				
A.	Miscellaneous Activities and Special Technical Assistance	\$40,045	\$40,045	\$0	
	<b>Total Other Activities</b>	<b>\$40,045</b>	<b>\$40,045</b>	<b>\$0</b>	
	<b>Grand Total Traditional Funding</b>	<b>\$1,248,045</b>	<b>\$1,075,045</b>	<b>\$173,000</b>	

SPR Expenses for I-81 EIS/NEPA Modeling (Removed from NYSDOT Program)	\$0
<b>Total SMTC Program Cost</b>	<b>\$1,248,045</b>

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

<b>Allocations / Resources: All fund sources except in-kind services.</b>	
FHWA	\$995,049
FTA 2019 - 2020	\$229,612
FTA Rollover	\$0
SPR Monies from NYSDOT for expenditure on SMART1 and I-81 only	Removed from NYSDOT Program
FHWA Carry Over Funds (from 2018 - 2019 unspent anticipated)	\$24,000
<b>Total Resources Available</b>	<b>\$1,248,661</b>

# UNIFIED PLANNING WORK PROGRAM

FY 2019-2020

## 1. PROGRAM SUPPORT and ADMINISTRATION (44.21.00)

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



<b>PROJECT NO:</b>	<b>1A</b>
<b>PROJECT TITLE:</b>	<b>General Administration</b>
<b>OBJECTIVE:</b>	To initiate and properly manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations.
<b>METHODOLOGY:</b>	<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"> <li>▪ Act as local liaison to NYSDOT, CNYRTA, CNY RPDB, and other transportation related agencies to ensure coordination;</li> <li>▪ Provide administrative support and technical assistance to the Policy, Executive, and Planning Committees, as well as other permanent and ad-hoc committees, as needed;</li> <li>▪ Maintain financial records of all revenues and expenditures;</li> <li>▪ Prepare and distribute meeting notices and agenda packages for all SMTC committees;</li> <li>▪ Prepare certification documentation, agreements, resolutions, memoranda of understanding (MOUs), etc.;</li> <li>▪ Attend NYSDOT, FHWA, FTA and MPO training sessions and other necessary workshops and meetings as appropriate;</li> <li>▪ Maintain agreements between local governmental agencies and the MPO;</li> <li>▪ Prepare and distribute quarterly and semi-annual progress reports and other documents as required;</li> <li>▪ Interact/participate in NYSAMPO, ITE, APA and other professional affiliations, and allow for appropriate resources, travel and training as necessary;</li> <li>▪ Provide funds for the purchase and maintenance of computer hardware and software to support the MPO planning program and related activities, including network maintenance.</li> </ul> <p><u>Schedule</u>            -Forecast start: April, 2019            -Forecast end: March, 2020</p>
<b>END PRODUCT:</b>	The ability to operate the agency as a functional entity; the ability to meet federal and state requirements; the ability to meet local government expectations; Committee Documentation – including: reports, meeting minutes, committee mailings, and related materials; staff involvement in relevant organizations and activities; and adequate computer resources to meet the MPO planning activity requirements.
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, CNY RPDB, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 219,685
	FTA <sup>(Sec. 5303)</sup> \$ 45,315
	TOTAL \$ 265,000

<b>UPWP TASK NO:</b>	<b>1B</b>
<b>TASK TITLE:</b>	<b>Public Participation and Website Update</b>
<b>OBJECTIVE:</b>	To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.
<b>METHODOLOGY:</b>	<p>This task 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>Specific work effort will entail maintenance of the enhanced SMTC website. This particular activity will begin 1st Quarter SFY 2019 and will be completed 4th Quarter SFY 2019.</p> <p>As part of this task, the SMTC will continue to ensure that the principles of Environmental Justice and Title VI, are included and represented in all public outreach efforts. The techniques for the dissemination of information include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>▪ Newsletters;</li> <li>▪ Brochures and flyers;</li> <li>▪ Study reports and technical memoranda;</li> <li>▪ Public information meetings/workshops and conferences;</li> <li>▪ Media releases, press articles, and paid advertisements;</li> <li>▪ Direct contact with public/citizens mailing lists;</li> <li>▪ Transportation "fairs", exhibits, or expositions;</li> <li>▪ SMTC website (www.smtcmpo.org); and</li> <li>▪ SMTC's Facebook page.</li> </ul> <p>Public participation opportunities (public input) include:</p> <ul style="list-style-type: none"> <li>▪ Public meetings/workshops;</li> <li>▪ Task Forces, Focus Groups;</li> <li>▪ Study Advisory Committees and Stakeholders database; and</li> <li>▪ Surveys, questionnaires, comment cards, etc.</li> </ul> <p style="text-align: right;"><u>Schedule</u> -Forecast start: April, 2019 -Forecast end: March, 2020</p>
<b>END PRODUCT:</b>	Updated agency website. Public participation opportunities/activities, including SMTC newsletters, reports, press releases, maps, and slide presentations, website maintenance, meetings, workshops, etc.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SMTC	<u>2019-2020</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 28,000
	FTA <sup>(Sec. 5303)</sup> \$ 7,000
	TOTAL \$ 35,000

<b>UPWP TASK NO:</b>	<b>1C</b>
<b>TASK TITLE:</b>	<b>Federal Transportation Legislation Examination &amp; Evaluation</b>
<b>OBJECTIVE:</b>	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.
<b>METHODOLOGY:</b>	
<p>With the passage of the FAST Act in December 2015, 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; particularly performance measure reporting and establishment of performance targets. Compliance with previous legislation is still required as well. This is a necessary and ongoing compliance item.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Forecast start: April, 2019</li> <li>- Forecast end: March, 2020</li> </ul> <p>Ongoing activity throughout the 2019-2020 program year.</p>	
<b>END PRODUCT:</b>	
Improved knowledge of the Central Staff regarding the regulations and requirements of the Transportation Bill as well as required continued compliance of existing legislation.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 8,000
	FTA <sup>(Sec. 5303)</sup> \$ 2,000
	TOTAL \$ <u>10,000</u>

<b>UPWP TASK NO:</b>	<b>1D</b>
<b>TASK TITLE:</b>	<b>UPWP Previous Year Closeouts</b>
<b>OBJECTIVE:</b>	To provide a task for closing out various UPWP activities from the previous program year.
<b>METHODOLOGY:</b>	
<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> <p><u>Schedule</u>  - Prior year closeouts: 1st Quarter SFY 2018.</p>	
<b>END PRODUCT:</b>	
Completion of required tasks necessary to completely close out various projects/efforts from the previous program year.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, CNY RPDB	FHWA <sup>(PL)</sup> \$ 4,000
	FTA <sup>(Sec. 5303)</sup> \$ 1,000
	TOTAL \$ 5,000

<b>UPWP TASK NO:</b>	<b>1E</b>
<b>TASK TITLE:</b>	<b>UPWP Maintenance and Development</b>
<b>OBJECTIVE:</b>	Maintain the 2019-2020 UPWP as necessary and develop a subsequent work program accordingly.
<b>METHODOLOGY:</b>	
<p>This task includes all necessary work required to process amendments to the 2019-2020 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> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Amend and maintain adopted 2019-2020 UPWP as needed: 2nd, 3rd, 4th Quarters SFY 2019</li> <li>- Initiate draft 2020-2021 UPWP: 4th Quarter SFY 2019</li> <li>- Adopt 2020-2021 UPWP: February, 2020</li> </ul>	
<b>END PRODUCT:</b>	
Maintenance of and amendments to the 2019-2020 UPWP as appropriate, as well as development of the 2020-2021 UPWP.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 8,000
	FTA <sup>(Sec. 5303)</sup> \$ 2,000
	TOTAL \$ <u>10,000</u>

<b>UPWP TASK NO:</b>	<b>1F</b>
<b>TASK TITLE:</b>	<b>NYSAMPO Conference Hosting</b>
<b>OBJECTIVE:</b>	To provide a planning task for the 2019 New York State Association of Metropolitan Planning Organizations conference.
<b>METHODOLOGY:</b>	<p>This task includes all work necessary to plan, host, and hold the 2019 New York State Association of Metropolitan Planning Organizations conference in Syracuse, NY.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Conference Planning: April, 2019 - June, 2019</li> <li>- Conference: July, 2019</li> </ul>
<b>END PRODUCT:</b>	2019 conference.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SMTC	<b>Funding Sources:</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<i>2019-2020</i>
	FHWA <sup>(PL)</sup> \$    16,000
	FTA <sup>(Sec. 5303)</sup> \$     4,000
	TOTAL               \$    20,000



## UNIFIED PLANNING WORK PROGRAM

FY 2019-2020

### 2. SHORT RANGE TRANSPORTATION PLANNING (44.24.00)

- 2A. Census Data Compilation and/or Analysis
- 2B. Data Collection, Compilation and/or Analysis
- 2C. Geographic Information Systems (GIS) - SMTC
- 2D. Geographic Information Systems (GIS) - Member Agency Assistance

<b>UPWP TASK NO:</b>	2A	
<b>TASK TITLE:</b>	Census Data Compilation and/or Analysis	
<b>OBJECTIVE:</b>	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, Title VI, and general transportation planning for the MPO.	
<b>METHODOLOGY:</b>	<p>This UPWP task is an ongoing activity of the SMTC. It allows for staff to utilize various Census data for Long Range Transportation Planning activities, Travel Demand Modeling, Environmental Justice, and general transportation planning completed by the MPO. Additionally, member agencies frequently request that the SMTC create customized census data products for their needs. This project allows for SMTC staff to complete those requests.</p> <p><u>Schedule</u> - Respond to internal and external requests for Census data compilation and/or analysis: April, 2019 - March, 2020</p>	
<b>END PRODUCT:</b>	A valuable data set to support the varied planning activities of the MPO.	
<b>Requesting / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC		<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate		FHWA <sup>(PL)</sup> \$ 3,982
		FTA <sup>(Sec. 5303)</sup> \$ 1,018
		TOTAL \$ 5,000

<b>UPWP TASK NO:</b>	<b>2B</b>
<b>TASK TITLE:</b>	<b>Data Collection, Compilation and/or Analysis</b>
<b>OBJECTIVE:</b>	To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the MPO.
<b>METHODOLOGY:</b>	
This UPWP task involves the following subcategories:	
<ul style="list-style-type: none"> <li>i. <b>Transit Data Collection:</b> The collection of transit ridership, scheduling and routing information by both the Central New York Regional Transportation Authority (CNYRTA) and by the SMTC to fill project-specific data needs. It is intended that the CNYRTA will collect this data and provide it to the SMTC in a timely manner. If the CNYRTA is unable to provide the SMTC with the requested data, the SMTC will utilize the funds available for this category to obtain the data elsewhere. The SMTC will provide CNYRTA with project-specific data needs as requested.</li> <li>ii. <b>Vehicle Data Collection:</b> The collection of tube count data and turning movement count data required in support of the SMTC’s planning activities. Additionally, this subcategory will include the ongoing effort of maintaining a central database of vehicle traffic counts for the MPO area.</li> <li>iii. <b>Other Information:</b> Other data as necessary in support of the planning activities of the SMTC.</li> </ul>	
<u>Schedule</u>	
- Respond to internal and external requests for traffic count and transit data: April, 2019 - March, 2020. Gathering of traffic counts will primarily occur April-June, 2019 and September-October, 2019.	
<b>Note: No FTA monies will be used for the contractual portion of this project.</b>	
<b>END PRODUCT:</b>	
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.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 28,000
	FTA <sup>(Sec. 5303)</sup> \$ 7,000
	TOTAL \$ <u>35,000</u>

<b>UPWP TASK NO:</b>	<b>2C</b>
<b>TASK TITLE:</b>	<b>Geographic Information Systems - SMTC</b>
<b>OBJECTIVE:</b>	To manage the data and software requirements necessary for maintaining and using the SMTC's Geographic Information System (GIS) to support the MPO planning activities.
<b>METHODOLOGY:</b>	
<p>The SMTC utilizes various transportation-related GIS files as part of routine planning and analysis. As additional information becomes available digitally from the SMTC's member agencies each year, the role of GIS is becoming pervasive.</p> <p>To fully allow the SMTC to utilize GIS in its work program, there are necessary enhancements and routine maintenance efforts that must be undertaken as part of its work program annually. These efforts will allow the SMTC to more fully utilize GIS in relation to vehicle traffic counts, transit ridership, pavement condition monitoring, functional classification, demographic analysis, linking of Travel Demand Model data to GIS data, and other related efforts.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> <li>▪ Coordination with member agencies to ensure that the most recent data is being used;</li> <li>▪ File maintenance of the SMTC's GIS data layers;</li> <li>▪ Linking Census data with relevant SMTC GIS layers;</li> <li>▪ 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);</li> <li>▪ Continue development of a GIS layer of turning movement count locations and data sheets to allow for easy access to turning movement count data sets;</li> <li>▪ GIS data acquisition, maintenance, and manipulation as required in support of the various UPWP planning efforts that will utilize GIS data; and</li> <li>▪ Participation on the NYSAMPO GIS Working Group.</li> </ul> <p><u>Schedule</u> - Above efforts, and others that may arise as needed, will be completed throughout the 2019-2020 program year (April, 2019-March, 2020).</p>	
<b>END PRODUCT:</b>	
Enhanced coordination between the SMTC and various Federal, State and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the SMTC's planning efforts and high quality cartographic products as required for various UPWP projects.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies	FHWA <sup>(PL)</sup> \$ 40,000
	FTA <sup>(Sec. 5303)</sup> \$ 10,000
	TOTAL \$ 50,000

<b>UPWP TASK NO:</b>	<b>2D</b>
<b>TASK TITLE:</b>	<b>Geographic Information Systems - Member Agency Assistance</b>
<b>OBJECTIVE:</b>	To manage the data and software requirements necessary for maintaining and using the SMTC's Geographic Information System (GIS) to support the regional planning needs of the MPO member agencies as they relate to the mission of the SMTC.
<b>METHODOLOGY:</b>	<p>As outlined in task 2C: Geographic Information Systems - SMTC, the SMTC's staff is highly capable of using and maintaining GIS data and creating appropriate end products. This item's purpose is to provide those services to SMTC member agencies as they relate to regional planning and the core mission of the SMTC.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> <li>▪ Maintenance of appropriate data libraries;</li> <li>▪ Creation of custom data sets;</li> <li>▪ Map creation and editing;</li> <li>▪ Maintenance of appropriate data libraries; and</li> <li>▪ GIS data acquisition, maintenance, and manipulation as required in support of the various planning efforts that will utilize GIS data.</li> </ul> <p>This GIS support project involves Central Staff providing member agencies with GIS products such as maps and associated spreadsheets on an as needed basis. The GIS maps would be produced for the member agency by request and reviewed by requesting agency.</p> <p><u>Schedule</u> - Above efforts, and others that may arise as needed, will be completed throughout the 2019-2020 program year (April, 2019-March, 2020).</p>
<b>END PRODUCT:</b>	Enhanced coordination between the SMTC and various Federal, State and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the member agencies' planning efforts and high quality cartographic products as required for various regional planning projects in support of the SMTC's mission.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> CNY RPDB	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies	FHWA <sup>(PL)</sup> \$ 24,000
	FTA <sup>(Sec. 5303)</sup> \$ 6,000
	TOTAL \$ <u>30,000</u>

# UNIFIED PLANNING WORK PROGRAM

FY 2019-2020

## 3. LONG RANGE TRANSPORTATION PLANNING (44.23.02)

- 3A. Bicycle/Pedestrian Planning
- 3B. Bridge and Pavement Condition Management System (BPCMS)
- 3C. I-81 Participation
- 3D. I-81 Travel Demand Modeling Project
- 3E. MPO Area Regional Planning Initiatives
- 3F. Long Range Transportation Plan
- 3G. Rail, Truck and Transit Planning
- 3H. Traffic Safety
- 3I. Travel Demand Modeling
- 3J. Local Comprehensive Plan Assistance
- 3K. City and OCDOT Traffic Count Programs
- 3L. City of Syracuse On Call Planning Support
- 3M. Congestion Management Process Update
- 3N. US Route 11 Corridor Study
- 3O. Erie Boulevard Transit Mobility Enhancement
- 3P. Safety Assessment and Analysis (City and County facilities)
- 3Q. RTC/Market Area Access Study
- 3R. Armory Square Mobility Plan
- 3S. S Geddes & W Fayette Complete Streets Review
- 3T. CNY Recreational Heritage Trail Bike Corridor



<b>UPWP TASK NO:</b>	3A	
<b>TASK TITLE:</b>	<b>Bicycle/Pedestrian Planning</b>	
<b>OBJECTIVE:</b>	To include multi-modal transportation planning in the MPO process, in order to effectively address bicycle and pedestrian transportation issues. Activities under this task will also contribute to improved air quality, livability and sustainability in the MPO area.	
<b>METHODOLOGY:</b>	<ul style="list-style-type: none"> <li>▪ Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that bicycle and pedestrian travel are given appropriate consideration in any given SMTC project;</li> <li>▪ Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>▪ Continue meetings of the SMTC Bicycle and Pedestrian Community Interest Group if desired/necessary;</li> <li>▪ Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate;</li> <li>▪ Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development; and</li> <li>▪ Participate in the NYSAMPO Bicycle/Pedestrian Working Group.</li> </ul> <p>Development of a new bicycle map will commence during the 2019-2020 program.</p> <p><u>Schedule</u> - Above items will be completed throughout the 2019-2020 program year (April, 2019-March, 2020).</p>	
<b>END PRODUCT:</b>	Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.	
<b>Requesting / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC		<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate		FHWA <sup>(PL)</sup> \$    36,450
		FTA <sup>(Sec. 5303)</sup> \$    8,550
		TOTAL                \$    45,000

<b>UPWP TASK NO:</b>	<b>3B</b>
<b>TASK TITLE:</b>	<b>Bridge and Pavement Condition Management System (BPCMS)</b>
<b>OBJECTIVE:</b>	Complete an annual working document for SMTC member agencies and staff on bridge and pavement conditions within the SMTC planning area.
<b>METHODOLOGY:</b>	<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 allows the SMTC and its member agencies to monitor progress toward long-range planning infrastructure goals and performance-based planning activities. The established database is linked to the SMTC’s Geographic Information System. Staff will continue providing pavement rating assistance along all federal-aid eligible roadways owned by the City of Syracuse and Onondaga County.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Pavement ratings and analysis: May-August, 2019</li> <li>- Obtain bridge data and analysis of such: dependent on NYSDOT and/or FHWA data release date</li> <li>- Draft document: August-December, 2019</li> <li>- Final document: March, 2020</li> </ul>
<b>END PRODUCT:</b>	Annual 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.
<b>Requesting / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 16,000
	FTA <sup>(Sec. 5303)</sup> \$ 4,000
	<b>TOTAL</b> \$ <u>20,000</u>

<b>UPWP TASK NO:</b>	<b>3C</b>
<b>TASK TITLE:</b>	<b>I-81 Participation</b>
<b>OBJECTIVE:</b>	To continue active participation in the NYSDOT's I-81 Viaduct Project environmental process as a participating agency.
<b>METHODOLOGY:</b>	<p>The I-81 Challenge, a partnership between the SMTC and NYSDOT was completed in 2013. Since then, NYSDOT has initiated the NEPA (National Environmental Policy Act) process for the I-81 viaduct priority area, referred to as I-81 Opportunities. The draft EIS for the project is scheduled for release in 2019.</p> <p>The SMTC will continue its engagement throughout the entirety of the NEPA process as a participating agency. This includes representation on the Community and Economic Development, and Sustainability Stakeholders' Advisory Working Groups.</p> <p><u>Schedule</u> - Active participation under this task is dependent on NYSDOT. Meeting dates and other activities are unknown at this time.</p>
<b>END PRODUCT:</b>	Continued agency engagement/involvement in the NYSDOT's I-81 Viaduct project.
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, CNY RPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, SOCPA and Others Agencies as Appropriate.	FHWA <sup>(PL)</sup> \$ 4,000
	FTA <sup>(Sec. 5303)</sup> \$ 1,000
	TOTAL \$ 5,000

<b>UPWP TASK NO:</b>	<b>3D</b>
<b>TASK TITLE:</b>	<b>I-81 Travel Demand Modeling Project</b>
<b>OBJECTIVE:</b>	To utilize the SMTC's Travel Demand Model to evaluate the existing and future traffic conditions along I-81 and surrounding local streets in the MPO area. This analysis will be performed for a variety of different potential alternatives and scenarios in the NYSDOT's NEPA process.
<b>METHODOLOGY:</b>	<p>All I-81 Opportunities travel demand modeling will be completed by the NYSDOT for the evaluation of different alternative scenarios. The SMTC will utilize its Travel Demand Model to re-run the scenarios for cross-evaluation and review.</p> <p>The major elements of this effort are to:</p> <ul style="list-style-type: none"> <li>▪ Use the travel demand model to evaluate various potential concepts for the I-81 corridor (and permutations of those concepts), based on: <ul style="list-style-type: none"> <li>- impacts to the transportation network of the greater metropolitan region; and</li> <li>- impacts to regional interstate access and general mobility, with an emphasis on the movement of goods and people.</li> </ul> </li> </ul> <p><u>Schedule</u></p> <p>- Active participation under this task is dependent on NYSDOT.</p> <p><b>Note: There is limited funding programmed to this activity. Should a request be made, SMTC staff, working with NYSDOT, will seek to procure SPR funding and will amend the UPWP as appropriate at such time.</b></p>
<b>END PRODUCT:</b>	This task will result in several detailed model outputs and analysis associated with the various alternatives examined.
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> NYSDOT	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 4,000
	FTA <sup>(Sec. 5303)</sup> \$ 1,000
	TOTAL \$ 5,000

<b>UPWP TASK NO:</b>	<b>3E</b>
<b>TASK TITLE:</b>	<b>MPO Regional Planning Initiatives</b>
<b>OBJECTIVE:</b>	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.
<b>METHODOLOGY:</b>	<p>Numerous significant planning initiatives either currently exist or may come to fruition over the coming program year. This project is to allow for the SMTC to participate in these initiatives. Additionally, member agencies may request that the SMTC perform 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 City of Syracuse Comprehensive Planning and Re-Zoning, F.O.C.U.S. Greater Syracuse Initiatives, Onondaga Citizens League efforts, the Central New York Regional Sustainability Planning and other related activities.</p> <p><u>Schedule</u>  - This is an ongoing activity that allows for SMTC participation and involvement when items are brought forward for SMTC consideration. As such, no specific schedule is available beyond this task taking place throughout the 2019-2020 program year (i.e., April, 2019-March, 2020).</p>
<b>END PRODUCT:</b>	Active SMTC participation in important regional planning initiatives.
<b>Requesting / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC/Various	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 36,000
	FTA <sup>(Sec. 5303)</sup> \$ 9,000
	<b>TOTAL</b> \$ <u>45,000</u>

<b>UPWP TASK NO:</b>	<b>3F</b>
<b>TASK TITLE:</b>	<b>Long Range Transportation Plan</b>
<b>OBJECTIVE:</b>	Implement the performance based, outcome-driven transportation planning activities contained in the 2050 Long Range Transportation Plan (LRTP) and continue update on the next LRTP iteration.
<b>METHODOLOGY:</b>	<p>As required by law, each MPO must have a complete and up-to-date LRTP. Federal Regulations dictate that the Plan be updated a minimum of every five years in air quality “attainment areas.” A completely new LRTP that included new goals and objectives, performance measures and targets was formally adopted by the SMTC Policy Committee in September, 2015. Therefore, the next LRTP is due by September, 2020. The “tracking” of performance measures will be created to establish an appropriate procedure/process for the SMTC.</p> <p>Efforts as part of the 2019-2020 UPWP, in addition to performance measure reporting and establishing of performance targets, as applicable, will include continued research into relevant topics for the 2020 document such as use of emerging technologies (i.e., connected and autonomous vehicles, Transportation Network Companies) and development of a bridge &amp; pavement asset inventory and funding strategy. Work on the LRTP will take place over the next two program years.</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> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Bridge &amp; pavement asset inventory and funding strategy documentation: September, 2019</li> <li>- Expanded emerging technologies research documentation: September, 2019</li> </ul> <p>Other applicable LRTP development efforts will occur throughout the 2019-2020 program year.</p>
<b>END PRODUCT:</b>	Adherence to Transportation Performance Management provisions of MAP-21 and the FAST Act and an updated LRTP in 2020.
<b>Requesting / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 49,500
	FTA <sup>(Sec. 5303)</sup> \$ 5,500
	TOTAL \$ <u>55,000</u>

<b>UPWP TASK NO:</b>	<b>3G</b>
<b>TASK TITLE:</b>	<b>Rail, Truck and Transit Planning</b>
<b>OBJECTIVE:</b>	To include multi-modal transportation planning in the MPO process, in order to effectively address rail, truck and transit transportation issues, for moving both people and freight, as appropriate.
<b>METHODOLOGY:</b>	
<ul style="list-style-type: none"> <li>▪ Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that rail, truck and transit travel are given appropriate consideration to any given SMTC project;</li> <li>▪ Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>▪ Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate;</li> <li>▪ Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development; and</li> <li>▪ Participate in the NYSAMPO Freight and Transit Working Groups.</li> </ul>	
<p>-----</p> <p>Additionally, this task will include specific sub-items. An approximate schedule for each sub-task is provided.</p> <p>1) Outreach to stakeholders (will occur throughout the 2019-2020 program);</p> <p>2) Truck route mapping &amp; signage inventory in the City of Syracuse (complete November, 2019); and</p> <p>3) Freight corridor metrics (those not already part of the NYS Freight Plan) (December, 2019).</p> <p>These sub-tasks were initiated in the prior 2018-2019 program and anticipated to take place over two program years.</p>	
<b>END PRODUCT:</b>	
Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda, as appropriate.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$    32,000
	FTA <sup>(Sec. 5303)</sup> \$     8,000
	TOTAL                \$    40,000

<b>UPWP TASK NO:</b>	<b>3H</b>
<b>TASK TITLE:</b>	<b>Traffic Safety</b>
<b>OBJECTIVE:</b> To participate in various Traffic Safety initiatives as appropriate.	
<p><b>METHODOLOGY:</b></p> <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>In addition, this task includes the participation of staff on the NYSAMPO 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> <p>This is an ongoing activity.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Participate on the NYSAMPO Safety Working Group: April, 2019-March, 2020</li> <li>- Participate on the Onondaga County Traffic Safety Advisory Board: April, 2019-March, 2020</li> <li>- Attend traffic safety related webinars, trainings, events, and meetings, as appropriate: April, 2019-March, 2020</li> </ul>	
<p><b>END PRODUCT:</b></p> <p>Increased awareness regarding various Traffic Safety issues, and further integration of traffic safety into the transportation planning process.</p>	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 8,000
	FTA <sup>(Sec. 5303)</sup> \$ 2,000
	TOTAL \$ 10,000



<b>UPWP TASK NO:</b>	<b>3I</b>
<b>TASK TITLE:</b>	<b>Travel Demand Modeling</b>
<b>OBJECTIVE:</b>	To improve and utilize the SMTC's Travel Demand Model in support of the planning needs of the SMTC and its member agencies.
<b>METHODOLOGY:</b>	
This task involves the following:	
<ul style="list-style-type: none"> <li>▪ Maintenance of the existing model. This requires utilization of additional data sets and possible consultant efforts to be sure that the agency's model will meet SMTC's needs;</li> <li>▪ Continue training of existing staff on the best way(s) to utilize the model in support of the SMTC and its member agencies;</li> <li>▪ Utilization of the model in support of existing projects and member agency requests for scenario planning; and</li> <li>▪ Participation on the NYSAMPO Travel Demand Modeling Working Group.</li> </ul>	
This is an ongoing activity.	
<u>Schedule</u>	
- Above tasks, and others that may arise, will take place throughout the 2019-2020 program year.	
<b>Note: No FTA monies will be used for the contractual portion of this project.</b>	
<b>END PRODUCT:</b>	
A maintained Travel Demand Model that meets the needs of the SMTC as well as the member agencies. In addition the model must comply with federal and state requirements for air quality and conformity.	
<b>Requesting / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies	FHWA <sup>(PL)</sup> \$ 54,000
	FTA <sup>(Sec. 5303)</sup> \$ 6,000
	TOTAL \$ <u>60,000</u>

<b>UPWP TASK NO:</b>	3J	
<b>TASK TITLE:</b>	Local Comprehensive Plan Assistance	
<b>OBJECTIVE:</b>	To provide staff assistance to municipalities completing comprehensive plan updates.	
<b>METHODOLOGY:</b>	<p>Funding will be utilized by SMTC staff to assist municipalities undertaking comprehensive plan updates. This is an ongoing activity. Preliminary scope of work includes items such as:</p> <ul style="list-style-type: none"> <li>* Meeting participation;</li> <li>* Existing conditions data collection and analysis;</li> <li>* Mapping services;</li> <li>* Travel demand modeling to test buildout scenarios; and</li> <li>* Traffic operations analysis.</li> </ul> <p>SOCPA will be the coordinating entity that will determine the priority and level of effort required for each entity within the bounds of the SMTC's function. Additional work efforts are expected throughout the year based on SOCPA's needs/recommendations.</p> <p><u>Schedule</u></p> <p>- Contingent on requests and input from SOCPA throughout the 2019-2020 program year.</p>	
<b>END PRODUCT:</b>	Various output elements in support of the local plans being developed. This project will not be creating these plans, just assisting with support services.	
<b>Requesting / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>On Behalf Of:</b> SOCPA		<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA <sup>(PL)</sup> \$ 24,000
		FTA <sup>(Sec. 5303)</sup> \$ 6,000
		TOTAL \$ 30,000

<b>UPWP TASK NO:</b>	<b>3K</b>
<b>TASK TITLE:</b>	<b>City and OCDOT Traffic Count Programs</b>
<b>OBJECTIVE:</b>	To develop a fully operational traffic count database and traffic count program for the City of Syracuse (City) and the Onondaga County Department of Transportation (OCDOT).
<b>METHODOLOGY:</b>	<p>Continue the annual traffic count program for the City and OCDOT. This recurring program will gather numerous machine counts per year for data entry purposes. Tube counts will allow for bi-directional identification and include classification, speed, and volume data. This project hopes to eventually have 100 percent of the City (federal-aid eligible) and OCDOT roads counted on a rotating cycle.</p> <p><b>33 counts for the City and 47 counts for OCDOT were gathered in 2018.</b> Similar numbers are expected during the 2019 calendar year. This is an ongoing activity.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Conduct traffic counts: April-June, 2019, September-October, 2019</li> <li>- Data review: May-July, 2019, October-November, 2019</li> </ul> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p>
<b>END PRODUCT:</b>	Updated traffic count database and traffic count data.
<b>Requesting / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>On Behalf Of:</b> City of Syracuse and OCDOT	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 38,400
	FTA <sup>(Sec. 5303)</sup> \$ 9,600
	TOTAL \$ <u>48,000</u>

<b>UPWP TASK NO:</b>	<b>3L</b>
<b>TASK TITLE:</b>	<b>City of Syracuse On Call Planning Support</b>
<b>OBJECTIVE:</b>	To provide transportation planning support and assistance to the City of Syracuse.
<b>METHODOLOGY:</b>	
<p>The City of Syracuse actively requests SMTC staff planning assistance on a variety of transportation related items not captured under a given task. This planning task provides a formalized effort for City and SMTC staff collaboration on an as-needed basis.</p> <p>Effort will include assistance on the development of a City of Syracuse ReZone Generic Environmental Impact Statement.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- GEIS: April, 2019-September, 2019</li> <li>- Planning Support: dependent on needs and requests from the City of Syracuse</li> </ul>	
<b>END PRODUCT:</b>	
Transportation planning analysis and documentation, as applicable, once support is identified.	
<b>Requesting / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>On Behalf Of:</b> City of Syracuse and SOCPA	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$      36,000
	FTA <sup>(Sec. 5303)</sup> \$      9,000
	TOTAL                      \$      45,000

<b>UPWP TASK NO:</b>	<b>3M</b>	
<b>TASK TITLE:</b>	<b>Congestion Management Process Update</b>	
<b>OBJECTIVE:</b>	To update the area's Congestion Management Process documentation.	
<b>METHODOLOGY:</b>	<p>A Congestion Management Process (CMP) is required to be developed in metropolitan area's identified as a Transportation Management Area (TMA). TMA's are areas that have an urban area population over 200,000.</p> <p>The prior CMP was adopted by the SMTC Policy Committee in September 2015. The CMP will be updated accordingly in the 2019-2020 program to fulfill this federal requirement. Data analysis and recommendations will help inform the development of the new LRTP that is scheduled for adoption in 2020.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Analysis: 1st Quarter SFY 2019</li> <li>- Document: September, 2019</li> </ul> <p>Data collection and document preparation started in the prior 2018-2019 program year. Project is approximately 50% complete.</p>	
<b>END PRODUCT:</b>	A final document including plausible traffic mitigation measures.	
<b>Requesting / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC		<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA <sup>(PL)</sup> \$ 16,000
		FTA <sup>(Sec. 5303)</sup> \$ 4,000
		TOTAL \$ 20,000

<b>UPWP TASK NO:</b>	<b>3N</b>
<b>TASK TITLE:</b>	<b>US Route 11 Corridor Study</b>
<b>OBJECTIVE:</b>	To complete a corridor study of US Route 11 in the Town of Cicero to increase safety, mobility, and the viability of transit, bicycle and pedestrian use as well along the corridor.
<b>METHODOLOGY:</b>	
<p>Since 2000, US Route 11 between Bear Road and New York State Route 31 has seen significant retail growth. Growth included new buildings and re-imagined sites that included big box stores and various smaller developments and outparcels. As the transition occurred, a number of issue have manifested along the corridor such as an increase in vehicular traffic; limited planning, investment in, or requirements for transit, bicycle, or pedestrian infrastructure; and site planning that focuses on the vehicle, with massive parking areas and setbacks.</p> <p>To ensure the continued viability of land uses and welcome continued redevelopment and infill development along the corridor, particularly mixed-uses, the following preliminary efforts are envisioned for this project. A full scope of work was developed in May, 2018.</p> <ol style="list-style-type: none"> <li>1) Data collection (2nd Quarter SFY 2018);</li> <li>2) Existing conditions analysis (3rd Quarter SFY 2018);</li> <li>3) Define goals/objectives (3rd Quarter SFY 2018);</li> <li>4) Future buildout analysis - projected projects, infill opportunities analysis (1st Quarter SFY 2019);</li> <li>5) Alternatives analysis - identify and test possible solutions to meet goals and safety/mobility requirements (2nd Quarter SFY 2019);</li> <li>6) Identify preferred Land Use/Transportation strategy (3rd Quarter SFY 2019);</li> <li>7) Illustrate/document preferred strategies (3rd Quarter SFY 2019); and</li> <li>8) Resources/directives for implementation (4th Quarter SFY 2019).</li> </ol> <p>This project started in the prior 2018-2019 program year with completion anticipated as part of the 2020-2021 UPWP. Project is approximately 25% complete.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: May, 2018</li> <li>- Final document: March, 2021</li> </ul>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> Town of Cicero, SOCPA	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 36,000
	FTA <sup>(Sec. 5303)</sup> \$ 9,000
	TOTAL \$ 45,000

<b>UPWP TASK NO:</b>	<b>30</b>
<b>TASK TITLE:</b>	<b>Erie Boulevard Transit Mobility Enhancement</b>
<b>OBJECTIVE:</b>	To develop a cohesive approach to improving transit service along the Erie Boulevard east corridor between the Town of DeWitt and the City of Syracuse.
<b>METHODOLOGY:</b>	
<p>This study will seek to incorporate work that is commencing through NYSDOT and the Empire State Trail project, which will be incorporating a leg of the Erie Canalway Trail along the corridor. This project builds off of other work that the Town of DeWitt is currently engaged in with the Elevating Erie initiative. Fixed route transit service along the corridor served by Centro routes 68 and 168 with very few accommodations for transit users. This study will identify specific locations for enhanced “station areas” that would provide shelters, pedestrian mobility improvements, and other amenities that could include dedicated bus pull-off areas and signal prioritization. Enhanced transit concepts such as Bus Rapid Transit, Light Rail Transit or Modern Streetcar will not be examined in this planning project. However, while the corridor is utilized by Centro and ShoppingTown Mall serves as a transit service hub, the outcomes of this project could provide a long-range plan for enhancing the transit connection between Downtown Syracuse and the eastern suburbs.</p> <p>The following preliminary efforts are envisioned for this project.</p> <ol style="list-style-type: none"> <li>1) Data collection (4th Quarter SFY 2018);</li> <li>2) Existing conditions analysis (1st Quarter SFY 2019);</li> <li>3) Identify and evaluate specific locations for enhanced “station areas” (2nd Quarter SFY 2019);</li> <li>4) Prioritize sites for treatment (3rd Quarter SFY 2019); and</li> <li>5) Develop conceptual station area diagrams and implementation plan (3rd Quarter SFY 2019).</li> </ol> <p>This project began in the 4th Quarter of SFY 2018 and is anticipated to be complete as part of the 2019-2020 UPWP. Project is approximately 25% complete.</p> <p><u>Schedule</u> - Final document: October, 2019</p>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> Town of DeWitt	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 40,000
	FTA <sup>(Sec. 5303)</sup> \$ 10,000
	TOTAL \$ <u>50,000</u>

<b>UPWP TASK NO:</b>	<b>3P</b>
<b>TASK TITLE:</b>	<b>Safety Assessment and Analysis</b>
<b>OBJECTIVE:</b>	To identify and analyze high accident locations (based on number of serious injuries and fatalities) in the SMTC planning area.
<b>METHODOLOGY:</b>	
<p>A list of high crash locations by road segment and signalized intersections under County or City ownership will be developed, compared to statewide averages and analyzed. Locations that exceed Statewide averages would be subject to additional safety analyses under this planning study. All work effort will be advanced consistent with NYSDOT procedures to ensure that deliverables identifying capital safety improvements are useful in securing Highway Safety Improvement Program funding.</p> <p>The following preliminary efforts are envisioned for this project. A scope of work was finalized in November, 2018.</p> <ol style="list-style-type: none"> <li>1) Crash data collection for most recent 3-year period (4th Quarter SFY 2018);</li> <li>2) Data analyses (1st Quarter SFY 2019);</li> <li>3) Safety analyses, relying on NYSDOT Traffic Engineering forms (develop collision diagrams, investigate causes, identify crash reduction factors) (2nd Quarter SFY 2019); and</li> <li>4) Summarize information (3rd Quarter SFY 2019).</li> </ol> <p>The outcomes of this planning effort will support the SMTC's and member agency transition to performance based planning and implementation. Project will span multiple program years as necessary. County segments and intersections will be analyzed first. Once the County assessment is complete, staff will examine City locations. Project is approximately 25% complete.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: November, 2018</li> <li>- Final document: October, 2019</li> </ul>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> OCDOT	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 32,000
	FTA <sup>(Sec. 5303)</sup> \$ 8,000
	TOTAL \$ 40,000



<b>UPWP TASK NO:</b>	3Q
<b>TASK TITLE:</b>	<b>Regional Transportation Center/Market Area Access Study</b>
<b>OBJECTIVE:</b>	To identify opportunities to improve access for all modes, with a focus on bicycle and pedestrian accommodations, to the Regional Transportation Center (RTC)/Market area.
<b>METHODOLOGY:</b>	
<p>The RTC/Market Area in the City of Syracuse offers connection to innercity travel options, fresh food, a number of businesses, the shopping mall and the baseball stadium. This concentration of amenities can be difficult to reach safely and comfortably outside of an automobile. Study boundaries will consist of Hiawatha Boulevard from North Salina Street to 4th North Street and surrounding areas, including the interior of the RTC/Market Area.</p> <p>Existing pedestrian facilities along Hiawatha Boulevard are almost non-existent. Adjacent streets, such as Park Street, offer a patchwork of sidewalks and crossings. A common feature of this area are large intersections focused exclusively on motor vehicle throughput that do not adequately accommodate pedestrians or bicycles.</p> <p>The following preliminary efforts are envisioned to develop a plan for creating a strong connection between the North Side neighborhoods and one of the region's most prominent destinations. A full scope of work will be developed that may adjust/modify the information outlined below.</p> <ol style="list-style-type: none"> <li>1) Data collection (4th Quarter SFY 2018);</li> <li>2) Existing conditions analysis (1st Quarter SFY 2019);</li> <li>3) Development of interventions and strategies for improving multi-modal access (2nd Quarter SFY 2019); and</li> <li>4) Evaluation of strategies (4th Quarter SFY 2019).</li> </ol> <p>Project scoping began in the 4th Quarter of SFY 2018. Planning task is anticipated for completion in the 2019-2020 UPWP. Project is approximately 25% complete.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: 4th Quarter SFY 2018</li> <li>- Final document: March, 2020</li> </ul>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> City of Syracuse	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 32,000
	FTA <sup>(Sec. 5303)</sup> \$ 8,000
	TOTAL \$ 40,000

<b>UPWP TASK NO:</b>	<b>3R</b>
<b>TASK TITLE:</b>	<b>Armory Square Mobility Plan</b>
<b>OBJECTIVE:</b>	To identify opportunities to expand pedestrian space, accommodate ridesharing operations and taxis in Armory Square.
<b>METHODOLOGY:</b>	
<p>Armory Square is a destination for shopping, dining, entertainment and nightlife. The existing right-of-way (ROW) does not provide ample pedestrian space, and is in need of updates to properly address ADA accommodations and create a safer, more appropriate “pedestrian zone.” Study area roadways within Armory Square consist of Walton, Clinton, Jefferson, and Franklin Streets.</p> <p>Maintaining and improving the area’s “pedestrian zone” to create safe and accommodating spaces is important to Armory Square’s continued success, as is parking, biking, transit and rideshare/taxi services. This planning study will incorporate Complete Streets concepts and seek to limit capacity increases for single-occupancy vehicles by re-evaluating the existing ROW.</p> <p>The following efforts are envisioned for this project. A scope of work was finalized in June, 2018.</p> <ol style="list-style-type: none"> <li>1) Data collection (3rd Quarter SFY 2018);</li> <li>2) Existing conditions analysis (including traffic patterns, pedestrian, cyclists) (4th Quarter SFY 2018);</li> <li>3) Development of interventions and strategies for improving multi-modal access and accommodating changing mode share (1st Quarter SFY 2019); and</li> <li>4) Evaluation of strategies (2nd Quarter SFY 2019).</li> </ol> <p>This project began in the prior 2018-2019 program year and is anticipated for completion in the 2019-2020 UPWP. Project is approximately 50% complete.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: June, 2018</li> <li>- Final document: March, 2020</li> </ul>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> City of Syracuse	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 16,232
	FTA <sup>(Sec. 5303)</sup> \$ 3,768
	TOTAL \$ 20,000

<b>UPWP TASK NO:</b>	<b>3S</b>
<b>TASK TITLE:</b>	<b>S Geddes &amp; W Fayette Complete Streets Review</b>
<b>OBJECTIVE:</b>	Development and evaluation of Complete Streets concepts along S Geddes Street from Erie Boulevard to Bellevue Avenue and W Fayette Street from Walton Street to Tompkins Street.
<b>METHODOLOGY:</b>	<p>These corridors are a major connection to the redeveloping City of Syracuse Downtown core and a re-envisioning of each corridor has the potential to create safe, accessible and identifiable gateways between the City's core and several West Side neighborhoods. Instituting Complete Streets concepts will address unsafe conditions for pedestrians at high volume intersections, support smart growth development patterns and strengthen mixed-use centers by providing multi-modal accommodations.</p> <p>The following efforts are envisioned for this project. A scope of work was finalized in May, 2018.</p> <ol style="list-style-type: none"> <li>1) Data collection (2nd Quarter SFY 2018);</li> <li>2) Existing conditions analysis (3rd Quarter SFY 2018);</li> <li>3) Development of complete streets strategies for implementation (2nd Quarter SFY 2019); and</li> <li>4) Evaluation of strategies (2nd Quarter SFY 2019).</li> </ol> <p>This project began in the prior 2018-2019 program and will be completed as part of the 2019-2020 program. Project is approximately 50% complete.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: May, 2018</li> <li>- Final document: September, 2019</li> </ul>
<b>END PRODUCT:</b>	A final document detailing all work efforts.
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> City of Syracuse	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 32,160
	FTA <sup>(Sec. 5303)</sup> \$ 7,840
	TOTAL \$ <u>40,000</u>

<b>UPWP TASK NO:</b>	<b>3T</b>
<b>TASK TITLE:</b>	<b>CNY Recreational Heritage Trail Bike Corridor</b>
<b>OBJECTIVE:</b>	To connect heritage and recreation resources by way of a bicycle corridor from Phase II of the Onondaga Creekwalk in the City of Syracuse to Labrador Hollow Unique Area and the Village of Tully.
<b>METHODOLOGY:</b>	
<p>The CNY RPDB's 2017 CNY Regional Recreation &amp; Heritage Plan identified a preliminary bicycle corridor. Exploration of alternative routes, of which includes railway right-of-way, and feasibility will be completed via this planning task.</p> <p>The following efforts are envisioned for this project. A full scope of work will be developed that may adjust/modify the information outlined below.</p> <p>1) Data collection (potential bicycle corridors and alternative routes, accident review) (1st &amp; 2nd Quarter SFY 2019);</p> <p>2) Existing conditions and feasibility analyses (compare alternative routes, note issues) (2nd &amp; 3rd Quarter SFY 2019);</p> <p>3) Develop general guidelines for off-road segments, potential rail with trail sections, on-road bike corridors (width, types of signage/markings, types of crossings) (3rd Quarter SFY 2019); and</p> <p>4) Develop planning level cost estimates for routes (4th Quarter SFY 2019).</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: April, 2019</li> <li>- Final document: March, 2020</li> </ul>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> CNY RPDB	<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA <sup>(PL)</sup> \$ 24,000
	FTA <sup>(Sec. 5303)</sup> \$ 6,000
	TOTAL \$ 30,000

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4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (44.25.00)

4A. TIP Development and Maintenance

<b>UPWP TASK NO:</b>	4A	
<b>TASK TITLE:</b>	TIP Development and Maintenance	
<b>OBJECTIVE:</b>	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.	
<b>METHODOLOGY:</b>	<p>The 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 2017-2021 TIP was adopted by the SMTC Policy Committee in June, 2016.</p> <p>A full multi-year update commenced during the 3rd Quarter of SFY 2018.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Maintenance of 2017-2021 TIP: April, 2019 - September, 2019</li> <li>- Continue TIP update: April, 2019 - June, 2019</li> <li>- New multi-year TIP: 3rd Quarter SFY 2019</li> </ul>	
<b>END PRODUCT:</b>	A Transportation Improvement Program that is maintained, kept up to date, and in compliance with all Federal and State requirements.	
<b>Requesting / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC		<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA <sup>(PL)</sup> \$ 40,000
		FTA <sup>(Sec. 5303)</sup> \$ 10,000
		TOTAL \$ 50,000

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5. OTHER ACTIVITIES (44.27.00)

5A. Miscellaneous Activities and Special Technical Assistance

<b>UPWP TASK NO:</b>	5A	
<b>TASK TITLE:</b>	<b>Miscellaneous Activities and Special Technical Assistance</b>	
<b>OBJECTIVE:</b>	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.	
<b>METHODOLOGY:</b>	<p>From time-to-time, miscellaneous projects are assigned to staff. Many are one time studies or reports, while other tasks are more long-term in nature, and are infrequent enough or so limited in scope of MPO participation, and, therefore, do not warrant a separate UPWP project.</p> <p>Tasks may include such activities as participation in various New York State MPO statewide initiatives and reviewing proposed Federal regulations.</p> <p>This task also allows the SMTC to provide technical assistance to member agencies, local governments, and other agencies/organizations which were not foreseen or known during the preparation of the annual UPWP.</p> <p><u>Schedule</u></p> <p>- This task 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. As such, no definitive schedule is known beyond that work efforts may occur as part of the 2019-2020 program year (April, 2019-March, 2020).</p>	
<b>END PRODUCT:</b>	Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.	
<b>Requesting / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC		<i>2019-2020</i>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA <sup>(PL)</sup> \$ 32,024
		FTA <sup>(Sec. 5303)</sup> \$ 8,021
		TOTAL \$ 40,045



# UNIFIED PLANNING WORK PROGRAM

FY 2019-2020

## 6. BUDGET TABLES

### 2019-2020

TABLE 1 - SUMMARY BUDGET

TABLE 2 - SUMMARY BUDGET - FEDERAL PROGRAMS ONLY

TABLE 3 - FHWA BUDGETS

TABLE 4 - FTA BUDGETS

TABLE 5 - TOTAL AUDITABLE BUDGET

**TABLE 1**  
**2019 - 2020 SUMMARY BUDGET**

TASK BUDGET									
TASK		FUNDING SOURCE							
ID	Category	FHWA - PL	FTA	FTA %	Total Federal	Total Non-Federal	State	Local	Total
<b>1.</b>	<b>Program Administration and Support (44.21.00)</b>								
A.	General Administration	\$219,685	\$45,315	17%	\$265,000	\$57,578	\$43,184	\$14,395	\$322,578
B.	Public Participation and Web Site Update	\$28,000	\$7,000	20%	\$35,000	\$7,645	\$5,734	\$1,911	\$42,645
C.	Federal Transportation Legislation Examination and Evaluation	\$8,000	\$2,000	20%	\$10,000	\$2,184	\$1,638	\$546	\$12,184
D.	UPWP Previous Year Closeouts	\$4,000	\$1,000	20%	\$5,000	\$1,092	\$819	\$273	\$6,092
E.	UPWP Maintenance and Development	\$8,000	\$2,000	20%	\$10,000	\$2,184	\$1,638	\$546	\$12,184
F.	NYS AMPO Conference Hosting	\$16,000	\$4,000	20%	\$20,000	\$4,368	\$3,276	\$1,092	\$24,368
	<b>Total Program Administration and Support</b>	<b>\$283,685</b>	<b>\$61,315</b>	<b>18%</b>	<b>\$345,000</b>	<b>\$75,052</b>	<b>\$56,289</b>	<b>\$18,763</b>	<b>\$420,051</b>
<b>2.</b>	<b>Short-Range Transportation Planning (44.24.00)</b>								
A.	Census Data Compilation and/or Analysis	\$3,982	\$1,018	20%	\$5,000	\$1,093	\$820	\$273	\$6,093
B.	Data Collection, Compilation and/or Analysis	\$28,000	\$7,000	20%	\$35,000	\$7,645	\$5,734	\$1,911	\$42,645
C.	Geographic Information Systems - SMTC	\$40,000	\$10,000	20%	\$50,000	\$10,921	\$8,191	\$2,730	\$60,921
D.	Geographic Information Systems - Member Agency Assistance	\$24,000	\$6,000	20%	\$30,000	\$6,553	\$4,914	\$1,638	\$36,553
	<b>Total Short-Range Transportation Planning</b>	<b>\$95,982</b>	<b>\$24,018</b>	<b>20%</b>	<b>\$120,000</b>	<b>\$26,211</b>	<b>\$19,658</b>	<b>\$6,553</b>	<b>\$146,212</b>
<b>3.</b>	<b>Long Range Transportation Planning (44.23.02)</b>								
A.	Bicycle/Pedestrian Planning	\$36,450	\$8,550	19%	\$45,000	\$9,811	\$7,358	\$2,453	\$54,811
B.	Bridge and Pavement Condition Management System (BPCMS)	\$16,000	\$4,000	20%	\$20,000	\$4,368	\$3,276	\$1,092	\$24,368
C.	I-81 Participation	\$4,000	\$1,000	20%	\$5,000	\$1,092	\$819	\$273	\$6,092
D.	I-81 Travel Demand Modeling Project:(NYS DOT Removed all statewide funding for this effort from the SPR program. <b>This results in an inadequate amount of funding if this item is required.</b> )	\$4,000	\$1,000	20%	\$5,000	\$1,092	\$819	\$273	\$6,092
E.	MPO Area Regional Planning Initiatives	\$36,000	\$9,000	20%	\$45,000	\$9,829	\$7,372	\$2,457	\$54,829
F.	Long-Range Transportation Plan/Performance Based Planning (includes asset inventory & funding strategy and other research items)	\$49,500	\$5,500	10%	\$55,000	\$11,796	\$8,847	\$2,949	\$66,796
G.	Rail, Truck and Transit Planning (includes freight outreach, route/sign inventory & mapping)	\$32,000	\$8,000	20%	\$40,000	\$8,737	\$6,553	\$2,184	\$48,737
H.	Traffic Safety	\$8,000	\$2,000	20%	\$10,000	\$2,184	\$1,638	\$546	\$12,184
I.	Travel Demand Modeling	\$54,000	\$6,000	10%	\$60,000	\$12,868	\$9,651	\$3,217	\$72,868
J.	Local Comprehensive Plan Assistance	\$24,000	\$6,000	20%	\$30,000	\$6,553	\$4,914	\$1,638	\$36,553
K.	City and OCDOT Traffic Count Programs (recurring)	\$38,400	\$9,600	20%	\$48,000	\$10,484	\$7,863	\$2,621	\$58,484
L.	City of Syracuse on call Planning Support - various activities Including Rezone Syracuse - Assistance with GEIS and SEQRA	\$36,000	\$9,000	20%	\$45,000	\$9,829	\$7,372	\$2,457	\$54,829
M.	Congestion Management Process 2018/2019 Update	\$16,000	\$4,000	20%	\$20,000	\$4,368	\$3,276	\$1,092	\$24,368
N.	US 11 Corridor Study	\$36,000	\$9,000	20%	\$45,000	\$9,829	\$7,372	\$2,457	\$54,829
O.	Erie Boulevard Transit Mobility Enhancement	\$40,000	\$10,000	20%	\$50,000	\$10,921	\$8,191	\$2,730	\$60,921
P.	Safety Assessment and Analysis (OCDOT / City)	\$32,000	\$8,000	20%	\$40,000	\$8,737	\$6,553	\$2,184	\$48,737
Q.	RTC/Market Area Access Study	\$32,000	\$8,000	20%	\$40,000	\$8,737	\$6,553	\$2,184	\$48,737
R.	Armory Square Mobility Plan	\$16,232	\$3,768	19%	\$20,000	\$4,359	\$3,269	\$1,090	\$24,359
S.	S Geddes & W Fayette Complete Streets Review	\$32,160	\$7,840	20%	\$40,000	\$8,731	\$6,548	\$2,183	\$48,731
T.	CNY Recreational Heritage Trail Bike Corridor - Planning Assistance	\$24,000	\$6,000	20%	\$30,000	\$6,553	\$4,914	\$1,638	\$36,553
	<b>Total Long-Range Transportation Planning</b>	<b>\$566,742</b>	<b>\$126,258</b>	<b>18%</b>	<b>\$693,000</b>	<b>\$150,879</b>	<b>\$113,159</b>	<b>\$37,720</b>	<b>\$843,878</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP) (44.25.00)</b>								
A.	TIP Development & Maintenance	\$40,000	\$10,000	20%	\$50,000	\$10,921	\$8,191	\$2,730	\$60,921
	<b>Total Transportation Improvement Program</b>	<b>\$40,000</b>	<b>\$10,000</b>	<b>20%</b>	<b>\$50,000</b>	<b>\$10,921</b>	<b>\$8,191</b>	<b>\$2,730</b>	<b>\$60,921</b>
<b>5.</b>	<b>Other Activities (44.27.00)</b>								
A.	Miscellaneous Activities and Special Technical Assistance	\$32,024	\$8,021	20%	\$40,045	\$8,747	\$6,560	\$2,187	\$48,792
	<b>Total Other Activities</b>	<b>\$32,024</b>	<b>\$8,021</b>	<b>20%</b>	<b>\$40,045</b>	<b>\$8,747</b>	<b>\$6,560</b>	<b>\$2,187</b>	<b>\$48,792</b>
	<b>Grand Total FHWA PL &amp; FTA MPP Funds</b>	<b>\$1,018,433</b>	<b>\$229,612</b>	<b>18%</b>	<b>\$1,248,045</b>	<b>\$271,810</b>	<b>\$203,857</b>	<b>\$67,952</b>	<b>\$1,519,855</b>
	<b>Grand Total - All Fund Sources</b>				<b>\$1,248,045</b>				<b>\$1,519,855</b>

**TABLE 2**  
**2019 - 2020 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	\$283,685	\$61,315	\$56,289	\$18,763	\$420,052	\$265,000	\$80,000	\$56,289	\$18,763	\$420,052
44.24.00	Short-Range Transportation Planning	\$95,982	\$24,018	\$19,658	\$6,553	\$146,211	\$120,000	\$0	\$19,658	\$6,553	\$146,211
44.23.02	Long-Range Transportation Planning	\$566,742	\$126,258	\$113,159	\$37,720	\$843,879	\$693,000	\$0	\$113,159	\$37,720	\$843,879
44.25.00	Transportation Improvement Program	\$40,000	\$10,000	\$8,191	\$2,730	\$60,921	\$50,000	\$0	\$8,191	\$2,730	\$60,921
44.27.00	Other Activities	\$32,024	\$8,021	\$6,560	\$2,187	\$48,792	\$40,045	\$0	\$6,560	\$2,187	\$48,792
	<b>Total</b>	<b>\$1,018,433</b>	<b>\$229,612</b>	<b>\$203,857</b>	<b>\$67,952</b>	<b>\$1,519,855</b>	<b>\$1,168,045</b>	<b>\$80,000</b>	<b>\$203,857</b>	<b>\$67,952</b>	<b>\$1,519,855</b>
		<b>\$1,248,045</b>		<b>\$271,810</b>		<b>\$1,519,855</b>	<b>\$1,248,045</b>		<b>\$271,810</b>		<b>\$1,519,855</b>

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	Local	Total
44.20.01	Salaries	\$682,930		\$26,265		\$709,195
44.20.02	Fringe	\$226,215	\$0	\$9,845		\$236,060
44.20.03	Travel	\$11,000	\$0			\$11,000
44.20.04	Equipment	\$22,000	\$0			\$22,000
44.20.05	Supplies	\$7,500	\$0			\$7,500
44.20.06	Contractual	\$115,100	\$80,000		\$67,952	\$263,052
44.20.07	Other	\$22,700	\$0			\$22,700
44.20.08	Indirect	\$80,600	\$0	\$6,943		\$87,543
XX.XX.XX	Toll Credits*			\$160,805		\$160,805
	<b>Total</b>	<b>\$1,168,045</b>	<b>\$80,000</b>	<b>\$203,858</b>	<b>\$67,952</b>	<b>\$1,519,855</b>
		<b>\$1,248,045</b>		<b>\$271,810</b>		<b>\$1,519,855</b>
		<b>\$1,248,045</b>				<b>\$1,519,855</b>

\* The NYSDOT non-federal share is provided via Toll Credits for FHWA PL costs and as an In-Kind Service for FTA MPP costs.

**TABLE 3**  
**2019 - 2020 SUMMARY BUDGET**  
**FHWA - PL BUDGET**

<b>TASK BUDGET</b>							
ID	Task	Total	FHWA - PL	Staff	CNYRPDB	State*	Local
44.21.00	Program Administration and Support	\$343,408	\$283,685	\$217,903	\$65,782	\$44,792	\$14,931
44.24.00	Short-Range Transportation Planning	\$116,189	\$95,982	\$95,982		\$15,155	\$5,052
44.23.02	Long-Range Transportation Planning	\$686,056	\$566,742	\$566,742		\$89,486	\$29,829
44.25.00	Transportation Improvement Program	\$48,421	\$40,000	\$40,000		\$6,316	\$2,105
44.27.00	Other Activities	\$38,766	\$32,024	\$32,024		\$5,056	\$1,685
	<b>Total</b>	<b>\$1,232,840</b>	<b>\$1,018,433</b>	<b>\$952,651</b>	<b>\$65,782</b>	<b>\$160,805</b>	<b>\$53,602</b>

<b>\$1,232,840</b>	<b>\$1,018,433</b>		<b>\$160,805</b>	<b>\$53,602</b>
<b>\$1,232,840</b>				

<b>AUDIT BUDGET</b>						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$556,994	\$556,994			
44.20.02	Fringe	\$184,500	\$184,500			
44.20.03	Travel	\$8,972	\$8,972			
44.20.04	Equipment	\$17,943	\$17,943			
44.20.05	Supplies	\$6,117	\$6,117			
44.20.06	Contractual	\$213,259	\$93,875	\$65,782		\$53,602
44.20.07	Other	\$18,514	\$18,514			
44.20.08	Indirect	\$65,737	\$65,737			
XX.XX.XX	Toll Credits *	\$160,805			\$160,805	
	<b>Total</b>	<b>\$1,232,840</b>	<b>\$952,651</b>	<b>\$65,782</b>	<b>\$160,805</b>	<b>\$53,602</b>

<b>\$1,232,840</b>	<b>\$952,651</b>	<b>\$65,782</b>	<b>\$160,805</b>	<b>\$53,602</b>
<b>\$1,232,840</b>				

\* NYSDOT provides its share of the non-federal match via Toll Credits

**TABLE 4**  
**2019 - 2020 SUMMARY BUDGET**  
**FTA BUDGET**

<b>TASK BUDGET</b>							
<b>ID</b>	<b>Task</b>	<b>Total</b>	<b>FTA</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State*</b>	<b>Local</b>
44.21.00	Program Administration and Support	\$76,644	\$61,315	\$47,097	\$14,218	\$11,497	\$3,832
44.24.00	Short-Range Transportation Planning	\$30,023	\$24,018	\$24,018		\$4,503	\$1,501
44.23.02	Long-Range Transportation Planning	\$157,823	\$126,258	\$126,258		\$23,673	\$7,891
44.25.00	Transportation Improvement Program	\$12,500	\$10,000	\$10,000		\$1,875	\$625
44.27.00	Other Activities	\$10,026	\$8,021	\$8,021		\$1,504	\$501
	<b>Total</b>	<b>\$287,015</b>	<b>\$229,612</b>	<b>\$215,394</b>	<b>\$14,218</b>	<b>\$43,052</b>	<b>\$14,351</b>

<b>\$287,015</b>	<b>\$229,612</b>	<b>\$215,394</b>	<b>\$14,218</b>	<b>\$43,052</b>	<b>\$14,351</b>
<b>\$287,015</b>					

<b>AUDIT BUDGET</b>						
<b>ID</b>	<b>Category</b>	<b>Total</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>Local</b>
44.20.01	Salaries	\$152,201	\$125,936		26,265	
44.20.02	Fringe	\$51,560	\$41,715		9,845	
44.20.03	Travel	\$2,028	\$2,028			
44.20.04	Equipment	\$4,057	\$4,057			
44.20.05	Supplies	\$1,383	\$1,383			
44.20.06	Contractual	\$49,794	\$21,225	\$14,218		\$14,351
44.20.07	Other	\$4,186	\$4,186			
44.20.08	Indirect	\$21,806	\$14,863		6,943	
XX.XX.XX	Toll Credits	\$0				
	<b>Total</b>	<b>\$287,015</b>	<b>\$215,394</b>	<b>\$14,218</b>	<b>\$43,052</b>	<b>\$14,351</b>

<b>\$287,015</b>	<b>\$215,394</b>	<b>\$14,218</b>	<b>\$43,052</b>	<b>\$14,351</b>
<b>\$287,015</b>				

**TABLE 5**  
**2019 - 2020 SUMMARY BUDGET**  
**TOTAL AUDITABLE BUDGET**

<b>AUDIT BUDGET</b>						
<b>ID</b>	<b>Category</b>	<b>Total</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State*</b>	<b>Local</b>
44.20.01	Salaries	\$709,195	\$682,930		\$26,265	
44.20.02	Fringe	\$236,060	\$226,215		\$9,845	
44.20.03	Travel	\$11,000	\$11,000		\$0	
44.20.04	Equipment	\$22,000	\$22,000		\$0	
44.20.05	Supplies	\$7,500	\$7,500		\$0	
44.20.06	Contractual	\$263,052	\$115,100	\$80,000	\$0	\$67,952
44.20.07	Other	\$22,700	\$22,700		\$0	
44.20.08	Indirect	\$87,543	\$80,600		\$6,943	
XX.XX.XX	Toll Credits	\$160,805	\$0		\$160,805	
	<b>Total</b>	<b>\$1,519,855</b>	<b>\$1,168,045</b>	<b>\$80,000</b>	<b>\$203,858</b>	<b>\$67,952</b>

<b>\$1,519,855</b>	<b>\$1,168,045</b>	<b>\$80,000</b>	<b>\$203,858</b>	<b>\$67,952</b>
<b>\$1,519,855</b>				

\* The NYSDOT non-federal share is provided via Toll Credits for FHWA PL costs and as an In-Kind Service for FTA MPP costs.

# UNIFIED PLANNING WORK PROGRAM

FY 2019-2020

## APPENDICES

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

### SPR Funded Projects that Impact Metropolitan Areas

SPR #	Project Title	Begin/Projected End Date	SPR Funding	Short Description
<b>GBNRTC</b>	<b>Region 5</b>			
C-14-57	Integrated Corridor Management for Niagara Frontier	Dec 2014 - Mar 2020	\$323,202	The objective of this Border Crossing Corridor Management Project is to optimize traffic operations by identifying effective traffic management strategies to mitigate congestion and environmental impacts.
C-17-55	Buffalo Smart Corridor Plan	Jul 2017 - Oct 2019	\$80,661	The primary objective of the Corridor Plan will be to facilitate a greener, safer, more efficient and integrated transportation system for the future Main Street Corridor achieved through an in-depth exploration of potential Internet of Things (IoT) applications.
<b>NYMTC Regions 8, 10 and 11 as applicable</b>				
C-14-52	Continuous Count Traffic Count Program, Zone 3	Jan 2016 - Jan 2020	\$5,500,000	Conduct the continuous count traffic count program in Zone 3 (Metro New York City / Long Island) over a five year term with full performance-based maintenance and upgrade services to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.
<b>Projects Common to Multiple or All MPOs</b>				
C-10-54	National Household Travel Survey (NHTS), Census Transportation Planning Program (CTPP), Intercity Travel (ATS) and Travel Patterns for NYS	Sept 2017 - Sept 2023	\$6,500,000	The goal of this project is to provide research and analysis of national data sets to highlight New York State data.
C-13-57	Highway Oversize/Overweight Credentialing System (HOOCs)	Jan 2015 - Sept 2021	\$5,000,000	The goal is to implement a Commercial Off-the-Shelf (COTS) HOOCs software solution and obtain the accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements.
C-14-53	Program & Project Management Software and Training	Aug 2014 - May 2019	\$1,850,000	The goal of this project is to provide support services for the ongoing configuration and implementation of a Department-wide enhanced and improved enterprise level program and project management system to facilitate improvements to the capital program delivery.
C-14-61	Technical Support for Use of National Performance Management Research Data (NPMRDS)	Jan 2015 - Sept 2019	\$884,068	The goal of this project is to develop and make accessible to NYSDOT and partner planning agencies a hosted National Performance Management Research Data Set (NPMRDS) geo-database and analytic framework for performance analysis and visualization of congestion, mobility and reliability.
C-14-63	Short Count Traffic Count Program (2015-2019)	Aug 2015 - Sep 2020	\$7,650,308	The project goal is to provide for the collection of traffic data in NYSDOT Regions 1 through 11 (divided into Zones). This will be achieved by contracting for the collection of that data.
C-15-52	Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management)	Aug 2015 - June 2019	\$3,000,000	This project will progress and support specific task-order based assignments related to planning, policy, technical assistance, and research needs that may be inter-regional, or statewide in scope and aim to reduce congestion, energy consumption, greenhouse gas emissions, improve mobility, increase transportation efficiency through multimodal measures, and promote or foster a sustainable transportation system.
C-15-54	Bus Safety Inspection System (BusNET)	Sept 2015 - Oct 2019	\$2,000,000	The goal of this project is to replace the existing 25+ year old mainframe with a new modern server-based IT system.
C-16-51	Continuous Count Traffic Count Program Zone 1	Dec 2016 - June 2021	\$2,525,000	This initiative is the Continuous Count (CC) Traffic Count Program for Zone 1 with full performance-based maintenance and upgrade services in Zone 1 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.



### SPR Funded Projects that Impact Metropolitan Areas

SPR #	Project Title	Begin/Projected End Date	SPR Funding	Short Description
C-16-52	Continuous Count Traffic Count Program Zone 2	Feb 2017 - June 2021	\$2,225,000	This initiative is the Continuous Count (CC) Traffic Count Program for Zone 2 with full performance based maintenance and upgrade services in Zone 2 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.
C-17-52	Improvement of Safety Management System Planning and Implementation	Nov 2017 - Nov 2019	\$3,500,000	The goal of this project is to assess the Department's safety analysis methods and safety programs and implement new strategies using updated technologies and enterprise platforms.
C-17-53	Pavement Condition Data Collection Services	Feb 2018 - Dec 2024	\$20,500,000	The goal of this project is to collect pavement condition data as necessary to comply with annual state and federal requirements and NYSDOT pavement management practices and to develop and maintain a system by which to track location, dimension and condition of other highway related assets
C-17-56	Statewide Coordination of Metropolitan Planning Programs	Apr 2019 - Mar 2020	\$100,000	The goal of this project is to support and maintain the ongoing coordination of the metropolitan planning programs in NYS for statewide benefit; the ongoing collaboration of the fourteen (14) metropolitan planning organizations (MPOs); and the on-going coordination of metropolitan and statewide planning programs.
C-18-51	Statewide Analysis of All Horizontal Curves and Associated Curve Warning Signs	Sept 2018 - Sept 2019	\$2,000,000	The goal of this project is to determine sign changes required to meet 2009 Manual of Uniform Traffic Control Devices (MUTCD) requirements. The objective is to hire a consultant to collect information required to inform the design and construction steps necessary to bring horizontal curve warning signs into compliance with the 2009 MUTCD. These sign changes are expected to reduce accidents within horizontal curves on the New York State (NYS) highway system.
C-18-53	Probe Data: Floating Car (GPS-based)	Aug 2018 - Aug 2019	\$337,500	The goal of this project is to purchase floating car probe data to establish performance targets to assess travel reliability, congestion and emissions, and to perform other analyses and visualizations of road performance for both passenger cars and trucks. This data will be utilized by the Department and its fourteen-partner Metropolitan Planning Organizations (MPOs). Currently, the Federal Highway Administration provides (no fee) floating car probe data collected by INRIX as a single, consistent source of data for all states to utilize.
C-18-54	Statewide Small Culvert Inventory & Inspection System Improvements	Jan 2019 - May 2022	\$4,000,000	The goal of this project is to expand the number of small culverts contained within the Department's AgileAssets Maintenance Management System (MMS) to create a complete statewide inventory and inspection of small culverts. The consultant will go into the field to locate small culverts and collect data related to physical attributes and inventory and inspection information.