

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL



Unified Planning Work Program
UPWP 2024-2025

2024-2025 Unified Planning Work Program

For Transportation Planning
in the
Syracuse Metropolitan Planning Area

Adopted by the Policy Committee of the Syracuse Metropolitan Transportation Council
February 29, 2024

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.

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RESOLUTION
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
POLICY COMMITTEE

February 29, 2024

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 Infrastructure Investment & Jobs Act (IIJA) 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 2024-2025 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.

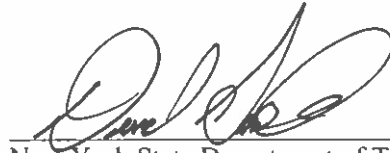
NOW THEREFORE BE IT RESOLVED, that the Policy Committee adopts the 2024-2025 Unified Planning Work Program and the submission thereof to the appropriate Federal and State agencies and directs the filing of appropriate applications to support the program; and

BE IT FURTHER RESOLVED, that the Policy Committee authorizes the Planning Committee or the Executive Committee as appropriate, to make revisions and refinements in funding or responsibility to the UPWP as found necessary both to finalize and implement the UPWP consistent with its overall scale and program emphasis.

Done and ordered this 29th day of February, 2024 by consensus of the SMTC Policy Committee.



Corey Dunham
Vice Chairperson
SMTC Policy Committee



New York State Department of Transportation
Secretary
SMTC Policy Committee

Date: February 29, 2024

Date: February 29, 2024

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 2024-2025 (April 1, 2024 - March 31, 2025). It is intended to provide a mechanism for the coordination of transportation planning efforts by local, State, and regional agencies through the Syracuse Metropolitan Transportation Council (SMTC).

The U.S. Department of Transportation (USDOT) and its modal administrations (i.e., the Federal Highway Administration [FHWA] and the Federal Transit Administration [FTA]) require this UPWP as a basis and condition for all funding assistance for transportation planning to State, local and regional agencies. The authority for this requirement is found in two separate Federal legislative acts establishing transportation planning programs:

1. Title 23, U.S. Code Section 134 (Federal Aid Highway Act of 1962, as amended)
2. Title 49, U.S. Code Section 1603 et. al.: (Urban Mass Transportation Act of 1964, as amended).

DEVELOPMENT OF THE UNIFIED PLANNING WORK PROGRAM

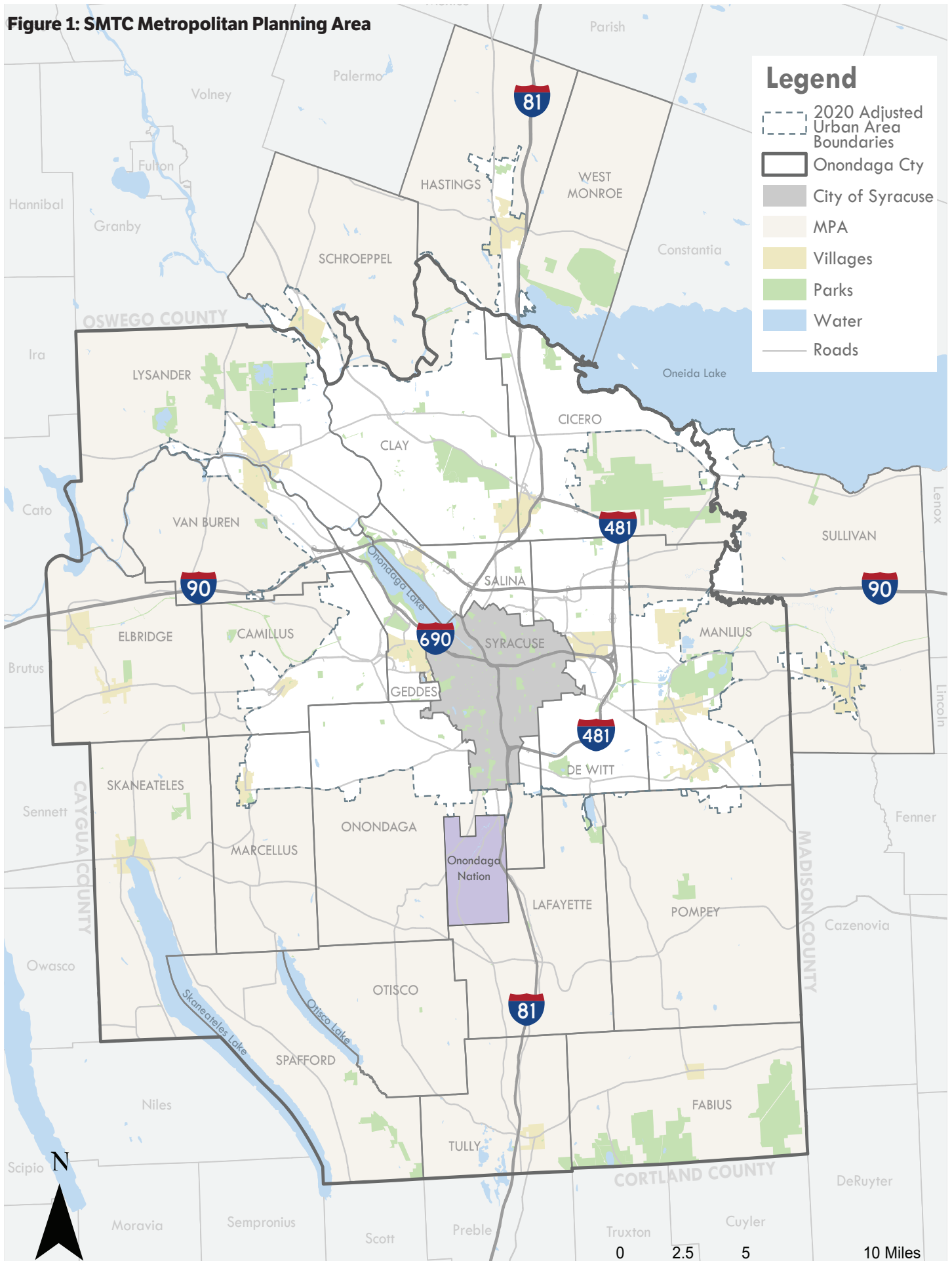
As the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York, the SMTC has the responsibility to carry out the continuous, comprehensive and cooperative transportation planning process for the Syracuse Metropolitan Area. This area consists of Onondaga County, the Town of Sullivan in Madison County, and the Towns of Hasting, Schroepel, West Monroe in Oswego County (Figure 1). The Unified Planning Work Program identifies the transportation planning activities that are to be undertaken in the SMTC planning area in support of the goals, objectives and performance measures established in the Long Range Transportation Plan (LRTP), last amended in April, 2022. 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 2024-2025 Work Program is intended to be consistent with the Operations Plan, as well as the metropolitan planning requirements of the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), 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.

Figure 1: SMTC Metropolitan Planning Area



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.

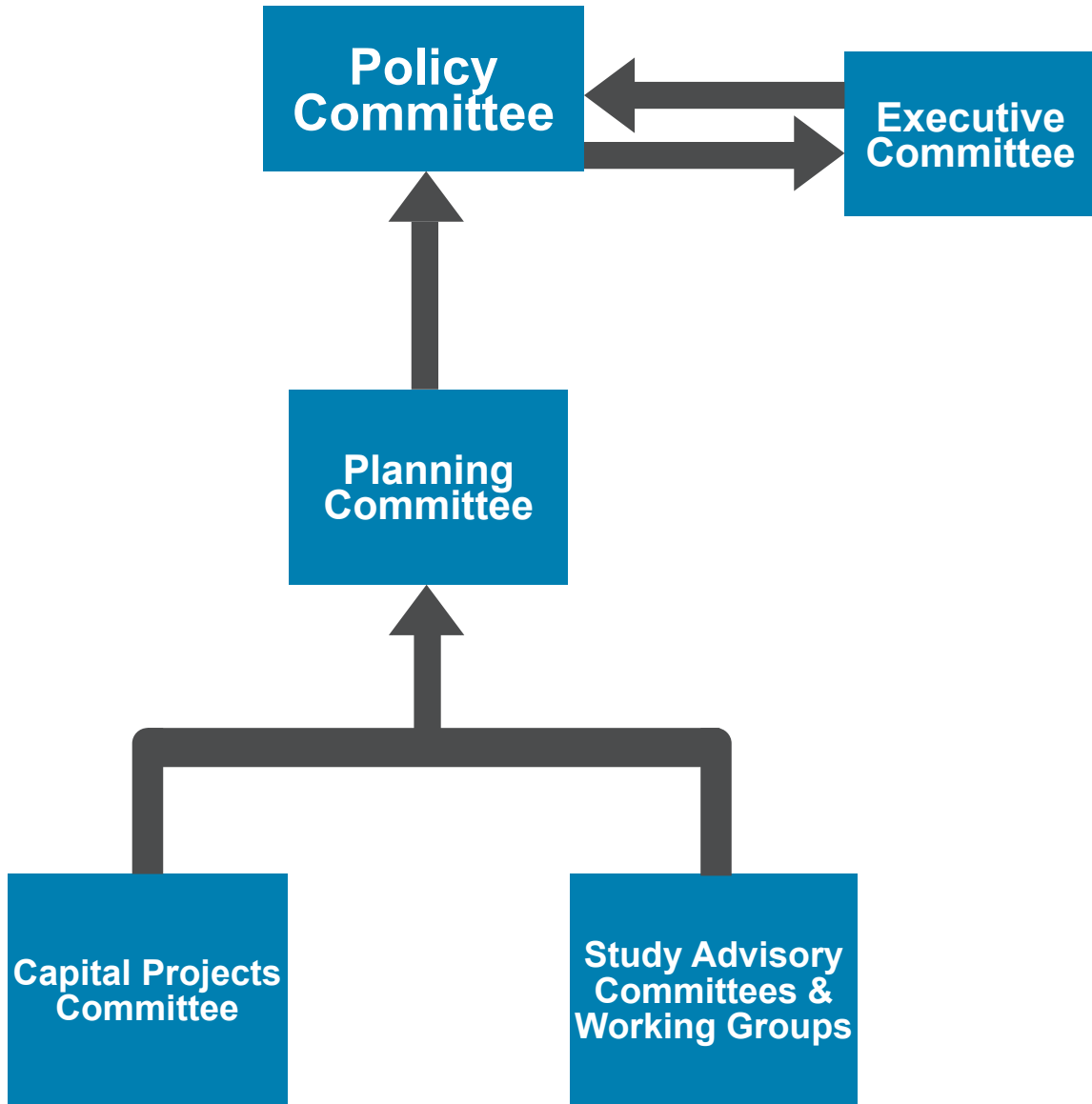
The Syracuse Metropolitan Transportation Council has a permanent Capital Projects Committee that is responsible for making recommendations to the full Planning Committee regarding capital project priorities to be funded by various Federal transportation programs and included in the TIP. Additionally, 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

Figure 2: 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:

- 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;
- Provide guidance to public and private decision-makers involved in immediate implementation and long-range activities;
- Provide technical study programs and fulfill organizational responsibilities necessary to continue transportation plan development, study refinement, and research;
- 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;
- Monitor and evaluate changes in the metropolitan structure and identify growth problems, and update the plan as necessary; and
- Promote the coordination of planning activities to implement the "continuing, comprehensive, cooperative planning" concept.

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, and Onondaga County, 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 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 (i.e., April through March). Other than administration, the basis of the work program is focused in three broad areas.

1. 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.
2. 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.
3. Recognition of requirements established by USDOT regarding the national transportation planning priorities included in the IIJA. The ten planning factor requirements are listed below.

- i. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency (see tasks 3A, 3C, 3D, 3E, 3F, 3I, 3K, 3Q, 3R, 3T, 3X, 4A);
- ii. Increase the safety of the transportation system for motorized and non-motorized users (see tasks 3A, 3C, 3D, 3E, 3G, 3I, 3J, 3K, 3L, 3M, 3N, 3O, 3S, 3U, 3V, 3W, 3X, 4A, 5B);
- iii. Increase the security of the transportation system for motorized and non-motorized users (see tasks 3D, 3E);
- iv. Increase the accessibility and mobility of people and for freight (see tasks 3A, 3E, 3F, 3I, 3J, 3K, 3L, 3M, 3N, 3O,

3S, 3U, 3V, 3W, 3X, 4A, 5B);

v. 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, 3D, 3E, 3F, 3I, 3K, 3N, 3Q, 3X, 4A, 5B);

vi. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (see tasks 3A, 3E, 3F, 3G, 3J, 3K, 3L, 3M, 3O, 3P, 3V, 3X, 4A, 5B);

vii. Promote efficient system management and operation (see tasks 3E, 3K, 3L, 3P, 3Q, 3R, 3T, 4A);

viii. Emphasize the preservation of the existing transportation system (see tasks 3B, 3E, 3L, 3S, 3X, 4A);

ix. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (see tasks 3A, 3C, 3D, 3E, 3L, 4A); and

x. Enhance travel and tourism (see tasks 3A, 3C, 3D, 3E, 3F, 3I, 3J, 3Q, 3R, 3T, 4A).

Each IIJA 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 2024-2025 UPWP tasks and the federal planning factors.

Relationship between UPWP Tasks and IJA 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
1*	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 Project Involvement	X	X			X				X	X
3D	MPO Area Regional Planning Initiatives	X	X	X		X				X	X
3E	Metropolitan Transportation Plan (fka LRTP)	X	X	X	X	X	X	X	X	X	X
3F	Rail, Truck and Transit Planning	X			X	X	X				X
3G	Traffic Safety		X				X				
3H*	Travel Demand Modeling	--	--	--	--	--	--	--	--	--	--
3I	County Planning Assistance	X	X		X	X					X
3J	City of Syracuse On Call Planning Support		X		X		X				X
3K	Micron Development Area Transportation System Assessment	X	X		X	X	X	X			
3L	Syracuse Sidewalk Planning Study		X		X		X	X	X		
3M	Community Streets Program		X		X		X				
3N	Brewerton Trail Network Technical Analysis		X		X	X					
3O	Greater Fayetteville Area Bicycle & Pedestrian Connections		X		X		X				
3P	Congestion Management Process 2024 Update						X	X			
3Q	Downtown Parking Signage and Wayfinding	X				X		X			X
3R	Village of Liverpool Modeling Update and Analysis	X						X			X
3S	N Syr Van Mara Dr & Grove St Traffic Calming & Safety Analysis		X		X				X		
3T	Greater Liverpool Traffic Study - Technical Analysis	X						X			X
3U	Onondaga County Safe Streets for All Action Plan Project Coordination		X		X						
3V	SRTS- Onondaga County Suburban School Districts Support		X		X		X				
3W	Reconnecting Communities Grant Coordination & Management		X		X						
3X	West Monroe Route 49 Corridor Study	X	X		X	X	X		X		
4A	TIP Development and Maintenance	X	X		X	X	X	X	X	X	X
5A	Miscellaneous Activities and Special Technical Assistance	--	--	--	--	--	--	--	--	--	--
5B	Complete Streets Planning		X		X	X	X				

*Supportive effort for all tasks.

Beyond the ten planning factors, the IJA also contains several 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 [highway and transit], 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 2024-2025 Unified Planning Work Program is based on the SMTC's 2050 Long Range Transportation Plan 2020 Update that was adopted by the Policy Committee in September, 2020, and last amended in April, 2022. 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 current Long Range Transportation Plan, and therefore, this work program. For example, the Onondaga County Department of Planning finalized the County's comprehensive plan, called Plan Onondaga (PlanOn), in July, 2023. PlanOn consists of the following thematic focus areas.

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:

- Strong centers: amenity-rich, vibrant, and walkable centers
- Housing & Neighborhoods: affordable, efficient, diverse, and attractive
- Community Mobility: better access and better options to move people
- Greenways and Blueways: conserve, protect, connect, and restore targeted resources
- Agriculture: protection and promotion of the economy and landscape

Many of the planning tasks included in this work program relate 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 will assist the County for transportation and land use related efforts under the recurring County Planning Assistance task included in this 2024-2025 UPWP. Beyond SMTC specific work, our members continue to advance 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.

Within the City of Syracuse, planning assistance

continues a focus on approaches to improve the City's aging, existing infrastructure, and the safety and accessibility of all users of the transportation system through a Complete Streets, and now Vision Zero focused efforts. SMTC staff will continue our pavement condition data gathering on all City roads, assemble sidewalk condition data in support of the City's sidewalk program, and seek to advance planning tasks associated with safe routes to schools and community streets. New this program year is SMTC staff collaboration and coordination on the City's federal Reconnecting Communities Pilot Program planning award. See page 49. Accessibility, mobility, and safety for bicyclists and pedestrians continues to be an overarching theme for City efforts and many other work program tasks outside of the City as well. The work program continues efforts on the Brewerton Trail Network Technical Analysis and the Greater Fayetteville Area Bicycle and Pedestrian Connections.

As mentioned in last year's document, Onondaga County and others are planning for significant growth in the Syracuse metropolitan area, particularly northern Onondaga County, that has not occurred for several decades. Micron, a global leader in the semiconductor chip industry, will locate the country's largest semiconductor chip manufacturing facility in the Town of Clay, Onondaga County. Land-use, housing, nodal development, and transportation will be planned for to a higher degree than has historically occurred. The \$100 billion multi-phase development forecasts up to 9,000 employees at full build-out in 20 years, including upwards of 40,000 employees at spinoff and secondary businesses; plus, an anticipated 40% increase in Onondaga County's population.

The 2050 Long Range Transportation Plan 2020 Update contains the following goals and associated objectives. The table on page 11 illustrates the relationship between the 2024-2025 UPWP tasks and the 2050 LRTP goals. In many instances, a single UPWP task relates to several goals. The area's long range plan, also called the Metropolitan Transportation Plan (MTP), will be completely updated in the next two years with new goals, objectives, and performance measures. Efforts are currently underway on creation of the new MTP.

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 SMTC'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 IIJA and other Federal legislation 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 federal transportation bills is applied within the functions of the SMTC.

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

1. Program Support and Administration

This category includes general administration, UPWP maintenance and development and public participation. In addition, funding is included for the staff to become educated on federal legislation and requirements.

2. Short Range Transportation Planning

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

3. Long Range Transportation Planning

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

4. Transportation Improvement Program (TIP)

This category includes various tasks associated with the administration and maintenance of the TIP, which identifies projects and programs to receive various sources of Federal funds covering air quality, highway, transit, and intermodal facilities and programs.

5. Other Activities

This category includes miscellaneous activities and special technical assistance not otherwise covered.

Preliminary schedules for completing each project are included in this document and are subject to change. In many instances, tasks are recurring, ongoing items that take place every program year or, efforts that require multiple program years to complete. Tasks that carryover from a prior year note both the percentage of effort, and individual task activities complete to date. Scopes of Work, if not already, will be developed for planning tasks included in this program listing.

Relationship between UPWP Tasks and LRTP Goals

Task	Title	Efficient freight movement	Safety, security, resiliency	Multi-modal accessibility and mobility	Natural environment and energy conservation	Reliability, efficient system management and operations	Preservation of existing infrastructure	Equity
1*	Program Administration	--	--	--	--	--	--	--
2A*	Census Data Compilation and/or Analysis	--	--	--	--	--	--	--
2B*	Data Collection, Compilation and/or Analysis	--	--	--	--	--	--	--
2C*	Geographic Information Systems (GIS) - SMTC	--	--	--	--	--	--	--
2D*	GIS - Member Agency Assistance	--	--	--	--	--	--	--
3A	Bicycle/Pedestrian Planning		X	X	X		X	X
3B	Bridge and Pavement Condition Management System (BPCMS)						X	X
3C	I-81 Project Involvement	X	X		X	X		
3D	MPO Area Regional Planning Initiatives		X		X	X		
3E	Metropolitan Transportation Plan (fka LRTP)	X	X	X	X	X	X	X
3F	Rail, Truck and Transit Planning	X	X	X	X	X	X	X
3G	Traffic Safety		X					
3H*	Travel Demand Modeling	--	--	--	--	--	--	--
3I	County Planning Assistance		X	X	X			
3J	City of Syracuse On Call Planning Support		X	X			X	
3K	Micron Development Area Transportation System Assessment	X	X	X		X		
3L	Syracuse Sidewalk Planning Study		X	X		X		X
3M	Community Streets Program		X	X				
3N	Brewerton Trail Technical Analysis		X	X				
3O	Greater Fayetteville Area Bicycle and Pedestrian Connections		X	X	X			
3P	Congestion Management Process 2024 Update	X				X		
3Q	Downtown Parking Signage and Wayfinding					X		
3R	Village of Liverpool Modeling Update and Analysis	X	X			X		
3S	N Syr Van Mara Dr & Grove St Traffic Calming & Safety Analysis		X	X				
3T	Greater Liverpool Traffic Study - Technical Analysis	X	X			X		
3U	Onondaga County Safe Streets for All Action Plan Project Coordination		X	X				
3V	SRTS- Onondaga County Suburban School Districts Support		X	X				X
3W	Reconnecting Communities Grant Coordination & Management		X	X				
3X	West Monroe Route 49 Corridor Study		X	X	X		X	
4A	TIP Development and Maintenance	X	X	X	X	X	X	X
5A	Miscellaneous Activities and Special Technical Assistance	--	--	--	--	--	--	--
5B	Complete Streets Planning		X	X				

*Supportive effort for all tasks.

FEDERAL PLANNING EMPHASIS AREAS

In December, 2021, FHWA and FTA jointly issued Planning Emphasis Areas (PEA), which are planning topical areas for State DOTs and MPOs to place emphasis on when developing work programs. There are 8 PEAs for the 2024-2025 UPWP: 1) Tackling the Climate Crisis - Transition to a Clean Energy, Resilient Future; 2) Equity and Justice40 in Transportation Planning; 3) Complete Streets; 4) Public Involvement; 5) Strategic Highway Network (STRAHNET)/US Department of Defense (DOD) Coordination; 6) Federal Land Management Agency (FLMA) Coordination; 7) Planning and Environmental Linkage (PEL); and 8) Data in Transportation Planning.

Tackling the Climate Crisis - Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

Equity and Justice40 - Advance racial equity and support for underserved and disadvantaged communities.

Complete Streets - Review current policies, rules, and procedures to determine their impact on safety for all road users.

Public Involvement - Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

STRAHNET and DOD Coordination - Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

FLMA Coordination - Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

PEL - Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early

in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

Transportation Planning Data - Incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Focused efforts at the SMTC have consisted of bicycle and pedestrian planning, bridge & pavement condition management, vehicle traffic counting, surveys, and transit ridership.

The SMTC 2024-2025 UPWP consists of several planning tasks that directly support the joint FHWA and FTA emphasis areas. As work efforts continue on carryover planning projects, or commence on new activities, nearly all of the PEAs will be addressed to some extent; particularly equity, Complete Streets, transportation planning data, and public involvement.

NYSAMPO SHARED COST INITIATIVES

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, Data/GIS/Travel Demand Modeling, 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).

As part of the UPWP development each year, the various MPOs in New York State 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 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 2024-2025. 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.

the comment period. The document was presented at meetings of the SMTC Planning Committee and SMTC Policy Committee. No public comments were received.

NYSAMPO Staff Support

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

Cost: \$300,000 total (\$200,000 FHWA PL/\$40,000 toll credits; \$80,000 FHWA SPR/\$20,000 State Match)

Lead Agency: Capital Region Transportation Council

NYSAMPO Staff Training

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

Cost: \$140,636 total (\$45,954 FHWA PL/\$9,191 toll credits; \$94,683 FTA MPP/\$23,671 NYSDOT 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: \$55,222 total (\$55,222 FHWA PL/\$11,044 toll credits)

Lead Agency: Binghamton Metropolitan Transportation Study

PUBLIC PARTICIPATION

Correspondence was sent to all member agencies and appropriate officials of eligible counties, municipalities, authorities, and the Onondaga Nation within the SMTC planning area notifying them of our “call for transportation planning assistance.” Information was posted to the SMTC website and we utilized our social media channels. Also, a virtual meeting was held with prospective applicants during the application period. Prior to making a formal adoption of the 2024-2025 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 published in the local newspaper announcing the availability of

**2024-2025
UPWP
PROGRAM OUTLINE**

ID	Category	2024-2025			Notes
		Project Total	Staff & Operating Expense Budget	Contractual Budget	
1.	Program Administration and Support (44.21.00)				
A.	General Administration	\$280,000	\$200,000	\$80,000	Contractual for Host Agency Agreement
B.	Public Participation and Outreach (and Web Site)	\$17,500	\$12,500	\$5,000	
C.	Federal Transportation Legislation Examination and Evaluation	\$15,000	\$15,000	\$0	For legislative compliance
D.	UPWP Previous Year Closeouts	\$25,000	\$25,000	\$0	
E.	UPWP Maintenance and Development	\$15,000	\$15,000	\$0	
	Total Program Administration & Support	\$352,500	\$267,500	\$85,000	
2.	Short-Range Transportation Planning (44.24.00)				
A.	Census Data Compilation and/or Analysis	\$20,000	\$20,000	\$0	
B.	Data Collection, Compilation and/or Analysis (including City and OCDOT Traffic Count Programs)	\$90,000	\$25,000	\$65,000	Includes various downtown committee pedestrian count requests
C.	Geographic Information Systems - SMTC	\$50,000	\$50,000	\$0	
D.	Geographic Information Systems - Member Agency Assistance	\$30,000	\$30,000	\$0	Purpose is to provide GIS services to Member Agencies related to regional planning. (Examine shared Geoservices)
	Total Short-Range Transportation Planning	\$190,000	\$125,000	\$65,000	
3.	Long-Range Transportation Planning (44.23.02)				
A.	Bicycle/Pedestrian Planning	\$40,000	\$40,000	\$0	Includes Management of Complete Street Set-aside Contract
B.	Bridge and Pavement Condition Management System (BPCMS)	\$35,000	\$35,000	\$0	
C.	I-81 Project Involvement	\$10,000	\$10,000	\$0	Note: Limited SMTC Staff involvement as required / requested for NYS DOT I-81 Project
D.	MPO Area and Regional Planning Initiatives	\$40,000	\$40,000	\$0	
E.	Metropolitan Transportation Plan	\$80,000	\$75,000	\$5,000	Includes Transportation Atlas
F.	Rail, Truck and Transit Planning (includes freight profile update)	\$50,000	\$50,000	\$0	
G.	Traffic Safety	\$25,000	\$25,000	\$0	
H.	Travel Demand Modeling	\$120,000	\$60,000	\$60,000	Contractual for Modeling Assistance as necessary for staff assistance
I.	Onondaga County Planning Assistance	\$55,000	\$55,000	\$0	
J.	City of Syracuse on call Planning Support - various activities	\$40,000	\$40,000	\$0	
K.	Micron Development Area Transportation System Assessment (includes Transit/BRT feasibility and TBD Modeling Scenarios)	\$290,000	\$40,000	\$250,000	Contractual is for Transit Consultant for Route 31 Analysis
L.	Syracuse Sidewalk Planning Study	\$45,000	\$45,000	\$0	
M.	Community Streets Program	\$15,000	\$5,000	\$10,000	
N.	Brewerton Trail Network Cicero - Technical Analysis	\$35,000	\$35,000	\$0	
O.	Greater Fayetteville Area Bicycle and Pedestrian Connections	\$50,000	\$10,000	\$40,000	
P.	Congestion Management Process	\$30,000	\$30,000	\$0	
Q.	Downtown Parking Signage and Wayfinding	\$30,000	\$30,000	\$0	
R.	Village of Liverpool Modeling Update and Analysis	\$35,000	\$35,000	\$0	
S.	North Syracuse Van Mara and Grove Street Traffic Calming and Safety Analysis	\$60,000	\$60,000	\$0	
T.	Greater Liverpool Traffic Study - Technical Analysis	\$75,000	\$50,000	\$25,000	
U.	Onondaga County Safe Street for All Action Plan - Project Coordination	\$45,000	\$45,000	\$0	
V.	Safe Routes to School - Onondaga County Suburban School Districts Support	\$50,000	\$50,000	\$0	
W.	City of Syracuse Reconnecting Communities Grant Coordination and Management Assistance	\$55,000	\$55,000	\$0	
X.	West Monroe Route 49 Corridor Study	\$55,000	\$55,000	\$0	
	Total Long-Range Transportation Planning	\$1,365,000	\$975,000	\$390,000	
4.	Transportation Improvement Program (TIP) (44.25.00)				
A.	TIP Development & Maintenance	\$60,000	\$60,000	\$0	
	Total Transportation Improvement Program	\$60,000	\$60,000	\$0	
5.	Other Activities (44.27.00)				
A.	Miscellaneous Activities and Special Technical Assistance	\$48,699	\$48,699	\$0	
	Total Other Activities	\$48,699	\$48,699	\$0	
	Grand Total Traditional Funding	\$2,016,199	\$1,476,199	\$540,000	

Other Federal Funding					
5B. Complete Streets Planning	\$106,082	\$0	\$106,082	Contractual Expense Only for Complete Street Set Aside see Table 7	

SCI Expenses for 2025 NYSAMPO Conference	\$50,000
SPR Expenses for Dome Events Plan DONE	\$0
SPR Expenses for Modeling DONE	\$0
Total SMTC Program Cost	\$2,172,281

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 (24/25 allocation)	\$1,425,511
FHWA Carry Over (past)	\$29,000
FTA (24/25 allocation)	\$300,320
FHWA (23/24 Unspent Rollover)	\$261,368
FHWA Complete Street Set Aside	\$106,082
SPR Monies for Modeling - Complete	\$0
SPR Monies from NYS DOT for expenditure on Dome Events Plan Complete	\$0
SCI Expenses for 2025 NYSAMPO Conference	\$50,000
Total Resources Available	\$2,172,281

UNIFIED PLANNING WORK PROGRAM

FY 2024-2025

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 Closeouts

1E. UPWP Maintenance and Development

UPWP TASK NO:	1A	
TASK TITLE:	General Administration	
OBJECTIVE:	To initiate and properly manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations.	
METHODOLOGY:	<p>The 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"> • Act as local liaison to NYSDOT, CNYRTA, CNY RPDB, and other transportation related agencies to ensure coordination; • Provide administrative support and technical assistance to the Policy, Executive, and Planning Committees, as well as other permanent and ad-hoc committees, as needed; • Maintain financial records of all revenues and expenditures; • Prepare and distribute meeting notices and agenda packages for all SMTC committees; • Prepare certification documentation, agreements, resolutions, memoranda of understanding (MOUs), etc.; • Attend NYSDOT, FHWA, FTA and MPO training sessions and other necessary workshops and meetings as appropriate; • Maintain agreements between local governmental agencies and the MPO; • Prepare and distribute quarterly and semi-annual progress reports and other documents as required; • Interact/participate in NYSAMPO, AMPO, Institute of Transportation Engineers, American Planning Association and other professional affiliations, and allow for appropriate resources, travel and training as necessary; • Provide funds for the purchase and maintenance of computer hardware and software to support the MPO planning program and related activities, including network maintenance. <p><u>Schedule</u></p> <p>-Forecast start: April, 2024 -Forecast end: March, 2025</p>	
END PRODUCT:	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.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, CNY RPDB, Other Agencies as Appropriate		FHWA (PL) \$252,000
		FTA (Sect 5303) \$28,000
		TOTAL \$280,000

UPWP TASK NO:	1B
TASK TITLE:	Public Participation and Outreach
OBJECTIVE:	To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.
METHODOLOGY:	<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/or attended by the SMTC. Staff oftentimes is invited to present/discuss at meetings of FOCUS Greater Syracuse, Citizens Academy, Onondaga County Planning Federation, and is available to participate in other community groups' meetings on request.</p> <p>Public participation shifted to virtual approaches in 2020. To date, Virtual Public Involvement has been successful in receiving public feedback. Staff will build on efforts as knowledge of approaches continues. 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 & materials available and soliciting EJ concerns through public outreach. Separate, direct outreach to community groups may occur as well to gain broader insight into community concerns. Techniques for the dissemination of information and public input include, but are not limited to: Virtual Public Involvement, newsletters (electronic and print), e-blasts, surveys & questionnaires, study reports and technical memoranda, public information meetings/workshops & conferences, stakeholders and focus groups, and agency website & social media. Updates to the SMTC's Title VI Plan and Limited English Proficiency Plan may be finalized during the 2024-2025 program year.</p> <p>Nearly all SMTC planning studies have their own Public Involvement Plan in compliance with the agency's umbrella 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> -Forecast start: April, 2024 -Forecast end: March, 2025</p>
END PRODUCT:	Updated Title VI Plan and Limited English Proficiency Plan. Public participation opportunities/activities, including SMTC newsletters (electronic and print), reports, press releases, graphics, maps, and presentations, website maintenance, meetings, workshops, etc.
Requesting / Participating Agencies:	
On behalf of: SMTC	Funding Sources: 2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL) \$14,000 FTA (Sect 5303) \$3,500 TOTAL \$17,500

UPWP TASK NO:	1C	
TASK TITLE:	Federal Transportation Legislation Examination & Evaluation	
OBJECTIVE:	To provide funds to allow the Central Staff to comply with existing and new Federal Legislation and to educate themselves on the changing regulations and requirements.	
METHODOLOGY:	<p>The multi-year Infrastructure Investment and Jobs Act, also referred to as the Bipartisan Infrastructure Law, was signed into law in November 2021. The bill provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.</p> <p>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 as they're released; 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"> - Forecast start: April, 2024 - Forecast end: March, 2025 <p>Ongoing activity throughout the 2024-2025 program year.</p>	
END PRODUCT:	Improved knowledge of the Central Staff regarding the regulations and requirements of the Transportation Bill as well as required continued compliance of existing legislation.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$12,000
		FTA (Sect 5303) \$3,000
		TOTAL \$15,000

UPWP TASK NO:	1D	
TASK TITLE:	UPWP Previous Year Closeouts	
OBJECTIVE:	To provide a task for closing out various UPWP activities from the previous program year.	
METHODOLOGY:	<p>At the end of each program year, there are often various administrative tasks that need to be completed in order to officially close out a project. Such activities typically include the reproduction and distribution of Final Reports that were acknowledged prior to the close of the program year. Since there are no planning activities remaining, the project is not carried over and therefore does not possess a billing code to charge these final administrative tasks.</p> <p>This task is included as a “catch-all” to cover the various tasks necessary to completely close out various projects from the previous program year.</p> <p><u>Schedule</u></p> <p>- Prior year closeouts: 1st Quarter SFY 2024-25.</p>	
END PRODUCT:	Completion of required tasks necessary to completely close out various projects/efforts from the previous program year.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, CNY RPDB		FHWA (PL) \$20,000
		FTA (Sect 5303) \$5,000
		TOTAL \$25,000

UPWP TASK NO:	1E	
TASK TITLE:	UPWP Maintenance and Development	
OBJECTIVE:	Maintain the 2024-2025 UPWP as necessary and develop a subsequent work program.	
METHODOLOGY:	<p>This task includes all necessary work required to process amendments to the 2024-2025 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"> - Amend and maintain adopted 2024-2025 UPWP as needed: 2nd, 3rd, 4th Quarters SFY 2024-25 - Initiate draft 2025-2026 UPWP: 4th Quarter SFY 2024-25 - Adopt 2025-2026 UPWP: February, 2025 	
END PRODUCT:	Maintenance of and amendments to the 2024-2025 UPWP as appropriate, as well as development of the 2025-2026 UPWP.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$12,000
		FTA (Sect 5303) \$3,000
		TOTAL \$15,000

UNIFIED PLANNING WORK PROGRAM

FY 2024-2025

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

UPWP TASK NO:	2A	
TASK TITLE:	Census Data Compilation and/or Analysis	
OBJECTIVE:	To continue to utilize the U.S. Census data accordingly. Additionally, to provide Census data, information and analysis as input into appropriate SMTC planning studies. This effort supports Long Range Transportation Planning activities, Travel Demand Modeling, Environmental Justice, Title VI, and general transportation planning for the MPO.	
METHODOLOGY:	<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, Title VI, 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. Staff will continue the use, and analysis of, 2020 Census data as various datasets are released.</p> <p><u>Schedule</u></p> <p>- Respond to requests for Census data compilation and/or analysis: April, 2024 - March, 2025</p>	
END PRODUCT:	A valuable data set to support the varied planning activities of the MPO.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, Other Agencies as Appropriate		FHWA (PL) \$16,000
		FTA (Sect 5303) \$4,000
		TOTAL \$20,000

UPWP TASK NO:	2B	
TASK TITLE:	Data Collection, Compilation and/or Analysis	
OBJECTIVE:	To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the MPO.	
METHODOLOGY:	<p>This Unified Planning Work Program task involves the following subcategories:</p> <p>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.</p> <p>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 includes the ongoing effort of maintaining a central database of vehicle traffic counts for the MPO area. This task is inclusive of counts for a recurring City of Syracuse and Onondaga County traffic count program.</p> <p>Other Information: Other data as necessary in support of the planning activities of the SMTC such as bicycle and pedestrian counts. Examples during the 2024-2025 UPWP include mid-day and evening pedestrian counts in downtown Syracuse.</p> <p><u>Schedule</u> - Respond to internal and external requests for traffic count and transit data: April, 2024 - March, 2025. Gathering of traffic counts will primarily occur April-June, 2024 and September-October, 2024. Data may be assembled for use in a Congestion Management Plan, Travel Demand Model updates, and separate planning tasks found in this document.</p> <p>No FTA monies will be used for the contractual portion of this effort.</p>	
END PRODUCT:	The end product is transit, vehicular, and other data sets as necessary. These data are used in the various multi-modal studies and activities undertaken by the SMTC.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$76,500
		FTA (Sect 5303) \$13,500
		TOTAL \$90,000

UPWP TASK NO:	2C	
TASK TITLE:	Geographic Information Systems (GIS) - SMTC	
OBJECTIVE:	To manage the data and software requirements necessary for maintaining and using the SMTC's Geographic Information System (GIS) to support the MPO planning activities.	
METHODOLOGY:	<p>The Syracuse Metropolitan Transportation Council utilizes various transportation-related GIS files as part of routine planning and analysis. Annual enhancements and routine maintenance efforts allow the SMTC to more fully utilize GIS in relation to vehicle traffic counts, transit ridership, bridge and pavement condition monitoring, functional classification, demographic and equity 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"> • Coordination with member agencies to ensure that the most recent data is being used; • File maintenance of the SMTC's GIS data layers; • Linking Census data with relevant SMTC GIS layers; • Continuing linking Vehicle Data Collection activities with the GIS database to allow for easy access to the most up-to-date traffic counts for road segments (AADT); • Continue development of a GIS layer of turning movement count locations and data sheets to allow for easy access to turning movement count data sets; • GIS data acquisition, maintenance, and manipulation as required in support of the various UPWP planning efforts that will utilize GIS data; and • Participation on the NYSAMPO GIS Working Group. <p><u>Schedule</u></p> <p>Above efforts, and others that may arise as needed, will be completed throughout the 2024-2025 program year.</p>	
END PRODUCT:	Enhanced coordination between the SMTC and various Federal, State and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the SMTC's planning efforts and high quality cartographic products as required for various UPWP projects.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies		FHWA (PL) \$40,000
		FTA (Sect 5303) \$10,000
		TOTAL \$50,000

UPWP TASK NO:	2D	
TASK TITLE:	Geographic Information Systems (GIS) - Member Agency Assistance	
OBJECTIVE:	To manage the data and software requirements necessary for maintaining and using the SMTC's Geographic Information System (GIS) to support the regional planning needs of the MPO member agencies as they relate to the mission of the SMTC.	
METHODOLOGY:	<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"> • Maintenance of appropriate data libraries; • Creation of custom data sets; • Map creation and editing; • Research into shared geospatial services; and • GIS data acquisition, maintenance, and manipulation as required in support of the various planning efforts that will utilize GIS data. <p>This GIS support project involves Central Staff providing member agencies with GIS products such as maps and associated spreadsheets on an as needed basis. The GIS maps would be produced for the member agency by request and reviewed by requesting agency.</p> <p><u>Schedule</u> - Above efforts, and others that may arise as needed, will be completed throughout the 2024-2025 program year.</p>	
END PRODUCT:	Enhanced coordination between the SMTC and various Federal, State and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the member agencies' planning efforts and high quality cartographic products as required for various regional planning projects in support of the SMTC's mission.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: CNY RPDB		2024-2025
Participating agencies: SMTC, Other Agencies as Appropriate		FHWA (PL) \$24,000
		FTA (Sect 5303) \$6,000
		TOTAL \$30,000

UNIFIED PLANNING WORK PROGRAM

FY 2024-2025

3. LONG RANGE TRANSPORTATION PLANNING (44.23.02)

- 3A. Bicycle/Pedestrian Planning
- 3B. Bridge and Pavement Condition Management System
- 3C. I-81 Project Development
- 3D. MPO Area and Regional Planning Assistance
- 3E. Long Range Transportation Plan (aka Metropolitan Transportation Plan)
- 3F. Rail, Truck and Transit Planning
- 3G. Traffic Safety
- 3H. Travel Demand Modeling
- 3I. County Planning Assistance
- 3J. City of Syracuse On Call Planning Support
- 3K. Micron Development Area Transportation System Assessment
- 3L. Syracuse Sidewalk Planning Study
- 3M. Community Streets Program
- 3N. Brewerton Trail Network Technical Analysis
- 3O. Greater Fayetteville Area Bicycle and Pedestrian Connections
- 3P. Congestion Management Process 2024 Update
- 3Q. Downtown Parking Signage and Wayfinding
- 3R. Village of Liverpool Modeling Update and Analysis
- 3S. North Syracuse Van Mara Dr & Grove St Traffic Calming and Safety Analysis
- 3T. Greater Liverpool Traffic Study - Technical Analysis
- 3U. Onondaga County Safe Streets for All Action Plan - Project Coordination
- 3V. Safe Routes to School - Onondaga County Suburban School Districts Support
- 3W. Reconnecting Communities Grant Coordination and Management Assistance
- 3X. West Monroe Route 49 Corridor Study

UPWP TASK NO:	3A
TASK TITLE:	Bicycle/Pedestrian Planning
OBJECTIVE:	To include multi-modal transportation planning in the MPO process, in order to effectively address bicycle and pedestrian accessibility and mobility issues. Activities under this task will also contribute to improved air quality, livability, quality of life, and sustainability in the MPO area.
METHODOLOGY:	<p>Provide input and technical assistance from a multi-modal perspective to all SMTC transportation planning projects in order that bicycle and pedestrian accessibility and safety, including Complete Streets, are given appropriate consideration in any given SMTC planning project;</p> <p>Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</p> <p>Continue to hold and facilitate meetings of the SMTC Forum on Active Transportation that serves as a platform to discuss bicycle and pedestrian issues between agencies, organizations, and the public;</p> <p>Identify multi-modal issues of concern where a focused substantive transportation study may be appropriate;</p> <p>Provide staff support to multi-modal advisory committees, such as but not limited to the City of Syracuse’s Complete Streets plan/policy development, and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development; and</p> <p>Participate in the NYSAMPO Bicycle/Pedestrian Working Group.</p> <p>SMTC staff time is included in this task for oversight and management of Complete Streets Planning (task 5B).</p> <p><u>Schedule</u> - Above items will occur throughout the 2024-2025 program year.</p>
END PRODUCT:	Maintenance of a multi-modal, Complete Streets component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.
Requesting / Participating Agencies:	
On behalf of: SMTC	Funding Sources:
Participating agencies: SMTC, Other Agencies as Appropriate	2024-2025
	FHWA (PL) \$34,000
	FTA (Sect 5303) \$6,000
	TOTAL \$40,000

UPWP TASK NO:	3B	
TASK TITLE:	Bridge and Pavement Condition Management System	
OBJECTIVE:	Complete an annual working document for SMTC member agencies and staff on bridge and pavement conditions within the SMTC planning area.	
METHODOLOGY:	<p>A Bridge and Pavement Condition Management System — a centralized database of all federal-aid highways and bridges for cross jurisdictional comparisons — is beneficial to MPOs. 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>This is a recurring task.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Pavement ratings and analysis: May-August, 2024 - Obtain bridge data and analysis of such: dependent on NYSDOT and/or FHWA data release date - Obtain additional pavement data and analysis of such: dependent on NYSDOT data release date - Draft document: August-December, 2024 - Final document: March, 2025 	
END PRODUCT:	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.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, Other Agencies as Appropriate		FHWA (PL) \$29,750
		FTA (Sect 5303) \$5,250
		TOTAL \$35,000

UPWP TASK NO:	3C	
TASK TITLE:	I-81 Project Development	
OBJECTIVE:	To continue and maintain active participation in the NYSDOT's I-81 Viaduct Project as the capital project advances.	
METHODOLOGY:	<p>The I-81 Challenge, a planning partnership between the SMTC and NYSDOT was completed in 2013. From that point, NYSDOT initiated and completed the required Environmental Impact Statement in May 2022 with the signing of the project's formal Record of Decision.</p> <p>The Syracuse Metropolitan Transportation Council will continue its engagement throughout the entirety of the project, as applicable.</p> <p><u>Schedule</u> - Active participation under this task is dependent on NYSDOT.</p>	
END PRODUCT:	Continued agency engagement/involvement in the NYSDOT's I-81 Viaduct project.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, CNY RPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, OCDOP and Others Agencies as Appropriate.		FHWA (PL) \$8,500
		FTA (Sect 5303) \$1,500
		TOTAL \$10,000

UPWP TASK NO:	3D	
TASK TITLE:	MPO Area and Regional Planning Assistance	
OBJECTIVE:	To allow the SMTC to be actively involved in the many important regional planning initiatives that either currently exist or may begin over the program year.	
METHODOLOGY:	<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 planning, analysis, or related activities specific 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, Onondaga County's Empire State Trail Local Economic Opportunities Plan, and other related activities.</p> <p><u>Schedule</u> - This is an ongoing activity that allows for SMTC participation and involvement when items are brought forward for SMTC consideration. As such, no specific schedule is available beyond this task taking place throughout the 2024-2025 program year.</p>	
END PRODUCT:	Active SMTC participation in important regional planning initiatives.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC/Various		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$34,000
		FTA (Sect 5303) \$6,000
		TOTAL \$40,000

UPWP TASK NO:	3E	
TASK TITLE:	Metropolitan Transportation Plan	
OBJECTIVE:	Implement the performance based, outcome-driven transportation planning activities contained in the 2050 Long Range Transportation Plan 2020 Update (LRTP), continue development of the new Metropolitan Transportation Plan, and start community engagement efforts for the update.	
METHODOLOGY:	<p>As required by law, each MPO must have a complete and up-to-date LRTP, also called a Metropolitan Transportation Plan. Federal Regulations dictate that the Plan be adopted a minimum of every five years in air quality “attainment areas.” A completely new Plan 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, while an amendment took place in April, 2022 with refined costs for the I-81 Viaduct Project. The “tracking” of performance measures will continue and a virtual performance dashboard will be considered for development.</p> <p>The next cyclical Plan update is due in 2025. The 2025 document will include re-examining future project assessments (inclusive of the selected preferred I-81 Viaduct alternative), goal setting, new future condition traffic modeling, financial analysis as applicable, and public involvement. Efforts as part of the 2024-2025 UPWP, in addition to performance measure reporting and establishing of performance targets, as applicable, will include updating of the planning area’s Transportation Atlas, and continued outreach throughout the community via the Forum on Active Transportation (FOAT). FOAT meetings will continue to be held quarterly either in-person or virtual.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> - Performance measure analysis and potential dashboard creation: April, 2024 - March, 2025 - Community outreach: April, 2024 - March, 2025 - Document preparation: April, 2024 - March, 2025 - Final document: September, 2025 	
END PRODUCT:	Adherence to federal Transportation Performance Management provisions.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$72,000
		FTA (Sect 5303) \$8,000
		TOTAL \$80,000

UPWP TASK NO:	3F	
TASK TITLE:	Rail, Truck and Transit Planning	
OBJECTIVE:	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.	
METHODOLOGY:	<p>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;</p> <p>Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</p> <p>Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate;</p> <p>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</p> <p>Participate in the NYSAMPO Freight and Transit Working Groups.</p> <p>-----</p> <p>Additionally, this task includes a few sub-items. An approximate schedule for each sub-task is provided.</p> <p>1) Outreach to freight stakeholders: throughout the 2024-2025 program;</p> <p>2) Complete truck route mapping & signage inventory outside Syracuse: 2nd Quarter through 4th Quarter SFY 2024-25</p> <p>3) Update the SMTC's Freight Transportation Profile with newer data & analysis: 1st Quarter SFY 2024-25.</p>	
END PRODUCT:	Maintenance of a multi-modal component in all SMTC transportation projects, miscellaneous technical reports and memoranda, as appropriate, and updated Freight Profile.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$42,500
		FTA (Sect 5303) \$7,500
		TOTAL \$50,000

UPWP TASK NO:	3G	
TASK TITLE:	Traffic Safety	
OBJECTIVE:	To participate in various Traffic Safety initiatives as appropriate.	
METHODOLOGY:	<p>Integrating safety into the transportation planning process has been the focus of various Federal and State initiatives and is strongly encouraged within 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.</p> <p>This is an ongoing activity.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> - Participate on the NYSAMPO Safety Working Group: April, 2024 - March, 2025 - Participate on the Onondaga County Traffic Safety Advisory Board: April, 2024 - March, 2025 - Attend traffic safety related webinars, trainings, events, and meetings, as appropriate: April, 2024 - March, 2025 	
END PRODUCT:	Increased awareness regarding various Traffic Safety issues, and further integration of traffic safety into the transportation planning process.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$21,250
		FTA (Sect 5303) \$3,750
		TOTAL \$25,000

UPWP TASK NO:	3H	
TASK TITLE:	Travel Demand Modeling	
OBJECTIVE:	To improve and utilize the SMTC's Travel Demand Model in support of the planning needs of the SMTC and its member agencies.	
METHODOLOGY:	<p>This task involves the following:</p> <p>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;</p> <p>Continue training of existing staff on the best way(s) to utilize the model in support of the SMTC and its member agencies;</p> <p>Refine latest calibrated SMTC model files;</p> <p>Utilization of the model in support of existing projects and member agency requests for scenario planning, inclusive of supportive assistance related to Micron and housing and development growth in the Syracuse metropolitan area, notably northern Onondaga County;</p> <p>Participation on the NYSAMPO Travel Demand Modeling Working Group.</p> <p>This is an ongoing activity.</p> <p><u>Schedule</u> - Above tasks, and others that may arise, will take place throughout the 2024-2025 program year.</p> <p>No FTA monies will be used for the contractual portion of this effort.</p>	
END PRODUCT:	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.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies		FHWA (PL) \$102,000
		FTA (Sect 5303) \$18,000
		TOTAL \$120,000

UPWP TASK NO:	3I						
TASK TITLE:	County Planning Assistance						
OBJECTIVE:	To provide staff assistance to the Onondaga County Department of Planning and municipalities within the planning area.						
METHODOLOGY:	<p>Funding will be utilized by SMTC staff to assist Onondaga County Department of Planning and municipalities undertaking transportation relevant plans and studies. This is an ongoing activity formerly titled as “Local Comprehensive Plan Assistance” pre-2022. Preliminary scope of work includes items such as:</p> <ul style="list-style-type: none"> • Meeting participation; • Existing conditions data collection and analysis; • Mapping services; • Bicycle/pedestrian/transit profiles; • Sketch planning/graphics; • Travel demand modeling to test housing, land-use, and development scenarios; and • Traffic operations analysis. <p>The County Department of Planning is 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 the County’s needs/recommendations. Potential efforts envisioned include nodal analysis and general Micron related requests.</p> <p><u>Schedule</u> - Contingent on requests and input from Onondaga County throughout the 2024-2025 program year.</p>						
END PRODUCT:	Various output elements in support of the local plans being developed. This project will not be creating these plans, just assisting with support services.						
Requesting / Participating Agencies:							
On behalf of: Onondaga County	2024-2025						
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">FHWA (PL)</td> <td style="text-align: right;">\$46,750</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$8,250</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$55,000</td> </tr> </table>	FHWA (PL)	\$46,750	FTA (Sect 5303)	\$8,250	TOTAL	\$55,000
FHWA (PL)	\$46,750						
FTA (Sect 5303)	\$8,250						
TOTAL	\$55,000						

UPWP TASK NO:	3J	
TASK TITLE:	City of Syracuse On Call Planning Support	
OBJECTIVE:	To provide transportation planning support and assistance to the City of Syracuse.	
METHODOLOGY:	<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 ongoing planning task provides a formalized effort for City and SMTC staff collaboration on an as-needed basis. Example activities/involvement include Complete Streets/Vision Zero plan development and the City’s Reconnecting a Post I-81 Viaduct Syracuse Planning Study (Task 3W and Appendix B).</p> <p>Past efforts have focused on sidewalk snow removal, and furthering the concept of tactical urbanism.</p> <p><u>Schedule</u> - This is a planning support effort dependent on needs and requests from the City of Syracuse.</p>	
END PRODUCT:	Transportation planning analysis and documentation, as applicable, once support is identified.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: City of Syracuse		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$34,000
		FTA (Sect 5303) \$6,000
		TOTAL \$40,000

UPWP TASK NO:	3K	
TASK TITLE:	Micron Development Area Transportation System Assessment	
OBJECTIVE:	To initiate a planning study to assess future direct and indirect development, and its impacts on land use and the transportation system.	
METHODOLOGY:	<p>The proposed Micron semiconductor facility in the Town of Clay has significant regional development implications. This study will seek to quantify the development, investigate the most effective land uses based on input from agencies and municipalities, develop these land uses in detail to assess the need for housing and commercial development, and determine the transportation impacts at various points in time through multiple modeling scenarios. The conflated travel demand model files developed under the Travel Demand Model task will be heavily utilized in the assessment. Additionally, this comprehensive transportation system assessment includes a separate assessment of enhanced transit service along the NY Route 31 corridor, which is approximately 20% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2024-25 - Compile data: 1st Quarter through 3rd Quarter SFY 2024-25 - Scenario development: 4th Quarter SFY 2024-25 - Model runs: 1st Quarter SFY 2025-26 through 2nd Quarter SFY 2025-26 - Communicate results: 2nd Quarter SFY 2025-26 - Final document: 3rd Quarter SFY 2025-26 <p><u>Enhanced transit service</u></p> <ul style="list-style-type: none"> - RFP creation: complete - Consultant selection: complete - Data collection: 4th Quarter SFY 2023-24 through 1st Quarter SFY 2024-25 - Identify preferred land use and development: 3rd Quarter SFY 2024-25 - Transit enhancement ideation: 4th Quarter SFY 2024-25 - Document results, proposed enhancement: 4th Quarter SFY 2024-25 <p>No FTA monies will be used for the contractual portion of this effort.</p>	
END PRODUCT:	Scenario model outputs, analysis, and final document detailing all work efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: Onondaga County		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$232,000
		FTA (Sect 5303) \$58,000
		TOTAL \$290,000

UPWP TASK NO:	3L	
TASK TITLE:	Syracuse Sidewalk Planning Study	
OBJECTIVE:	To update existing sidewalk inventory with more complete data.	
METHODOLOGY:	<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>To date, SMTC staff completed four phases of a sidewalk data collection program for the City of Syracuse and will continue collecting data in the 2024-2025 program.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> - Data collection: May, 2024 - August, 2024 - Related work per City of Syracuse interest: throughout the 2024-25 program 	
END PRODUCT:	Sidewalk inventory/database and applicable documentation of efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: City of Syracuse		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$38,250
		FTA (Sect 5303) \$6,750
		TOTAL \$45,000

UPWP TASK NO:	3M	
TASK TITLE:	Community Streets Program	
OBJECTIVE:	To initiate community streets “planning in action” pilot program in the City of Syracuse.	
METHODOLOGY:	<p>A Community Streets Guide was created by SMTC and shared with the City of Syracuse, along with initial funding to implement bicycle and/or pedestrian education, training programs, events and installation of temporary demonstration projects supportive of Complete Streets, accessibility and safety.</p> <p><u>Task and Schedule</u></p> <p>- Demonstration project application review and procedural involvement: throughout 2024-25 program year</p>	
END PRODUCT:	Documentation detailing efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: City of Syracuse		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$12,750
		FTA (Sect 5303) \$2,250
		TOTAL \$15,000

UPWP TASK NO:	3N	
TASK TITLE:	Brewerton Trail Network Technical Analysis	
OBJECTIVE:	To complete a technical analysis for the Hamlet of Brewerton's proposed multi-use trail network.	
METHODOLOGY:	<p>A Local Waterfront Revitalization Plan (LWRP) for the Hamlet of Brewerton was completed by the Town of Cicero in 2023. The LWRP proposes the creation of a multi-use path trail network to augment existing sidewalks and to provide additional routes connecting the waterfront to residential areas and schools. The planning task will examine the proposed trail network, gauge levels of community interest, and develop planning level order-of-magnitude costs supportive of Complete Streets, accessibility, and safety. Project is approximately 50% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: complete - Data collection and existing conditions: complete - Illustrate/document recommendations: 1st Quarter through 2nd Quarter SFY 2024-25 - Document: 3rd Quarter SFY 2024-25 	
END PRODUCT:	A final document detailing all work efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: Town of Cicero		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$29,750
		FTA (Sect 5303) \$5,250
		TOTAL \$35,000

UPWP TASK NO:	30		
TASK TITLE:	Greater Fayetteville Area Bicycle and Pedestrian Connections Study		
OBJECTIVE:	To evaluate on-road bicycle and pedestrian network connections and facilities throughout the Greater Fayetteville area that connect the villages of Fayetteville, Manlius, and Minoa to each other, and to various parks and trails in the area.		
METHODOLOGY:	<p>The intention of this planning task is to strengthen the bicycle and pedestrian network connections and facilities throughout the Greater Fayetteville area. A data based assessment of several corridors will be completed for their potential to include on-road bicycle facilities to extent practical for purposes of providing safe and accessible routes for bicyclists, walkers and joggers. Public participation is envisioned as the project progresses and will be identified through the creation of a Public Involvement Plan. Project is approximately 40% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: complete - Data collection and existing conditions: complete - Issues and opportunities: 1st Quarter SFY 2024-25 - Illustrate/document recommendations: 2nd Quarter SFY 2024-25 - Document: 3rd Quarter SFY 2024-25 <p>No FTA monies will be used for the contractual portion of this effort.</p>		
END PRODUCT:	A final document detailing all work efforts.		
Requesting / Participating Agencies:		Funding Sources:	
On behalf of: Village of Fayetteville		2024-2025	
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL)	\$42,500
		FTA (Sect 5303)	\$7,500
		TOTAL	\$50,000

UPWP TASK NO:	3P	
TASK TITLE:	Congestion Management Process 2024 Update	
OBJECTIVE:	To update the SMTC's Congestion Management Process documentation.	
METHODOLOGY:	<p>A Congestion Management Process (CMP) is required to be created in metropolitan area's with an urban population greater than 200,000 (categorized as a Transportation Management Area). The prior CMP was adopted by the SMTC Policy Committee in 2019.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Initiate update: 1st Quarter SFY 2024-25 - Data Collection: 1st Quarter SFY 2024-25 - Analysis: 1st Quarter through 2nd Quarter SFY 2024-25 - Final document: 3rd Quarter SFY 2024-25 	
END PRODUCT:	A final document detailing all work efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$25,500
		FTA (Sect 5303) \$4,500
		TOTAL \$30,000

UPWP TASK NO:	3Q		
TASK TITLE:	Downtown Parking Signage and Wayfinding		
OBJECTIVE:	To identify optimal parking sign locations to assist motorist visitors find public parking options throughout downtown Syracuse.		
METHODOLOGY:	<p>To help motorist visitors to downtown Syracuse find easy parking options, optimal locations for uniform downtown parking signage locations will be developed. Signs will mark the locations of and routes to public and private parking facilities that offer daily and/or hourly parking rates to the general public. In the future, signs for alternative fueling/electric charging stations could be added as well, helping to promote easy parking and refueling for electric vehicles and promoting trips by drivers of rechargeable vehicles to the downtown core.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2024-25 - Data Collection: 2nd Quarter SFY 2024-25 - Conceptual signage placement(s): 3rd Quarter SFY 2024-25 - Final document: 4th Quarter SFY 2024-25 		
END PRODUCT:	A final document detailing all work efforts.		
Requesting / Participating Agencies:		Funding Sources:	
On behalf of: CenterState CEO (via Downtown Committee of Syracuse)		2024-2025	
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL)	\$25,500
		FTA (Sect 5303)	\$4,500
		TOTAL	\$30,000

UPWP TASK NO:	3R	
TASK TITLE:	Village of Liverpool Modeling Update and Analysis	
OBJECTIVE:	To update the 2009 Village of Liverpool modeling documentation and also consider truck traffic issues, as applicable.	
METHODOLOGY:	<p>In 2009, SMTC staff completed the Liverpool Transportation Modeling Technical Memo to examine existing transportation conditions and plan for future transportation conditions through the use of the SMTC's travel demand model. This current effort will repeat transportation modeling relying on the SMTC's latest model to account for changes in the land-use and transportation system that have occurred such as the addition of an Amazon fulfillment center north of the Village of Liverpool.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2024-25 - Verification of data within study area: 1st Quarter SFY 2024-25 - Identify alternatives: 2nd Quarter SFY 2024-25 - Alternatives modeling and analysis: 2nd Quarter through 3rd Quarter SFY 2024-25 - Final document: 4th Quarter SFY 2024-25 	
END PRODUCT:	A final document detailing all work efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: Village of Liverpool		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$29,750
		FTA (Sect 5303) \$5,250
		TOTAL \$35,000

UPWP TASK NO:	3S		
TASK TITLE:	North Syracuse Van Mara Dr & Grove St Traffic Calming and Safety Analysis		
OBJECTIVE:	To identify traffic calming measures that will balance between anticipated growth in the village and broader area and, safety of residents that live on the study streets.		
METHODOLOGY:	<p>The Village would like to eliminate, or at least deter, the use of Van Mara Drive and Grove Streets as a perceived (or perhaps, actual) short cut that drivers are taking instead of utilizing the signalized intersections at S. Bay Rd. and Church St. or at S. Bay Rd. and Taft Rd.</p> <p>The Village would like guidance on the best traffic safety measures to implement along these two streets. These could include making them one way streets, installing speed bumps/tables, or narrowing. There is concern now with the current traffic, but the Village would like to also plan ahead to deter this situation as additional traffic (local and commercial) may increase with such development as Micron. Public engagement is envisioned as the project progresses and will be identified through the creation of a Public Involvement Plan.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2024-25 - Data Collection and existing conditions: 1st Quarter SFY 2024-25 - Issues identification: 2nd Quarter SFY 2024-25 - Proposed improvements: 3rd Quarter SFY 2024-25 - Recommended strategies: 4th Quarter SFY 2024-25 - Final document: 4th Quarter SFY 2024-25 		
END PRODUCT:	A final document detailing all work efforts.		
Requesting / Participating Agencies:		Funding Sources:	
On behalf of: Village of North Syracuse		2024-2025	
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL)	\$51,000
		FTA (Sect 5303)	\$9,000
		TOTAL	\$60,000

UPWP TASK NO:	3T	
TASK TITLE:	Greater Liverpool Traffic Study - Technical Analysis	
OBJECTIVE:	To evaluate existing capacity related issues in the Greater Liverpool Area and identify solutions that may be available to resolve them in a 5-year timeframe, as applicable.	
METHODOLOGY:	<p>Over the last five years, much commercial development has occurred within the greater Liverpool area. This development has resulted in additional vehicular traffic from workers, deliveries, and business patrons. Onondaga County seeks to understand the impact of this recent development on its highway system. The County desires to have a Level of Service (LOS) analysis completed on several signalized intersections, which will be useful in identifying existing capacity related issues, and solutions that may be available to resolve them.</p> <p>The transportation analysis would consist of collecting updated traffic counts for all signalized intersections within the study area and comparing this new data to previously available data (preferably 2018) to assess the change in growth. Then, the new traffic data would be analyzed via Synchro to assess existing LOS for all movements at each intersection within the study area. The data will be reviewed to identify and prioritize short term needed improvements.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2024-25 - Data Collection: 1st Quarter SFY 2024-25 - Synchro model creation and runs: 2nd Quarter SFY 2024-25 - Output evaluation: 2nd Quarter through 3rd Quarter SFY 2024-25 - Final document: 4th Quarter SFY 2024-25 	
END PRODUCT:	A final document detailing all work efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: Onondaga County		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$63,750
		FTA (Sect 5303) \$11,250
		TOTAL \$75,000

UPWP TASK NO:	3U	
TASK TITLE:	Onondaga County Safe Streets for All Action Plan - Project Coordination	
OBJECTIVE:	To assist Onondaga County in the creation, coordination, and management of a Safe Streets and Roads for All Action Plan.	
METHODOLOGY:	<p>Onondaga County was awarded \$450,000 from FHWA to prepare a Safe Streets For All compliant Action Plan. Under this safety focused task, SMTC tasks include development of an RFP scope of services satisfying FHWA program requirements, coordination of a project committee, coordination of planning services by the consultant team procured by Onondaga County for preparation of the Action Plan product, identifying and providing data to the consultant team, and in partnership with Onondaga County and the consultant team, execution of a public engagement strategy to stakeholders and residents in compliance with the FHWA program requirements. Actual Action Plan development will be done by a consultant utilizing the FHWA award funds, not planning funds incorporated in this UPWP. The planning funds are descriptive to SMTC staff use only.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2024-25 - Coordination and Management: 1st Quarter 2024-25 through 4th Quarter SFY 2025-26 	
END PRODUCT:	A final document detailing all work efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: Onondaga County		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$36,000
		FTA (Sect 5303) \$9,000
		TOTAL \$45,000

UPWP TASK NO:	3V		
TASK TITLE:	Safe Routes to School - Onondaga County Suburban School Districts Support		
OBJECTIVE:	To lead an initiative to engage and educate school and municipal leaders on Safe Routes to School (SRTS) program opportunities, and work with interested entities to develop a SRTS plan and applicable projects.		
METHODOLOGY:	<p>Recent discussions with School Superintendents within Onondaga County show a high interest in improving facilities for students to walk and bike safely to school and Safe Routes to School funding opportunities. Through this effort, SMTC staff will lead an initiative to engage and educate school and municipal leaders on the SRTS program opportunities, and work with interested entities to develop a SRTS plan and specific projects.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2024-25 - Meet with school district and municipal representatives: 2nd Quarter SFY 2024-25 - Assemble SRTS relevant information and materials: 2nd Quarter SFY 2024-25 - Develop SRTS plan and applicable projects: 3rd Quarter through 4th Quarter SFY 2024-25 		
END PRODUCT:	A final document detailing all work efforts.		
Requesting / Participating Agencies:		Funding Sources:	
On behalf of: Onondaga County		2024-2025	
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL)	\$41,050
		FTA (Sect 5303)	\$8,950
		TOTAL	\$50,000

UPWP TASK NO:	3W	
TASK TITLE:	Reconnecting Communities Grant Coordination and Management Assistance	
OBJECTIVE:	To assist the City of Syracuse in the coordination and management of their Reconnecting Communities Planning FHWA award.	
METHODOLOGY:	<p>The City of Syracuse was awarded \$500,000 from FHWA as part of the Reconnecting Communities Pilot Program. The planning grant was awarded to study the creation of safe and protected pedestrian, bicycle, and public transportation pathways along multiple east-west routes across the southside of Syracuse.</p> <p>Under this UPWP task, SMTC efforts include development of an RFP scope of services, coordination of planning services by the consultant team procured by the City of Syracuse, and advising consultants. Actual documentation will be done by a consultant utilizing the FHWA award funds (Appendix B), not planning funds incorporated in this UPWP. The planning funds are descriptive to SMTC staff use only.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2024-25 - Coordination and Management: 1st Quarter 2024-25 through 2nd Quarter SFY 2025-26 	
END PRODUCT:	A final document detailing all work efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: City of Syracuse		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$49,500
		FTA (Sect 5303) \$5,500
		TOTAL \$55,000

UPWP TASK NO:	3X	
TASK TITLE:	West Monroe Route 49 Corridor Study	
OBJECTIVE:	To complete a corridor study of New York State Route 49 in the Village of Central Square and Town of West Monroe to increase safety, mobility, and economic viability along the corridor.	
METHODOLOGY:	<p>Project will address transportation needs of area residents and commuters, adequacy, safety and ease of using existing transportation infrastructure, access management, and a traffic safety analysis. Public outreach opportunities will be developed. Public engagement is envisioned as the project progresses and will be identified through the creation of a Public Involvement Plan.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2024-25 - Data Collection and existing conditions: 2nd Quarter SFY 2024-25 - Issues and opportunities: 3rd Quarter SFY 2024-25 - Future land use and capacity analysis: 3rd Quarter through 4th Quarter SFY 2024-25 - Conceptual examples: 1st Quarter SFY 2025-26 - Final document: 2nd Quarter SFY 2025-26 	
END PRODUCT:	A final document detailing all work efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: Town of West Monroe		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$49,500
		FTA (Sect 5303) \$5,500
		TOTAL \$55,000

UNIFIED PLANNING WORK PROGRAM

FY 2024-2025

4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (44.25.00)

4A. TIP Development and Maintenance

UPWP TASK NO:	4A	
TASK TITLE:	TIP Development and Maintenance	
OBJECTIVE:	Maintain and update the Transportation Improvement Program (TIP). Activities for this project will also ensure that the TIP is in compliance with all federal and state requirements.	
METHODOLOGY:	<p>The Transportation Improvement Program will be maintained, amended, and updated as necessary, in cooperation with the NYSDOT, the CNYRTA, and units of local government. The 2023-2027 Transportation Improvement Program was adopted by the SMTC Policy Committee in August, 2022, and has been amended several times as necessary since initial adoption.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> - Maintenance of 2023-2027 TIP: April, 2024 - March, 2025 - Capital Projects Committee meetings: 1st Quarter SFY 2024-25 through 4th Quarter SFY 2024-25 - Annual Listing of Obligations: November, 2024 - Federal Fiscal Year 23/24 summary: November, 2024 - Initiate TIP/STIP update: 3rd through 4th Quarter SFY 2024-25 	
END PRODUCT:	A Transportation Improvement Program that is maintained, kept up-to-date, and in compliance with all Federal and State requirements.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$54,000
		FTA (Sect 5303) \$6,000
		TOTAL \$60,000

UNIFIED PLANNING WORK PROGRAM

FY 2024-2025

5. OTHER ACTIVITIES (44.27.00)

5A. Miscellaneous Activities and Special Technical Assistance

5B. Complete Streets Planning

UPWP TASK NO:	5A	
TASK TITLE:	Miscellaneous Activities and Special Technical Assistance	
OBJECTIVE:	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.	
METHODOLOGY:	<p>From time-to-time, miscellaneous projects are assigned to staff. Many are one time studies or reports, while other tasks are more long-term in nature, and are infrequent enough or so limited in scope of MPO participation, and, therefore, do not warrant a separate UPWP project.</p> <p>Tasks may include such activities as participation in various New York State MPO statewide initiatives and reviewing proposed Federal regulations.</p> <p>This task also allows the SMTC to provide technical assistance to member agencies, local governments, and other agencies/organizations which were not foreseen or known during the preparation of the annual UPWP.</p> <p><u>Schedule</u> - 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 2024-2025 program year.</p>	
END PRODUCT:	Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$43,829
		FTA (Sect 5303) \$4,870
		TOTAL \$48,699

UPWP TASK NO:	5B	
TASK TITLE:	Complete Streets Planning	
OBJECTIVE:	This task covers Complete Streets eligible projects within the SMTC planning area using specific set aside funding.	
METHODOLOGY:	<p>The Bipartisan Infrastructure Law (BIL) specifies that no less than 2.5% of an MPO’s Metropolitan Planning (PL) funds shall be set aside for Complete Streets relevant planning. A Complete Street as defined in the BIL is a facility that ensures “...the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” Further, a complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.</p> <p>Through discussion with SMTC member agencies, Route 57 in the Town Clay was selected to develop a Complete Streets plan. The study will seek to increase the safety for all users of the transportation system through feasible complete streets treatments. The planning effort will also include detailed planning-level cost estimates, potential funding opportunities, an implementation plan, and prioritization of complete streets treatments.</p> <p><u>Schedule</u> - Scope of work was created in 4th Quarter SFY 2023-24. Related Request for Proposals and study efforts will be advanced throughout the 2024-2025 program year, and subsequent programs as set-aside funding allows.</p>	
END PRODUCT:	A final document detailing all work efforts.	
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC		2024-2025
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		FHWA (PL) \$106,082
		FTA (Sect 5303) \$0,000
		TOTAL \$106,082

These dollars are shown in Table 7 and not included in other SMTC financial tables.

UNIFIED PLANNING WORK PROGRAM

FY 2024-2025

6. BUDGET TABLES

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 6A - STATEWIDE PLANNING & RESEARCH - DOME PROJECT

TABLE 6B - SHARED COST INITIATIVE - NYSAMPO 2025 CONFERENCE

TABLE 7 - COMPLETE STREETS SET-ASIDE

TABLE 1
2024 - 2025 SUMMARY BUDGET

TASK BUDGET									
TASK		FUNDING SOURCE							
ID	Category	FHWA - PL	FTA	FTA %	Total Federal	Total Non-Federal	State	Local	Total
1.	Program Administration and Support (44.21.00)								
A.	General Administration	\$252,000	\$28,000	10%	\$280,000	\$60,053	\$45,039	\$15,013	\$340,053
B.	Public Participation and Outreach (and Web Site)	\$14,000	\$3,500	20%	\$17,500	\$3,822	\$2,867	\$956	\$21,322
C.	Federal Transportation Legislation Examination and Evaluation	\$12,000	\$3,000	20%	\$15,000	\$3,276	\$2,457	\$819	\$18,276
D.	UPWP Previous Year Closeouts	\$20,000	\$5,000	20%	\$25,000	\$5,461	\$4,095	\$1,365	\$30,461
E.	UPWP Maintenance and Development	\$12,000	\$3,000	20%	\$15,000	\$3,276	\$2,457	\$819	\$18,276
	Total Program Administration and Support	\$310,000	\$42,500	12%	\$352,500	\$75,888	\$56,916	\$18,972	\$428,388
2.	Short-Range Transportation Planning (44.24.00)								
A.	Census Data Compilation and/or Analysis	\$16,000	\$4,000	20%	\$20,000	\$4,368	\$3,276	\$1,092	\$24,368
B.	Data Collection, Compilation and/or Analysis (including City and OCDOT Traffic Count Programs)	\$76,500	\$13,500	15%	\$90,000	\$19,480	\$14,610	\$4,870	\$109,480
C.	Geographic Information Systems - SMTC	\$40,000	\$10,000	20%	\$50,000	\$10,921	\$8,191	\$2,730	\$60,921
D.	Geographic Information Systems - Member Agency Assistance	\$24,000	\$6,000	20%	\$30,000	\$6,553	\$4,914	\$1,638	\$36,553
	Total Short-Range Transportation Planning	\$156,500	\$33,500	18%	\$190,000	\$41,322	\$30,992	\$10,331	\$231,322
3.	Long Range Transportation Planning (44.23.02)								
A.	Bicycle/Pedestrian Planning	\$34,000	\$6,000	15%	\$40,000	\$8,658	\$6,493	\$2,164	\$48,658
B.	Bridge and Pavement Condition Management System (BPCMS)	\$29,750	\$5,250	15%	\$35,000	\$7,576	\$5,682	\$1,894	\$42,576
C.	I-81 Project Involvement	\$8,500	\$1,500	15%	\$10,000	\$2,164	\$1,623	\$541	\$12,164
D.	MPO Area and Regional Planning Initiatives	\$34,000	\$6,000	15%	\$40,000	\$8,658	\$6,493	\$2,164	\$48,658
E.	Metropolitan Transportation Plan	\$68,000	\$12,000	15%	\$80,000	\$17,316	\$12,987	\$4,329	\$97,316
F.	Rail, Truck and Transit Planning (includes freight profile update)	\$42,500	\$7,500	15%	\$50,000	\$10,822	\$8,117	\$2,706	\$60,822
G.	Traffic Safety	\$21,250	\$3,750	15%	\$25,000	\$5,411	\$4,058	\$1,353	\$30,411
H.	Travel Demand Modeling	\$108,000	\$12,000	10%	\$120,000	\$25,737	\$19,303	\$6,434	\$145,737
I.	County Planning Assistance	\$46,750	\$8,250	15%	\$55,000	\$11,905	\$8,928	\$2,976	\$66,905
J.	City of Syracuse on call Planning Support - various activities	\$34,000	\$6,000	15%	\$40,000	\$8,658	\$6,493	\$2,164	\$48,658
K.	Micron Development Area Transportation System Assessment (includes Transit/BRT feasibility and TBD Modeling Scenarios)	\$261,000	\$29,000	10%	\$290,000	\$62,197	\$46,648	\$15,549	\$352,197
L.	Syracuse Sidewalk Planning Study	\$38,250	\$6,750	15%	\$45,000	\$9,740	\$7,305	\$2,435	\$54,740
M.	Community Streets Program	\$12,000	\$3,000	20%	\$15,000	\$3,276	\$2,457	\$819	\$18,276
N.	Brewerton Trail Network Cicero - Technical Analysis	\$29,750	\$5,250	15%	\$35,000	\$7,576	\$5,682	\$1,894	\$42,576
O.	Greater Fayetteville Area Bicycle and Pedestrian Connections	\$40,000	\$10,000	20%	\$50,000	\$10,921	\$8,191	\$2,730	\$60,921
P.	Congestion Management Process	\$24,000	\$6,000	20%	\$30,000	\$6,553	\$4,914	\$1,638	\$36,553
Q.	Downtown Parking Signage and Wayfinding	\$25,500	\$4,500	15%	\$30,000	\$6,493	\$4,870	\$1,623	\$36,493
R.	Village of Liverpool Modeling Update and Analysis	\$28,000	\$7,000	20%	\$35,000	\$7,645	\$5,734	\$1,911	\$42,645
S.	North Syracuse Van Mara and Grove Street Traffic Calming and Safety Analysis	\$48,000	\$12,000	20%	\$60,000	\$13,105	\$9,829	\$3,276	\$73,105
T.	Greater Liverpool Traffic Study - Technical Analysis	\$60,000	\$15,000	20%	\$75,000	\$16,382	\$12,286	\$4,095	\$91,382
U.	Onondaga County Safe Street for All Action Plan - Project Coordination	\$36,000	\$9,000	20%	\$45,000	\$9,829	\$7,372	\$2,457	\$54,829
V.	Safe Routes to School - Onondaga County Suburban School Districts Support	\$40,000	\$10,000	20%	\$50,000	\$10,921	\$8,191	\$2,730	\$60,921
W.	City of Syracuse Reconnecting Communities Grant Coordination and Management Assistance	\$44,000	\$11,000	20%	\$55,000	\$12,013	\$9,010	\$3,003	\$67,013
X.	West Monroe Route 49 Corridor Study	\$44,000	\$11,000	20%	\$55,000	\$12,013	\$9,010	\$3,003	\$67,013
	Total Long-Range Transportation Planning	\$1,157,250	\$207,750	15%	\$1,365,000	\$295,569	\$221,677	\$73,892	\$1,660,569
4.	Transportation Improvement Program (TIP) (44.25.00)								
A.	TIP Development & Maintenance	\$48,000	\$12,000	20%	\$60,000	\$13,105	\$9,829	\$3,276	\$73,105
	Total Transportation Improvement Program	\$48,000	\$12,000	20%	\$60,000	\$13,105	\$9,829	\$3,276	\$73,105
5.	Other Activities (44.27.00)								
A.	Miscellaneous Activities and Special Technical Assistance	\$44,129	\$4,570	9%	\$48,699	\$10,433	\$7,825	\$2,608	\$59,132
	Total Other Activities	\$44,129	\$4,570	9%	\$48,699	\$10,433	\$7,825	\$2,608	\$59,132
	Grand Total FHWA PL & FTA MPP Funds	\$1,715,879	\$300,320	15%	\$2,016,199	\$436,318	\$327,238	\$109,079	\$2,452,517
	Grand Total - All Fund Sources				\$2,016,199				\$2,452,517

TABLE 2 2024 - 2025 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	\$310,000	\$42,500	\$56,916	\$18,972	\$428,388	\$272,500	\$80,000	\$56,916	\$18,972	\$428,388
44.24.00	Short-Range Transportation Planning	\$156,500	\$33,500	\$30,992	\$10,331	\$231,322	\$190,000	\$0	\$30,992	\$10,331	\$231,322
44.23.02	Long-Range Transportation Planning	\$1,157,250	\$207,750	\$221,677	\$73,892	\$1,660,569	\$1,365,000	\$0	\$221,677	\$73,892	\$1,660,569
44.25.00	Transportation Improvement Program	\$48,000	\$12,000	\$9,829	\$3,276	\$73,105	\$60,000	\$0	\$9,829	\$3,276	\$73,105
44.27.00	Other Activities	\$44,129	\$4,570	\$7,825	\$2,608	\$59,132	\$48,699	\$0	\$7,825	\$2,608	\$59,132
	Total	\$1,715,879	\$300,320	\$327,238	\$109,079	\$2,452,517	\$1,936,199	\$80,000	\$327,238	\$109,079	\$2,452,517
		\$2,016,199		\$436,318		\$2,452,517	\$2,016,199		\$436,318		\$2,452,517

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	Local	Total
44.20.01	Salaries	\$974,335		\$39,686		\$1,014,021
44.20.02	Fringe	\$277,326	\$0	\$9,826		\$287,152
44.20.03	Travel	\$10,700	\$0			\$10,700
44.20.04	Equipment	\$35,000	\$0			\$35,000
44.20.05	Supplies	\$15,000	\$0			\$15,000
44.20.06	Contractual	\$490,500	\$80,000		\$109,079	\$679,579
44.20.07	Other	\$36,389	\$0			\$36,389
44.20.08	Indirect	\$96,949	\$0	\$6,798		\$103,747
XX.XX.XX	Toll Credits*			\$270,928		\$270,928
	Total	\$1,936,199	\$80,000	\$327,238	\$109,079	\$2,452,517
		\$2,016,199		\$436,318		\$2,452,517
		\$2,016,199		\$436,318		\$2,452,517

* 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
2024 - 2025 SUMMARY BUDGET
FHWA - PL BUDGET

TASK BUDGET							
ID	Task	Total	FHWA - PL	Staff	CNYRPDB	State*	Local
44.21.00	Program Administration and Support	\$375,263	\$310,000	\$239,645	\$70,355	\$48,947	\$16,316
44.24.00	Short-Range Transportation Planning	\$189,447	\$156,500	\$156,500		\$24,711	\$8,237
44.23.02	Long-Range Transportation Planning	\$1,400,882	\$1,157,250	\$1,157,250		\$182,724	\$60,908
44.25.00	Transportation Improvement Program	\$58,105	\$48,000	\$48,000		\$7,579	\$2,526
44.27.00	Other Activities	\$53,419	\$44,129	\$44,129		\$6,968	\$2,323
	Total	\$2,077,118	\$1,715,879	\$1,645,524	\$70,355	\$270,928	\$90,310

\$2,077,118	\$1,715,879	\$270,928	\$90,310
\$2,077,118			

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$828,060	\$828,060			
44.20.02	Fringe	\$235,692	\$235,692			
44.20.03	Travel	\$9,094	\$9,094			
44.20.04	Equipment	\$29,746	\$29,746			
44.20.05	Supplies	\$12,748	\$12,748			
44.20.06	Contractual	\$577,528	\$416,863	\$70,355		\$90,310
44.20.07	Other	\$30,926	\$30,926			
44.20.08	Indirect	\$82,394	\$82,394			
XX.XX.XX	Toll Credits *	\$270,928			\$270,928	
	Total	\$2,077,118	\$1,645,523	\$70,355	\$270,928	\$90,310

\$2,077,118	\$1,645,523	\$70,355	\$270,928	\$90,310
\$2,077,118				

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

TABLE 4
2024 - 2025 SUMMARY BUDGET
FTA BUDGET

TASK BUDGET							
ID	Task	Total	FTA	Staff	CNY RPDB	State*	Local
44.21.00	Program Administration and Support	\$53,125	\$42,500	\$32,855	\$9,645	\$7,969	\$2,656
44.24.00	Short-Range Transportation Planning	\$41,875	\$33,500	\$33,500		\$6,281	\$2,094
44.23.02	Long-Range Transportation Planning	\$259,688	\$207,750	\$207,750		\$38,953	\$12,984
44.25.00	Transportation Improvement Program	\$15,000	\$12,000	\$12,000		\$2,250	\$750
44.27.00	Other Activities	\$5,713	\$4,570	\$4,570		\$857	\$286
	Total	\$375,400	\$300,320	\$290,675	\$9,645	\$56,310	\$18,770

\$375,400	\$300,320	\$290,675	\$9,645	\$56,310	\$18,770
			\$375,400		

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$185,959	\$146,273		39,686	
44.20.02	Fringe	\$51,460	\$41,634		9,826	
44.20.03	Travel	\$1,606	\$1,606			
44.20.04	Equipment	\$5,254	\$5,254			
44.20.05	Supplies	\$2,252	\$2,252			
44.20.06	Contractual	\$102,052	\$73,637	\$9,645		\$18,770
44.20.07	Other	\$5,463	\$5,463			
44.20.08	Indirect	\$21,353	\$14,555		6,798	
XX.XX.XX	Toll Credits	\$0				
	Total	\$375,400	\$290,675	\$9,645	\$56,310	\$18,770

\$375,400	\$290,675	\$9,645	\$56,310	\$18,770
			\$375,400	

TABLE 5
2024 - 2025 SUMMARY BUDGET
TOTAL AUDITABLE BUDGET

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State*	Local
44.20.01	Salaries	\$1,014,021	\$974,335		\$39,686	
44.20.02	Fringe	\$287,152	\$277,326		\$9,826	
44.20.03	Travel	\$10,700	\$10,700		\$0	
44.20.04	Equipment	\$35,000	\$35,000		\$0	
44.20.05	Supplies	\$15,000	\$15,000		\$0	
44.20.06	Contractual	\$679,579	\$490,500	\$80,000	\$0	\$109,079
44.20.07	Other	\$36,389	\$36,389		\$0	
44.20.08	Indirect	\$103,747	\$96,949		\$6,798	
XX.XX.XX	Toll Credits	\$270,928	\$0		\$270,928	
	Total	\$2,452,517	\$1,936,199	\$80,000	\$327,238	\$109,079

\$2,452,517	\$1,936,199	\$80,000	\$327,238	\$109,079
\$2,452,517				

* 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 6A
2024 - 2025 State Planning and Research Funding - Dome Project
(COMPLETED)

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	\$0	\$0	\$0	\$0	\$0
44.25.00	Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0
44.27.00	Other Activities	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0

* 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	\$0	\$0	\$0
44.20.07	Other	\$0	\$0	\$0
44.20.08	Indirect	\$0	\$0	\$0
	Total	\$0	\$0	\$0
		\$0	\$0	\$0
		\$0	\$0	\$0

Summary of Other Funds:	
Total *FHWA PL SCI Expenses for NYSAMPO 2023 Conference (see table 6	\$50,000
*100% Federal Share with the use of Toll Credits	
Total **SPR Expenses Remaining for Dome Event Traffic Management Plan	\$0
*80% Federal Share and 20% NYS Match	

TABLE 6B
2024 - 2025 Shared Cost Initiative NYSAMPO 2025 Conference

TASK BUDGET						
TASK		FUNDING SOURCE			RESPONSIBILITY	
ID	Task	NYS DOT - Match	FHWA	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	\$0	\$50,000	\$0	\$50,000	\$0
44.25.00	Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0
44.27.00	Other Activities	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$50,000	\$0	\$50,000	\$0
			\$50,000	\$50,000	\$50,000	\$50,000

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

AUDIT BUDGET				
ID	Category	Staff	CNY RPDB	Total
44.20.01	Salaries	\$0	\$0	\$0
44.20.02	Fringe	\$0	\$0	\$0
44.20.03	Travel	\$0	\$0	\$0
44.20.04	Equipment	\$0	\$0	\$0
44.20.05	Supplies	\$0	\$0	\$0
44.20.06	Contractual	\$50,000	\$0	\$50,000
44.20.07	Other	\$0	\$0	\$0
44.20.08	Indirect	\$0	\$0	\$0
	Total	\$50,000	\$0	\$50,000
			\$50,000	\$50,000
			\$50,000	\$50,000

Summary of Other Funds:	
Total *FHWA PL SCI Expenses for NYSAMPO 2025 Conference	\$50,000
*100% Federal Share with the use of Toll Credits	
Total **SPR Expenses Remaining for Dome Event Traffic Management Plan	\$0
*80% Federal Share and 20% NYS Match	

TABLE 7
2024 - 2025 FHWA Complete Street Set Aside (3 Year allocation of 2022-2023 & 2023 - 2024 & 2024 -2025)

TASK BUDGET						
TASK		FUNDING SOURCE			RESPONSIBILITY	
ID	Task	NYSDOT - Match	FHWA - PL (Complete Street Set Aside)	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		\$106,082	\$106,082	\$106,082	\$106,082
44.25.00	Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0
44.27.00	Other Activities	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$106,082	\$106,082	\$106,082	\$106,082
			\$106,082	\$106,082	\$106,082	\$106,082

* 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	\$106,082	\$0	\$106,082
44.20.07	Other	\$0	\$0	\$0
44.20.08	Indirect	\$0	\$0	\$0
	Total	\$106,082	\$0	\$106,082
			\$106,082	\$106,082
			\$106,082	\$106,082

UNIFIED PLANNING WORK PROGRAM

FY 2024-2025

APPENDICES

Appendix A: Other Federally Funded Transportation Planning Activities - SPR

Appendix B: Other Significant Federally Funded Transportation Planning Activities

Appendix A: Other Federally Funded Transportation Planning Activities - SPR

SPR Funded Projects Active During FFY24 that Impact Metropolitan Areas

SPR #	Project Title	SPR Funding	Description
HOCTC	Region 2		
SP-21-07	Interstate 90 Exit 31 Interchange Reconstruction Feasibility Planning Study	\$300,000	HOCTC & NYSDOT are undertaking a Transportation Scoping/Planning & Environmental Linkages (PEL) Study for an I-90 Exit 31 Interchange Reconstruction Project in the City of Utica. In accordance w/the National Environmental Policy Act (NEPA) & NYSDOT procedures for implementation of the State Environmental Quality Review Act (SEQR), engineering scoping/PEL study will assess engineering feasibility & impacts to the community, economy, & the safety & mobility of adjacent roadway network: I-790, NY 49, NY 5 & North Genesee St. (921C).
SMTC	Region 3		
C-19-53	Dome Traffic Management and Events Strategic Plan	\$400,000	The goal of this project is to provide detailed, site-specific traffic management & operations documentation during various events at the Syracuse University Carrier Dome, which is inclusive of broader, day-to-day management & operations relevant recommendations in light of new access to the University Hill area, & transportation network changes anticipated by NYSDOT I-81 Viaduct being replaced w/a community grid.
SP-22-05	SMTC Regional Model and I-81 Modeling Reconciliation	\$150,000	The goal of this project is to work collaboratively with the Syracuse Metropolitan Transportation Council (SMTC) to reconcile the NYSDOT derivative I-81 model with the current SMTC Regional Travel Demand Model to create one single model used in the region transportation planning and programming.
NYMTC	Regions 8, 10 and 11		
C-19-52	Continuous Count Traffic Count Program, Zone 3	\$10,321,100	For full performance-based maintenance & upgrade services in Zone 3 (Metro NYC/Long Island) over a 5-year term to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
All MPOs			
C-17-53	Pavement Condition Data Collection Services	\$20,893,900	Collect pavement condition data as necessary to comply w/annual state & federal requirements & NYSDOT pavement management practices & develop & maintain a system to track location, dimension & condition of other highway related assets.
C-17-56	Statewide Coordination of Metropolitan Planning Programs	\$100,000	Support & maintain the ongoing coordination of metropolitan planning programs in NYS for statewide benefit; ongoing collaboration of the 14 MPOs; & on-going coordination of metropolitan & statewide planning programs.
C-17-59	Traffic Data System	\$3,890,100	Implement an automated traffic data management system application.
C-18-53	Probe Data: Floating Car (GPS-based)	\$337,500	Purchase floating car probe data to establish performance targets to assess travel reliability, congestion & emissions & perform other analyses & visualizations of road performance for passenger cars & trucks. Data will be utilized by NYSDOT & MPOs.
C-18-55	NYS Transportation Master Plan	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities.
C-19-51	Short Count Traffic Count Program (2020-2024)	\$25,613,607	Provide for collection of traffic data in NYSDOT Regions 1 - 11 (divided into Zones).

SPR Funded Projects Active During FFY24 that Impact Metropolitan Areas

SPR #	Project Title	SPR Funding	Description
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	\$3,580,616	Establish a research & analysis capability with Oak Ridge National Labs (ORNL), Center for Transportation Analysis, to assist NYS in analyzing national data.
SP-20-03	Research, Development & Support of an Integrated Planning & Performance Data & Analytics Framework (PPDAF)	\$906,500	Leverage the current analysis tools to research & further integrate travel time datasets & available open-source analytics tools w/other transportation, economic & demographic data to support efficient & consistent planning & analysis.
SP-21-02	Program & Project Management System Support Services	\$1,208,328	Provide support services for post-implementation of a Department-wide enhanced & improved enterprise level program & project management system to facilitate improvements to capital program delivery.
SP-21-04	Highway Oversize/Overweight Credentialing System (HOOCs) Phase 2	\$1,950,000	Implement a Commercial Off-the-Shelf (COTS) HOOCs software solution & obtain accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements. Phase 2 will advance functionality of HOOCs.
SP-21-05	Statewide Small Culvert Inventory & Inspection System Improvements	\$4,000,000	Expand the number of small culverts contained w/in NYSDOT's AgileAssets Maintenance Management System (MMS) to create a complete statewide inventory & inspection of small culverts.
SP-21-06	Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management	\$295,000	Demonstrate the ability of an enhanced IIMS to provide improved sharing of incident reporting between First/Secondary Response teams & operations centers to: improve situational awareness, enhance coordinated response to incidents & safety of incident scenes, reduce incident duration & impact (lane closures, delay, & occurrence of secondary incidents) using analytical tools that correlate IIMS w/vehicle sensor & other data sources.
SP-21-08	Continuous Count Traffic Count Program, Zone 1	\$5,082,107	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
SP-21-09	Continuous Count Traffic Count Program, Zone 2	\$10,634,500	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
SP-22-02	CLEAR (Crash Location & Engineering Analysis Repository) Safety Management Data System Transfer	\$500,000	To improve the transfer of crash data and images to support the CLEAR applications. This project builds off of the work from another project with a focus on assessing the Department's safety analysis methods and safety programs and implementing new strategies using updated technologies and enterprise platforms.

SPR Funded Projects Active During FFY24 that Impact Metropolitan Areas

SPR #	Project Title	SPR Funding	Description
SP-22-03	Statewide Mobility Services Program	\$3,941,160	To continue and expand on NYSDOT’s agency-wide efforts to support and encourage the use of sustainable and efficient modal options for travel, while addressing the goals of the NYS Climate Leadership and Community Protection Act (CLCPA) to reduce GHGs 85% and achieve economy-wide carbon neutrality by 2050. It will build on the efforts of the existing Statewide Active Transportation Demand Management (ATDM) and will include additional technical assistance program elements, policy research, pilot initiatives and partnerships with employers, large institutions, destination, neighborhood and community organizations, local governments, and mobility providers. Work products are expected to result in products that specifically integrate mobility into existing NYSDOT policies, programs, projects, and protocols. This will include but is not limited to: regional and statewide project development, prioritization, and programming; corridor plans; integrated multimodal systems management and transportation management center (TMS) operations; and freight analysis.
SP-22-04	NYS Freight Transportation Plan	\$801,422	The goal of this project is to update the 2019 NYS Freight Transportation Plan. The updated plan will provide a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.
SP-22-06	TRANSEARCH Data	\$1,100,000	Access a proprietary nationwide database of freight traffic flows. NYSDOT is required to develop a state freight plan. This data will be instrumental in the development of the plan.
SP-22-07	The Eastern Transportation Coalition (TETC) / University of Maryland Data Acquisition	\$750,000	Acquire reliable and real-time travel time and speed data that has utility across multiple functional groups for the entire roadway network without the need for sensors or other hardware from six different categories: (1) Travel Time and Speed; (2) Origin-Destination; (3) Freight; (4) Waypoint; (5) Volume; (6) Conflation.
SP-23-03	NYS Resiliency Improvement Program	\$350,000	Develop a NYS Resilience Improvement Plan (RIP) to help guide the immediate and long-range planning activities and investments of the State in respect to the resilience of the surface transportation system.
SP-23-04	Employment / Establishment Data Acquisition	\$400,000	Access up-to-date employer and establishment data containing industry classification, employment and sales information that will contribute to modeling the use of a multimodal system by highlighting demand and supply areas, anticipate growth of need and increasing safety.

Appendix B: Other Significant Federally Funded Transportation Planning Activities

Reconnecting a Post I-81 Viaduct Syracuse
City of Syracuse, New York

Planning

RCP Award: \$500,000

Estimated Total Project Cost: \$630,000

Funds will be used to study how best to address inequities on the south side of Syracuse created by a raised highway and elevated railroad that inhibit access to jobs, education, healthcare, and recreation. The project will study the most effective methods to reconnect the project area, with considerations for pedestrian, bicycle, and public transportation/Bus Rapid Transit pathways along multiple potential east-west routes across the dividing facilities while supporting community engagement.

In the late 1960s, construction was completed on the elevated Interstate 81 viaduct cutting south to north through the center of Syracuse. To make way for the highway, the vibrant, primarily Black 15th Ward neighborhood was completely razed, demolishing homes and businesses while displacing residents permanently. The project's planning effort prioritizes the removal of barriers to improve access and mobility to daily destinations and the enhancement of active and shared modes with significant consideration for safe accommodations for all users.