

Syracuse Metropolitan Transportation Council

Performance and Expenditure Report for State Fiscal Year 2020-2021

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Introduction

The Syracuse Metropolitan Transportation Council (SMTC) has created this annual report, utilizing guidelines provided by the New York State Department of Transportation (NYSDOT), to assist in the processing of Federal Highway Administration (FHWA) Completion Reports.

The annual Unified Planning Working Program (UPWP) 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, April through March. Other than administration, the basis of the work program is focused in three broad areas:

Maintenance of a Transportation Improvement Program (TIP), which identifies projects and/or programs to receive various sources of Federal funds covering highway, transit, and intermodal facilities and programs.

Maintenance and implementation of the Long Range Transportation Plan (LRTP), which identifies priority transportation system deficiencies and feasible/appropriate methods for addressing those deficiencies in a fiscally constrained environment.

Several transportation goals were identified for the Syracuse Metropolitan Area in the SMTC's 2050 Long Range Transportation Plan – 2020 Update, adopted by the SMTC's Policy Committee on September 23, 2020, including mobility, safety, environment, economy, land use, and facilities. Detailed objectives and performance measures also were identified regarding each of the goal areas.

Recognition of requirements established by the FHWA regarding the national transportation planning priorities included in the Fixing America's Surface Transportation (FAST) Act. The ten planning factor requirements of the FAST Act are listed below:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- 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;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

The SMTC's 2020-2021 UPWP is based on the 2050 Long Range Transportation Plan – 2020 Update. Emphasis was placed on developing a program that can be reasonably accomplished with available staff and consultant resources and that is in keeping with the priorities of the SMTC area. The 2020-2021 UPWP emphasizes activities that promote the implementation of the existing plan.

Tasks within the UPWP are organized into several major categories to facilitate review and management as follows:

1. Program Administration and Support

This category includes general administration, UPWP maintenance and development, public participation, and funds to allow the Central Staff to become educated on, and comply with, Federal transportation regulations and requirements.

2. Short Range Transportation Planning

This category includes projects which could be implemented in a short time frame 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 into this category are either annual activities or projects that tend to take long 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 highway, transit, and intermodal facilities and programs.

5. Other Activities

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

6. Budget Table.

This Performance and Expenditure Report fulfills the requirements of Title 23 §420.117 of the *Code of Federal Regulations* related to monitoring and reporting requirements of FHWA planning and research funds by subrecipients "to assure that the work is being managed and performed satisfactorily and that time schedules are being met."

1A – General Administration

Established Goal: 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.

Actual Performance:

Administrative functions, procedures, and processes were implemented throughout the program year.

April: A down payment for the May 2021 conference has been processed.

May: The 2021 conference is being moved to 2022 due to COVID-19.

June: The conference has been rescheduled to May of 2022.

July: No significant activity to report.

August: No further activity will be reported this year.

October: SMTC has been given access to a direct bill SPR funding source for expenses for the upcoming 2022 conference. This minimizes the reimbursement efforts and allows for expenses to be paid in a more traditional way that line up with other SMTC efforts. No further activity will be reported this year.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

The following UPWP revisions were approved this year:

- Executive Resolution 2021-18 – Financial Update of the 2020-2021 UPWP (1/7/21)

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

1B – Public Participation and Website Update

Established Goal: To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.

Actual Performance:

April: Staff is developing a Long-Range Transportation Plan (LRTP) newsletter for distribution. A legal notice was published in *The Post-Standard* on April 21, relative to a Policy Committee TIP Amendment.

Staff researched various video conferencing platforms for use with upcoming SMTC Committee meetings. The SMTC's YouTube Channel is available on the agency's website.

May: The LRTP Newsletter went out in place of a regular Directions newsletter. A joint Planning and Policy Committee was held via ZOOM for a I-81 TIP Amendment. Public outreach continues for various projects leveraging virtual mechanisms.

June: Staff is transitioning to temporarily use of only virtual public involvement and virtual committee meetings. They are effective albeit different than in person engagement.

July: Virtual meetings are being utilized in place of in person meetings with large meetings being streamed to YouTube. Website updates have occurred.

August: Public participation is being conducted using virtual technologies and remains effective.

September: The next newsletter is underway. Website updates and registrar transfer have occurred.

October: The SMTC's Public Participation Plan is being revisited for required and desired updates and expansion. Public notices have been published as required for all relevant requirements. The agency continues to advance its virtual public involvement skill set and efforts.

November: A Fall 2020 newsletter has been sent out via postal mail. We are changing the emailed version to an email service instead of a direct mail to mitigate spam and other filters.

December: Updated the website and began first new format of e-newsletter. Began formation of new public forums for involvement.

January: Website upgrades continued. E-newsletter distributed and planning for first virtual forum for active transportation has occurred.

February: Website upgrades continued including the inclusion of a voiceover video defining "What is the SMTC" on the website.

March: The new draft Public Participation Plan was drafted and going through a review and public vetting process.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

1C – Federal Transportation Legislation Examination & Evaluation

Established Goal: 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.

Actual Performance:

April: Given current conditions, there is no specific update to the federal surface transportation reauthorization. However, the Federal Transit Administration sent out a notice that transit agencies who are required to submit a Public Transportation Agency Safety Plan (PTASP) by July 20, 2020 will now have until December 31, 2020 to comply. Once Centro submits their PTASP, the SMTC has up to 180 days to set our initial transit safety targets. Additionally, the CARES Act relief bill signed into law at the end of March provided \$25B for public transportation systems throughout the country. As a transportation authority, Centro is slated to receive upwards of \$21M, which can be used for capital and operating activities responding to COVID-19. Per AMPO, there may be interest in including infrastructure in additional relief bills.

May: No significant activity to report.

June: With the end of the federal fiscal year approaching, which also includes the final months of the FAST Act, limited collaborative discussions have occurred relative to advancing a new surface transportation authorization. On June 11, the House Transportation & Infrastructure Committee released their suggested multi-year bill that was subsequently approved on June 26. The surface transportation bill was rolled into a larger Congressional bill that contains several programs and tax benefits. Given differences between House and Senate versions, a new surface transportation authorization is unlikely. An extension of the current transportation program is envisioned.

July: No significant activity to report.

August: No current activity to report. However, the following is from AMPO regarding upcoming federal activity. Before the end of September, Congress and the President must agree on 1) an FY21 Appropriations to keep the federal government open. A continuing resolution (CR), maintaining current funding levels, will need to be passed. The length of a CR is unknown, but it will likely be past the elections in November, and 2) extension of the FAST Act. Surface transportation programs will need to be extended as well as the authority to reimburse states. How long an extension will run, will depend on several factors including what the Highway Trust Fund (HTF) can pay out over time.

September: The House approved a Continuing Resolution (CR) that keeps agencies operating at current funding levels through December 11. Included with the CR was a one-year extension of the FAST Act. The Senate is anticipated to approve the CR before the end of September.

October: No significant activity to report.

November: No significant activity to report.

December: A continuing resolution (CR) was approved on December 21 by the US House of Representatives and Senate that a) extends annual appropriations funding through September 30, 2021 and b) provides additional COVID-19 relief funding. Included in the CR for FHWA is approximately \$46 billion of annual appropriations and \$10 billion for COVID-19 relief, while FTA is slated to receive around \$13 billion of annual appropriations and \$14 billion for COVID-19 relief. Note**The Federal Transportation Legislation update is based on House and Senate

action earlier this week (week of 12/20/20). As of this morning (12/23/20), the President has not signed off on the continuing resolution.

January: No significant activity to report.

February: No significant activity to report.

March: The American Rescue Plan was signed into law on March 11th and includes, among several other provisions, \$30.5 billion for transit that remains available until September 30, 2024. Locally, Centro is estimated to receive \$38.4 million. Regarding federal surface transportation reauthorization, the Biden Administration has expressed interest in advancing a significant infrastructure bill in the next several months.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

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Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

1D – UPWP Previous Year Closeouts

Established Goal: To provide a task for closing out various UPWP activities from the previous program year.

Actual Performance:

April: *S. Geddes & W. Fayette St. Complete Streets Review*. The draft final report for this project has been sent to the SAC for review and comment.

May: *S. Geddes & W. Fayette St. Complete Streets Review*. SAC comments on the draft final report were received and incorporated. Staff is preparing the draft final report and presentation for SMTC Planning and Policy for acknowledgement of completion at the next scheduled meetings.

June: *S. Geddes & W. Fayette St. Complete Streets Review*. Staff has completed the Draft Final Report for this project. This project will be presented to the SMTC Planning and Policy committees for acknowledgement of completion at the next scheduled meetings.

July: No significant items to report.

August: *S. Geddes & W. Fayette St. Complete Streets Review*. Staff presented the Draft Final Report for this project to the Planning Committee on August 19, 2020. The Planning Committee

recommended that the Policy Committee acknowledge the completion of the study at the upcoming September 23, 2020 Policy Committee meeting.

September: *S. Geddes & W. Fayette St. Complete Streets Review*: Staff presented the Draft Final Report for this project to the Policy Committee on September 23, 2020, which acknowledged this project as complete. The Final Report will be posted on the SMTC website.

October: *S. Geddes & W. Fayette St. Complete Streets Review*: The Final Report is posted on the SMTC website. Now that this project is complete, no additional updates will be provided.

November: No additional updates will be provided.

December: No significant activity to report.

January: No significant activity to report.

February: No significant activity to report.

March: No significant activity to report.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

The following UPWP revisions were approved this year:

- Executive Resolution 2021-18 – Financial Update of the 2020-2021 UPWP (1/7/21)

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

1E – UPWP Maintenance and Development

Established Goal: To maintain the 2020-2021 UPWP as necessary and develop a subsequent work program accordingly.

Actual Performance:

April: The new program year is underway and project assignments for staff has occurred. Additionally, project scoping is underway.

May: Project scopes are being created for all new projects to be reviewed by Planning Committee.

June: Four scopes of work were reviewed and approved by the Planning Committee.

July: No significant activity to report.

August: No significant activity to report.

September: Early preparations for the next UPWP cycle is underway.

October: Notice of “no call letter” went out to all SMTC member agencies for the coming year. The current work program has enough unfinished work on it and the limitations of the current fiscal situation require that minimal new activities be added to the program for the coming year.

November: A draft 2021-2022 UPWP is assembled and will be presented to the Planning Committee on December 15, 2020 with hopes of a January adoption by Policy Committee.

December: Draft UPWP presented to Planning and recommended to present to Policy in January. Created a new UPWP amendment for current year to deal with minor cost overruns.

January: UPWP approved by Policy Committee, forwarded to federal and state partners and sent to printer.

February: No significant activity to report.

March: No significant activity to report.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See “UPWP Performance and Expenditure Report – Table 1” for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

2A – Census Data Compilation and/or Analysis

Established Goal: 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.

Actual Performance:

April: Staff continues to monitor national, state, and local efforts promoting the 2020 US Census.

May: No significant activity to report. Staff continues to monitor national, state, and local efforts promoting the 2020 US Census.

June: Staff completed a series of MPA-wide analyses for regularly sought-after variables using 2018 American Community Survey data. Staff continues to monitor national, state, and local efforts promoting the 2020 US Census.

July: No significant activity to report. Staff continues to monitor national, state, and local efforts promoting the 2020 US Census.

August: No significant activity to report. Staff continues to monitor national, state, and local efforts promoting the 2020 US Census.

September: Staff completed an analysis of American Community Survey Data to illustrate instances of Limited English Proficiency populations in the MPA, to assist with inclusive public participation planning efforts. Staff continues to monitor national, state, and local efforts promoting the 2020 US Census.

October: Staff conducted additional analyses of American Community Survey data related to Limited English Proficiency populations in the MPA. Staff continues to monitor national, state, and local efforts promoting the 2020 US Census.

November: Staff organized downloads of relevant demographic data from the American Community Survey for use in agency projects. The counting phase of the 2020 Census has ended, but staff continues to monitor national, state, and local news involving the count.

December: No significant activity to report. The counting phase of the 2020 Census has ended, but staff continues to monitor national, state, and local news involving the count.

January: Staff have begun to review the new 2015-2019 American Community Survey Data. The counting phase of the 2020 Census has ended, but staff continues to monitor national, state, and local news involving the count.

February: The SMTC was recognized by the US Census Bureau as a member of the 2020 Census Community Partnership and Engagement Program. The counting phase of the 2020 Census has ended, but staff continues to monitor national, state, and local news involving the count.

March: SMTC Staff downloaded newly-released American Community Survey data to review Limited English Proficiency (LEP) populations in the MPA. The counting phase of the 2020 Census has ended, but staff continues to monitor national, state, and local news involving the count.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

2B – Data Collection, Compilation and/or Analysis

Established Goal: To collect, analyze, and utilize various forms of data that assist in the everyday planning operation of the MPO.

Actual Performance:

April: No significant activity to report.

May: Staff provided traffic count information for an inquiry.

June: A couple data inquiries were fulfilled. Other than that, no significant activity to report.

July: Fulfilled internal data request for count information. No other significant activity to report.

August: Staff fulfilled an external traffic count data inquiry for past turning movement counts performed along a corridor.

September: Staff responded to a request for available traffic count information. Working with member agency on potentially fulfilling their request for a TMC in the near future. No other significant activity to report.

October: Staff completed and processed a turning movement count for a member agency and fulfilled a speed related inquiry.

November: No significant activity to report.

December: No significant activity to report.

January: No significant activity to report.

February: Staff has been working on the preparation of an RFP. That RFP for Traffic Count Assistance was released on February 12th. Submittals due back on March 24th. Current contract ends June 30, 2020. Staff has been working on a template that will be used internally to assist project managers in getting a standardized response/end product in regards to, their traffic count data related questions. Staff is also assisting in producing/gathering/summarizing information for eventual count map.

March: RFP submittal due date is March 24th. Staff continues work on internal count data template as well as work on compiling count information from our internal database that which will assist in the eventual production of a future traffic count map.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

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Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

2C – Geographic Information Systems - SMTC

Established Goal: 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.

Actual Performance:

April: Approximately 8 draft maps have been created for the Empire State Trail Local Economic Development Opportunities Plan. The maps are currently being reviewed internally. Staff will continue to work on the remaining maps, which will include approximately 3 regional maps and 18 node (areas of interest) maps.

May: Staff attended the NEARC conference, which was virtual this year due to the pandemic. There were several great presentations about field data collection apps that can be applied to our work for this summer. Staff also coordinated with the SOCPA in regards to the Empire State Trail Local Economic and Development Opportunities plan maps. Feedback was received and staff is currently adjusting the mapping.

June: Work continued on the Empire State Trail Local Economic Development and Opportunity Plan mapping. Staff identified and digitized parking lots with direct access to the trail. Parking lots at parks and other public places were also identified and added to the mapping. Additionally, staff is currently fulfilling a data request for trail information from the NYS Parks Department.

July: As part of the Empire State Trail project, staff reviewed the existing trails geodatabase. Many of the trails were digitized years ago and needed spatial adjustment. The effort was completed using 2018 and 2020 aerial photos and other available maps. Staff also continued to identify additional resources needed for the project such as public restrooms and public parking areas. Additionally, several staff attended the 2020 ESRI User Conference, which was offered virtually this year.

August: Analyst staff attended the NYSAMPO GIS working group meeting. Staff presented current projects including the pavement and sidewalk rating projects to the group. NYSDOT provided updates on various GIS work they are doing including updating the Traffic Data Viewer. The new Traffic Data Viewer will be updated on a more frequent basis and include several new user-friendly tools. It is expected to be available by the end of August. Additionally, staff finished all draft maps for the Empire State Trail Local Economic Development Opportunities Plan and are currently being reviewed by the SOCPA and CNY RPDB.

September: Additional maps were created for the Empire State Trail Local Economic Development Opportunities project including nine individual resources maps. The resources include parking, restrooms, and various business types. Staff also created several speed and travel time summary graphs for various roads in Skaneateles using the NPMRDS data. The data is being used to identify the times of day or days of the week that experience the most traffic in Skaneateles.

October: Staff is in the process of reviewing the Empire State Trail Local Economic Development Opportunities project maps with the SOCPA. It is anticipated that all maps will be

updated, based on comments received, in early November. Staff is also in the process of creating several speed and travel time summary graphs for several roads in Chittenango using the NPMRDS data. Similar to what was done last month for Skaneateles, the data is being used to identify the times of day or days of the week that experience the most traffic in Chittenango.

November: Several coordination calls with SOCPA and CNY RPDB were attended by staff regarding the Empire State Trail Local Economic Development opportunities project. Various comments were received about the GIS mapping for the report. Staff will continue to coordinate with the project team and adjust the report maps and graphics as needed. Additionally, staff is working closely with the NYSAMPO GIS and Safety Working Groups to set up training session(s) for GIS crash analysis. The current plan is to have the state representatives talk about current crash analysis methodologies and to look into potential ESRI training in regard to crash analysis specific tools.

December: A geodatabase is currently being populated with truck sign locations along identified truck routes in the City of Syracuse. This is a desktop level effort using google street view. Once all the City truck signs are identified, the effort will continue into the rest of the MPA. Additionally, staff continues to coordinate with NYSDOT and ESRI in regard to safety analysis training for the NYSAMPO GIS Working Group. SMTC staff will be presenting current crash analysis methodologies as part of the training.

January: All truck related signs along identified truck routes have been digitized using Google street view. Staff is now continuing this effort outside the City. The NYSAMPO GIS Working Group is currently compiling a list of available resources (software licenses, GIS data, etc.) to be included with the yearly Work Plan and will be available as a reference document for all NYS MPO staff. Additionally, staff is currently coordinating with ESRI in regard to potential crash analysis training for the GIS and Safety Working Groups.

February: Staff has assisted with the preparation of a crash analysis training for the NYSAMPO GIS and Safety Working Groups. The training will consist of 2 sessions in March, the first of which will include presentations from NYSDOT and SMTC staff and will cover current crash data and analysis methodologies. The second session will be a presentation by ESRI staff which will cover their GIS solutions crash analysis tools.

March: Analyst staff presented a joint NYSAMPO GIS and Safety Working Group meeting. The presentation covered the current methodology for crash analysis at a regional and corridor level. NYSDOT staff presented their current crash data platform (ALIS) as well as a new platform they will be rolling out this year called CLEAR. The goal of the meeting was to share current practices for gathering crash data and performing analysis. Staff also attended several GIS related webinars this month including a review of HEPGIS interactive mapping applications by FHWA. The application includes many layers such as highway system data, crash information and air quality data.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

2D – Geographic Information Systems – Member Agency Assistance

Established Goal: 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.

Actual Performance:

April: Staff is currently researching various methods for assisting the City of Syracuse with their potential sidewalk condition data collection effort. This task will also include updating the current SMTC sidewalk database to meet the needs of the project.

May: Staff digitized the location of City of Syracuse traffic signals and produced maps as a part of a City project to reduce the need to press pedestrian buttons amidst the COVID-19 pandemic. Additionally, staff updated the City of Syracuse sidewalk inventory GIS layer by splitting all sidewalk segments at parcel boundaries; this will help with streamlining the sidewalk data collection effort this summer.

June: Summer interns are currently working on updating posted speed limit data in GIS as well as creating an inventory of features at all signalized intersections in the MPA. Some features being collected at the intersection include number of lanes, types of lanes, presence of crosswalk, presence of curb rams, types of signals, etc.

July: Staff fulfilled a GIS data request for trails data from NYS Parks. They are currently working on a statewide greenway trail project. Staff compiled all off-road trails located in the MPA and provided it in the requested GIS format.

August: Staff fulfilled a data request from Centro. Centro was in need of current and projected socioeconomic data. Several databases were compiled and provided to Centro including the household and employment data from the Regional Travel Demand Model. Staff also provided a list of data sources that are commonly used for compiling projected socioeconomic data.

September: Staff fulfilled several data requests from the City of Syracuse including information about roads and sidewalks. Additionally, staff updated and prepared the CNY RPDB's GPS units to be used for stormwater data collection this fall.

October: The OCDOT requested mapping of posted speed limits for Onondaga County. Staff prepared the most current speed limit data and provided it to the OCDOT in Google Earth format for their reference. The posted speed limit data is a work in progress and is being completed via a desktop review of various data sources and review of Google Street View photos.

November: Staff continues to coordinate with member agencies on a regular basis regarding data requests and various ongoing projects.

December: Staff continues to respond to member agencies GIS data and analysis requests as needed. Work continues on various member agency GIS related projects such as the Empire

State Trail, pavement condition and prioritization, and sidewalk planning as discussed under other tasks.

January: Staff checked on the status of the CNY RPDB ESRI product licenses and reported the findings. The CNY Stormwater Features Application was also reviewed and appears to be in good working order. Additionally, staff fulfilled several GIS data requests by member agencies.

February: Staff provided OCDOT with a Google Earth map highlighting all of the county highways and included various road attributes.

March: Analyst staff is assisting the CNY RPDB with their broadband service project. The project will include GIS mapping of various layers that will be useful to the project team as well as the public. The team is currently coordinating with other agencies to identify mapping needs.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3A – Bicycle/Pedestrian Planning

Established Goal: To include multi-modal transportation planning in the MPO process, in order to effectively address bicycle and pedestrian transportation issues. Activities under this task will also contribute to improved air quality, livability and sustainability in the MPO area.

Actual Performance:

April: Staff continues to coordinate with Map Works on the development of a new bike map.

Staff will begin to share Facebook messages on bicycling safety in coordination with other MPOs around the state for the month of May (May is National Bike Month).

May: Staff is working through the final proof with Map Works and should be receiving a final proof in early June. The map is nearing completion and will be sent for printing in the near future.

Throughout May, staff shared safe bicycling tips and videos on the SMTTC Facebook page, in coordination with statewide MPOs, throughout bike month. Staff also worked with City and County staff to obtain updated trail information for portions of the Creekwalk and Empire State Trail.

June: The 2020 Bike Suitability Map has been completed and is being printed. Hard copies of the map are expected to arrive in the next 3-4 weeks for distribution.

Staff is currently fulfilling a data request for NYS Office of Parks, Recreation and Historic Preservation, who are updating the GIS inventory of shared-used trails across the state as part of their 2020 Statewide Greenway Trails Plan. Staff will also be sharing relevant trail planning documents, studies, survey reports, etc. for trails within the SMTC MPO planning area.

July: The 2020 Bike Suitability Map has been completed and is being printed and shipped. It is expected to arrive in the next 1-2 weeks for distribution. The map is also now posted on the SMTC Website.

Staff is in the process of wrapping up the data request for NYS Office of Parks, Recreation and Historic Preservation (who are asking for the MPA's GIS shared-use trails files and relevant trail planning documents, studies, etc.). We are also out getting photos of on-going trail construction and completion throughout the MPA (Onondaga Creekwalk, portions of the Empire State Trail – including the new pedestrian bridge over I-481 in Dewitt, sections along Gere Lock Road, etc.). In addition, a major upgrade is expected to the Empire State Trail website in August 2020, which will include an interactive map allowing users to zoom in to see the exact details of the EST route across the state. The map will delineate off-road trail segments vs. on-road connections, and trail surface type (asphalt or stone dust) and will include icons identifying designated parking areas along the trail, as well as identify trail sections not yet complete.

August: The 2020 Bike Suitability Map has been printed and delivered. The SMTC has started distributing to local bike shops and other community organizations. The interactive map will be available on the SMTC website shortly. There will be no further updates for this.

September: The statewide MPO Bike/Ped Working Group will meet virtually on October 1, 2020. Staff has been gathering updated photos of on-going Empire State Trail construction as well as other recently constructed bicycle/pedestrian facilities (bike lanes, sharrows, etc.).

October: The statewide MPO/Ped Working Group held a virtual meeting on October 1, 2020. The group discussed State Bike Touring Routes, local route designation, and how to best find bike/ped plans and information across NYS. SMTC staff will reach out to Karen Lorf (Main Office Bike/Ped) to provide information on how the UPWP process works. The Shared Mobility portion of the NYSMPO website is up and running and the NYS Greenway Trail Plan is on schedule to be drafted for public review by the end of November. Additionally, in mid-October, SMTC staff reached out to the group to ask for input on estimating costs for bicycle/pedestrian related infrastructure (what resources MPOs using, etc.).

November: Staff is in the process of organizing an Active Transportation Forum (similar to a bicycle/pedestrian advisory committee, but less formal) to keep the public engaged in bicycle, pedestrian, and other non-motorized related travel in the MPA. The plan is to begin this forum in early 2021, in a virtual manner. Staff will work on creating a draft agenda for the first meeting in the coming month, along with some "ground rules" for holding such meetings.

December: Staff participated in a quarterly (virtual) meeting of the MPO Bike/Ped Working Group on December 10, 2020. A presentation on the Draft Stateway Greenway Trails Plan that focuses on NY's statewide system of non-motorized multi-use trails and includes a GIS inventory of existing, planned and proposed greenway trails across the state. This effort also includes a summary of a survey for the general public about current use of and preferences for greenway trails (see www.greenwaysplan.org for more details). The group also discussed our

Work Plan and decided to add the task of researching/developing cost estimates for bike/ped infrastructure to the next Work Plan, as many of us are always needing this type of information.

January: Staff has continued to work on the set up, organization and content for the first Forum on Active Transportation (FOAT), which will provide an opportunity for those interested to hear directly from planners about pedestrian and bicycle transportation projects in our planning area, ask questions about said projects in our region, and voice their concerns related to bicycle and pedestrian transportation. It is anticipated that the FOAT will meet quarterly, with the first meeting planned for mid-to-late February.

February: The SMTC's first of quarterly Forums on Active Transportation (FOAT), will take place virtually on March 2, 2021 from 4:00 p.m. – 5:00 p.m. During this meeting the NYSDOT will share a brief presentation on the local sections of the recently completed Empire State Trail. SMTC staff and member agencies will also provide updates on recently completed and/or on-going bicycle/pedestrian plans and projects. The next (virtual) meeting of the NYSAMPO Bike/Ped Working Group is scheduled for March 18, 2021.

March: SMTC staff held the first Forum on Active Transportation (FOAT) on March 2, 2021. Approximately 45 people attended, including SMTC staff, member agency staff, consultants and the general public. NYSDOT gave a presentation on the Empire State Trail and OCDOT, NYSDOT, and the City of Syracuse provided updates on on-going bicycle/pedestrian projects. Following the meeting, staff responded to several questions asked during the meeting via Zoom chat and via hand-raising), as well as prior to the meeting. The agenda, Q&A responses, meeting evaluation results, and video recording of the 3/2/21 FOAT meeting are available on the [SMTC Forum on Active Transportation web page](#).

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3B – Bridge and Pavement Condition Management System (BPCMS)

Established Goal: Complete an annual working document for the SMTC member agencies and staff on bridge and pavement conditions within the SMTC planning area.

Actual Performance:

April: Staff continues analysis on 2019 bridge and pavement data. Staff is reviewing schedule and methods for pavement rating in 2020.

May: Staff is writing the 2019 report and will submit to the SAC for review. Staff is improving the data collection tool for the 2020 rating season.

June: Staff has submitted the 2019 report to the SAC for review. Rating for 2020 will commence in July.

July: Staff will present the 2019-2020 report at the next Planning and Policy committee meetings. Rating for the 2020 year is underway.

August: The 2019-2020 report was presented to the Planning Committee. Staff continues rating for the 2020 season.

September: The 2019-2020 report was presented to the Policy Committee. Staff continues rating for the 2020 season.

October: Staff continues rating for the 2020 season.

November: Staff is analyzing collected data from this rating season and packaging for member agency use. The SMTC will be assisting the City of Syracuse this year by completing Phase 2 of the Pavement Prioritization Analysis.

December: Staff continues to analyze data from this rating season and packaging for member agency use. Staff is preparing this year's Pavement Prioritization Analysis for the City of Syracuse.

January: Staff is preparing this year's Pavement Prioritization Analysis for the City of Syracuse. Work on the 2020-2021 BPCMS Report is underway.

February: Staff continues work on both the City of Syracuse's Pavement Prioritization Pilot as well as the 2020-2021 BPCMS Report. Staff discussed upcoming pavement rating needs with OCDOT. Staff is reviewing pavement rating methodology and planning for Summer 2021.

March: Staff sent a draft of the Pavement Prioritization document to the City of Syracuse for review. Work continues on the 2020-2021 BPCMS Report and will be sent to SAC members for review shortly. Staff is reviewing pavement rating methodology and planning for Summer 2021.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3C – I-81 Participation

Established Goal: To continue active participation in the NYSDOT's I-81 Viaduct Project environmental process as a participating agency.

Actual Performance:

April: The SMTC processed a Policy Committee TIP Amendment to continue the current DEIS effort.

May: No significant activity to report.

June: No significant activity to report.

July: No significant activity to report.

August: No significant activity to report.

September: No significant activity to report.

October: No significant activity to report.

November: No significant activity to report.

December: Held a coordination call with NYSDOT and FHWA to deal with issues related to funding and the LRTP.

January: Coordination continues with NYSDOT and FHWA.

February: Coordination continues with NYSDOT and FHWA with a meeting scheduled for March.

March: Meetings and conversations with state and federal partners continue on meeting the needs of the forthcoming processes.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3D – I-81 Travel Demand Modeling Project

Established Goal: To utilize the SMTC’s Travel Demand Model to evaluate the existing and future traffic conditions along I-81 and surrounding local streets in the MPO area. This analysis will be performed for a variety of different potential alternatives and scenarios in the NYSDOT’s NEPA process.

Actual Performance:

April: No significant activity to report.

May: No significant activity to report.

June: No significant activity to report.

July: No significant activity to report.

August: No significant activity to report.

September: No significant activity to report.

October: No significant activity to report.

November: No significant activity to report.

December: No significant activity to report.

January: No significant activity to report.

February: No significant activity to report.

March: No significant activity to report.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See “UPWP Performance and Expenditure Report – Table 1” for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3E – MPO Regional Planning Initiatives

Established Goal: 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.

Actual Performance:

April: SMTC has created several maps for the Empire State Trail (EST) Economic Opportunities Plan – three regional maps (Planning Areas; Resources and Services; Resource and Services Gap Analysis) as well as initial draft node maps for Jordan and Jack’s Reef; Elbridge; Camillus; Northside; and Tipp Hill.

Staff is working to determine exactly what can be shown on all of the maps, given the various scales and node areas. Staff has also begun to create draft visualizations for some locations.

May: SMTC continues to create maps for the Empire State Trail (EST) Economic Opportunities Plan. Initial regional maps and a sample of node maps were shared with SOCPA early in the month. Staff has reviewed SOCPA’s comments and will respond to them as well as update maps in the coming month as we continue to work on municipal node maps. Staff will also be looking into the possibility of “whole street” treatments for some of these locations.

June: Staff continues to develop mapping for the EST Local Economic Opportunities Plan. Parking lots with direct trail access were identified and digitized. Parking lots for parks and other public places were also added to the maps. Staff will be examining the potential of “whole street” treatments in the recommendations phase of the project.

July: Staff continues to refine the mapping for the EST Local Economic Opportunities Plan, cleaning up parking areas and refining connections from the EST into municipalities. New York State Parks also recently shared their GIS files associated with the EST, which has allowed SMTC staff to compare our data/info to the State’s data/info. Phase I of this project is anticipated to be complete in early fall.

August: The mapping associated with the EST Local Economic Opportunities Plan is nearing completion (staff is working on “tweaks” to the mapping as necessary). Staff is also in the process of writing up generic design guidelines for bike lanes, sharrows, off-road trail, etc., as well as rough cost estimates for constructing these bike facilities.

September: The mapping associated with the EST Local Economic Opportunities Plan is complete (staff can “tweak” the mapping as necessary). Staff is wrapping up the writing/text for the associated EST Local Economic Opportunities Plan, which will include generic design guidelines for bike lanes, sharrows, off-road trail, etc., as well as rough cost estimates for constructing these facilities.

October: The draft report and mapping for the EST Local Economic Opportunities Plan has been completed and shared with SOCPA. A Zoom meeting has been scheduled for October 27 to review the report and mapping with SMTC, CNYRPDB and SOCPA.

November: Staff is developing the cost estimates for links for the EST Local Economic Opportunities Plan and will be bringing the document into InDesign to allow for more flexibility in the layout of the final product.

December: Work on the rough cost estimates for the EST Local Economic Opportunities Plan links continue. Once final text is complete, staff will work on the overall layout of the Plan to ensure it is user-friendly to our local municipalities.

January: Staff continues to work with SOCPA on the layout (in the Adobe InDesign package) of the EST Local Economic Opportunities Plan. Additionally, staff is continuing to develop rough cost estimates for the links from the EST into village/town node areas.

February: SMTC continues to work on the layout of the EST Local Economic Opportunities Plan with SOCPA as report sections are shared with staff, to ensure the final product is user-friendly for our local municipalities.

March: SMTC continues to work on the layout of the EST Local Economic Opportunities Plan with SOCPA as report sections are passed to SMTC staff.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3F – Long Range Transportation Plan

Established Goal: Implement the performance-based, outcome-driven transportation planning activities contained in the 2050 Long Range Transportation Plan (LRTP) and initiate update on the next LRTP iteration.

Actual Performance:

April: Staff are creating an LRTP-specific issue of the newsletter and creating an online application for the public to provide input on the LRTP financial plan. Work continues on the System Performance Report, as well as the emerging technologies sections of the document.

May: The LRTP Update newsletter was mailed to over 4,000+ physical addresses, emailed to additional subscribers, and posted on the SMTC website. The financial plan online simulation is also linked on our website and is collecting feedback (see smtc.abalancingact.com). SAC members were notified that Chapters 2 and 3 of the draft LRTP Update are available for download and review, and comments are requested by June 8. Staff are finalizing the layout of Chapter 4 (to include the system performance report) and Chapter 5 (future conditions).

June: Online financial plan simulation tool was available until mid-June. The site had nearly 200-page views, and 12 submissions. SMTC staff have summarized feedback. Comments were received from SAC members on the drafts of Chapters 2 and 3 and staff are addressing these comments. Drafts of Chapters 4 (system performance report), 5 (future conditions), and 6 (financial plan) are available for SAC review. A virtual SAC meeting will be scheduled for mid-July.

July: Second drafts of Chapters 2 and 3 were made available to the SAC, in addition to the drafts of Chapters 4-6. A SAC meeting (Zoom) was held on July 15. Staff are addressing SAC comments on the draft chapters and have coordinated with various SAC members on details of their comments. We anticipate that the public review draft will be available on our website by August 3, with public comment period running through early September. Staff are also working on a narrated, self-running presentation describing the LRTP update process, to be posted on the agency's YouTube channel.

August: Staff participated on a NYSAMPO coordination call between the chairs and co-chairs of the bicycle/pedestrian, climate, safety, and transit working groups. The call focused on potential collaborations between the groups relative to transit, mobility, and safety. A future coordinated webinar may occur in the fall. Regarding freight, staff are coordinating with NYS DOT to hold a TRANSEARCH training in September for NYSAMPO freight working group members. TRANSEARCH is a proprietary freight dataset NYS DOT has purchased for transportation planners and practitioners use.

September: Following the presentation to Planning Committee in August, one minor modification was made to the LRTP financial plan (one project removed). Also, public input was summarized in an additional appendix, and noted within the text of the draft plan. Updated documents were made available on the SMTC website for review prior to the Policy Committee meeting. The LRTP Update was adopted by the Policy Committee on September 23, and SMTC will prepare a final version for printing and posting on our website.

October: The adopted 2050 LRTP – 2020 Update is now available on the SMTC's website <https://smtcmpo.org/publications/lrtp/>. Staff are preparing to have printed copies made, and to have the Executive Summary translated into Spanish.

November: Printed copies of the 2050 LRTP – 2020 Update are now available; please contact the SMTC office if you would like to receive a copy. The document is also available on our website (including a Spanish translation of the Executive Summary). Staff are now developing ideas for continuing public outreach around long-range planning and anticipate initiating some working groups or other options in the next calendar year.

December: Printed copies of the 2020 LRTP Update are still available; please contact the SMTC if you would like a copy. Staff continue to progress ideas for enhancing public outreach for long-range in the coming year, including an "active transportation forum" and the migration of our email communications to an email marketing service with an electronic version of our newsletter.

January: Staff continue to work on enhancements to our overall public involvement and outreach efforts. An email distribution list has been created using MailChimp, and this was used to distribute the fall edition of the Directions newsletter. Staff have investigated multiple platforms for virtual public meetings and are gearing-up to hold our first "forum on active transportation" in February. We will also be working on an electronic version of the newsletter to increase our communications with the public.

February: The first Forum on Active Transportation has been scheduled for March 2, and about 30 people have registered so far. The first email edition of the DIRECTIONS newsletter went out in late January, and we are working on a March edition as well (with a print version anticipated later in the spring). These public involvement efforts will continue to enhance our long-range planning process. SMTC staff have also been involved in multiple calls with FHWA

and NYSDOT staff to discuss how to align the necessary LRTP updates with the I-81 Viaduct Project NEPA process.

March: SMTC staff participated in a quarterly I-81 coordination call with FHWA and NYSDOT staff in mid-March. Discussion continues to focus on the requirements for LRTP amendments as the I-81 NEPA process progresses. On the public involvement side, SMTC held the first Forum on Active Transportation on March 2 with 45 participants on Zoom. The recording is available on our YouTube channel, and the written questions that were submitted – along with staff responses – are posted on our website. We are also beginning to plan for an “access to jobs” forum as an additional, recurring public involvement opportunity.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See “UPWP Performance and Expenditure Report – Table 1” for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

The following UPWP revisions were approved this year:

- Executive Resolution 2021-18 – Financial Update of the 2020-2021 UPWP (1/7/21)

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3G – Rail, Truck and Transit Planning

Established Goal: 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.

Actual Performance:

April: Centro provided several varying datasets per staff request for use in the LRTP update such as overall system ridership, Park-n-Ride ridership, on-time performance, and shelter inventory. Additionally, as part of the overall Section 5310 2020 solicitation process, staff provided review materials to NYSDOT Main Office.

Rep. John Katko, NY-24, hosted a Zoom conference call with SMTC staff and member agencies on April 13, to offer a briefing on the federal response to COVID-19, specifically in terms of transit issues.

May: Staff facilitated the May 19 NYSAMPO Transit Working Group teleconference. Presentations focused on performance-based planning and programming for transit safety. Additionally, discussion occurred with NYSAMPO staff support consultants that are developing a scope of work for transit analytics and planning. The Shared Cost initiative is intended to identify a number of transit mobility planning and analysis tools that planners from MPOs,

NYS DOT and public transit providers (i.e., Authorities, County operated) can utilize to perform regional, sub-regional, and corridor analyses.

June: Staff participated in the second CNY BRT Alliance web-conference hosted by City of Syracuse Common Councilor Greene. Additionally, as co-chair of the NYSAMPO Freight Working Group, a survey was administered to the working group members seeking input on freight activities undertaken or planned in their respective planning area. Survey results will be reviewed on a July conference call.

July: Staff participated in a number of conference calls and webinars throughout the month related to the project task: July 8, NYSAMPO Freight Working Group; July 20 Improving Transit System State of Good Repair and Reliability; July 21, Centro's Accessible Transportation Advisory Council quarterly meeting. Additionally, at the beginning of the month, FTA Section 5310 funds were suggested for award by the SMTC's Executive Committee to three applicants in Onondaga County. Please refer to the TIP Development & Maintenance section for details.

August: Staff participated on a NYSAMPO coordination call between the chairs and co-chairs of the bicycle/pedestrian, climate, safety, and transit working groups. The call focused on potential collaborations between the groups relative to transit, mobility, and safety. A future coordinated webinar may occur in the fall. Regarding freight, staff are coordinating with NYS DOT to hold a TRANSEARCH training in September for NYSAMPO freight working group members. TRANSEARCH is a proprietary freight dataset NYS DOT has purchased for transportation planners and practitioners use.

September: Staff facilitated September's NYSAMPO Transit Working Group conference call. A presentation was given by the Atlanta Regional Commission that highlighted their inclusion of Transit Assessment Management within a metropolitan transportation planning and programming process. Additionally, discussion occurred with Centro staff on current agency priorities and a transit data request was fulfilled.

October: Staff was asked to review a draft scope of services for the transit analytics Shared Cost Initiative. Comments will be provided to the staff consultant by the end of the month.

November: On November 9, staff facilitated a NYSAMPO Transit Working Group peer-to-peer webinar that focused on the concept of Safe Routes to Transit. The webinar included speakers from the Delaware Valley Regional Planning Council (Philadelphia, PA area MPO), the Metropolitan Planning Council (Chicago, IL non-profit) and the New York City Department of Transportation. Staff also participated in November's Freight Working Group conference call. Internally, staff reviewed various freight data analyses derived from the latest Transearch freight database. The database will eventually be utilized to update several freight metrics found in the SMTC's Freight Transportation Profile.

December: Staff facilitated the December 16 NYSAMPO Transit Working Group virtual meeting. NYPTA's (New York Public Transit Association) Policy Director gave a presentation on items their organization has focused on in the last calendar year such as a transit agency COVID-19 response, electric bus procurements, and budgetary needs.

January: Draft work plans for the NYSAMPO Freight and Transit Working Groups were created. A NYSAMPO Freight Working Group conference call was held January 14th. Railroads of New York (RONY) gave a presentation to the group. The FHWA Resource Center approved the Freight Working Group's technical assistance training application focused on incorporating freight planning into zoning regulations and design guidelines. Staff efforts continued in identifying truck related signs in the City of Syracuse. SMTC is in receipt of Centro's Public

Transportation Agency Safety Plan performance targets. As required, MPO transit safety targets will be adopted in the next 6-months.

February: Staff gave a presentation on Bus Rapid Transit and the SMART 1 study to the Syracuse Surge Executive Committee. Discussion occurred throughout the month with Centro on operational items. Coordination continued between the NYSAMPO Freight Working Group and FHWA regarding a Freight & Land Use Workshop.

March: Staff facilitated the March 16th NYSAMPO Transit Working Group quarterly call. Also, the Freight Working Group and FHWA Resource Center have selected 4 dates in May for the Freight & Land Use workshop (5/18, 5/20, 5/25 and 5/27).

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3H – Traffic Safety

Established Goal: To participate in various Traffic Safety initiatives, as appropriate.

Actual Performance:

April: The SMTC participated on a Safety Working Group (SWG) meeting via Zoom on April 22. During the call, staff learned about an opportunity to coordinate another social media Bicycle Safety campaign with other interested MPOs statewide. The coordinated campaign will occur during "Bike Month" – May 2020. It will include weekly posts about bicycle safety and will feature the five Bike Safety PSA videos developed by SMTC in 2017. Provisions are underway to conduct the campaign in May.

May: The SMTC participated on a Safety Working Group (SWG) meeting via Zoom on May 20. SMTC and other interested MPOs conducted a social media Bicycle Safety campaign statewide. The campaign included weekly posts about bicycle safety and featured the five Bike Safety PSA videos developed by SMTC in 2017. Additionally, the Governors Traffic Safety Committee (GTSC) is conducting a statewide televised broadcast of SMTC's 'Share the Road' Bicycle Safety video.

June: The SMTC participated on a Safety Working Group (SWG) meeting via Zoom on June 17. SMTC also coordinated with other MPOs regarding the status and updates to a draft data use and dissemination policy for the Accident Location Information System (ALIS) managed by the NYSDOT.

July: The SMTC participated on a Safety Working Group (SWG) meeting via Zoom on July 15. SMTC received information about updated safety performance targets established by New York State. Additionally, SMTC learned about a new program to install warning signs for low clearance bridges systemically throughout the state. SMTC asked for more information (from NYSDOT) about this program and will share findings with the Freight Working Group.

August: The SMTC participated on a Safety Working Group (SWG) meeting via Zoom on August 19. SMTC received information about updated safety performance targets established by New York State. Updates about the state's Lane Departure Action Plan and the CLEAR system were also provided.

September: The September Safety Working Group was canceled – No significant activity to report this time.

October: The Safety Working Group met via Zoom on Wednesday, October 21. SMTC staff participated on the SWG call and viewed a presentation about the Capital District Transportation Committee's Local Road Safety Plan. Updates about the state's Lane Departure Action Plan and the CLEAR system were also provided by the New York State Department of Transportation. These two resources will be helpful references for SMTC when conducting future safety assessments.

November: The Safety Working Group met via Zoom on Wednesday, November 18. SMTC staff participated on the SWG call and viewed a presentation about the Wyoming County Local Road Safety Plan. The NYSDOT provided an update about the Lane Departure Action Plan and the CLEAR. These two resources will be helpful references for future safety assessments. SMTC will continue to monitor their progress.

December: The NYSAMPO Safety Working Group did not meet in December. The group will meet in January. SMTC continues to monitor the progress of state and national safety items: CLEAR (in beta testing for NYSDOT), the NYSDOT Lane Departure Action Plan, and proposed changes to the 11th edition of the Manual on Uniform Traffic Control Devices (MUTCD). SMTC is also establishing a resolution to support the safety performance targets set annually by NYS.

January: The SMTC Policy Committee established a resolution (SMTC Policy Resolution No. 2021-02) on 1/20/21 to adopt the 2021 Safety Performance Measure Targets set annually by NYS. The NYSAMPO Safety Working Group met on January 27, 2021. SMTC continues to monitor the progress of state and national safety items: CLEAR (in beta testing for NYSDOT), the NYSDOT Lane Departure Action Plan, and proposed changes to the 11th edition of the Manual on Uniform Traffic Control Devices (MUTCD).

February: The NYSAMPO Safety Working Group met on February 24, 2021. SMTC continues to monitor the progress of state and national safety items: CLEAR, the NYSDOT Lane Departure Action Plan, and proposed changes to the 11th edition of the Manual on Uniform Traffic Control Devices (MUTCD).

March: On Wednesday, March 3, the SMTC gave a presentation to the GIS and Safety Working Groups, which outlined how SMTC approaches safety analysis at the micro and macro levels. SMTC provided an overview on its approach when assessing a single location, a corridor study, and a network-wide assessment. The NYSAMPO Safety Working Group met on March 24, 2021. SMTC continues to monitor the progress of state and national safety items: CLEAR, the NYSDOT Lane Departure Action Plan, and proposed changes to the 11th edition of the Manual on Uniform Traffic Control Devices (MUTCD).

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3I – Travel Demand Modeling

Established Goal: To improve and utilize the SMTC's Travel Demand Model in support of the planning needs of the SMTC and its member agencies.

Actual Performance:

April: RSG has provided a draft of the updated TDM User's Guide, which staff is currently reviewing. Additionally, final edits are being made to the future year (2030, 2040, 2050) networks based on information provided by member agencies. The updated model will be complete in May and will be used to update various sections of the LRTP.

May: RSG provided the final updated model package which includes model runs for 2017, 2030, 2040 and 2050. Staff will be reviewing the results in the upcoming weeks. Additionally, RSG ran the EPA's Motor Vehicle Emission Simulator (MOVES) for the SMTC planning area. The results (estimated air pollutants and greenhouse gas emissions) for 2017 and 2050 will be reported in the LRTP update.

June: Analyst staff summarized various outputs of the travel demand model for inclusion in the LRTP. Staff looked at the Travel Time Index (TTI) and Volume-to-Capacity Ratio (V/C ratio) for the existing (2017) and projected future (2050) conditions to identify the amount of congestion in the MPA for both periods. A table of the results, which includes how many miles are considered congested based on certain thresholds, was prepared and will be included in the LRTP update.

July: Staff used the recently updated regional model to analyze the impacts of a significant land use change in the MPA. Volume differences were reviewed for the AM, PM and Daily time periods. Additionally, a select link analysis was performed on the road segment leading to the development to visualize the spatial trip distribution to the site.

August: Staff completed a survey that was developed by the NYSAMPO Modeling Working Group. The survey included questions about how our model was developed, what data was used for input creation and validation, if we use any Big Data and various other model related questions. The reason for the survey is to better understand how NYS MPOs are creating and using their models. Additionally, staff gave a brief presentation about travel demand modeling

to a few NYSDOT staff that were interested in learning about modeling from an MPOs perspective.

September: A summary of answers for the Modeling Working Group survey was prepared and will be presented at the next meeting. SMTC staff reviewed the summary and provided comments as necessary. Staff also prepared several graphics for the Route 11 Mattydale corridor study in regard to various model data including existing and future households and jobs. This data is being reviewed by the project manager to determine other transportation and land use scenarios we may want to model for this project.

October: Staff is working with the NYSAMPO Modeling Working Group to compile and submit a request for training and technical assistance from the FHWA Resource Center. The group is interested in training in regard to project level analysis and forecasting as well as air quality analysis. Additionally, staff worked with the group to prepare a list of topics to discuss on future working group calls.

November: Staff is working with the Route 11 Corridor (Mattydale) project team in regard to possible regional modeling for this project. A historical employment data analysis was completed for the corridor to better understand the changes over time. The team is currently discussing potentially modeling various land use and transportation alternatives for this project. Additionally, the Modeling Working Group is working toward hosting presentations/discussions on various topics of interest that were identified via a recent group survey. We are currently soliciting for possible presenters.

December: Work has begun on identifying possible land use and transportation alternatives to analyze using our regional model for the Route 11 Mattydale project. Staff is currently updating the base model for the project and preparing files for the alternatives. Additionally, staff is coordinating with the NYSAMPO Modeling Working Group to set up the agenda for the January meeting. The next meeting will include a demo from a big data company called Replica as well as an initial review of the 2021 Modeling Working Group Work Plan.

January: Staff invited Replica to do a demo of their data products. Replica provides users with mobility and economic insights, detailed activity-based origin-destination data, and various forecasts. Next month, staff will be testing a trial of their platform to see if it would meet the needs of the agency. Also, staff continues to work on Route 11 Mattydale modeling and will be starting scenario analysis in early February.

February: A select link analysis was completed for the Manlius Pedestrian Safety and Mobility Study. The purpose of this analysis was to determine the origins and destinations of trips that use certain road segments through the village. Additionally, staff is currently preparing several future transportation and land use scenarios to be run in the regional travel demand model for the Route 11 Mattydale Corridor Study. The analysis will help us understand how certain land use developments or transportation infrastructure changes may impact the transportation system in the Mattydale area.

March: A regional modeling data request was fulfilled for OCIDA which included regional volume mapping for current (2017) and future (2050) conditions. Additionally, staff continues to model and analyze several land use and transportation scenarios for the Route 11 Mattydale Corridor Study. The scenarios will include future land use build out conditions as well as possibly reviewing impacts of lane reductions along the corridor.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See “UPWP Performance and Expenditure Report – Table 1” for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3J – Local Comprehensive Plan Assistance

Established Goal: To provide staff assistance to municipalities completing comprehensive plan updates.

Actual Performance:

April: Staff developed a gateway streetscape concept for the Town of Skaneateles based on examples from other communities, including a planning-level cost estimate. This information was forwarded to SOCPA and the Town Supervisor for their review.

May: No significant activity to report

June: Staff continues to communicate with the Town of Skaneateles and SOCPA about desired streetscape enhancements on Route 2 east of the Village of Skaneateles, SMTC staff discussed with NYSDOT staff in late June.

July: Staff held a (virtual) meeting with the Town of Skaneateles and NYSDOT on July 23 to continue to discuss the town’s desires for streetscape enhancements on Route 20 and the potential to include these in an upcoming NYSDOT paving project.

August: Staff continued to research project funding options with County and Town staff, including researching the applicability of an LWRP or Main Street grant through the state. Neither of these approaches appear to be applicable, but discussions with the Town are ongoing.

September: Staff prepared an outline for a technical memorandum on the Town of Skaneateles’ Eastern Gateway project, for circulation to County and Town staff. A technical memo will document the Town’s goals for the Eastern Gateway segment of Route 20 and interagency efforts to support these goals.

October: *Town of Skaneateles* – SMTC staff presented the outline of a possible technical memorandum to the Town of Skaneateles and discussed elements of a memo with NYSDOT staff. Town staff presented the Town’s long-term objectives for the portion of US 20 east of the Village to NYSDOT; SMTC’s role is primarily to document this ongoing process.

November: *Town of Skaneateles* – Work proceeded on a technical memorandum on the Town’s Eastern Gateway area.

December: *Town of Skaneateles* – Staff reviewed the 2017 document “Ideas and Issues Relating to the Eastern Gateway Corridor” by noted landscape architect Randall Arendt. Work continued on a technical memorandum.

January: *Town of Skaneateles* – Discussed issues and recommendations briefly during the Village of Skaneateles SAC meeting. Work on a memo continues, with a draft to be circulated to stakeholders in February and March.

February: *Town of Skaneateles* - Working actively with Town representatives and NYSDOT staff to develop a set of design concepts that work for both parties.

March: *Town of Skaneateles* – Staff forwarded a technical memorandum to SOCPA summarizing the issues and opportunities the Town faces in pursuit of an improved Eastern Gateway on U.S. 20.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See “UPWP Performance and Expenditure Report – Table 1” for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3K – City and OCDOT Traffic Count Programs

Established Goal: To develop a fully operational traffic count database and traffic count program for the City of Syracuse (City) and Onondaga County Department of Transportation (OCDOT).

Actual Performance:

April: No significant activity to report.

May: Received 2019 completed count information. Staff is working on developing a database to house count program related information.

June: Staff is continuing work on developing a database to house count program related information.

July: Staff is continuing to develop the count database adding information such as volume, class and speed statistics.

August: Staff is continuing efforts in its development of an internal database that houses count program related information.

September: No significant activity to report.

October: No significant activity to report. The round of counts for the next count year will be assembled and finalized soon while staff waits for counts this year to be fully completed.

November: Staff provided list of next year's road segments to be counted to NYSDOT.

December: A portion of the counts taken in 2020 were processed by Main Office and have been provided to Staff.

January: No significant activity to report.

February: Staff is assisting in producing/gathering/summarizing information for an eventual count map that will look to include available count info to date for this program and more.

March: No significant activity to report. Staff is working toward inclusion of these counts, amongst others, into the future map mentioned under the data collection update.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3L – City of Syracuse On-Call Planning Support

Established Goal: To provide transportation planning support and assistance to the City of Syracuse.

Actual Performance:

April: No significant activity to report at this time.

May: SMTC staff participated in a proposal review with the City of Syracuse for the Traffic Management Center, in response to their recent RFP.

June: SMTC staff reviewed a revised proposal for the City of Syracuse's Traffic Management Center and participated in a conference call with consultant and city staff.

July: Staff are reviewing a final proposal for the City's Traffic Management Center.

August: No significant activity to report.

September: No significant activity to report.

October: No significant activity to report.

November: No significant activity to report.

December: No significant activity to report.

January: No significant activity to report.

February: SMTC staff responded to a request from the City to provide additional details from the analysis conducted for the South Geddes St. and West Fayette St. Complete Streets Review (completed in 2020), as the City considers moving forward on some recommendations from this study.

March: No significant activity to report.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3M – US Route 11 Corridor Study - Cicero

Established Goal: To complete a corridor study of US Route 11 in the Town of Cicero to increase safety, mobility, and the viability of transit, bicycle, and pedestrian use as well along the corridor.

Actual Performance:

April: A draft report was shared with SOCPA, and staff are now addressing some comments. We expect to distribute a draft final report to the SAC in early May.

May: The draft report was shared with the SAC members, and no comments were received. The draft report was then made available for public review on the SMTC website. Notification was made on the SMTC Facebook page and through the SAC members and was covered by Spectrum news. No additional comments were received. Staff will finalize the draft report for Planning and Policy Committee review.

June: Draft report is complete and will be presented at the Planning and Policy Committee meetings.

July: Draft report will be presented at the August Planning Committee meeting.

August: Draft final report was presented to the Planning Committee on August 19. There were no comments.

September: Draft final report was presented to Policy Committee on September 23 and acknowledged as complete.

October: Final report is available on the SMTC's website, and printed copies are available by request.

November: This study is complete and there is no further activity to report.

December: Complete – no further activity to report.

January: Complete – no further activity to report.

February: Complete – no further activity to report.

March: Complete – no further activity to report.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3N – Safety Assessment & Analysis (City and County facilities)

Established Goal: To identify and analyze high accident locations (based on number of serious injuries and fatalities) in the SMTC planning area.

Actual Performance:

April: The SMTC completed the Onondaga County Safety Assessment Draft Study in March 2020. A major emphasis is to reduce fatal and serious injury crashes on County roads. The study reviews three years of crash data for approximately 800 miles of County-owned roads and hundreds of County-owned intersections. SMTC developed a data-driven process that ultimately prioritized 12 'hot spot' locations based on numerous factors. SMTC performed additional analysis on the 12 'hot spot' locations and summarized findings. In addition, the SMTC performed an extensive assessment of Systemic Emphasis Areas countywide consistent with the New York State Strategic Highway Safety Plan (SHSP). SMTC summarized fatal and serious injury crash patterns for six SHSP area categories: *Intersections, Age-related, Speed-related, Behavior-related, Lane Departure, and Vulnerable Users*. SMTC identified and mapped 'high-risk' roads specific to each category. The 'hot spot' and 'emphasis area' findings will help position Onondaga County to identify safety solutions that are eligible for HSIP funds and competitive emphasis area action plan funds (when available, such as PSAP). The SMTC will conduct a similar analysis for the City of Syracuse starting in May 2020.

May: Staff completed the Onondaga County Safety Assessment Draft Study in March 2020. Currently, the SMTC is beginning a similar analysis for the City of Syracuse. Analysis is

underway to identify fatal and serious injury crash 'hot spot' locations along city-owned roadways.

June: The SMTC continues to analyze city-owned roadways to identify "hot spot" segment and intersection locations based on fatal and serious injury crash patterns and other sorting criteria. The data analysis involves a five-year period, which includes approximately 25,000 crash events. This assessment will continue during the next few months and will also include additional analysis on the selected "hot spot" locations – inclusive of site visits.

July: Ongoing task – the SMTC continues to analyze city-owned roadways to identify "hot spot" segment and intersection locations based on fatal and serious injury crash patterns and other sorting criteria. The data analysis involves a five-year period, which includes approximately 25,000 crash events. The SMTC narrowed the number of candidate sites from a few hundred to a few dozen and is now developing a methodology to identify – approximately – 10 locations. This assessment will continue during the next few months and will also involve additional analysis on the selected "hot spot" locations – inclusive of site visits.

August: SMTC presented the draft Onondaga County Safety Assessment Study to the SMTC Planning Committee on August 19. We will present it to the Policy Committee on September 23 for acknowledgement of completion.

City Safety Assessment Study: The SMTC continues to analyze city-owned roadways to identify "hot spot" segment and intersection locations based on fatal and serious injury crash patterns and other sorting criteria. The data analysis involves a five-year period, which includes 25,000 crash events. The SMTC narrowed the number of candidate sites from a few hundred to 83 and is now developing a methodology to identify the top ten hot spot locations. This assessment will continue during the next few months and will also involve additional analysis on the selected "hot spot" locations – inclusive of site visits.

September: Onondaga County Safety Assessment Study: SMTC presented the draft Onondaga County Safety Assessment Study to the SMTC Policy Committee on September 23 for acknowledgement of completion. The Policy Committee acknowledged the study as complete. Final copies of the study are being developed and will be posted online. No additional updates will be provided.

City Safety Assessment Study: The SMTC continues to analyze city-owned roadways to identify "hot spot" segment and intersection locations based on fatal and serious injury crash patterns and other sorting criteria. The data analysis involves a five-year period, which includes 25,000 crash events. The SMTC sorted 83 locations and identified 11 "hot spot" locations. This assessment will continue during the next few months and will also involve additional analysis on the selected "hot spot" locations – inclusive of site visits.

October: *Onondaga County Safety Assessment Study*: SMTC mailed final copies of the County's Safety Assessment Study to interested SAC members. The final report is posted online for public review. The upcoming Directions newsletter will also feature a summary article about the study. No additional updates will be provided.

City of Syracuse Safety Assessment Study: The SMTC finalized its analysis to identify "hot spot" segment and intersection locations for fatal and serious injury crashes. The analysis involves a five-year period, which includes 25,000 crash events. Summary figures and data tables for all focus areas, special mention locations, and the hot spot locations are in draft form and will be included in the draft report. A narrative summarizing all findings is being developed. Field observations will also be summarized in the draft report. The next major phase of this study

will involve a comprehensive assessment of six systemic emphasis area categories to identify roads with features that correspond to a specific crash type.

November: *The Onondaga County Safety Assessment* is complete – no further updates will be provided.

The SMTC continues the development of the *City of Syracuse Safety Assessment*. Recently, the SMTC completed the hot spot review. On November 5, the SMTC conducted field observations of hot spot locations. Currently, staff are summarizing observations onto figures and into draft report narratives. The SMTC will draft report chapters summarizing the hot spot assessment. On November 19, the SMTC started the final phase of the study, which will include a Systemic Safety Assessment of city-owned roads for six emphasis area categories.

December: The SMTC continues to develop the *City of Syracuse Safety Assessment*. The priority location assessment is complete and the systemic safety assessment is underway. Staff are drafting several report chapters, figures, tables, appendices, and attachments to document tasks completed to date. The systemic assessment will review six emphasis area categories consistent with the NYS Strategic Highway Safety Plan. The assessment will identify high-risk roadway features that are correlated with particular crash types, rather than crash frequency.

The Onondaga County Safety Assessment is complete – no further updates will be provided.

January: The SMTC distributed draft chapters of the priority location assessment to the SAC members via email on 1/19/21 for their review and comment. A SAC meeting will be scheduled for February to review 'hot spot' findings. The systemic assessment is ongoing. It reviews six emphasis area categories consistent with the NYS Strategic Highway Safety Plan. The assessment will identify high-risk road features that are correlated with particular crash types, rather than crash frequency. SMTC will map roads with these attributes for each emphasis area category.

The Onondaga County Safety Assessment is complete – no further updates will be provided.

February: The SMTC conducted a third Study Advisory Committee (SAC) meeting on February 17. SMTC reviewed the process and the methodology to identify the top 12 hot spots for fatal and serious injury crashes within the City of Syracuse. The City experienced more than 25,000 crashes during a five-year period. SMTC identified 329 locations with fatal or serious injury crashes, identified 83 Focus Areas, and sorted the Focus Areas into four categories using seven criteria. The top category included 12 'Hot Spot' areas. SMTC conducted additional assessment, including field visits, on these 12 locations. SMTC shared the findings with the SAC and answered questions. The draft hot spot assessment chapters remain under review and SMTC is progressing the systemic safety assessment portion of the study. The systemic assessment reviews six emphasis area categories consistent with the NYS Strategic Highway Safety Plan. The assessment will identify high-risk road features that are correlated with particular crash types, rather than crash frequency. SMTC will map roads with these attributes for each emphasis area category.

March: The SMTC updated all figures and text in the draft hot spot chapters. SMTC continues to progress the systemic safety assessment portion of the study, which reviews six emphasis area categories consistent with the NYS Strategic Highway Safety Plan. The assessment has identified high-risk road features correlated with particular crash types, rather than crash frequency. SMTC is in the process of mapping roads with these attributes for each emphasis area category. Draft test and summary tables for the systemic emphasis area analysis is complete. Once the road and intersection figures are complete, SMTC will disseminate the draft

chapters for the SAC for their review and will develop a presentation that highlights findings to discuss at a fourth (and final SAC meeting).

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

30 – CNY Recreational Heritage Trail Bike Corridor Planning Assistance

Established Goal: To connect heritage and recreation resources by way of a bicycle corridor from Phase II of the Onondaga Creekwalk in the City of Syracuse to Labrador Hollow Unique Area and the Village of Tully.

Actual Performance:

April: Staff are continuing to look at examples of where and how rail-with-trail (RWT) has worked so that this information can be utilized if a meeting/discussion with the NYS&W railway is able to occur, regarding the potential for a trail near their property in the Jamesville area.

May: No significant activity to report at this time.

June: No significant activity to report at this time.

July: Staff is working to examine the trails around the Jamesville area, to determine if and how a rail-with-trail could work along the NYS&W Railway. In the coming weeks, staff will be looking into LIDAR for reviewing the land around the railroad tracks in this location.

August: Staff is reviewing the LIDAR information for the land around the railroad tracks in the Jamesville area, as well as examining land ownership in this location, in an effort to determine if/how a trail near the NYS&W Railway is feasible.

September: Staff has reviewed the LIDAR and ownership information for the land located around the railroad tracks in the Jamesville area, and will work with CNYRPDB to possibly meet the NYS&W Railway to discuss the potential for a rail-with-trail.

October: No significant activity to report at this time.

November: No significant activity to report at this time.

December: In the coming month, staff will be reviewing existing, successful rail-with-trail projects as examples for how rail-with-trail can work for this project.

January: Staff is researching existing rail-with-trail projects for this study and is preparing a schedule for the writing of the document for this project. Additionally, a schedule is being developed for work on Corridor #21 Jamesville – Labrador Hollow Bike Corridor and Corridor #27 Fabius – City of Cortland – Marathon Route 11 Bikeway.

February: Staff is working to schedule spring field work for Corridor #21 Jamesville – Labrador Hollow Bike Corridor and Corridor #27 Fabius – City of Cortland – Marathon Route 11 Bikeway. Staff is also preparing maps and examples of successful rail-with-trail projects for future meeting with NYS&W.

March: No significant activity to report at this time.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See “UPWP Performance and Expenditure Report – Table 1” for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3P – Joint TMC Co-Location – White Paper Evaluation

Established Goal: To begin process of determining the feasibility of co-locating traffic management operations into a single, joint use and functional Traffic Management Center for State, County and City.

Actual Performance:

April: No activity to report.

May: Preparations for developing a scope of work began along with research into Transportation Management Centers (TMC). Also, staff spoke with FHWA NY Division Office personnel regarding potential assistance throughout the planning effort. FHWA’s Resource Center may hold a virtual workshop/training focused on current management & operations capabilities and future opportunities. Additional discussion will occur in the coming weeks with member agencies.

June: A draft scope of work was started throughout the month.

July: No significant activity to report.

August: Staff continued scoping efforts associated with the joint TMD Co-Location task. A draft scope of work is anticipated for completion in September. Additionally, staff is in communication with FHWA to schedule a project related virtual workshop.

September: Communication continued with FHWA regarding a potential conference call between SMTC, FHWA, and NYSDOT personnel to discuss agency expectations and desired outcomes of any future joint TMC webinars and training opportunities.

October: An introductory call between SMTC, NYSDOT, and FHWA (Division and Resource Center) was held this month to talk about possible training assistance from the Resource Center. Future discussion will occur to identify exact assistance and relationship/relevance to the planning task.

November: Following discussion between SMTC and NYSDOT personnel, it was determined to delay any FHWA related training. Assistance will be revisited following the facilitated outreach and communication with several member agencies anticipated as part of the subject project.

December: No significant activity to report.

January: Staff continued development of a draft scope of work.

February: Prior to completing a full draft scope of work, staff spoke with the Onondaga County Department of Transportation and the Department of Emergency Management regarding their interest in the subject effort. Draft scope is still in progress.

March: An internal draft scope was created and then provided to various member agencies for input and review. Once agency comments are received, the draft will be revised and distributed to the SMTC Planning Committee for review and approval.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3Q – Dome Traffic Management & Events Strategic Plan

Established Goal: To provide detailed, site specific traffic management & operations documentation during various events at the Syracuse University Carrier Dome that is inclusive of broader, day-to-day management & operations recommendations in light of new access to the University Hill area, and transportation network changes anticipated by the NYSDOT I-81 Viaduct being replaced with a community grid.

Actual Performance:

April: An initial scoping discussion was held with City staff in March, and SMTC staff are continuing to coordinate with the City on appropriate stakeholders to include in the scoping process.

May: A scoping discussion was held with Syracuse University/Dome staff on May 13. City of Syracuse and Syracuse Police Department also participating in this discussion. SMTC staff are drafting a scope of services, which will ultimately become part of an RFP for consultant services.

June: A draft scope of work was distributed to the scoping group in early June. The draft scope has been sent to Planning Committee for review and approval.

July: Scope of Work has been approved by Planning Committee. Staff will begin work on a Request for Proposals for consultant assistance with this study.

August: A request for Proposals for consultant assistance with the Dome Traffic Management and Events Strategic plan was published in the NYS Contract Reporter on August 17 and is also available on the SMTC website. Questions/expressions of interest are due August 28 and final submissions are due September 18.

September: Questions/expressions of interest on the published RFP were submitted by about 10 firms prior to the August 28 deadline, and SMTC issued responses on September 1. Proposals were due on September 18. Eight teams submitted proposals, and these have been distributed to a review committee consisting of SMTC, SU, NYSDOT, Centro, Syracuse Police Department, and City of Syracuse. The committee will meet in early October to discuss the proposals and determine if interviews will need to be conducted with a short-list of teams.

October: The Proposal Review Committee met on October 5 and identified a short-list of four consultant teams to interview. Interviews were conducted on October 22.

November: The Proposal Review Committee reached consensus in selecting the Stantec team to provide the services requested in the RFP. This decision was reviewed and approved by the SMTC Executive Committee, and Stantec has been notified. SMTC staff are working to finalize a contract with the Stantec team.

December: SMTC staff have been in discussion with Stantec staff to refine a few aspects of the scope, budget, and schedule for inclusion in the consultant agreement (contract). A draft contract is now in review by the CNYRPDB and will then be forwarded to Stantec for their review and approval. Letters have been sent to the remaining proposers notifying them that they were not selected for this contract.

January: Stantec has returned the signed contract, but we are still waiting to receive the necessary insurance certifications. Once those are received, the contract will be passed along to CNYRPDB for final execution. When the contract is finalized, we will schedule a kick-off meeting with the consultant team.

February: The contract with Stantec has been finalized, and staff had an initial (virtual) meeting with the Stantec team members. Stantec is moving ahead with the purchase of an initial set of traffic data (cell phone-based), which will be used to determine the locations where more detailed analysis will be needed. A draft Public Involvement Plan (PIP) has been created and shared with the consultants. We are working towards a first Study Advisory Committee, which will include review of the initial data and the draft PIP.

March: Stantec has acquired and reviewed AirSage data for a short timeframe in 2018 to identify key destinations around University Hill for further analysis. SMTC will be purchasing Streetlight data for the next step in the analysis. The first Study Advisory Committee meeting was held on March 31. SAC members provided input on the primary and secondary destinations (mostly parking areas), and Stantec will identify "top routes" based on these locations. Stantec is also continuing with the literature and case studies review.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3R – Tuscarora Road Corridor Study

Established Goal: To complete a corridor study of Tuscarora Road, primarily in the Village of Chittenango, to increase safety and mobility of bicyclists and pedestrians along the corridor.

Actual Performance:

April: No significant activity to report at this time.

May: Held a scoping meeting via Zoom with the Mayor of Chittenango to discuss this project's scope of work and how to proceed with SAC meetings and public participation in light of social distancing and health concerns. Also reviewed local planning documents and the SMTC's 2019 memo on pedestrian access across Tuscarora Road.

June: Prepared the draft Scope of Work and a draft plan for fieldwork and data collection. Received a copy of the Town of Sullivan's Comprehensive Plan.

July: The project's Scope of Work was approved. Contacted the Village to let them know that the Scope was approved and to request additional contacts for the project's Study Advisory Committee. Also contacted the Madison County Planning Department to request SAC participation.

August: Staff conducted fieldwork on Tuscarora Road, including roadway and shoulder width measurements and extensive photography of the study area. Staff also visited the Chittenango Landing Park on the Erie Canal and explored the Creekwalk. The kick-off SAC meeting was held via Zoom on August 24.

September: Provided SAC members with a draft Public Involvement Plan and discussed public participation strategies with stakeholders. Worked with the Town of Sullivan and Madison

County to get sight distance measurements on Tuscarora Road. Began compiling demographic and traffic data.

October: Continued compiling existing conditions information, including traffic volume and speed data, past planning efforts, and demographics. Staff prepared numerous graphics depicting existing conditions.

November: Developed an online survey to gauge residents' use of and perception of the Tuscarora Road corridor. This survey is intended to be distributed by the Village to interested residents. Staff also conducted observations of pedestrian, vehicular, and bicyclist use of the corridor on a normal weekday.

December: Circulated online survey with assistance of Village partners. To date, we have received nearly 200 responses. The survey asks for input on the corridor's existing conditions and possible improvements. It will remain online through early January.

January: Processed survey results; online survey received a total of 387 responses, exceeding expectations. Met with Chittenango Rotary members via Zoom – discussed existing conditions and potential solutions. Set date and time for second SAC meeting. Proceeded with existing conditions portion of document.

February: Held second Study Advisory Committee meeting and got feedback on existing conditions, survey results, and pedestrian mobility issues in the study area. Completed the 'existing conditions' section of the document. Moving onto an examination of issues and possible analytical approaches to serve as a jumping off point for recommendations.

March: Held third Study Advisory Committee meeting. Reviewed several potential design options with SAC members, including raised crosswalks and RRFB's. Also discussed a linear analysis of the corridor to evaluate sidewalk options.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3S – US Route 11 Corridor Study – Mattydale

Established Goal: To complete a corridor study of US Route 11 in the Town of Salina to increase safety, mobility, and the viability of transit, bicycle and pedestrian use as well along the corridor.

Actual Performance:

April: Scoping for this project is set to begin at the end of May 2020.

May: The SMTC scheduled a scoping discussion with the Syracuse-Onondaga County Planning Agency and the Town of Salina for Thursday, June 4. A follow-up discussion is scheduled with the New York State Department of Transportation on Monday, June 8.

June: The SMTC received comments on the draft scope from SOCPA, NYSDOT, and the Town of Salina on June 23. SMTC incorporated the comments and is currently distributing the draft scope to the Planning Committee. SMTC has begun the data collection process and is currently summarizing existing conditions. This information will be included in the draft report. SMTC is also in the process of developing a Public Involvement Plan (PIP) to guide stakeholder and public outreach efforts.

July: SMTC incorporated comments into the scope that was approved by the Planning Committee on July 14. The SMTC received voting ballots and identified interested members to serve on a Study Advisory Committee (SAC). SMTC is currently summarizing existing condition information in a draft report format. SMTC developed a draft Public Involvement Plan (PIP) to guide stakeholder and public outreach efforts and will share this draft at the first SAC meeting (date TBD) for their review and comment.

August: SMTC is currently summarizing existing condition information in draft figures and summary tables. SMTC conducted fieldwork with staff on Wednesday, August 12 to confirm and document existing conditions. Staff are currently preparing draft documents to review with the Study Advisory Committee (SAC). A SAC meeting is anticipated for late September or October.

September: SMTC prepared a summary presentation that outlines existing conditions based on research and fieldwork evaluation. SMTC presented findings to the Study Advisory Committee on Wednesday, September 30. Staff reviewed findings and ideas for future development concepts. Staff will outline additional ideas to review with the SAC at the next meeting. This information will help the Town determine future growth options and scenarios. SMTC will input future growth scenarios into its Travel Demand Model to determine percent change in future traffic volumes.

October: SMTC presented a summary of existing conditions based on research and fieldwork evaluation to the Study Advisory Committee. The Study Advisory Committee members helped brainstorm ideas to consider further in the study, which SMTC documented in the meeting notes. Staff are currently preparing materials for the next committee meeting. The purpose of the next meeting will be to identify reasonable future land use scenarios that SMTC can model to determine the anticipated percent change in future traffic volumes.

November: SMTC conducted a second study advisory committee meeting on Monday, November 23. The meeting operated as a work session with SAC members, which included two town officials. The purpose of the meeting was to review five underutilized ("focus") areas and identify reasonable future land use scenarios. The SMTC will use information to determine inputs for its Travel Demand Model. Staff will run the Model to determine future (2050) percent change increases in traffic volumes. This information will be used to determine general impacts on the road network to determine opportunities for future mobility enhancements.

December: SMTC coordinated with Town of Salina officials to further define the future vision of five areas. This information will help SMTC generate inputs for the SMTC Travel Demand

Model. SMTC has also been reviewing land use regulations (e.g., zoning, FAA regulations, etc.) to determine how much growth could reasonably occur. Staff have corresponded with Syracuse Hancock Airport officials to identify FAA regulations that regulate bulk or use. Staff continue to determine model input needs to calculate the percent change of traffic growth for 2050. Model assessment results will help inform what opportunities may exist for future mobility enhancements.

January: SMTC staff are developing future build scenarios to run in the SMTC Travel Demand Model to determine the percent change in traffic volumes anticipated for 2050. Model assessment results will inform future decisions about what options may exist to improve mobility along the Route 11 corridor in Mattydale. The SMTC continues to assess possible growth patterns based on existing land use regulations. SMTC anticipates running the Model assessment in February.

February: SMTC completed developing a build-out of several locations within the Route 11 study area. SMTC generated jobs and household estimates for 2050 to include the Travel Demand Model (Model). SMTC also determined how many jobs in the 2017 Model base year no longer exist in 2021. SMTC accounted for the job loss since 2017 in the Model. Currently, SMTC is running the Model to determine the percent change in traffic volumes anticipated for 2050. Model assessment results will inform future decisions about what options may exist to improve mobility along the Route 11 corridor in Mattydale.

March: SMTC inputted job and household estimates for 2050 to include in the Travel Demand Model (Model). SMTC completed one Model run of the 2050 Build scenario and is in the process of analyzing a lane reduction scenario in the Model. Model assessment results will inform future decisions about what options may exist to improve mobility along the Route 11 corridor in Mattydale. Identified options will be used to develop concept plans for focus areas within the corridor.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3T – Manlius Village Center Pedestrian Safety & Mobility Study

Established Goal: To improve and promote bicycle and pedestrian mobility in an inviting village center.

Actual Performance:

April: Preparations for developing a Scope of Work will begin in May.

May: Staff held an initial scoping Zoom meeting with the V/Manlius, SOCPA and NYSDOT on May 21. Staff has begun to draft a scope of work for this project based on the project proposal and discussion.

June: Staff received several Synchro files and previously completed traffic reports from NYSDOT for the project study area and has been reviewing them while continuing to prepare the scope of work for this project.

July: Staff will be sending a draft scope of work to the Planning Committee next month for review and approval. Field work for this project is anticipated to begin in August.

August: The draft scope of work for this project will be forwarded to the Planning Committee in the coming weeks (along with two other project scopes). Field work is set to begin in the coming weeks as well.

September: The draft scope of work for this project will be forwarded to the Planning Committee for a vote next week. Desktop measurements/review of the study area has taken place and field work is set to begin in early October.

October: The Scope of Work for this project was approved on October 14, 2020. Staff has completed some initial fieldwork along the study corridors at signalized intersections for this project, as well as gathered existing pedestrian facility information.

November: Staff is working on a demographic and crash analyses for this project and summarizing existing traffic data as well as the pedestrian facility information gathered to date. A virtual kickoff SAC meeting for the project is being scheduled for mid-December. The SAC will discuss the initial analyses as well as the draft Public Involvement Plan for the project.

December: Staff held a virtual kickoff SAC meeting with the Village of Manlius, Town of Manlius, NYSDOT and SOCPA for this project on December 17, 2020. The draft PIP was reviewed with the SAC, as well as initial project data collection including: general demographics, existing data and traffic flow, existing pedestrian facilities, crash data, and upcoming NYSDOT projects. Staff will be working with the Town and Village in the coming months to reach out to businesses in the study area to obtain their thoughts and feedback on vehicular and pedestrian traffic in Manlius.

January: Staff sent the draft PIP and meeting minutes from the December 17, 2020 to the SAC, along with requests for some information from the village (business contacts, the zoning map) and the SAC overall (questions that the SAC has for businesses). Staff will be scheduling a (likely) virtual meeting or series of meetings with businesses in the coming month to get their take on pedestrian and vehicular traffic in the Village of Manlius.

February: Staff met with municipal representatives from the Town and Village of Manlius on February 10 to discuss how best to reach out to business owners in the study area, to obtain their feedback on how traffic affects their business operations. Staff is developing a letter and survey to be delivered to village businesses (likely by municipal representatives going door-to-

door) to inform them of an upcoming virtual meeting (at a date to be determined, likely end of March/early April). Staff recently completed a select link analysis to further examine the approximate origin/destination of village traffic.

March: Staff is in the process of summarizing the select link analysis for the overlap of Routes 92/173 in the Village of Manlius. In addition, staff continues to prepare to reach out to village business to obtain their feedback on how traffic affects their operations. A survey is being developed as a starting point for a spring virtual meeting to discuss traffic concerns with village businesses. The Village of Manlius will assist SMTC in getting the word out about the virtual meeting to their local businesses.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3U – Village of Skaneateles Pedestrian Safety & Access

Established Goal: Development and evaluation of pedestrian conditions along Main Street, US Route 20, in the Village of Skaneateles.

Actual Performance:

April: Staff met with Village trustees via online teleconference to discuss this study's Scope of Work, including the study area, existing pedestrian access issues, and the possibility that some elements of the study (pieces that rely on counting vehicles and pedestrians during periods of peak activity) may have to be postponed, depending on how "normal" tourism and recreational activity are this summer. Staff began drafting a Scope of Work and preliminary schedule.

May: Forwarded a draft Scope of Work to Village trustees and SOCPA staff for review. Developed a base map for the study area and began preparing a data collection plan, to be implemented when quarantine restrictions are lifted.

June: Conducted extensive fieldwork, including sidewalk width measurements and an inventory of the project area's curb ramps and crosswalks. Continued to review local planning documents and available data for the village, including demographics and traffic data.

July: The project's Scope of Work was approved. Contacted the Village to let them know that the Scope was approved and to request additional contacts for the project's Study Advisory Committee.

August: Kick-off SAC meeting was held on August 20 via Zoom. Staff continued data collection activities, including traffic volume research, newspaper archive data on pedestrian-vehicle collisions and compiling documentation from previous studies.

September: Compiled historic traffic volume data and began developing a 'leading pedestrian interval' analysis for the signalized intersections in the village. Work continues on 'existing conditions' analysis, including compiling demographic, economic, and land use information. Staff began preparing preliminary figures for the project report, including: study area, population density, functional class, and traffic volume exhibits.

October: Conducted a site visit to observe pedestrian/vehicle interaction at key intersections; staff developed a Synchro model for signalized intersections; compiled speed and delay data using NPMRDS dataset; reviewed existing municipal plan documentation. Also discussed related pedestrian safety questions on West Lake Street with Village.

November: Began compiling information for a second Study Advisory Committee meeting, potentially to be held in December. The goal of the second meeting is to reach consensus on the study's focus areas and to begin wading into specific issue areas, such as options for improving intersections and the question of bike lanes.

December: Held a SAC meeting in mid-December to discuss existing conditions and known mobility issues in the village. Received a wealth of input from SAC members – so much so that a second meeting will be held in January to continue detailing issues.

January: Continued documenting issues in the Village of Skaneateles with SAC members by way of a follow-up to the December meeting. At this point, pedestrian mobility issues have been fully aired and documented. Moving into analysis and recommendations in the coming months.

February: Summarized mobility issues from SAC input sessions. Completed a draft of 'existing conditions' section of the document. Beginning work on preliminary design concepts, anticipating sharing these with SAC members in April.

March: Staff began developing preliminary design concepts at key intersections, to be packaged as scenarios for SAC review. Staff also investigated possible interventions, such as in-ground warning lights and automatic pedestrian detectors. Correspondence with other municipalities suggests that these are not options worth pursuing.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3V – Syracuse Sidewalk Planning Study

Established Goal: To update existing sidewalk inventory with more complete data.

Actual Performance:

April: SMTC staff is consulting with City of Syracuse personnel on data needs for this study. Staff is building a test sidewalk data collection methodology.

May: Staff is working extensively with existing sidewalk data to produce an appropriate GIS file which will be used in data collection. Staff is developing a scope of work for the project.

June: Staff developed an electronic, iPad-based data collection tool to use in the field and trained temporary summer staff on its use. Data collection is underway and will continue throughout the summer. Staff is coordinating with the City of Syracuse as the project continues.

July: Data collection is underway for this project and will occur throughout the summer. Staff is coordinating with the City of Syracuse as the project continues.

August: Data collection continues on this project. Staff continues to coordinate with the City of Syracuse on needs and project goals.

September: The SMTC finished collecting data for the season in a few City neighborhoods which were used as a pilot process this year. Staff will now organize and package the data for further analysis in coordination with the City of Syracuse.

October: Staff continues to organize and package data for further analysis in coordination with the City of Syracuse.

November: The City has requested that this project be repeated in the Spring/Summer of 2021. Staff is reviewing techniques used this past year for data collection.

December: No significant activity to report. The SMTC is preparing to repeat this process on behalf of the City of Syracuse in 2021.

January: No significant activity to report. The SMTC is preparing to repeat this process on behalf of the City of Syracuse in 2021.

February: No significant activity to report. The SMTC is preparing to repeat this process on behalf of the City of Syracuse in 2021.

March: SMTC Staff met with the City of Syracuse to discuss project needs for 2021.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3W – Syracuse School Loading Zone Study

Established Goal: To develop recommendations for safer and more efficient school loading zones.

Actual Performance:

April: This Scope of Work for this project is in early development.

May: The SMTC is currently in discussion with the City of Syracuse on the Scope for this project.

June: This is flipped to the Syracuse Safe Routes to School Manual.

Progress in Meeting Schedules:

The project was delayed to the 2021/2022 school year due to operational restrictions associated with COVID-19.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3X – Syracuse Residential Parking Permits Study Phase 1

Established Goal: To identify need for, and pathways to, enacting Residential Parking Permits in the City of Syracuse.

Actual Performance:

April: Preparations for developing a Scope of Work will begin in May.

May: Staff held an initial scoping Zoom meeting on May 20 with the City of Syracuse to discuss this project. Staff is in the process of developing a draft scope of work based on this discussion and the project proposal.

June: Staff has continued on the process of creating a draft scope of work for this project. In addition, field work has begun in the Tipp Hill and University Hill areas, as the interns gather existing parking regulation information for this project.

July: The interns have continued to gather existing parking regulations for this project in the University Hill area. A draft scope of work will be sent to the Planning Committee next month for review and approval.

August: The interns have finished gathering the existing parking regulations for this project in the Tipperary Hill, University Hill and Downtown areas. The next step is to create GIS maps of the gathered parking information. Additionally, a draft scope of work will be sent to the Planning Committee in the coming weeks for review and approval.

September: The draft scope of work for this project will be forwarded to the Planning Committee for a vote next week. The City requested that the SMTC add the Park Avenue neighborhood to the scope, and as such, staff has begun to gather the parking regulations for this neighborhood.

October: The Scope of Work for this project was approved on October 14, 2020. Staff has completed gathering the parking regulation data for the Park Avenue neighborhood (existing parking regulations were previously collected for the Tipperary Hill, University Hill and Downtown neighborhoods). Over the next couple of months, staff will clean up the GIS files to create maps showing the parking regulations on all streets in these areas. Additionally, staff is beginning to research best practices for residential parking permits programs, as well as methods for conducting parking occupancy counts (which is anticipated to begin in Spring 2021).

November: Staff continues to work on the GIS files for the four neighborhoods being studied under this project. Staff is also in the process of researching best practices for residential parking permits programs, including the program used in Ithaca, NY.

December: Staff is cleaning up the GIS files for the four neighborhoods so that maps of existing parking regulations can be developed. Then we will work on a plan for taking occupancy counts on a couple of representative streets within each neighborhood. We anticipate these counts to begin being collected in early spring. In the meantime, we are researching successful residential parking permits programs in other communities to see what we can glean from their experiences.

January: Staff continues to work on the GIS mapping for the four neighborhoods (Park Avenue, University Hill and surrounding area, Tipperary Hill and Downtown). Staff continues to research successful residential parking permits programs (focusing on New York State) and is following up with phone calls to these communities for further information.

February: GIS mapping continues for the neighborhoods associated with this project. Demographic data and analysis are nearly complete. Staff continues to hear back from municipalities with successful residential parking permit programs. This information is being documented in a white paper. Additionally, staff has begun research on how parking occupancy counts have been conducted in other studies, to determine the best way to approach this task locally (a task anticipated for spring). A SAC meeting is in the process of being scheduled for mid-March.

March: A kickoff SAC meeting has been scheduled for March 30, 2021 for this project. SMTC staff will review existing conditions data for the six study area neighborhoods (including demographics and existing parking regulations), initial findings related to the white paper (SMTC has reached out to municipalities with successful residential parking permit programs), and our recommendations for conducting parking occupancy counts.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

3Y – Syracuse Safe Routes to School Manual

Established Goal: To develop standards for future Safe Routes to School projects.

Actual Performance:

April: Work on this project is set to begin in the last quarter of the program year. No further updates will be provided until work commences.

May: No further updates at this time.

June: (This is flipped from the City School Loading Zones Study): The City of Syracuse's Safe Routes to School Guide is currently being scoped. Once the draft scope is complete it will be distributed to the City for review and approval.

July: The City of Syracuse's Safe Routes to School Guide is currently still in the scoping phase and will be distributed to the City for review and approval upon completion.

August: The Syracuse Safe Routes to School Guide is nearing completion of the draft scope. A discussion with the City is scheduled and the project will officially begin in the next several weeks.

September: The Syracuse Safe Routes to School Guide is nearly complete and being reviewed by the City of Syracuse. Some preliminary data has been collected and this project will kick off this month with a Study Advisory Committee being selected.

October: After additional conversations with the City of Syracuse about a public involvement plan, the final scope of work has been approved by the City and a SAC is being established. Data collection and initial research of precedent guides have started.

November: The scope of work has been approved by the Planning Committee and a public involvement plan has been created. Initial data collection has started and will be reaching out to assemble a Study Advisory Committee shortly.

December: Study advisory committee has been assembled and the first meeting date is set for early January to discuss the scope of work, white paper outline, and the data collection piece of this study.

January: The SMTC held a virtual Study Advisory Committee (SAC) Meeting on January 7th to introduce the study and present some existing conditions/white paper outline to members. The next step will be data collection and the completion of the draft white paper for review at the next SAC meeting in a few months. The study will then move into the creation of the Safe Routes to School Guidebook per task 3 & 4 of the scope of work.

February: The draft white paper is near completion and is being reviewed internally. Data has been collected and maps are being produced for SAC review. The second SAC meeting for this study is anticipated to be at the end of March/early April.

March: A draft white paper and initial data collection is complete. The SMTC will be reaching out shortly to the Study Advisory Committee to schedule the second meeting for this project. The study will then move into the creation of the guide and case study piece.

Progress in Meeting Schedules:

Efforts for this task started earlier than forecast and the schedule was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

4A – TIP Development and Maintenance

Established Goal: 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.

Actual Performance:

April: A number of amendments and related public notice materials were created for Policy and Executive Committee meetings. The Policy Committee met on April 28 and approved additional Preliminary Design funds for the State's I-81 Viaduct Project.

May: Staff developed an internal TIP database manual that provides an overview of the database structure and explanatory detail into numerous components. Obligation information was updated in the database through the end of the month. Also, staff participated in a number of webinars throughout the month focused on FHWA's Tribal Transportation Program, and Value Capture techniques. As the Federal Fiscal Year is nearly two-thirds complete, a Capital Projects Committee meeting was scheduled for June 1.

June: Two Capital Projects Committee meetings were held over the month of June: June 1st and June 30th. Based on discussions and input from sponsors, schedules are moving along well with limited interruptions anticipated. End-of-year obligations should be nearly 100%.

July: On July 9, a number of amendments were approved by the SMTC Executive Committee. One amendment covered the 2020 FTA Section 5310 solicitation and recommended the distribution of funds to three applicants: Loretto Independent Living Services to purchase 6 accessible vehicles, St. Camillus Residential Health Care Facility to purchase 2 accessible vehicles, and the Onondaga County Department of Adult & Long Term Care Services for operating assistance.

August: An administrative modification was processed that programmed additional monies for a town of Cicero culvert project. Two draft amendments and a public notice for new paving projects were prepared. The Policy Committee will consider approval of the projects at the September meeting. Additionally, several draft amendments were prepared for an upcoming Executive Committee meeting.

September: Several amendments were approved at the September 10 Executive Committee meeting. Adjustments were necessary prior to the end of the current Federal Fiscal Year (FFY). Also, on September 23, the Policy Committee approved the addition of 2 new State Department of Transportation paving projects to the TIP. Construction is slated to take place during FFY 2020/2021.

October: A few Federal Fiscal Year 2019/2020 end-of-year items were created and made available on the SMTC's TIP web page: annual obligation reports, lists of amendments and administration modifications. Regarding obligations, sponsors saw high percentage rates like prior years. 99% of Federal Highway Administration funds and 100% of Federal Transit Administration funds were obligated. Draft amendment materials were prepared for a November Executive Committee meeting.

November: Several amendments were approved by the SMTC Executive Committee earlier in the month. Additionally, staff provided an overview of the 2019/2020 capital program end-of-year summary to the Executive Committee during their November virtual meeting. The summary will be posted to the SMTC's TIP web page. Also, a Capital Projects Committee meeting was scheduled for December 4th.

December: Four amendments were approved by the SMTC Executive Committee during their December meeting. A Capital Projects Committee meeting was held on December 4. Although early in the Federal Fiscal Year (FFY), the vast majority of projects are on schedule as programmed in the 2020-2024 TIP. Also, NYSDOT shared "Amended" and "Unamended" capital program performance percentages for FFY 2019/2020. The percentages for SMTC projects were once again the highest in the state. Lastly, a number of amendments, principally transit related, were prepared for Planning and Policy Committee consideration.

January: The Policy Committee approved 11 TIP amendments at their January 20th meeting. Most amendments (9) were for adjustments to Centro's capital program as a result of receiving funding assistance through the Coronavirus Aid, Relief, and Economic Security Act in 2020. Additionally, updates were made to the SMTC's internal TIP database to improve our GIS interactive mapping efficiency.

February: At the end of January, municipal reps were informed of the 2021 BRIDGE NY statewide solicitation. Staff shared our TIP Access database with the Binghamton MPO for their review and potential use. Draft amendments and related materials were developed for the upcoming March Executive Committee meeting.

March: A Capital Projects Committee meeting was held on March 26th to discuss project schedules and obligation percentages to date. Additionally, staff attended 2 FHWA webinars

throughout the month focused on Value Capture techniques (i.e., Transportation Utility Fees, Development Agreements).

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

5A – Miscellaneous Activities and Special Technical Assistance

Established Goal: 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.

Actual Performance:

April: The April 8 Stormwater training course was postponed due to recent events. Course refunds are being processed when requested.

May: Various project modifications have occurred in an effort to adapt to the current situation and still progress the work program.

June: No significant activity to report.

July: No significant activity to report.

August: No significant activity to report.

September: Staff is working with various members in a remote setting on various minor special requests. Title VI accomplishments summary for the period covering October 1, 2019 through December 31, 2020 was submitted to NYSDOT.

October: No significant activity to report.

November: No significant activity to report.

December: No significant activity to report.

January: No significant activity to report.

February: Staff efforts related to potential OCIDA developments were completed with some modeling possible in the near future.

March: No significant activity to report.

Progress in Meeting Schedules:

The schedule for this task was maintained sufficiently.

Status of Expenditures:

See "UPWP Performance and Expenditure Report – Table 1" for a comparison of budgeted (approved) amounts and actual costs incurred and associated cost overruns or underruns this state fiscal year.

Approved UPWP Revisions:

There were no UPWP revisions this state fiscal year.

Other Pertinent Supporting Data:

There are no pertinent supporting data to be reported for this state fiscal year.

Syracuse Metropolitan Transportation Council
2020-2021 UPWP Performance and Expenditure Report
for the period April 1, 2020 - March 31, 2021

Activity Line Item Code	Task/Project Description	UPWP page number	Continuous/Ongoing Activity	Discrete Project?	Is the project a discrete planning study?	Project complete?	UPWP year project/study originated	FHWA Budgeted (Approved)	FHWA Actual Costs (Incurred)	FHWA Overrun/Underrun	FTA Budgeted (Approved)	FTA Actual Costs (Incurred)	FTA Overrun/Underrun
		(#)	(Y/N)	(Y/N)	(Y/N)	(Y/N)	(Year)						
44.21.00	Program Support and Administration												
	General Administration	21	Y	N	N	N	N/A	246,500	259,708	-13,208	43,500	48,597	-5,097
	Public Participation & Website Update	22	Y	N	N	N	N/A	14,400	32,507	-18,107	3,600	6,083	-2,483
	Federal Transportation Legislation Examination and Evaluation	23	Y	N	N	N	N/A	4,000	3,088	912	1,000	578	422
	UPWP Previous Year Closeout	24	Y	N	N	N	N/A	10,200	10,046	154	1,800	1,880	-80
	UPWP Maintenance and Development	25	Y	N	N	N	N/A	8,000	6,837	1,163	2,000	1,279	721
	Program Support and Administration Total							283,100	312,187	-29,087	51,900	58,417	-6,517
44.23.02	Long-Range Transportation Planning (LRTP) - Project Level												
	Bicycle & Pedestrian Planning	32	Y	N	N	N	N/A	36,000	35,870	130	9,000	6,871	2,129
	Bridge & Pavement Condition Management System (BPCMS)	33	Y	N	N	N	N/A	16,000	16,200	-200	4,000	3,103	897
	I-81 Participation	34	Y	N	N	N	14-15	4,000	1,733	2,267	1,000	332	668
	I-81 Travel Demand Modeling Project	35	Y	N	N	N	07-08	4,000	137	3,863	1,000	26	974
	MPO Area Regional Planning Initiatives	36	Y	N	N	N	N/A	24,000	35,603	-11,603	6,000	6,820	-820
	Long Range Transportation Plan	37	Y	N	N	N	N/A	43,805	70,176	-26,371	7,730	13,442	-5,712
	Rail, Truck and Transit Planning	38	Y	N	N	N	N/A	24,000	22,233	1,767	6,000	4,259	1,741
	Traffic Safety	39	Y	N	N	N	N/A	8,000	3,147	4,853	2,000	603	1,397
	Travel Demand Modeling	40	Y	N	N	N	N/A	44,000	38,426	5,574	11,000	7,360	3,640
	Local Comprehensive Plan Assistance	41	Y	N	N	N	16-17	40,000	36,392	3,608	10,000	6,971	3,029
	City and OCDOT Traffic Count Programs	42	Y	N	N	N	16-17	20,000	13,003	6,997	5,000	2,491	2,509
	City of Syracuse On Call Planning Support	43	Y	N	N	N	19-20	24,000	13,440	10,560	6,000	2,574	3,426
	US 11 Corridor	44	N	Y	Y	Y	18-19	16,000	6,884	9,116	4,000	1,319	2,681
	Safety Assessment & Analysis (OCDOT & City)	45	N	Y	N	N	18-19	20,000	42,059	-22,059	5,000	8,056	-3,056
	CNY Recreational Trail Heritage Bike Corridor Planning Assistance	46	N	Y	N	N	18-19	16,000	1,228	14,772	4,000	235	3,765
	Joint TMC Co-Location White Paper Evaluation	47	N	Y	Y	N	20-21	32,000	6,243	25,757	8,000	1,196	6,804
	Dome Traffic Management & Events Strategic Plan	48	N	Y	Y	N	20-21	20,000	18,766	1,234	5,000	3,595	1,405
	Tuscarora Rd Corridor Study	49	N	Y	Y	N	20-21	32,000	24,699	7,301	8,000	4,731	3,269
	US Route 11 Corridor Study - Mattydale	50	N	Y	Y	N	20-21	34,000	45,613	-11,613	6,000	8,737	-2,737
	Manlius Village Center Pedestrian Safety & Mobility Study	51	N	Y	Y	N	20-21	32,160	19,656	12,504	7,840	3,765	4,075
	Village of Skaneateles Pedestrian Safety & Access	52	N	Y	Y	N	20-21	32,160	42,188	-10,028	7,840	8,081	-241
	Syracuse Sidewalk Planning Study	53	N	Y	N	N	20-21	32,160	20,298	11,862	7,840	3,888	3,952
	Syracuse School Loading Zone Study	54	N	Y	Y	N	20-21	28,140	1,080	27,060	6,860	207	6,653
	Syracuse Residential Parking Permits Study Phase 1	55	N	Y	Y	N	20-21	24,120	19,673	4,447	5,880	3,768	2,112
	Syracuse Safe Routes to School Manual	56	N	Y	Y	N	20-21	4,020	18,106	-14,086	980	3,468	-2,488
	LRTP-Project Level Total							610,565	552,853	57,712	145,970	105,899	40,071
44.24.00	Short Range Transportation Planning (SRTP)												
	Census Data Compilation and/or Analysis	27	Y	N	N	N	N/A	3,982	4,770	-788	1,018	839	179
	Data Collection, Compilation and/or Analysis	28	Y	N	N	N	N/A	32,000	22,706	9,294	8,000	3,991	4,009
	Geographic Information Systems - SMTC	29	Y	N	N	N	N/A	40,000	27,671	12,329	10,000	4,864	5,136
	Geographic Information Systems - Member Agency Assistance	30	Y	N	N	N	N/A	25,500	11,324	14,176	4,500	1,990	2,510
	SRTP Total							101,482	66,472	35,010	23,518	11,684	11,834
44.25.00	Transportation Improvement Program (TIP)												
	TIP Development & Maintenance	58	Y	N	N	N	N/A	25,500	35,317	-9,817	4,500	6,206	-1,706
	TIP Total							25,500	35,317	-9,817	4,500	6,206	-1,706
44.27.00	Other Activities												
	Miscellaneous Activities & Special Technical Assistance	60	Y	N	N	N	N/A	41,643	32,296	9,347	8,581	5,168	3,413
	Other Activities Total							41,643	32,296	9,347	8,581	5,168	3,413
	FTA MPP grant carryover funds										43,947	43,440	507
	UPWP TOTAL							1,062,290	999,125	63,165	278,416	230,814	47,602