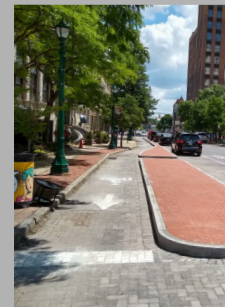


# Syracuse Metropolitan Transportation Council

# UPWP 2021 - 2022

## Unified Planning Work Program



2021-2022 UNIFIED PLANNING WORK PROGRAM  
FOR TRANSPORTATION PLANNING  
in the  
SYRACUSE  
METROPOLITAN PLANNING AREA

Adopted by the Policy Committee of the  
Syracuse Metropolitan Transportation Council

January 20, 2021

This document was 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 2021-2022 UNIFIED PLANNING WORK PROGRAM

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**RESOLUTION**  
**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**  
**POLICY COMMITTEE**

**January 20, 2021**

- 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, which was extended for one year to September 30, 2021, 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 the overall efficiency of the existing transportation system and other associated planning factors such as economic vitality, safety, and energy conservation, 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 2021-2022 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.

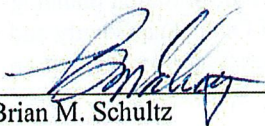
**NOW THEREFORE BE IT RESOLVED,** that the Policy Committee adopts the 2021-2022 Unified Planning Work Program and the submission thereof to the appropriate Federal and State agencies and directs the filing of appropriate applications to support the program; and

**Adoption of the 2021-2022 UPWP**

**SMTC Policy Resolution No. 2021-01**

**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 20th day of January, 2021 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: January 20, 2021

Date: January 20, 2021



# **SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**

## **2021-2022 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 2021-2022 (April 1, 2021 - March 31, 2022). 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, Schroepfel, 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 last adopted in September, 2020. The Syracuse Metropolitan Transportation Council 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. Onondaga County acts as the Host agency for the Central Staff operation and contracts with the CNY RPDB to administer the program.

The Syracuse Metropolitan Transportation Council'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 2021-2022 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. 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 for completion. 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 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 Syracuse Metropolitan Transportation Council 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. Additionally, the SMTC typically develops a project specific Study Advisory Committee (SAC) for each of its planning activities.

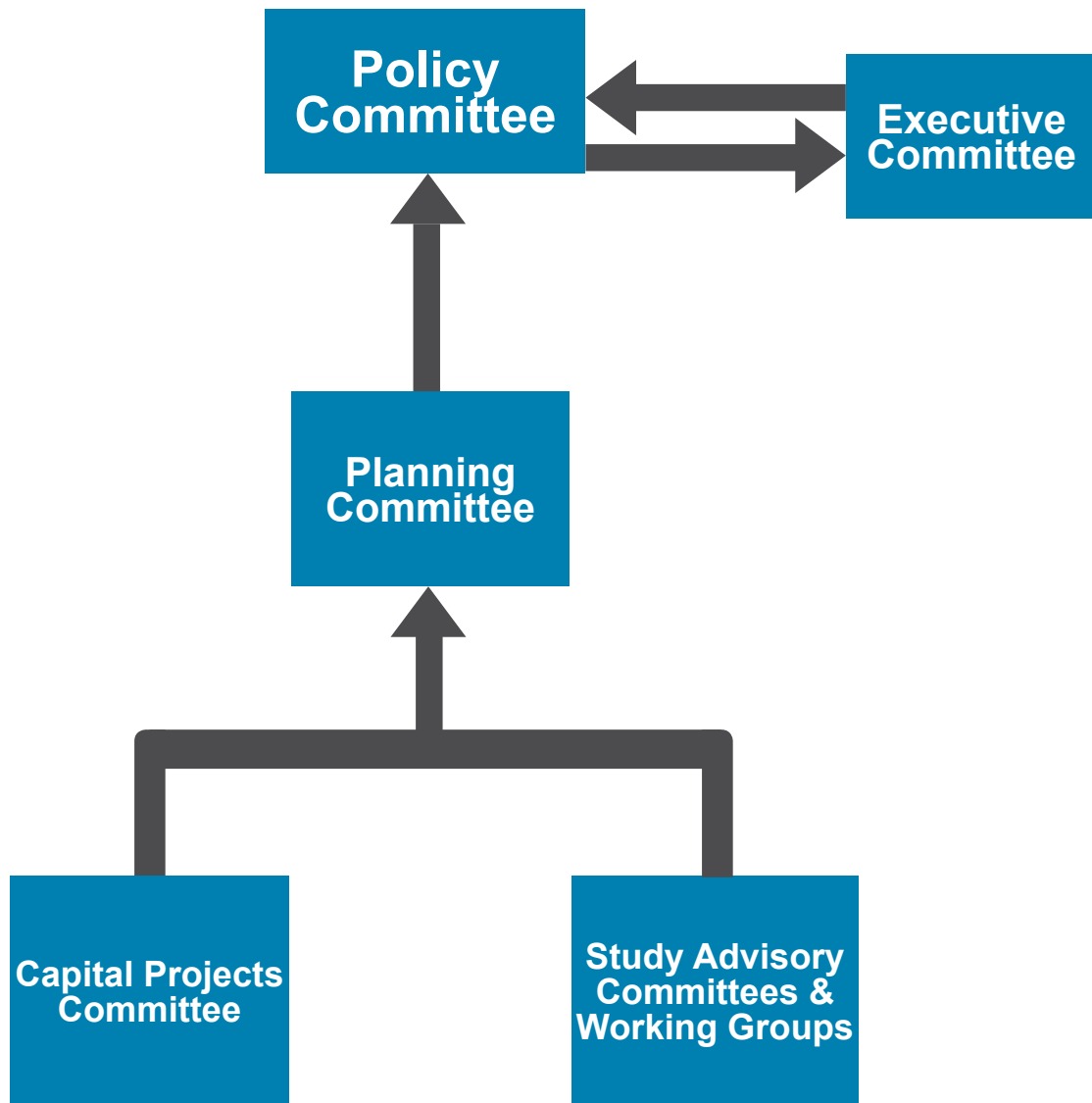
## **SMTC POLICY COMMITTEE MEMBERS**

- Central New York Regional Planning and Development Board
- Central New York Regional Transportation Authority
- CenterState Corporation for Economic Opportunity
- City of Syracuse, Mayor
- City of Syracuse, Common Council
- City of Syracuse, Planning Commission
- Empire State Development
- New York State Department of Environmental Conservation
- New York State Department of Transportation
- New York State Thruway Authority
- Onondaga County, County Executive
- Onondaga County, Legislature
- Onondaga County, Planning Board
- Federal Aviation Administration\*
- Federal Highway Administration\*
- Federal Transit Administration\*
- Madison County Board of Supervisors, Chair\*
- Onondaga Nation\*
- Oswego County, Legislature\*

\* non-voting/advisory agencies



## SMTC COMMITTEE STRUCTURE



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

### ***Non-Voting Membership***

The Syracuse Metropolitan Transportation Council 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 and participation of the Long Range Transportation Plan and its sub-elements, resolve conflicts with community values, and obtain public participation in updating and reevaluating the plan each time the plan is updated consistent with the agency's Public Participation 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.

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

The Syracuse Metropolitan Transportation Council is an active participant in the New York State Association of Metropolitan Planning Organizations (NYSAMPO), which is a coalition of the 14 MPOs throughout New York along with NYSDOT, FHWA and FTA partners. Through this association, several working groups 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 Syracuse Metropolitan Transportation Council will continue direct involvement and participation within NYSAMPO and the national Association of Metropolitan Planning Organizations (AMPO).

## **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, if appropriate.

### ***SMTC Central Staff***

A permanent, multi-disciplinary professional staff conducts 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 Central New York Regional Planning and Development Board 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 Syracuse Metropolitan Transportation Council 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/NON-DISCRIMINATION POLICY**

The Syracuse Metropolitan Transportation Council 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, the Americans with Disabilities Act of 1990 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 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, 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, 3M, 3O, 3P, 3Q, 3R, 3S, 3T, 3U, 3V, 3X, 4A);
  3. Increase the security of the transportation system for motorized and non-motorized users see task 3E, 3F, 3O, 3P);
  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, 3U, 3V, 3W, 3X, 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, 3Q, 3R, 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, 3R, 3S, 3T, 3X, 4A);
  7. Promote efficient system management and operation (see tasks 3F, 3O, 3P, 3R, 3U, 3V, 3W, 4A);
  8. Emphasize the preservation of the existing transportation system (see tasks 3B, 3F, 3R, 3S, 3T, 3U, 3W, 4A);
  9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (see tasks 3A, 3C, 3E, 3F, 3O, 3P, 4A); and
  10. Enhance travel and tourism (see tasks 3A, 3C, 3E, 3F, 3G, 3J, 3L, 3N, 3O, 3P, 3S, 3T, 4A).

Each FAST Act planning factor is addressed to some degree within the various UPWP efforts. The Unified Planning Work Program task number(s) that follow each of the preceding planning factors address that specific factor. The following table illustrates the relationship between the 2021-2022 UPWP tasks and the federal planning factors. In many instances, a single UPWP task may address one or more planning factors. Also, the listing of project tasks in this 2021-2022 UPWP are essentially the same from last year, 2020-2021. Many projects had a delayed start due to the COVID-19 pandemic and project schedules and priorities shifted accordingly.



Relationship between 2021-2022 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                          | 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   | Safety Assessment and Analysis (City and County facilities) |                   | X      |          | X                          |   |                              |                          |              |                            |                    |
| 3N   | CNY Recreational Heritage Trail Bike Corridor               |                   |        |          | X                          |   |                              |                          |              |                            | X                  |
| 3O   | Joint TMC Co-Location - White Paper Evaluation              |                   | X      | X        | X                          |   |                              | X                        |              | X                          | X                  |
| 3P   | Dome Traffic Management & Events Strategic Plan             |                   | X      | X        | X                          |   |                              | X                        |              | X                          | X                  |
| 3Q   | Tuscarora Rd Corridor Study                                 |                   | X      |          | X                          | X   |                              |                          |              |                            |                    |
| 3R   | US Route 11 Corridor Plan - Mattydale                       | X                 | X      |          | X                          | X   | X                            | X                        | X            |                            |                    |
| 3S   | Manlius Village Center Pedestrian Safety & Mobility Study   |                   | X      |          | X                          |   | X                            |                          | X            |                            | X                  |
| 3T   | Village of Skaneateles Pedestrian Safety & Access           |                   | X      |          | X                          |   | X                            |                          | X            |                            | X                  |
| 3U   | Syracuse Sidewalk Planning Study                            |                   | X      |          | X                          |   | X                            | X                        | X            |                            |                    |
| 3V   | Syracuse School Loading Zone Study                          |                   | X      |          | X                          |   |                              | X                        |              |                            |                    |
| 3W   | Syracuse Residential Parking Permit Study Phase 1           |                   |        |          | X                          |   |                              | X                        | X            |                            |                    |
| 3X   | Syracuse Safe Routes to School Manual                       |                   | X      |          | 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 Syracuse Metropolitan Transportation Council 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 2021-2022 Unified Planning Work Program is based on the SMTC's 2050 Long Range Transportation Plan 2020 Update, which was adopted by the Policy Committee in September, 2020. The Long Range Transportation Plan 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. As the long range plan states, local plans and initiatives envision a region of robust villages and town centers anchored by a revitalized and growing City of Syracuse, connected by roads, trails, bike lanes, and an enhanced transit system. There are a number of local planning activities that helped inform the creation of the last Long Range Transportation Plan, and therefore, this work program. For example, the Syracuse-Onondaga County Planning Agency is currently embarking on a full update of the County's comprehensive plan. Initial scoping and outreach has produced the following thematic focus areas for the new plan.

**Central Planning Goal:** Create an environment for economic growth and quality of life in Onondaga County through community investments in the form of placemaking, innovation, connectivity, and inclusion.

### **Community Planning themes:**

- Community Based Planning: planning from the ground up
- Community Centers: strong downtowns, villages, hamlets, and town centers
- Transportation Corridors: modern, transformative planning for mobility and development
- Greenways and Greenbelts: conserve, protect, connect, and restore targeted resources
- Agriculture: protection and promotion of the economy and landscape

Nearly all planning tasks included in this work program directly correlate to the County's thematic focus areas that are also applicable to other areas of the Syracuse Metropolitan Planning Area outside of Onondaga County. The SMTC staff have been providing planning assistance (e.g., mapping, analysis, research, cost estimating, report creation) to the County Planning Department and the Central New York Regional Planning & Development Board on the creation of the Empire State Trail Local Economic Opportunities Plan. This planning assistance, which continues under the 2021-2022 program, is a direct outgrowth of the Empire State Trail (one of the SMTC's regionally significant projects) development throughout New York State to capitalize on economic and tourism benefits. Beyond SMTC specific work, our members are actively engaged in other regionally significant bicycle and pedestrian infrastructure: City of Syracuse's Creekwalk and the Onondaga County's Loop the Lake Trail. Once these multi-use trails are complete, a continuous trail network will be available linking together many municipalities through a significant portion of Onondaga County, and beyond. This integrated/connected network supports local and regional economic development strategies, promotes tourism and recreation opportunities, and non-motorized travel; all overarching goals of our area's long range plan.

Regarding other community planning themes, the work program continues several planning projects along, within, and through highly traveled community centers and transportation corridors outside of the City of Syracuse such as US Rt 11 in Mattydale, US Rt 20 in the Village of Skaneateles, and NY Rt 92 in the Village of Manlius, for example. Within the City of Syracuse, planning assistance is focused on approaches to improve the City's aging, existing infrastructure, and the safety and accessibility of all users of the transportation system. Beginning in State Fiscal Year 19/20, SMTC staff began collecting pavement condition data on all City roads for the purpose of establishing a baseline asset management system. This assistance will continue and staff also developed a framework for pavement management prioritization. Beyond pavement conditions, SMTC staff developed an initial data collection methodology for sidewalk condition inventory and an approach to sidewalk maintenance prioritization in State Fiscal Year 20/21. The sidewalk data collection pilot program also continues. Lastly, the 2021-2022 work program prioritizes the completion of an updated Public Participation Plan, Title VI Plan, Limited English Proficiency Plan, and Coordinated Public Transit - Human Services Transportation Plan (Coordinated Plan).

As a result of the COVID-19 pandemic, all public involvement/engagement shifted to virtual means in 2020. It is SMTC's policy that no in-person meetings/engagement will occur for the foreseeable future. All public engagement approaches will take place virtually (e.g., meetings [Committee, Study Advisory, Stakeholder, Focus Groups], social media, surveys/questionnaires).

The 2050 Long Range Transportation Plan 2020 Update contains the following goals and associated objectives. The table on page 18 illustrates the relationship between the 2021-2022 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 for truck travel.
  - Reduce congestion on CMP Freight Network.
- 2. Increase the safety, security, and resiliency of the transportation system.**
  - Reduce serious injuries and fatalities from vehicle crashes.
  - Reduce the number of fatalities and serious injuries from crashes involving a pedestrian or bicyclist.
  - 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 non-SOV commute trips.
  - 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 Interstate, non-Interstate NHS, and other 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 pavement.
  - Preserve and maintain bridges.
  - Preserve and maintain ancillary transportation structures (culverts, etc.).
  - Preserve and maintain pedestrian facilities.
  - Assist communities in our planning area in creating, maintaining, and utilizing asset management systems.
  - Maintain transit assets (rolling stock, equipment, and facilities) in a State of Good Repair.
7. **Ensure that transportation system performance improvements are distributed equitably.**
  - Improve transit service between employment centers and priority target areas (as identified in SMTTC's Environmental Justice Analysis).
  - Improve transportation options for off-peak commuters without cars.
  - 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.

The FAST Act and other Federal legislation (Americans With Disabilities Act of 1990) 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 the FAST Act that was signed into law in December, 2015, is applied within the functions of the SMTTC. The FAST Act was extended for one year through September 30, 2021.

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 multiple program years to complete. Scopes of Work have been developed for all planning tasks included in this program listing.

Relationship between 2021-2022 UPWP Tasks and 2050 LRTP 2020 Update 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) - SMTTC                | --                         | --                           | --                                     | --  | --  | --                                      | --     |
| 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   | Safety Assessment and Analysis (City and County facilities) |                            | X                            | X                                      |   |   |   |        |
| 3N   | CNY Recreational Heritage Trail Bike Corridor               |                            |                              | X                                      |   |   |   |        |
| 3O   | Joint TMC Co-Location - White Paper Evaluation              | X                          | X                            |  |   | X   |   |        |
| 3P   | Dome Traffic Management & Events Strategic Plan             | X                          | X                            | X                                      |   | X   |   |        |
| 3Q   | Tuscarora Rd Corridor Study                                 |                            | X                            | X                                      | X   |   |   |        |
| 3R   | US Route 11 Corridor Plan - Mattydale                       |                            | X                            | X                                      |   |   |   |        |
| 3S   | Manlius Village Center Pedestrian Safety & Mobility Study   |                            | X                            | X                                      |   |   |   |        |
| 3T   | Village of Skaneateles Pedestrian Safety & Access           |                            | X                            | X                                      |   |   |   |        |
| 3U   | Syracuse Sidewalk Planning Study                            |                            | X                            | X                                      |   | X   |   | X      |
| 3V   | Syracuse School Loading Zone Study                          |                            | X                            | X                                      |   | X   |   | X      |
| 3W   | Syracuse Residential Parking Permit Study Phase 1           |                            |                              |  |   | X   | X                                       |        |
| 3X   | Syracuse Safe Routes to School Manual                       |                            | X                            | X                                      |   |   |   | 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 ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS SHARED COST INITIATIVES

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 (SCI) and pay annual dues to the Association of Metropolitan Planning Organizations (AMPO). The Syracuse Metropolitan Transportation Council's federal allocation accounted for in the UPWP 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 AMPO dues. As available, the NYSDOT has made FHWA SPR funds available to NYSAMPO to supplement SCIs funded with FHWA PL and FTA MPP funds, as reflected in the list below. The Shared Cost Initiative projects are outlined below for 2021-2022. The Syracuse Metropolitan Transportation Council fully supports and participates in the SCI program statewide. See Table 6 that also includes funding for a direct cost attributed to the planning and development of the next NYSAMPO Annual Conference.

### 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: \$77,849 FHWA PL and \$9,828 FTA MPP/\$2,457 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: \$42,898 FHWA PL

Lead Agency: Binghamton Metropolitan Transportation Study

### Shared Transit Service Planning and Analytics Initiative

Objective: Support a set of collaborative pilot applications of common transit mobility planning and analysis tools.

Cost: \$458,590 FTA Section 5303 MPP/\$114,648 NYSDOT IKS

Lead Agency: Capital District Transportation Committee

## PUBLIC PARTICIPATION

Correspondence was sent to all member agencies and appropriate officials of eligible counties, municipalities, and authorities within the SMTC planning area notifying them that our standard "call for transportation planning assistance" would not take place this cycle. Prior to making a formal adoption of the 2021-2022 UPWP, a draft of the document was made available at the Central Library of the Onondaga County Public Library System and posted on the SMTC's website for a 30-day public comment period. A legal notice was also published in the local newspaper announcing the availability of the comment period. The document was presented at meetings of the SMTC Planning Committee and SMTC Policy Committee. No public comments were received.

2021-2022

UPWP

| ID | Category   | 2021-2022     |                                  |                    | Notes   |
|----|--|---------------|----------------------------------|--------------------|---|
|    |  | Project Total | Staff & Operating Expense Budget | Contractual Budget |   |
| 1. | Program Administration and Support (44.21.00)  |               |                                  |                    |   |
| A. | General Administration   | \$275,000     | \$195,000                        | \$80,000           | Contractual for Host Agency Agreement   |
| B. | Public Participation and Web Site Update   | \$22,500      | \$15,000                         | \$7,500            |   |
| C. | Federal Transportation Legislation Examination and Evaluation  | \$5,000       | \$5,000                          | \$0                | For legislative compliance  |
| D. | UPWP Previous Year Closeouts   | \$5,000       | \$5,000                          | \$0                |   |
| E. | UPWP Maintenance and Development   | \$10,000      | \$10,000                         | \$0                |   |
|    | Total Program Administration & Support   | \$317,500     | \$230,000                        | \$87,500           |   |
| 2. | Short-Range Transportation Planning (44.24.00)   |               |                                  |                    |   |
| A. | Census Data Compilation and/or Analysis  | \$5,000       | \$5,000                          | \$0                |   |
| B. | Data Collection, Compilation and/or Analysis   | \$40,000      | \$25,000                         | \$15,000           |   |
| C. | Geographic Information Systems - SMTc  | \$48,000      | \$48,000                         | \$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  |
|    | Total Short-Range Transportation Planning  | \$123,000     | \$108,000                        | \$15,000           |   |
| 3. | Long-Range Transportation Planning (44.23.02)  |               |                                  |                    |   |
| A. | Bicycle/Pedestrian Planning  | \$20,000      | \$20,000                         | \$0                | Includes Bike Map consultant costs  |
| B. | Bridge and Pavement Condition Management System (BPCMS)  | \$30,000      | \$30,000                         | \$0                |   |
| C. | I-81 Participation   | \$5,000       | \$5,000                          | \$0                | 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 |
| D. | I-81 Travel Demand Modeling Project  | \$5,000       | \$5,000                          | \$0                |   |
| E. | MPO Area Regional Planning Initiatives   | \$30,000      | \$30,000                         | \$0                |   |
| F. | Long-Range Transportation Plan/Performance Based Planning (includes asset inventory & funding strategy and other research items) | \$50,000      | \$50,000                         | \$0                |   |
| G. | Rail, Truck and Transit Planning (includes freight outreach, route/sign inventory & mapping)                                     | \$30,000      | \$30,000                         | \$0                |   |
| H. | Traffic Safety   | \$10,000      | \$10,000                         | \$0                |   |
| I. | Travel Demand Modeling   | \$55,000      | \$35,000                         | \$20,000           | Contractual for Modeling Assistance as necessary for staff assistance   |
| J. | Local Comprehensive Plan Assistance  | \$50,000      | \$50,000                         | \$0                |   |
| K. | City and OCDOT Traffic Count Programs (recurring)  | \$25,000      | \$15,000                         | \$10,000           | Recurrent effort to count segments over a 4 - 5 year cycle  |
| L. | City of Syracuse on call Planning Support - various activities   | \$30,000      | \$30,000                         | \$0                |   |
| M. | Safety Assessment and Analysis (City and County facilities)  | \$15,000      | \$15,000                         |                    |   |
| N. | CNY Recreational Heritage Trail Bike Corridor - Planning Assistance  | \$20,000      | \$20,000                         |                    |   |
| O. | Joint TMC Co Location - White Paper Evaluation   | \$40,000      | \$40,000                         |                    |   |
| P. | Dome Traffic Management and Events Strategic Plan  | \$40,000      | \$40,000                         |                    | Plus \$400,000 in SPR Funding   |
| Q. | Tuscarora Road Corridor Study  | \$25,000      | \$25,000                         |                    |   |
| R. | U.S. Route 11 Corridor Plan - Mattydale  | \$40,000      | \$40,000                         |                    |   |
| S. | Manlius Village Center Pedestrian Safety & Mobility Study  | \$40,000      | \$40,000                         |                    |   |
| T. | Village of Skaneateles Pedestrian Safety and Access  | \$34,000      | \$34,000                         |                    |   |
| U. | Syracuse Sidewalk Planning Study   | \$40,000      | \$40,000                         |                    |   |
| V. | Syracuse School Loading Zone Study   | \$20,000      | \$20,000                         |                    |   |
| W. | Syracuse Residential Parking Permits Study Phase 1   | \$30,000      | \$30,000                         |                    |   |
| X. | Syracuse - Safe Routes to School Manual (begins late in program year)  | \$30,000      | \$30,000                         |                    |   |
|    | Total Long-Range Transportation Planning   | \$714,000     | \$684,000                        | \$30,000           |   |
| 4. | Transportation Improvement Program (TIP) (44.25.00)  |               |                                  |                    |   |
| A. | TIP Development & Maintenance  | \$30,000      | \$30,000                         | \$0                |   |
|    | Total Transportation Improvement Program   | \$30,000      | \$30,000                         | \$0                |   |
| 5. | Other Activities (44.27.00)  |               |                                  |                    |   |
| A. | Miscellaneous Activities and Special Technical Assistance  | \$50,515      | \$50,515                         | \$0                |   |
|    | Total Other Activities   | \$50,515      | \$50,515                         | \$0                |   |
|    | Grand Total Traditional Funding  | \$1,235,015   | \$1,102,515                      | \$132,500          |   |

|  |             |
|--|-------------|
| SCI Expenses for 2022 NYSAMPO Conference | \$50,000    |
| SPR Expenses for Dome Events Plan        | \$400,000   |
|  |             |
| Total SMTc Program Cost                  | \$1,685,015 |

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

|  |             |
|--|-------------|
| Allocations / Resources: All fund sources except in-kind services. |             |
| FHWA   | \$1,002,934 |
| FTA  | \$232,081   |
| FTA Rollover   | \$0         |
| SPR Monies from NYSDOT for expenditure on Dome Events Plan Only    | \$400,000   |
| SCI Expenses for 2022 NYSAMPO Conference                           | \$50,000    |
| Total Resources Available  | \$1,685,015 |



# **UNIFIED PLANNING WORK PROGRAM**

**FY 2021-2022**

## **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

|  |  |                                      |
|--|--|--------------------------------------|
| <b>UPWP TASK NO:</b>   | <b>1A</b>  |                                      |
| <b>TASK 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><br><p>The Syracuse Metropolitan Transportation Council 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></p> <p>-Forecast start: April, 2021</p> <p>-Forecast end: March, 2022</p> |  |                                      |
| <b>END PRODUCT:</b><br><p>The ability to operate the agency as a functional entity; the ability to meet federal and state requirements; the ability to meet local government expectations; Committee Documentation – including: reports, meeting minutes, committee mailings, and related materials; staff involvement in relevant organizations and activities; and adequate computer resources to meet the MPO planning activity requirements.</p>   |  |                                      |
| <b>Requesting / Participating Agencies:</b>  |  | <b>Funding Sources:</b>              |
| <b>On Behalf Of:</b> SMTC  |  | <u>2021-2022</u>                     |
|  |  | FHWA <sup>(PL)</sup> \$ 220,000      |
| <b>Participating Agencies:</b> SMTC, CNY RPDB, Other Agencies as Appropriate   |  | FTA <sup>(Sec. 5303)</sup> \$ 55,000 |
|  |  | <hr/> TOTAL \$ 275,000               |

|  |  |                            |                  |
|--|--|----------------------------|------------------|
| <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, which includes extensive use of the agency's website. It also covers receiving public comment and input on transportation planning activities through public information meetings both hosted and attended by the SMTC. Staff oftentimes is invited to present/discuss at meetings of F.O.C.U.S. Greater Syracuse, Citizens Academy, Onondaga County Planning Federation, and is available to participate in other community groups' meetings on request.</p> <p>As public participation shifted to all virtual approaches, the area's Public Participation Plan will be reviewed and updated accordingly in State Fiscal Year (SFY) 2021-22 with input from member agencies and community groups. To date, virtual approaches have been moderately successful in receiving public feedback. Staff will build on efforts as knowledge of approaches continues. Additionally, the SMTC's 2015 Title VI Plan and Limited English Proficiency Plan will be updated. Updates will occur in the 1st Quarter through 2nd Quarter of SFY 2021-22. The SMTC will continue to ensure the principles of Title VI and Environmental Justice (EJ) are included and represented in all public outreach efforts, such as making translated documents &amp; materials available and soliciting EJ concerns through public outreach. Techniques for the dissemination of information and public input include, but are not limited to: Virtual Public Involvement, newsletters, surveys &amp; questionnaires, study reports and technical memoranda, public information meetings/workshops &amp; conferences, stakeholders and focus groups, and agency website &amp; social media.</p> <p>All SMTC studies have their own public involvement plan in compliance with the agency's Public Participation Plan and such activities are included in that project budget. The budget assigned to this task covers activities specific to this task only. Public participation opportunities related to other tasks are included in separate task budgets.</p> <p><u>Schedule</u><br/>-Forecast start: April, 2021 -Forecast end: March, 2022</p> |                            |                  |
| <b>END PRODUCT:</b>  | Updated Public Participation Plan, Title VI Plan, and Limited English Proficiency Plan. Public participation opportunities/activities, including SMTC newsletters (electronic and print), reports, press releases, maps, and presentations, website maintenance, meetings, workshops, etc.   |                            |                  |
| <b>Requesting / Participating Agencies:</b>  |  | <b>Funding Sources:</b>    |                  |
| <b>On Behalf Of:</b> SMTC  |  | <u>2021-2022</u>           |                  |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate |  | FHWA <sup>(PL)</sup>       | \$ 22,500        |
|  |  | FTA <sup>(Sec. 5303)</sup> | \$ 0             |
|  |  | <b>TOTAL</b>               | <b>\$ 22,500</b> |

|  |   |                                     |
|--|---|-------------------------------------|
| <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><br><p>The multi-year FAST Act that expired in September, 2020, was subsequently extended for one year through September, 2021. As such, there continues 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 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, 2021</li> <li>- Forecast end: March, 2022</li> </ul> <p>Ongoing activity throughout the 2021-2022 program year.</p> |   |                                     |
| <b>END PRODUCT:</b><br><p>Improved knowledge of the Central Staff regarding the regulations and requirements of the Transportation Bill as well as required continued compliance of existing legislation.</p>  |   |                                     |
| <b>Requesting / Participating Agencies:</b>  |   | <b>Funding Sources:</b>             |
| <b>On Behalf Of:</b> SMTC  |   | <u>2021-2022</u>                    |
| <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>   | 1D  |  |
| <b>TASK TITLE:</b>   | UPWP Previous Year Closeouts  |  |
| <b>OBJECTIVE:</b>  | To provide a task for closing out various UPWP activities from the previous program year. |  |
| <p><b>METHODOLOGY:</b></p> <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></p> <p>- Prior year closeouts: 1st Quarter SFY 2021-22.</p> |   |  |
| <p><b>END PRODUCT:</b></p> <p>Completion of required tasks necessary to completely close out various projects/efforts from the previous program year.</p>  |   |  |
| <b>Requesting / Participating Agencies:</b>  |   | <b>Funding Sources:</b>  |
| <b>On Behalf Of:</b> SMTC  |   | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 4,000<br>FTA <sup>(Sec. 5303)</sup> \$ 1,000<br><hr/> TOTAL \$ 5,000 |
| <b>Participating Agencies:</b> SMTC, CNY RPDB  |   |  |

|   |   |                                     |
|---|---|-------------------------------------|
| <b>UPWP TASK NO:</b>  | <b>1E</b>   |                                     |
| <b>TASK TITLE:</b>  | <b>UPWP Maintenance and Development</b>   |                                     |
| <b>OBJECTIVE:</b>   | Maintain the 2021-2022 UPWP as necessary and develop a subsequent work program accordingly. |                                     |
| <b>METHODOLOGY:</b><br><p>This task includes all necessary work required to process amendments to the 2021-2022 UPWP, as necessary, 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>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Amend and maintain adopted 2021-2022 UPWP as needed: 2nd, 3rd, 4th Quarters SFY 2021-22</li> <li>- Initiate draft 2022-2023 UPWP: 4th Quarter SFY 2021-22</li> <li>- Adopt 2022-2023 UPWP: February, 2022</li> </ul> |   |                                     |
| <b>END PRODUCT:</b><br><p>Maintenance of and amendments to the 2021-2022 UPWP as appropriate, as well as development of the 2022-2023 UPWP.</p>   |   |                                     |
| <b>Requesting / Participating Agencies:</b>   |   | <b>Funding Sources:</b>             |
| <b>On Behalf Of:</b> SMTC   |   | <u>2021-2022</u>                    |
| <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                     |

## **UNIFIED PLANNING WORK PROGRAM**

**FY 2021-2022**

### **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

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| <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><br><p>This Unified Planning Work Program 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></p> <p>- Respond to requests for Census data compilation and/or analysis: April, 2021 - March, 2022</p> |  |  |
| <b>END PRODUCT:</b><br><p>A valuable data set to support the varied planning activities of the MPO.</p>   |  |  |
| <b>Requesting / Participating Agencies:</b>   |  | <b>Funding Sources:</b>  |
| <b>On Behalf Of:</b> SMTC   |  | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 3,982<br>FTA <sup>(Sec. 5303)</sup> \$ 1,018<br><hr/> TOTAL \$ 5,000 |
| <b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate  |  |  |

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| <b>UPWP TASK NO:</b>   | 2B   |  |
| <b>TASK TITLE:</b>   | Data Collection, Compilation and/or Analysis   |  |
| <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><br>This Unified Planning Work Program task involves the following subcategories: <ul style="list-style-type: none"> <li>i. Transit Data Collection: The collection of transit ridership, scheduling and routing information by both the CNYRTA and 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. Vehicle Data Collection: 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. Other Information: Other data as necessary in support of the planning activities of the SMTC.</li> </ul> <p><u>Schedule</u></p> <p>- Respond to internal and external requests for traffic count and transit data: April, 2021 - March, 2022. Gathering of traffic counts will primarily occur April-June, 2021 and September-October, 2021. Data may be assembled for use in a future Congestion Management Plan, Travel Demand Model updates, and planning tasks found in this document like the US Route 11 Corridor Plan - Mattydale, Manlius Village Center Pedestrian Safety &amp; Mobility Study, and the Village of Skaneateles Pedestrian Safety &amp; Access.</p> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p> |  |  |
| <b>END PRODUCT:</b><br>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>  |
| On Behalf Of: SMTC   |  | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 40,000<br>FTA <sup>(Sec. 5303)</sup> \$ 0<br><hr/> TOTAL \$ 40,000 |
| Participating Agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate  |  |  |

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| <b>UPWP TASK NO:</b>  | 2C  |                                     |
| <b>TASK TITLE:</b>  | Geographic Information Systems - SMTC   |                                     |
| <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 Syracuse Metropolitan Transportation Council 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 and bridge condition monitoring, functional classification, demographic analysis, linking of Travel Demand Model data to GIS data, performance measure analysis, 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></p> <p>- Above efforts, and others that may arise as needed, will be completed throughout the 2021-2022 program year.</p> |   |                                     |
| <b>END PRODUCT:</b> <p>Enhanced coordination between the SMTC and various Federal, State and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the SMTC's planning efforts and high quality cartographic products as required for various UPWP projects.</p>   |   |                                     |
| <b>Requesting / Participating Agencies:</b>   |   | <b>Funding Sources:</b>             |
| <b>On Behalf Of:</b> SMTC   |   | <u>2021-2022</u>                    |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies   |   | FHWA <sup>(PL)</sup> \$ 38,400      |
|   |   | FTA <sup>(Sec. 5303)</sup> \$ 9,600 |
|   |   | <hr/> TOTAL \$ 48,000               |



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| <b>UPWP TASK NO:</b>   | 2D   |  |
| <b>TASK TITLE:</b>   | Geographic Information Systems - Member Agency Assistance  |  |
| <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><br><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><br/> - Above efforts, and others that may arise as needed, will be completed throughout the 2021-2022 program year.</p> |  |  |
| <b>END PRODUCT:</b><br><p>Enhanced coordination between the SMTC and various Federal, State and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the member agencies' planning efforts and high quality cartographic products as required for various regional planning projects in support of the SMTC's mission.</p>   |  |  |
| <b>Requesting / Participating Agencies:</b>  |  | <b>Funding Sources:</b>  |
| <b>On Behalf Of:</b> CNY RPDB  |  | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 24,000<br>FTA <sup>(Sec. 5303)</sup> \$ 6,000<br><hr/> TOTAL \$ 30,000 |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies  |  |  |

# UNIFIED PLANNING WORK PROGRAM

**FY 2021-2022**

## **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. Safety Assessment and Analysis (City and County facilities)
- 3N. CNY Recreational Heritage Trail Bike Corridor
- 3O. Joint TMC Co-Location - White Paper Evaluation
- 3P. Dome Traffic Management & Events Strategic Plan
- 3Q. Tuscarora Rd Corridor Study
- 3R. US Route 11 Corridor Plan - Mattydale
- 3S. Manlius Village Center Pedestrian Safety & Mobility Study
- 3T. Village of Skaneateles Pedestrian Safety & Access
- 3U. Syracuse Sidewalk Planning Study
- 3V. Syracuse School Loading Zone Study
- 3W. Syracuse Residential Parking Permits Study Phase 1
- 3X. Syracuse Safe Routes to School Manual

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| <b>UPWP TASK NO:</b>   | 3A  |   |
| <b>TASK TITLE:</b>   | Bicycle/Pedestrian Planning   |   |
| <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>▪ Re-initiate and facilitate meetings of the SMTC Active Transportation Forum (previously known as the Bicycle and Pedestrian Community Interest Group), which serves as a platform to discuss bicycle and pedestrian issues between agencies, organizations, and the public;</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>An updated bicycle map for the area was printed during the 2020-2021 program. Staff may examine the potential of providing the information to the public through the creation on a bicycle/pedestrian app, separate from the interactive map currently available on the SMTC's ArcGIS Online page.</p> <p><u>Schedule</u></p> <p>- Above items will be completed throughout the 2021-2022 program year.</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  |   | <div style="text-align: right;"><u>2021-2022</u></div> <div> <div>FHWA <sup>(PL)</sup></div> <div>\$ 15,000</div> </div> <div> <div>FTA <sup>(Sec. 5303)</sup></div> <div>\$ 5,000</div> </div> |
| <b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate |   | <div style="text-align: right;"> <div>TOTAL</div> <div>\$ 20,000</div> </div>   |

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| <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. Additionally, staff will continue to rate all roads within the City of Syracuse, regardless of federal-aid eligibility, and establish an annual pavement prioritization program for city consideration.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Pavement ratings and analysis: May-August, 2021</li> <li>- Obtain bridge data and analysis of such: dependent on NYSDOT and/or FHWA data release date</li> <li>- Obtain additional pavement data and analysis of such: dependent on NYSDOT data release date</li> <li>- Draft document: August-December, 2021</li> <li>- Final document: March, 2022</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  |   | <u>2021-2022</u>           |                  |
| <b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, Other Agencies as Appropriate |   | FHWA <sup>(PL)</sup>       | \$ 24,000        |
|  |   | FTA <sup>(Sec. 5303)</sup> | \$ 6,000         |
|  |   | <b>TOTAL</b>               | <b>\$ 30,000</b> |

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| <b>UPWP TASK NO:</b>  | 3C  |                            |                 |
| <b>TASK TITLE:</b>  | I-81 Participation  |                            |                 |
| <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 the I-81 Opportunities. A Preliminary Design Report/Draft EIS for the project was released in 2019. Following additional research and analysis, the full Draft EIS was to be released in 2020; however, due to the COVID-19 pandemic, the schedule has been delayed.</p> <p>The Syracuse Metropolitan Transportation Council 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></p> <p>- 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   |   | <u>2021-2022</u>           |                 |
| <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        |
|   |   | <b>TOTAL</b>               | <b>\$ 5,000</b> |

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| <b>UPWP TASK NO:</b>   | 3D   |                            |                 |
| <b>TASK TITLE:</b>   | I-81 Travel Demand Modeling Project  |                            |                 |
| <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 Syracuse Metropolitan Transportation Council 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  |  | <u>2021-2022</u>           |                 |
| <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        |
|  |  | <b>TOTAL</b>               | <b>\$ 5,000</b> |



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| <b>UPWP TASK NO:</b>  | 3E  |  |
| <b>TASK TITLE:</b>  | MPO Regional Planning Initiatives   |  |
| <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><br><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></p> <p>- 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 2021-2022 program year. Planning assistance for Onondaga County's Local Economic Opportunities Plan will continue in SFY 2021-22.</p> |   |  |
| <b>END PRODUCT:</b><br><p>Active SMTC participation in important regional planning initiatives.</p>   |   |  |
| <b>Requesting / Participating Agencies:</b>   |   | <b>Funding Sources:</b>  |
| <b>On Behalf Of:</b> SMTC/Various   |   | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 22,500<br>FTA <sup>(Sec. 5303)</sup> \$ 7,500<br><hr/> TOTAL \$ 30,000 |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate  |   |  |

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| <b>UPWP TASK NO:</b>   | 3F  |   |
| <b>TASK TITLE:</b>   | Long Range Transportation Plan  |   |
| <b>OBJECTIVE:</b>  | Implement the performance based, outcome-driven transportation planning activities contained in the 2050 Long Range Transportation Plan 2020 Update (LRTP) and start community engagement efforts for the next LRTP update. |   |
| <b>METHODOLOGY:</b><br><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. An update to the 2015 plan was adopted in 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 2021-2022 UPWP, in addition to performance measure reporting and establishing of performance targets, as applicable, will include research into various transportation funding mechanisms, and outreach throughout the community via the Active Transportation Forum and the newly established Job Access Task Force and Vehicular Mobility Forum. The Job Access Task Force builds on the SMTC's 2017 Work Link study and serves as an ongoing way to keep information flowing between employees, employers, public agencies, and transportation providers. The Vehicular Mobility Forum is envisioned to engage with, and seek feedback from a broad section of the community focused on commuting and other traffic impacts/issues. Number and schedule of meetings for each community engagement effort is unknown at this time. The next cyclical LRTP update is due in 2025. However, the SMTC and the NYSDOT understand that the LRTP will need to be updated sooner than that to sustain progress on the I-81 Viaduct Project. Specifically, the LRTP will need to be updated once an I-81 project financial plan is agreed upon by FHWA, New York State, and SMTC member agencies, which cannot occur until after the NYSDOT holds a public hearing. At this point, a public hearing is anticipated to occur sometime in late 2021 (dependent on evolving restrictions due to COVID-19). SMTC staff will then initiate the LRTP update process, which will include reexamining the future projects assessment to including the selected preferred I-81 Viaduct alternative, new future condition traffic modeling, and revised financial analysis, along with the required public involvement.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Performance measure analysis and dashboard creation: April, 2021 - March, 2022</li> <li>- Community outreach: April, 2021 - March, 2022</li> <li>- Transportation funding mechanisms research and documentation: April, 2021 - March, 2022</li> <li>- Potential update of LRTP per I-81 project financial plan: 4th Quarter SFY 2021-22</li> </ul> |   |   |
| <b>END PRODUCT:</b><br>Adherence to Transportation Performance Management provisions of MAP-21 and the FAST Act.   |   |   |
| <b>Requesting / Participating Agencies:</b>  |   | <b>Funding Sources:</b>   |
| <b>On Behalf Of:</b> SMTC  |   | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 37,500<br>FTA <sup>(Sec. 5303)</sup> \$ 12,500<br><hr/> TOTAL \$ 50,000 |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate   |   |   |

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| <b>UPWP TASK NO:</b>   | 3G  |                                     |
| <b>TASK TITLE:</b>   | Rail, Truck and Transit Planning  |                                     |
| <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) Create the area's next Coordinated Plan</p> <ul style="list-style-type: none"> <li>- Survey transportation providers and human service agencies: 1st Quarter SFY 2021-22</li> <li>- Data analysis: 1st Quarter SFY 2021-22</li> <li>- Working Group involvement: throughout SFY 2021-22</li> <li>- Draft document and public comment: 3rd Quarter of SFY 2021-22</li> <li>- Final document: 4th Quarter of SFY 2021-22</li> </ul> <p>2) Outreach to freight stakeholders: throughout the 2021-2022 program;</p> <p>3) Complete truck route mapping &amp; signage inventory in the City of Syracuse: 1st Quarter SFY 2021-22;</p> <p>4) Expand truck route mapping &amp; signage inventory outside Syracuse: 2nd Quarter through 4th Quarter SFY 2021-22; and</p> <p>5) Update a number of freight metrics and infographics in the existing Freight Profile: 1st Quarter through 2nd Quarter SFY 2021-22).</p> |   |                                     |
| <b>END PRODUCT:</b><br>Maintenance of a multi-modal component in all SMTC transportation projects, miscellaneous technical reports and memoranda, as appropriate, and new Coordinated Plan.  |   |                                     |
| <b>Requesting / Participating Agencies:</b>  |   | <b>Funding Sources:</b>             |
| <b>On Behalf Of:</b> SMTC  |   | <u>2021-2022</u>                    |
| <b>Participating Agencies:</b> SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate   |   | FHWA <sup>(PL)</sup> \$ 22,500      |
|  |   | FTA <sup>(Sec. 5303)</sup> \$ 7,500 |
|  |   | TOTAL \$ 30,000                     |

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| <b>UPWP TASK NO:</b>  | 3H   |                                     |
| <b>TASK TITLE:</b>  | Traffic Safety   |                                     |
| <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 MPOs.</p> <p>In addition, this task includes the participation of staff on the Onondaga County Traffic Safety Advisory Board and the NYSAMPO Safety Working Group. The role of the Traffic Safety Advisory Board is to build partnerships between local law enforcement agencies, involved agencies, and community members interested in the education and enforcement of traffic safety. Meetings are routinely held and staff attend/participate as an interested organization. The NYSAMPO Safety Working Group 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, 2021 - March, 2022</li> <li>- Participate on the Onondaga County Traffic Safety Advisory Board: April, 2021 - March, 2022</li> <li>- Attend traffic safety related webinars, trainings, events, and meetings, as appropriate: April, 2021 - March, 2022</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   |  | <u>2021-2022</u>                    |
| <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                     |

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| <b>UPWP TASK NO:</b>                                      | 3l   |                            |           |
| <b>TASK TITLE:</b>  | Travel Demand Modeling   |                            |           |
| <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>                                       | <p>This task involves the following:</p> <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> <p>This is an ongoing activity.</p> <p><u>Schedule</u></p> <p>- Above tasks, and others that may arise, will take place throughout the 2021-2022 program year.</p> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p> |                            |           |
| <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                                 |  | <u>2021-2022</u>           |           |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies |  | FHWA <sup>(PL)</sup>       | \$ 55,000 |
|   |  | FTA <sup>(Sec. 5303)</sup> | \$ 0      |
|   |  | <b>TOTAL</b>               | \$ 55,000 |

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| <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><br><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>▪ Bicycle/pedestrian/transit profiles;</li> <li>▪ Sketch planning/graphics;</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. Past efforts focused on Old Route 57 in Clay, NY 173 in the Hamlet of Jamesville, Church Street in North Syracuse, and various facilities in Liverpool. Staff is currently in process of developing a technical memorandum for the Town of Skaneateles that details plausible "gateway" enhancements along US Route 20.</p> <p><u>Schedule</u></p> <p>- Contingent on requests and input from SOCPA throughout the 2021-2022 program year.</p> |  |   |  |
| <b>END PRODUCT:</b><br><p>Various output elements in support of the local plans being developed. This project will not be creating these plans, just assisting with support services.</p>  |  |   |  |
| <b>Requesting / Participating Agencies:</b>  |  | <b>Funding Sources:</b>   |  |
| <b>On Behalf Of:</b> SOCPA   |  | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 40,000<br>FTA <sup>(Sec. 5303)</sup> \$ 10,000<br><hr/> TOTAL \$ 50,000 |  |
| <b>Participating Agencies:</b> SMTc, SMTc Member Agencies, Other Agencies as Appropriate   |  |   |  |



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| <b>UPWP TASK NO:</b>   | 3K   |  |
| <b>TASK TITLE:</b>   | City and OCDOT Traffic Count Programs  |  |
| <b>OBJECTIVE:</b>  | To develop an 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><br><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 will have 100 percent of the City (federal-aid eligible) and OCDOT roads counted on a rotating cycle. Tube counts may be collected via SMTC's count contract or NYSDOT. This is an ongoing activity.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Conduct traffic counts: April-June, 2021, September-October, 2021</li> <li>- Data review: May, 2021 - March, 2022</li> </ul> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p> |  |  |
| <b>END PRODUCT:</b><br><p>Updated traffic count database and traffic count data.</p>   |  |  |
| <b>Requesting / Participating Agencies:</b>  |  | <b>Funding Sources:</b>  |
| <b>On Behalf Of:</b> City of Syracuse and OCDOT<br><br><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate  |  | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 25,000<br>FTA <sup>(Sec. 5303)</sup> \$ 0<br><hr/> TOTAL \$ 25,000 |

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| <b>UPWP TASK NO:</b>  | 3L   |  |  |
| <b>TASK TITLE:</b>  | City of Syracuse On Call Planning Support  |  |  |
| <b>OBJECTIVE:</b>   | To provide transportation planning support and assistance to the City of Syracuse. |  |  |
| <b>METHODOLOGY:</b><br><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>Efforts may include assistance on the development of a City of Syracuse ReZone Generic Environmental Impact Statement, sidewalk snow removal, and furthering the concept of tactical urbanism.</p> <p><u>Schedule</u></p> <p>- This is a planning support effort dependent on needs and requests from the City of Syracuse.</p> |  |  |  |
| <b>END PRODUCT:</b><br><p>Transportation planning analysis and documentation, as applicable, once support is identified.</p>  |  |  |  |
| <b>Requesting / Participating Agencies:</b>   |  | <b>Funding Sources:</b>  |  |
| <b>On Behalf Of:</b> City of Syracuse and SOCPA   |  | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 24,000<br>FTA <sup>(Sec. 5303)</sup> \$ 6,000<br><br>TOTAL \$ 30,000 |  |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate  |  |  |  |

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| <b>UPWP TASK NO:</b>   | <b>3M</b>  |                            |                  |
| <b>TASK TITLE:</b>   | <b>Safety Assessment and Analysis</b>  |                            |                  |
| <b>OBJECTIVE:</b>  | To identify and analyze high accident locations through a data-driven approach 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 may exceed locally derived averages, and potentially 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 scope of work was finalized in November, 2018. 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 were analyzed first with a document finalized during the 2019-2020 program.</p> <p>Work efforts during the 2020-2021 program focused exclusively on City of Syracuse locations and that analysis/documentation is approximately 80% complete.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Summarize information into final document: 1st Quarter SFY 2021-22</li> </ul> |                            |                  |
| <b>END PRODUCT:</b>  | A final document with maps, graphics, and summary narratives.  |                            |                  |
| <b>Requesting / Participating Agencies:</b>  |  | <b>Funding Sources:</b>    |                  |
| <b>On Behalf Of:</b> OCDOT   |  | <u>2021-2022</u>           |                  |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate |  | FHWA <sup>(PL)</sup>       | \$ 12,000        |
|  |  | FTA <sup>(Sec. 5303)</sup> | \$ 3,000         |
|  |  | <b>TOTAL</b>               | <b>\$ 15,000</b> |

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| <b>UPWP TASK NO:</b>  | 3N   |                                     |
| <b>TASK TITLE:</b>  | CNY Recreational Heritage Trail Bike Corridor  |                                     |
| <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 to the southern border of Onondaga County. |                                     |
| <b>METHODOLOGY:</b><br><p>The CNY RPDB's 2017 CNY Regional Recreation &amp; Heritage Plan identified 3 preliminary bicycle touring corridors: 1) Syracuse - Jamesville Rail With Trail Bikeway (corridor #20), 2) Jamesville - Labrador Hollow Bike Corridor (corridor #21), and 3) Fabius - City of Cortland - Marathon Route 11 Bikeway (corridor #27). Further exploration of the these 3 corridors and alternative routes, of which includes railway right-of-way, and feasibility will be completed via this planning task in coordination with facility owners for routes that are located within the SMTC planning area, with a southern boundary of Onondaga County. Although corridor #27 extends beyond the SMTC area, additional assistance may be provided if requested.</p> <p>A full scope of work was created in 3rd Quarter SFY 2019-20. This project is 60% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Data collection: complete</li> <li>- Feasibility analyses &amp; recommended routes: complete</li> <li>- General planning guidelines: 1st Quarter SFY 2021-22</li> <li>- Cost estimates: 1st Quarter SFY 2021-22</li> <li>- Final document: 2nd Quarter SFY 2021-22</li> </ul> |  |                                     |
| <b>END PRODUCT:</b><br><p>A final document with maps, planning guidelines, recommendations, and cost estimates.</p>   |  |                                     |
| <b>Requesting / Participating Agencies:</b>   |  | <b>Funding Sources:</b>             |
| <b>On Behalf Of:</b> CNY RPDB   |  | <u>2021-2022</u>                    |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate  |  | FHWA <sup>(PL)</sup> \$ 15,000      |
|   |  | FTA <sup>(Sec. 5303)</sup> \$ 5,000 |
|   |  | TOTAL \$ 20,000                     |

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| <b>UPWP TASK NO:</b>   | 30   |                                      |
| <b>TASK TITLE:</b>   | Joint TMC Co-Location - White Paper Evaluation   |                                      |
| <b>OBJECTIVE:</b>  | To begin process of determining the feasibility of co-locating traffic management operations into a single, joint use and functional Traffic Management Center for State, County, and City.  |                                      |
| <b>METHODOLOGY:</b>  | <p>In the Syracuse Metropolitan Planning Area, member agencies are operating and maintaining standalone traffic operations centers. The NYSDOT Transportation Management Center is predominantly for the Interstate system in Onondaga County, the City of Syracuse Traffic Control Center covers numerous City owned traffic signals and, although Onondaga County does not have an operations “center,” they do utilize various ITS technologies. This project will seek to identify new management partnerships between the State, County, and City to potentially provide expanded coverage to the traveling public.</p> <p>Project is approximately 25% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: complete</li> <li>- Case study research and documentation: 1st Quarter SFY 2021-22</li> <li>- Meeting facilitation: 1st Quarter through 2nd Quarter SFY 2021-22</li> <li>- Document: 3rd Quarter SFY 2021-22</li> </ul> |                                      |
| <b>END PRODUCT:</b>  | A final document including information on research, best practices, meeting summaries, outcomes and order of magnitude costs.  |                                      |
| <b>Requesting / Participating Agencies:</b>  |  | <b>Funding Sources:</b>              |
| <b>On Behalf Of:</b> NYSDOT  |  | <u>2021-2022</u>                     |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate |  | FHWA <sup>(PL)</sup> \$ 30,000       |
|  |  | FTA <sup>(Sec. 5303)</sup> \$ 10,000 |
|  |  | <hr/> TOTAL \$ 40,000                |

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| <b>UPWP TASK NO:</b>  | 3P  |
| <b>TASK TITLE:</b>  | Dome Traffic Management & Events Strategic Plan   |
| <b>OBJECTIVE:</b>   | To provide detailed, site specific traffic management & operations documentation during various events at the Syracuse University Carrier Dome that is inclusive of broader, day-to-day management & operations recommendations in light of new access to the University Hill area, and transportation network changes anticipated by the NYSDOT I-81 Viaduct being replaced with a community grid. |
| <b>METHODOLOGY:</b><br><p>Project will be consultant-led to create modern and applicable special events documentation. The funding listed below is for the staff time commitment for the coming year. Consultant costs will be covered under separate funding for SPR funds from the NYSDOT up to an anticipated maximum of \$400,000. An RFP was released in August, 2020, followed by consultant selection during 3rd Quarter SFY 2020-21.</p> <p>Since this project will be based on a revised road network as a result of the community grid, a schedule has been developed that considers progress on the I-81 Viaduct Project. If the community grid is not identified as the selected preferred I-81 Viaduct alternative, the schedule and/or overall project effort(s) will be revisited. The project schedule has been developed to include a pause in work with a restart of work contingent on selection of the I-81 preferred alternative. Project is anticipated to take up to three years to complete and will include tasks such as public engagement (i.e., Study Advisory Committee (SAC) meetings, stakeholder meetings, neighborhood outreach, survey), case studies review, data collection and documentation of needs, strategic plan development, implementation and observation documents. SAC members include representatives from City of Syracuse, CNYRTA, NYSDOT, and Syracuse University. Three virtual stakeholder meetings and virtual neighborhood meetings (number undetermined at this time) are anticipated throughout the planning effort. Also, a web-based public engagement survey will be created to gain insight into fans "gameday experience."</p> <p><u>Task and Schedule (subject to change)</u></p> <ul style="list-style-type: none"> <li>- Advisory Committee meetings: 1st Quarter SFY 2021-22 through 2nd Quarter SFY 2023-24</li> <li>- Case Study research: 1st Quarter SFY 2021-22</li> <li>- Data collection and documentation: 2nd Quarter through 3rd Quarter SFY 2021-22</li> <li>- Strategic plan: 4th Quarter SFY 2021-22 through 4th Quarter SFY 2022-23</li> <li>- Implementation document: 2nd Quarter SFY 2022-23 through 3rd Quarter 2023-24</li> <li>- Final document: 4th Quarter SFY 2023-24</li> </ul> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p> |   |
| <b>END PRODUCT:</b><br><p>Two related documents: 1) detailed document with graphics, maps, time specific traffic control plans/details and 2) a Dome events strategic transportation study.</p>   |   |
| <b>Requesting / Participating Agencies:</b>   | <b>Funding Sources:</b>   |
| <b>On Behalf Of:</b> City of Syracuse   | <div style="text-align: right;"><u>2021-2022</u></div> <div> <div style="display: flex; justify-content: space-between;"> <div>FHWA <sup>(PL)</sup></div> <div>\$ 32,000</div> </div> <div style="display: flex; justify-content: space-between;"> <div>FTA <sup>(Sec. 5303)</sup></div> <div>\$ 8,000</div> </div> </div>  |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate  | <div style="display: flex; justify-content: space-between;"> <div>TOTAL</div> <div>\$ 40,000</div> </div>   |

(plus SPR expenses incurred)



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| <b>UPWP TASK NO:</b>  | 3Q   |  |
| <b>TASK TITLE:</b>  | Tuscarora Rd Corridor Study  |  |
| <b>OBJECTIVE:</b>   | To complete a corridor study of Tuscarora Road, primarily in the Village of Chittenango, to increase safety and mobility of bicyclists and pedestrians along the corridor. |  |
| <b>METHODOLOGY:</b><br><p>A long-term plan for the Village of Chittenango is to create a safe and healthy environment for citizens through the development and ongoing maintenance of parks, playgrounds and their CreekWalk trail system. Over the past several years Village officials have noticed an increase of traffic on Tuscarora Road, which they attribute as some vehicles bypassing the village's commercial area during morning and evening commutes. This staff-led project will seek to identify plausible recommendations to potentially alleviate increased traffic through the use of Complete Streets techniques and other applicable safety considerations.</p> <p>A Scope of Work was developed in July, 2020. This project is approximately 33% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Data collection and existing conditions: complete</li> <li>- Issues and Opportunities: 1st Quarter SFY 2021-22</li> <li>- Recommendations: 2nd Quarter SFY 2021-22</li> <li>- Document: 3rd Quarter SFY 2021-22</li> </ul> |  |  |
| <b>END PRODUCT:</b><br><p>A final document detailing existing conditions, issues, and recommendations.</p>  |  |  |
| <b>Requesting / Participating Agencies:</b>   |  | <b>Funding Sources:</b>  |
| <b>On Behalf Of:</b> Village of Chittenango<br><br><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate   |  | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 20,000<br>FTA <sup>(Sec. 5303)</sup> \$ 5,000<br><hr/> TOTAL \$ 25,000 |

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| <b>UPWP TASK NO:</b>  | 3R   |  |
| <b>TASK TITLE:</b>  | US Route 11 Corridor Study - Mattydale   |  |
| <b>OBJECTIVE:</b>   | To complete a corridor study of US Route 11 in the Town of Salina to increase safety, mobility, and the viability of transit, bicycle and pedestrian use as well along the corridor. |  |
| <b>METHODOLOGY:</b><br><p>US Route 11 between Lawrence Road to the New York State Thruway in the Hamlet of Mattydale, Town of Salina, has seen limited economic growth. The corridor generally consists of a few big box stores and various smaller developments and outparcels. A number of issues have manifested along the corridor such as 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 staff-led efforts are envisioned for this project. Staff will work with the SAC (i.e., Town of Salina, SOCPA, NYSDOT, Onondaga County, CNYRTA) to identify objectives along the corridor that will further the project's overall goals of the study. Drawing on the objectives, staff and the SAC will develop a preliminary "future vision" for the corridor that could include land use changes and changes to the transportation network. The corridor vision will be vetted with the public at a yet to be scheduled virtual public meeting.</p> <p>A full scope of work was developed in July, 2020. Project is envisioned to take two years to complete. Project is approximately 50% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Data collection and existing conditions: complete</li> <li>- Safety assessment: complete</li> <li>- Anticipated future land uses and associated changes in traffic: complete</li> <li>- Corridor visioning (and concept plans): 1st Quarter SFY 2021-22</li> <li>- Advancing concept plans: 3rd Quarter SFY 2021-22</li> <li>- Final document: 4th Quarter of SFY 2021-22</li> </ul> |  |  |
| <b>END PRODUCT:</b><br><p>A final document detailing existing conditions, issues, and concept plans.</p>  |  |  |
| <b>Requesting / Participating Agencies:</b>   |  | <b>Funding Sources:</b>  |
| <b>On Behalf Of:</b> Town of Salina, SOCPA  |  | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 32,160<br>FTA <sup>(Sec. 5303)</sup> \$ 7,840<br><br>TOTAL \$ 40,000 |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate  |  |  |

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| <b>UPWP TASK NO:</b>   | 3S  |                                     |
| <b>TASK TITLE:</b>   | Manlius Village Center Pedestrian Safety & Mobility Study                             |                                     |
| <b>OBJECTIVE:</b>  | To improve and promote bicycle and pedestrian mobility in an inviting village center. |                                     |
| <p><b>METHODOLOGY:</b></p> <p>The Village of Manlius is challenged with accommodating regional high traffic volume through its village center. Development in the village center is increasingly oriented toward a walkable environment, and the high volume, and perceived high speed of vehicles along with limited sidewalk capacity, wide pedestrian crossings, and other factors do not match the land uses that are increasingly emerging. This staff-led planning effort will seek to explore a variety of traffic calming improvements. Staff anticipates to meet with business owners to solicit feedback on issues/concerns businesses in the study area are faced with.</p> <p>A scope of work was developed in October, 2020. Project is envisioned to take two years to complete and is approximately 50% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Data collection and existing conditions: complete</li> <li>- Identification of issues: 1st Quarter SFY 2021-22</li> <li>- Identify proposed improvements: 3rd Quarter SFY 2021-22</li> <li>- Recommended strategies: 4th Quarter SFY 2021-22</li> <li>- Final document: 1st Quarter SFY 2022-23</li> </ul> |   |                                     |
| <p><b>END PRODUCT:</b></p> <p>A final document detailing existing conditions, issues, and recommendations.</p>   |   |                                     |
| <b>Requesting / Participating Agencies:</b>  |   | <b>Funding Sources:</b>             |
| <b>On Behalf Of:</b> Village of Manlius, SOCPA   |   | <u>2021-2022</u>                    |
| <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 \$ 40,000                     |

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| <b>UPWP TASK NO:</b>  | 3T   |  |
| <b>TASK TITLE:</b>  | Village of Skaneateles Pedestrian Safety & Access  |  |
| <b>OBJECTIVE:</b>   | Development and evaluation of pedestrian conditions along Main Street, US Route 20, in the Village of Skaneateles. |  |
| <b>METHODOLOGY:</b><br><p>Through this technical analysis, SMTc staff will examine several areas of concern and opportunity, to improve pedestrian conditions, reduce vehicular conflicts, and manage the multi-modal environment along the Main Street/US 20 corridor.</p> <p>A scope of work was developed in July, 2020. Project is approximately 33% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Data collection and existing conditions: complete</li> <li>- Identification of issues: 1st Quarter SFY 2021-22</li> <li>- Proposed improvements: 2nd Quarter SFY 2021-22</li> <li>- Recommended strategies: 3rd Quarter SFY 2021-22</li> <li>- Final document: 4th Quarter SFY 2021-22</li> </ul> |  |  |
| <b>END PRODUCT:</b><br><p>A final document detailing existing conditions, issues, and recommendations.</p>  |  |  |
| <b>Requesting / Participating Agencies:</b>   |  | <b>Funding Sources:</b>  |
| <b>On Behalf Of:</b> Village of Skaneateles, SOCPA  |  | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 27,336<br>FTA <sup>(Sec. 5303)</sup> \$ 6,664<br><hr/> TOTAL \$ 34,000 |
| <b>Participating Agencies:</b> SMTc, SMTc Member Agencies, Other Agencies as Appropriate  |  |  |

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| <b>UPWP TASK NO:</b>  | 3U   |  |                      |    |        |                            |    |        |       |    |        |
| <b>TASK TITLE:</b>  | Syracuse Sidewalk Planning Study                               |  |                      |    |        |                            |    |        |       |    |        |
| <b>OBJECTIVE:</b>   | To update existing sidewalk inventory with more complete data. |  |                      |    |        |                            |    |        |       |    |        |
| <p><b>METHODOLOGY:</b></p> <p>In the past few years, the SMTC created a sidewalk inventory in GIS that has been referenced in multiple planning activities. The inventory includes sidewalks in the City of Syracuse and other municipalities in the planning area. Through updating and expanding on data inputs, a sidewalk database may be generated to work through sidewalk replacement and upgrade scenarios.</p> <p>SMTC staff completed the first phase of a pilot sidewalk data collection program during the 3rd Quarter of SFY 2020-21 and will continue collecting data in the 2021-2022 program.</p> <p><u>Schedule</u></p> <p>- Data collection: May, 2021 - August, 2021</p> |  |  |                      |    |        |                            |    |        |       |    |        |
| <p><b>END PRODUCT:</b></p> <p>Sidewalk inventory/database and applicable documentation of efforts.</p>  |  |  |                      |    |        |                            |    |        |       |    |        |
| <b>Requesting / Participating Agencies:</b>   |  | <b>Funding Sources:</b>  |                      |    |        |                            |    |        |       |    |        |
| <p><b>On Behalf Of:</b> City of Syracuse</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>  |  | <p><u>2021-2022</u></p> <table> <tr> <td>FHWA <sup>(PL)</sup></td> <td>\$</td> <td>30,000</td> </tr> <tr> <td>FTA <sup>(Sec. 5303)</sup></td> <td>\$</td> <td>10,000</td> </tr> <tr> <td>TOTAL</td> <td>\$</td> <td>40,000</td> </tr> </table> | FHWA <sup>(PL)</sup> | \$ | 30,000 | FTA <sup>(Sec. 5303)</sup> | \$ | 10,000 | TOTAL | \$ | 40,000 |
| FHWA <sup>(PL)</sup>  | \$   | 30,000   |                      |    |        |                            |    |        |       |    |        |
| FTA <sup>(Sec. 5303)</sup>  | \$   | 10,000   |                      |    |        |                            |    |        |       |    |        |
| TOTAL   | \$   | 40,000   |                      |    |        |                            |    |        |       |    |        |

|   |   |   |                      |    |        |                            |    |       |       |    |        |
|---|---|---|----------------------|----|--------|----------------------------|----|-------|-------|----|--------|
| <b>UPWP TASK NO:</b>  | 3V  |   |                      |    |        |                            |    |       |       |    |        |
| <b>TASK TITLE:</b>  | Syracuse School Loading Zone Study  |   |                      |    |        |                            |    |       |       |    |        |
| <b>OBJECTIVE:</b>   | To develop recommendations for safer and more efficient school loading zones. |   |                      |    |        |                            |    |       |       |    |        |
| <p><b>METHODOLOGY:</b></p> <p>Although not explicitly related, the State's I-81 Opportunities Project will shift travel patterns placing increased emphasis on the City's existing street grid. Several schools are located on or in close proximity to major commuter corridors. Improved school loading zone areas are necessary for improving student safety as travel patterns will very likely change as an outcome of the "community grid" alternative implementation. Recommendations for physical changes as well as potential policy adjustments will be considered as part of this planning effort. A full scope of work will be developed. Preliminary efforts and schedule include the following.</p> <p>This staff-led effort is contingent on easing of COVID-19 restrictions and active participation from the City of Syracuse Central School District.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: 1st Quarter SFY 2021-22</li> <li>- Data Collection and Analysis regarding existing zones, infrastructure, and dismissal policies: 1st Quarter SFY 2021-22</li> <li>- Alternatives identification and mapping: 3rd Quarter SFY 2021-22</li> <li>- Resources/directives for implementation: 4th Quarter SFY 2021-22</li> <li>- Final document: March, 2022</li> </ul> |   |   |                      |    |        |                            |    |       |       |    |        |
| <p><b>END PRODUCT:</b></p> <p>A final document with graphics and recommendations.</p>   |   |   |                      |    |        |                            |    |       |       |    |        |
| <b>Requesting / Participating Agencies:</b>   |   | <b>Funding Sources:</b>   |                      |    |        |                            |    |       |       |    |        |
| <p><b>On Behalf Of:</b> City of Syracuse</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>  |   | <p><u>2021-2022</u></p> <table> <tr> <td>FHWA <sup>(PL)</sup></td> <td>\$</td> <td>16,080</td> </tr> <tr> <td>FTA <sup>(Sec. 5303)</sup></td> <td>\$</td> <td>3,920</td> </tr> <tr> <td>TOTAL</td> <td>\$</td> <td>20,000</td> </tr> </table> | FHWA <sup>(PL)</sup> | \$ | 16,080 | FTA <sup>(Sec. 5303)</sup> | \$ | 3,920 | TOTAL | \$ | 20,000 |
| FHWA <sup>(PL)</sup>  | \$  | 16,080  |                      |    |        |                            |    |       |       |    |        |
| FTA <sup>(Sec. 5303)</sup>  | \$  | 3,920   |                      |    |        |                            |    |       |       |    |        |
| TOTAL   | \$  | 20,000  |                      |    |        |                            |    |       |       |    |        |

|  |   |  |  |
|--|---|--|--|
| <b>UPWP TASK NO:</b>   | 3W  |  |  |
| <b>TASK TITLE:</b>   | Syracuse Residential Parking Permits Study Phase 1  |  |  |
| <b>OBJECTIVE:</b>  | To identify need for, and pathways to, enacting Residential Parking Permits in the City of Syracuse.  |  |  |
| <b>METHODOLOGY:</b>  | <p>Several areas in the City of Syracuse, such as Downtown, University Hill, Tipperary Hill, and Park Ave have limited/constrained on-street parking capacity. This staff-led effort will seek to explore best practices of similar communities and legislative procedures, as appropriate, that may be necessary to implement a residential parking permit for the City. Evaluation of current on-street parking policies will be paramount to this effort.</p> <p>A scope of work was developed in October, 2020. Project is approximately 40% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Initial parking sign inventory and existing conditions: complete</li> <li>- Best practices summary: 1st Quarter SFY 2021-22</li> <li>- Identify areas at or approaching capacity for on-street parking: 1st Quarter SFY 2021-22</li> <li>- Actions and recommendations: 3rd Quarter SFY 2021-22</li> <li>- Final document: 4th Quarter SFY 2021-22</li> </ul> |  |  |
| <b>END PRODUCT:</b>  | A final document with maps, graphics, best practices summary, and recommendations.  |  |  |
| <b>Requesting / Participating Agencies:</b>  |   | <b>Funding Sources:</b>  |  |
| <b>On Behalf Of:</b> City of Syracuse  |   | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 24,120<br>FTA <sup>(Sec. 5303)</sup> \$ 5,880<br>TOTAL \$ 30,000 |  |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate |   |  |  |



|   |   |  |
|---|---|--|
| <b>UPWP TASK NO:</b>  | 3X  |  |
| <b>TASK TITLE:</b>  | Syracuse Safe Routes to School Manual                           |  |
| <b>OBJECTIVE:</b>   | To develop standards for future Safe Routes to School projects. |  |
| <p><b>METHODOLOGY:</b></p> <p>Beyond providing safety improvements, Safe Routes to School (SRTS) facilities in the City of Syracuse may also seek to capitalize on existing trails and expand their reach/connections to neighborhoods and school facilities. This staff-led planning effort, submitted by the City of Syracuse, will compile best practices for SRTS and develop a guide/manual that the City and their public partners can utilize when planning for, and implementing SRTS projects. It is envisioned that the SRTS guide/manual will include recommendations on materials, wayfinding styles, and conceptual routes. To date, the City has implemented/installed a number of SRTS projects that will form the basis for this planning effort.</p> <p>A scope of work was developed in November, 2020. Project is approximately 25% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Data gathering: complete</li> <li>- Case study application: 1st - 2nd Quarter SFY 2021-22</li> <li>- Develop SRTS Guidebook: 2nd - 3rd Quarter SFY 2021-22</li> </ul> |   |  |
| <p><b>END PRODUCT:</b></p> <p>A SRTS Guidebook suitable for public use and incorporating background research, data gathering, and local case study example.</p>   |   |  |
| <b>Requesting / Participating Agencies:</b>   |   | <b>Funding Sources:</b>  |
| <b>On Behalf Of:</b> City of Syracuse   |   | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 24,120<br>FTA <sup>(Sec. 5303)</sup> \$ 5,880<br><hr/> TOTAL \$ 30,000 |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate  |   |  |

## **UNIFIED PLANNING WORK PROGRAM**

**FY 2021-2022**

### **4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (44.25.00)**

#### **4A. TIP Development and Maintenance**

|   |   |                                     |
|---|---|-------------------------------------|
| <b>UPWP TASK NO:</b>  | <b>4A</b>   |                                     |
| <b>TASK TITLE:</b>  | <b>TIP Development and Maintenance</b>  |                                     |
| <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><br><p>The Transportation Improvement Program will be maintained, amended, and updated as necessary, in cooperation with the NYSDOT, units of local government, and the CNYRTA. The 2020-2024 Transportation Improvement Program was adopted by the SMTC Policy Committee in June, 2019, and has been amended several times, as necessary since initial adoption.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Maintenance of 2020-2024 TIP: April, 2021 - March, 2022</li> <li>- Annual Listing of Obligations: November, 2021</li> <li>- Federal Fiscal Year 20/21 summary: November, 2021</li> </ul> |   |                                     |
| <b>END PRODUCT:</b><br><p>A Transportation Improvement Program that is maintained, kept up-to-date, and in compliance with all Federal and State requirements.</p>  |   |                                     |
| <b>Requesting / Participating Agencies:</b>   |   | <b>Funding Sources:</b>             |
| <b>On Behalf Of:</b> SMTC   |   | <u>2021-2022</u>                    |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate  |   | FHWA <sup>(PL)</sup> \$ 22,500      |
|   |   | FTA <sup>(Sec. 5303)</sup> \$ 7,500 |
|   |   | TOTAL \$ 30,000                     |

## **UNIFIED PLANNING WORK PROGRAM**

**FY 2021-2022**

### **5. OTHER ACTIVITIES (44.27.00)**

5A. Miscellaneous Activities and Special Technical Assistance

|  |   |  |
|--|---|--|
| <b>UPWP TASK NO:</b>   | 5A  |  |
| <b>TASK TITLE:</b>   | Miscellaneous Activities and Special Technical Assistance   |  |
| <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><br><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 2021-2022 program year.</p> |   |  |
| <b>END PRODUCT:</b><br><p>Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.</p>   |   |  |
| <b>Requesting / Participating Agencies:</b>  |   | <b>Funding Sources:</b>  |
| <b>On Behalf Of:</b> SMTC  |   | <u>2021-2022</u><br>FHWA <sup>(PL)</sup> \$ 39,076<br>FTA <sup>(Sec. 5303)</sup> \$ 11,439<br><br>TOTAL \$ <u>50,515</u> |
| <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate   |   |  |

# UNIFIED PLANNING WORK PROGRAM

**FY 2021-2022**

## **6. BUDGET TABLES**

2021-2022

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 6 - STATEWIDE PLANNING & RESEARCH and OTHER FUNDS

TABLE 1  
2021 - 2022 SUMMARY BUDGET

| TASK BUDGET |  |                |           |       |               |             |             |                   |                               |
|-------------|--|----------------|-----------|-------|---------------|-------------|-------------|-------------------|-------------------------------|
| TASK        |  | FUNDING SOURCE |           |       |               |             |             |                   |                               |
| ID          | Category   | FHWA - PL      | FTA       | FTA % | Total Federal | State Match | Local Match | Total Non-Federal | Total Federal and Non-Federal |
| 1.          | Program Administration and Support (44.21.00)  |                |           |       |               |             |             |                   |                               |
| A.          | General Administration   | \$220,000      | \$55,000  | 20%   | \$275,000     | \$45,049    | \$15,016    | \$60,066          | \$335,066                     |
| B.          | Public Participation and Web Site Update   | \$22,500       | \$0       | 0%    | \$22,500      | \$3,553     | \$1,184     | \$4,737           | \$27,237                      |
| C.          | Federal Transportation Legislation Examination and Evaluation  | \$4,000        | \$1,000   | 20%   | \$5,000       | \$819       | \$273       | \$1,092           | \$6,092                       |
| D.          | UPWP Previous Year Closeouts   | \$4,000        | \$1,000   | 20%   | \$5,000       | \$819       | \$273       | \$1,092           | \$6,092                       |
| E.          | UPWP Maintenance and Development   | \$8,000        | \$2,000   | 20%   | \$10,000      | \$1,638     | \$546       | \$2,184           | \$12,184                      |
|             | Total Program Administration and Support   | \$258,500      | \$59,000  | 19%   | \$317,500     | \$51,878    | \$17,293    | \$69,171          | \$386,671                     |
| 2.          | Short-Range Transportation Planning (44.24.00)   |                |           |       |               |             |             |                   |                               |
| A.          | Census Data Compilation and/or Analysis  | \$3,982        | \$1,018   | 20%   | \$5,000       | \$820       | \$273       | \$1,093           | \$6,093                       |
| B.          | Data Collection, Compilation and/or Analysis   | \$40,000       | \$0       | 0%    | \$40,000      | \$6,316     | \$2,105     | \$8,421           | \$48,421                      |
| C.          | Geographic Information Systems - SMTc  | \$38,400       | \$9,600   | 20%   | \$48,000      | \$7,863     | \$2,621     | \$10,484          | \$58,484                      |
| D.          | Geographic Information Systems - Member Agency Assistance  | \$24,000       | \$6,000   | 20%   | \$30,000      | \$4,914     | \$1,638     | \$6,553           | \$36,553                      |
|             | Total Short-Range Transportation Planning  | \$106,382      | \$16,618  | 14%   | \$123,000     | \$19,913    | \$6,638     | \$26,551          | \$149,551                     |
| 3.          | Long Range Transportation Planning (44.23.02)  |                |           |       |               |             |             |                   |                               |
| A.          | Bicycle/Pedestrian Planning  | \$15,000       | \$5,000   | 25%   | \$20,000      | \$3,306     | \$1,102     | \$4,408           | \$24,408                      |
| B.          | Bridge and Pavement Condition Management System (BPCMS)  | \$24,000       | \$6,000   | 20%   | \$30,000      | \$4,914     | \$1,638     | \$6,553           | \$36,553                      |
| C.          | I-81 Participation   | \$4,000        | \$1,000   | 20%   | \$5,000       | \$819       | \$273       | \$1,092           | \$6,092                       |
| D.          | I-81 Travel Demand Modeling Project  | \$4,000        | \$1,000   | 20%   | \$5,000       | \$819       | \$273       | \$1,092           | \$6,092                       |
| E.          | MPO Area Regional Planning Initiatives   | \$22,500       | \$7,500   | 25%   | \$30,000      | \$4,959     | \$1,653     | \$6,612           | \$36,612                      |
| F.          | Long-Range Transportation Plan/Performance Based Planning (includes asset inventory & funding strategy and other research items) | \$37,500       | \$12,500  | 25%   | \$50,000      | \$8,265     | \$2,755     | \$11,020          | \$61,020                      |
| G.          | Rail, Truck and Transit Planning (includes freight outreach, route/sign inventory & mapping)                                     | \$22,500       | \$7,500   | 25%   | \$30,000      | \$4,959     | \$1,653     | \$6,612           | \$36,612                      |
| H.          | Traffic Safety   | \$8,000        | \$2,000   | 20%   | \$10,000      | \$1,638     | \$546       | \$2,184           | \$12,184                      |
| I.          | Travel Demand Modeling   | \$55,000       | \$0       | 0%    | \$55,000      | \$8,684     | \$2,895     | \$11,579          | \$66,579                      |
| J.          | Local Comprehensive Plan Assistance  | \$40,000       | \$10,000  | 20%   | \$50,000      | \$8,191     | \$2,730     | \$10,921          | \$60,921                      |
| K.          | City and OCDOT Traffic Count Programs (recurring)  | \$25,000       | \$0       | 0%    | \$25,000      | \$3,947     | \$1,316     | \$5,263           | \$30,263                      |
| L.          | City of Syracuse on call Planning Support - various activities   | \$24,000       | \$6,000   | 20%   | \$30,000      | \$4,914     | \$1,638     | \$6,553           | \$36,553                      |
| M.          | Safety Assessment and Analysis (City and County facilities)  | \$12,000       | \$3,000   | 20%   | \$15,000      | \$2,457     | \$819       | \$3,276           | \$18,276                      |
| N.          | CNY Recreational Heritage Trail Bike Corridor - Planning Assistance  | \$15,000       | \$5,000   | 25%   | \$20,000      | \$3,306     | \$1,102     | \$4,408           | \$24,408                      |
| O.          | Joint TMC Co Location - White Paper Evaluation   | \$30,000       | \$10,000  | 25%   | \$40,000      | \$6,612     | \$2,204     | \$8,816           | \$48,816                      |
| P.          | Dome Traffic Management and Events Strategic Plan  | \$32,000       | \$8,000   | 20%   | \$40,000      | \$6,553     | \$2,184     | \$8,737           | \$48,737                      |
| Q.          | Tuscarora Road Corridor Study  | \$20,000       | \$5,000   | 20%   | \$25,000      | \$4,095     | \$1,365     | \$5,461           | \$30,461                      |
| R.          | U.S. Route 11 Corridor Plan - Mattydale  | \$32,160       | \$7,840   | 20%   | \$40,000      | \$6,548     | \$2,183     | \$8,731           | \$48,731                      |
| S.          | Manlius Village Center Pedestrian Safety & Mobility Study  | \$32,160       | \$7,840   | 20%   | \$40,000      | \$6,548     | \$2,183     | \$8,731           | \$48,731                      |
| T.          | Village of Skaneateles Pedestrian Safety and Access  | \$27,336       | \$6,664   | 20%   | \$34,000      | \$5,566     | \$1,855     | \$7,421           | \$41,421                      |
| U.          | Syracuse Sidewalk Planning Study   | \$30,000       | \$10,000  | 25%   | \$40,000      | \$6,612     | \$2,204     | \$8,816           | \$48,816                      |
| V.          | Syracuse School Loading Zone Study   | \$16,080       | \$3,920   | 20%   | \$20,000      | \$3,274     | \$1,091     | \$4,365           | \$24,365                      |
| W.          | Syracuse Residential Parking Permits Study Phase 1   | \$24,120       | \$5,880   | 20%   | \$30,000      | \$4,911     | \$1,637     | \$6,548           | \$36,548                      |
| X.          | Syracuse - Safe Routes to School Manual (begins late in program year)  | \$24,120       | \$5,880   | 20%   | \$30,000      | \$4,911     | \$1,637     | \$6,548           | \$36,548                      |
|             | Total Long-Range Transportation Planning   | \$576,476      | \$137,524 | 19%   | \$714,000     | \$116,808   | \$38,936    | \$155,744         | \$869,744                     |
| 4.          | Transportation Improvement Program (TIP) (44.25.00)  |                |           |       |               |             |             |                   |                               |
| A.          | TIP Development & Maintenance  | \$22,500       | \$7,500   | 25%   | \$30,000      | \$4,959     | \$1,653     | \$6,612           | \$36,612                      |
|             | Total Transportation Improvement Program   | \$22,500       | \$7,500   | 25%   | \$30,000      | \$4,959     | \$1,653     | \$6,612           | \$36,612                      |
| 5.          | Other Activities (44.27.00)  |                |           |       |               |             |             |                   |                               |
| A.          | Miscellaneous Activities and Special Technical Assistance  | \$39,076       | \$11,439  | 23%   | \$50,515      | \$8,315     | \$2,772     | \$11,086          | \$61,601                      |
|             | Total Other Activities   | \$39,076       | \$11,439  | 23%   | \$50,515      | \$8,315     | \$2,772     | \$11,086          | \$61,601                      |
|             | Grand Total FHWA PL & FTA MPP Funds  | \$1,002,934    | \$232,081 | 19%   | \$1,235,015   | \$201,873   | \$67,291    | \$269,164         | \$1,504,179                   |
|             | Grand Total - All Fund Sources   |                |           |       | \$1,235,015   |             |             |                   | \$1,504,179                   |



## TABLE 2

### 2021 - 2022 SUMMARY BUDGET

### FEDERAL PROGRAM ONLY

| TASK BUDGET |                                     |                |           |           |          |             |                 |                   |                            |                             |             |
|-------------|-------------------------------------|----------------|-----------|-----------|----------|-------------|-----------------|-------------------|----------------------------|-----------------------------|-------------|
| TASK        |                                     | FUNDING SOURCE |           |           |          |             | RESPONSIBILITY  |                   |                            |                             |             |
| ID          | Task                                | FHWA - PL      | FTA       | State     | Local    | Total       | Staffing Budget | CNY RPDB Host Fee | State (non-federal share)* | Local (non-federal share)** | Total       |
| 44.21.00    | Program Administration and Support  | \$258,500      | \$59,000  | \$51,878  | \$17,293 | \$386,671   | \$237,500       | \$80,000          | \$51,878                   | \$17,293                    | \$386,671   |
| 44.24.00    | Short-Range Transportation Planning | \$106,382      | \$16,618  | \$19,913  | \$6,638  | \$149,551   | \$123,000       | \$0               | \$19,913                   | \$6,638                     | \$149,551   |
| 44.23.02    | Long-Range Transportation Planning  | \$576,476      | \$137,524 | \$116,808 | \$38,936 | \$869,744   | \$714,000       | \$0               | \$116,808                  | \$38,936                    | \$869,744   |
| 44.25.00    | Transportation Improvement Program  | \$22,500       | \$7,500   | \$4,959   | \$1,653  | \$36,612    | \$30,000        | \$0               | \$4,959                    | \$1,653                     | \$36,612    |
| 44.27.00    | Other Activities                    | \$39,076       | \$11,439  | \$8,315   | \$2,772  | \$61,601    | \$50,515        | \$0               | \$8,315                    | \$2,772                     | \$61,601    |
|             | Total                               | \$1,002,934    | \$232,081 | \$201,873 | \$67,291 | \$1,504,179 | \$1,155,015     | \$80,000          | \$201,873                  | \$67,291                    | \$1,504,179 |
|             |                                     | \$1,235,015    |           | \$269,164 |          | \$1,504,179 | \$1,235,015     |                   | \$269,164                  |                             | \$1,504,179 |

| AUDIT BUDGET |               |                    |                 |                  |                 |                    |
|--------------|---------------|--------------------|-----------------|------------------|-----------------|--------------------|
| ID           | Category      | Staff              | CNY RPDB        | State            | Local           | Total              |
| 44.20.01     | Salaries      | \$707,209          |                 | \$26,297         |                 | \$733,506          |
| 44.20.02     | Fringe        | \$228,417          | \$0             | \$10,138         |                 | \$238,555          |
| 44.20.03     | Travel        | \$10,700           | \$0             |                  |                 | \$10,700           |
| 44.20.04     | Equipment     | \$22,000           | \$0             |                  |                 | \$22,000           |
| 44.20.05     | Supplies      | \$7,500            | \$0             |                  |                 | \$7,500            |
| 44.20.06     | Contractual   | \$74,600           | \$80,000        |                  | \$67,291        | \$221,891          |
| 44.20.07     | Other         | \$23,989           | \$0             |                  |                 | \$23,989           |
| 44.20.08     | Indirect      | \$80,600           | \$0             | \$7,080          |                 | \$87,680           |
| XX.XX.XX     | Toll Credits* |                    |                 | \$158,358        |                 | \$158,358          |
|              | <b>Total</b>  | <b>\$1,155,015</b> | <b>\$80,000</b> | <b>\$201,873</b> | <b>\$67,291</b> | <b>\$1,504,179</b> |
|              |               | <b>\$1,235,015</b> |                 | <b>\$269,163</b> |                 | <b>\$1,504,179</b> |
|              |               |                    |                 |                  |                 |                    |
|              |               | <b>\$1,235,015</b> |                 |                  |                 | <b>\$1,504,179</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.

\*\* The Local non-federal share is provided as In-Kind Service

**TABLE 3**  
**2021 - 2022 SUMMARY BUDGET**  
**FHWA - PL BUDGET**

| TASK BUDGET |                                     |                    |                    |                  |                 |                  |                 |
|-------------|-------------------------------------|--------------------|--------------------|------------------|-----------------|------------------|-----------------|
| ID          | Task                                | Total              | FHWA - PL          | Staff            | CNYRPDB         | State*           | Local           |
| 44.21.00    | Program Administration and Support  | \$312,921          | \$258,500          | \$193,366        | \$65,134        | \$40,816         | \$13,605        |
| 44.24.00    | Short-Range Transportation Planning | \$128,778          | \$106,382          | \$106,382        |                 | \$16,797         | \$5,599         |
| 44.23.02    | Long-Range Transportation Planning  | \$697,839          | \$576,476          | \$576,476        |                 | \$91,023         | \$30,341        |
| 44.25.00    | Transportation Improvement Program  | \$27,237           | \$22,500           | \$22,500         |                 | \$3,553          | \$1,184         |
| 44.27.00    | Other Activities                    | \$47,303           | \$39,076           | \$39,076         |                 | \$6,170          | \$2,057         |
|             | <b>Total</b>                        | <b>\$1,214,079</b> | <b>\$1,002,934</b> | <b>\$937,800</b> | <b>\$65,134</b> | <b>\$158,358</b> | <b>\$52,787</b> |

|                    |                    |  |                  |                 |
|--------------------|--------------------|--|------------------|-----------------|
| <b>\$1,214,079</b> | <b>\$1,002,934</b> |  | <b>\$158,358</b> | <b>\$52,787</b> |
| <b>\$1,214,079</b> |                    |  |                  |                 |

| AUDIT BUDGET |                |                    |                  |                 |                  |                 |
|--------------|----------------|--------------------|------------------|-----------------|------------------|-----------------|
| ID           | Category       | Total              | Staff            | CNY RPDB        | State            | Local           |
| 44.20.01     | Salaries       | \$574,209          | \$574,209        |                 |                  |                 |
| 44.20.02     | Fringe         | \$185,461          | \$185,461        |                 |                  |                 |
| 44.20.03     | Travel         | \$8,688            | \$8,688          |                 |                  |                 |
| 44.20.04     | Equipment      | \$17,863           | \$17,863         |                 |                  |                 |
| 44.20.05     | Supplies       | \$6,090            | \$6,090          |                 |                  |                 |
| 44.20.06     | Contractual    | \$178,491          | \$60,571         | \$65,134        |                  | \$52,787        |
| 44.20.07     | Other          | \$19,478           | \$19,478         |                 |                  |                 |
| 44.20.08     | Indirect       | \$65,442           | \$65,442         |                 |                  |                 |
| XX.XX.XX     | Toll Credits * | \$158,358          |                  |                 | \$158,358        |                 |
|              | <b>Total</b>   | <b>\$1,214,079</b> | <b>\$937,800</b> | <b>\$65,134</b> | <b>\$158,358</b> | <b>\$52,787</b> |

|                    |                  |                 |                  |                 |
|--------------------|------------------|-----------------|------------------|-----------------|
| <b>\$1,214,079</b> | <b>\$937,800</b> | <b>\$65,134</b> | <b>\$158,358</b> | <b>\$52,787</b> |
| <b>\$1,214,079</b> |                  |                 |                  |                 |

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

**TABLE 4**  
**2021 - 2022 SUMMARY BUDGET**  
**FTA BUDGET**

| TASK BUDGET |                                     |                  |                  |                  |                 |                 |                 |
|-------------|-------------------------------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|
| ID          | Task                                | Total            | FTA              | Staff            | CNY RPDB        | State*          | Local           |
| 44.21.00    | Program Administration and Support  | \$73,750         | \$59,000         | \$44,134         | \$14,866        | \$11,063        | \$3,688         |
| 44.24.00    | Short-Range Transportation Planning | \$20,773         | \$16,618         | \$16,618         |                 | \$3,116         | \$1,039         |
| 44.23.02    | Long-Range Transportation Planning  | \$171,905        | \$137,524        | \$137,524        |                 | \$25,786        | \$8,595         |
| 44.25.00    | Transportation Improvement Program  | \$9,375          | \$7,500          | \$7,500          |                 | \$1,406         | \$469           |
| 44.27.00    | Other Activities                    | \$14,299         | \$11,439         | \$11,439         |                 | \$2,145         | \$715           |
|             | <b>Total</b>                        | <b>\$290,101</b> | <b>\$232,081</b> | <b>\$217,215</b> | <b>\$14,866</b> | <b>\$43,515</b> | <b>\$14,505</b> |

|                  |                  |                  |                 |                 |                 |
|------------------|------------------|------------------|-----------------|-----------------|-----------------|
| <b>\$290,101</b> | <b>\$232,081</b> | <b>\$217,215</b> | <b>\$14,866</b> | <b>\$43,515</b> | <b>\$14,505</b> |
| <b>\$290,101</b> |                  |                  |                 |                 |                 |

| AUDIT BUDGET |              |                  |                  |                 |                 |                 |
|--------------|--------------|------------------|------------------|-----------------|-----------------|-----------------|
| ID           | Category     | Total            | Staff            | CNY RPDB        | State           | Local           |
| 44.20.01     | Salaries     | \$159,297        | \$132,999        |                 | 26,297          |                 |
| 44.20.02     | Fringe       | \$53,094         | \$42,957         |                 | 10,138          |                 |
| 44.20.03     | Travel       | \$2,012          | \$2,012          |                 |                 |                 |
| 44.20.04     | Equipment    | \$4,137          | \$4,137          |                 |                 |                 |
| 44.20.05     | Supplies     | \$1,410          | \$1,410          |                 |                 |                 |
| 44.20.06     | Contractual  | \$43,401         | \$14,029         | \$14,866        |                 | \$14,505        |
| 44.20.07     | Other        | \$4,511          | \$4,511          |                 |                 |                 |
| 44.20.08     | Indirect     | \$22,238         | \$15,158         |                 | 7,080           |                 |
| XX.XX.XX     | Toll Credits | \$0              |                  |                 |                 |                 |
|              | <b>Total</b> | <b>\$290,101</b> | <b>\$217,215</b> | <b>\$14,866</b> | <b>\$43,515</b> | <b>\$14,505</b> |

|                  |                  |                 |                 |                 |
|------------------|------------------|-----------------|-----------------|-----------------|
| <b>\$290,101</b> | <b>\$217,215</b> | <b>\$14,866</b> | <b>\$43,515</b> | <b>\$14,505</b> |
| <b>\$290,101</b> |                  |                 |                 |                 |

**TABLE 5**  
**2021 - 2022 SUMMARY BUDGET**  
**TOTAL AUDITABLE BUDGET**

| <b>AUDIT BUDGET</b> |                 |                    |                    |                     |                  |                 |
|---------------------|-----------------|--------------------|--------------------|---------------------|------------------|-----------------|
| <b>ID</b>           | <b>Category</b> | <b>Total</b>       | <b>Staff</b>       | <b>CNY<br/>RPDB</b> | <b>State*</b>    | <b>Local</b>    |
| 44.20.01            | Salaries        | \$733,506          | \$707,209          |                     | \$26,297         |                 |
| 44.20.02            | Fringe          | \$238,555          | \$228,417          |                     | \$10,138         |                 |
| 44.20.03            | Travel          | \$10,700           | \$10,700           |                     | \$0              |                 |
| 44.20.04            | Equipment       | \$22,000           | \$22,000           |                     | \$0              |                 |
| 44.20.05            | Supplies        | \$7,500            | \$7,500            |                     | \$0              |                 |
| 44.20.06            | Contractual     | \$221,891          | \$74,600           | \$80,000            | \$0              | \$67,291        |
| 44.20.07            | Other           | \$23,989           | \$23,989           |                     | \$0              |                 |
| 44.20.08            | Indirect        | \$87,680           | \$80,600           |                     | \$7,080          |                 |
| XX.XX.XX            | Toll Credits    | \$158,358          | \$0                |                     | \$158,358        |                 |
|                     | <b>Total</b>    | <b>\$1,504,179</b> | <b>\$1,155,015</b> | <b>\$80,000</b>     | <b>\$201,873</b> | <b>\$67,291</b> |

|                    |                    |                 |                  |                 |
|--------------------|--------------------|-----------------|------------------|-----------------|
| <b>\$1,504,179</b> | <b>\$1,155,015</b> | <b>\$80,000</b> | <b>\$201,873</b> | <b>\$67,291</b> |
| <b>\$1,504,179</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 6**  
**2021 - 2022 State Planning and Research Funding**

| TASK BUDGET |                                     |                  |                  |                  |                  |                  |
|-------------|-------------------------------------|------------------|------------------|------------------|------------------|------------------|
| TASK        |                                     | FUNDING SOURCE   |                  |                  | RESPONSIBILITY   |                  |
| ID          | Task                                | NYS DOT - Match  | FHWA - SPR       | Total            | Staff            | Total            |
| 44.21.00    | Program Administration and Support  | \$0              | \$0              | \$0              | \$0              | \$0              |
| 44.24.00    | Short-Range Transportation Planning | \$0              | \$0              | \$0              | \$0              | \$0              |
| 44.23.02    | Long-Range Transportation Planning  | \$80,000         | \$320,000        | \$400,000        | \$400,000        | \$400,000        |
| 44.25.00    | Transportation Improvement Program  | \$0              | \$0              | \$0              | \$0              | \$0              |
| 44.27.00    | Other Activities                    | \$0              | \$0              | \$0              | \$0              | \$0              |
|             | <b>Total</b>                        | <b>\$80,000</b>  | <b>\$320,000</b> | <b>\$400,000</b> | <b>\$400,000</b> | <b>\$400,000</b> |
|             |                                     | <b>\$400,000</b> |                  | <b>\$400,000</b> | <b>\$400,000</b> | <b>\$400,000</b> |

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

| AUDIT BUDGET |              |                  |            |                  |
|--------------|--------------|------------------|------------|------------------|
| ID           | Category     | Staff            | CNY RPDB   | Total            |
| 44.20.01     | Salaries     | \$0              | \$0        | \$0              |
| 44.20.02     | Fringe       | \$0              | \$0        | \$0              |
| 44.20.03     | Travel       | \$0              | \$0        | \$0              |
| 44.20.04     | Equipment    | \$0              | \$0        | \$0              |
| 44.20.05     | Supplies     | \$0              | \$0        | \$0              |
| 44.20.06     | Contractual  | \$400,000        | \$0        | \$400,000        |
| 44.20.07     | Other        | \$0              | \$0        | \$0              |
| 44.20.08     | Indirect     | \$0              | \$0        | \$0              |
|              | <b>Total</b> | <b>\$400,000</b> | <b>\$0</b> | <b>\$400,000</b> |
|              |              | <b>\$400,000</b> |            | <b>\$400,000</b> |
|              |              |                  |            |                  |
|              |              | <b>\$400,000</b> |            | <b>\$400,000</b> |

|  |                  |
|--|------------------|
| <b>Summary of Other Funds:</b>                                     |                  |
| <b>Total *FHWA PL SCI Expenses for NYSAMPO 2022 Conference</b>     | <b>\$50,000</b>  |
| *100% Federal Share with the use of Toll Credits                   |                  |
| <b>Total **SPR Expenses for Dome Event Traffic Management Plan</b> | <b>\$400,000</b> |
| *80% Federal Share and 20% NYS Match                               |                  |

# **UNIFIED PLANNING WORK PROGRAM**

**FY 2021-2022**

## **APPENDICES**

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

### SPR Funded Projects that Impact Metropolitan Areas

| SPR #           | Project Title  | Projected End Date | SPR Funding | Short Description   |
|-----------------|--|--------------------|-------------|---|
| <b>SMTc</b>     | <b>Region 3</b>  |                    |             |   |
| C-19-53         | Dome Traffic Management and Events Strategic Plan  | December 2022      | \$400,000   | The goal of this project is to provide detailed, site specific traffic management and operations documentation during various events at the Syracuse University Carrier Dome which is inclusive of broader, day-to-day management and operations relevant recommendations in light of new access to the University Hill area, and transportation network changes anticipated by the NYSDOT I-81 Viaduct being replaced with a community grid. |
| <b>GBNRTC</b>   | <b>Region 5</b>  |                    |             |   |
| SP-19-02        | Scajaquada Community Forward   | October 2021       | \$350,000   | The goal of this project is to create and utilize a community-based planning process to derive mutually acceptable transportation improvements in and around the Scajaquada Community.  |
| <b>NYMTC</b>    | <b>Regions 8, 10 and 11</b>  |                    |             |   |
| C-19-52         | Continuous Count Traffic Count Program, Zone 3   | December 2025      | \$5,500,000 | The goal of this project is to 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>All MPOs</b> |  |                    |             |   |
| SP-20-02        | National Household Travel Survey (NHTS), Census Transportation Planning Program (CTPP), Intercity Travel (ATS) and Travel Patterns for NYS | February 2025      | \$3,580,616 | 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)   | September 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   | November 2021      | \$2,712,796 | 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.  |



### SPR Funded Projects that Impact Metropolitan Areas

| SPR #   | Project Title  | Projected End Date | SPR Funding                           | Short Description   |
|---------|--|--------------------|---------------------------------------|---|
| C-14-61 | Technical Support for Use of National Performance Management Research Data (NPMRDS)                                | September 2021     | \$1,654,357                           | 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-19-51 | Short Count Traffic Count Program (2020-2024)  | December 2025      | \$30,434,707                          | 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) | June 2021          | \$3,725,000                           | 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)  | November 2020      | \$2,300,000                           | 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  | June 2021          | \$2,525,000                           | This initiative is the Continuous Count 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.  |
| C-16-52 | Continuous Count Traffic Count Program Zone 2  | June 2021          | \$2,225,000                           | This initiative is the Continuous Count 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-17-53 | Pavement Condition Data Collection Services  | December 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   | March 2022         | \$100,000<br>2021-2022<br>UPWP period | 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.  |

### SPR Funded Projects that Impact Metropolitan Areas

| SPR#    | Project Title  | Projected End Date | SPR Funding | Short Description  |
|---------|--|--------------------|-------------|--|
| C-18-51 | Statewide Analysis of All Horizontal Curves and Associated Curve Warning Signs | February 2021      | \$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)   | August 2023        | \$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             | December 2023      | \$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.   |
| C-18-55 | New York State Transportation Master Plan                                      | January 2023       | \$2,000,000 | The goal of this project is to produce an updated, statewide long-range transportation plan to coordinate federal and state transportation planning activities.  |
| C-18-57 | BrM Implementation and Operations Support for Tunnel Inspections               | September 2021     | \$50,000    | The goal of this project is to customize and implement Bridge Management software (BrM) for tunnel inspections and to support other bridge management functions.   |