



**SYRACUSE METROPOLITAN  
TRANSPORTATION COUNCIL  
UPWP 2023-2024  
Unified Planning  
Work Program**

# **2023-2024 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 23, 2023

Amended December 7, 2023

This document was adopted by the Syracuse Metropolitan Transportation Council (SMTC). The SMTC Member Agencies agree to the contents and will adhere to said document as necessary and to the best of their ability.

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The SMTC is solely responsible for its content.

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
2023-2024 UNIFIED PLANNING WORK PROGRAM**

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APPENDICES

APPENDIX A (Other Significant Federally Funded Transportation Planning Activities - SPR)

APPENDIX B (City of Syracuse Reconnecting a Post I-81 Viaduct Syracuse Planning Study)

The 2023-2024 UPWP, adopted by the SMTC Policy Committee in February 2023, was amended in December 2023, to account for Complete Streets Set-Aside funding (see page 65 and Table 7) available for planning activities inside the SMTC Metropolitan Planning Area and, the FY 2022 Reconnecting Communities Program grant awarded to the City of Syracuse (Appendix B).

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

**February 23, 2023**

**WHEREAS,** In order to promote a coordinated, continuous and comprehensive transportation planning process in the Syracuse Metropolitan Area, which is comprised of Onondaga County and portions of Madison and Oswego counties, it has been found necessary to develop an annual Unified Planning Work Program (UPWP); and

**WHEREAS,** the Infrastructure Investment & Jobs Act (IIJA) has committed funds for metropolitan transportation planning activities; and

**WHEREAS,** the SMTC Planning Committee has worked with the assistance of the Central Staff to develop a recommended UPWP so that the latest draft submitted herewith represents an accurate description of work to be undertaken and funds to be made available; and

**WHEREAS,** in recognition of the need to promote the overall efficiency of the existing transportation system and other associated planning factors such as economic vitality, safety, and energy conservation, the UPWP pursues work on several projects including (1) the Long Range Transportation Plan, and (2) the Transportation Improvement Program; and

**WHEREAS,** the Policy Committee is committed to assuring equal opportunity to all persons in the planning of transportation services and facilities; and

**WHEREAS,** in order to support these and other elements of the 2023-2024 UPWP, the Policy Committee continues its designation of the New York State Department of Transportation (NYSDOT) to be the grant applicant on behalf of the SMTC. The NYSDOT will apply for necessary regular program funding under the Federal Transit Administration (FTA) Section 5303 program, under the Federal Highway Administration (FHWA) "PL" transportation planning program and "SPR" program in amounts consistent with this approved UPWP.

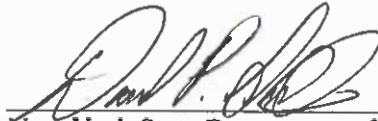
**NOW THEREFORE BE IT RESOLVED,** that the Policy Committee adopts the 2023-2024 Unified Planning Work Program and the submission thereof to the appropriate Federal and State agencies and directs the filing of appropriate applications to support the program; and

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

Done and ordered this 23rd day of February, 2023 by consensus of the SMTC Policy Committee.



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



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

Date: February 23, 2023

Date: February 23, 2023

RESOLUTION
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
EXECUTIVE COMMITTEE

December 7, 2023

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 is necessary to develop an annual Unified Planning Work Program (UPWP); and

WHEREAS, the Policy Committee continues its designation of the New York State Department of Transportation (NYSDOT) to be the grant applicant on behalf of the SMTC. The NYSDOT will apply for necessary regular program funding under the Federal Transit Administration (FTA) Section 5303 program, under the Federal Highway Administration (FHWA) "PL" transportation planning program and "SPR" program in amounts consistent with the approved UPWP; and

WHEREAS, it has been found necessary to adjust the previously adopted 2023-2024 UPWP to account for the addition of Complete Streets 2.5% set-aside funds made available through the Bipartisan Infrastructure Law not known when the 2023-2024 UPWP was originally adopted (i.e., \$69,220); and

WHEREAS, as a condition of utilizing the \$500,000 Reconnecting Communities Program award the City of Syracuse received from the FHWA, it is also necessary that the 2023-2024 UPWP be revised to reference said award and SMTC's involvement in the planning effort.

NOW THEREFORE BE IT RESOLVED, that the Executive Committee as authorized by the Policy Committee to make funding revisions and refinements by amendment of the total Policy Committee approved UPWP budget adopts the 2023-2024 UPWP budget amendment and the submission thereof to the appropriate Federal and State agencies and directs the filing of appropriate applications to support the program; and

Done and ordered this 7th day of December, 2023 by consensus of the SMTC Executive Committee.

Mary E. Robison
Mary Robison
Chair, Executive Committee

12/7/2023
Date

# **SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**

## **2023-2024 UNIFIED PLANNING WORK PROGRAM - PURPOSE**

The Unified Planning Work Program (UPWP) incorporates in one document all transportation planning and directly supporting comprehensive planning activities in the Syracuse Metropolitan Area during State fiscal years 2023-2024 (April 1, 2023 - March 31, 2024). It is intended to provide a mechanism for the coordination of transportation planning efforts by local, State, and regional agencies through the Syracuse Metropolitan Transportation Council (SMTC).

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

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

## **DEVELOPMENT OF THE UNIFIED PLANNING WORK PROGRAM**

As the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York, the SMTC has the responsibility to carry out the continuous, comprehensive and cooperative transportation planning process for the Syracuse Metropolitan Area. This area currently consists of Onondaga County, the Town of Sullivan in Madison County, and the Towns of Hasting, Schroepfel, West Monroe and a small portion of Granby in Oswego County. The Unified Planning Work Program identifies the transportation planning activities which are to be undertaken in the SMTC study area in support of the goals, objectives and performance measures established in the Long Range Transportation Plan (LRTP), which was last amended in April, 2022. The Syracuse Metropolitan Transportation Council Central Staff, working with the Planning Committee and the New York State Department of Transportation (NYSDOT), initiates the process of developing the UPWP and prepares a final draft for both Planning and Policy Committee consideration. The intent in developing a comprehensive Work Program is to ensure that a coordinated transportation planning process occurs in the region, which will make positive contributions toward achievement of the established LRTP goals regarding facilities, freight movement, safety, security and resiliency, multi-modal accessibility and mobility, the environment, energy conservation and management, economy and land use. Onondaga County acts as the Host agency for the Central Staff operation and contracts with the CNY RPDB to administer the program.

The Syracuse Metropolitan Transportation Council's Operations Plan outlines a framework for the UPWP that the Central Staff is expected to accomplish, and provides guidance with respect to a financial plan to support the Work Program. This 2023-2024 Work Program is intended to be consistent with the Operations Plan, as well as the metropolitan planning requirements of the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), and its implementing regulations. The status of the current Work Program is reviewed monthly by the SMTC's Executive Committee to ensure that it is being carried out in a manner consistent with the MPO's goals. While it is the mission of the Central Staff and the Executive Committee to complete work efforts within a program year, task elements may be designed to span multiple fiscal years and therefore are carried into subsequent Work Programs for completion. Each year an estimate of transportation planning funds available for new programs is made. Policy direction and scope of the UPWP are developed with member agency participation based on their needs, consistent with the LRTP.



The staff, working with member agencies, establishes a list of candidate projects for inclusion in the next year's work program. Estimates of amounts and sources of funding needed to accomplish the planning program are developed. The Planning Committee then prioritizes the continuing program and the new projects. A draft UPWP is developed for Planning Committee review and recommendation of adoption to the Policy Committee. The Policy Committee has the final responsibility to adopt the UPWP.

## **COUNCIL ORGANIZATION**

The Syracuse Metropolitan Transportation Council is organized to facilitate and encourage maximum interaction between local, State and Federal agencies involved in the transportation decision-making process. To accomplish this, a committee structure was adopted to include the following Committees:

### ***Policy Committee***

The Policy Committee consists of the elected and appointed officials representing local, State and Federal governments and other organizations/agencies having an interest or responsibility in comprehensive transportation planning in the Syracuse Metropolitan Planning Area. The primary responsibility of the Policy Committee is to establish policies for the overall conduct of the SMTC.

### ***Planning Committee***

The Planning Committee, which is established by the Policy Committee, is composed of the professional/technical representatives of both the Policy Committee members and public agencies having direct or indirect responsibility for transportation planning and/or implementation. Their primary responsibility is to monitor all technical activities including the annual development of a draft UPWP and Transportation Improvement Program (TIP) for recommendation to the Policy Committee. They also direct and consider for recommendation to the Policy Committee all major studies and planning activities.

### ***Executive Committee***

The Executive Committee is made up of Planning Committee members and provides oversight of the day-to-day operation of the Central Staff for financial management, personnel and other administrative requirements.

### ***Additional Committees***

An important element in the operation of the Planning Committee is the effective utilization of both formal and ad-hoc advisory committees to review and evaluate detailed Council issues and results of planning activities. The committees function to make recommendations to the Planning Committee on subjects directed to them by the Planning Committee, which require extensive evaluation and which would be inefficient to resolve by the full committee itself.

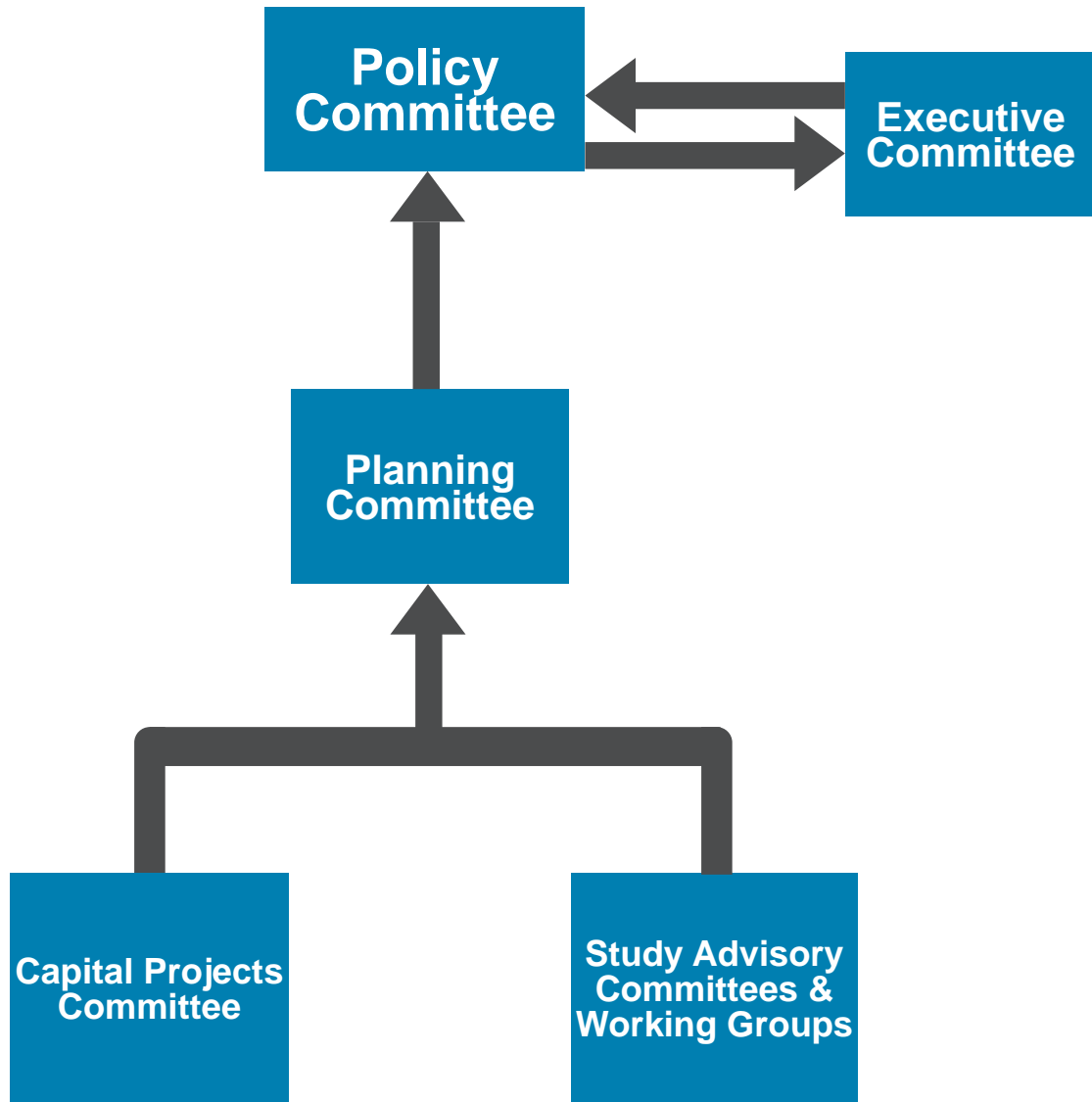
The Syracuse Metropolitan Transportation Council has a permanent Capital Projects Committee that is responsible for making recommendations to the full Planning Committee regarding project priorities to be funded by various Federal transportation programs and included in the TIP. Additionally, the SMTC typically develops a project specific Study Advisory Committee (SAC) for each of its planning activities.

## SMTC POLICY COMMITTEE MEMBERS

1. Central New York Regional Planning and Development Board
2. Central New York Regional Transportation Authority
3. CenterState Corporation for Economic Opportunity
4. City of Syracuse, Mayor
5. City of Syracuse, Common Council
6. City of Syracuse, Planning Commission
7. Empire State Development
8. New York State Department of Environmental Conservation
9. New York State Department of Transportation
10. New York State Thruway Authority
11. Onondaga County, County Executive
12. Onondaga County, Legislature
13. Onondaga County, Planning Board
14. Federal Aviation Administration\*
15. Federal Highway Administration\*
16. Federal Transit Administration\*
17. Madison County Board of Supervisors, Chair\*
18. Onondaga Nation\*
19. Oswego County, Legislature\*

\* non-voting/advisory agencies

SMTC COMMITTEE STRUCTURE



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

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

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

### ***Organizational Objectives***

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

1. Develop an administrative committee structure which will express and coordinate transportation planning and development values, policies, and goals as related to transportation requirements at all governmental levels;
2. Provide guidance to public and private decision-makers involved in immediate implementation and long-range activities;
3. Provide technical study programs and fulfill organizational responsibilities necessary to continue transportation plan development, study refinement, and research;
4. Provide for community review and participation of the Long Range Transportation Plan and its sub-elements, resolve conflicts with community values, and obtain public participation in updating and reevaluating the plan each time the plan is updated consistent with the agency's Public Participation Plan;
5. Monitor and evaluate changes in the metropolitan structure and identify growth problems, and update the plan as necessary; and
6. Promote the coordination of planning activities to implement the "continuing, comprehensive, cooperative planning" concept.

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

The Syracuse Metropolitan Transportation Council is an active participant in the New York State Association of Metropolitan Planning Organizations (NYSAMPO), which is a coalition of the 14 MPOs throughout New York along with NYSDOT, FHWA and FTA partners. Through this association, several working groups promote collaborative and comprehensive planning statewide. The working groups facilitate the sharing of best practices from within New York, as well as from other MPOs and state DOTs. Notable groups include Bicycle/Pedestrian, Data/GIS/Travel Demand Modeling, Freight, Safety, Transit, and Transportation Systems Management & Operations. The Syracuse Metropolitan Transportation Council will continue direct involvement and participation within NYSAMPO and the national Association of Metropolitan Planning Organizations (AMPO).

## **SMTC STAFFING**

The work proposed under this UPWP will be accomplished primarily by the SMTC Central Staff, with the assistance and cooperative support of participating agencies (e.g., Central New York Regional Planning and Development Board [CNY RPDB], Central New York Regional Transportation Authority [CNYRTA], City of Syracuse, NYSDOT, Onondaga County, and the Syracuse-Onondaga County Planning Agency [SOCPA]) as well as the use of private consultants, if appropriate.

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

A permanent, multi-disciplinary professional staff conducts the major portion of the SMTC continuing transportation planning program. This staff, consisting of a Director, professional, technical and support personnel, will pursue specific SMTC work program task elements under the direction of the Executive Committee.

Onondaga County acts as the Host agency for the Central Staff operation and contracts with the CNY RPDB to administer the program. As part of the host's responsibility, an annual audit of the SMTC financial records is completed, as required by Federal regulations. The Central New York Regional Planning and Development Board also contributes technical support to the SMTC as needed.

### ***Member Agencies***

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

## **OPERATIONAL PROCEDURES AND BYLAWS**

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

Official records of SMTC business are maintained in the SMTC Administrative Offices located at 100 Clinton Square, 126 North Salina Street, Suite 100, Syracuse, NY 13202. All of the SMTC records are available for public inspection during normal business hours.

## **TITLE VI/NON-DISCRIMINATION POLICY**

The Syracuse Metropolitan Transportation Council is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, sex, age, disability, low income or Limited English Proficiency status as protected by Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990 and, related statutes and regulations.

## UNIFIED PLANNING WORK PROGRAM FRAMEWORK

The Unified Planning Work Program establishes the transportation planning activities and programs of the Metropolitan Planning Organization (MPO) to be carried out over the course of the work program year (i.e., April through March). Other than administration, the basis of the work program is focused in three broad areas.

1. Maintenance of a Transportation Improvement Program, which identifies projects and/or programs to receive various sources of Federal funds covering highway, transit, and intermodal facilities and programs.
2. Maintenance and implementation of the Long Range Transportation Plan, which identifies priority transportation system deficiencies and feasible/appropriate methods for addressing those deficiencies in a fiscally constrained environment.
3. Recognition of requirements established by USDOT regarding the national transportation planning priorities included in the 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 (see tasks 3A, 3C, 3D, 3E, 3F, 3I, 3M, 3N, 3S, 3V, 3Y, 4A);
  - ii. Increase the safety of the transportation system for motorized and non-motorized users (see tasks 3A, 3C, 3D, 3E, 3G, 3I, 3K, 3L, 3M, 3N, 3O, 3P, 3R, 3T, 3U, 3V, 3W, 3X, 3Y, 4A);
  - iii. Increase the security of the transportation system for motorized and non-motorized users (see tasks 3D, 3E, 3L);
  - iv. Increase the accessibility and mobility of people and for freight (see tasks 3A, 3E, 3F, 3I, 3K, 3L, 3M, 3N, 3O, 3P, 3R, 3S, 3T, 3U, 3V, 3W, 3X, 3Y, 4A);
  - v. Protect and enhance the environment, promote energy conservation, improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns (see tasks 3A, 3C, 3D, 3E, 3F, 3I, 3M, 3N, 3T, 3Y, 4A);
  - vi. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (see tasks 3A, 3E, 3F, 3G, 3K, 3M, 3O, 3P, 3R, 3S, 3U, 3V, 3W, 3X, 3Y, 4A);
  - vii. Promote efficient system management and operation (see tasks 3E, 3L, 3M, 3O, 3Q, 4A);
  - viii. Emphasize the preservation of the existing transportation system (see tasks 3B, 3E, 3O, 3Q, 3Y, 4A);
  - ix. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (see tasks 3A, 3C, 3D, 3E, 3L, 4A); and
  - x. Enhance travel and tourism (see tasks 3A, 3C, 3D, 3E, 3F, 3I, 3K, 3L, 3N, 4A).

Each IJJA planning factor is addressed to some degree within the various UPWP efforts. The Unified Planning Work Program task number(s) that follow each of the preceding planning factors address that specific factor. The following table illustrates the relationship between the 2023-2024 UPWP tasks and the federal planning factors.

Relationship between 2023-2024 UPWP Tasks and IJA Planning Factors

Task	Title	Economic vitality	Safety	Security	Accessibility and mobility	Environment, energy conservation, quality of life	Integration and connectivity	Management and operation	Preservation	Resiliency and reliability	Travel and tourism
1*	Program Administration	--	--	--	--	--	--	--	--	--	--
2A*	Census Data Compilation and/or Analysis	--	--	--	--	--	--	--	--	--	--
2B*	Data Collection, Compilation and/or Analysis	--	--	--	--	--	--	--	--	--	--
2C*	Geographic Information Systems (GIS) - SMTC	--	--	--	--	--	--	--	--	--	--
2D*	GIS - Member Agency Assistance	--	--	--	--	--	--	--	--	--	--
3A	Bicycle/Pedestrian Planning	X	X		X	X	X			X	X
3B	Bridge and Pavement Condition Management System (BPCMS)								X		
3C	I-81 Project Involvement	X	X			X				X	X
3D	MPO Area Regional Planning Initiatives	X	X	X		X				X	X
3E	Long Range Transportation Plan	X	X	X	X	X	X	X	X	X	X
3F	Rail, Truck and Transit Planning	X			X	X	X				X
3G	Traffic Safety		X				X				
3H*	Travel Demand Modeling	--	--	--	--	--	--	--	--	--	--
3I	SOCPA/County Planning Assistance	X	X		X	X					X
3J*	City and OCDOT Traffic Count Programs	--	--	--	--	--	--	--	--	--	--
3K	City of Syracuse On Call Planning Support		X		X		X				X
3L	Dome Traffic Management & Events Strategic Plan		X	X	X			X		X	X
3M	Micron Development Area Transportation System Assessment	X	X		X	X	X	X			
3N	Empire State Trail Economic Opportunities - Phase 2	X	X		X	X					X
3O	Syracuse Sidewalk Planning Study		X		X		X	X	X		
3P	Community Streets Program		X		X		X				
3Q	Financing Local Mobility							X	X		
3R	Syracuse Safe Routes to School Procedural Manual Phase 2		X		X		X				
3S	CNYRTA Public Outreach	X			X		X				
3T	Brewerton Trail Network Technical Analysis		X		X	X					
3U	Greater Fayetteville Area Bicycle & Pedestrian Connections		X		X		X				

Relationship between 2023-2024 UPWP Tasks and IJA Planning Factors

Task	Title	Economic vitality	Safety	Security	Accessibility and mobility	Environment, energy conservation, quality of life	Integration and connectivity	Management and operation	Preservation	Resiliency and reliability	Travel and tourism
3V	Westvale Plaza Revitalization	X	X		X		X				
3W	Coldbrook Creek Trail City of Syracuse		X		X		X				
3X	Westside Trail City of Syracuse		X		X		X				
3Y	Nedrow Route 11 Corridor Study	X	X		X	X	X		X		
4A	TIP Development and Maintenance	X	X		X	X	X	X	X	X	X
5A	Miscellaneous Activities and Special Technical Assistance	--	--	--	--	--	--	--	--	--	--

\*Supportive effort for all tasks.



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

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

## SUMMARY OF MAJOR PROGRAMMED ACTIVITIES

The 2023-2024 Unified Planning Work Program is based on the SMTC's 2050 Long Range Transportation Plan 2020 Update that was adopted by the Policy Committee in September, 2020, and last amended in April, 2022. The Long Range Transportation Plan goals and objectives establish the planning priorities for the metropolitan area and are directly supportive of the planning factors and national goals outlined in the pages above. Emphasis has been placed on developing a program that can be reasonably accomplished with available staff and consultant resources and, which is in keeping with the priorities of the SMTC area. As the long range plan states, local plans and initiatives envision a region of robust villages and town centers anchored by a revitalized and growing City of Syracuse, connected by roads, trails, bike lanes, and an enhanced transit system. There are a number of local planning activities that helped inform the creation of the current Long Range Transportation Plan, and therefore, this work program. For example, the Syracuse-Onondaga County Planning Agency (SOCPA) is currently working on a full update of the County's comprehensive plan, called Plan Onondaga (PlanOn), anticipated for completion before November, 2023. Project scoping and outreach for PlanOn produced the following thematic focus areas of the plan.

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

### **Community Planning themes:**

- 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

Nearly all planning tasks included in this work program directly correlate to the County's thematic focus areas that are also applicable to other areas of the Syracuse Metropolitan Planning Area outside of Onondaga County. The SMTC staff will assist SOCPA's PlanOn development for transportation and land use related efforts under the SOCPA/County Planning Assistance task included in this 2023-2024 UPWP. Beyond SMTC specific work, our members continue to advance regionally significant bicycle and pedestrian infrastructure: City of Syracuse's Creekwalk and the Onondaga County's Loop the Lake Trail. Once these multi-use trails are complete, a continuous trail network will be available linking together many municipalities through a significant portion of Onondaga County, and beyond. This integrated/connected network supports local and regional economic development strategies, promotes tourism and recreation opportunities, and non-motorized travel; all overarching goals of our area's long range plan.

This 2023-2024 work program will bring to completion a few planning projects along, within, in proximity of, and through highly traveled community centers and transportation corridors outside of the City of Syracuse such as US Rt 11 in Mattydale and the Onondaga Nation. Within the City of Syracuse, planning assistance continues a focus on approaches to improve the City's aging, existing infrastructure, and the safety and accessibility of all users of the transportation system through a Complete Streets lens. SMTC staff will continue our pavement condition data gathering on all City roads, assemble sidewalk condition data in support of the City's sidewalk program, and seek to advance planning tasks associated with safe routes to schools. 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. SMTC staff has included on this work program two new trail and/or on-road feasibility studies (i.e., Brewerton Trail Network Technical Analysis and the Greater Fayetteville Area Bicycle and Pedestrian Connections). New this program year, and likely continuing for several work program cycles moving forward, is planning for significant growth opportunities in the Syracuse metropolitan area, particularly northern Onondaga County, that has not occurred for several decades.

Micron, a global leader in the development of semiconductor chips, will locate the country's largest semiconductor chip manufacturing facility in the Town of Clay, Onondaga County. Land-use, housing and nodal development, and transportation will be planned for to a higher degree that has traditionally not occurred given the significant employment and economic development impacts anticipated with the \$100 billion, 20-year, multi-phase development. Forecasts project up to 9,000 employees at full build-out, including 40,000-50,000 employees at spinoff and secondary businesses; plus, upwards of a 40% increase in Onondaga County's population.

The 2050 Long Range Transportation Plan 2020 Update contains the following goals and associated objectives. The table on page 19 illustrates the relationship between the 2023-2024 UPWP tasks and the 2050 LRTP goals. In many instances, a single UPWP task relates to several goals.

1. Support efficient freight movement within our region.
  - Maintain adequate infrastructure conditions on primary freight corridors.
  - Maintain a high degree of reliability for truck travel.
  - Reduce congestion on CMP Freight Network.
2. Increase the safety, security, and resiliency of the transportation system.
  - Reduce serious injuries and fatalities from vehicle crashes.
  - Reduce the number of fatalities and serious injuries from crashes involving a pedestrian or bicyclist.
  - Reduce the number of height- and weight-restricted bridges, especially along primary freight and commuter corridors.
3. Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.
  - Reduce congestion in priority commuter corridors as appropriate based on the character of the adjacent development.
  - Provide essential transit service to urban and suburban areas.
  - Provide higher-quality transit service to TOD nodes throughout the community.
  - Provide more on-road bicycle facilities throughout the community.
  - Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems.
  - Provide more pedestrian facilities to connect destinations throughout the community.
4. Protect and enhance the natural environment and support energy conservation and management.
  - Reduce VMT in the region.
  - Reduce on-road source mobile emissions.
  - Increase the percentage of non-SOV commute trips.
  - Increase the availability of alternative fueling and electric charging stations.
5. Improve the reliability of the transportation system and promote efficient system management and operations.
  - Maintain a high degree of reliability on Interstate, non-Interstate NHS, and other primary commuter corridors.
  - Improve transit on-time performance.
  - Improve utilization of transit vehicles.
  - Increase the use of park-and-ride lots.
  - Implement TDM strategies, with a focus on strategies for downtown and University Hill that have been recommended through previous SMTC studies.

6. Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.
  - Preserve and maintain pavement.
  - Preserve and maintain bridges.
  - Preserve and maintain ancillary transportation structures (culverts, etc.).
  - Preserve and maintain pedestrian facilities.
  - Assist communities in our planning area in creating, maintaining, and utilizing asset management systems.
  - Maintain transit assets (rolling stock, equipment, and facilities) in a State of Good Repair.
7. Ensure that transportation system performance improvements are distributed equitably.
  - Improve transit service between employment centers and priority target areas (as identified in SMTC's Environmental Justice Analysis).
  - Improve transportation options for off-peak commuters without cars.
  - Ensure that pavement conditions within priority target areas are at or above regional averages.
  - Provide accessible sidewalks and curb ramps, in accordance with ADA requirements.

The IIJA and other Federal legislation impact the manner in which the cooperative, continuous and comprehensive transportation planning process is administered. Among the opportunities are funding flexibility, intermodal planning, protection of the environment and the maintenance and preservation of existing transportation infrastructure. The performance-based and outcome-driven approach to metropolitan transportation planning specified in federal transportation bills is applied within the functions of the SMTC.

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

1. Program Support and Administration  
This category includes general administration, UPWP maintenance and development and public participation. In addition, funding is included for the staff to become educated on federal legislation and requirements.
2. Short Range Transportation Planning  
This category includes projects which could be implemented in a shorter timeframe and includes activities related to the Census data, transit and vehicle data collection and Geographic Information Systems (GIS) activities.
3. Long Range Transportation Planning  
The majority of UPWP projects that fall under this category are either annual activities or projects that tend to take longer to complete.
4. Transportation Improvement Program (TIP)  
This category includes various tasks associated with the administration and maintenance of the TIP, which identifies projects and programs to receive various sources of Federal funds covering air quality, highway, transit, and intermodal facilities and programs.
5. Other Activities  
This category includes miscellaneous activities and special technical assistance not otherwise covered.

Preliminary schedules for completing each project are included in this document and are subject to change. In many instances, tasks are recurring, ongoing items that take place every program year or, efforts that require multiple program years to complete. Scopes of Work, if not already, will be developed for planning tasks included in this program listing.

Relationship between 2023-2024 UPWP Tasks and 2050 LRTP 2020 Update Goals

Task	Title	Efficient freight movement	Safety, security, resiliency	Multi-modal accessibility and mobility	Natural environment and energy conservation	Reliability, efficient system management and operations	Preservation of existing infrastructure	Equity
1*	Program Administration	--	--	--	--	--	--	--
2A*	Census Data Compilation and/or Analysis	--	--	--	--	--	--	--
2B*	Data Collection, Compilation and/or Analysis	--	--	--	--	--	--	--
2C*	Geographic Information Systems (GIS) - SMTC	--	--	--	--	--	--	--
2D*	GIS - Member Agency Assistance	--	--	--	--	--	--	--
3A	Bicycle/Pedestrian Planning		X	X	X		X	X
3B	Bridge and Pavement Condition Management System (BPCMS)						X	X
3C	I-81 Project Involvement	X	X		X	X		
3D	MPO Area Regional Planning Initiatives		X		X	X		
3E	Long Range Transportation Plan	X	X	X	X	X	X	X
3F	Rail, Truck and Transit Planning	X	X	X	X	X	X	X
3G	Traffic Safety		X					
3H*	Travel Demand Modeling	--	--	--	--	--	--	--
3I	SOCPA/County Planning Assistance		X	X	X			
3J*	City and OCDOT Traffic Count Programs	--	--	--	--	--	--	--
3K	City of Syracuse On Call Planning Support		X	X			X	
3L	Dome Traffic Management & Events Strategic Plan	X	X	X		X		
3M	Micron Development Area Transportation System Assessment	X	X	X		X		
3N	Empire State Trail Economic Opportunities Plan - Phase 2		X	X				
3O	Syracuse Sidewalk Planning Study		X	X		X		X
3P	Community Streets Program		X	X				
3Q	Financing Local Mobility						X	
3R	Syracuse Safe Routes to School Procedural Manual Phase 2		X	X				X
3S	CNYRTA Public Outreach		X	X		X		
3T	Brewerton Trail Technical Analysis		X	X				
3U	Greater Fayetteville Area Bicycle and Pedestrian Connections		X	X	X			
3V	Westvale Plaza Revitalization		X	X		X		
3W	Coldbrook Creek Trail City of Syracuse		X	X	X			
3X	Westside Trail City of Syracuse		X	X	X			
3Y	Nedrow Route 11 Corridor Study		X	X	X		X	
4A	TIP Development and Maintenance	X	X	X	X	X	X	X

Relationship between 2023-2024 UPWP Tasks and 2050 LRTP 2020 Update Goals

Task	Title	Efficient freight movement	Safety, security, resiliency	Multi-modal accessibility and mobility	Natural environment and energy conservation	Reliability, efficient system management and operations	Preservation of existing infrastructure	Equity
5A	Miscellaneous Activities and Special Technical Assistance	--	--	--	--	--	--	--

\*Supportive effort for all tasks.

## FEDERAL PLANNING EMPHASIS AREAS

In December, 2021, FHWA and FTA jointly issued Planning Emphasis Areas (PEA), which are planning topical areas for State DOTs and MPOs to place emphasis on when developing work programs. There are 8 PEAs for the 2023-2024 UPWP: 1) Tackling the Climate Crisis - Transition to a Clean Energy, Resilient Future; 2) Equity and Justice40 in Transportation Planning; 3) Complete Streets; 4) Public Involvement; 5) Strategic Highway Network (STRAHNET)/ US Department of Defense (DOD) Coordination; 6) Federal Land Management Agency (FLMA) Coordination; 7) Planning and Environmental Linkage (PEL); and 8) Data in Transportation Planning.

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

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

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

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

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

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

*PEL* - Implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.

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

The SMTC 2023-2024 UPWP consists of several planning tasks that directly support the joint FHWA and FTA emphasis areas. As work efforts continue on carryover planning projects, or commence on new activities, nearly all of the PEAs will be addressed to some extent; particularly equity, Complete Streets, transportation planning data, and public involvement.

## NEW YORK STATE ASSOCIATION OF METROPOLITAN PLANNING ORGANIZATIONS SHARED COST INITIATIVES

As part of the UPWP development each year, the various MPOs in New York State (i.e., NYSAMPO) collectively reserve a limited amount of federal transportation planning funds to fund a series of statewide shared cost initiatives (SCI) and pay annual dues to the Association of Metropolitan Planning Organizations (AMPO). The Syracuse Metropolitan Transportation Council's federal allocation accounted for in the UPWP budget tables does not include the set-aside for these SCI projects, as the allocation was previously adjusted proportionally by NYSDOT. In addition, the SMTC's FHWA allocation has also been adjusted to account for the annual AMPO dues. As available, the NYSDOT has made FHWA SPR funds available to NYSAMPO to supplement SCIs funded with FHWA PL and FTA MPP funds, as reflected in the list below. The Shared Cost Initiative projects are outlined below for 2023-2024. The Syracuse Metropolitan Transportation Council fully supports and participates in the SCI program statewide. See Table 6 that also includes funding for a direct cost attributed to the planning and development of the next NYSAMPO Annual Conference.

### NYSAMPO Staff Support

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

Cost: \$250,000 (\$150,000 FHWA PL and \$100,000 NYSDOT SPR)

Lead Agency: Capital District Transportation Committee

### NYSAMPO Staff Training

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

Cost: \$55,615 FHWA PL and \$104,345 FTA MPP/\$26,086 NYSDOT In-Kind Service

Lead Agency: Genesee Transportation Council

### AMPO Dues

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

Cost: \$53,605 FHWA PL

Lead Agency: Binghamton Metropolitan Transportation Study

### Shared Transit Service Planning and Analytics Initiative

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

Cost: \$458,590 FTA Section 5303 MPP/\$114,648 NYSDOT In-Kind Service

Lead Agency: Capital District Transportation Committee

## PUBLIC PARTICIPATION

Correspondence was sent to all member agencies and appropriate officials of eligible counties, municipalities, and authorities within the SMTC planning area notifying them of our "call for transportation planning assistance." Information was posted to the SMTC website and provided to the local newspaper. Also, a virtual meeting was held with prospective applicants during the solicitation period. Prior to making a formal adoption of the 2023-2024 UPWP, a draft of the document was made available at the Central Library of the Onondaga County Public Library System and posted on the SMTC's website for a 30-day public comment period. A legal notice was published in the local newspaper announcing the availability of the comment period. The document was presented at meetings of the SMTC Planning Committee and SMTC Policy Committee. No public comments were received.



**2023-2024  
UPWP  
PROGRAM OUTLINE**

ID	Category	2023-2024			Notes
		Project Total	Staff & Operating Expense Budget	Contractual Budget	
<b>1. Program Administration and Support (44.21.00)</b>					
A.	General Administration	\$280,000	\$200,000	\$80,000	Contractual for Host Agency Agreement
B.	Public Participation and Outreach (and Web Site)	\$17,500	\$12,500	\$5,000	
C.	Federal Transportation Legislation Examination and Evaluation	\$15,000	\$15,000	\$0	For legislative compliance
D.	UPWP Previous Year Closeouts	\$5,000	\$5,000	\$0	
E.	UPWP Maintenance and Development	\$10,000	\$10,000	\$0	
<b>Total Program Administration &amp; Support</b>		<b>\$327,500</b>	<b>\$242,500</b>	<b>\$85,000</b>	
<b>2. Short-Range Transportation Planning (44.24.00)</b>					
A.	Census Data Compilation and/or Analysis	\$20,000	\$20,000	\$0	
B.	Data Collection, Compilation and/or Analysis	\$45,000	\$25,000	\$20,000	
C.	Geographic Information Systems - SMTC	\$50,000	\$50,000	\$0	
D.	Geographic Information Systems - Member Agency Assistance	\$30,000	\$30,000	\$0	Purpose is to provide GIS services to Member Agencies related to regional planning. (Examine shared Geoservices)
<b>Total Short-Range Transportation Planning</b>		<b>\$145,000</b>	<b>\$125,000</b>	<b>\$20,000</b>	
<b>3. Long-Range Transportation Planning (44.23.02)</b>					
A.	Bicycle/Pedestrian Planning	\$40,000	\$40,000	\$0	
B.	Bridge and Pavement Condition Management System (BPCMS)	\$30,000	\$30,000	\$0	
C.	I-81 Project Involvement	\$10,000	\$10,000	\$0	Note: Limited SMTC Staff involvement as required / requested for NYSDOT I-81 Project
D.	MPO Area and Regional Planning Initiatives	\$50,000	\$50,000	\$0	
E.	Long-Range Transportation Plan/Performance Based Planning	\$65,000	\$60,000	\$5,000	Includes Transportation Atlas
F.	Rail, Truck and Transit Planning (includes freight profile update)	\$60,000	\$60,000	\$0	
G.	Traffic Safety	\$20,000	\$20,000	\$0	
H.	Travel Demand Modeling (includes staff oversight of SPR monies for model conflation)	\$90,000	\$50,000	\$40,000	Contractual for Modeling Assistance as necessary for staff assistance Plus \$150,000 in SPR Funding for model conflation
I.	SOCPA / County Planning Assistance (plus Micron related general unspecified requests)	\$100,000	\$100,000	\$0	
J.	City and OCDOT Traffic Count Programs (recurring)	\$30,000	\$15,000	\$15,000	Recurrent effort to count segments over a 4 - 5 year cycle
K.	City of Syracuse on call Planning Support - various activities	\$45,000	\$45,000	\$0	
L.	Dome Traffic Management and Events Strategic Plan	\$35,000	\$35,000	\$0	Plus remainder of \$400,000 SPR Funding
M.	Micron Development Area Transportation System Assessment (includes Transit/BRT feasibility and TBD Modeling Scenarios)	\$200,000	\$100,000	\$100,000	Contractual is for Transit Consultant for Route 31 Analysis
N.	Empire State Trail Economic Opportunities Plan - Phase 2 SOCPA	\$40,000	\$40,000	\$0	
O.	Syracuse Sidewalk Planning Study	\$50,000	\$50,000	\$0	
P.	Community Streets Program	\$20,000	\$5,000	\$15,000	
Q.	Engagement and Outreach - Financing Local Mobility SOCPA	\$45,000	\$45,000	\$0	
R.	Syracuse Safe Routes to School Procedural Manual Phase 2	\$30,000	\$30,000	\$0	
S.	CNYRTA Public Outreach	\$90,000	\$50,000	\$40,000	
T.	Brewerton Trail Network Cicero - Technical Analysis	\$30,000	\$30,000		
U.	Greater Fayetteville Area Bicycle and Pedestrian Connections	\$80,000	\$10,000	\$70,000	
V.	Westvale Plaza Revitalization	\$55,000	\$55,000	\$0	
W.	Coldbrook Creek Trail City Of Syracuse	\$20,000	\$20,000	\$0	
X.	Westside Trail City Of Syracuse	\$35,000	\$35,000	\$0	
Y.	Nedrow Route 11 Corridor Study	\$70,000	\$70,000	\$0	
<b>Total Long-Range Transportation Planning</b>		<b>\$1,340,000</b>	<b>\$1,055,000</b>	<b>\$285,000</b>	
<b>4. Transportation Improvement Program (TIP) (44.25.00)</b>					
A.	TIP Development & Maintenance	\$50,000	\$50,000	\$0	
<b>Total Transportation Improvement Program</b>		<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	
<b>5. Other Activities (44.27.00)</b>					
A.	Miscellaneous Activities and Special Technical Assistance	\$50,000	\$50,000	\$0	
<b>Total Other Activities</b>		<b>\$50,000</b>	<b>\$50,000</b>	<b>\$0</b>	
<b>Grand Total Traditional Funding</b>		<b>\$1,912,500</b>	<b>\$1,522,500</b>	<b>\$390,000</b>	

SCI Expenses for 2023 NYSAMPO Conference	\$50,000
SPR Expenses for Dome Events Plan	\$170,000
SPR Expenses for Modeling	\$150,000
<b>Total SMTC Program Cost</b>	<b>\$2,282,500</b>

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

<b>Allocations / Resources: All fund sources except in-kind services.</b>	
FHWA (23/24 allocation)	\$1,355,706
FHWA Carry Over (past)	\$113,891
FTA (23/24 allocation)	\$307,243
	\$150,000
<b>FHWA (22/23 Unspent Rollover)</b>	
SPR Monies for Modeling	\$150,000
SPR Monies from NYSDOT for expenditure on Dome Events Plan Only	\$170,000
SCI Expenses for 2023 NYSAMPO Conference	\$50,000
<b>Total Resources Available</b>	<b>\$2,296,840</b>

# UNIFIED PLANNING WORK PROGRAM

FY 2023-2024

1. **PROGRAM SUPPORT and ADMINISTRATION (44.21.00)**

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

<b>UPWP TASK NO:</b>	<b>1A</b>
<b>TASK TITLE:</b>	<b>General Administration</b>
<b>OBJECTIVE:</b>	To initiate and properly manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations.
<b>METHODOLOGY:</b>	<p>The Syracuse Metropolitan Transportation Council provides staff support to the Policy, Executive, and Planning Committees, in addition to other permanent and ad-hoc committees. The Staff will implement the work tasks as contained in this UPWP. Other administrative activities include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• Act as local liaison to NYSDOT, CNYRTA, CNY RPDB, and other transportation related agencies to ensure coordination;</li> <li>• Provide administrative support and technical assistance to the Policy, Executive, and Planning Committees, as well as other permanent and ad-hoc committees, as needed;</li> <li>• Maintain financial records of all revenues and expenditures;</li> <li>• Prepare and distribute meeting notices and agenda packages for all SMTC committees;</li> <li>• Prepare certification documentation, agreements, resolutions, memoranda of understanding (MOUs), etc.;</li> <li>• Attend NYSDOT, FHWA, FTA and MPO training sessions and other necessary workshops and meetings as appropriate;</li> <li>• Maintain agreements between local governmental agencies and the MPO;</li> <li>• Prepare and distribute quarterly and semi-annual progress reports and other documents as required;</li> <li>• Interact/participate in NYSAMPO, AMPO, Institute of Transportation Engineers, American Planning Association and other professional affiliations, and allow for appropriate resources, travel and training as necessary;</li> <li>• Provide funds for the purchase and maintenance of computer hardware and software to support the MPO planning program and related activities, including network maintenance.</li> </ul> <p><u>Schedule</u>            -Forecast start: April, 2023            -Forecast end: March, 2024</p>
<b>END PRODUCT:</b>	The ability to operate the agency as a functional entity; the ability to meet federal and state requirements; the ability to meet local government expectations; Committee Documentation – including: reports, meeting minutes, committee mailings, and related materials; staff involvement in relevant organizations and activities; and adequate computer resources to meet the MPO planning activity requirements.
<b>Requesting / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, CNY RPDB, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 238,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 42,000
	<b>TOTAL</b> \$ 280,000

<b>UPWP TASK NO:</b>	<b>1B</b>
<b>TASK TITLE:</b>	<b>Public Participation and Outreach</b>
<b>OBJECTIVE:</b>	To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.
<b>METHODOLOGY:</b>	<p>This task provides for the dissemination of information to the public about the transportation planning program, which includes extensive use of the agency's website. It also covers receiving public comment and input on transportation planning activities through public information meetings both hosted and/or attended by the SMTC. Staff oftentimes is invited to present/discuss at meetings of FOCUS Greater Syracuse, Citizens Academy, Onondaga County Planning Federation, and is available to participate in other community groups' meetings on request.</p> <p>Public participation shifted to virtual approaches in 2020. To date, Virtual Public Involvement has been successful in receiving public feedback. Staff will build on efforts as knowledge of approaches continues. The SMTC will continue to ensure the principles of Title VI and Environmental Justice (EJ) are included and represented in all public outreach efforts, such as making translated documents &amp; materials available and soliciting EJ concerns through public outreach. Separate, direct outreach to community groups may occur as well to gain broader insight into community concerns. Techniques for the dissemination of information and public input include, but are not limited to: Virtual Public Involvement, newsletters (electronic and print), e-blasts, surveys &amp; questionnaires, study reports and technical memoranda, public information meetings/workshops &amp; conferences, stakeholders and focus groups, and agency website &amp; social media. Updates to the SMTC's Title VI Plan and Limited English Proficiency Plan will be finalized during the 2023-2024 program year utilizing 2020 Census data and American Community Survey datasets.</p> <p>Nearly all SMTC planning studies have their own Public Involvement Plan in compliance with the agency's umbrella Public Participation Plan and such activities are included in that project budget. The budget assigned to this task covers activities specific to this task only. Public participation opportunities related to other tasks are included in separate task budgets.</p> <p><u>Schedule</u>          -Forecast start: April, 2023          -Forecast end: March, 2024</p>
<b>END PRODUCT:</b>	Updated Title VI Plan and Limited English Proficiency Plan. Public participation opportunities/activities, including SMTC newsletters (electronic and print), reports, press releases, graphics, maps, and presentations, website maintenance, meetings, workshops, etc.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 14,875
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 2,625
	<b>TOTAL</b> \$ 17,500

<b>UPWP TASK NO:</b>	<b>1C</b>
<b>TASK TITLE:</b>	<b>Federal Transportation Legislation Examination &amp; Evaluation</b>
<b>OBJECTIVE:</b>	To provide funds to allow the Central Staff to comply with existing and new Federal Legislation and to educate themselves on the changing regulations and requirements.
<b>METHODOLOGY:</b>	
<p>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>  - Forecast start: April, 2023  - Forecast end: March, 2024</p> <p>Ongoing activity throughout the 2023-2024 program year.</p>	
<b>END PRODUCT:</b>	
Improved knowledge of the Central Staff regarding the regulations and requirements of the Transportation Bill as well as required continued compliance of existing legislation.	
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SMTC	<b>Funding Sources:</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<u>2023-2024</u>
	<b>FHWA</b> <sup>(PL)</sup> \$ 12,750
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 2,250
	<b>TOTAL</b> \$ 15,000

<b>UPWP TASK NO:</b>	<b>1D</b>
<b>TASK TITLE:</b>	<b>UPWP Previous Year Closeouts</b>
<b>OBJECTIVE:</b>	To provide a task for closing out various UPWP activities from the previous program year.
<p><b>METHODOLOGY:</b></p> <p>At the end of each program year, there are often various administrative tasks that need to be completed in order to officially close out a project. Such activities typically include the reproduction and distribution of Final Reports that were acknowledged prior to the close of the program year. Since there are no planning activities remaining, the project is not carried over and therefore does not possess a billing code to charge these final administrative tasks.</p> <p>This task is included as a “catch-all” to cover the various tasks necessary to completely close out various projects from the previous program year.</p> <p><u>Schedule</u> - Prior year closeouts: 1st Quarter SFY 2023-24.</p>	
<p><b>END PRODUCT:</b></p> <p>Completion of required tasks necessary to completely close out various projects/efforts from the previous program year.</p>	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, CNY RPDB	<b>FHWA</b> <sup>(PL)</sup> \$ 4,250 <b>FTA</b> <sup>(Sec. 5303)</sup> \$ 750 <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> <b>TOTAL</b> \$ 5,000

<b>UPWP TASK NO:</b>	<b>1E</b>
<b>TASK TITLE:</b>	<b>UPWP Maintenance and Development</b>
<b>OBJECTIVE:</b>	Maintain the 2023-2024 UPWP as necessary and develop a subsequent work program.
<b>METHODOLOGY:</b>	
<p>This task includes all necessary work required to process amendments to the 2023-2024 UPWP, as necessary, and finalize according to Federal regulations.</p> <p>The UPWP indicates local, state, and federal funding of the UPWP work tasks and identifies the participating agencies for completing the work. The UPWP will be developed according to measures deemed necessary to ensure a “3C” planning process, one that is continuing, cooperative, and comprehensive.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Amend and maintain adopted 2023-2024 UPWP as needed: 2nd, 3rd, 4th Quarters SFY 2023-24</li> <li>- Initiate draft 2024-2025 UPWP: 4th Quarter SFY 2023-24</li> <li>- Adopt 2024-2025 UPWP: February, 2024</li> </ul>	
<b>END PRODUCT:</b>	
Maintenance of and amendments to the 2023-2024 UPWP as appropriate, as well as development of the 2024-2025 UPWP.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 8,500
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 1,500
	<b>TOTAL</b> \$ 10,000

# UNIFIED PLANNING WORK PROGRAM

FY 2023-2024

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

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



<b>UPWP TASK NO:</b>	<b>2A</b>	
<b>TASK TITLE:</b>	<b>Census Data Compilation and/or Analysis</b>	
<b>OBJECTIVE:</b>	To continue to utilize the U.S. Census data accordingly. Additionally, to provide Census data, information and analysis as input into appropriate SMTC planning studies. This effort supports Long Range Transportation Planning activities, Travel Demand Modeling, Environmental Justice, Title VI, and general transportation planning for the MPO.	
<b>METHODOLOGY:</b>	<p>This Unified Planning Work Program task is an ongoing activity of the SMTC. It allows for staff to utilize various Census data for Long Range Transportation Planning activities, Travel Demand Modeling, Environmental Justice, Title VI, and general transportation planning completed by the MPO. Additionally, member agencies frequently request that the SMTC create customized Census data products for their needs. This project allows for SMTC staff to complete those requests. Staff will continue the use, and analysis of, 2020 Census data as various datasets are released.</p> <p><u>Schedule</u> - Respond to requests for Census data compilation and/or analysis: April, 2023 - March, 2024</p>	
<b>END PRODUCT:</b>	A valuable data set to support the varied planning activities of the MPO.	
<b>Requesting / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC		<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate		<b>FHWA</b> <sup>(PL)</sup> \$ 17,000
		<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 3,000
		<b>TOTAL</b> \$ 20,000

<b>UPWP TASK NO:</b>	<b>2B</b>
<b>TASK TITLE:</b>	<b>Data Collection, Compilation and/or Analysis</b>
<b>OBJECTIVE:</b>	To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the MPO.
<b>METHODOLOGY:</b>	
This Unified Planning Work Program task involves the following subcategories:	
<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.</p> <p>Other Information: Other data as necessary in support of the planning activities of the SMTC such as bicycle and pedestrian counts.</p> <p><u>Schedule</u>  - Respond to internal and external requests for traffic count and transit data: April, 2023 - March, 2024. Gathering of traffic counts will primarily occur April-June, 2023 and September-October, 2023. Data may be assembled for use in a future Congestion Management Plan, Travel Demand Model updates, and separate planning tasks found in this document.</p> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p>	
<b>END PRODUCT:</b>	
The end product is transit, vehicular, and other data sets as necessary. These data are used in the various multi-modal studies and activities undertaken by the SMTC.	
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SMTC	<b>Funding Sources:</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<u>2023-2024</u>
	<b>FHWA</b> <sup>(PL)</sup> \$ 45,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 0
	<b>TOTAL</b> \$ 45,000

<b>UPWP TASK NO:</b>	<b>2C</b>
<b>TASK TITLE:</b>	<b>Geographic Information Systems - SMTC</b>
<b>OBJECTIVE:</b>	To manage the data and software requirements necessary for maintaining and using the SMTC's Geographic Information System (GIS) to support the MPO planning activities.
<b>METHODOLOGY:</b>	<p>The Syracuse Metropolitan Transportation Council utilizes various transportation-related GIS files as part of routine planning and analysis. As additional information becomes available digitally from the SMTC's member agencies each year, the role of GIS is becoming pervasive.</p> <p>To fully allow the SMTC to utilize GIS in its work program, there are necessary enhancements and routine maintenance efforts that must be undertaken as part of its work program annually. These efforts will allow the SMTC to more fully utilize GIS in relation to vehicle traffic counts, transit ridership, bridge and pavement condition monitoring, functional classification, demographic and equity analysis, linking of Travel Demand Model data to GIS data, performance measure analysis, and other related efforts.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> <li>• Coordination with member agencies to ensure that the most recent data is being used;</li> <li>• File maintenance of the SMTC's GIS data layers;</li> <li>• Linking Census data with relevant SMTC GIS layers;</li> <li>• Continuing linking Vehicle Data Collection activities with the GIS database to allow for easy access to the most up-to-date traffic counts for road segments (AADT);</li> <li>• Continue development of a GIS layer of turning movement count locations and data sheets to allow for easy access to turning movement count data sets;</li> <li>• GIS data acquisition, maintenance, and manipulation as required in support of the various UPWP planning efforts that will utilize GIS data; and</li> <li>• Participation on the NYSAMPO GIS Working Group.</li> </ul> <p><u>Schedule</u> - Above efforts, and others that may arise as needed, will be completed throughout the 2023-2024 program year.</p>
<b>END PRODUCT:</b>	Enhanced coordination between the SMTC and various Federal, State and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the SMTC's planning efforts and high quality cartographic products as required for various UPWP projects.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies	<b>FHWA</b> <sup>(PL)</sup> \$ 42,500
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 7,500
	<b>TOTAL</b> \$ 50,000

<b>UPWP TASK NO:</b>	<b>2D</b>
<b>TASK TITLE:</b>	<b>Geographic Information Systems - Member Agency Assistance</b>
<b>OBJECTIVE:</b>	To manage the data and software requirements necessary for maintaining and using the SMTC's Geographic Information System (GIS) to support the regional planning needs of the MPO member agencies as they relate to the mission of the SMTC.
<b>METHODOLOGY:</b>	<p>As outlined in task 2C: Geographic Information Systems - SMTC, the SMTC's staff is highly capable of using and maintaining GIS data and creating appropriate end products. This item's purpose is to provide those services to SMTC member agencies as they relate to regional planning and the core mission of the SMTC.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> <li>• Maintenance of appropriate data libraries;</li> <li>• Creation of custom data sets;</li> <li>• Map creation and editing;</li> <li>• Research into shared geospatial services; and</li> <li>• GIS data acquisition, maintenance, and manipulation as required in support of the various planning efforts that will utilize GIS data.</li> </ul> <p>This GIS support project involves Central Staff providing member agencies with GIS products such as maps and associated spreadsheets on an as needed basis. The GIS maps would be produced for the member agency by request and reviewed by requesting agency.</p> <p><u>Schedule</u></p> <p>- Above efforts, and others that may arise as needed, will be completed throughout the 2023-2024 program year.</p>
<b>END PRODUCT:</b>	Enhanced coordination between the SMTC and various Federal, State and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the member agencies' planning efforts and high quality cartographic products as required for various regional planning projects in support of the SMTC's mission.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> CNY RPDB	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies	<b>FHWA</b> <sup>(PL)</sup> \$ 25,500
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 4,500
	<b>TOTAL</b> \$ 30,000

# UNIFIED PLANNING WORK PROGRAM

FY 2023-2024

## 3. LONG RANGE TRANSPORTATION PLANNING (44.23.02)

- 3A. Bicycle/Pedestrian Planning
- 3B. Bridge and Pavement Condition Management System (BPCMS)
- 3C. I-81 Project Development
- 3D. MPO Area Regional Planning Initiatives
- 3E. Long Range Transportation Plan
- 3F. Rail, Truck and Transit Planning
- 3G. Traffic Safety
- 3H. Travel Demand Modeling
- 3I. SOCPA/County Planning Assistance
- 3J. City and OCDOT Traffic Count Programs
- 3K. City of Syracuse On Call Planning Support
- 3L. Dome Traffic Management & Events Strategic Plan
- 3M. Micron Development Area Transportation System Assessment
- 3N. Empire State Trail Economic Opportunities Plan - Phase 2
- 3O. Syracuse Sidewalk Planning Study
- 3P. Community Streets Program
- 3Q. Financing Local Mobility
- 3R. Syracuse Safe Routes to School Procedural Manual Phase 2
- 3S. CNYRTA Public Outreach
- 3T. Brewerton Trail Network Technical Analysis
- 3U. Greater Fayetteville Area Bicycle and Pedestrian Connections
- 3V. Westvale Plaza Revitalization
- 3W. Coldbrook Creek Trail City of Syracuse
- 3X. Westside Trail City of Syracuse
- 3Y. Nedrow Route 11 Corridor Study

<b>UPWP TASK NO:</b>	<b>3A</b>
<b>TASK TITLE:</b>	<b>Bicycle/Pedestrian Planning</b>
<b>OBJECTIVE:</b>	To include multi-modal transportation planning in the MPO process, in order to effectively address bicycle and pedestrian 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.
<b>METHODOLOGY:</b>	<p>Provide input and technical assistance from a multi-modal perspective to all SMTC transportation planning projects in order that bicycle and pedestrian accessibility and safety, including Complete Streets, are given appropriate consideration in any given SMTC planning project;</p> <p>Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</p> <p>Continue to hold and facilitate meetings of the SMTC Forum on Active Transportation that serves as a platform to discuss bicycle and pedestrian issues between agencies, organizations, and the public;</p> <p>Identify multi-modal issues of concern where a focused substantive transportation study may be appropriate;</p> <p>Provide staff support to multi-modal advisory committees, such as but not limited to the City of Syracuse's Complete Streets plan/policy development, and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development; and</p> <p>Participate in the NYSAMPO Bicycle/Pedestrian Working Group.</p> <p><u>Schedule</u></p> <p>- Above items will occur throughout the 2023-2024 program year.</p>
<b>END PRODUCT:</b>	Maintenance of a multi-modal, Complete Streets component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SMTC	
<b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate	
<b>Funding Sources:</b>	
	<u>2023-2024</u>
<b>FHWA</b> <sup>(PL)</sup>	\$ 34,000
<b>FTA</b> <sup>(Sec. 5303)</sup>	\$ 6,000
<b>TOTAL</b>	\$ 40,000

<b>UPWP TASK NO:</b>	<b>3B</b>
<b>TASK TITLE:</b>	<b>Bridge and Pavement Condition Management System (BPCMS)</b>
<b>OBJECTIVE:</b>	Complete an annual working document for SMTC member agencies and staff on bridge and pavement conditions within the SMTC planning area.
<p><b>METHODOLOGY:</b></p> <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"> <li>- Pavement ratings and analysis: May-August, 2023</li> <li>- Obtain bridge data and analysis of such: dependent on NYSDOT and/or FHWA data release date</li> <li>- Obtain additional pavement data and analysis of such: dependent on NYSDOT data release date</li> <li>- Draft document: August-December, 2023</li> <li>- Final document: March, 2024</li> </ul>	
<p><b>END PRODUCT:</b></p> <p>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.</p>	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 25,500
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 4,500
	<b>TOTAL</b> \$ 30,000

<b>UPWP TASK NO:</b>	<b>3C</b>
<b>TASK TITLE:</b>	<b>I-81 Project Involvement</b>
<b>OBJECTIVE:</b>	To continue and maintain active participation in the NYSDOT's I-81 Viaduct Project as the capital project advances.
<b>METHODOLOGY:</b>	<p>The I-81 Challenge, a planning partnership between the SMTC and NYSDOT was completed in 2013. From that point, NYSDOT initiated and completed the required Environmental Impact Statement in May 2022 with the signing of the project's formal Record of Decision.</p> <p>The Syracuse Metropolitan Transportation Council will continue its engagement throughout the entirety of the project, as applicable.</p> <p><u>Schedule</u> - Active participation under this task is dependent on NYSDOT.</p>
<b>END PRODUCT:</b>	Continued agency engagement/involvement in the NYSDOT's I-81 Viaduct project.
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, CNY RPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, SOCPA and Others Agencies as Appropriate.	<b>FHWA</b> <sup>(PL)</sup> \$ 8,500
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 1,500
	<b>TOTAL</b> \$ 10,000



<b>UPWP TASK NO:</b>	<b>3D</b>
<b>TASK TITLE:</b>	<b>MPO Regional Planning Initiatives</b>
<b>OBJECTIVE:</b>	To allow the SMTC to be actively involved in the many important regional planning initiatives that either currently exist or may begin over the program year.
<b>METHODOLOGY:</b>	<p>Numerous significant planning initiatives either currently exist or may come to fruition over the coming program year. This project is to allow for the SMTC to participate in these initiatives. Additionally, member agencies may request that the SMTC perform 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, SOCPA's Empire State Trail Local Economic Opportunities Plan, and other related activities.</p> <p>Currently on-going or anticipated planning initiatives include in-kind support to the City of Syracuse's Reconnecting a Post I-81 Viaduct Syracuse Planning Study (Appendix B) and involvement with the Onondaga County safety Action Plan.</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 2023-2024 program year.</p>
<b>END PRODUCT:</b>	Active SMTC participation in important regional planning initiatives.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SMTC/Various	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 42,500
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 7,500
	<b>TOTAL</b> \$ 50,000

<b>UPWP TASK NO:</b>	<b>3E</b>
<b>TASK TITLE:</b>	<b>Long Range Transportation Plan</b>
<b>OBJECTIVE:</b>	Implement the performance based, outcome-driven transportation planning activities contained in the 2050 Long Range Transportation Plan 2020 Update (LRTP) and start community engagement efforts for the next LRTP update.
<b>METHODOLOGY:</b>	<p>As required by law, each MPO must have a complete and up-to-date LRTP. Federal Regulations dictate that the Plan be adopted a minimum of every five years in air quality “attainment areas.” A completely new LRTP that included new goals and objectives, performance measures and targets was formally adopted by the SMTC Policy Committee in September, 2015. An update to the 2015 plan was adopted in September, 2020, while an amendment took place in April, 2022 with refined costs for the I-81 Viaduct Project. The “tracking” of performance measures will continue and a virtual performance dashboard will be considered for development.</p> <p>The next cyclical LRTP update is due in 2025. The 2025 document will include re-examining future project assessments (inclusive of the selected preferred I-81 Viaduct alternative), new future condition traffic modeling, financial analysis as applicable, and public involvement. Efforts as part of the 2023-2024 UPWP, in addition to performance measure reporting and establishing of performance targets, as applicable, will include updating of the planning area’s Transportation Atlas, and continued outreach throughout the community via the Forum on Active Transportation (FOAT). FOAT meetings will continue to be held quarterly either in-person or virtual.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Performance measure analysis and potential dashboard creation: April, 2023 - March, 2024</li> <li>- Community outreach: April, 2023 - March, 2024</li> </ul> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p>
<b>END PRODUCT:</b>	Adherence to federal Transportation Performance Management provisions.
<b>Requesting / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 52,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 13,000
	<b>TOTAL</b> \$ 65,000

<b>UPWP TASK NO:</b>	<b>3F</b>								
<b>TASK TITLE:</b>	<b>Rail, Truck and Transit Planning</b>								
<b>OBJECTIVE:</b>	To include multi-modal transportation planning in the MPO process, in order to effectively address rail, truck and transit transportation issues, for moving both people and freight, as appropriate.								
<b>METHODOLOGY:</b>									
<ul style="list-style-type: none"> <li>• Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that rail, truck and transit travel are given appropriate consideration to any given SMTC project;</li> <li>• Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>• Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate;</li> <li>• Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development; and</li> <li>• Participate in the NYSAMPO Freight and Transit Working Groups.</li> </ul>									
<p>-----</p> <p>Additionally, this task will include a few sub-items. An approximate schedule for each sub-task is provided.</p> <p>1) Outreach to freight stakeholders: throughout the 2023-2024 program;</p> <p>2) Complete truck route mapping &amp; signage inventory outside Syracuse: 2nd Quarter through 4th Quarter SFY 2023-24</p> <p>3) Update the SMTC's 2017 Freight Transportation Profile with newer data &amp; analysis: 1st Quarter through 3rd Quarter SFY 2023-24.</p> <p>4) Collaborate with FHWA Resource Center on semiconductor chip manufacturing construction impacts and secondary impacts research: 1st Quarter through 2nd Quarter SFY 2023-24.</p>									
<b>END PRODUCT:</b>									
Maintenance of a multi-modal component in all SMTC transportation projects, miscellaneous technical reports and memoranda, as appropriate, and updated Freight Profile.									
<table border="1"> <thead> <tr> <th style="text-align: center;">Requesting / Participating Agencies:</th> <th style="text-align: center;">Funding Sources:</th> </tr> </thead> <tbody> <tr> <td><b>On Behalf Of:</b> SMTC</td> <td style="text-align: right;"><u>2023-2024</u></td> </tr> <tr> <td rowspan="3"><b>Participating Agencies:</b> SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate</td> <td><b>FHWA</b> <sup>(PL)</sup>           \$     51,000</td> </tr> <tr> <td><b>FTA</b> <sup>(Sec. 5303)</sup>       \$     9,000</td> </tr> <tr> <td><b>TOTAL</b>                     \$     60,000</td> </tr> </tbody> </table>		Requesting / Participating Agencies:	Funding Sources:	<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>	<b>Participating Agencies:</b> SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$     51,000	<b>FTA</b> <sup>(Sec. 5303)</sup> \$     9,000	<b>TOTAL</b> \$     60,000
Requesting / Participating Agencies:	Funding Sources:								
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>								
<b>Participating Agencies:</b> SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$     51,000								
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$     9,000								
	<b>TOTAL</b> \$     60,000								

<b>UPWP TASK NO:</b>	<b>3G</b>
<b>TASK TITLE:</b>	<b>Traffic Safety</b>
<b>OBJECTIVE:</b>	To participate in various Traffic Safety initiatives as appropriate.
<b>METHODOLOGY:</b>	
<p>Integrating safety into the transportation planning process has been the focus of various Federal and State initiatives and is strongly encouraged within MPOs.</p> <p>In addition, this task includes the participation of staff on the Onondaga County Traffic Safety Advisory Board and the NYSAMPO Safety Working Group. The role of the Traffic Safety Advisory Board is to build partnerships between local law enforcement agencies, involved agencies, and community members interested in the education and enforcement of traffic safety. Meetings are routinely held and staff attend/participate as an interested organization. The NYSAMPO Safety Working Group is examining various traffic safety activities utilized throughout the state and their potential use within each MPO.</p> <p>This is an ongoing activity.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Participate on the NYSAMPO Safety Working Group: April, 2023 - March, 2024</li> <li>- Participate on the Onondaga County Traffic Safety Advisory Board: April, 2023 - March, 2024</li> <li>- Attend traffic safety related webinars, trainings, events, and meetings, as appropriate: April, 2023 - March, 2024</li> </ul>	
<b>END PRODUCT:</b>	
Increased awareness regarding various Traffic Safety issues, and further integration of traffic safety into the transportation planning process.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 17,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 3,000
	<b>TOTAL</b> \$ 20,000

<b>UPWP TASK NO:</b>	<b>3H</b>								
<b>TASK TITLE:</b>	<b>Travel Demand Modeling</b>								
<b>OBJECTIVE:</b>	To improve and utilize the SMTC’s Travel Demand Model in support of the planning needs of the SMTC and its member agencies.								
<b>METHODOLOGY:</b>									
This task involves the following:									
<ul style="list-style-type: none"> <li>• Maintenance of the existing model. This requires utilization of additional data sets and possible consultant efforts to be sure that the agency’s model will meet SMTC’s needs;</li> <li>• Continue training of existing staff on the best way(s) to utilize the model in support of the SMTC and its member agencies;</li> <li>• Conflate SMTC model files and NYSDOT’s I-81 FEIS final alternative files;</li> <li>• 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.</li> <li>• Participation on the NYSAMPO Travel Demand Modeling Working Group.</li> </ul>									
This is an ongoing activity.									
<u>Schedule</u>									
- Above tasks, and others that may arise, will take place throughout the 2023-2024 program year.									
<b>Note: No FTA monies will be used for the contractual portion of this project.</b>									
<b>END PRODUCT:</b>									
A maintained Travel Demand Model that meets the needs of the SMTC as well as the member agencies. In addition the model must comply with federal and state requirements for air quality and conformity.									
<b>Requesting / Participating Agencies:</b>									
<b>On Behalf Of:</b> SMTC	<b>Funding Sources:</b>								
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies	<u>2023-2024</u>								
	<table border="0"> <tr> <td><b>FHWA</b> <sup>(PL)</sup></td> <td>\$</td> <td>76,500</td> </tr> <tr> <td><b>FTA</b> <sup>(Sec. 5303)</sup></td> <td>\$</td> <td>13,500</td> </tr> <tr> <td><b>TOTAL</b></td> <td>\$</td> <td>90,000</td> </tr> </table>	<b>FHWA</b> <sup>(PL)</sup>	\$	76,500	<b>FTA</b> <sup>(Sec. 5303)</sup>	\$	13,500	<b>TOTAL</b>	\$
<b>FHWA</b> <sup>(PL)</sup>	\$	76,500							
<b>FTA</b> <sup>(Sec. 5303)</sup>	\$	13,500							
<b>TOTAL</b>	\$	90,000							
(plus SPR expenses incurred)									

<b>UPWP TASK NO:</b>	<b>31</b>
<b>TASK TITLE:</b>	<b>SOCPA/County Planning Assistance</b>
<b>OBJECTIVE:</b>	To provide staff assistance to SOCPA and municipalities within the planning area.
<b>METHODOLOGY:</b>	
<p>Funding will be utilized by SMTC staff to assist SOCPA and municipalities undertaking transportation relevant plans and studies. This is an ongoing activity formerly titled as “Local Comprehensive Plan Assistance” pre-2022. Preliminary scope of work includes items such as:</p> <ul style="list-style-type: none"> <li>• Meeting participation;</li> <li>• Existing conditions data collection and analysis;</li> <li>• Mapping services;</li> <li>• Bicycle/pedestrian/transit profiles;</li> <li>• Sketch planning/graphics;</li> <li>• Travel demand modeling to test housing, land-use, and development scenarios; and;</li> <li>• Traffic operations analysis.</li> </ul> <p>SOCPA 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 SOCPA’s needs/recommendations. Potential efforts envisioned include work under the County’s Plan Onondaga Comprehensive Plan, Transit Oriented Development and nodal analysis, general Micron related requests, and transportation safety focused activities.</p> <p><u>Schedule</u> - Contingent on requests and input from SOCPA throughout the 2023-2024 program year.</p>	
<b>END PRODUCT:</b>	
Various output elements in support of the local plans being developed. This project will not be creating these plans, just assisting with support services.	
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SOCPA	<b>Funding Sources:</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<u>2023-2024</u>
	<b>FHWA</b> <sup>(PL)</sup> \$ 85,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 15,000
<b>TOTAL</b>	\$ 100,000

<b>UPWP TASK NO:</b>	<b>3J</b>
<b>TASK TITLE:</b>	<b>City and OCDOT Traffic Count Programs</b>
<b>OBJECTIVE:</b>	To develop an operational traffic count database and traffic count program for the City of Syracuse (City) and the Onondaga County Department of Transportation (OCDOT).
<b>METHODOLOGY:</b>	<p>Continue the annual traffic count program for the City and OCDOT. This recurring program gathers numerous machine counts per year for data entry purposes. Tube counts will allow for bi-directional identification and include classification, speed, and volume data. This project will have 100 percent of the City (federal-aid eligible) and OCDOT roads counted on a rotating cycle. Tube counts may be collected via SMTC’s count contract or NYSDOT. This is an ongoing activity.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Conduct traffic counts: April-June, 2023, September-October, 2023</li> <li>- Data review: May, 2023 - March, 2024</li> </ul> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p>
<b>END PRODUCT:</b>	Updated traffic count database and traffic count data.
<b>Requesting / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>On Behalf Of:</b> City of Syracuse and OCDOT	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 25,500
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 4,500
	<b>TOTAL</b> \$ 30,000

<b>UPWP TASK NO:</b>	<b>3K</b>
<b>TASK TITLE:</b>	<b>City of Syracuse On Call Planning Support</b>
<b>OBJECTIVE:</b>	To provide transportation planning support and assistance to the City of Syracuse.
<b>METHODOLOGY:</b>	
<p>The City of Syracuse actively requests SMTC staff planning assistance on a variety of transportation related items not captured under a given task. This ongoing planning task provides a formalized effort for City and SMTC staff collaboration and in-kind support on an as-needed basis. Example activities/involvement include Complete Streets/Vision Zero plan development and the City's Reconnecting a Post I-81 Viaduct Syracuse Planning Study (Appendix B).</p> <p>Past efforts have focused on sidewalk snow removal, and furthering the concept of tactical urbanism.</p> <p><u>Schedule</u> - This is a planning support effort dependent on needs and requests from the City of Syracuse.</p>	
<b>END PRODUCT:</b>	
Transportation planning analysis and documentation, as applicable, once support is identified.	
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> City of Syracuse and SOCPA	<b>Funding Sources:</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<u>2023-2024</u> <b>FHWA</b> <sup>(PL)</sup> \$ 38,250 <b>FTA</b> <sup>(Sec. 5303)</sup> \$ 6,750 <hr/> <b>TOTAL</b> \$ 45,000



<b>UPWP TASK NO:</b>	<b>3L</b>
<b>TASK TITLE:</b>	<b>Dome Traffic Management &amp; Events Strategic Plan</b>
<b>OBJECTIVE:</b>	To provide detailed, site specific traffic management & operations documentation during various events at the Syracuse University Dome that is inclusive of broader, day-to-day management & operations recommendations in light of new access to the University Hill area, and transportation network changes anticipated by the NYSDOT I-81 Viaduct being replaced with a community grid.
<b>METHODOLOGY:</b>	<p>Project is consultant-led to create modern and applicable special events documentation. The funding listed below is for the staff time commitment for the coming year. Consultant costs will be covered under separate funding for SPR funds from the NYSDOT up to an anticipated maximum of \$400,000. An RFP was released in August, 2020, followed by consultant selection during 3rd Quarter SFY 2020-21.</p> <p>Project is anticipated to take up to three years to complete and will include tasks such as public engagement (i.e., Study Advisory Committee (SAC) meetings, stakeholder meetings, neighborhood outreach, survey), case studies review, data collection and documentation of needs, strategic plan development, implementation and observation documents. SAC members include representatives from City of Syracuse, CNYRTA, NYSDOT, and Syracuse University. Virtual stakeholder meetings and virtual neighborhood meetings are anticipated throughout the planning effort. A web-based public engagement survey was implemented in 2nd Quarter SFY 2021-22 to gain insight into fans “gameday experience.” Project is approximately 70% complete.</p> <p><u>Task and Schedule (subject to change)</u></p> <ul style="list-style-type: none"> <li>- Advisory Committee meetings: 1st Quarter SFY 2021-22 through 3rd Quarter SFY 2023-24</li> <li>- Case Study research: complete</li> <li>- Data collection and documentation: complete</li> <li>- Strategic plan: complete</li> <li>- Implementation document: 1st Quarter SFY 2023-24 through 2nd Quarter 2023-24</li> <li>- Final document: 3rd Quarter SFY 2023-24</li> </ul> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p>
<b>END PRODUCT:</b>	Two related documents: 1) detailed document with graphics, maps, time specific traffic control plans/details and 2) a Dome events strategic transportation study.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> City of Syracuse	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 29,750
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 5,250
	<b>TOTAL</b> \$ 35,000

(plus SPR expenses incurred)

<b>UPWP TASK NO:</b>	<b>3M</b>
<b>TASK TITLE:</b>	<b>Micron Development Area Transportation System Assessment</b>
<b>OBJECTIVE:</b>	To initiate a planning study to assess future direct and indirect development, and its impacts on land use and the transportation system.
<b>METHODOLOGY:</b>	
<p>The proposed Micron semiconductor facility in the Town of Clay has significant regional development implications. This study will seek to quantify the development, investigate the most effective land uses based on input from agencies and municipalities, develop these land uses in detail to assess the need for housing and commercial development, and determine the transportation impacts at various points in time through multiple modeling scenarios. The conflated travel demand model files developed under the Travel Demand Model task will be heavily utilized in the assessment. Additionally, this comprehensive transportation system assessment will include a separate assessment of enhanced transit service along the NY Route 31 corridor.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: 1st Quarter SFY 2023-24</li> <li>- Compile data: 1st Quarter through 3rd Quarter SFY 2023-24</li> <li>- Coordinate with TDM update: throughout 2023-24 and into 2024-25</li> <li>- Scenario development: 4th Quarter SFY 2023-24</li> <li>- Model runs: 1st Quarter SFY 2024-25 through 2nd Quarter SFY 2024-25</li> <li>- Communicate results: 2nd Quarter SFY 2024-25</li> <li>- Final document: 3rd Quarter SFY 2024-25</li> </ul> <p><u>Enhanced transit service</u></p> <ul style="list-style-type: none"> <li>- RFP creation: 1st Quarter SFY 2023-24</li> <li>- Data collection: 2nd Quarter SFY 2023-24</li> <li>- Identify preferred land use and development: 3rd Quarter SFY 2023-24</li> <li>- Transit enhancement ideation: 4th Quarter SFY 2023-24</li> <li>- Enhancement impact analysis: 4th Quarter SFY 2023-24 through 1st Quarter SFY 2024-25</li> <li>- Document results, proposed enhancement: 2nd Quarter SFY 2024-25</li> </ul> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p>	
<b>END PRODUCT:</b>	
Scenario model outputs, analysis, and final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SOCPA	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 170,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 30,000
	<b>TOTAL</b> \$ 200,000

<b>UPWP TASK NO:</b>	<b>3N</b>
<b>TASK TITLE:</b>	<b>Empire State Trail Economic Opportunities Plan - Phase 2</b>
<b>OBJECTIVE:</b>	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.
<b>METHODOLOGY:</b>	
<p>The Empire State Trail Local Economic Opportunities Plan, completed June 2022 by SOCPA, 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.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: 1st Quarter SFY 2023-24</li> <li>- Meet with municipalities: 2nd Quarter through 3rd Quarter SFY 2023-24</li> <li>- Prioritize projects: 4th Quarter SFY 2023-24</li> <li>- Develop and/or refine project details and cost estimates: 1st Quarter SFY 2024-25</li> <li>- Identify potential funding sources: 2nd Quarter SFY 2024-25</li> <li>- Final document: 3rd Quarter SFY 2024-25</li> </ul>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SOCPA	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 34,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 6,000
	<b>TOTAL</b> \$ 40,000

<b>UPWP TASK NO:</b>	<b>30</b>
<b>TASK TITLE:</b>	<b>Syracuse Sidewalk Planning Study</b>
<b>OBJECTIVE:</b>	To update existing sidewalk inventory with more complete data.
<b>METHODOLOGY:</b>	
<p>In the past few years, the SMTC created a sidewalk inventory in GIS that has been referenced in multiple planning activities. The inventory includes sidewalks in the City of Syracuse and other municipalities in the planning area. Through updating and expanding on data inputs, a sidewalk database may be generated to work through sidewalk replacement and upgrade scenarios.</p> <p>To date, SMTC staff completed three phases of a sidewalk data collection program for the City of Syracuse and will continue collecting data in the 2023-2024 program.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Data collection: May, 2023 - August, 2023</li> <li>- Related work per City of Syracuse interest: throughout the 2023-24 program</li> </ul>	
<b>END PRODUCT:</b>	
Sidewalk inventory/database and applicable documentation of efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> City of Syracuse	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 42,500
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 7,500
	<b>TOTAL</b> \$ 50,000

<b>UPWP TASK NO:</b>	<b>3P</b>										
<b>TASK TITLE:</b>	<b>Community Streets Program</b>										
<b>OBJECTIVE:</b>	To initiate community streets “planning in action” pilot program in the City of Syracuse.										
<p><b>METHODOLOGY:</b></p> <p>A Community Streets Guide was created by SMTC and shared with the City of Syracuse. Initial funding is envisioned to implement bicycle and/or pedestrian education, training programs, events and installation of temporary demonstration projects supportive of Complete Streets, accessibility and safety.</p> <p><u>Task and Schedule</u></p> <p>- Discussion and implementation process, procedures: throughout 2023-24 program year</p>											
<p><b>END PRODUCT:</b></p> <p>Final documentation detailing all work efforts.</p>											
<table border="1"> <thead> <tr> <th style="background-color: black; color: white;">Requesting / Participating Agencies:</th> <th style="background-color: black; color: white;">Funding Sources:</th> </tr> </thead> <tbody> <tr> <td><b>On Behalf Of:</b> City of Syracuse</td> <td style="text-align: right;"><u>2023-2024</u></td> </tr> <tr> <td><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</td> <td style="text-align: right;"><b>FHWA</b> <sup>(PL)</sup> \$ 17,000</td> </tr> <tr> <td></td> <td style="text-align: right;"><b>FTA</b> <sup>(Sec. 5303)</sup> \$ 3,000</td> </tr> <tr> <td></td> <td style="text-align: right;"><b>TOTAL</b> \$ 20,000</td> </tr> </tbody> </table>		Requesting / Participating Agencies:	Funding Sources:	<b>On Behalf Of:</b> City of Syracuse	<u>2023-2024</u>	<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 17,000		<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 3,000		<b>TOTAL</b> \$ 20,000
Requesting / Participating Agencies:	Funding Sources:										
<b>On Behalf Of:</b> City of Syracuse	<u>2023-2024</u>										
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 17,000										
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 3,000										
	<b>TOTAL</b> \$ 20,000										

<b>UPWP TASK NO:</b>	<b>3Q</b>
<b>TASK TITLE:</b>	<b>Financing Local Mobility</b>
<b>OBJECTIVE:</b>	To research various methods to financing municipal roadway construction, reconstruction, maintenance, and operation.
<b>METHODOLOGY:</b>	
<p>As Onondaga County and its partners advocate for quality development, there is a need to think in different ways about how local transportation networks evolve. The need for proactive transportation planning and development of high-quality rights-of-way are increasingly important. This task will look to synthesize research into financing local infrastructure and developing engagement materials to help municipalities navigate the planning and implementation of local transportation enhancements in their communities.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: 1st Quarter SFY 2023-24</li> <li>- Research options to finance local infrastructure: 2nd Quarter SFY 2023-24</li> <li>- Identify methods to engage with municipalities: 3rd Quarter SFY 2023-24</li> <li>- Final document: 4th Quarter SFY 2023-24</li> </ul>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SOCPA	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 38,250
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 6,750
	<b>TOTAL</b> \$ 45,000

<b>UPWP TASK NO:</b>	<b>3R</b>
<b>TASK TITLE:</b>	<b>Syracuse Safe Routes to School Procedural Manual Phase 2</b>
<b>OBJECTIVE:</b>	To develop standards for future Safe Routes to School projects.
<b>METHODOLOGY:</b>	
<p>Beyond providing safety improvements, Safe Routes to School (SRTS) facilities in the City of Syracuse may also seek to capitalize on existing trails and expand their reach/connections to neighborhoods and school facilities. This planning effort will compile best practices for SRTS and develop a guide/manual that the City and their public partners can utilize when planning for, and implementing SRTS projects. It is envisioned that the SRTS guide/manual will include recommendations on materials, wayfinding styles, and conceptual routes. To date, the City has implemented/installed a number of SRTS projects that will form the basis for this planning effort.</p> <p>A scope of work was initially developed in November, 2020, and a white paper completed in 2022. Project is approximately 60% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Data gathering: complete</li> <li>- White paper: complete</li> <li>- Test case application: 1st - 2nd Quarter SFY 2023-24</li> <li>- Develop SRTS procedural guidebook: 2nd - 3rd Quarter SFY 2023-24</li> </ul>	
<b>END PRODUCT:</b>	
A SRTS procedural guidebook suitable for SMTC, City of Syracuse, and/or another interested agency to use for future SRTS efforts that incorporates background research, data gathering, and a local case study example.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> City of Syracuse	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 25,500
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 4,500
	<b>TOTAL</b> \$ 30,000

<b>UPWP TASK NO:</b>	<b>3S</b>
<b>TASK TITLE:</b>	<b>CNYRTA Public Outreach</b>
<b>OBJECTIVE:</b>	To conduct several community meetings and other public outreach opportunities to gather information on community wants and needs for public transportation services.
<b>METHODOLOGY:</b>	
<p>Current transit options may not provide necessary services for the ever-changing workforce. Post pandemic commuter needs may require adjustments to the current transit system including a redistribution of current transit resources, the implementation of non-traditional transit services (e.g., micro-transit, on-demand services) or an alteration of the current route system. Public outreach opportunities through effort titled “Exploring Tomorrow’s Transit” will be provided that are representative of the Centro service area to identify needs within local communities. Outreach will include direct engagement with EJ and disadvantaged communities relying on a combination of virtual and in-person activities. A full scope of work and public involvement plan was developed. Consultant assistance is provided for language interpretation and translation activities. Project is 30% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: complete</li> <li>- Public Outreach: 4th Quarter SFY 2022-23 through 3rd Quarter SFY 2023-24</li> <li>- Outreach Summary documentation: 3rd Quarter SFY 2023-24</li> </ul> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p>	
<b>END PRODUCT:</b>	
Summary of each community outreach event.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> Centro	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 72,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 18,000
	<b>TOTAL</b> \$ 90,000



<b>UPWP TASK NO:</b>	<b>3T</b>	
<b>TASK TITLE:</b>	<b>Brewerton Trail Network Technical Analysis</b>	
<b>OBJECTIVE:</b>	To complete a technical analysis for the Hamlet of Brewerton’s proposed multi-use trail network.	
<b>METHODOLOGY:</b>	<p>A Local Waterfront Revitalization Plan (LWRP) for the Hamlet of Brewerton is under development and is scheduled for completion in mid-2023. The LWRP proposes the creation of a multi-use path trail network to augment existing sidewalks and to provide additional routes connecting the waterfront to residential areas and schools. The planning task will examine the proposed trail network, gauge levels of community interest, and develop planning level order-of-magnitude costs supportive of Complete Streets, accessibility, and safety.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: 2nd Quarter SFY 2023-24</li> <li>- Data collection and existing conditions: 3rd Quarter SFY 2023-24 through 4th Quarter SFY 2023-24</li> <li>- Illustrate/document recommendations: 1st Quarter through 2nd Quarter SFY 2024-25</li> <li>- Document: 2nd Quarter SFY 2024-25</li> </ul>	
<b>END PRODUCT:</b>	A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>On Behalf Of:</b> Town of Cicero		<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<b>FHWA</b> <sup>(PL)</sup> \$ 24,000
		<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 6,000
		<b>TOTAL</b> \$ 30,000

<b>UPWP TASK NO:</b>	<b>3U</b>
<b>TASK TITLE:</b>	<b>Greater Fayetteville Area Bicycle and Pedestrian Connections</b>
<b>OBJECTIVE:</b>	To evaluate on-road bicycle and pedestrian network connections and facilities throughout the Greater Fayetteville area that connect the villages of Fayetteville, Manlius, and Minoa to each other, and to various parks and trails in the area.
<b>METHODOLOGY:</b>	
<p>The intention of this planning task is to strengthen the bicycle and pedestrian network connections and facilities throughout the Greater Fayetteville area. A data based assessment of several corridors will be completed for their potential to include on-road bicycle facilities to extent practical for purposes of providing safe and accessible routes for bicyclists, walkers and joggers. Public participation is envisioned as the project progresses and will be identified through the creation of a Public Involvement Plan.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: 2nd Quarter SFY 2023-24</li> <li>- Data collection and existing conditions: 3rd Quarter SFY 2023-24 through 4th Quarter SFY 2023-24</li> <li>- Issues and opportunities: 1st Quarter SFY 2024-25</li> <li>- Illustrate/document recommendations: 2nd Quarter SFY 2024-25</li> <li>- Document: 3rd Quarter SFY 2024-25</li> </ul> <p><b>Note: No FTA monies will be used for the contractual portion of this project.</b></p>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> Village of Fayetteville	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 64,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 16,000
	<b>TOTAL</b> \$ 80,000

<b>UPWP TASK NO:</b>	<b>3V</b>
<b>TASK TITLE:</b>	<b>Westvale Plaza Area Pedestrian &amp; Bicycle Mobility Assessment</b>
<b>OBJECTIVE:</b>	To enhance bicycle and pedestrian links from existing neighborhoods to employment and commercial areas in proximity of the Westvale Plaza.
<b>METHODOLOGY:</b>	
<p>The area under consideration is perceived as unfriendly to bicyclists and pedestrians. The existing geometry area roadways may be in need of traffic calming features throughout the corridor, particularly at intersections. The project will consider Complete Streets techniques and other applicable safety considerations. A full scope of work was developed along with a public involvement plan that identifies potential engagement activities and opportunities, including outreach to EJ and disadvantaged communities. Project is approximately 25% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: complete</li> <li>- Data collection and existing conditions: complete</li> <li>- Issues identification: 4th Quarter SFY 2022-23</li> <li>- Anticipated land use and traffic volume changes: 4th Quarter SFY 2022-23 through 1st Quarter SFY 2023-24</li> <li>- Illustrate/document proposed improvements: 1st Quarter SFY 2023-24 through 3rd Quarter SFY 2023-24</li> <li>- Document: April, 2024</li> </ul>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> Town of Geddes	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 44,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 11,000
	<b>TOTAL</b> \$ 55,000

<b>UPWP TASK NO:</b>	<b>3W</b>
<b>TASK TITLE:</b>	<b>Coldbrook Creek Trail City of Syracuse</b>
<b>OBJECTIVE:</b>	To explore and document existing facilities and use patterns of the Coldbrook Creek right-of-way as a utilitarian pathway for neighborhood residents.
<b>METHODOLOGY:</b>	
<p>A “goat” path along Coldbrook Creek in the Valley neighborhood east of South Salina Street exists. This planning effort will make recommendations on how to improve the pathway for access to shopping plazas at the south end of the City (e.g., grocery, banking, pharmacy) for non-motorized travel. Public outreach has/will include area residents and businesses, including EJ and disadvantaged communities. A full scope of work and a public involvement plan are complete that identify engagement activities and opportunities. Project is approximately 80% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: complete</li> <li>- Data collection and existing conditions: complete</li> <li>- Issues identification: 4th Quarter SFY 2022-23</li> <li>- Illustrate/document proposed improvements: 4th Quarter SFY 2022-23 through 1st Quarter SFY 2023-24</li> <li>- Document: 2nd Quarter SFY 2023-24</li> </ul>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> City of Syracuse	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 16,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 4,000
	<b>TOTAL</b> \$ 20,000

<b>UPWP TASK NO:</b>	<b>3X</b>
<b>TASK TITLE:</b>	<b>Westside Trail City of Syracuse</b>
<b>OBJECTIVE:</b>	To build off previous SMTC South Geddes & Fayette Streets Complete Streets Review to develop a trail along West Fayette Street and further west.
<b>METHODOLOGY:</b>	
<p>The study area currently has a lack of multi-modal, separated facilities for non-motorized use between downtown and west side neighborhoods. Task will review the area along Fayette Street and further west for the possibility of a trail. The potential alignment will examine Lipe Art Park, old rail road bridges over Geddes and Fayette Streets, and the Near West Side and Skunk City connections. Limited public outreach is envisioned as the previous S Geddes &amp; Fayette Streets Complete Streets planning effort included much of the area in question. However, opportunities will be developed to ensure outreach to EJ and disadvantaged communities continues. A full scope of work along with a public involvement plan are complete that identify engagement activities and opportunities. Project is approximately 60% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: complete</li> <li>- Data collection and existing conditions: complete</li> <li>- Issues identification: complete</li> <li>- Proposed improvements: 1st Quarter SFY 2023-24</li> <li>- Recommended strategies: 2nd Quarter SFY 2023-24</li> <li>- Final document: 3rd Quarter SFY 2023-24</li> </ul>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> City of Syracuse	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 28,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 7,000
	<b>TOTAL</b> \$ 35,000

<b>UPWP TASK NO:</b>	<b>3Y</b>
<b>TASK TITLE:</b>	<b>Nedrow Route 11 Corridor Study</b>
<b>OBJECTIVE:</b>	To complete a corridor study of US Route 11 in the Hamlet of Nedrow, Town of Onondaga to increase safety, mobility, and the viability of transit, bicycle and pedestrian use as well along the corridor.
<b>METHODOLOGY:</b>	<p>Project will address transportation needs of area residents and commuters, an analysis of adequacy, safety and ease of using existing transit service, and bicycle and pedestrian infrastructure, access management, and traffic safety analysis. Public outreach opportunities will be developed, including engagement with the Onondaga Nation given study area proximity to the Nation Territory. A full scope of work along with a public involvement plan are complete that identify engagement activities and opportunities. Project is approximately 25% complete.</p> <p><u>Task and Schedule</u></p> <ul style="list-style-type: none"> <li>- Scope of Work: complete</li> <li>- Data Collection and existing conditions: 3rd Quarter SFY 2022-23 through 1st Quarter SFY 2023-24</li> <li>- Assessments and screenings: 4th Quarter SFY 2022-23 through 1st Quarter SFY 2023-24</li> <li>- Issues and opportunities: 1st Quarter SFY 2023-24</li> <li>- Future land use and capacity analysis: 1st Quarter SFY 2023-24</li> <li>- Conceptual examples: 2nd Quarter SFY 2023-24 through 3rd Quarter SFY 2023-24</li> <li>- Final document: April, 2024</li> </ul>
<b>END PRODUCT:</b>	A final document detailing all work efforts.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SOCPA, Town of Onondaga	<b>Funding Sources:</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<u>2023-2024</u> <b>FHWA</b> <sup>(PL)</sup> \$ 56,000 <b>FTA</b> <sup>(Sec. 5303)</sup> \$ 14,000 <hr style="width: 10%; margin-left: auto; margin-right: 0;"/> <b>TOTAL</b> \$ 70,000

# UNIFIED PLANNING WORK PROGRAM

FY 2023-2024

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

4A. TIP Development and Maintenance

<b>UPWP TASK NO:</b>	<b>4A</b>
<b>TASK TITLE:</b>	<b>TIP Development and Maintenance</b>
<b>OBJECTIVE:</b>	Maintain and update the Transportation Improvement Program (TIP). Activities for this project will also ensure that the TIP is in compliance with all federal and state requirements.
<b>METHODOLOGY:</b>	
<p>The Transportation Improvement Program will be maintained, amended, and updated as necessary, in cooperation with the NYSDOT, the CNYRTA, and units of local government. The 2023-2027 Transportation Improvement Program was adopted by the SMTC Policy Committee in August, 2022, and has been amended several times as necessary since initial adoption.</p> <p><u>Schedule</u></p> <ul style="list-style-type: none"> <li>- Maintenance of 2023-2027 TIP: April, 2023 - March, 2024</li> <li>- Capital Projects Committee meetings: 1st Quarter SFY 2023-24 through 4th Quarter SFY 2023-24</li> <li>- Annual Listing of Obligations: November, 2023</li> <li>- Federal Fiscal Year 22/23 summary: November, 2023</li> </ul>	
<b>END PRODUCT:</b>	
A Transportation Improvement Program that is maintained, kept up-to-date, and in compliance with all Federal and State requirements.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 40,000
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 10,000
	<b>TOTAL</b> \$ 50,000



# UNIFIED PLANNING WORK PROGRAM

FY 2023-2024

## 5. OTHER ACTIVITIES (44.27.00)

- 5A. Miscellaneous Activities and Special Technical Assistance
- 5B. Complete Streets Planning

<b>UPWP TASK NO:</b>	<b>5A</b>
<b>TASK TITLE:</b>	<b>Miscellaneous Activities and Special Technical Assistance</b>
<b>OBJECTIVE:</b>	This task covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP projects. Additionally, this task provides for special technical assistance to member agencies, local governments, and other agencies and/or organizations as appropriate.
<b>METHODOLOGY:</b>	<p>From time-to-time, miscellaneous projects are assigned to staff. Many are one time studies or reports, while other tasks are more long-term in nature, and are infrequent enough or so limited in scope of MPO participation, and, therefore, do not warrant a separate UPWP project.</p> <p>Tasks may include such activities as participation in various New York State MPO statewide initiatives and reviewing proposed Federal regulations.</p> <p>This task also allows the SMTC to provide technical assistance to member agencies, local governments, and other agencies/organizations which were not foreseen or known during the preparation of the annual UPWP.</p> <p><u>Schedule</u> - 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 2023-2024 program year.</p>
<b>END PRODUCT:</b>	Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.
<b>Requesting / Participating Agencies:</b>	
<b>On Behalf Of:</b> SMTC	<b>Funding Sources:</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<u>2023-2024</u>
	<b>FHWA</b> <sup>(PL)</sup> \$ 40,132
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$ 9,868
	<b>TOTAL</b> \$ 50,000

<b>UPWP TASK NO:</b>	<b>5B</b>
<b>TASK TITLE:</b>	<b>Complete Streets Planning</b>
<b>OBJECTIVE:</b>	This task covers Complete Streets eligible projects within the SMTC planning area using specific set aside funding.
<b>METHODOLOGY:</b>	
<p>The Bipartisan Infrastructure Law (BIL) specifies that no less than 2.5% of an MPO’s Metropolitan Planning (PL) funds shall be set aside for Complete Streets relevant planning. A Complete Street as defined in the BIL is a facility that ensures “...the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” Further, a complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.</p> <p>A few corridors/locations will be studied within the SMTC area that will be selected with SMTC member agencies for a consultant effort to examine for complete street improvements that may include the following:</p> <p>(a) Adoption of Complete Streets standards or policies;</p> <p>(b) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;</p> <p>(c) Development of transportation plans that (1) Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers; (2) Integrate active transportation facilities with public transportation service or improve access to public transportation; (3) Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities; (4) Increase public transportation ridership; and (5) Improve the safety of bicyclists and pedestrians.</p> <p><u>Schedule</u></p> <p>- Individual scopes of work and related Request for Proposals will be developed throughout the 2023-2024 program year, and subsequent programs as set-aside funding allows.</p>	
<b>END PRODUCT:</b>	
A final document detailing all work efforts.	
<b>Requesting / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>On Behalf Of:</b> SMTC	<u>2023-2024</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	<b>FHWA</b> <sup>(PL)</sup> \$ 69,220
	<b>FTA</b> <sup>(Sec. 5303)</sup> \$
	<b>TOTAL</b> \$ 69,220

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

# UNIFIED PLANNING WORK PROGRAM

FY 2023-2024

## 6. BUDGET TABLES

2023-2024

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 and OTHER FUNDS

TABLE 6B - STATEWIDE PLANNING & RESEARCH and OTHER FUNDS

TABLE 7 - COMPLETE STREETS SET ASIDE

**TABLE 1**  
**2023 - 2024 SUMMARY BUDGET**

TASK BUDGET									
TASK		FUNDING SOURCE							
ID	Category	FHWA - PL	FTA	FTA %	Total Federal	Total Non-Federal	State	Local	Total
<b>1.</b>	<b>Program Administration and Support (44.21.00)</b>								
A.	General Administration	\$238,000	\$42,000	15%	\$280,000	\$60,605	\$45,454	\$15,151	\$340,605
B.	Public Participation and Outreach (and Web Site)	\$14,875	\$2,625	15%	\$17,500	\$3,788	\$2,841	\$947	\$21,288
C.	Federal Transportation Legislation Examination and Evaluation	\$12,750	\$2,250	15%	\$15,000	\$3,247	\$2,435	\$812	\$18,247
D.	UPWP Previous Year Closeouts	\$4,250	\$750	15%	\$5,000	\$1,082	\$812	\$271	\$6,082
E.	UPWP Maintenance and Development	\$8,500	\$1,500	15%	\$10,000	\$2,164	\$1,623	\$541	\$12,164
	<b>Total Program Administration and Support</b>	<b>\$278,375</b>	<b>\$49,125</b>	<b>15%</b>	<b>\$327,500</b>	<b>\$70,887</b>	<b>\$53,165</b>	<b>\$17,722</b>	<b>\$398,387</b>
<b>2.</b>	<b>Short-Range Transportation Planning (44.24.00)</b>								
A.	Census Data Compilation and/or Analysis	\$17,000	\$3,000	15%	\$20,000	\$4,329	\$3,247	\$1,082	\$24,329
B.	Data Collection, Compilation and/or Analysis	\$45,000	\$0	0%	\$45,000	\$9,474	\$7,105	\$2,368	\$54,474
C.	Geographic Information Systems - SMTC	\$42,500	\$7,500	15%	\$50,000	\$10,822	\$8,117	\$2,706	\$60,822
D.	Geographic Information Systems - Member Agency Assistance	\$25,500	\$4,500	15%	\$30,000	\$6,493	\$4,870	\$1,623	\$36,493
	<b>Total Short-Range Transportation Planning</b>	<b>\$130,000</b>	<b>\$15,000</b>	<b>10%</b>	<b>\$145,000</b>	<b>\$31,118</b>	<b>\$23,339</b>	<b>\$7,780</b>	<b>\$176,118</b>
<b>3.</b>	<b>Long Range Transportation Planning (44.23.02)</b>								
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)	\$25,500	\$4,500	15%	\$30,000	\$6,493	\$4,870	\$1,623	\$36,493
C.	I-81 Project Involvement	\$8,500	\$1,500	15%	\$10,000	\$2,164	\$1,623	\$541	\$12,164
D.	MPO Area and Regional Planning Initiatives	\$42,500	\$7,500	15%	\$50,000	\$10,822	\$8,117	\$2,706	\$60,822
E.	Long-Range Transportation Plan/Performance Based Planning	\$52,000	\$13,000	20%	\$65,000	\$14,197	\$10,648	\$3,549	\$79,197
F.	Rail, Truck and Transit Planning (includes freight profile update)	\$51,000	\$9,000	15%	\$60,000	\$12,987	\$9,740	\$3,247	\$72,987
G.	Traffic Safety	\$17,000	\$3,000	15%	\$20,000	\$4,329	\$3,247	\$1,082	\$24,329
H.	Travel Demand Modeling (includes staff oversight of SPR monies for model conflation)	\$76,500	\$13,500	15%	\$90,000	\$19,480	\$14,610	\$4,870	\$109,480
I.	SOCPA / County Planning Assistance (plus Micron related general unspecified requests)	\$85,000	\$15,000	15%	\$100,000	\$21,645	\$16,234	\$5,411	\$121,645
J.	City and OCDOT Traffic Count Programs (recurring)	\$25,500	\$4,500	15%	\$30,000	\$6,493	\$4,870	\$1,623	\$36,493
K.	City of Syracuse on call Planning Support - various activities	\$38,250	\$6,750	15%	\$45,000	\$9,740	\$7,305	\$2,435	\$54,740
L.	Dome Traffic Management and Events Strategic Plan	\$29,750	\$5,250	15%	\$35,000	\$7,576	\$5,682	\$1,894	\$42,576
M.	Micron Development Area Transportation System Assessment (includes Transit/BRT feasibility and TBD Modeling Scenarios)	\$170,000	\$30,000	15%	\$200,000	\$43,289	\$32,467	\$10,822	\$243,289
N.	Empire State Trail Economic Opportunities Plan - Phase 2 SOCPA	\$34,000	\$6,000	15%	\$40,000	\$8,658	\$6,493	\$2,164	\$48,658
O.	Syracuse Sidewalk Planning Study	\$42,500	\$7,500	15%	\$50,000	\$10,822	\$8,117	\$2,706	\$60,822
P.	Community Streets Program	\$17,000	\$3,000	15%	\$20,000	\$4,329	\$3,247	\$1,082	\$24,329
Q.	Engagement and Outreach - Financing Local Mobility SOCPA	\$38,250	\$6,750	15%	\$45,000	\$9,740	\$7,305	\$2,435	\$54,740
R.	Syracuse Safe Routes to School Procedural Manual Phase 2	\$25,500	\$4,500	15%	\$30,000	\$6,493	\$4,870	\$1,623	\$36,493
S.	CNYRTA Public Outreach	\$72,000	\$18,000	20%	\$90,000	\$19,658	\$14,743	\$4,914	\$109,658
T.	Brewerton Trail Network Cicero - Technical Analysis	\$24,000	\$6,000	20%	\$30,000	\$6,553	\$4,914	\$1,638	\$36,553
U.	Greater Fayetteville Area Bicycle and Pedestrian Connections	\$64,000	\$16,000	20%	\$80,000	\$17,474	\$13,105	\$4,368	\$97,474
V.	Westvale Plaza Revitalization	\$44,000	\$11,000	20%	\$55,000	\$12,013	\$9,010	\$3,003	\$67,013
W.	Coldbrook Creek Trail City Of Syracuse	\$16,000	\$4,000	20%	\$20,000	\$4,368	\$3,276	\$1,092	\$24,368
X.	Westside Trail City Of Syracuse	\$28,000	\$7,000	20%	\$35,000	\$7,645	\$5,734	\$1,911	\$42,645
Y.	Nedrow Route 11 Corridor Study	\$56,000	\$14,000	20%	\$70,000	\$15,289	\$11,467	\$3,822	\$85,289
	<b>Total Long-Range Transportation Planning</b>	<b>\$1,116,750</b>	<b>\$223,250</b>	<b>17%</b>	<b>\$1,340,000</b>	<b>\$290,918</b>	<b>\$218,188</b>	<b>\$72,729</b>	<b>\$1,630,918</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP) (44.25.00)</b>								
A.	TIP Development & Maintenance	\$40,000	\$10,000	20%	\$50,000	\$10,921	\$8,191	\$2,730	\$60,921
	<b>Total Transportation Improvement Program</b>	<b>\$40,000</b>	<b>\$10,000</b>	<b>20%</b>	<b>\$50,000</b>	<b>\$10,921</b>	<b>\$8,191</b>	<b>\$2,730</b>	<b>\$60,921</b>
<b>5.</b>	<b>Other Activities (44.27.00)</b>								
A.	Miscellaneous Activities and Special Technical Assistance	\$40,132	\$9,868	20%	\$50,000	\$10,916	\$8,187	\$2,729	\$60,916
	<b>Total Other Activities</b>	<b>\$40,132</b>	<b>\$9,868</b>	<b>20%</b>	<b>\$50,000</b>	<b>\$10,916</b>	<b>\$8,187</b>	<b>\$2,729</b>	<b>\$60,916</b>
	<b>Grand Total FHWA PL &amp; FTA MPP Funds</b>	<b>\$1,605,257</b>	<b>\$307,243</b>	<b>16%</b>	<b>\$1,912,500</b>	<b>\$414,760</b>	<b>\$311,070</b>	<b>\$103,690</b>	<b>\$2,327,260</b>
	<b>Grand Total - All Fund Sources</b>				<b>\$1,912,500</b>				<b>\$2,327,260</b>

**TABLE 2**  
**2023 - 2024 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	\$278,375	\$49,125	\$53,165	\$17,722	\$398,387	\$247,500	\$80,000	\$53,165	\$17,722	\$398,387
44.24.00	Short-Range Transportation Planning	\$130,000	\$15,000	\$23,339	\$7,780	\$176,118	\$145,000	\$0	\$23,339	\$7,780	\$176,118
44.23.02	Long-Range Transportation Planning	\$1,116,750	\$223,250	\$218,188	\$72,729	\$1,630,918	\$1,340,000	\$0	\$218,188	\$72,729	\$1,630,918
44.25.00	Transportation Improvement Program	\$40,000	\$10,000	\$8,191	\$2,730	\$60,921	\$50,000	\$0	\$8,191	\$2,730	\$60,921
44.27.00	Other Activities	\$40,132	\$9,868	\$8,187	\$2,729	\$60,916	\$50,000	\$0	\$8,187	\$2,729	\$60,916
	<b>Total</b>	<b>\$1,605,257</b>	<b>\$307,243</b>	<b>\$311,070</b>	<b>\$103,690</b>	<b>\$2,327,260</b>	<b>\$1,832,500</b>	<b>\$80,000</b>	<b>\$311,070</b>	<b>\$103,690</b>	<b>\$2,327,260</b>
		<b>\$1,912,500</b>		<b>\$414,760</b>		<b>\$2,327,260</b>	<b>\$1,912,500</b>		<b>\$414,760</b>		<b>\$2,327,260</b>

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	Local	Total
44.20.01	Salaries	\$1,039,414		\$40,481		\$1,079,895
44.20.02	Fringe	\$258,548	\$0	\$9,831		\$268,379
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	\$340,500	\$80,000		\$103,690	\$524,190
44.20.07	Other	\$36,389	\$0			\$36,389
44.20.08	Indirect	\$96,949	\$0	\$7,296		\$104,245
XX.XX.XX	Toll Credits*			\$253,462		\$253,462
	<b>Total</b>	<b>\$1,832,500</b>	<b>\$80,000</b>	<b>\$311,070</b>	<b>\$103,690</b>	<b>\$2,327,260</b>
		<b>\$1,912,500</b>		<b>\$414,760</b>		<b>\$2,327,260</b>
		<b>\$1,912,500</b>				<b>\$2,327,260</b>

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

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

**TABLE 3**  
**2023 - 2024 SUMMARY BUDGET**  
**FHWA - PL BUDGET**

TASK BUDGET							
ID	Task	Total	FHWA - PL	Staff	CNYRPDB	State*	Local
44.21.00	Program Administration and Support	\$336,980	\$278,375	\$210,375	\$68,000	\$43,954	\$14,651
44.24.00	Short-Range Transportation Planning	\$157,368	\$130,000	\$130,000		\$20,526	\$6,842
44.23.02	Long-Range Transportation Planning	\$1,351,855	\$1,116,750	\$1,116,750		\$176,329	\$58,776
44.25.00	Transportation Improvement Program	\$48,421	\$40,000	\$40,000		\$6,316	\$2,105
44.27.00	Other Activities	\$48,581	\$40,132	\$40,132		\$6,337	\$2,112
	<b>Total</b>	<b>\$1,943,207</b>	<b>\$1,605,257</b>	<b>\$1,537,257</b>	<b>\$68,000</b>	<b>\$253,462</b>	<b>\$84,488</b>

<b>\$1,943,207</b>	<b>\$1,605,257</b>		<b>\$253,462</b>	<b>\$84,488</b>
<b>\$1,943,207</b>				

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$871,948	\$871,948			
44.20.02	Fringe	\$216,892	\$216,892			
44.20.03	Travel	\$8,976	\$8,976			
44.20.04	Equipment	\$29,361	\$29,361			
44.20.05	Supplies	\$12,583	\$12,583			
44.20.06	Contractual	\$438,129	\$285,640	\$68,000		\$84,488
44.20.07	Other	\$30,526	\$30,526			
44.20.08	Indirect	\$81,329	\$81,329			
XX.XX.XX	Toll Credits *	\$253,462			\$253,462	
	<b>Total</b>	<b>\$1,943,207</b>	<b>\$1,537,256</b>	<b>\$68,000</b>	<b>\$253,462</b>	<b>\$84,488</b>

<b>\$1,943,207</b>	<b>\$1,537,256</b>	<b>\$68,000</b>	<b>\$253,462</b>	<b>\$84,488</b>
<b>\$1,943,207</b>				

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

**TABLE 4**  
**2023 - 2024 SUMMARY BUDGET**  
**FTA BUDGET**

TASK BUDGET							
ID	Task	Total	FTA	Staff	CNY RPDB	State*	Local
44.21.00	Program Administration and Support	\$61,406	\$49,125	\$37,125	\$12,000	\$9,211	\$3,070
44.24.00	Short-Range Transportation Planning	\$18,750	\$15,000	\$15,000		\$2,813	\$938
44.23.02	Long-Range Transportation Planning	\$279,063	\$223,250	\$223,250		\$41,859	\$13,953
44.25.00	Transportation Improvement Program	\$12,500	\$10,000	\$10,000		\$1,875	\$625
44.27.00	Other Activities	\$12,335	\$9,868	\$9,868		\$1,850	\$617
	<b>Total</b>	<b>\$384,054</b>	<b>\$307,243</b>	<b>\$295,243</b>	<b>\$12,000</b>	<b>\$57,608</b>	<b>\$19,203</b>

<b>\$384,054</b>	<b>\$307,243</b>	<b>\$295,243</b>	<b>\$12,000</b>	<b>\$57,608</b>	<b>\$19,203</b>
			<b>\$384,054</b>		

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$207,946	\$167,465		40,481	
44.20.02	Fringe	\$51,487	\$41,656		9,831	
44.20.03	Travel	\$1,724	\$1,724			
44.20.04	Equipment	\$5,639	\$5,639			
44.20.05	Supplies	\$2,417	\$2,417			
44.20.06	Contractual	\$86,062	\$54,860	\$12,000		\$19,203
44.20.07	Other	\$5,863	\$5,863			
44.20.08	Indirect	\$22,916	\$15,620		7,296	
XX.XX.XX	Toll Credits	\$0				
	<b>Total</b>	<b>\$384,054</b>	<b>\$295,243</b>	<b>\$12,000</b>	<b>\$57,608</b>	<b>\$19,203</b>

<b>\$384,054</b>	<b>\$295,243</b>	<b>\$12,000</b>	<b>\$57,608</b>	<b>\$19,203</b>
			<b>\$384,054</b>	



**TABLE 5**  
**2023 - 2024 SUMMARY BUDGET**  
**TOTAL AUDITABLE BUDGET**

<b>AUDIT BUDGET</b>						
<b>ID</b>	<b>Category</b>	<b>Total</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State*</b>	<b>Local</b>
44.20.01	Salaries	\$1,079,895	\$1,039,414		\$40,481	
44.20.02	Fringe	\$268,379	\$258,548		\$9,831	
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	\$524,190	\$340,500	\$80,000	\$0	\$103,690
44.20.07	Other	\$36,389	\$36,389		\$0	
44.20.08	Indirect	\$104,245	\$96,949		\$7,296	
XX.XX.XX	Toll Credits	\$253,462	\$0		\$253,462	
	<b>Total</b>	<b>\$2,327,260</b>	<b>\$1,832,500</b>	<b>\$80,000</b>	<b>\$311,070</b>	<b>\$103,690</b>

<b>\$2,327,260</b>	<b>\$1,832,500</b>	<b>\$80,000</b>	<b>\$311,070</b>	<b>\$103,690</b>
<b>\$2,327,260</b>				

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

**TABLE 6A**

**2023 - 2024 State Planning and Research Funding - Dome Project**

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	\$34,000	\$136,000	\$170,000	\$170,000	\$170,000
44.25.00	Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0
44.27.00	Other Activities	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$34,000</b>	<b>\$136,000</b>	<b>\$170,000</b>	<b>\$170,000</b>	<b>\$170,000</b>
			<b>\$170,000</b>	<b>\$170,000</b>	<b>\$170,000</b>	<b>\$170,000</b>

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

AUDIT BUDGET				
ID	Category	Staff	CNY RPDB	Total
44.20.01	Salaries	\$0	\$0	\$0
44.20.02	Fringe	\$0	\$0	\$0
44.20.03	Travel	\$0	\$0	\$0
44.20.04	Equipment	\$0	\$0	\$0
44.20.05	Supplies	\$0	\$0	\$0
44.20.06	Contractual	\$170,000	\$0	\$170,000
44.20.07	Other	\$0	\$0	\$0
44.20.08	Indirect	\$0	\$0	\$0
	<b>Total</b>	<b>\$170,000</b>	<b>\$0</b>	<b>\$170,000</b>
			<b>\$170,000</b>	<b>\$170,000</b>
			<b>\$170,000</b>	<b>\$170,000</b>

Summary of Other Funds:	
<b>Total *FHWA PL SCI Expenses for NYSAMPO 2023 Conference</b>	<b>\$50,000</b>
*100% Federal Share with the use of Toll Credits	
<b>Total **SPR Expenses for Dome Event Traffic Management Plan</b>	<b>\$400,000</b>
*80% Federal Share and 20% NYS Match	

**TABLE 6B**  
**2023 - 2024 State Planning and Research Funding - Modeling (I-81 Conflation)**

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	\$30,000	\$120,000	\$150,000	\$150,000	\$150,000
44.25.00	Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0
44.27.00	Other Activities	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$30,000</b>	<b>\$120,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>
			<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>	<b>\$150,000</b>

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

AUDIT BUDGET				
ID	Category	Staff	CNY RPDB	Total
44.20.01	Salaries	\$0	\$0	\$0
44.20.02	Fringe	\$0	\$0	\$0
44.20.03	Travel	\$0	\$0	\$0
44.20.04	Equipment	\$0	\$0	\$0
44.20.05	Supplies	\$0	\$0	\$0
44.20.06	Contractual	\$150,000	\$0	\$150,000
44.20.07	Other	\$0	\$0	\$0
44.20.08	Indirect	\$0	\$0	\$0
	<b>Total</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$150,000</b>
			<b>\$150,000</b>	<b>\$150,000</b>
			<b>\$150,000</b>	<b>\$150,000</b>

Summary of Other Funds:	
<b>Total *FHWA PL SCI Expenses for NYSAMPO 2023 Conference</b>	<b>\$50,000</b>
*100% Federal Share with the use of Toll Credits	
<b>Total **SPR Expenses for Dome Event Traffic Management Plan</b>	<b>\$400,000</b>
*80% Federal Share and 20% NYS Match	

**TABLE 7**  
**2023 - 2024 FHWA Complete Street Set Aside (2 Year allocation of 2022-2023 & 2023 - 2024)**

TASK BUDGET						
TASK		FUNDING SOURCE			RESPONSIBILITY	
ID	Task	NYSDOT - Match	FHWA - PL (Complete Street Set Aside)	Total	Staff	Total
44.21.00	Program Administration and Support	\$0	\$0	\$0	\$0	\$0
44.24.00	Short-Range Transportation Planning	\$0	\$0	\$0	\$0	\$0
44.23.02	Long-Range Transportation Planning		\$69,220	\$69,220	\$69,220	\$69,220
44.25.00	Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0
44.27.00	Other Activities	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$0</b>	<b>\$69,220</b>	<b>\$69,220</b>	<b>\$69,220</b>	<b>\$69,220</b>
			<b>\$69,220</b>	<b>\$69,220</b>	<b>\$69,220</b>	<b>\$69,220</b>

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

AUDIT BUDGET				
ID	Category	Staff	CNY RPDB	Total
44.20.01	Salaries	\$0	\$0	\$0
44.20.02	Fringe	\$0	\$0	\$0
44.20.03	Travel	\$0	\$0	\$0
44.20.04	Equipment	\$0	\$0	\$0
44.20.05	Supplies	\$0	\$0	\$0
44.20.06	Contractual	\$69,220	\$0	\$69,220
44.20.07	Other	\$0	\$0	\$0
44.20.08	Indirect	\$0	\$0	\$0
	<b>Total</b>	<b>\$69,220</b>	<b>\$0</b>	<b>\$69,220</b>
			<b>\$69,220</b>	<b>\$69,220</b>
			<b>\$69,220</b>	<b>\$69,220</b>

# UNIFIED PLANNING WORK PROGRAM

FY 2023-2024

## APPENDICES

[Appendix A: Other Significant Federally Funded Transportation Planning Activities - SPR](#)

[Appendix B: Other Significant Federally Funded Transportation Planning Activities](#)

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

**SPR Funded Projects that Impact Metropolitan Areas**

<b>SPR #</b>	<b>Project Title</b>	<b>Projected End Date</b>	<b>SPR Funding</b>	<b>Short Description</b>
<b>HOCTC</b>	<b>Region 2</b>			
SP-21-07	Interstate 90 Exit 31 Interchange Reconstruction Feasibility Planning Study	December 2023	\$300,000	HOCTC & NYSDOT are undertaking a Transportation Scoping/Planning & Environmental Linkages (PEL) Study for an I-90 Exit 31 Interchange Reconstruction Project in the City of Utica. In accordance w/the National Environmental Policy Act (NEPA) & NYSDOT procedures for implementation of the State Environmental Quality Review Act (SEQR), engineering scoping/PEL study will assess engineering feasibility & impacts to the community, economy, & the safety & mobility of adjacent roadway network: I-790, NY 49, NY 5 & North Genesee St. (921C).
<b>SMTC</b>	<b>Region 3</b>			
C-19-53	Dome Traffic Management and Events Strategic Plan	December 2023	\$400,000	Provide detailed, site specific traffic management & operations documentation during various events at the Syracuse University Carrier Dome which is inclusive of broader, day-to-day management & operations relevant recommendations in light of new access to the University Hill area, & transportation network changes anticipated by NYSDOT I-81 Viaduct being replaced w/a community grid.
<b>NYMTC</b>	<b>Regions 8, 10 and 11</b>			
C-19-52	Continuous Count Traffic Count Program, Zone 3	December 2025	\$10,321,100	For full performance-based maintenance & upgrade services in Zone 3 (Metro NYC/Long Island) over a 5-year term to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
<b>All MPOs</b>				
C-17-53	Pavement Condition Data Collection Services	December 2024	\$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	March 2024	\$100,000	Support & maintain the ongoing coordination of metropolitan planning programs in NYS for statewide benefit; ongoing collaboration of the 14 MPOs; & on-going coordination of metropolitan & statewide planning programs.
C-17-59	Traffic Data System	February 2029	\$3,890,100	Implement an automated traffic data management system application.
C-18-53	Probe Data: Floating Car (GPS-based)	August 2023	\$337,500	Purchase floating car probe data to establish performance targets to assess travel reliability, congestion & emissions & perform other analyses & visualizations of road performance for passenger cars & trucks. Data will be utilized by NYSDOT & MPOs.
C-18-55	NYS Transportation Master Plan	January 2023	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities.

**SPR Funded Projects that Impact Metropolitan Areas**

C-19-51	Short Count Traffic Count Program (2020-2024)	December 2024	\$25,613,607	Provide for collection of traffic data in NYSDOT Regions 1 - 11 (divided into Zones).
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	February 2025	\$3,580,616	Establish a research & analysis capability w/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)	September 2023	\$906,500	Leverage the current analysis tools to research & further integrate travel time datasets & available open-source analytics tools w/other transportation, economic & demographic data to support efficient & consistent planning & analysis.
SP-21-02	Program & Project Management System Support Services	September 2024	\$1,208,328	Provide support services for post-implementation of a Department-wide enhanced & improved enterprise level program & project management system to facilitate improvements to capital program delivery.
SP-21-04	Highway Oversize/Overweight Credentialing System (HOCS) Phase 2	September 2027	\$1,950,000	Implement a Commercial Off-the-Shelf (COTS) HOCS software solution & obtain accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements. Phase 2 will advance functionality of HOCS.
SP-21-05	Statewide Small Culvert Inventory & Inspection System Improvements	December 2024	\$4,000,000	Expand the number of small culverts contained w/in NYSDOT's AgileAssets Maintenance Management System (MMS) to create a complete statewide inventory & inspection of small culverts.
SP-21-06	Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management	December 2023	\$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	February 2024	\$5,082,107	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
SP-21-09	Continuous Count Traffic Count Program, Zone 2	February 2024	\$4,824,525	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.



**SPR Funded Projects that Impact Metropolitan Areas**

SP-22-02	CLEAR (Crash Location & Engineering Analysis Repository) Safety Management Data System Transfer	January 2025	\$500,000	To improve the transfer of crash data and images to support the CLEAR applications. This projects builds off of the work from another project with a focus on assessing the Department’s safety analysis methods and safety programs and implementing new strategies using updated technologies and enterprise platforms.
SP-22-03	Statewide Mobility Services Program	December 2027	\$3,941,160	To continue and expand on NYSDOT’s agency-wide efforts to support and encourage the use of sustainable and efficient modal options for travel, while addressing the goals of the NYS Climate Leadership and Community Protection Act (CLCPA) to reduce GHGs 85% and achieve economy-wide carbon neutrality by 2050. It will build on the efforts of the existing Statewide Active Transportation Demand Management (ATDM) and will include additional technical assistance program elements, policy research, pilot initiatives and partnerships with employers, large institutions, destination, neighborhood and community organizations, local governments, and mobility providers. Work products are expected to result in products that specifically integrate mobility into existing NYSDOT policies, programs, projects, and protocols. This will include but is not limited to: regional and state-wide project development, prioritization, and programming; corridor plans; integrated multi-modal systems management and transportation management center (TMS) operations; and freight analysis.

## Appendix B: Other Significant Federally Funded Transportation Planning Activities

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

Planning

**RCP Award:** \$500,000

**Estimated Total Project Cost:** \$630,000

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

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