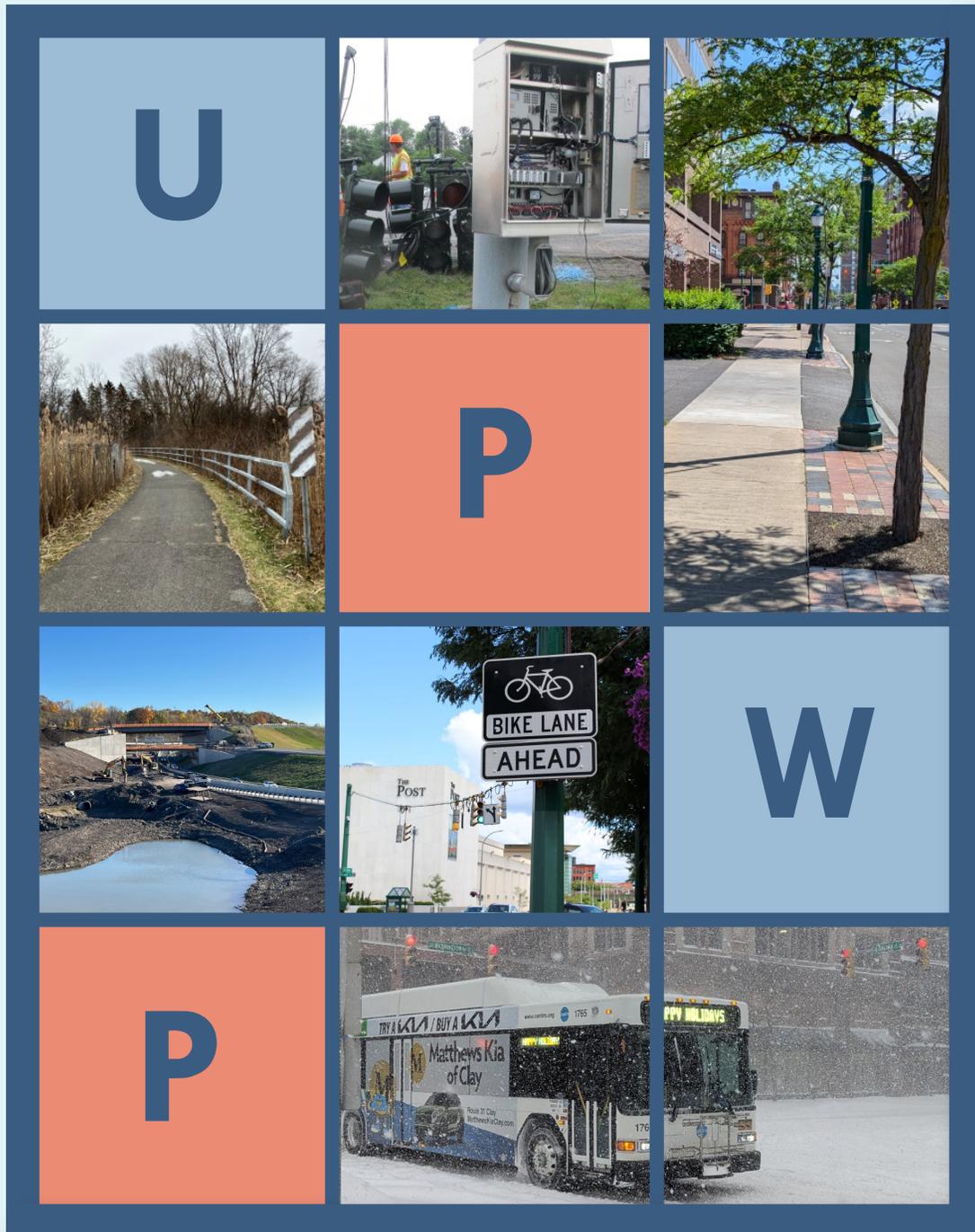


SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL



Unified Planning Work Program 2026-2027

2026-2027 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 13, 2026



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 13, 2026

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 federal 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 within the 2026-2027 program year; and

WHEREAS, in recognition of the need to promote the overall preservation of the existing transportation system and other associated planning factors such as economic vitality, safety, accessibility and mobility, the UPWP pursues work on several projects including (1) the Metropolitan 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 2026-2027 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, as appropriate with this approved UPWP.

NOW THEREFORE BE IT RESOLVED, that the Policy Committee adopts the 2026-2027 Unified Planning Work Program and the submission thereof to the appropriate Federal and State agencies and directs the filing of appropriate applications to support the program; and

Adoption of the 2026-2027 UPWP

SMTC Policy Resolution No. 2026-01

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

Done and ordered this 13th day of February, 2026 by consensus of the SMTC Policy Committee.



Corey Dunham
Chairperson
SMTC Policy Committee



New York State Department of Transportation
Secretary
SMTC Policy Committee

Date: February 13, 2026

Date: February 13, 2026

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 year 2026-2027 (April 1, 2026 - March 31, 2027). 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

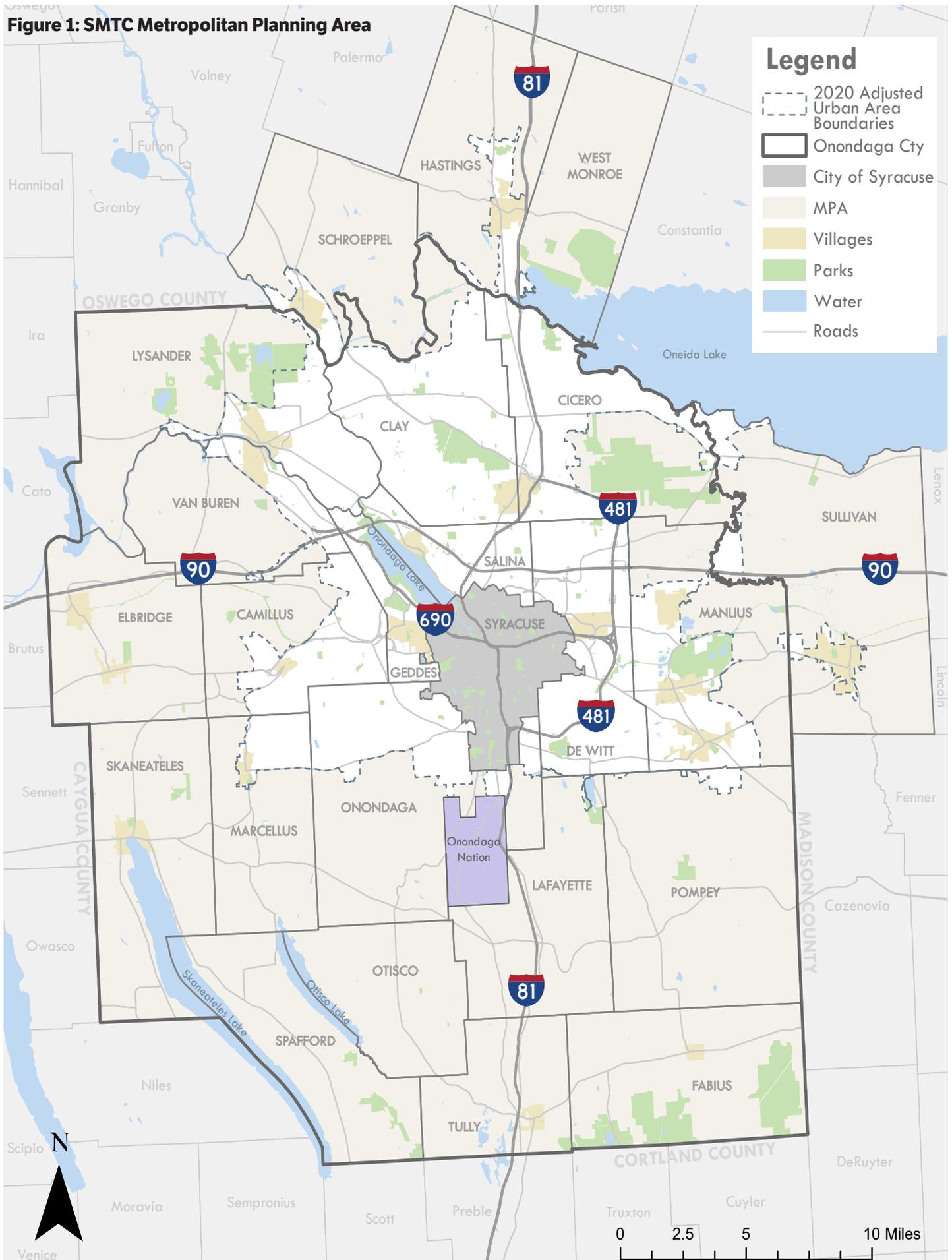
As the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York, the SMTC has the responsibility to carry out the continuous, comprehensive and cooperative transportation planning process for the Syracuse metropolitan area, also known as the Metropolitan Planning Area. This area consists of Onondaga County, the Town of Sullivan in Madison County, and the Towns of Hasting, Schroepfel, and West Monroe in Oswego County (Figure 1). The UPWP 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 Metropolitan Transportation Plan

(MTP), adopted in September, 2025. The SMTC Central Staff, working with the Planning Committee and the New York State Department of Transportation (NYSDOT), initiates the process of developing the UPWP and prepares a final draft for both Planning and Policy Committee consideration. The intent in developing a comprehensive Work Program is to ensure that a coordinated transportation planning process occurs in the region, which will make positive contributions toward achievement of the established MTP goals regarding facilities, freight movement, safety, resiliency, multi-modal accessibility and mobility, the environment, economy and land use. Onondaga County acts as the host agency for the Central Staff operation and contracts with the Central New York Regional Planning & Development Board (CNY RPDB) to administer the program.

The SMTC's Operations Plan outlines a framework for the UPWP that the Central Staff is expected to accomplish, and provides guidance with respect to a financial plan to support the Work Program. This 2026-2027 UPWP 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 MTP.

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 SMTC is organized to facilitate and encourage maximum interaction between local, State and Federal agencies involved in the transportation decision-making process. To accomplish this, the following committee structure is in place.

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.

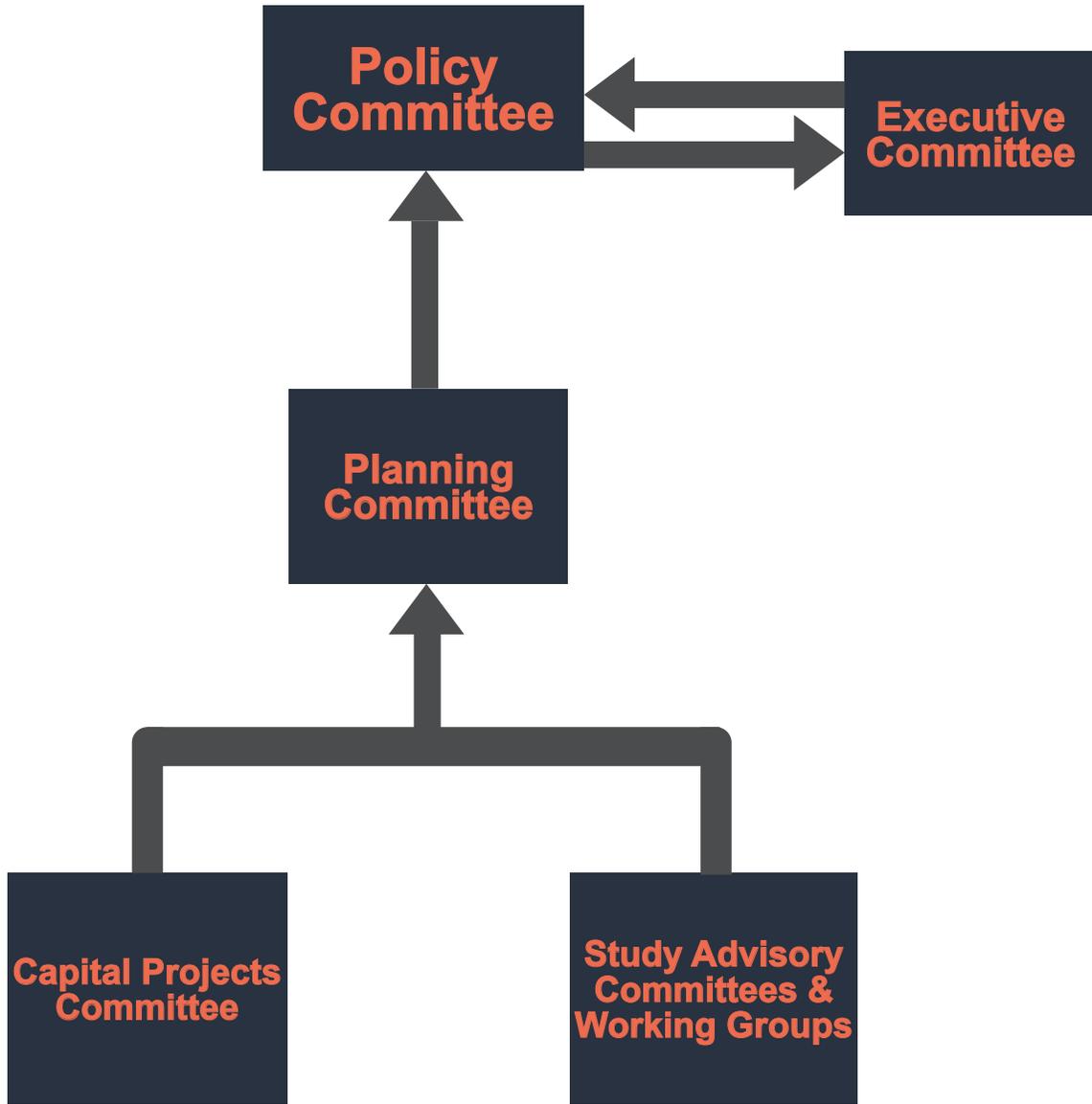
The SMTC has a permanent Capital Projects Committee that is responsible for making recommendations to the

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

Organizational Objectives

In order to achieve the SMTC program goals and the detailed technical activities inherent in them, the SMTC organization has the following objectives:

- 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/Metropolitan 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., CNY RPDB, Central New York Regional Transportation Authority [CNYRTA], City of Syracuse, NYSDOT, and Onondaga County), as well as the use of consultant resources, 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 CNY RPDB also contributes technical support to the SMTC as needed.

Member Agencies

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

OPERATIONAL PROCEDURES AND BYLAWS

The SMTC operates under an adopted set of bylaws. Administrative and operational procedures are included in the SMTC Operations Plan and in the operational policies of the CNY RPDB.

Official records of SMTC business are maintained in the SMTC Administrative Offices located at 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 STATEMENT

The SMTC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, disability, 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 statues and regulations. Additionally, the SMTC will provide meaningful access to services for persons with Limited English Proficiency.

UNIFIED PLANNING WORK PROGRAM FRAMEWORK

The UPWP establishes the transportation planning activities and programs of the SMTC 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 Metropolitan 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 IJJA. 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;
 - ii. Increase the safety of the transportation system for motorized and non-motorized users;
 - iii. Increase the security of the transportation system for motorized and non-motorized users;
 - iv. Increase the accessibility and mobility of people and for freight;

- 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;
- vi. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- vii. Promote efficient system management and operation;
- viii. Emphasize the preservation of the existing transportation system;
- ix. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- x. Enhance travel and tourism.

Each metropolitan transportation planning factor is addressed to some degree within the various UPWP efforts. The following table illustrates the relationship between the 2026-2027 UPWP tasks and the federal planning factors.

Relationship between UPWP Tasks and IJJA 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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3B	Bridge and Pavement Condition Management System (BPCMS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
3C	MPO Area Regional Planning Initiatives	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3D	Metropolitan Transportation Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
3E	Rail, Truck and Transit Planning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3F	Traffic Safety	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3G*	Travel Demand Modeling	--	--	--	--	--	--	--	--	--	--
3H	Onondaga County Planning Assistance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3I	City of Syracuse On Call Planning Support	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3J	City of Syracuse Thriving Communities Coordination	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3K	Community Streets Program	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3L	Onondaga County Safe Streets for All Action Plan Project Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3M	Empire State Trail Plan - Phase 2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3N	Bicycle Commuter Corridor Study Implementation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3O	OCDOT Operations and Safety Analysis	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3P	Intersecting Community Needs: Food Access & Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3Q	Midler and New Court Ave Multimodal Study	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3R	Nottingham Rd Multimodal Improvements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3S	Cicero Active Transportation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3T	LaFayette Road Corridor Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3U	Meadowbrook Drive Corridor Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3V	Center City Parking and Mobility Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3W	Tn of Clay Hamlet/Village Concept Refinement & Multimodal Access	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3X	Martisco to Otisco Lake Trail Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3Y	NYS Route 31 Corridor Planning - Next Steps	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3Z	Greater Baldwinsville Pedestrian/Bike Connective Corridor	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3AA	Baldwinsville Bypass - Phase II: Technical Modeling Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3BB	SOCRIS Corridor Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3CC	Shop City Mobility Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3DD	ITS Strategic Plan Update: Review and Scope for new Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
4A	TIP Development and Maintenance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5A	Miscellaneous Activities and Special Technical Assistance	--	--	--	--	--	--	--	--	--	--
5B	Complete Streets Planning	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*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 SMTC will continue to work with its state and federal partners to ensure all plans, projects and activities of the MPO are carried out in compliance with federal transportation authorizations.

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

MTP Goals and Objectives

The 2050 Metropolitan Transportation Plan contains the following goals and associated objectives. The table on page 10 illustrates the relationship between the 2026-2027 UPWP tasks and the MTP goals. In many instances, a single UPWP task relates to several goals.

Economy

Support efficient and reliable freight movement.

- Maintain a high degree of reliability in our freight network and our National Highway System (NHS).

Expand access to opportunities and services.

- Eliminate barriers to the transportation network through improved usability and accessible design.

- Improve access to major employment and training centers via all modes of transportation.
- Expand transit service options for off-peak and non-commuting trips.

Address new and rapidly changing technologies.

- Strategically plan for publicly available electric vehicle charging stations.
- Incorporate smart city technologies like signal prioritization or autonomous vehicle infrastructure across the region.

Community

Provide and maintain a safe, secure, and reliable transportation network.

- Reduce serious injuries and fatalities from vehicle crashes and from crashes involving people walking and biking.
- Preserve and maintain existing transportation facilities including pavement, bridges, and bicycle/pedestrian facilities.
- Maintain a high degree of reliability on our highway system.

Support targeted growth in urban, suburban, and rural communities.

- Focus transportation investments in existing and emerging centers, as well as along planned transit corridors.
- Prioritize investments for disadvantaged communities.

Enhance mobility and accessibility between all modes of travel.

- Create a cohesive and connected network of bicycle and pedestrian facilities across the region.
- Improve the frequency and reliability of fixed-route transit service in the urban core and to regional employment centers.
- Expand micro-mobility options, such as bike- and scooter-shares, outside the City of Syracuse.

Environment

Protect, enhance, and connect important ecosystems and ecologically significant areas.

- Utilize greenways and blueways to connect communities and natural resources.
- Reduce the quantity and improve quality of stormwater runoff from transportation facilities.

Ensure communities are well-equipped to mitigate/adapt to the effects of climate change and support resiliency of transportation facilities.

- Incorporate bioswales, street canopies, and other green infrastructure elements.
- Reduce greenhouse gas emissions per capita.
- Reduce vehicle miles traveled (VMT) per capita.

Relationship between UPWP Tasks and MTP Goals

Task	Title	Support reliable freight movement	Access to opportunities & services	Address changing technologies	Main safe, secure, & reliable transportation network	Support targeted growth in communities	Enhance mobility and accessibility	Protect, enhance, & connect ecosystems	Mitigate/adapt to effects of climate change & support resiliency
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3B	Bridge and Pavement Condition Management System (BPCMS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3C	MPO Area Regional Planning Initiatives	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3D	Metropolitan Transportation Plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3E	Rail, Truck and Transit Planning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3F	Traffic Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3G*	Travel Demand Modeling	--	--	--	--	--	--	--	--
3H	Onondaga County Planning Assistance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3I	City of Syracuse On Call Planning Support	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3J	City of Syracuse Thriving Communities Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3K	Community Streets Program	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3L	Onondaga County Safe Streets for All Action Plan Project Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3M	Empire State Trail Plan - Phase 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3N	Bicycle Commuter Corridor Study Implementation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3O	OCDOT Operations and Safety Analysis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3P	Intersecting Community Needs: Food Access & Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3Q	Midler and New Court Ave Multimodal Study	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3R	Nottingham Rd Multimodal Improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3S	Cicero Active Transportation Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3T	LaFayette Road Corridor Study	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3U	Meadowbrook Drive Corridor Study	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3V	Center City Parking and Mobility Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3W	Tn of Clay Hamlet/Village Concept Refinement & Multimodal Access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3X	Martisco to Otisco Lake Trail Evaluation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3Y	NYS Route 31 Corridor Planning - Next Steps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3Z	Greater Baldwinsville Pedestrian/Bike Connective Corridor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3AA	Baldwinsville Bypass - Phase II: Technical Modeling Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3BB	SOCRIS Corridor Study	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3CC	Shop City Mobility Study	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3DD	ITS Strategic Plan Update: Review and Scope for new Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4A	TIP Development and Maintenance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5A	Miscellaneous Activities and Special Technical Assistance	--	--	--	--	--	--	--	<input type="checkbox"/>
5B	Complete Streets Planning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Supportive effort for all tasks.

SUMMARY OF MAJOR PROGRAMMED ACTIVITIES

The 2026-2027 Unified Planning Work Program is based on the SMTC's 2050 Metropolitan Transportation Plan that was adopted by the Policy Committee in September, 2025. The MTP goals and objectives establish the planning priorities for the metropolitan area and directly support the planning factors and national goals outlined in the pages above. Emphasis has been placed on developing a program that can be accomplished with available staff and consultant resources, as needed. The MTP proposes that our transportation planning should focus on mobility choices that reflect the trip purpose, length, and geographic context and that community members want more choices in how they get around, including more opportunities to safely walk and bike, especially for short trips within their neighborhood, and increased frequency in our bus system to make transit a viable option.

There are a number of local planning activities that helped inform the creation of the MTP, and therefore, this work program. Notably, Onondaga County's comprehensive plan, called Plan Onondaga (PlanOn) that was adopted 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 Onondaga County with transportation and

land use related efforts under the recurring Onondaga County Planning Assistance task included in this 2026-2027 UPWP.

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 Complete Streets, and Vision Zero focused efforts. SMTC staff will continue our pavement condition data gathering on all City roads and seek to advance planning tasks associated with tangible community streets enhancements. 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.

Carryover UPWP Projects

The work program continues efforts on several standalone planning activities. Requesting agency is included.

- City of Syracuse Thriving Communities Coordination (Syracuse)
- Community Streets Program (Syracuse)
- Onondaga County Safe Streets for All Action Plan - Project Coordination (Onondaga County)
- Empire State Trail Economic Opportunities - Phase 2 (Onondaga County)
- Bicycle Commuter Corridor Implementation (Onondaga County)
- OCDOT Operations & Safety Analysis (Onondaga County)
- Intersecting Community Needs: Food Access and Transportation (Onondaga County)
- Midler Ave and New Court Ave Multimodal Study (Syracuse)
- Nottingham Rd Multimodal Improvements (Syracuse)
- Cicero Active Transportation Plan (Cicero).

Onondaga County and others continue planning for significant growth in the Syracuse metropolitan area, particularly northern Onondaga County and southern Oswego County as a result of Micron locating 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. Individual municipal planning efforts, some of which are included in the SMTC's UPWP, are also considering the impact this generational economic development project will have on towns, villages and the transportation network.

New UPWP Projects

Although the UPWP consists of several recurring and/or standalone carryover activities mentioned above, this new program includes the initiation of 11 new planning tasks, along with the requesting agency as noted below.

- LaFayette Road Corridor Study (Syracuse)
- Meadowbrook Drive Corridor Study (Syracuse)
- Center City Parking and Mobility Study (Syracuse)
- Town of Clay Hamlet/Village Concept Refinement and Multimodal Access (Clay)
- Martisco to Otisco Lake Trail Evaluation (Onondaga County)
- NYS Route 31 Corridor Planning - Next Steps (Onondaga County)
- Greater Baldwinsville Pedestrian/Bike Connective Corridor (Lysander, Van Buren, Baldwinsville)
- Baldwinsville Bypass-Phase II: Technical Modeling Analysis (Lysander, Van Buren, Baldwinsville)
- SOCRIS (Southern Oswego County Regional Interceptor Sewer) Corridor Study (Oswego County)
- Shop City Mobility Study (Onondaga County)
- ITS Strategic Plan Update: Review and Scope for new Plan (SMTC staff).

Preliminary schedules for completing projects are included in this document and are subject to change. In many instances, tasks are recurring items that take place every program year or, ongoing items that may 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, are developed for planning tasks included in this program listing. Given the extensive number of new projects, kick-off efforts will be phased throughout the 2026-2027 program year. Many new planning tasks will in-turn, carryover into 2 years.

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, 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.

NYSAMPO SHARED COST INITIATIVES

The SMTC 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 SMTC 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 SMTC'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 Statewide Planning & Research (SPR) funds available to NYSAMPO to supplement SCIs funded with FHWA Metropolitan Planning (PL) and FTA Section 5303 Metropolitan Planning Program (MPP) funds, as reflected in the list below. The SMTC fully supports and participates in the SCI program statewide. See Table 6 that also includes funding for a direct cost attributed to the planning and development of the next NYSAMPO Annual Conference.

NYSAMPO Staff Support and Conference

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

Continuous Traffic Signal Count Data Conversion to Historic

Objective: Analyze the feasibility of applying NYSDOT's methodology for capturing continuous traffic signal counts and converting it to historical counts for locally owned traffic signals.

Cost: \$200,000 total (\$200,000 FHWA PL/\$40,000 toll credits)

Lead Agency: Greater Buffalo Niagara Regional Transportation Council

NYSAMPO Staff Training

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

Cost: \$155,410 total (\$117,756 FHWA PL/\$23,551 toll credits; \$37,654 FTA MPP/\$9,414 NYSDOT Inkind 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: : \$54,430 total (\$54,430 FHWA PL/\$10,886 toll credits)

Lead Agency: Binghamton Metropolitan Transportation Study

PUBLIC PARTICIPATION

On November 7, 2025, correspondence via postal mail and email 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 also posted to the SMTC's website and social media channels. A virtual meeting was held November 24, 2025 with prospective UPWP applicants during the application period to discuss their potential planning projects and answer questions. Member agencies, municipal and organizational representatives were present.

Prior to making a formal adoption of the 2026-2027 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. SMTC also sent an email to stakeholders and posted information on the agency's Facebook and Instagram pages. Additionally, a legal notice was published in the local newspaper and online announcing the availability of the comment period. Public comments received during the comment period, which relate to bicycles and/or bicycle and pedestrian access for several planning tasks, are found in Appendix B. These modes and access considerations will continue to be included throughout the planning process.

**2026-2027
UPWP
PROGRAM OUTLINE**

ID	Category	2026-2027			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)	\$25,000	\$20,000	\$5,000	
C.	Federal Transportation Legislation Examination and Evaluation	\$10,000	\$10,000	\$0	For legislative compliance
D.	UPWP Previous Year Closeouts	\$20,000	\$20,000	\$0	
E.	UPWP Maintenance and Development	\$10,000	\$10,000	\$0	
	Total Program Administration & Support	\$345,000	\$260,000	\$85,000	
2.	Short-Range Transportation Planning (44.24.00)				
A.	Census Data Compilation and/or Analysis	\$10,000	\$10,000	\$0	
B.	Data Collection, Compilation and/or Analysis (including City and OCDOT Traffic Count Programs)	\$70,000	\$20,000	\$50,000	
C.	Geographic Information Systems - SMTC	\$50,000	\$45,000	\$5,000	
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	\$160,000	\$105,000	\$55,000	
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)	\$30,000	\$30,000	\$0	
C.	MPO Area and Regional Planning Initiatives	\$50,000	\$50,000	\$0	
D.	Metropolitan Transportation Plan & related initiatives	\$40,000	\$40,000	\$0	Includes Transportation Atlas digital evolution and dashboards
E.	Rail, Truck and Transit Planning (includes updates Transit Mapping for Centro)	\$40,000	\$40,000	\$0	
F.	Traffic Safety	\$25,000	\$25,000	\$0	
G.	Travel Demand Modeling	\$110,000	\$60,000	\$50,000	Contractual for Modeling Assistance as necessary for staff assistance
H.	Onondaga County Planning Assistance	\$40,000	\$40,000	\$0	
I.	City of Syracuse on call Planning Support - various activities	\$40,000	\$40,000	\$0	This item included work for the Thriving Communities Grant and other initiatives
J.	City of Syracuse Thriving Communities Grant Coordination and Management Assistance	\$25,000	\$25,000	\$0	
K.	Community Streets Program	\$10,000	\$10,000	\$0	
L.	Onondaga County Safe Street for All Action Plan - Project Coordination	\$20,000	\$20,000	\$0	
M.	Empire State Trail Economic Opportunities - Phase 2	\$50,000	\$50,000	\$0	
N.	Bicycle Commuter Corridor Implementation	\$45,000	\$45,000	\$0	
O.	OCDOT Operations and Safety Analysis	\$25,000	\$25,000	\$0	
P.	Intersecting Community Needs: Food Access and Transportation	\$40,000	\$40,000	\$0	
Q.	Midler Ave and New Court Ave Multimodal Study	\$30,000	\$30,000	\$0	
R.	Nottingham Rd Multimodal Improvements	\$30,000	\$30,000	\$0	
S.	Cicero Active Transportation Plan	\$50,000	\$50,000	\$0	
T.	LaFayette Road Corridor Study	\$70,000	\$20,000	\$50,000	Only the consultant monies for this programed year are included. An amount of approximately \$40,000 is anticipated in the next program year.
U.	Meadowbrook Drive Corridor Study	\$60,000	\$60,000	\$0	
V.	Center City Parking and Mobility Study	\$60,000	\$60,000	\$0	This project will be a 3-phased effort. This programming is for phase 1.
W.	Town of Clay Hamlet/Village Concept Refinement and Multimodal Access	\$45,000	\$45,000	\$0	
X.	Martisco to Otisco Lake Trail Evaluation	\$40,000	\$40,000	\$0	
Y.	NYS Route 31 Corridor Planning - Next Steps	\$40,000	\$40,000	\$0	
Z.	Greater Baldwinsville Pedestrian / Bike Connective Corridor	\$70,000	\$25,000	\$45,000	(Plus Complete Streets set aside funding yields a total of \$85,000 for consultant effort)
AA.	Baldwinsville Bypass - Phase II: Technical Modeling Analysis	\$35,000	\$35,000	\$0	
BB.	SOCRIS (Southern Oswego County Regional Interceptor Sewer) Corridor Study	\$65,000	\$65,000	\$0	
CC.	Shop City Mobility Study	\$55,000	\$55,000	\$0	
DD.	ITS Strategic Plan Update: Review and Scope for new Plan	\$25,000	\$25,000	\$0	
	Total Long-Range Transportation Planning	\$1,305,000	\$1,160,000	\$145,000	
4.	Transportation Improvement Program (TIP) (44.25.00)				
A.	TIP Development & Maintenance	\$50,000	\$50,000	\$0	
	Total Transportation Improvement Program	\$50,000	\$50,000	\$0	
5.	Other Activities (44.27.00)				
A.	Miscellaneous Activities and Special Technical Assistance	\$51,671	\$51,671	\$0	
	Total Other Activities	\$51,671	\$51,671	\$0	
	Grand Total Traditional Funding	\$1,911,671	\$1,626,671	\$285,000	

Other Federal Funding					
5B. Complete Streets Planning	\$40,000	\$0	\$40,000	Contractual Expense Only for Complete Street Set Aside see Table 7 - does not reflect monies spent to date.	

SCI Expenses for 2027 NYSAMPO Conference	\$50,000
Total SMTC Program Cost	\$2,001,671

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 (25/26 allocation)	\$1,471,023
FHWA Carry Over	\$141,121
FTA (25/26 allocation)	\$299,527
FHWA (25/26 Unspent Rollover)	\$0
FHWA Complete Street Set Aside	\$40,000
SCI Expenses for 2027 NYSAMPO Conference	\$50,000
Total Resources Available	\$2,001,671

**UNIFIED PLANNING WORK PROGRAM
FY 2026-2027**

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, 2026 -Forecast end: March, 2027</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	2026-2027	
Participating agencies: SMTC, CNY RPDB, Other Agencies as Appropriate	FHWA (PL)	\$229,600
	FTA (Sect 5303)	\$50,400
	TOTAL	\$280,000

UPWP TASK NO:	1B												
TASK TITLE:	Public Participation and Outreach (and Website)												
OBJECTIVE: To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.													
<p>METHODOLOGY:</p> <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 inclusion of 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 are included and represented in all public outreach efforts, such as making translated documents & materials available and soliciting 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 Public Participation Plan and Limited English Proficiency Plan may occur over the 2026-2027 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></p> <p>-Forecast start: April, 2026</p> <p>-Forecast end: March, 2027</p>													
END PRODUCT: Updated Public Participation 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.													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%; text-align: left;">Requesting / Participating Agencies:</th> <th style="width: 40%; text-align: left;">Funding Sources:</th> </tr> </thead> <tbody> <tr> <td data-bbox="90 1734 987 1839">On behalf of: SMTC</td> <td data-bbox="987 1734 1529 1839" style="text-align: center;">2026-2027</td> </tr> <tr> <td data-bbox="90 1839 987 1923">Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate</td> <td data-bbox="987 1839 1529 1923"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">FHWA (PL)</td> <td style="width: 40%; text-align: right;">\$20,000</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$5,000</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$25,000</td> </tr> </table> </td> </tr> </tbody> </table>		Requesting / Participating Agencies:	Funding Sources:	On behalf of: SMTC	2026-2027	Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">FHWA (PL)</td> <td style="width: 40%; text-align: right;">\$20,000</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$5,000</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$25,000</td> </tr> </table>	FHWA (PL)	\$20,000	FTA (Sect 5303)	\$5,000	TOTAL	\$25,000
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FHWA (PL)	\$20,000												
FTA (Sect 5303)	\$5,000												
TOTAL	\$25,000												

UPWP TASK NO:	1C
TASK TITLE:	Federal Transportation Legislation Examination & Evaluation
OBJECTIVE: To provide funds to allow the Central Staff to comply with existing and new Federal Legislation and to educate themselves on the changing regulations and requirements.	
<p>METHODOLOGY: 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, 2026 - Forecast end: March, 2027 <p>Ongoing activity throughout the 2026-2027 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:	
On behalf of: SMTC Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	Funding Sources: 2026-2027 FHWA (PL) \$8,000 FTA (Sect 5303) \$2,000 TOTAL \$10,000

UPWP TASK NO:	1D
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TASK TITLE:	UPWP Previous Year Closeouts
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OBJECTIVE: To provide a task for closing out various UPWP activities from the previous program year.

METHODOLOGY:
 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.

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.

Schedule

- Prior year closeouts: 1st Quarter SFY 2026-27.

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	2026-2027
Participating agencies: SMTC, CNY RPDB	FHWA (PL) \$16,000
	FTA (Sect 5303) \$4,000
	TOTAL \$20,000

UPWP TASK NO:	1E								
TASK TITLE:	UPWP Maintenance and Development								
OBJECTIVE: Maintain the 2026-2027 UPWP as necessary and develop a subsequent work program.									
<p>METHODOLOGY: This task includes all necessary work required to process amendments to the 2026-2027 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 2026-2027 UPWP as needed: 2nd, 3rd, 4th Quarters SFY 2026-27 - Initiate draft 2027-2028 UPWP: 3rd Quarter SFY 2026-27 - Adopt 2027-2028 UPWP: February, 2027 									
<p>END PRODUCT: Maintenance of and amendments to the 2026-2027 UPWP as appropriate, as well as development of the 2027-2028 UPWP.</p>									
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;">Requesting / Participating Agencies:</td> <td style="width: 50%; text-align: center;">Funding Sources:</td> </tr> </table>		Requesting / Participating Agencies:	Funding Sources:						
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2026-2027									
FHWA (PL)	\$8,000								
FTA (Sect 5303)	\$2,000								
TOTAL	\$10,000								

**UNIFIED PLANNING WORK PROGRAM
FY 2026-2027**

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
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TASK TITLE:	Census Data Compilation and/or Analysis
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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 Metropolitan Transportation Planning activities, Travel Demand Modeling, Title VI, and general transportation planning for the MPO.

METHODOLOGY:
 This Unified Planning Work Program task is an ongoing activity of the SMTC. It allows for staff to utilize various Census data for Metropolitan Transportation Planning activities, Travel Demand Modeling, 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 and related datasets of the American Community Survey as they may be released.

Schedule

- Respond to requests for Census data compilation and/or analysis: April, 2026 - March, 2027

END PRODUCT:
 A valuable data set to support the varied planning activities of the MPO.

Requesting / Participating Agencies:	Funding Sources:
On behalf of: SMTC	2026-2027
Participating agencies: SMTC, Other Agencies as Appropriate	FHWA (PL) \$8,000
	FTA (Sect 5303) \$2,000
	TOTAL \$10,000

UPWP TASK NO:	2B						
TASK TITLE:	Data Collection, Compilation and/or Analysis (including City & OCDOT Traffic Count Programs)						
OBJECTIVE: To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the MPO.							
<p>METHODOLOGY: 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><u>Schedule</u> - Respond to internal and external requests for traffic count and transit data: April, 2026 - March, 2027. Gathering of traffic counts will primarily occur April-June, 2026 and September-October, 2026. 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>							
<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.</p>							
Requesting / Participating Agencies:	Funding Sources:						
<p>On behalf of: SMTC</p> <p>Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>	<p style="text-align: center;">2026-2027</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">FHWA (PL)</td> <td style="text-align: right;">\$56,000</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$14,000</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$70,000</td> </tr> </table>	FHWA (PL)	\$56,000	FTA (Sect 5303)	\$14,000	TOTAL	\$70,000
FHWA (PL)	\$56,000						
FTA (Sect 5303)	\$14,000						
TOTAL	\$70,000						

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.		
<p>METHODOLOGY: 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 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 2026-2027 program year.</p>		
<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.</p>		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC Participating agencies: SMTC, SMTC Member Agencies		2026-2027 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.									
<p>METHODOLOGY: 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, such as a new interactive transit route map for Centro that will occur during the 2026-2027 program year.</p> <p><u>Schedule</u> - Above efforts, and others that may arise as needed, will be completed throughout the 2026-2027 program year.</p>									
<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.</p>									
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Requesting / Participating Agencies:	Funding Sources:								
<p>On behalf of: CNY RPDB</p> <p>Participating agencies: SMTC, Other Agencies as Appropriate</p>	<table border="0" style="width: 100%;"> <tr> <td colspan="2" style="text-align: center;">2026-2027</td> </tr> <tr> <td style="width: 60%;">FHWA (PL)</td> <td style="text-align: right;">\$24,000</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$6,000</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$30,000</td> </tr> </table>	2026-2027		FHWA (PL)	\$24,000	FTA (Sect 5303)	\$6,000	TOTAL	\$30,000
2026-2027									
FHWA (PL)	\$24,000								
FTA (Sect 5303)	\$6,000								
TOTAL	\$30,000								

UNIFIED PLANNING WORK PROGRAM

FY 2026-2027

3. LONG RANGE TRANSPORTATION PLANNING (44.23.02)

- | | |
|---|--|
| 3A. Bicycle/Pedestrian Planning | 3Y: NYS Route 31 Corridor Planning - Next Steps |
| 3B. Bridge and Pavement Condition Management System | 3Z. Greater Baldwinsville Pedestrian/Bike Connective Corridor |
| 3C. MPO Area and Regional Planning Initiatives | 3AA. Baldwinsville Bypass - Phase II: Technical Modeling Analysis |
| 3D. Metropolitan Transportation Plan | 3BB. SOCRIS (Southern Oswego County Regional Interceptor Sewer) Corridor Study |
| 3E. Rail, Truck and Transit Planning | 3CC. Shop City Mobility Study |
| 3F. Traffic Safety | 3DD. ITS Strategic Plan Update: Review and Scope for new Plan |
| 3G. Travel Demand Modeling | |
| 3H. Onondaga County Planning Assistance | |
| 3I. City of Syracuse On Call Planning Support | |
| 3J. City of Syracuse Thriving Communities Grant Coordination and Management Assistance* | |
| 3K. Community Streets Program* | |
| 3L. Onondaga County Safe Streets for All Action Plan - Project Coordination* | |
| 3M. Empire State Trail Economic Opportunities – Phase 2* | |
| 3N. Bicycle Commuter Corridor Implementation* | |
| 3O. OCDOT Operations and Safety Analysis* | |
| 3P. Intersecting Community Needs: Food Access & Transportation* | |
| 3Q. Midler Ave and New Court Ave Multimodal Study* | |
| 3R. Nottingham Rd Multimodal Improvements* | |
| 3S. Cicero Active Transportation Plan* | |
| 3T. LaFayette Road Corridor Study | |
| 3U. Meadowbrook Road Corridor Study | |
| 3V. Center City Parking and Mobility Study | |
| 3W. Town of Clay Hamlet/Village Concept Refinement and Multimodal Access | |
| 3X. Martisco to Otisco Lake Trail Evaluation | |

*nonrecurring carryover planning task from prior program(s)

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 quarterly virtual 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 Bicycle Plan 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 2026-2027 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:		Funding Sources:
On behalf of: SMTC		2026-2027 FHWA (PL) \$34,000 FTA (Sect 5303) \$6,000 TOTAL \$40,000
Participating agencies: SMTC, Other Agencies as Appropriate		

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, 2026 - 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, 2026 - Final document: March, 2027 	
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	2026-2027	
Participating agencies: SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, Other Agencies as Appropriate	FHWA (PL)	\$27,000
	FTA (Sect 5303)	\$3,000
	TOTAL	\$30,000

UPWP TASK NO:	3C
TASK TITLE:	MPO Area and Regional Planning Initiatives
OBJECTIVE: To allow the SMTC to be actively involved in the many important regional planning initiatives that either currently exist or may begin over the program year.	
<p>METHODOLOGY: Numerous significant planning initiatives either currently exist or may come to fruition over the coming program year. This project is to allow for the SMTC to participate in these initiatives. Additionally, member agencies may request 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 2026-2027 program year.</p>	
END PRODUCT: Active SMTC participation in important regional planning initiatives.	
Requesting / Participating Agencies:	
On behalf of: SMTC/Various Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	Funding Sources: 2026-2027 FHWA (PL) \$42,500 FTA (Sect 5303) \$7,500 TOTAL \$50,000

UPWP TASK NO:	3D	
TASK TITLE:	Metropolitan Transportation Plan	
OBJECTIVE: Implement the performance based, outcome-driven transportation planning activities contained in the 2050 Metropolitan Transportation Plan (MTP) and start work on a virtual performance dashboard and digital Transportation Atlas.		
<p>METHODOLOGY: As required by law, each MPO must have a complete and up-to-date MTP. 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, 2025. The “tracking” of performance measures will continue and a virtual performance dashboard will be considered for development, in addition to evolving the agency’s Transportation Atlas into a more virtual application.</p> <p>The next cyclical Plan update is due in 2030.</p> <p><u>Schedule</u> - Performance measure analysis, Transportation Atlas digital creation, and dashboard creation: April, 2026 - March, 2027</p>		
END PRODUCT: Adherence to Federal Transportation Performance Management provisions.		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	2026-2027 FHWA (PL) \$34,000 FTA (Sect 5303) \$6,000 TOTAL \$40,000	

UPWP TASK NO:	3E
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TASK TITLE:	Rail, Truck and Transit Planning
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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:

Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that rail, truck and transit travel are given appropriate consideration to any given SMTC project;

Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;

Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate;

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

Participate in the NYSAMPO Freight and Transit Working Groups.

Additionally, this task includes a few sub-items. An approximate schedule for each sub-task is provided.

- 1) Outreach to freight stakeholders: throughout the 2026-2027 program;
- 2) Complete truck route mapping & signage inventory outside Syracuse: 2nd Quarter through 4th Quarter SFY 2026-27;
- 3) Update of area's Coordinated Plan: 1st Quarter through 3rd Quarter of SFY 2026-27
- 4) Develop online interactive transit route map: April, 2026 - March, 2027.

END PRODUCT:

Maintenance of a multi-modal component in all SMTC transportation projects, miscellaneous technical reports and memoranda, as appropriate.

Requesting / Participating Agencies:	Funding Sources:
On behalf of: SMTC	2026-2027
	FHWA (PL) \$34,000
Participating agencies: SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate	FTA (Sect 5303) \$6,000
	TOTAL \$40,000

UPWP TASK NO:	3F	
TASK TITLE:	Traffic Safety	
OBJECTIVE: To participate in various Traffic Safety activities and initiatives as appropriate.		
<p>METHODOLOGY:</p> <p>Integrating safety into the transportation planning process has been the focus of various Federal and State initiatives and is strongly encouraged within MPOs.</p> <p>In addition, this task includes the participation of staff on the Onondaga County Traffic Safety Advisory Board and the NYSAMPO Safety Working Group. The role of the Traffic Safety Advisory Board is to build partnerships between local law enforcement agencies, involved agencies, and community members interested in the education and enforcement of traffic safety. Meetings are routinely held and staff may 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. Additionally, staff attend/participate in quarterly meetings of the Onondaga County Disaster Preparedness Committee.</p> <p>This is an ongoing activity. Specific focused effort under this task will provide technical assistance to the Town of Skaneateles to complete a crash summary assessment.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> - Participate on the NYSAMPO Safety Working Group: April, 2026 - March, 2027 - Participate on the Onondaga County Disaster Preparedness Committee: April, 2026 - March, 2027 - Participate on the Onondaga County Traffic Safety Advisory Board: April, 2026 - March, 2027 - Attend traffic safety related webinars, trainings, events, and meetings, as appropriate: April, 2026 - March, 2027 - Assist Town of Skaneateles with technical assessment: 1st Quarter SFY 2026-27 		
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 Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 FHWA (PL) \$21,250 FTA (Sect 5303) \$3,750 TOTAL \$25,000

UPWP TASK NO:	3G	
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.		
<p>METHODOLOGY: 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>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 and southern Oswego County; and</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 2026-2027 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.		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: SMTC Participating agencies: SMTC, SMTC Member Agencies	2026-2027	
	FHWA (PL)	\$93,500
	FTA (Sect 5303)	\$16,500
	TOTAL	\$110,000

UPWP TASK NO:	3H
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TASK TITLE:	Onondaga County Planning Assistance
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OBJECTIVE: To provide staff assistance to the Onondaga County Department of Planning and municipalities within the planning area.

METHODOLOGY:
 Funding will be utilized by SMTC staff to assist the Onondaga County Department of Planning and municipalities undertaking transportation relevant plans and studies. Preliminary scope of work includes items such as:

- 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.

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.

Schedule
 - Contingent on requests and input from Onondaga County throughout the 2026-2027 program year.

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:	Funding Sources:
On behalf of: Onondaga County	2026-2027
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:	3I
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TASK TITLE:	City of Syracuse On Call Planning Support
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OBJECTIVE: To provide transportation planning support and assistance to the City of Syracuse.

METHODOLOGY:
 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, City's Reconnecting Communities planning.

Past efforts have focused on sidewalks and furthering the concept of tactical urbanism.

Schedule
 - This is a planning support effort dependent on needs and requests from the City of Syracuse.

END PRODUCT:
 Transportation planning analysis and documentation, as applicable, once support is identified.

Requesting / Participating Agencies:	Funding Sources:
On behalf of: City of Syracuse	2026-2027
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:	3J	
TASK TITLE:	City of Syracuse Thriving Communities Grant Coordination and Management Assistance	
OBJECTIVE: To assist the City of Syracuse in the coordination of their Thriving Communities Planning award.		
<p>METHODOLOGY:</p> <p>The City of Syracuse was selected to receive assistance from the USDOT’s Thriving Communities Program. Per the FY2023 Thriving Communities Program Selected Community Profiles page: “The plan will serve the community and economic development goals by promoting revitalization strategies such as street-level retail and community spaces and urban place-making. TCP support will enhance the City of Syracuse’s ability to increase mobility and connectivity and achieve greater equity in economic development.”</p> <p>SMTC efforts include coordination of planning services by the consultant team assigned by USDOT and advising consultants on project content. Actual documentation will be done by a consultant utilizing the federal award funds, not planning funds incorporated in this UPWP. The planning funds are descriptive to SMTC staff use only.</p> <p>SMTC staff efforts for this planning task were previously included under City of Syracuse on-call assistance. Given the level of past staff time and involvement, the planning effort is now listed independently.</p> <p><u>Task and Schedule</u></p> <p>- Coordination and involvement: April, 2026 through March, 2027.</p>		
END PRODUCT: A final document detailing all work efforts.		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: City of Syracuse Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 FHWA (PL) \$21,250 FTA (Sect 5303) \$3,750 TOTAL \$25,000

UPWP TASK NO:	3K	
TASK TITLE:	Community Streets Program	
OBJECTIVE: To initiate community streets “planning in action” pilot program in the City of Syracuse.		
<p>METHODOLOGY: 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. SMTC staff assistance will be in reviewing application/project materials.</p> <p><u>Task and Schedule</u> - Demonstration project application review and procedural involvement: throughout 2026-27 program year</p>		
END PRODUCT: Documentation detailing efforts.		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: City of Syracuse Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 FHWA (PL) \$8,000 FTA (Sect 5303) \$2,000 TOTAL \$10,000

UPWP TASK NO:	3L										
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.											
<p>METHODOLOGY:</p> <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: complete - Coordination and Management: throughout 2026-27 program. 											
<p>END PRODUCT:</p> <p>A final document detailing all work efforts.</p>											
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%; text-align: left;">Requesting / Participating Agencies:</th> <th style="width: 40%; text-align: left;">Funding Sources:</th> </tr> </thead> <tbody> <tr> <td data-bbox="94 1732 987 1982"> On behalf of: Onondaga County Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate </td> <td data-bbox="987 1732 1533 1982"> <div style="text-align: right; margin-bottom: 5px;">2026-2027</div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">FHWA (PL)</td> <td style="width: 30%; text-align: right;">\$16,000</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$4,000</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$20,000</td> </tr> </table> </td> </tr> </tbody> </table>		Requesting / Participating Agencies:	Funding Sources:	On behalf of: Onondaga County Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<div style="text-align: right; margin-bottom: 5px;">2026-2027</div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">FHWA (PL)</td> <td style="width: 30%; text-align: right;">\$16,000</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$4,000</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$20,000</td> </tr> </table>	FHWA (PL)	\$16,000	FTA (Sect 5303)	\$4,000	TOTAL	\$20,000
Requesting / Participating Agencies:	Funding Sources:										
On behalf of: Onondaga County Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<div style="text-align: right; margin-bottom: 5px;">2026-2027</div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">FHWA (PL)</td> <td style="width: 30%; text-align: right;">\$16,000</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$4,000</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$20,000</td> </tr> </table>	FHWA (PL)	\$16,000	FTA (Sect 5303)	\$4,000	TOTAL	\$20,000				
FHWA (PL)	\$16,000										
FTA (Sect 5303)	\$4,000										
TOTAL	\$20,000										

UPWP TASK NO:	3M
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TASK TITLE:	Empire State Trail Economic Opportunities - Phase 2
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OBJECTIVE: To discuss interest in implementation with roadway owners and generate planning level order-of-magnitude costs for various segments identified in the Empire State Trail Local Economic Opportunities Plan.

METHODOLOGY:
 The Empire State Trail Local Economic Opportunities Plan, completed June 2022 by Onondaga County, SMTC, and the CNY RPDB, was developed to encourage and enable trailside and nearby municipalities in Onondaga County to capitalize on the economic potential of the Erie Canalway and the Empire State Trail system. This planning task seeks to further interest in advancing numerous recommendations outlined in the plan. This planning task was initially part of the prior 2023-2024 UPWP; however, limited activity occurred due to advancement of other planning studies. The project was re-activated in the 2025-2026 UPWP. Project is approximately 25% complete.

Task and Schedule

- Scope of Work: complete
- Meet with municipalities: 1st Quarter through 2nd Quarter SFY 2026-27
- Prioritize projects: 3rd Quarter SFY 2026-27
- Develop and/or refine project details and cost estimates: 4th Quarter SFY 2026-27
- Identify potential funding sources: 1st Quarter SFY 2027-28
- Final document: 1st Quarter SFY 2027-28

END PRODUCT:
 A final document detailing all work efforts.

Requesting / Participating Agencies:	Funding Sources:
On behalf of: Onondaga County	2026-2027
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:	3N	
TASK TITLE:	Bicycle Commuter Corridor Implementation	
OBJECTIVE: Engage road owners and stakeholders in the next steps toward plan implementation.		
<p>METHODOLOGY: Develop 4 tech memos that outline an implementation strategy (one for each of the four main corridors identified in SMTC’s 2013 Bike Commuter Corridor Study). Efforts to include discussions with road owners, explore funding opportunities, and potentially assist in grant funding solicitation efforts with municipalities or road owners. Project is approximately 30% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: complete - Public forum outreach: 1st Quarter SFY 2026-27 - Develop and/or refine project details and cost estimates: 3rd Quarter SFY 2026-27 - Identify potential funding sources: 3rd Quarter SFY 2026-27 - Final document: 4th Quarter SFY 2026-27 		
<p>END PRODUCT: A final document detailing all work efforts.</p>		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: Onondaga County Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 FHWA (PL) \$38,250 FTA (Sect 5303) \$6,750 TOTAL \$45,000

UPWP TASK NO:	30
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TASK TITLE:	OCDOT Operations and Safety Analysis
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OBJECTIVE: To evaluate existing and future capacity related issues along various Onondaga County owned corridors and identify solutions that may be available to resolve them, as applicable.

METHODOLOGY:
 Complete a focused transportation study along Henry Clay Boulevard between Buckley Rd and Taft Rd and South Bay Rd between the South Bay Rd bridge over Interstate 81 and Lakeshore Rd, specifically a crash analysis and a Level of Service (LOS) analysis that will be useful in identifying existing conditions and solutions that may be available to resolve problems. Signalized and unsignalized intersections along the study corridors will be examined. During the 2025-2026 UPWP, analysis was completed for Henry Clay Boulevard. South Bay Road examination was delayed due to construction and will be the focus of the 2026-27 UPWP. Project is approximately 50% complete.

Task and Schedule

- Scope of Work: complete
- Data Collection: 1st Quarter SFY 2026-27
- Synchro model creation and runs: 2nd Quarter SFY 2026-27
- Crash analysis: 2nd Quarter SFY 2026-27
- Output evaluation: 3rd Quarter through 4th Quarter SFY 2026-27
- Final document: 4th Quarter SFY 2026-27

END PRODUCT:
 A final document detailing all work efforts.

Requesting / Participating Agencies:	Funding Sources:						
On behalf of: Onondaga County	2026-2027						
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">FHWA (PL)</td> <td style="text-align: right;">\$21,250</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$3,750</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$25,000</td> </tr> </table>	FHWA (PL)	\$21,250	FTA (Sect 5303)	\$3,750	TOTAL	\$25,000
FHWA (PL)	\$21,250						
FTA (Sect 5303)	\$3,750						
TOTAL	\$25,000						

UPWP TASK NO:	3P							
TASK TITLE:	Intersecting Community Needs: Food Access & Transportation							
OBJECTIVE: Update Onondaga County's 2017 Food Environment Study with a variety of transportation metrics examined throughout the county.								
<p>METHODOLOGY:</p> <p>Transportation planning assistance to update Onondaga County's 2017 Food Environment Study. Focus on transportation metrics, particularly barriers to transportation-related food access in low-income, low-vehicle ownership areas. The goal is to generate data that informs transportation solutions and improves food system accessibility across the County. Public engagement is envisioned as the project progresses and will be identified through the creation of a Public Involvement Plan. Project is approximately 60% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: complete - Data Collection: complete - Quantitative analysis of food access barriers: 2nd Quarter SFY 2026-27 - Qualitative analysis of food access barriers: 4th Quarter SFY 2026-27 - Final document: 4th Quarter SFY 2026-27 								
<p>END PRODUCT:</p> <p>A final document detailing all work efforts.</p>								
Requesting / Participating Agencies:		Funding Sources:						
<p>On behalf of: Onondaga County</p> <p>Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<p style="text-align: center;">2026-2027</p> <table border="0"> <tr> <td>FHWA (PL)</td> <td style="text-align: right;">\$34,000</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$6,000</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$40,000</td> </tr> </table>	FHWA (PL)	\$34,000	FTA (Sect 5303)	\$6,000	TOTAL	\$40,000
FHWA (PL)	\$34,000							
FTA (Sect 5303)	\$6,000							
TOTAL	\$40,000							

UPWP TASK NO:	3Q	
TASK TITLE:	Midler Ave and New Court Ave Multimodal Study	
OBJECTIVE: Identify opportunities to continue bike infrastructure and pedestrian improvements along Court St from the City through Lyncourt and along Midler Ave.		
<p>METHODOLOGY: A road diet analysis may be considered as part of the planning effort. Out along Rt 298, evaluate potential land use changes and accessibility issues between Military Circle and Carrier Circle. Public participation will be identified through creation of a Public Involvement Plan. 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 - Issues and opportunities: 1st Quarter SFY 2026-27 through 2nd Quarter SFY 2026-27 - Concept ideation: 3rd Quarter SFY 2026-27 - Final document: 4th Quarter SFY 2026-27 		
END PRODUCT: A final document detailing all work efforts.		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: City of Syracuse Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 FHWA (PL) \$25,500 FTA (Sect 5303) \$4,500 TOTAL \$30,000

UPWP TASK NO:	3R	
TASK TITLE:	Nottingham Rd Multimodal Improvements	
OBJECTIVE: Improve safety and consistency along Nottingham Rd between Broad St and Waring Rd.		
<p>METHODOLOGY: Evaluate Nottingham Rd from Broad St to Waring Rd and make recommendations to the City, County, and the Town of DeWitt regarding how to improve safety and consistency along the important neighborhood route. Public participation will be identified through creation of a Public Involvement Plan. Project is approximately 60% complete.</p> <p><u>Task and Schedule</u> - Scope of Work: complete - Data Collection and existing conditions: complete - Issues and opportunities: complete - Concept ideation: 2nd Quarter through 3rd Quarter SFY 2026-27 - Final document: 4th Quarter SFY 2026-27</p>		
END PRODUCT: A final document detailing all work efforts.		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: City of Syracuse Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 FHWA (PL) \$25,500 FTA (Sect 5303) \$4,500 TOTAL \$30,000

UPWP TASK NO:	3S
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TASK TITLE:	Cicero Active Transportation Plan
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OBJECTIVE: Create an active transportation plan that is safe and efficient and that serves as an asset to the Town of Cicero’s local residents and businesses.

METHODOLOGY:
 The Town of Cicero seeks to take a proactive approach to plan for and manage increased traffic from the town’s anticipated future growth due to the Micron development, including improving intersections and reducing existing traffic congestion. The Town has a strong interest in developing a multimodal transportation system that supports walking, biking, and taking the bus, in addition to driving. An Active Transportation Plan will help inform approaches to create safer, more accessible options for non-motorized transportation modes. Public engagement is envisioned as the project progresses and will be identified through the creation of a Public Involvement Plan. Project is approximately 20% complete.

Task and Schedule

- Scope of Work: complete
- Data Collection and existing conditions: complete
- Issues and opportunities: 2nd Quarter SFY 2026-27
- Conceptual examples: 3rd Quarter SFY 2026-27
- Final document: 4th Quarter SFY 2026-27

END PRODUCT:
 A final document detailing all work efforts.

Requesting / Participating Agencies:	Funding Sources:						
On behalf of: Town of Cicero	2026-2027						
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">FHWA (PL)</td> <td style="text-align: right;">\$42,500</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$7,500</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$50,000</td> </tr> </table>	FHWA (PL)	\$42,500	FTA (Sect 5303)	\$7,500	TOTAL	\$50,000
FHWA (PL)	\$42,500						
FTA (Sect 5303)	\$7,500						
TOTAL	\$50,000						

UPWP TASK NO:	3T							
TASK TITLE:	LaFayette Road Corridor Study							
OBJECTIVE: Provide a high degree of accessibility and mobility for individuals along the study corridor.								
<p>METHODOLOGY:</p> <p>This planning study will evaluate LaFayette Road from the City Line to E Seneca Turnpike and a small segment of E Seneca Turnpike to E Brighton Avenue, and make recommendations regarding how to improve safety and non-motorized mode share with regard to existing land use and pending development of the vacant golf course into a mixed-residential housing development. Various forms of public participation will be used as the effort progresses and will be identified when the scope is created.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2026-27 - RFP and Consultant Selection: 2nd Quarter SFY 2026-27 - Data Collection and existing conditions: 3rd Quarter SFY 2026-27 - Issues and opportunities: 4th Quarter SFY 2026-27 - Conceptual examples: 1st Quarter SFY 2027-28 - Final document: 2nd Quarter SFY 2027-28 <p>No FTA monies will be used for the contractual portion of this effort.</p>								
<p>END PRODUCT:</p> <p>A final document detailing all work efforts.</p>								
Requesting / Participating Agencies:		Funding Sources:						
<p>On behalf of: City of Syracuse</p> <p>Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<p style="text-align: center;">2026-2027</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 70%;">FHWA (PL)</td> <td style="text-align: right;">\$59,500</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td style="text-align: right;">\$10,500</td> </tr> <tr> <td>TOTAL</td> <td style="text-align: right;">\$70,000</td> </tr> </table>	FHWA (PL)	\$59,500	FTA (Sect 5303)	\$10,500	TOTAL	\$70,000
FHWA (PL)	\$59,500							
FTA (Sect 5303)	\$10,500							
TOTAL	\$70,000							

UPWP TASK NO:	3U	
TASK TITLE:	Meadowbrook Drive Corridor Study	
OBJECTIVE: Provide a high degree of accessibility and mobility for individuals along the study corridor.		
<p>METHODOLOGY: Evaluate Meadowbrook Drive between E Genesee Street and Lancaster Avenue and make recommendations regarding how to improve safety and consistency along the important neighborhood route that has limited controlled crossing points for pedestrians, and large atypical intersections. Various forms of public participation will be used as the effort progresses and will be identified when the scope is created.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 2nd Quarter SFY 2026-27 - Data Collection and existing conditions: 2nd Quarter SFY 2026-27 - Issues and opportunities: 3rd Quarter SFY 2026-27 - Conceptual examples: 4th Quarter SFY 2026-27 - Final document: 1st Quarter SFY 2027-28 		
<p>END PRODUCT: A final document detailing all work efforts.</p>		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: City of Syracuse Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 FHWA (PL) \$51,000 FTA (Sect 5303) \$9,000 TOTAL \$60,000

UPWP TASK NO:	3V							
TASK TITLE:	Center City Parking and Mobility Study							
OBJECTIVE: Understand shifting parking demand patterns, curb usage, and commuter behavior, including both local and regional influences driven by major institutions such as Upstate Hospital and Syracuse University.								
<p>METHODOLOGY:</p> <p>Evaluate the current state of parking and mobility for the City of Syracuse’s Central Business District, University Hill, and Lakefront areas, and develop recommendations for needs moving forward to support continued growth and ease of access. Planning efforts will be completed in three separate phases, of which the first phase will focus on the Central Business District.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2026-27 - Data Collection and existing conditions: 2nd Quarter SFY 2026-27 - Issues and opportunities: 3rd Quarter SFY 2026-27 - Recommendations: 4th Quarter SFY 2026-27 - Phase I Final document: 4th Quarter SFY 2026-27 								
END PRODUCT: A final document detailing all work efforts.								
Requesting / Participating Agencies:		Funding Sources:						
On behalf of: City of Syracuse Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 <table border="0"> <tr> <td>FHWA (PL)</td> <td>\$51,000</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td>\$9,000</td> </tr> <tr> <td>TOTAL</td> <td>\$60,000</td> </tr> </table>	FHWA (PL)	\$51,000	FTA (Sect 5303)	\$9,000	TOTAL	\$60,000
FHWA (PL)	\$51,000							
FTA (Sect 5303)	\$9,000							
TOTAL	\$60,000							

UPWP TASK NO:	3W
TASK TITLE:	Town of Clay Hamlet/Village Concept Refinement & Multimodal Access
OBJECTIVE: To proactively address transportation, land use, and multimodal access challenges associated with the continued development of the White Pine Commerce Park, the Micron chip fab facility, and anticipated supply chain growth in the Town of Clay, north of the Route 31 corridor.	
<p>METHODOLOGY:</p> <p>The Town of Clay requests SMTC assistance to refine the land use vision for the hamlet/village nodes identified in the Town's most recent Land Use Study and referenced in the SMTC 2050 Metropolitan Transportation Plan. The planning effort will evaluate how the anticipated impacts of the proposed Micron semiconductor fabrication campus at White Pine Commerce Park may influence future development patterns, market pressures, and the long-term buildout of the hamlet/village areas. Public participation will be incorporated throughout the study through such activities as stakeholder meetings, and engagement opportunities to gather input from residents, employers, and regional partners.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 2nd Quarter SFY 2026-27 - Data Collection and existing conditions: 3rd Quarter SFY 2026-27 - Issues and opportunities: 4th Quarter SFY 2026-27 - Recommendations: 1st Quarter SFY 2027-28 - Final document: 2nd Quarter SFY 2027-28 	
END PRODUCT: A final document detailing all work efforts.	
Requesting / Participating Agencies:	
On behalf of: Town of Clay Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	Funding Sources: 2026-2027 FHWA (PL) \$38,250 FTA (Sect 5303) \$6,750 TOTAL \$45,000

UPWP TASK NO:	3X
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TASK TITLE:	Martisco to Otisco Lake Trail Evaluation
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OBJECTIVE: To utilize identified greenways to connect communities and natural resources with a network of bicycle and pedestrian enhancements.

METHODOLOGY:
 Engage with Town and Village of Marcellus as well as Town and Village of Camillus to identify route options for a trail that would go from the Martisco Station Railway Museum to the Village of Marcellus. Ultimate goal would be a trail between the Empire State Trail and Otisco Lake. Concepts will be identified and shared with municipalities to gauge level of community interest. Public engagement opportunities will be identified during project scoping.

Task and Schedule

- Scope of Work: 2nd Quarter SFY 2026-27
- Data Collection and existing conditions: 2nd Quarter SFY 2026-27
- Issues and opportunities: 3rd Quarter SFY 2026-27
- Recommendations: 4th Quarter SFY 2026-27 to 1st Quarter SFY 2027-28
- Final document: 2nd Quarter SFY 2027-28

END PRODUCT:
 A final document detailing all work efforts.

Requesting / Participating Agencies:	Funding Sources:
On behalf of: Onondaga County	2026-2027
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:	3Y
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TASK TITLE:	NYS Route 31 Corridor Planning - Next Steps
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OBJECTIVE: Further engage with municipalities, road owners, and public transit provider to discuss and explore issues and opportunities for land use and transportation network growth.

METHODOLOGY:
 As a follow up to the NYS Route 31 Transit Corridor Assessment, this subsequent planning effort will facilitate continued and regular dialogue among municipalities, road owners, planners and engineers for the future of the Route 31 corridor and related environments. The intent is to take the information from the transit corridor assessment and use it as a base for additional information sharing, learning opportunities, transportation and land use planning and coordination on related projects. Planning effort is envisioned over multiple years, with a minimum of at least 2 years from point of scope approval. Effort(s) may overlap with project tasks scoped under Task 3W.

Task and Schedule
 - Scope of Work: 1st Quarter SFY 2026-27
 - Planning related materials: as applicable throughout planning effort.

END PRODUCT:
 Planning related documentation detailing all work efforts.

Requesting / Participating Agencies:	Funding Sources:
On behalf of: Onondaga County	2026-2027
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL) \$36,000
	FTA (Sect 5303) \$4,000
	TOTAL \$40,000

UPWP TASK NO:	3Z	
TASK TITLE:	Greater Baldwinsville Pedestrian/Bike Connective Corridor	
OBJECTIVE: To study a Complete Streets corridor for bicyclists and pedestrians to circumnavigate the Towns of Lysander and Van Buren and the Village of Baldwinsville to provide connectivity between various parks and other local amenities such as restaurants, retail, and commercial businesses.		
<p>METHODOLOGY:</p> <p>Though a scope of work will be created, the intention is to examine connecting the current trail systems and suggesting enhanced on-road and/or new off-road routing with Complete Streets treatments to achieve the municipal goals of connecting town parks with the Village center and, also plan to connect to larger trail systems (e.g., Empire State Trail, Onondaga County Parks trails).</p> <p>Public engagement will be sought to assist in addressing current deficiencies with bicycle/pedestrian connectivity and interests in multi-modal enhancements.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2026-27 - RFP and Consultant Selection: 2nd Quarter SFY 2026-27 - Final document: 3rd Quarter SFY 2027-28 <p>No FTA monies will be used for the contractual portion of this effort. Budget below reflects partial funding for consultant assistance using FHWA PL funds (\$45,000). Remaining FHWA PL and FTA dollars are for staff purposes. Approximately \$40,000 of the Complete Streets set-aside funding in Task 5B will be expended for the consultant effort as well.</p>		
<p>END PRODUCT: A final document detailing all work efforts.</p>		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: Towns of Lysander and Van Buren, Village of Baldwinsville Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 FHWA (PL) \$59,500 FTA (Sect 5303) \$10,500 TOTAL \$70,000

UPWP TASK NO:	3AA	
TASK TITLE:	Baldwinsville Bypass - Phase II: Technical Modeling Analysis	
OBJECTIVE: Revisit the next phase of the Baldwinsville Bypass (i.e., Phase II) given the increase in traffic over the last 20 years and the possible significant increase in traffic associated with presumed growth in northern Onondaga County.		
<p>METHODOLOGY:</p> <p>Identify and analyze household and employment scenarios in the Towns of Lysander and Van Buren, including the Village of Baldwinsville. Utilize the SMTC's regional travel demand model and potential other transportation softwares like Synchro to determine feasibility from several to-be-determined transportation metrics. No public participation is envisioned beyond a stakeholder group consisting of member agency and municipal representation.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 1st Quarter SFY 2026-27 - Data Collection and existing conditions: 2nd Quarter SFY 2026-27 - Issues and opportunities: 3rd Quarter SFY 2026-27 - Recommendations: 4th Quarter SFY 2026-27 - Final document: 4th Quarter SFY 2026-27 		
END PRODUCT: A final document detailing all work efforts.		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: Towns of Lysander and Van Buren, Village of Baldwinsville Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 FHWA (PL) \$29,750 FTA (Sect 5303) \$5,250 TOTAL \$35,000

UPWP TASK NO:	3BB	
TASK TITLE:	Southern Oswego County Regional Interceptor Sewer (SOCRIS) Corridor Study	
OBJECTIVE: Develop an approach for strategic infill development in nodal development areas identified through the transportation planning process that supports housing options and multi-modal connectivity.		
<p>METHODOLOGY:</p> <p>The Southern Oswego County Regional Interceptor Sewer is a major infrastructure project in Oswego County aimed at building a 25 mile shared sewer pipeline to serve towns in Southern Oswego County. The SOCRIS corridor (Fulton to the Village of Cleveland) that follows an abandoned rail right-of-way and is currently a multi-use path, could provide area for additional commercial/industrial expansion in the wake of the Micron investment in northern Onondaga County. Once the capacity is opened up, it will be important that future growth be directed into focused centers where housing diversity, community mobility, and commercial development occur in walkable communities that add long-term economic and taxable value to Oswego County. Though a full scope of work will be created, preliminary tasks are envisioned that will focus on existing land use and transportation network assessments, development projections for future growth, and transportation system investments to support anticipated growth. Public engagement opportunities will be identified during Scope of Work development.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 2nd Quarter SFY 2026-27 - Data Collection and existing conditions: 2nd Quarter to 3rd Quarter SFY 2026-27 - Forecast growth projections and scenario development: 3rd Quarter to 4th Quarter SFY 2026-27 - Transportation network ideation: 1st Quarter SFY 2027-28 - Final document: 2nd Quarter SFY 2027-28 		
END PRODUCT: A final document detailing all work efforts.		
Requesting / Participating Agencies:		Funding Sources:
On behalf of: Oswego County Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate		2026-2027 FHWA (PL) \$55,250 FTA (Sect 5303) \$9,750 TOTAL \$65,000

UPWP TASK NO:	3CC							
TASK TITLE:	Shop City Mobility Study							
OBJECTIVE: Identify ways the Shop City Plaza and surrounding neighborhoods can take advantage of the upcoming Bus Rapid Transit system and promote ridership.								
<p>METHODOLOGY:</p> <p>Shop City is currently one of the highest transit ridership locations within the SMTC's planning area and the future home to a Bus Rapid Transit (BRT) station. Onondaga County is scheduled to redesign Teall Ave in 2027. With these two capital projects, this planning effort would focus on the plaza's connections to Teall Ave and Grant Blvd, as well as the surrounding, connecting streets, identifying opportunities to improve bike and pedestrian connections into the plaza. It would identify potential development opportunities within underutilized parking lots in Shop City, as well as look for ways to define the roadway network within the plaza, including improved bike and pedestrian access, and address safety concerns at surrounding intersections.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> - Scope of Work: 2nd Quarter SFY 2026-27 - Data Collection and existing conditions: 3rd Quarter SFY 2026-27 - Concept ideation: 4th Quarter SFY 2026-27 to 1st Quarter SFY 2027-28 - Final document: 2nd Quarter SFY 2027-28 								
<p>END PRODUCT:</p> <p>A final document detailing all work efforts.</p>								
Requesting / Participating Agencies:		Funding Sources:						
<p>On behalf of: Onondaga County</p> <p>Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<p>2026-2027</p> <table border="0"> <tr> <td>FHWA (PL)</td> <td>\$46,750</td> </tr> <tr> <td>FTA (Sect 5303)</td> <td>\$8,250</td> </tr> <tr> <td>TOTAL</td> <td>\$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:	3DD
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TASK TITLE:	ITS Strategic Plan Update: Review and Scope for new Plan
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OBJECTIVE: Create a path forward to update the area’s ITS Strategic Plan/Architecture.

METHODOLOGY:
 In preparation of updating the area’s ITS Strategic Plan, inclusive of Architecture, staff will research ITS Strategic Plan/ Architecture requirements, discuss necessary steps and outcomes with Federal and member agency partners and, prepare a Scope of Work. Given the highly specific nature of ITS Architecture development, once a scope is adopted, the plan’s completion will likely be fulfilled by consultant resources. Should consultant assistance be sought, staff will move forward with a consultant procurement process as planning funding availability allows.

Task and Schedule
 - Scope of Work: 1st Quarter through 2nd Quarter SFY 2026-27
 - Plan initiation: 3rd Quarter SFY 2026-27
 - RFP and consultant selection: 4th Quarter SFY 2026-27
 - Final document: 4th Quarter SFY 2027-28

END PRODUCT:
 A final document detailing all work efforts.

Requesting / Participating Agencies:	Funding Sources:
On behalf of: SMTC	2026-2027
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL) \$21,250
	FTA (Sect 5303) \$3,750
	TOTAL \$25,000

UNIFIED PLANNING WORK PROGRAM

FY 2026-2027

4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (44.25.00)

4A. TIP Development and Maintenance

UPWP TASK NO:	4A
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TASK TITLE:	TIP Development and Maintenance
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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:
 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 2026-2030 Transportation Improvement Program was adopted by the SMTC Policy Committee in June, 2025, and has been amended several times as necessary since initial adoption.

Schedule

- Maintenance of 2026-2030 TIP: April, 2026 - September, 2027
- Capital Projects Committee meetings: 1st Quarter SFY 2026-27 through 4th Quarter SFY 2026-27
- Annual Listing of Obligations: November, 2026
- Federal Fiscal Year 25/26 summary: November, 2026

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	2026-2027
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL) \$45,000
	FTA (Sect 5303) \$5,000
	TOTAL \$50,000

UNIFIED PLANNING WORK PROGRAM

FY 2026-2027

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						
<p>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.</p>							
<p>METHODOLOGY: 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 2026-2027 program year.</p>							
<p>END PRODUCT: Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.</p>							
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:60%; text-align: left;">Requesting / Participating Agencies:</th> <th style="width:40%; text-align: left;">Funding Sources:</th> </tr> </thead> <tbody> <tr> <td data-bbox="94 1734 987 1839"> On behalf of: SMTC </td> <td data-bbox="987 1734 1528 1839"> 2026-2027 FHWA (PL) \$46,294 </td> </tr> <tr> <td data-bbox="94 1839 987 1986"> Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate </td> <td data-bbox="987 1839 1528 1986"> FTA (Sect 5303) \$5,377 TOTAL \$51,671 </td> </tr> </tbody> </table>		Requesting / Participating Agencies:	Funding Sources:	On behalf of: SMTC	2026-2027 FHWA (PL) \$46,294	Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FTA (Sect 5303) \$5,377 TOTAL \$51,671
Requesting / Participating Agencies:	Funding Sources:						
On behalf of: SMTC	2026-2027 FHWA (PL) \$46,294						
Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FTA (Sect 5303) \$5,377 TOTAL \$51,671						

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.										
<p>METHODOLOGY:</p> <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." 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>Funding will be programmed toward the Greater Baldwinsville planning project (Task 3Z). The planning effort will include detailed planning-level cost estimates, potential funding opportunities, an implementation plan, and prioritization of complete streets treatments. Prior planning work using the Complete Streets set-aside dollars was completed along Route 57 in the Towns of Clay and Salina.</p>										
<p>END PRODUCT:</p> <p>A final document detailing all work efforts.</p>										
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: left;">Requesting / Participating Agencies:</th> <th style="width: 50%; text-align: left;">Funding Sources:</th> </tr> </thead> <tbody> <tr> <td data-bbox="90 1730 987 1988" rowspan="4"> On behalf of: SMTC Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate </td> <td data-bbox="987 1730 1537 1772" style="text-align: center;">2026-2027</td> </tr> <tr> <td data-bbox="987 1772 1537 1831"> FHWA (PL) \$181,852 </td> </tr> <tr> <td data-bbox="987 1831 1537 1890"> FTA (Sect 5303) \$0,000 </td> </tr> <tr> <td data-bbox="987 1890 1537 1948"> TOTAL \$181,852 </td> </tr> <tr> <td colspan="2" data-bbox="987 1948 1537 1988" style="text-align: right;"> These dollars are shown in Table 7 and not included in other SMTC financial tables. </td> </tr> </tbody> </table>		Requesting / Participating Agencies:	Funding Sources:	On behalf of: SMTC Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	2026-2027	FHWA (PL) \$181,852	FTA (Sect 5303) \$0,000	TOTAL \$181,852	These dollars are shown in Table 7 and not included in other SMTC financial tables.	
Requesting / Participating Agencies:	Funding Sources:									
On behalf of: SMTC Participating agencies: SMTC, SMTC Member Agencies, Other Agencies as Appropriate	2026-2027									
	FHWA (PL) \$181,852									
	FTA (Sect 5303) \$0,000									
	TOTAL \$181,852									
These dollars are shown in Table 7 and not included in other SMTC financial tables.										

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FY 2026-2027

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

TABLE 6B - SHARED COST INITIATIVE - NYSAMPO 2027 CONFERENCE

TABLE 7 - COMPLETE STREETS SET-ASIDE

TABLE 1
2026 - 2027 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	\$229,600	\$50,400	18%	\$280,000	\$60,937	\$45,703	\$15,234	\$340,937
B.	Public Participation and Outreach (and Web Site)	\$20,000	\$5,000	20%	\$25,000	\$5,461	\$4,095	\$1,365	\$30,461
C.	Federal Transportation Legislation Examination and Evaluation	\$8,000	\$2,000	20%	\$10,000	\$2,184	\$1,638	\$546	\$12,184
D.	UPWP Previous Year Closeouts	\$16,000	\$4,000	20%	\$20,000	\$4,368	\$3,276	\$1,092	\$24,368
E.	UPWP Maintenance and Development	\$8,000	\$2,000	20%	\$10,000	\$2,184	\$1,638	\$546	\$12,184
	Total Program Administration and Support	\$281,600	\$63,400	18%	\$345,000	\$75,134	\$56,351	\$18,784	\$420,134
2.	Short-Range Transportation Planning (44.24.00)								
A.	Census Data Compilation and/or Analysis	\$8,000	\$2,000	20%	\$10,000	\$2,184	\$1,638	\$546	\$12,184
B.	Data Collection, Compilation and/or Analysis (including City and OCDOT Traffic Count Programs)	\$56,000	\$14,000	20%	\$70,000	\$15,289	\$11,467	\$3,822	\$85,289
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	\$128,000	\$32,000	20%	\$160,000	\$34,947	\$26,211	\$8,737	\$194,947
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)	\$27,000	\$3,000	10%	\$30,000	\$6,434	\$4,826	\$1,609	\$36,434
C.	MPO Area and Regional Planning Initiatives	\$42,500	\$7,500	15%	\$50,000	\$10,822	\$8,117	\$2,706	\$60,822
D.	Metropolitan Transportation Plan & related initiatives	\$34,000	\$6,000	15%	\$40,000	\$8,658	\$6,493	\$2,164	\$48,658
E.	Rail, Truck and Transit Planning (includes updates Transit Mapping for Centro)	\$34,000	\$6,000	15%	\$40,000	\$8,658	\$6,493	\$2,164	\$48,658
F.	Traffic Safety	\$21,250	\$3,750	15%	\$25,000	\$5,411	\$4,058	\$1,353	\$30,411
G.	Travel Demand Modeling	\$93,500	\$16,500	15%	\$110,000	\$23,809	\$17,857	\$5,952	\$133,809
H.	Onondaga County Planning Assistance	\$34,000	\$6,000	15%	\$40,000	\$8,658	\$6,493	\$2,164	\$48,658
I.	City of Syracuse on call Planning Support - various activities	\$34,000	\$6,000	15%	\$40,000	\$8,658	\$6,493	\$2,164	\$48,658
J.	City of Syracuse Thriving Communities Grant Coordination and Management Assistance	\$21,250	\$3,750	15%	\$25,000	\$5,411	\$4,058	\$1,353	\$30,411
K.	Community Streets Program	\$8,000	\$2,000	20%	\$10,000	\$2,184	\$1,638	\$546	\$12,184
L.	Onondaga County Safe Street for All Action Plan - Project Coordination	\$16,000	\$4,000	20%	\$20,000	\$4,368	\$3,276	\$1,092	\$24,368
M.	Empire State Trail Economic Opportunities - Phase 2	\$42,500	\$7,500	15%	\$50,000	\$10,822	\$8,117	\$2,706	\$60,822
N.	Bicycle Commuter Corridor Implementation	\$38,250	\$6,750	15%	\$45,000	\$9,740	\$7,305	\$2,435	\$54,740
O.	OCDOT Operations and Safety Analysis	\$21,250	\$3,750	15%	\$25,000	\$5,411	\$4,058	\$1,353	\$30,411
P.	Intersecting Community Needs: Food Access and Transportation	\$34,000	\$6,000	15%	\$40,000	\$8,658	\$6,493	\$2,164	\$48,658
Q.	Midler Ave and New Court Ave Multimodal Study	\$25,500	\$4,500	15%	\$30,000	\$6,493	\$4,870	\$1,623	\$36,493
R.	Nottingham Rd Multimodal Improvements	\$25,500	\$4,500	15%	\$30,000	\$6,493	\$4,870	\$1,623	\$36,493
S.	Cicero Active Transportation Plan	\$42,500	\$7,500	15%	\$50,000	\$10,822	\$8,117	\$2,706	\$60,822
T.	LaFayette Road Corridor Study	\$59,500	\$10,500	15%	\$70,000	\$15,151	\$11,363	\$3,788	\$85,151
U.	Meadowbrook Drive Corridor Study	\$51,000	\$9,000	15%	\$60,000	\$12,987	\$9,740	\$3,247	\$72,987
V.	Center City Parking and Mobility Study	\$51,000	\$9,000	15%	\$60,000	\$12,987	\$9,740	\$3,247	\$72,987
W.	Town of Clay Hamlet/Village Concept Refinement and Multimodal Access	\$38,250	\$6,750	15%	\$45,000	\$9,740	\$7,305	\$2,435	\$54,740
X.	Martisco to Otisco Lake Trail Evaluation	\$34,000	\$6,000	15%	\$40,000	\$8,658	\$6,493	\$2,164	\$48,658
Y.	NYS Route 31 Corridor Planning - Next Steps	\$36,000	\$4,000	10%	\$40,000	\$8,579	\$6,434	\$2,145	\$48,579
Z.	Greater Baldwinsville Pedestrian / Bike Connective Corridor	\$59,500	\$10,500	15%	\$70,000	\$15,151	\$11,363	\$3,788	\$85,151
AA.	Baldwinsville Bypass - Phase II: Technical Modeling Analysis	\$29,750	\$5,250	15%	\$35,000	\$7,576	\$5,682	\$1,894	\$42,576
BB.	SOCRIS (Southern Oswego County Regional Interceptor Sewer) Corridor Study	\$55,250	\$9,750	15%	\$65,000	\$14,069	\$10,552	\$3,517	\$79,069
CC.	Shop City Mobility Study	\$46,750	\$8,250	15%	\$55,000	\$11,905	\$8,928	\$2,976	\$66,905
DD.	ITS Strategic Plan Update: Review and Scope for new Plan	\$21,250	\$3,750	15%	\$25,000	\$5,411	\$4,058	\$1,353	\$30,411
	Total Long-Range Transportation Planning	\$1,111,250	\$193,750	15%	\$1,305,000	\$282,385	\$211,789	\$70,596	\$1,587,385
4.	Transportation Improvement Program (TIP) (44.25.00)								
A.	TIP Development & Maintenance	\$45,000	\$5,000	10%	\$50,000	\$10,724	\$8,043	\$2,681	\$60,724
	Total Transportation Improvement Program	\$45,000	\$5,000	10%	\$50,000	\$10,724	\$8,043	\$2,681	\$60,724
5.	Other Activities (44.27.00)								
A.	Miscellaneous Activities and Special Technical Assistance	\$46,294	\$5,377	10%	\$51,671	\$11,090	\$8,318	\$2,773	\$62,761
	Total Other Activities	\$46,294	\$5,377	10%	\$51,671	\$11,090	\$8,318	\$2,773	\$62,761
	Grand Total FHWA PL & FTA MPP Funds	\$1,612,144	\$299,527	16%	\$1,911,671	\$414,280	\$310,710	\$103,570	\$2,325,951
	Grand Total - All Fund Sources				\$1,911,671				\$2,325,951

TABLE 2
2026 - 2027 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	\$281,600	\$63,400	\$56,351	\$18,784	\$420,134	\$265,000	\$80,000	\$56,351	\$18,784	\$420,134
44.24.00	Short-Range Transportation Planning	\$128,000	\$32,000	\$26,211	\$8,737	\$194,947	\$160,000	\$0	\$26,211	\$8,737	\$194,947
44.23.02	Long-Range Transportation Planning	\$1,111,250	\$193,750	\$211,789	\$70,596	\$1,587,385	\$1,305,000	\$0	\$211,789	\$70,596	\$1,587,385
44.25.00	Transportation Improvement Program	\$45,000	\$5,000	\$8,043	\$2,681	\$60,724	\$50,000	\$0	\$8,043	\$2,681	\$60,724
44.27.00	Other Activities	\$46,294	\$5,377	\$8,318	\$2,773	\$62,761	\$51,671	\$0	\$8,318	\$2,773	\$62,761
	Total	\$1,612,144	\$299,527	\$310,710	\$103,570	\$2,325,951	\$1,831,671	\$80,000	\$310,710	\$103,570	\$2,325,951
		\$1,911,671		\$414,280		\$2,325,951	\$1,911,671		\$414,280		\$2,325,951

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	Local	Total
44.20.01	Salaries	\$1,121,462		\$38,452		\$1,159,914
44.20.02	Fringe	\$290,671	\$0	\$10,667		\$301,338
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	\$225,500	\$80,000		\$103,570	\$409,070
44.20.07	Other	\$36,389	\$0			\$36,389
44.20.08	Indirect	\$96,949	\$0	\$7,042		\$103,991
XX.XX.XX	Toll Credits*			\$254,549		\$254,549
	Total	\$1,831,671	\$80,000	\$310,710	\$103,570	\$2,325,951
		\$1,911,671		\$414,280		\$2,325,951
		\$1,911,671				\$2,325,951

* 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
2026 - 2027 SUMMARY BUDGET
FHWA - PL BUDGET**

TASK BUDGET							
ID	Task	Total	FHWA - PL	Staff	CNYRPDB	State*	Local
44.21.00	Program Administration and Support	\$340,884	\$281,600	\$216,301	\$65,299	\$44,463	\$14,821
44.24.00	Short-Range Transportation Planning	\$154,947	\$128,000	\$128,000		\$20,211	\$6,737
44.23.02	Long-Range Transportation Planning	\$1,345,197	\$1,111,250	\$1,111,250		\$175,461	\$58,487
44.25.00	Transportation Improvement Program	\$54,474	\$45,000	\$45,000		\$7,105	\$2,368
44.27.00	Other Activities	\$56,040	\$46,294	\$46,294		\$7,310	\$2,437
	Total	\$1,951,543	\$1,612,144	\$1,546,845	\$65,299	\$254,549	\$84,850

\$1,951,543	\$1,612,144	\$254,549	\$84,850
\$1,951,543			

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$947,073	\$947,073			
44.20.02	Fringe	\$245,471	\$245,471			
44.20.03	Travel	\$9,036	\$9,036			
44.20.04	Equipment	\$29,557	\$29,557			
44.20.05	Supplies	\$12,667	\$12,667			
44.20.06	Contractual	\$340,584	\$190,435	\$65,299		\$84,851
44.20.07	Other	\$30,730	\$30,730			
44.20.08	Indirect	\$81,873	\$81,873			
XX.XX.XX	Toll Credits *	\$254,549			\$254,549	
	Total	\$1,951,543	\$1,546,844	\$65,299	\$254,549	\$84,851

\$1,951,543	\$1,546,844	\$65,299	\$254,549	\$84,851
\$1,951,543				

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

TABLE 4
2026 - 2027 SUMMARY BUDGET
FTA BUDGET

TASK BUDGET							
ID	Task	Total	FTA	Staff	CNY RPDB	State*	Local
44.21.00	Program Administration and Support	\$79,250	\$63,400	\$48,699	\$14,701	\$11,888	\$3,963
44.24.00	Short-Range Transportation Planning	\$40,000	\$32,000	\$32,000		\$6,000	\$2,000
44.23.02	Long-Range Transportation Planning	\$242,188	\$193,750	\$193,750		\$36,328	\$12,109
44.25.00	Transportation Improvement Program	\$6,250	\$5,000	\$5,000		\$938	\$313
44.27.00	Other Activities	\$6,721	\$5,377	\$5,377		\$1,008	\$336
	Total	\$374,409	\$299,527	\$284,826	\$14,701	\$56,161	\$18,720

\$374,409	\$299,527	\$284,826	\$14,701	\$56,161	\$18,720
				\$374,409	

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$212,840	\$174,388		38,452	
44.20.02	Fringe	\$55,866	\$45,199		10,667	
44.20.03	Travel	\$1,664	\$1,664			
44.20.04	Equipment	\$5,443	\$5,443			
44.20.05	Supplies	\$2,333	\$2,333			
44.20.06	Contractual	\$68,487	\$35,065	\$14,701		\$18,720
44.20.07	Other	\$5,659	\$5,659			
44.20.08	Indirect	\$22,117	\$15,076		7,042	
XX.XX.XX	Toll Credits	\$0				
	Total	\$374,409	\$284,826	\$14,701	\$56,161	\$18,720

\$374,409	\$284,826	\$14,701	\$56,161	\$18,720
				\$374,409

TABLE 5
2026 - 2027 SUMMARY BUDGET
TOTAL AUDITABLE BUDGET

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State*	Local
44.20.01	Salaries	\$1,159,914	\$1,121,462		\$38,452	
44.20.02	Fringe	\$301,338	\$290,671		\$10,667	
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	\$409,070	\$225,500	\$80,000	\$0	\$103,570
44.20.07	Other	\$36,389	\$36,389		\$0	
44.20.08	Indirect	\$103,991	\$96,949		\$7,042	
XX.XX.XX	Toll Credits	\$254,549	\$0		\$254,549	
	Total	\$2,325,952	\$1,831,671	\$80,000	\$310,710	\$103,570

\$2,325,952	\$1,831,671	\$80,000	\$310,710	\$103,570
\$2,325,951				

* 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

2026 - 2027 State Planning and Research Funding

TASK BUDGET						
TASK		FUNDING SOURCE			RESPONSIBILITY	
ID	Task	NYS DOT - Match	FHWA - SPR	Total	Staff	Total
44.21.00	Program Administration and Support	\$0	\$0	\$0	\$0	\$0
44.24.00	Short-Range Transportation Planning	\$0	\$0	\$0	\$0	\$0
44.23.02	Long-Range Transportation Planning	\$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

* 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

Summary of Other Funds:	
Total *FHWA PL SCI Expenses for NYSAMPO 2027 Conference (see table 6B)	\$50,000
*100% Federal Share with the use of Toll Credits	\$0
*80% Federal Share and 20% NYS Match	

TABLE 6B
2026 - 2027 Shared Cost Initiative NYSAMPO 2027 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

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 2027 Conference	
*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
2026 - 2027 FHWA Complete Street Set Aside (5 Year allocation of 2022-2023, 2023-2024, 2024-2025, 2025 - 2026, & 2026-2027)

TASK BUDGET						
TASK		FUNDING SOURCE			RESPONSIBILITY	
ID	Task	NYS DOT - 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	\$0	\$181,852	\$181,852	\$181,852	\$181,852
44.25.00	Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0
44.27.00	Other Activities	\$0	\$0	\$0	\$0	\$0
	Total	\$0	\$181,852	\$181,852	\$181,852	\$181,852
			\$181,852	\$181,852	\$181,852	\$181,852

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	\$181,852	\$0	\$181,852
44.20.07	Other	\$0	\$0	\$0
44.20.08	Indirect	\$0	\$0	\$0
	Total	\$181,852	\$0	\$181,852
			\$181,852	\$181,852
			\$181,852	\$181,852

UNIFIED PLANNING WORK PROGRAM

FY 2026-2027

APPENDICES

Appendix A: Other Federally Funded Transportation Planning Activities - SPR

Appendix B: Public Comments

Appendix A: Other Federally Funded Transportation Planning Activities - SPR

SPR Funded Projects Active During FFY26 that Impact Metropolitan Areas

SPR #	Project Title	SPR Funding	Description
HOCTC			
SP-21-07	Interstate 90 Exit 31 Interchange Reconstruction Feasibility Planning Study	\$800,000	The I-90 Exit 31 Interchange Transportation Scoping/PEL Study will utilize the Scoping/PEL process to develop, evaluate and select alternatives to carry into the NEPA process to address identified needs in the study area. The Study will be completed in a manner in accordance with the FHWA PEL process.
ALL MPOs			
C-17-53	Pavement Condition Data Collection Services	\$20,500,000	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	\$600,000	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-18-55	NYS Transportation Master Plan	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities.
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	\$3,580,617	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)	\$2,600,000	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	\$1,588,328	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.

SPR Funded Projects Active During FFY26 that Impact Metropolitan Areas

SPR #	Project Title	SPR Funding	Description
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	\$5,472,069	Provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. Zone 1 includes the eastern half of the state (Region 1, 2, 7, 8, 9)
SP-21-09	Continuous Count Traffic Count Program Zone 2	\$10,634,500	Provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. Zone 2 includes the western half of the state (Region 3, 4, 5, 6)
SP-22-03	Statewide Mobility Services Program	\$7,882,320	To continue and expand on NYSDOT's agency-wide efforts to support and encourage the use of sustainable and efficient modal options for travel. 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-22-06	TRANSEARCH Data	\$1,355,001	The NYS Department of Transportation (DOT) desires to maintain and regularly update key data and forecasts to support short and long-range economic development, infrastructure, and environmental quality planning throughout the state. To achieve this goal, the DOT needs modal commodity freight flow data and profiles of the state and sub-state areas, trade areas and projections of this data into the future.
SP-23-02	Highway Work Permit System Enhancement	\$696,000	Continue developing enhancements to the design of the PermiTrack online permitting system for highway work permits (HWP) and implantation of system.
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.

SPR Funded Projects Active During FFY26 that Impact Metropolitan Areas

SPR #	Project Title	SPR Funding	Description
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.
SP-24-03	Speed Probe Data	\$98,499	The goal of this project is to purchase floating car probe data to establish performance targets to assess travel reliability, congestion and emissions, and to perform other analyses and visualizations of road performance for both passenger cars and trucks.
SP-24-05	Short Count Traffic Program (2025-2029)	\$24,000,000	The goal of this project is to provide for the collection of traffic data across NYS. This will be achieved by contracting for the collection of that data. NYSDOT's 11 Regions, including Interstates and Expressways.
SP-25-02	Statewide Coordination of Metropolitan Planning Programs	\$100,000	The goal of this project is to support and maintain the ongoing coordination of the metropolitan planning programs in NYS for statewide benefit; the ongoing collaboration of the fourteen (14) metropolitan planning organizations (MPOs).
SP-25-03	Bus Safety Inspection Program	\$459,930	The goal of this project is to replace the existing 25+ year old mainframe system with a new modern server-based IT system.
SP-25-04	Pavement Condition Data Collection Services	\$4,153,049	The goal of this project is to collect pavement condition data as necessary to comply with annual state and federal requirements and NYSDOT pavement management practices and to develop and maintain a system by which to track location, dimension and condition of other highway related assets including: HPMS Data Requirements (pursuant to 23 CFR 490); State Touring and Reference Route System Pavement Condition Assessment.
SP-25-05	State Rail Plan	\$2,000,000	The goal of this project is to update the NYS Rail Plan, which will provide a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight, intercity passenger, commuter, and tourist rail.
SP-25-06	Demographic, Economic and Construction Materials Forecasts	\$500,000	The goal of this project is to provide ongoing and future information on current conditions and forecast information on demographics, economic trends and drivers, construction materials as well as connections to leading economists which will provide NYSDOT insight into how travel patterns and needs may change.
SP-25-07	Wildlife Habitat Connectivity	\$683,700	This project supplements wildlife habitat connectivity efforts with additional scope of work and resources to improve connectivity.
SP-25-08	Continuous Counts	\$140,000	The goal of this project is to conduct the continuous count traffic count program with full performance-based maintenance and upgrade services to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns.
SWWP248	NYS Wildlife Crossing Pilot Program	\$149,500	To obtain a consultant to create a toolkit assisting decision-makers in identifying and prioritizing roadways throughout NYS in need of reduced Wildlife-Vehicle Collisions (WVCs).

Appendix B: Public Comments

Public comments received as part of the 2026-2027 UPWP 30-day public comment period

Comment #1: On Tasks 3S, 3W, 3N, or other tasks as applicable, I would strongly urge you to implement, promote, and/or advocate for a specific plan and implementation for bicycle accessibility along the Route 31 corridor adjacent to the new Micron land, to include things like a shared pedestrian/bicycle path separated by the highway with greenspace, and otherwise accessible bicycle features for road crossings etc. consistent with “Complete Streets” best practices already established and described at <https://smartgrowthamerica.org/what-are-complete-streets/> - This is the opportunity to ensure deliberate planning is incorporated into this corridor that will help to enable and encourage pedestrian and bicycle-based commuting by surrounding neighborhoods and developments around the Micron campus.

Comment #2: On Task 3N, or other tasks as applicable, I would like to propose a more deliberate consideration for bicycles along the four main corridors identified in SMTC’s 2013 Bike Commuter Corridor study, as well as major NY bicycle routes that may be present in the county but not part of these corridors (for example, NY Bicycle Routes 5 and 11). In these instances, having explicitly striped bicycle lanes on the shoulder and a separate bicycle lane to the left of any right turn lane that may be present along these routes, and related considerations consistent with Complete Street Best practices, to promote additional bicycle use through safer streets. At a minimum, having a deliberate review focused on bicycle use and accessibility when any road construction or upgrade takes place could significantly improve bicycle accessibility along these primary routes.

Comment #3: On Task 3N, or another task as appropriate, I would recommend a review of the recent traffic circle installed at Route 31 and Thompson Road. This circle, which is also an intersection of Bicycle Routes 5 and 11, generally feels as though bicycles were not considered at all in the design. For example, no sort of bicycle lane exists to transit this circle. Additionally, the caution signs used at crosswalks within the circle are MUTCD W-11-2 for pedestrian crossing rather than W11-15 for pedestrians and bicycles. These are just two small examples of how the re-design has made commuting with a bicycle in this area less safe, rather than more safe.

Comment #4: On Tasks 3S and 3W, please consider explicitly including the wording “bicycle and pedestrian access” in your objective statement, instead of or in addition to the “multimodal access” terminology already used.