

# UPWP

## Unified Planning Work Program

2012 - 2013

DRAFT



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**Syracuse Metropolitan Transportation Council  
Unified Planning Work Program**

**2012-2013 UNIFIED PLANNING WORK PROGRAM**

**2012-2013 UNIFIED PLANNING WORK PROGRAM**  
**FOR TRANSPORTATION PLANNING**  
**in the**  
**SYRACUSE**  
**METROPOLITAN PLANNING AREA**

**Adopted by the Policy Committee of the  
Syracuse Metropolitan Transportation Council**

**March XX , 2012**

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

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State Department of Transportation.**

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
2012-2013 UNIFIED PLANNING WORK PROGRAM**

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**RESOLUTION**

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
POLICY COMMITTEE**

**March XX, 2012**

- WHEREAS,** In order to promote a coordinated, continuous and comprehensive transportation planning process in the Syracuse Metropolitan Area, which is comprised of Onondaga County and portions of Madison and Oswego counties, it has been found necessary to develop an annual Unified Planning Work Program (UPWP); and
- WHEREAS,** the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has expanded the role of Metropolitan Planning Organizations and requirements for multi-modal transportation planning and has committed the funds for such planning activities; and
- WHEREAS,** the SMTC Planning Committee has worked with the assistance of the Central Staff to develop a recommended UPWP so that the latest draft submitted herewith represents an accurate description of work to be undertaken and funds to be made available; and
- WHEREAS,** in recognition of the need to promote energy conservation and overall efficiency of the existing transportation system, the UPWP pursues work on several projects including (1) the Long Range Transportation Plan, and (2) the Transportation Improvement Program; and
- WHEREAS,** in cooperation with the New York State Departments of Transportation (NYSDOT) and Environmental Conservation, and in accordance with the revised New York State Implementation Plan for Air Quality, the Policy Committee continues to accept its responsibility for air quality planning during 2012-2013 for the Syracuse area; and
- WHEREAS,** in order to support these and other elements of the 2012-2013 UPWP , the Policy Committee continues its designation of the NYSDOT to be the grant applicant on behalf of the SMTC. The NYSDOT will apply for necessary regular program funding under the Federal Transit Administration (FTA) Section 5303 program, under the Federal Highway Administration (FHWA) “PL” transportation planning program and “SPR” program, and under the Federal Aviation Administration (FAA) aviation planning in amounts consistent with this approved UPWP. It is also understood that unspent funds approved during previous years under the FTA Section 5303 (formerly Section 8) and FAA planning programs will be made available for expenditure during 2012-2013.

**NOW THEREFORE BE IT RESOLVED**, that the Policy Committee adopts the 2012-2013 Unified Planning Work Program and the submission thereof to the appropriate Federal and State agencies and directs the filing of appropriate applications to support the program; and

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

Done and Ordered this xxth day of March 2012 by consensus of the SMTC Policy Committee.

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Hon. Kathleen Rapp  
Chairperson  
SMTC Policy Committee

Date: March XX, 2012

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New York State Department of Transportation  
Secretary  
SMTC Policy Committee

Date: March XX, 2012

## **SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**

### **2012-2013 UNIFIED PLANNING WORK PROGRAM (UPWP) - PURPOSE**

The Unified Planning Work Program (UPWP) incorporates in one document all transportation planning and directly supporting comprehensive planning activities in the Syracuse Metropolitan Area during State fiscal years 2012-2013. It is intended to provide a mechanism for the coordination of planning efforts by local, State, and regional agencies through the Syracuse Metropolitan Transportation Council (SMTC).

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

1. Title 23, U.S. Code Section 134 (Federal Aid Highway Act of 1962, as amended)
2. Title 49, U.S. Code Section 1603 et. al.: (Urban Mass Transportation Act of 1964, as amended)
3. Title 49, U.S. Code Section 1701 (Airport and Airways Development Act of 1970, as amended).

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

As the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York, the SMTC has the responsibility to carry out the continuous, comprehensive and cooperative transportation planning process for the Syracuse Metropolitan Area. The Unified Planning Work Program (UPWP) identifies the transportation planning activities which are to be undertaken in the SMTC study area in support of the goals, objectives and actions established in the Long Range Transportation Plan (LRTP), which was originally adopted in January 1995 and updated in 1998, 2001, 2004, 2007, and 2011. The SMTC Central Staff, working with the Planning Committee and the New York State Department of Transportation, initiates the process of developing the UPWP and prepares a final draft for both Planning and Policy Committee consideration. The intent in developing a comprehensive Work Program is to ensure that a coordinated transportation planning process occurs in the region, which will make positive contributions toward achievement of the established Long Range Transportation Plan goals regarding mobility, facilities, safety, the environment, economy and land use.

The SMTC's Operations Plan outlines a framework for the Work Program that the Central Staff is expected to accomplish, and provides guidance with respect to a financial plan to support the Work Program. This 2012-2013 Work Program is intended to be consistent with the Operations Plan, as well as the metropolitan planning requirements of the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its implementing regulations. Compliance with these regulations frames much of this program. Further, the Work Program strives to address New York State Department of Transportation planning emphasis areas which are intended to implement the State's policies for urban area transportation planning. This is to ensure that projects conceived by the SMTC fulfill Federal and State policies, and local issues progress in a timely manner.

The status of the current Work Program is reviewed monthly by the SMTC's Executive Committee to ensure that it is being carried out in a manner consistent with the MPO's goals. While it is the mission of the Central Staff and the Executive Committee to complete work efforts within a program year, task elements may be designed to span multiple fiscal years and therefore are carried into subsequent Work Programs to effect

closure. Each year an estimate of transportation planning funds available for new programs is made. Policy direction and scope of the UPWP are developed with member agency participation based on their needs, consistent with the LRTP.

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

## **COUNCIL ORGANIZATION**

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

### *Policy Committee*

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

### *Planning Committee*

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

### *Executive Committee*

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

### *Additional Committees*

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

The SMTC typically develops a project specific Study Advisory Committee (SAC) for each of its planning activities.

The SMTC also has a permanent Capital Projects Committee. The Capital Projects Committee is responsible for making recommendations to the full Planning Committee regarding project priorities to be funded by various Federal Aid Transportation Programs and included in the TIP.

#### *Non-Voting Membership*

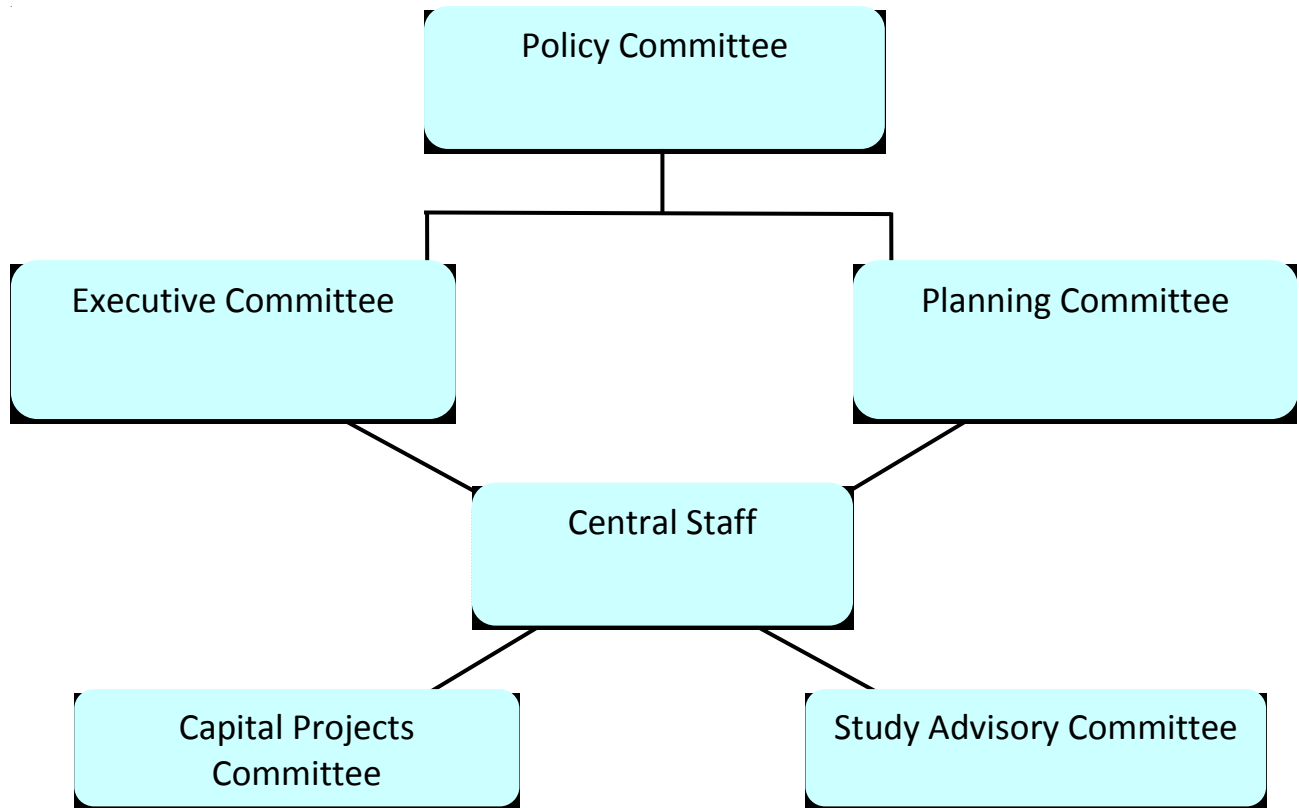
The SMTC maintains a non-voting membership category to accommodate agencies that have programs indirectly related to transportation and/or transportation planning. With the exception of voting on official Council business, these members are eligible to participate in Committee discussions and to receive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

#### *Organizational Objectives*

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

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

# SMTC COMMITTEE STRUCTURE



## **SMTC STAFFING**

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

### *SMTC Central Staff*

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

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

### *Member Agencies*

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

## **OPERATIONAL PROCEDURES AND BYLAWS**

The SMTC operates under an adopted set of bylaws. Administrative and operational procedures are included in the SMTC Operations Plan and in the operational policies of the Central New York Regional Planning and Development Board.

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

## UNIFIED PLANNING WORK PROGRAM (UPWP) FRAMEWORK

The 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(s) (April through March). Other than administration, the basis of the work program is focused in three broad areas:

- I. Maintenance of a Transportation Improvement Program (TIP), which identifies projects and/or programs to receive various sources of Federal funds covering highway, transit, and intermodal facilities and programs.
- II. Maintenance and implementation of the Long Range Transportation Plan (LRTP), which identifies priority transportation system deficiencies and feasible/appropriate methods for addressing those deficiencies in a fiscally constrained environment.

Five transportation goals were identified for the Syracuse Metropolitan Area in the SMTC 2020 Long Range Transportation Plan adopted in January 1995, updated in 1998, 2001, 2004, 2007, and 2011, including: mobility, safety, environment, economy and facilities. Detailed objectives and action recommendations were also identified in regard to each of the goal areas.

- III. Recognition of requirements established by the Federal Highway Administration (FHWA) regarding the national transportation planning priorities included in the SAFETEA-LU and National Highway System legislation. The eight planning factor requirements of SAFETEA-LU are listed below:
  1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
  2. Increase the safety of the transportation system for motorized and non-motorized users;
  3. Increase the security of the transportation system for motorized and non-motorized users;
  4. Increase the accessibility and mobility of people and for freight;
  5. Protect and enhance the environment, promote energy conservation, improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  7. Promote efficient system management and operation; and
  8. Emphasize the preservation of the existing transportation system.

## **SUMMARY OF MAJOR PROGRAMMED ACTIVITIES**

The 2012-2013 SMTC Unified Planning Work Program (UPWP) is based on the SMTC's 2020 Long-Range Transportation Plan, which was updated and approved by the Policy Committee. Emphasis has been placed on developing a program which can be reasonably accomplished with available staff and consultant resources and which is in keeping with the priorities of the SMTC area.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and other Federal legislation (1990 Clean Air Act Amendments and Americans With Disabilities Act of 1990) significantly impact the manner in which the cooperative, continuous and comprehensive transportation planning process is administered. Among the opportunities are funding flexibility, intermodal planning, protection of the environment and the maintenance and preservation of existing transportation infrastructure.

Tasks within this Work Program 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 and public participation. In addition, funding is included for the staff to become educated on federal legislation and requirements.

### **2 — Short Range Transportation Planning**

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

### **3 — Long Range Transportation Planning**

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

### **4 — Transportation Improvement Program (TIP)**

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

### **5 — Other Activities**

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

### **6 — Budget Tables**

## **2010-2012 UPWP SUMMARY OF ACCOMPLISHMENTS**

### **General Administration**

The accomplishments under this task were necessary to ensure that the MPO functioned adequately to manage the transportation planning process, ensuring that it is comprehensive, continuous, and cooperative in nature, and that it is in compliance with applicable Federal, State, and local laws and requirements. Therefore, the accomplishments under this task for the two-year period are varied and include, but are not limited to, the items noted below:

- Held twenty-three Executive Committee, eight Planning Committee, and seven Policy Committee meetings over the course of the two program years and provided administrative and technical support to these committees as needed;
- Disseminated mailings and other appropriate communications as necessary;
- Maintained all financial records of revenues and expenditures;
- Upgraded and maintained in-house computer and network resources;
- Completed all required communications and coordination with NYSDOT, FHWA and FTA;
- Completed the required UPWP Semi-Annual Reports;
- Continued training of various MPO staff as appropriate; and
- Continued participation, with the New York State Association of Metropolitan Planning Organizations (NYSMPO) and other professional affiliations as needed.

### **Public Participation**

Significant public participation/media relations efforts and activities were conducted over the past two program years with the goals of enhancing the SMTC's transportation planning process with greater opportunities for public participation, input, involvement and exposure. This includes but is not limited to:

- Publicized via press releases and legal notices, public comment periods relating to the Long Range Transportation Plan 2011 Update and the 2011-2015 Transportation Improvement Program;
- Held the first public workshops for *The I-81 Challenge* and also presented the study effort at various small group meetings throughout Onondaga County;
- Gave numerous print and television interviews regarding *The I-81 Challenge*;
- Staff participated in the Share the Road Expo;
- Held the Final Public Meetings for the East Genesee Street Sidewalk Feasibility Study, the Clay Three Rivers Access Study, and the James Street Road Diet project;
- Held several SAC and stakeholder meetings for several UPWP planning projects;
- Maintained the SMTC web site, including the update and maintenance of interactive content components; and
- Developed and distributed the SMTC newsletter, *DIRECTIONS*.

### **UPWP Maintenance and Development**

This task involved the creation and dissemination of the 2010-2012 UPWP and the 2011-2012 UPWP Amendment, which were developed via a cooperative process involving all member agencies as well as the SMTC Central Staff. A call letter for new projects for the 2011-2012 UPWP Amendment was distributed to all member agencies, town and village mayors and supervisors in October 2010. The SMTC received numerous project proposals from a variety of potential applicants for planning assistance consideration. Additional highlights from the 2011-2012 UPWP Amendment are included in the following pages. Given budgetary constraints associated with available federal planning funds, five new projects were added to the 2011-2012 UPWP Amendment. A planning program was then developed within the budgetary constraints. The draft document then underwent the accepted committee review and approval processes. Additionally, the semiannual reports were submitted to the FHWA and FTA as required. Project details are provided in this document.

### **SAFETEA-LU - Miscellaneous**

The purpose of this task was to provide funds to allow the Central Staff to continue to follow all policies and practices as they relate to federal requirements. During the two program years, the United States Congress approved various extensions for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The latest extension ensured federal transportation funding assistance through March 2012.

### **UPWP Previous Year's Closeouts**

The purpose of this task was to provide a "catch-all" billing code and funding for closing out any outstanding UPWP activities from the previous program year that did not warrant carrying over the project to the next program year. This task was not utilized extensively within the 2011-2012 UPWP, but will continue to stand as a necessary line item within the UPWP.

### **Census Data Compilation and/or Analysis**

This task provides the SMTC with the ability to continue the process of compiling and analyzing Census data relevant to the MPO area, and to continue 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. This also includes the analysis of demographic data for inclusion within various UPWP Planning Projects. The SMTC staff responded to several member agency requests for various Census-related data, maps and tables throughout the course of the two program years.

### **Data Collection, Compilation, and/or Analysis**

This task allows for staff to collect, analyze and utilize various forms of data that assist in the everyday operation of the MPO. The SMTC continued to perform its annual updates of its MS-Access database with new count information (that is linked to GIS) for each year. This allows for vehicle count locations to be mapped and for the data to be accessed automatically. The interactive traffic count component on the SMTC's website was significantly updated during the 2011-2012 program cycle. Additionally, specific counts were taken by either the SMTC staff or a traffic count consultant over the 2010-2011 and 2011-2012 program years in response to member agency requests.

In Fall 2010, the SMTC continued the traffic count program by retaining consultant assistance to gather various counts throughout the planning area in support of activities undertaken by the SMTC.

### **Functional Classification System Review**

The purpose of this task was to continue the review and appropriateness of various classifications within the SMTC planning area. This task was not utilized extensively within the 2010-2011 and 2011-2012 UPWP, but will continue to stand as a necessary line item within the UPWP. Staff updated the SMTC website with a complete functional classification mapping inventory by municipality. Activity under this line item is anticipated to occur in the 2012-2013 program following release of 2010 Census urban area data.

### **Geographic Information Systems (GIS)**

The SMTC continued to improve and maintain its GIS database library for use on all planning activities. Specific milestones worth noting for this project task include, but are not limited to, the following:

- Realigned and updated Centro's fixed route GIS file for improved spatial representation;
- Responded to various member agency requests for GIS assistance;
- Map and data creation in direct support of SMTC planning projects;
- Continued training of appropriate staff in the use of GIS software and extensions;
- Updated the GIS data library and organized existing data; and
- Continued participation in NYSMPO GIS Working Group meetings and GIS conferences to keep informed on the latest GIS activities and initiatives.

### **Geographic Information Systems – Member Agency**

The purpose of this task was to manage the agency's GIS to support regional planning needs of the MPO member agencies. The following activities were accomplished during the last two programs:

- Assisted member agencies with GIS related data requests such as pedestrian shed maps for over 100 different locations in the City of Syracuse, a revised fare zone structure map for Centro, projected housing and economic development mapping for Onondaga County and various maps for the CNYRPDB in support of grant applications.

### **Air Quality, Conformity and Energy**

This task allows for the SMTC to ensure that it meets all requirements of Federal and State agencies in terms of air quality, conformity and the NYS Energy Plan. Specifically, it allows the SMTC to continue to provide for air quality planning initiatives and activities in the MPO area that comply with the conformity requirements of the Clear Air Act Amendments of 1990 and other Federal requirements, as well as evolving state regulations. The SMTC staff continued to meet all federal and state requirements relating to air quality, conformity and the NYS Energy Plan over the past two program years. Accomplishments and milestones are noted below:

- Staff completed periodic reporting and analysis of CMAQ funded projects as required and requested from State and Federal agencies;
- Staff worked with SMTC member agencies as required to ensure that appropriate guidelines were followed on CMAQ funded projects;
- Participation on numerous conference calls and workshops with State and Federal representatives relating to air quality initiatives to ensure that the SMTC is fully versed on all requirements and obligations; and

### **Air / Water Planning**

The purpose of this task is to include multi-modal transportation planning in the MPO process in order to effectively address air and water transportation issues for moving both people and freight, as appropriate. Major activities completed under this task include the following:

- Developed a workplan for a revised canal/waterways map;
- Completed data collection efforts to ensure current information is displayed accurately on revised map;
- Created, printed and distributed the Map of Waterway Destinations and Services in the Greater Syracuse Area; and
- Attended meetings for the Syracuse Airport Authority.

### **Bicycle and Pedestrian Planning**

The purpose of this task is to include multi-modal transportation planning in the MPO process in order to effectively address bicycle and pedestrian transportation issues. Over the past two years, the SMTC participated in a variety of activities in support of this goal. Highlights of this activity include:

- Completed update to, and initiated distribution of, the 2011 Bicycle Suitability Map throughout the MPO area and beyond as requested;
- Continued participation on the NYSMPO bicycle/pedestrian Working Group and attendance at pedestrian/bicycle coordinator meetings between the NYSDOT and MPO staff;
- Provided assistance to staff members relating to bicycle and pedestrian planning for all relevant planning projects;
- Responded to requests for information from local municipalities, member agencies and the general public relative to bicycle/pedestrian planning;
- Attended numerous meetings of the CNY Pathways Group; a committee formed under the F.O.C.U.S umbrella that advocates additional and improved multi-modal activities throughout Onondaga County;
- Initiated the development of a website and an interactive trails map for the CNY Pathways Group; and
- Attended meetings and participated with the Onondaga County Health Department's complete streets initiative.

### **Bridge and Pavement Condition Management System (BPCMS)**

The purpose of this project is to combine all of the bridge and pavement data from the various jurisdictions into one management system that is linked to a Geographic Information System (GIS). By combining all of the condition ratings into a GIS format, data can be mapped, analyzed, presented and accessed in a useful manner.

This report successfully compiles all of the relevant bridge and pavement condition information into an accessible format that is shared with the SMTC's member agencies for use as a basis of future analyses when appropriate. The BPCMS Working Document is completed annually and the 2010-2011 Working Document has been disseminated to member agencies for their use. The 2011-2012 BPCMS is scheduled for completion in March 2012.

### **Almond Street Accommodation Evaluation**

The purpose of this project is to complete a short-term feasibility analysis of Almond Street between Adams Street and E. Genesee Street in the City of Syracuse for the installation of several pedestrian measures. This project commenced during the 2009-2010 UPWP year and was acknowledged by the SMTC Policy Committee as complete in December 2010.

### **Congestion Management Process**

The purpose of this study is to complete a Congestion Management Process (CMP) analysis for various identified highways/streets within the MPO area. Member agencies decided to continue to examine congestion of both links and intersections via the CMP. The Study Advisory Committee (SAC) also agreed to utilize the Travel Demand Model for screening level analyses to determine which road segments and intersections to include in the CMP. The SAC chose to continue the use of volume-to-capacity ratios, level of service parameters, and an excess delay calculation to determine the extent of congestion. Staff worked on the CMP document and organized it by section following the guidelines presented by the FHWA. A final report for the latest iteration of the CMP was acknowledged as complete by the SMTC Policy Committee in July 2011.

### **Environmental Justice Analysis**

The purpose of this project is to continue to examine issues relevant to environmental justice in the SMTC area. This includes examining the relationship between various socioeconomic and demographic data and the transportation systems and plans in the MPO area. With the release of 2010 Census data in usable format during the 2011 calendar year, staff anticipates completion of a revised Environmental Justice report in early 2012. This project provides technical support to numerous SMTC planning activities.

### **I-81 Public Participation**

The purpose of this project is to facilitate a major public participation effort in conjunction with the New York State Department of Transportation (NYSDOT) I-81 Corridor Study, known as *The I-81 Challenge*. Significant accomplishments and activities have occurred during the two program years as noted below.

- Retained consultant assistance for the second and third phase of public outreach;
- Retained consultant assistance for translation and/or interpretation services;
- Developed and distributed project fact sheets and newsletters;
- Updated the project specific web site ([www.theI81challenge.org](http://www.theI81challenge.org));
- Held two additional focus group meetings;
- Presented the project at numerous small group meetings to educate them on the I-81 decision making process;
- Increased media presence for the project through paid advertising on radio stations, in the newspaper and on [syracuse.com](http://syracuse.com);
- Held the first public workshop which discussed the history, context, condition of I-81 and sought public opinion on future options for the highway's future;
- Participated in WCNY's three part series on I-81;
- Established Community Liaison and Municipal Liaison Committees (CLC and MLC) to further engage the public on study efforts;
- Worked with the NYSDOT to create a summary document of the Existing Conditions Analysis;
- Established social media presence for the I-81 project on the internet through a project specific blog site and Facebook page that are updated routinely;
- Developed Case Study and History videos for the project website;
- Developed a May 2011 Workshop Summary and posted on project website;
- Held various Study Advisory Committee meetings and two CLC and MLC meetings;
- Developed White Paper #2 that highlights community input since the inception of the project and posted on project website; and
- Developed I-81 Spring 2011 Questionnaire Summary and posted on project website.

### **I-81 Travel Demand Modeling**

The purpose of this task is to utilize the SMTC's Travel Demand Model to evaluate the existing and future traffic conditions along I-81 in the SMTC planning area based on a selection of possible alternatives and scenarios from *The I-81 Challenge*. Accomplishments include:

- Updated network model files;
- Compared and modified as appropriate traffic analysis zone socioeconomic data;
- Updated as appropriate population figures in the City of Syracuse after review of 2010 Census data; and
- Created, and tested a final version of the travel demand model to be used for the I-81 study alternatives analysis.

### **MPO Area Regional Planning Initiatives**

This project allows the MPO staff to be involved in a variety of important regional planning activities both within and outside the SMTC metropolitan area. Staff actively participated in initiatives with F.O.C.U.S., the Onondaga Citizen's League, the Connective Corridor and CenterState CEO's Metropolitan Business Plan development. Also, in June 2010, the NYSMPO Annual Conference was held in Syracuse, NY. The conference was hosted by the SMTC with the majority of event planning activities undertaken by Central Staff.

### **Long Range Transportation Plan**

This project consisted of continuing efforts to complete the 2011 Long Range Transportation Plan Update and begin conversations for the next iteration of the document.

- Implemented the joint LRTP and SOCPA Community Transportation Survey and finalized report summary;
- Drafted various chapters of the 2011 LRTP Update and reviewed with the Study Advisory Committee;
- Held a public meeting and provided a public comment period for the draft 2011 LRTP Update;
- Finalized report which was adopted by the SMTC Policy Committee in July 2011; and
- Initiated discussions/review for development of the next LRTP, scheduled for Policy Committee adoption in 2015.

### **Operations and Integration**

This task allows for the SMTC to facilitate communication among the various SMTC member agencies relative to System Operations and Integration, including Intelligent Transportation Systems (ITS) issues. To that end, staff has worked with appropriate member agencies on various ITS initiatives including participation, as warranted in the Syracuse Signal Interconnect Expansion and the New York State Department of Transportation Operations Working Group.

### **Rail/Truck and Transit Planning**

The purpose of this project is 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. Major accomplishments completed under this item include:

- Released and selected projects for receipt of funding as part of the 2010 and 2011 JARC and New Freedom FTA funding project solicitations;
- Reviewed various applications from the 2010 and 2011 FTA Section 5310 solicitation administered by the NYSDOT;
- Completed the triennially required Title VI documentation on behalf of the CNYRTA in September 2010;
- Attended CNYRTA's regularly scheduled board meetings;
- Continued participation with the Accessible Transportation Advisory Committee; and
- Attended various project advisory meetings for the Mohawk-Erie Multimodal Transportation Corridor Study.

### **Traffic Safety**

The purpose of this task is to participate in various traffic safety initiatives as appropriate. Over the past two years, staff participated actively with the Onondaga County Traffic Safety Advisory Board as well as participated in the monthly meetings of the NYSMPO Safety Working Group. Additional activities under this item include:

- Participated in the 2010 and 2011 Lights on Caravan;
- Attended the 2010 and 2011 Share the Road Expo; and
- Attended the 2010 and 2011 New York Highway Safety Symposium.

### **Transportation/Land Use Educational Outreach**

The intent of this project is to provide an educational outreach program for municipal officials and the general public related to transportation and land use in creating more livable communities. Over the past two years, the SMTC continued to distribute copies of the well received Transportation-Land Use CD to municipalities and member agencies in the planning area, and presented a Land Use and Transportation seminar for the Madison County Planning and Zoning Institute training series.

### **Travel Demand Modeling**

The purpose of this project through the 2010-2011 UPWP was to improve and utilize the SMTC's Travel Demand Model (TDM) as necessary and appropriate in support of planning activities of the SMTC and its member agencies. Selected major accomplishments under this effort are itemized below:

- Completed work on projecting socioeconomic data to future years for use with the I-81 study, the Long Range Transportation Plan, the Transportation Improvement Program and other applicable planning studies undertaken by the SMTC;
- Created a Travel Demand Model Validation report and a Model Documentation report.

### **Safety Improvement**

This project is an annual element for the SMTC work program with the intention to further the objective of traffic safety issues and concerns in the area by examining traffic incidents in the City of Syracuse and/or Onondaga County. For the two year cycle, the following items were accomplished:

- Gathered crash information for over one-hundred intersections under City or County ownership from the New York State's ALIS interactive web site and forwarded on for their selection of locations for analysis;
- Assembled traffic volume and signal data in support of the project task;
- Initiated an in-depth analysis on ten County locations. A Working Document was finalized in March 2012.
- Initiated analysis on ten City locations. A Working Document is scheduled for completion in Spring 2012.

### **OCDOT Signal Optimization**

The Onondaga County Department of Transportation (OCDOT) requested this project to assist them with the analysis and planning for signal optimization. The project involved working with the OCDOT to analyze approximately one-third of their signalized intersections on an annual basis to provide for better and improved signal optimization that can be achieved through low cost improvements. The first optimization project was acknowledged as complete by the SMTC Policy Committee in December 2010, while a consultant was also retained during the 2011-2011 program cycle to complete the second phase. Activities accomplished in the 2011-2012 UPWP included the initiation of in-depth analysis of over thirty intersections for the second phase of the optimization project. The second phase is scheduled for completion in March 2012.

### **SOCPA Development Guide Update Assistance**

This project continued SMTC assistance to Onondaga County. The joint Community Planning and Transportation Resident survey was released in early 2010 and received a total of 928 responses. A summary document was developed and finalized in December 2010. Survey results show there's a general interest and support of smart growth principles and regional planning along with a desire to explore more and differing transportation options. These results will assist both SOCPA's effort in the development of their Sustainable Development Plan and the SMTC's LRTP.

### **East Genesee Street Sidewalk Study**

The SMTC agreed to undertake this study on behalf of the City of Syracuse. The purpose of this project was to examine the feasibility and necessity of installing sidewalks along East Genesee Street from East Avenue toward the eastern City line, and along Meadowbrook Drive between Hurlburt Road and Kimber Road. Public meetings occurred in 2010 and 2011. This project was completed and acknowledged by the SMTC Policy Committee in November 2011.

### **Transportation Demand Management for Downtown Syracuse**

This project's purpose was to identify applicable transportation demand management strategies for downtown employees as a way to reduce both current and future parking needs and examine the feasibility of establishing a Transportation Management Authority within the downtown area of the City. Activities accomplished during the 2010-2011 program include various stakeholder interviews; creation, implementation and summation of employer and employee surveys; development of various project document components; and a public information session. A final document was acknowledged as complete in November 2011 by the SMTC Policy Committee.

### **Clay Three Rivers Access Study**

The purpose of this study was to assess the potential transportation impacts related with the redevelopment of the Three Rivers Point and to guide the adoption of a reuse plan for the area. This study examined multi-modal access to and circulation within the Three Rivers Point area to provide the Town of Clay with an understanding of the transportation impacts associated with different redevelopment options. Activities accomplished under this item in the two year cycle include:

- Developed two plausible development scenarios for the project site;
- Held public informational sessions to present the project and engage the public; and
- Completed document and obtained SMTC Policy Committee acknowledgment in November 2011.

### **CNYRTA Transit Initiative Study**

The CNYRTA Transit Initiative Study would consist of a systems planning analysis to assess the effectiveness and efficiency of the existing transit system in the Syracuse metropolitan area, and examine the potential for enhanced transit service between significant origins and destinations in the MPA. It was determined that given the extensive work efforts associated with the NYSDOT Interstate 81 Corridor Study as part of *The I-81 Challenge*, the transit initiative study will not be progressed at this time. It will remain an open project on the SMTC's work program with a limited budget and when appropriate will be revisited to determine any gaps between the original needs and those completed via the NYSDOT I-81 transit effort.

### **Near Northside Parking & Transportation Study**

The purpose of this project was to build on and leverage the existing Prospect Hill Study completed by the CNYRPDB in regard to parking and transportation needs in the area. This project covered the Near Northside neighborhood of Syracuse, which contains both the North Salina Street Business District and the Prospect Hill Medical District and suggest shared parking and wayfinding recommendations. Work activities completed during the 2010-2011 year include:

- Several focus group meetings for businesses within the study area;
- Held a public meeting to inform the project to the public;
- Assembled a variety of data essential to the project's completion;
- Developed an existing conditions and opportunities and constraints technical documentation; and
- Obtained SMTC Policy Committee acknowledgement of report completion in March 2011.

### **James Street Road Diet**

The purpose of this project was to determine the feasibility of traffic calming on this commuter corridor via the possibility of lane configuration changes in the City of Syracuse. Staff assembled and gathered numerous datasets for use within the project; completed various technical document components and held two public information sessions. This project was acknowledged as complete by the SMTC Policy Committee in November 2011.

### **Bicycle Corridor Study**

The purpose of this study is to complete an analysis that identifies various corridors within the SMTC planning area for potential implementation of bicycle infrastructure. This project commenced in late 2011 and included the following accomplishments:

- Created a scope of work;
- Held one Study Advisory Committee meeting;
- Drafted various document components; and
- Utilized the SMTC travel demand model to evaluate home base work trips as an input to identify potential origins, destinations, and routes.

The project is scheduled for completion during the 2012-2013 UPWP.

### **Erie Canalway Trail**

This project will seek to re-establish identification of how and where to locate the Erie Canalway Trail through the City of Syracuse, including connections to the east and west of the City. Activities completed in 2011 include:

- Created a scope of work;
- Held one Study Advisory Committee meeting; and
- Initiated data collection efforts.

This project is anticipated for completion in 2012.

### **Onondaga County Sustainable Streets Initiative**

The intention of this task is to provide detailed research into topics such as evolving policies and legislative mandates, as well as best practices in planning, designing, financing and maintaining sidewalks. Accomplishments completed to date include the development/approval of a scope of work, updated the agency's sidewalk inventory for locations outside of the City of Syracuse, assembled municipal sidewalk policies, and commenced work on generating a City of Syracuse sidewalk inventory.

### **Downtown Syracuse Two-Way Feasibility Technical Analysis**

This feasibility technical analysis will examine the plausibility of converting a number of one-way streets in the downtown area of the City of Syracuse two-way operations. The project was initiated during the 2011-2012 program cycle and included the following activities:

- Created scope of work; and
- Released Request for Proposals and retained consultant services.

Major activities under this task will be initiated during the 2012-2013 program cycle.

### **City of Syracuse Wayfinding Study**

This project will seek to establish a comprehensive wayfinding strategy that focuses on tourist oriented districts in the City of Syracuse. Similar to other "new" tasks that were initiated during the 2011-2012 cycle, accomplishments included:

- Created a scope of work;
- Held one Study Advisory Committee meeting; and
- Initiated data collection efforts.

It is anticipated that the project will be complete during the 2012-2013 program.

### **TIP Development & Maintenance**

Activities for this project ensure that the TIP complies with all federal and state requirements. This project's purpose was two-fold during the 2010-2011 and 2011-2012 program years 1) complete the approval process of the 2011-2015 TIP and 2) maintain and revise the 2011-2015 TIP as necessary utilizing updated sub-allocation planning targets. The 2011-2015 TIP was approved by the SMTC Policy Committee in July 2010. The multi-year capital program allocates approximately \$339,000,000 to highway and transit projects within the SMTC planning area. The vast majority of these funds are programmed to projects for infrastructure maintenance. A revised 2011-2015 TIP is scheduled for adoption in early 2012, whereby numerous project schedules will be readjusted. Beginning in Fall 2012, a complete update to the capital program will be initiated.

### **Miscellaneous Activities & Special Technical Assistance**

This task covered miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP Tasks. The SMTC undertook all responsibilities to ensure the 2010 NYSMPO Annual Conference would occur. Also, this task provides for special technical assistance to member agencies, local governments, and other agencies and/or organizations. Over the 2010-2011 and 2011-2012 cycle, staff gave separate presentations to the Onondaga Citizens League, F.O.C.U.S, and the Onondaga County Planning Federation Municipal Training Conference on the topics of transportation planning in central New York and sustainability in the transportation sector. Emphasis was placed on the role of the MPO, transportation conformity, *The I-81 Challenge*, the transportation/land use connection, the TIP and transportation planning priorities.

## **New York State Metropolitan Planning Organizations Shared Cost Initiatives**

In addition to the projects included in the SMTC's program, staff will be participating with other New York State Metropolitan Planning Organizations on several Shared Cost Initiative (SCI) projects. The SMTC's federal allocation accounted for in the budget tables does not include the set-aside for these SCI projects, as the allocation was previously adjusted proportionally by the New York State Department of Transportation (NYSDOT). In addition, the SMTC FHWA allocation has also been adjusted to account for the annual Association of Metropolitan Planning Organization's dues. Also it should be noted that the SCI funding includes NYSDOT SPR funding for SCI Working Groups as listed in the attached table. The SCI projects are outlined below for 2012-2013. The SMTC fully supports and participates in the SCI program statewide.

As part of UPWP development each year, the 13 MPOs in New York State (NYSAMPO) collectively reserve a limited amount of federal transportation planning funds to fund a series of statewide shared cost initiatives (SCIs) and pay annual dues to the Association of Metropolitan Planning Organizations (AMPO). As available, the NYSDOT has made FHWA Statewide Planning and Research (SPR) funds available to NYSAMPO to supplement SCIs funded with FHWA PL and FTA MPP funds.

### **NYSAMPO Staff Support**

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

Cost: \$175,000 (FHWA PL and FTA MPP)

Lead Agency: Capital District Transportation Committee

### **NYSAMPO Staff Training**

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

Cost: \$25,000 (FTA MPP)

Lead Agency: Genesee Transportation Council

### **AMPO Dues**

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

Cost: \$40,236 (FHWA PL)

Lead Agency: Binghamton Metropolitan Transportation Study

## 2012- 2013 UPWP PROGRAM OUTLINE

**THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY. THE INDICATED BREAKDOWN OF ESTIMATED STAFF/CONTRACTUAL ASSIGNMENTS AND BUDGETS ARE SUBJECT TO MODIFICATION AS NEEDED.**

ID	Category	2012-2013			Notes
		Project Total	Staff & Operating Expense Budget	Contractual Budget	
<b>1.</b>	<b>Program Administration and Support (44.21.00)</b>				
A.	General Administration	\$230,000	\$165,000	\$65,000	Contractual for Host Agency Agreement
B.	Public Participation	\$40,000	\$40,000	\$0	
C.	Federal Transportation Legislation Examination and Evaluation	\$5,000	\$5,000	\$0	For SAFETEA-LU compliance and new legislation
D.	UPWP Previous Year Closeouts	\$7,000	\$7,000	\$0	
E.	UPWP Maintenance and Development	\$7,500	\$7,500	\$0	
	<b>Total Program Administration &amp; Support</b>	<b>\$289,500</b>	<b>\$224,500</b>	<b>\$65,000</b>	
<b>2.</b>	<b>Short-Range Transportation Planning (44.24.00)</b>				
A.	Census Data Compilation and/or Analysis	\$5,000	\$5,000	\$0	
B.	Data Collection, Compilation and/or Analysis	\$30,000	\$15,000	\$15,000	
C.	Functional Classification System Review	\$5,000	\$5,000	\$0	
D.	Geographic Information Systems - SMTC	\$30,000	\$30,000	\$0	
E.	Geographic Information Systems - Member Agency Assistance	\$25,000	\$25,000	\$0	Purpose is to provide GIS services to Member Agencies related to regional planning
	<b>Total Short-Range Transportation Planning</b>	<b>\$95,000</b>	<b>\$80,000</b>	<b>\$15,000</b>	
<b>3.</b>	<b>Long-Range Transportation Planning (44.23.02)</b>				
A.	Air Quality, Conformity and Energy	\$10,000	\$10,000	\$0	
B.	Air/Water Planning	\$5,000	\$5,000	\$0	
C.	Bicycle/Pedestrian Planning	\$25,000	\$25,000		
D.	Bridge and Pavement Condition Management System (BPCMS)	\$10,000	\$10,000	\$0	
E.	OCDOT Signal Optimization	\$33,000	\$13,000	\$20,000	
F.	SOCPA Development Guide Update Assistance	\$70,000	\$10,000	\$60,000	
G.	Environmental Justice	\$5,000	\$5,000	\$0	
H.	I-81 Public Participation Project	\$80,500	\$80,000	\$500	
I.	I-81 Travel Demand Modeling Project	\$45,500	\$45,000	\$500	<b>Plus consultant expenses incurred under SPR (see associated table) SPR Total is \$450,000</b>
J.	MPO Area Regional Planning Initiatives	\$31,000	\$31,000	\$0	
K.	Long-Range Transportation Plan	\$60,000	\$50,000	\$10,000	Contractual is CNYRPBD Staff Time
L.	Operations and Integration	\$5,000	\$5,000	\$0	
M.	Rail, Truck and Transit Planning	\$35,000	\$35,000	\$0	
N.	Traffic Safety	\$12,000	\$12,000	\$0	
O.	Safety Improvement	\$15,000	\$15,000	\$0	
P.	Transportation/Land Use Educational Outreach	\$15,000	\$15,000	\$0	
Q.	Travel Demand Modeling	\$45,000	\$25,000	\$20,000	Contractual for Modeling Assistance as necessary for staff assistance
R.	CNYRTA Transit Initiative	\$30,000	\$30,000	\$0	
S.	NYS DOT Bicycle Corridor Study	\$35,000	\$35,000	\$0	
T.	Erie Canalway Trail	\$50,000	\$40,000	\$10,000	Contractual is CNYRPBD Staff Time
U.	Onondaga County Sustainable Streets Initiative	\$87,000	\$67,000	\$20,000	
V.	Downtown Syracuse Two Way Feasibility Technical Analysis	\$97,000	\$25,000	\$72,000	
W.	City of Syracuse Wayfinding Study	\$45,000	\$35,000	\$10,000	Contractual is CNYRPBD Staff Time
		<b>\$846,000</b>	<b>\$623,000</b>	<b>\$223,000</b>	
<b>4.</b>	<b>Transportation Improvement Program (TIP) (44.25.00)</b>				
A.	TIP Development & Maintenance	\$35,000	\$35,000	\$0	
	<b>Total Transportation Improvement Program</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$0</b>	
<b>5.</b>	<b>Other Activities (44.27.00)</b>				
A.	Miscellaneous Activities and Special Technical Assistance	\$27,917	\$27,917	\$0	
	<b>Total Other Activities</b>	<b>\$27,917</b>	<b>\$27,917</b>	<b>\$0</b>	
	<b>Grand Total Traditional Funding</b>	<b>\$1,293,417</b>	<b>\$990,417</b>	<b>\$303,000</b>	

<b>SPR Expenses for I-81</b>	<b>\$450,000</b>
<b>Total SMTC Program Cost</b>	<b>\$1,743,417</b>

# **UNIFIED PLANNING WORK PROGRAM**

**FY 2012-2013**

## **1. PROGRAM ADMINISTRATION and SUPPORT**

**1A General Administration**

**1B Public Participation**

**1C Federal Transportation Legislation Examination &  
Evaluation**

**1D UPWP Previous Year Closeouts**

**1E UPWP Maintenance and Development**

<b>PROJECT NO:</b>	<b>1A</b>	
<b>PROJECT TITLE:</b>	<b>General Administration</b>	
<b>OBJECTIVE:</b>		
To initiate and properly manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations.		
<b>METHODOLOGY:</b>		
The SMTC provides staff support to the Policy, Executive, and Planning Committees, in addition to other permanent and ad-hoc committees. The Staff will implement the work tasks as contained in this UPWP. Other administrative activities include, but are not limited to the following:		
<ul style="list-style-type: none"> <li>● Act as local liaison to NYSDOT, CNYRTA, CNY RPDB, and other transportation related agencies to ensure coordination;</li> <li>● Provide administrative support and technical assistance to the Policy, Executive, and Planning Committees, as well as other permanent and ad-hoc committees, as needed;</li> <li>● Maintain financial records of all revenues and expenditures;</li> <li>● Prepare and distribute meeting notices and agenda packages for all SMTC committees;</li> <li>● Prepare certification documentation, agreements, resolutions, memoranda of understanding (MOU's), etc.;</li> <li>● Review and modify the Operations Plan as a result of modifications to the Metropolitan Planning Area and Urban Area Boundaries, as necessary;</li> <li>● Attend NYSDOT, FHWA, FTA, and MPO training sessions and other necessary workshops and meetings as appropriate;</li> <li>● Maintain agreements between local governmental agencies and the MPO;</li> <li>● Prepare and distribute quarterly progress reports and other documents as required;</li> <li>● Interact/participate in NYS AMPO, ITE, APA, and other professional affiliations, and allow for appropriate resources, travel and training as necessary;</li> <li>● Provide funds for the purchase and maintenance of computer hardware and software to support the MPO planning program and related activities, including network maintenance;</li> <li>● Continue the SMTC's commitment to comply with Title VI of the Civil Rights Act of 1964;</li> <li>● Continue the SMTC's commitment to ensure that all of their programs and activities sufficiently address Environmental Justice principles and procedures, as appropriate; and</li> <li>● Continue to comply with the NYSDOT's Disadvantaged Business Enterprise Program.</li> </ul>		
<b>END PRODUCT:</b>		
The ability to operate the agency as a functional entity; the ability to meet federal and state requirements; the ability to meet local government expectations; Committee Documentation – including: reports, meeting minutes, committee mailings, and related materials; staff involvement in relevant organizations and activities; and adequate computer resources to meet the MPO planning activity requirements.		
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>Sponsor:</b> SMTC		<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, CNY RPDB, Other Agencies as Appropriate		FHWA (PL)      \$ 184,000
		FTA (Sec. 5303)      \$ 46,000
		TOTAL      \$ 230,000

<b>PROJECT NO:</b>	<b>1B</b>
<b>PROJECT TITLE:</b>	<b>Public Participation</b>
<b>OBJECTIVE:</b>	
To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.	
<b>METHODOLOGY:</b>	
<p>This task generally provides for the dissemination of information to the public about the transportation planning program. It also covers receiving public comment and input on transportation planning activities through public information meetings both hosted and attended by the SMTC.</p> <p>Specifically, this task includes the development of strategies for improving the public's access to the MPO planning process, including all stages of the development of MPO planning documents and studies.</p> <p>As part of this task, the SMTC will continue to ensure that the principles of Environmental Justice, including minority and low-income communities, are included and represented in all public outreach efforts.</p> <p>The techniques for the dissemination of information include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>● Newsletters;</li> <li>● Brochures and flyers;</li> <li>● Study reports and technical memoranda;</li> <li>● Public information meetings/workshops and conferences;</li> <li>● Media releases, press articles, and paid advertisements/features;</li> <li>● Direct contact with public/citizens mailing lists;</li> <li>● Transportation "fairs", exhibits or expositions; and</li> <li>● SMTC Web site (<a href="http://www.smtcmpo.org">www.smtcmpo.org</a>).</li> </ul> <p>Public participation opportunities (public input) include:</p> <ul style="list-style-type: none"> <li>● Public meetings/workshops;</li> <li>● Task Forces, focus groups;</li> <li>● Study Advisory Committees and Stakeholders database; and</li> <li>● Surveys, questionnaires, comment cards, etc.</li> </ul>	
<b>END PRODUCT:</b>	
Public Participation opportunities/activities, including SMTC newsletters, reports, press releases, maps, and slide presentations, web site maintenance, meetings, workshops, etc.	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<i><u>2012-2013</u></i>	
<b>Sponsor:</b> SMTC	FHWA (PL) \$ 32,000
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FTA (Sec. 5303) \$ 8,000
	TOTAL \$40,000

<b>PROJECT NO:</b>	<b>1C</b>						
<b>PROJECT TITLE:</b>	<b>Federal Transportation Legislation Examination &amp; Evaluation</b>						
<b>OBJECTIVE:</b>							
<p>To provide funds to allow the Central Staff to comply with existing and new Federal Legislation and to educate themselves on the changing regulations and requirements.</p>							
<b>METHODOLOGY:</b>							
<p>It is anticipated that a new Transportation Bill will be passed in the time frame of the 2012- 2013 UPWP. With the passage of the transportation bill there are specific regulations and requirements for Metropolitan Transportation Planning. The Federal Highway Administration, the Federal Transit Administration and the New York State Department of Transportation, as well as many other professional organizations, will assist Metropolitan Planning Organizations in interpreting and implementing the new regulations. Compliance with previous legislation is still required as well. This is a necessary compliance item.</p>							
<b>END PRODUCT:</b>							
<p>Improved knowledge of the Central Staff regarding the regulations and requirements of the new Transportation Bill as well as required continued compliance of existing legislation.</p>							
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>						
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>	<p><u>2012-2013</u></p> <table> <tr> <td>FHWA (PL)</td> <td>\$ 2,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 2,500</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 5,000</b></td> </tr> </table>	FHWA (PL)	\$ 2,500	FTA (Sec. 5303)	\$ 2,500	<b>TOTAL</b>	<b>\$ 5,000</b>
FHWA (PL)	\$ 2,500						
FTA (Sec. 5303)	\$ 2,500						
<b>TOTAL</b>	<b>\$ 5,000</b>						

<b>PROJECT NO:</b>	<b>1D</b>												
<b>PROJECT TITLE:</b>	<b>UPWP Previous Year Closeouts</b>												
<b>OBJECTIVE:</b>													
To provide a task, and thus a billing code, for closing out various UPWP activities from the previous program year.													
<b>METHODOLOGY:</b>													
<p>At the end of each program year, there are often various administrative tasks that need to be completed in order to officially close out a project. Such activities typically include the reproduction and distribution of Final Reports that were acknowledged prior to the close of the program year. Since there are no planning activities remaining, the project is not carried over and therefore does not possess a billing code to charge these final administrative tasks.</p> <p>This task is included as a “catch-all” to cover the administrative tasks necessary to completely close out various projects from the previous program year.</p>													
<b>END PRODUCT:</b>													
Completion of required minor tasks necessary to completely close out various projects/efforts from the previous program year.													
<table border="1"> <thead> <tr> <th><b>Project Sponsor / Participating Agencies:</b></th> <th colspan="2"><b>Funding Sources:</b></th> </tr> </thead> <tbody> <tr> <td rowspan="4"> <b>Sponsor:</b> SMTC   <b>Participating Agencies:</b> SMTC, CNYRPDB </td> <td colspan="2" style="text-align: center;"><u>2012-2013</u></td> </tr> <tr> <td>FHWA (PL)</td> <td>\$7,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 0</td> </tr> <tr> <td>TOTAL</td> <td>\$7,000</td> </tr> </tbody> </table>		<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNYRPDB	<u>2012-2013</u>		FHWA (PL)	\$7,000	FTA (Sec. 5303)	\$ 0	TOTAL	\$7,000
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>												
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNYRPDB	<u>2012-2013</u>												
	FHWA (PL)	\$7,000											
	FTA (Sec. 5303)	\$ 0											
	TOTAL	\$7,000											

<b>PROJECT NO:</b>	<b>1E</b>
<b>PROJECT TITLE:</b>	<b>UPWP Maintenance and Development</b>
<b>OBJECTIVE:</b>	
<p>Maintain the 2012-2013 Unified Planning Work Program (UPWP) as necessary and develop a subsequent work program accordingly.</p>	
<b>METHODOLOGY:</b>	
<p>This task includes all necessary work required to process amendments to the 2012-2013 UPWP and finalize according to Federal regulations.</p> <p>The UPWP indicates local, state, and federal funding of the UPWP work tasks and identifies the participating agencies for completing the work. The UPWP will be developed according to measures deemed necessary to ensure a “3C” planning process, one that is <u>continuing</u>, <u>cooperative</u>, and <u>comprehensive</u>.</p>	
<b>END PRODUCT:</b>	
<p>Maintenance of and amendments to the 2012-2013 UPWP as appropriate as well as development of the 2013 - 2014 UPWP.</p>	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC	<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL) \$ 7,200
	FTA (Sec. 5303) \$ 300
	TOTAL \$ 7,500

## **UNIFIED PLANNING WORK PROGRAM**

**FY 2012-2013**

### **2. SHORT-RANGE TRANSPORTATION PLANNING**

**2A Census Data Compilation, and/or Analysis**

**2B Data Collection, Compilation, and/or Analysis**

**2C Functional Classification System Review**

**2D Geographic Information Systems (GIS) -SMTC**

**2E Geographic Information Systems (GIS) - Member Agency Assistance**

<b>PROJECT NO:</b>	<b>2A</b>
<b>PROJECT TITLE:</b>	<b>Census Data Compilation and/or Analysis</b>
<b>OBJECTIVE:</b>	
<p>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, and general transportation planning for the MPO.</p>	
<b>METHODOLOGY:</b>	
<p>This UPWP task is an ongoing activity of the SMTC. It allows for staff to utilize various Census data for Long Range Transportation Planning Activities, Travel Demand Modeling, Environmental Justice, and general transportation planning completed by the MPO. Additionally, member agencies frequently request that the SMTC create customized census data products for their needs. This project allows for SMTC staff to complete those requests.</p>	
<b>END PRODUCT:</b>	
<p>A valuable data set to support the varied planning activities of the MPO.</p>	
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>Sponsor:</b> SMTC	<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate	FHWA (PL) \$ 4,000
	FTA (Sec. 5303) \$ 1,000
	TOTAL \$ 5,000

<b>PROJECT NO:</b>	<b>2B</b>
<b>PROJECT TITLE:</b>	<b>Data Collection, Compilation, and/or Analysis</b>
<b>OBJECTIVE:</b>	
To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the Metropolitan Planning Organization (MPO).	
<b>METHODOLOGY:</b>	
This UPWP task involves the following subcategories:	
<ul style="list-style-type: none"> <li>i. <b>Transit Data Collection:</b> The collection of transit ridership, scheduling and routing information by both the Central New York Regional Transportation Authority (CNYRTA) and by the SMTC to fill project-specific data needs. It is intended that the CNYRTA will collect this data and provide it to the SMTC in a timely manner. If the CNYRTA is unable to provide the SMTC with the requested data, the SMTC will utilize the funds available for this category to obtain the data elsewhere. The SMTC will provide CNYRTA with project-specific data needs as requested.</li> <li>ii. <b>Vehicle Data Collection:</b> The collection of traffic count data and turning movement count data required in support of the SMTC's planning activities. This will be done in accordance with the adopted Traffic Count Protocol procedures at the SMTC. Additionally, this subcategory will include the ongoing effort of maintaining a central database of vehicle traffic counts for the MPO area.</li> <li>iii. <b>Other Information:</b> Other data as necessary in support of the planning activities of the SMTC.</li> </ul>	
<b>END PRODUCT:</b>	
The end product is transit, vehicular and other data sets as necessary. This data is used in the various multi-modal studies and activities undertaken by the SMTC.	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<i><u>2012-2013</u></i>	
<b>Sponsor:</b> SMTC	FHWA (PL) \$ 24,000
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FTA (Sec. 5303) \$ 6,000
	TOTAL \$ 30,000

<b>PROJECT NO:</b>	<b>2C</b>	
<b>PROJECT TITLE:</b>	<b>Functional Classification System Review</b>	
<b>OBJECTIVE:</b>		
To conduct a review, and make changes if necessary, of the MPO functional classification system. Urban area boundary modification may occur under this task if the U.S. Census data has evolved enough during this program cycle.		
<b>METHODOLOGY:</b>		
The SMTC will need to revisit the Urban Area Boundary and corresponding Functional Classification of Streets as a result of both the 2010 Census and the revision of the City of Syracuse Functional Classification System in previous years.		
Changes outside of the City may be necessary for a variety of reasons including continuity, functionality, and distribution of the percentage of functional classification types within the system. This process will be led by the SMTC staff, however it will involve extensive input from appropriate entities and member agencies including, but not limited to the City of Syracuse, the New York State Department of Transportation, and the Onondaga County Department of Transportation.		
<b>END PRODUCT:</b>		
A revised functional classification system for the entire MPO area.		
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>Sponsor:</b> SMTC		<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies		FHWA (PL) \$ 5,000
		FTA (Sec. 5303) \$ 0
		TOTAL \$ 5,000

<b>PROJECT NO:</b>	<b>2D</b>	
<b>PROJECT TITLE:</b>	<b>Geographic Information Systems (GIS) - SMTC</b>	
<b>OBJECTIVE:</b>		
<p>To manage the data and software requirements necessary for maintaining and using the SMTC's Geographic Information System (GIS) to support the Metropolitan Planning Organization's (MPO) planning activities.</p>		
<b>METHODOLOGY:</b>		
<p>The SMTC utilizes various transportation-related GIS files as part of routine planning and analysis. As additional information becomes available digitally from the SMTC's member agencies each year, the role of GIS is becoming pervasive.</p> <p>To fully allow the SMTC to utilize GIS in its work program, there are necessary enhancements and routine maintenance efforts that must be undertaken as part of its work program annually. These efforts will allow the SMTC to more fully utilize GIS in relation to vehicle traffic counts, transit ridership, pavement condition monitoring, functional classification, demographic analysis, linking of Travel Demand Model data to GIS data, and other related efforts.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> <li>•Coordination with member agencies to ensure that the most recent data is being used;</li> <li>•File maintenance of the SMTC's GIS data layers;</li> <li>•Linking Census data with relevant SMTC GIS layers;</li> <li>•Continuing linking Vehicle Data Collection activities with the GIS database to allow for easy access to most up-to-date traffic counts for road segments (AADT);</li> <li>•Continue development of a GIS layer of turning movement count locations and data sheets to allow for easy access to turning movement count data sets; and</li> <li>•GIS data acquisition, maintenance, and manipulation as required in support of the various UPWP planning efforts that will utilize GIS data.</li> </ul>		
<b>END PRODUCT:</b>		
<p>Enhanced coordination between the SMTC and various Federal, State, and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the SMTC's planning efforts and high quality cartographic products as required for various UPWP projects.</p>		
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>Sponsor:</b> SMTC		<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies		FHWA (PL)      \$ 24,000
		FTA (Sec. 5303)      \$ 6,000
		TOTAL              \$ 30,000

<b>PROJECT NO:</b>	<b>2E</b>
<b>PROJECT TITLE:</b>	<b>Geographic Information Systems (GIS) - Member Agency Assistance</b>
<b>OBJECTIVE:</b>	
<p>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 Metropolitan Planning Organization's (MPO) member agencies as they relate to the mission of the SMTC.</p>	
<b>METHODOLOGY:</b>	
<p>As outlined in project 2D Geographic Information Systems (GIS) - SMTC, the SMTC's staff is highly capable of using and maintaining GIS data and creating appropriate end products. This item's purpose is to provide those services to SMTC member agencies as they relate to regional planning and the core mission of the SMTC.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> <li>• Maintenance of appropriate data libraries;</li> <li>• Creation of custom data sets;</li> <li>• Map creation and editing;</li> <li>• Maintenance of appropriate data libraries;</li> <li>• GIS data acquisition, maintenance, and manipulation as required in support of the various planning efforts that will utilize GIS data.</li> </ul> <p>This GIS support project involves Central Staff providing member agencies with GIS products such as maps and associated spreadsheets on an as needed basis. The GIS maps would be produced for the member agency by request and reviewed by requesting agency.</p>	
<b>END PRODUCT:</b>	
<p>Enhanced coordination between the SMTC and various Federal, State, and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the member agencies' planning efforts and high quality cartographic products as required for various regional planning projects in support of the SMTC's mission.</p>	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<i><u>2012-2013</u></i>	
<b>Sponsor:</b> CNYRPDB	FHWA (PL) \$ 21,250
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies	FTA (Sec. 5303) \$ 3,750
	TOTAL \$ 25,000

# UNIFIED PLANNING WORK PROGRAM

FY 2012-2013

## **3. LONG-RANGE TRANSPORTATION PLANNING**

- 3A. Air Quality, Conformity and Energy
- 3B. Air/Water Planning
- 3C. Bicycle/Pedestrian Planning
- 3D. Bridge and Pavement Condition Management System (BPCMS)
- 3E. OCDOT Signal Optimization
- 3F. SOCPA Development Guide Update Assistance
- 3G. Environmental Justice
- 3H. I-81 Public Participation Project
- 3I. I-81 Travel Demand Modeling Project
- 3J. MPO Area Regional Planning Initiatives
- 3K. Long-Range Transportation Plan
- 3L. Operations and Integration
- 3M. Rail, Truck and Transit Planning
- 3N. Traffic Safety
- 3O. Safety Improvement
- 3P. Transportation/Land Use Educational Outreach
- 3Q. Travel Demand Modeling
- 3R. CNYRTA Transit Initiative
- 3S. NYSDOT Bicycle Corridor Study
- 3T. Erie Canalway Trail
- 3U. Onondaga County Sustainable Streets Initiative
- 3V. Downtown Syracuse Two-Way Feasibility Technical Analysis
- 3W. City of Syracuse Wayfinding Study

<b>PROJECT NO:</b>	3A	
<b>PROJECT TITLE:</b>	Air Quality, Conformity and Energy	
<b>OBJECTIVE:</b>		
<p>To continue to provide for air quality planning initiatives and activities that comply with the conformity requirements of the Clear Air Act Amendments of 1990, the New York State Energy Plan and the State Implementation Plan for Air Quality.</p>		
<b>METHODOLOGY:</b>		
<p>Activities continue to increase due to changes in the regulations governing air quality and transportation planning. Air quality activities are related to the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) conformity determinations, Congestion Mitigation Air Quality (CMAQ) project-specific analysis as well as other projects and programs at the federal, state and local levels. The SMTC will continue to expand its cooperative relationship with all of the appropriate agencies to address the necessary requirements. These efforts are designed to enhance local ambient air quality as part of its overall strategy to meet Federal and State clean air regulations, promote public health, advance energy policy, and assist local development. Coordination and communications with the various federal and state agencies which comprise the Interagency Consultation Group will continue regarding transportation conformity for the SMTC TIP and LRTP.</p> <p>As experienced over the past few years, the level of staff effort to address the numerous issues associated with this task increased immensely and it is anticipated that the level of staff effort, and staff skills will be expanded in the future.</p>		
<b>END PRODUCT:</b>		
<p>TIP and LRTP Conformity Analysis as well as ongoing adherence to all Federal and State programs and requirements relating to air quality, conformity and energy at the SMTC.</p>		
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<p><u>2012-2013</u></p> <p>FHWA (PL) \$ 7,500</p> <p>FTA (Sec. 5303) \$ 2,500</p> <p>TOTAL \$ 10,000</p>

<b>PROJECT NO:</b>	<b>3B</b>
<b>PROJECT TITLE:</b>	<b>Air/Water Planning</b>
<b>OBJECTIVE:</b>	
To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address air and water transportation issues, for moving both people and freight, as appropriate.	
<b>METHODOLOGY:</b>	
<ul style="list-style-type: none"> <li>• Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that air and water travel are given appropriate consideration to any given SMTC project;</li> <li>• Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>• Identify issues of concern within the Air/Water multi-modal arena for which a focused substantive transportation study may be appropriate; and</li> <li>• Provide staff support to Air/Water multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development.</li> </ul>	
<b>END PRODUCT:</b>	
Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda as appropriate.	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC	<u>2012-2013</u>
	FHWA (PL) \$ 5,000
	FTA (Sec. 5303) \$ 0
<b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate	TOTAL \$ 5,000

<b>PROJECT NO:</b>	<b>3C</b>							
<b>PROJECT TITLE:</b>	<b>Bicycle/Pedestrian Planning</b>							
<b>OBJECTIVE:</b>								
<p>To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address bicycle and pedestrian transportation issues. Activities under this task will also contribute to improved air quality in the MPO area.</p>								
<b>METHODOLOGY:</b>								
<ul style="list-style-type: none"> <li>● Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that bicycle and pedestrian travel are given appropriate consideration in any given SMTC project;</li> <li>● Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>● Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate; and</li> <li>● Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development.</li> </ul>								
<b>END PRODUCT:</b>								
<p>Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.</p>								
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>						
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate</p>		<p style="text-align: center;"><u>2012-2013</u></p> <table border="0"> <tr> <td>FHWA (PL)</td> <td style="text-align: right;">\$ 20,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td style="text-align: right;">\$ 5,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td style="text-align: right;"><b>\$ 25,000</b></td> </tr> </table>	FHWA (PL)	\$ 20,000	FTA (Sec. 5303)	\$ 5,000	<b>TOTAL</b>	<b>\$ 25,000</b>
FHWA (PL)	\$ 20,000							
FTA (Sec. 5303)	\$ 5,000							
<b>TOTAL</b>	<b>\$ 25,000</b>							

<b>PROJECT NO:</b>	<b>3D</b>
<b>PROJECT TITLE:</b>	<b>Bridge and Pavement Condition Management System (BPCMS)</b>
<b>OBJECTIVE:</b>	
Complete an annual working document for SMTC member agencies and staff on bridge and pavement conditions within the SMTC planning area.	
<b>METHODOLOGY:</b>	
A Bridge and Pavement Condition Management System (BPCMS) — a centralized database of all Federal-aid highways and bridges for cross jurisdictional comparisons — is beneficial to Metropolitan Planning Organizations. The centralized database will also allow the SMTC and its member agencies to monitor progress toward long-range planning infrastructure goals. This database will be linked to the SMTC’s Geographic Information System (GIS).	
<b>END PRODUCT:</b>	
Annual working document for SMTC and member agencies of bridge and pavement conditions that includes: (1) comprehensive database of bridge and pavement conditions; (2) comparative database for individual road segments that shows condition by jurisdiction by year for all federal aid eligible roads; and (3) written summary that contains the liberal use of maps, charts, and tables to show the current bridge and pavement conditions.	
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>Sponsor:</b> SMTC	<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, Other Agencies as Appropriate	FHWA (PL) \$ 10,000
	FTA (Sec. 5303) \$ 0
	TOTAL \$ 10,000

<b>PROJECT NO:</b>	<b>3E</b>	
<b>PROJECT TITLE:</b>	<b>OCDOT Signal Optimization</b>	
<b>OBJECTIVE:</b>		
To assist the Onondaga County Department of Transportation (OCDOT) with the analysis and planning for signal optimization.		
<b>METHODOLOGY:</b>		
This project will involve working with the OCDOT to analyze a set number of signals on an annual basis in an ongoing effort to provide for the best signal optimization possible for the OCDOT signal network.		
This project will include the following activities at a minimum:		
<ul style="list-style-type: none"> <li>• Selection of a number or percentage of signals to be examined;</li> <li>• Refinement of the selection to exact signal locations;</li> <li>• Acquiring current signal plans, timing and phasing, etc.;</li> <li>• Intersection counts for the selected locations;</li> <li>• Analysis of the signal for optimization with the appropriate software; and</li> <li>• Delivery of recommended modifications to the OCDOT.</li> </ul>		
It is anticipated that this will be an annual OCDOT task.		
<b>Note: The second phase of this project was completed during the 2011-2012 program cycle. Additionally, the consultant selection process for the third, and likely final phase, will occur in the 2012-2013 program.</b>		
<b>END PRODUCT:</b>		
A Final Report documenting the recommended signal modifications.		
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>Sponsor:</b> OCDOT  <b>Participating Agencies:</b> SMTC, OCDOT, SOCPA, Other Agencies as Appropriate		<u>2012-2013</u> FHWA (PL)      \$ 29,700 FTA (Sec. 5303)      \$ 3,300  TOTAL              \$ 33,000

<b>PROJECT NO:</b>	<b>3F</b>						
<b>PROJECT TITLE:</b>	<b>SOCPA Development Guide Assistance</b>						
<b>OBJECTIVE:</b>							
<p>To assist the Syracuse-Onondaga County Planning Agency (SOCPA) with the update of a new development guide to replace the 2010 plan.</p>							
<b>METHODOLOGY:</b>							
<p>This project will provide planning assistance to SOCPA with the intent of updating their current development guide (2010 Plan). It is anticipated that this will involve staff resources for the coming program year. Significant overlap between this project and the Long Range Transportation Plan is anticipated. This means that efforts expended on this project will directly benefit the SMTC's Long Range Transportation Plan.</p> <p>Prior work efforts under this task included the implementation and summarization of a community survey, land use modeling, and other associated efforts.</p>							
<b>END PRODUCT:</b>							
<p>Information compiled in support of SOCPA's new Development Guide in an attempt to assist the County with this important planning effort.</p>							
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>						
<p><b>Sponsor:</b> Onondaga County</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>	<p style="text-align: center;"><u>2012-2013</u></p> <table> <tr> <td>FHWA (PL)</td> <td>\$ 70,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 0</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 70,000</b></td> </tr> </table>	FHWA (PL)	\$ 70,000	FTA (Sec. 5303)	\$ 0	<b>TOTAL</b>	<b>\$ 70,000</b>
FHWA (PL)	\$ 70,000						
FTA (Sec. 5303)	\$ 0						
<b>TOTAL</b>	<b>\$ 70,000</b>						

<b>UPWP TASK NO:</b>	<b>3G</b>							
<b>TASK TITLE:</b>	<b>Environmental Justice</b>							
<p><b>OBJECTIVE:</b></p> <p>To continue to study issues relevant to environmental justice in the SMTC area. This includes examining the relationship between various socio-economic and demographic data and the transportation systems and plans in the MPO area.</p>								
<p><b>METHODOLOGY:</b></p> <p>This is an annual activity to address environmental justice issues in the MPO area by examining the relationship between various socio-economic/demographic data and the transportation systems and plans.</p> <p>In general, the following will be completed:</p> <ul style="list-style-type: none"> <li>● Update target areas as necessary and as data allows;</li> <li>● Utilize available data sets to refine where necessary the geographic areas where the noted socio-economic and demographic conditions exist in the MPO area;</li> <li>● Continue to examine the existing transportation and transit system as it relates to the areas noted above;</li> <li>● Continue to examine the location of future transportation projects via the LRTP and the TIP, and study the correlation of these future projects to the areas noted above;</li> <li>● Utilize GIS and other automated tools, create maps, charts, and other relevant graphics to depict the existing and potential future conditions relevant to environmental justice; and</li> <li>● Facilitate Study Advisory Committee meetings that will develop goals and objectives as well as future deliverables for this project.</li> </ul> <p>The findings of this process should be taken into consideration for future transportation planning and capital projects in the MPO area.</p>								
<p><b>END PRODUCT:</b></p> <p>Continued effort in the Environmental Justice arena to further the MPO's progress in meeting federal requirements.</p>								
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>						
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, CNYRPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, and SOCPA</p>		<p style="text-align: center;"><i>2012-2013</i></p> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">FHWA (PL)</td> <td style="text-align: right;">\$ 5,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td style="text-align: right;">\$ 0</td> </tr> <tr> <td><b>TOTAL</b></td> <td style="text-align: right;"><b>\$ 5,000</b></td> </tr> </table>	FHWA (PL)	\$ 5,000	FTA (Sec. 5303)	\$ 0	<b>TOTAL</b>	<b>\$ 5,000</b>
FHWA (PL)	\$ 5,000							
FTA (Sec. 5303)	\$ 0							
<b>TOTAL</b>	<b>\$ 5,000</b>							

<b>UPWP TASK NO:</b>	<b>3H</b>						
<b>TASK TITLE:</b>	<b>I-81 Public Participation Project</b>						
<b>OBJECTIVE:</b>							
To facilitate a public participation effort in conjunction with the NYSDOT's I-81 Corridor Study.							
<b>METHODOLOGY:</b>							
<p>This multi-year project is linked to the NYSDOT's I-81 Corridor Study as well as the SMTC's I-81 Travel Demand Modeling Project. The major components of the project are:</p> <ul style="list-style-type: none"> <li>• Outreach and education to inform the public about the corridor; its role, function, outlook, and general condition; and the existing conditions of adjacent areas impacted by it;</li> <li>• Education to inform the public about the various planning processes that currently surround the corridor;</li> <li>• A public involvement process to gather input on issues/concerns related to I-81 and its environs; and</li> <li>• A public involvement process to garner public opinion regarding the future alternatives for the roadway in this area.</li> </ul> <p>The results of this project will be used as input for the SMTC's technical work on the I-81 modeling effort (a related, but separate Scope of Work). These two products, along with substantial additional technical analysis done by the NYSDOT, will form the foundation for NYSDOT's greater I-81 corridor study, which will make the final determination regarding the future of I-81. NYSDOT's study is funded via FHWA State Planning and Research (SPR) funding and the SMTC (and its member agencies) will be key stakeholders of the NYSDOT effort. In addition, the final determination of the NYSDOT study will ultimately be manifested as a Transportation Improvement Program (TIP) project, which will require approval and concurrence by the SMTC member agencies.</p> <p>To date this project has completed a significant effort towards this goal as documented on the project web site <a href="http://www.theI81challenge.org">www.theI81challenge.org</a>. Significant public outreach has occurred, including focus group meetings, small group meetings with various entities (including the University Hill Corp., Sierra Club, Downtown Committee, Syracuse Housing Authority and others), public meetings held on three days, a comprehensive web site with project progress documented for public review, and other out reach efforts. Additional forms of public outreach will occur over the coming year.</p>							
<b>END PRODUCT:</b>							
A documented public involvement process relating to the future of the I-81 Corridor in the MPO area and participation in the NYSDOT SPR funded I-81 corridor study.							
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>						
<p><b>Sponsor:</b> NYSDOT</p> <p><b>Participating Agencies:</b> SMTC, CNYRPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, SOCPA and others as appropriate.</p>	<p style="text-align: right;"><u>2012-2013</u></p> <table> <tr> <td>FHWA (PL)</td> <td>\$68,425</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$12,075</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$80,500</b></td> </tr> </table> <p>(plus SPR expenses incurred)</p>	FHWA (PL)	\$68,425	FTA (Sec. 5303)	\$12,075	<b>TOTAL</b>	<b>\$80,500</b>
FHWA (PL)	\$68,425						
FTA (Sec. 5303)	\$12,075						
<b>TOTAL</b>	<b>\$80,500</b>						

<b>PROJECT NO:</b>	<b>3I</b>
<b>PROJECT TITLE:</b>	<b>I-81 Travel Demand Modeling Project</b>
<b>OBJECTIVE:</b>	
<p>To utilize the SMTC’s Travel Demand Model to evaluate the existing and future traffic conditions along I- 81 in the MPO area. This analysis will be performed for a variety of different potential alternatives and scenarios.</p>	
<b>METHODOLOGY:</b>	
<p>The SMTC will utilize its Travel Demand Model to evaluate different alternative planning scenarios for the I-81 Corridor in the MPO area with the goal being to demonstrate the traffic impacts/projections of those scenarios on both the state and local transportation systems. This study will be performed in such a way that preservation of the integrity of the transportation system is assured and sound mobility and reliability measures will be utilized.</p> <p>This project will be critically linked to the I-81 Public Participation Project and the NYSDOT I-81 Corridor Study.</p> <p>The major elements of this effort are to:</p> <ul style="list-style-type: none"> <li>• Refine the SMTC’s travel demand model in order to improve its validity, and</li> <li>• Use the travel demand model to evaluate various potential concepts for the I-81 corridor (and permutations of those concepts), based on: <ul style="list-style-type: none"> <li>- impacts to the transportation network of the greater metropolitan region and</li> <li>- impacts to regional interstate access and general mobility, with an emphasis on the movement of goods and people, and with a keen awareness of regional air quality implications.</li> </ul> </li> </ul> <p>The results of this project will be completed in conjunction with the SMTC’s I-81 Public Participation Project (a related but separate Scope of Work). The findings of the public participation effort will be used to assist in the development of alternatives to be tested in the model, and the results of the modeling effort will be reported to the public through the Public Participation Project. These two projects, along with additional technical analysis done by the NYSDOT, will form the foundation for the NYSDOT’s greater I-81 corridor study, which will make the final determination regarding the future of I-81. The SMTC will be a key stakeholder in the NYSDOT study. In addition, the final determination of the NYSDOT study will ultimately be manifested as a Transportation Improvement Program (TIP) project, which will require approval by the SMTC.</p>	
<b>END PRODUCT:</b>	
<p>This project will result in a final report containing a detailed discussion and traffic analysis for the various studied alternatives.</p>	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<p><b>Sponsor:</b> NYSDOT</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>	<p style="text-align: center;"><u><b>2012-2013</b></u></p> <p>FHWA (PL)      \$38,675</p> <p>FTA (Sec. 5303)      \$6,825</p> <p><b>TOTAL</b>      <b>\$45,500</b></p> <p>(plus SPR expenses incurred)</p>

<b>PROJECT NO:</b>	<b>3J</b>
<b>PROJECT TITLE:</b>	<b>MPO Regional Planning Initiatives</b>
<b>OBJECTIVE:</b>	
<p>To allow the SMTC to be actively involved in the many important regional planning initiatives that either currently exist or may begin over the program year.</p>	
<b>METHODOLOGY:</b>	
<p>Numerous significant planning initiatives either currently exist or may come to fruition over the coming program year. This project is to allow for the SMTC to participate in these initiatives. Additionally, member agencies may request SMTC specific planning, analysis, or related activities in regards to these initiatives via this task. Examples of past work that fall under this category include the The Connective Corridor, Lakefront Planning, City of Syracuse Comprehensive Planning and other related activities.</p>	
<b>END PRODUCT:</b>	
<p>Active SMTC participation in important regional planning initiatives.</p>	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<i><u>2012-2013</u></i>	
<b>Sponsor:</b> SMTC/Various	FHWA (PL) \$ 24,800
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FTA (Sec. 5303) \$ 6,200
	TOTAL \$ 31,000

<b>PROJECT NO:</b>	<b>3K</b>
<b>PROJECT TITLE:</b>	<b>Long Range Transportation Plan</b>
<b>OBJECTIVE:</b>	
Continue efforts on the development of the 2015 Long Range Transportation Plan (LRTP).	
<b>METHODOLOGY:</b>	
<p>As required by law, each Metropolitan Planning Organization (MPO) must have a complete and up-to-date LRTP. Federal Regulations dictate that the Plan be updated a minimum of every four years. The SMTC's last complete LRTP was the <i>2020 Long Range Transportation Plan</i>, completed in 1995, with updates completed in 1998, 2001, 2004, 2007, and 2011.</p> <p>Efforts to develop a completely new LRTP are underway.</p> <p>All tasks and activities conducted as part of this project will ensure that the principles and procedures of Environmental Justice and Title VI receive the appropriate attention.</p>	
<b>END PRODUCT:</b>	
Completion of the 2015 Long-Range Transportation Plan.	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<i><u>2012-2013</u></i>	
<b>Sponsor:</b> SMTC	FHWA (PL)      \$ 48,000
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FTA (Sec. 5303)      \$ 12,000
	TOTAL      \$ 60,000

<b>PROJECT NO:</b>	<b>3L</b>
<b>PROJECT TITLE:</b>	<b>Operations and Integration</b>
<b>OBJECTIVE:</b>	
Facilitate communication among and participate with MPO member agencies as it relates to ITS and related issues.	
<b>METHODOLOGY:</b>	
The task will allow for the SMTC to facilitate communication among the various SMTC member agencies relative to System Operations and Integration, including Intelligent Transportation Systems (ITS) issues and the completed ITS Strategic Plan for the Syracuse Metropolitan Area.	
<b>END PRODUCT:</b>	
Ongoing communications regarding Systems Operations, Integration and the Intelligent Transportation Systems Strategic Plan for the Syracuse Metropolitan Area.	
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>Sponsor:</b> SMTC	<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL) \$ 4,750
	FTA (Sec. 5303) \$ 250
	TOTAL \$5,000

<b>PROJECT NO:</b>	<b>3M</b>							
<b>PROJECT TITLE:</b>	<b>Rail, Truck and Transit Planning</b>							
<b>OBJECTIVE:</b>								
<p>To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address rail, truck and transit transportation issues, for moving both people and freight, as appropriate.</p>								
<b>METHODOLOGY:</b>								
<ul style="list-style-type: none"> <li>● Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that rail, truck and transit travel are given appropriate consideration to any given SMTC project;</li> <li>● Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>● Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate; and</li> <li>● Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development.</li> </ul> <hr/> <p>Additionally, this task will include an update to the area's locally developed Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan):</p> <p>The Coordinated Plan is a federally mandated initiative to identify gaps in the transportation system and improve coordination and collaboration between public transportation providers and human service organizations for the betterment of transportation services to traditionally underserved populations. The first Coordinated Plan was completed by the SMTC in 2008 and regulations require the documentation be revised at a minimum every four years.</p>								
<b>END PRODUCT:</b>								
<p>Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda. Additionally, an updated Coordinated Plan for the metropolitan area.</p>								
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>						
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate</p>		<p style="text-align: center;"><u>2012-2013</u></p> <table border="0"> <tr> <td>FHWA (PL)</td> <td style="text-align: right;">\$ 28,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td style="text-align: right;">\$ 7,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td style="text-align: right;"><b>\$ 35,000</b></td> </tr> </table>	FHWA (PL)	\$ 28,000	FTA (Sec. 5303)	\$ 7,000	<b>TOTAL</b>	<b>\$ 35,000</b>
FHWA (PL)	\$ 28,000							
FTA (Sec. 5303)	\$ 7,000							
<b>TOTAL</b>	<b>\$ 35,000</b>							

<b>PROJECT NO:</b>	<b>3N</b>
<b>PROJECT TITLE:</b>	<b>Traffic Safety</b>
<b>OBJECTIVE:</b>	
To participate in various Traffic Safety initiatives as appropriate.	
<b>METHODOLOGY:</b>	
<p>Integrating safety into the transportation planning process has been the focus of various Federal and State initiatives and is strongly encouraged within Metropolitan Planning Organizations.</p> <p>Staff has been actively involved for many years on the Onondaga County Traffic Safety Advisory Board and these efforts will be continued.</p> <p>In addition, this task includes the participation of staff on a NYSMPO Traffic Safety Working Group that is examining various traffic safety activities utilized throughout the state and their potential use within each MPO. Also, the Working Group will reach out to other state agencies such as the Department of Motor Vehicles and the Department of Transportation to better coordinate safety planning activities between MPOs and these agencies.</p>	
<b>END PRODUCT:</b>	
Continued participation on the Onondaga County Traffic Safety Advisory Board, and increased awareness regarding various Traffic Safety issues and further integration of traffic safety into the transportation planning process.	
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>Sponsor:</b> SMTC	<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL) \$ 10,200
	FTA (Sec. 5303) \$ 1,800
	TOTAL \$ 12,000

<b>PROJECT NO:</b>	<b>30</b>
<b>PROJECT TITLE:</b>	<b>Safety Improvement Analysis</b>
<b>OBJECTIVE:</b>	
To further the objective of traffic safety issues and concerns in the MPO area by examining traffic incidents in the City of Syracuse and/or the County of Onondaga.	
<b>METHODOLOGY:</b>	
<p>The first step in completing this analysis is to obtain a listing of all accidents within Onondaga County and the City of Syracuse for the most recent 3 year period. This data, obtained through the Accident Location Information System (ALIS) will then be presented to the sponsors so they may choose the locations for analysis.</p> <p>Staff will then complete a detailed analysis of each chosen location. There will be several tasks included in the analysis and shall include field investigations, collision diagrams, collision summaries, intersection diagrams, timing and phasing plans, Level of Service analysis, and recommendations, as necessary. An understanding of reasons for the accident occurrences will be developed and a detailed report will be completed.</p> <p>Recommended improvements from this analysis will be considered by the responsible agency when developing their capital improvement program and for the purposes of requesting State and Federal transportation funds as part of the Transportation Improvement Program (TIP) development process.</p>	
<b>END PRODUCT:</b>	
A Final Report documenting the detailed analysis of the selected locations.	
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>Sponsor:</b> City of Syracuse and Onondaga County	<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL) \$ 12,750
	FTA (Sec. 5303) \$ 2,250
	TOTAL \$ 15,000

<b>PROJECT NO:</b>	<b>3P</b>
<b>PROJECT TITLE:</b>	<b>Transportation/Land Use Educational Outreach</b>
<b>OBJECTIVE:</b>	
To provide an educational outreach program intended to inform municipal officials and the general public on the relationship between transportation and land use in creating more livable communities.	
<b>METHODOLOGY:</b>	
In the previous years, an interactive CD was created for utilization by the local planning boards and related bodies. This CD is an educational tool that works to assist local planners on the importance of the transportation and land use connection. In the coming year, that initiative will be built upon and fostered. Outreach to local planning agencies will be undertaken via this item as well as improvements to the interactive CD if identified. Additional outreach items will be determined jointly with member agencies and the community.	
<b>END PRODUCT:</b>	
Delivery of an on-going educational outreach program.	
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>Sponsor:</b> SMTC	<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate	FHWA (PL) \$ 12,750
	FTA (Sec. 5303) \$ 2,250
	TOTAL \$ 15,000

<b>PROJECT NO:</b>	<b>3Q</b>
<b>PROJECT TITLE:</b>	<b>Travel Demand Modeling</b>
<b>OBJECTIVE:</b>	
To improve and utilize the SMTC's Travel Demand Model in support of the planning needs of the SMTC and its member agencies.	
<b>METHODOLOGY:</b>	
This task involves the following key steps:	
<ul style="list-style-type: none"> <li>•Maintenance of the existing model. This requires utilization of additional data sets and possible consultant efforts to be sure that the agency's model will meet SMTC's needs;</li> <li>• Continue training of existing staff on the best way(s) to utilize the model in support of the SMTC and its member agencies; and</li> <li>•Utilization of the model in support of existing projects and member agency requests for scenario planning.</li> </ul>	
<b>END PRODUCT:</b>	
A maintained Travel Demand Model that meets the needs of the SMTC as well as the member agencies. In addition the model must comply with federal and state requirements for air quality and conformity.	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<i><u>2012-2013</u></i>	
<b>Sponsor:</b> SMTC	FHWA (PL) \$ 36,000
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies	FTA (Sec. 5303) \$ 9,000
	TOTAL \$45,000

<b>PROJECT NO:</b>	<b>3R</b>						
<b>PROJECT TITLE:</b>	<b>CNYRTA Transit Initiative Study</b>						
<b>OBJECTIVE:</b>							
<p>To begin the process of examining additional modes of mass transit for the SMTC area, particularly connecting the University Hill area with downtown and beyond. Modes that could be potentially examined include Bus Rapid Transit, Fixed Rail options, and others.</p>							
<b>METHODOLOGY:</b>							
<p>Recent planning initiatives at the SMTC and at other area agencies have begun leaning toward alternative transit options as suggested options for enhancing the area’s transportation system and sustainability. The University Hill Transportation Study completed by the SMTC specifically recommended the examination of a street car system or bus rapid transit system to connect the University Hill area with downtown and beyond.</p> <p>The CNYRTA wants to determine if the considerable expense required of the mandated FTA New Starts Alternatives Analysis process is warranted and useful. To that end, this project is being instituted as the first phase of a multi phase project that may or may not lead to a New Starts analysis by CNYRTA pending the review of the outcomes of this project.</p> <p>At a minimum some specific elements of this project are:</p> <ul style="list-style-type: none"> <li>● A comprehensive scope of work that includes an effective public outreach campaign;</li> <li>● Identification of specific corridors needing transit systems improvement;</li> <li>● Suggest specific alignments (planning level) based on various planning factors;</li> <li>● Identification of modes to be examined and pros and cons of each with cost estimates;</li> <li>● Improved regional travel demand model that can perform this required analysis; and</li> <li>● Determine if further study and investment is warranted.</li> </ul> <p>This project is expected to be completed over the course of multiple program years in multiple phases.</p> <p>-----</p> <p>It was determined at the outset of <i>The I-81 Challenge</i> that the majority of the above noted effort will be completed via the NYSDOT I-81 Corridor Study. The SMTC’s role has then been reduced to coordinate and facilitate this effort. Once completed, the SMTC will then take the NYSDOT product and ensure that it meets the needs of the CNYRTA. This may include additional data collection, analysis or report enhancements.</p>							
<b>END PRODUCT:</b>							
<p>Ultimately a detailed Final Report with a recommendation if further investment is warranted.</p>							
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>						
<p><b>Sponsor:</b> CNYRTA</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>	<p style="text-align: center;"><u>2012-2013</u></p> <table> <tr> <td>FHWA (PL)</td> <td>\$ 24,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 6,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 30,000</b></td> </tr> </table>	FHWA (PL)	\$ 24,000	FTA (Sec. 5303)	\$ 6,000	<b>TOTAL</b>	<b>\$ 30,000</b>
FHWA (PL)	\$ 24,000						
FTA (Sec. 5303)	\$ 6,000						
<b>TOTAL</b>	<b>\$ 30,000</b>						

<b>PROJECT NO:</b>	<b>3S</b>
<b>PROJECT TITLE:</b>	<b>NYSDOT Bicycle Corridor Study</b>
<b>OBJECTIVE:</b>	
<p>To complete a study that identifies various corridors within the SMTC planning area for plausible implementation of bicycle infrastructure to provide connectivity between municipalities and various origins and destinations.</p>	
<b>METHODOLOGY:</b>	
<p>This project will continue to elaborate on corridor specific locations that provide opportunities for possible connections using former facilities, such as railroad beds, waterway, on-road land off-road locations.</p> <p>Some specific elements of this project are:</p> <ul style="list-style-type: none"> <li>● Data collection and analysis in support of the project;</li> <li>● Recommended bicycle infrastructure implementation;</li> <li>● Identification of costs and funding options for any recommended actions; and</li> <li>● Detailed project documentation.</li> </ul>	
<b>END PRODUCT:</b>	
<p>Ultimately a detailed corridor identification plan for several on and off-road locations throughout the planning area with an implementation strategy.</p>	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<p><b>Sponsor:</b> NYSDOT</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>	<u><i>2012-2013</i></u>
	FHWA (PL)      \$ 26,250
	FTA (Sec. 5303)      \$ 8,750
	TOTAL      \$ 35,000

<b>PROJECT NO:</b>	<b>3T</b>							
<b>PROJECT TITLE:</b>	<b>Erie Canalway Trail, Syracuse Connector Route</b>							
<b>OBJECTIVE:</b>								
<p>To re-establish a working group of interested agencies to continue discussions on how and where to locate the Erie Canal Trail through the City of Syracuse.</p>								
<b>METHODOLOGY:</b>								
<p>There has been renewed interest in completing the Erie Canalway Trail through the City of Syracuse. This project will leverage this renewed interest and begin discussions again to develop an implementation plan. Through this effort, various barriers to the trail's implementation through the City of Syracuse and points east and west of the City will be identified along with solutions to these barriers.</p>								
<b>END PRODUCT:</b>								
<p>Working group meetings to discuss routing of the trail and a documented plan for how to achieve implementation through the City of Syracuse.</p>								
<table border="1"> <thead> <tr> <th><b>Project Sponsor / Participating Agencies:</b></th> <th><b>Funding Sources:</b></th> </tr> </thead> <tbody> <tr> <td rowspan="4"> <p><b>Sponsor:</b> City of Syracuse and SMTC</p> <p><b>Participating Agencies:</b> SMTC Member Agencies, Other Agencies as Appropriate</p> </td> <td style="text-align: right;"><u><i>2012-2013</i></u></td> </tr> <tr> <td>FHWA (PL)                      \$ 37,500</td> </tr> <tr> <td>FTA (Sec. 5303)                \$ 12,500</td> </tr> <tr> <td>TOTAL                                \$ 50,000</td> </tr> </tbody> </table>		<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>	<p><b>Sponsor:</b> City of Syracuse and SMTC</p> <p><b>Participating Agencies:</b> SMTC Member Agencies, Other Agencies as Appropriate</p>	<u><i>2012-2013</i></u>	FHWA (PL)                      \$ 37,500	FTA (Sec. 5303)                \$ 12,500	TOTAL                                \$ 50,000
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>							
<p><b>Sponsor:</b> City of Syracuse and SMTC</p> <p><b>Participating Agencies:</b> SMTC Member Agencies, Other Agencies as Appropriate</p>	<u><i>2012-2013</i></u>							
	FHWA (PL)                      \$ 37,500							
	FTA (Sec. 5303)                \$ 12,500							
	TOTAL                                \$ 50,000							

<b>PROJECT NO:</b>	3U	
<b>PROJECT TITLE:</b>	Onondaga County Sustainable Streets Initiative	
<b>OBJECTIVE:</b>		
<p>To address several questions regarding sidewalk infrastructure. The intention is to provide detailed research into topics such as evolving policies and legislative mandates, as well as best practices in planning, designing, financing and maintaining sidewalks. This task also includes studying potential applications of research to existing issues within the MPA.</p>		
<b>METHODOLOGY:</b>		
<p>Sidewalk research and analysis would be the first component of a multi-phased initiative to advance “sustainable streets” in the area. This Phase 1 study will examine current and anticipated practices at the local, county, State and Federal levels in regards to sidewalk infrastructure.</p> <p>This study will at a minimum:</p> <ul style="list-style-type: none"> <li>● Inventory existing sidewalk networks, including ownership and maintenance responsibility;</li> <li>● Compile existing sidewalk regulations, standards and requirements;</li> <li>● Identify common difficulties in sidewalk construction and maintenance;</li> <li>● Identify zones and critical linkages where sidewalk construction and maintenance should be prioritized;</li> <li>● Study the possible application of best practices research to existing situations in the MPA; and</li> <li>● Summarize relevant information in a single reference document.</li> </ul> <p>This Phase 1 project is expected to be completed over the course of two program years.</p>		
<b>END PRODUCT:</b>		
<p>It is anticipated that a final report will include an inventory of local sidewalks and sidewalk ordinances, documentation of project research, model sidewalk design standards and ordinances, an analysis of the existing sidewalk network , and applications of this research to existing cases within the MPA.</p>		
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>
<p><b>Sponsor:</b> SOCPA</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<p><u>2012-2013</u></p> <p>FHWA (PL) \$ 65,250</p> <p>FTA (Sec. 5303) \$ 21,750</p> <p>TOTAL \$ 87,000</p>

<b>PROJECT NO:</b>	<b>3V</b>
<b>PROJECT TITLE:</b>	<b>Downtown Syracuse Two-Way Feasibility Technical Analysis</b>
<b>OBJECTIVE:</b>	
To initiate a technical analysis of the street network in Downtown Syracuse for feasibility of conversion to two-way operations.	
<b>METHODOLOGY:</b>	
<p>This study will examine the feasibility of returning streets in Downtown Syracuse to two-way operation from a traffic operations perspective.</p> <p>Elements of this project include:</p> <ul style="list-style-type: none"> <li>● Inventory of existing one-way streets in Downtown Syracuse;</li> <li>● Gather turning movement and Automatic Traffic Recorder counts along major intersections/corridors;</li> <li>● Technical traffic operations analysis to determine feasibility; and</li> <li>● Detailed cost estimates of upgrading intersections, as appropriate.</li> </ul> <p>This project is a Phase 1 Technical Analysis only, it does not include any of the required public involvement that would be required before implementing such an outcome. If this analysis proves feasible, future phases may include public outreach to the general public, business sector and other entities. Other elements not included in this Phase 1 Technical Analysis include engineering and design requirements of the various facilities and detailed safety analysis. The sole purpose of this Phase 1 Analysis is limited to traffic operations.</p>	
<b>END PRODUCT:</b>	
A documented technical analysis as it relates to implementing two-way conversions in Downtown Syracuse from a traffic operations perspective.	
<b>Project Sponsor / Participating Agencies:</b>	
<b>Funding Sources:</b>	
<p><b>Sponsor:</b> City of Syracuse</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>	<u><b>2012-2013</b></u>
	FHWA (PL)      \$ 74,196
	FTA (Sec. 5303)      \$ 22,804
	<b>TOTAL</b> \$ 97,000

<b>PROJECT NO:</b>	<b>3W</b>
<b>PROJECT TITLE:</b>	<b>City of Syracuse Wayfinding Study</b>
<b>OBJECTIVE:</b>	
To establish a comprehensive wayfinding strategy that focuses on tourist oriented districts in the City of Syracuse.	
<b>METHODOLOGY:</b>	
<p>This project will review wayfinding as it currently exists for several origins and destinations throughout the City of Syracuse. Special focus will occur to various tourist oriented locations, such as University Hill and the Central Business District. Following initial data gathering, existing conditions will be mapped and recommendations will be made. Recommendations will relate to such items as suggested location of future signs and visual construct. Recommendations will be made for automobile travel only during this initial examination.</p> <p>Funding strategies for the implementation of any proposed new wayfinding will be identified as well as an implementation strategy. Subsequent phases may be initiated following completion of this work.</p>	
<b>END PRODUCT:</b>	
An implementation based final report with recommendations for general signage design, information and location.	
<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>
<b>Sponsor:</b> City of Syracuse	<u>2012-2013</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate	FHWA (PL) \$ 36,000
	FTA (Sec. 5303) \$ 9,000
	TOTAL \$45,000

**UNIFIED PLANNING WORK PROGRAM**

**FY 2012-2013**

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

**4A TIP Development and Maintenance**

<b>PROJECT NO:</b>	4A	
<b>PROJECT TITLE:</b>	TIP Development and Maintenance	
<b>OBJECTIVE:</b>		
<p>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.</p>		
<b>METHODOLOGY:</b>		
<p>The current TIP will be maintained, amended, and updated as necessary, in cooperation with the New York State Department of Transportation (NYSDOT), units of local government, and the Central New York Regional Transportation Authority (CNYRTA). Projects added will be submitted to the New York State Environmental Science Bureau (NYSDOT ESB) and the Interagency Consultation Group (ICG) to ensure consensus on impacts with the Program's conformity status.</p> <p><b>Note: A new multi-year capital program update is anticipated to commence in fall 2012.</b></p>		
<b>END PRODUCT:</b>		
<p>A Transportation Improvement Program that is maintained, kept up to date and in compliance with all Federal and State requirements.</p>		
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<p style="text-align: center;"><u>2012-2013</u></p> <p>FHWA (PL)      \$ 31,498</p> <p>FTA (Sec. 5303)      \$ 3,502</p> <p>TOTAL              \$ 35,000</p>

**UNIFIED PLANNING WORK PROGRAM**

**FY 2012-2013**

**5. OTHER ACTIVITIES**

**5A Miscellaneous Activities and Special Technical Assistance**

<b>PROJECT NO:</b>	<b>5A</b>							
<b>PROJECT TITLE:</b>	<b>Miscellaneous Activities and Special Technical Assistance</b>							
<p><b>OBJECTIVE:</b></p> <p>This task covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP projects. Additionally, this task provides for special technical assistance to member agencies, local governments, and other agencies and/or organizations as appropriate.</p>								
<p><b>METHODOLOGY:</b></p> <p>From time-to-time, miscellaneous projects are assigned to staff. Many are one time studies or reports, while other tasks are more long-term in nature, and are infrequent enough or so limited in scope of MPO participation, and therefore do not warrant a separate UPWP project.</p> <p>Tasks may include such activities as participation in various New York State MPO statewide initiatives, and reviewing proposed Federal regulations.</p> <p>This task also allows the SMTC to provide technical assistance to member agencies, local governments, and other agencies/organizations which were not foreseen or known during the preparation of the annual UPWP.</p>								
<p><b>END PRODUCT:</b></p> <p>Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.</p>								
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>						
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<p style="text-align: right;"><u>2012-2013</u></p> <table border="0"> <tr> <td style="padding-right: 20px;">FHWA (PL)</td> <td style="text-align: right;">\$ 26,509</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td style="text-align: right;">\$ 1,408</td> </tr> <tr> <td> TOTAL</td> <td style="text-align: right;"> \$ 27,917</td> </tr> </table>	FHWA (PL)	\$ 26,509	FTA (Sec. 5303)	\$ 1,408	 TOTAL	 \$ 27,917
FHWA (PL)	\$ 26,509							
FTA (Sec. 5303)	\$ 1,408							
 TOTAL	 \$ 27,917							

**UNIFIED PLANNING WORK PROGRAM**

**FY 2012-2013**

**6. BUDGET TABLES**

**2012-2013**

**TABLE 1 - SUMMARY BUDGET**

**TABLE 2 - SUMMARY BUDGET - FEDERAL PROGRAMS ONLY**

**TABLE 3 - FHWA BUDGETS**

**TABLE 4 - FTA BUDGETS**

**TABLE 5 - TOTAL FEDERAL BUDGETS**

**TABLE 6 - TOTAL AUDITABLE BUDGET**

**TABLE 7 - STATE PLANNING & RESEARCH FUNDING**

**TABLE 1**  
**2012 - 2013 SUMMARY BUDGET**

TASK BUDGET									
TASK		FUNDING SOURCE							
ID	Category	FHWA	FTA	FTA %	Total Federal	Total Non-Federal	State	Local	Total
<b>1.</b>	<b>Program Administration and Support (44.21.00)</b>								
A.	General Administration	\$184,000	\$46,000	20%	\$230,000	\$57,500	\$43,125	\$14,375	\$287,500
B.	Public Participation	\$32,000	\$8,000	20%	\$40,000	\$10,000	\$7,500	\$2,500	\$50,000
C.	Federal Transportation Legislation Examination and Evaluation	\$2,500	\$2,500	50%	\$5,000	\$1,250	\$938	\$313	\$6,250
D.	UPWP Previous Year Closeouts	\$7,000	\$0	0%	\$7,000	\$1,750	\$1,313	\$438	\$8,750
E.	UPWP Maintenance and Development	\$7,200	\$300	4%	\$7,500	\$1,875	\$1,406	\$469	\$9,375
	<b>Total Program Administration and Support</b>	<b>\$232,700</b>	<b>\$56,800</b>	<b>20%</b>	<b>\$289,500</b>	<b>\$72,375</b>	<b>\$54,281</b>	<b>\$18,094</b>	<b>\$361,875</b>
<b>2.</b>	<b>Short-Range Transportation Planning (44.24.00)</b>								
A.	Census Data Compilation and/or Analysis	\$4,000	\$1,000	20%	\$5,000	\$1,250	\$938	\$313	\$6,250
B.	Data Collection, Compilation and/or Analysis	\$24,000	\$6,000	20%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
C.	Functional Classification System Review	\$5,000	\$0	0%	\$5,000	\$1,250	\$938	\$313	\$6,250
D.	Geographic Information Systems - SMTC	\$24,000	\$6,000	20%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
E.	Geographic Information Systems - Member Agency Assistance	\$21,250	\$3,750	15%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
	<b>Total Short-Range Transportation Planning</b>	<b>\$78,250</b>	<b>\$16,750</b>	<b>18%</b>	<b>\$95,000</b>	<b>\$23,750</b>	<b>\$17,813</b>	<b>\$5,938</b>	<b>\$118,750</b>
<b>3.</b>	<b>Long Range Transportation Planning (44.23.02)</b>								
A.	Air Quality, Conformity and Energy	\$7,500	\$2,500	25%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
B.	Air/Water Planning	\$5,000	\$0	0%	\$5,000	\$1,250	\$938	\$313	\$6,250
C.	Bicycle/Pedestrian Planning	\$20,000	\$5,000	20%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
D.	Bridge & Pavement Condition Management System (BPCMS)	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
E.	OCDDOT Signal Optimization	\$29,700	\$3,300	10%	\$33,000	\$8,250	\$6,188	\$2,063	\$41,250
F.	SOCPA Development Guide Update Assistance	\$70,000	\$0	0%	\$70,000	\$17,500	\$13,125	\$4,375	\$87,500
G.	Environmental Justice	\$5,000	\$0	0%	\$5,000	\$1,250	\$938	\$313	\$6,250
H.	I-81 Public Participation Project	\$68,425	\$12,075	15%	\$80,500	\$20,125	\$15,094	\$5,031	\$100,625
I.	I-81 Travel Demand Modeling Project	\$38,675	\$6,825	15%	\$45,500	\$11,375	\$8,531	\$2,844	\$56,875
J.	MPO Area Regional Planning Initiatives	\$24,800	\$6,200	20%	\$31,000	\$7,750	\$5,813	\$1,938	\$38,750
K.	Long Range Transportation Plan	\$48,000	\$12,000	20%	\$60,000	\$15,000	\$11,250	\$3,750	\$75,000
L.	Operations & Integration	\$4,750	\$250	5%	\$5,000	\$1,250	\$938	\$313	\$6,250
M.	Rail Truck and Transit Planning	\$28,000	\$7,000	20%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
N.	Traffic Safety	\$10,200	\$1,800	15%	\$12,000	\$3,000	\$2,250	\$750	\$15,000
O.	Safety Improvement	\$12,750	\$2,250	15%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
P.	Transportation/Land Use Educational Outreach	\$12,750	\$2,250	15%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
Q.	Travel Demand Modeling	\$36,000	\$9,000	20%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
R.	CNYRTA Transit Initiative	\$24,000	\$6,000	20%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
S.	NYSDOT Bicycle Corridor Study	\$26,250	\$8,750	25%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
T.	Erie Canalway Trail	\$37,500	\$12,500	25%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
U.	Onondaga County Sustainable Streets Initiative	\$65,250	\$21,750	25%	\$87,000	\$21,750	\$16,313	\$5,438	\$108,750
V.	Downtown Syracuse Two Way Feasibility Technical Analysis	\$74,196	\$22,804	24%	\$97,000	\$24,250	\$18,188	\$6,063	\$121,250
W.	City of Syracuse Wayfinding Study	\$36,000	\$9,000	20%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
	<b>Total Long-Range Transportation Planning</b>	<b>\$694,746</b>	<b>\$151,254</b>	<b>18%</b>	<b>\$846,000</b>	<b>\$211,500</b>	<b>\$158,625</b>	<b>\$52,875</b>	<b>\$1,057,500</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP) (44.25.00)</b>								
A.	TIP Development & Maintenance	\$31,498	\$3,502	10%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
	<b>Total Transportation Improvement Program</b>	<b>\$31,498</b>	<b>\$3,502</b>	<b>10%</b>	<b>\$35,000</b>	<b>\$8,750</b>	<b>\$6,563</b>	<b>\$2,188</b>	<b>\$43,750</b>
<b>5.</b>	<b>Other Activities (44.27.00)</b>								
A.	Miscellaneous Activities and Special Technical Assistance	\$26,509	\$1,408	5%	\$27,917	\$6,979	\$5,234	\$1,745	\$34,896
	<b>Total Other Activities</b>	<b>\$26,509</b>	<b>\$1,408</b>	<b>5%</b>	<b>\$27,917</b>	<b>\$6,979</b>	<b>\$5,234</b>	<b>\$1,745</b>	<b>\$34,896</b>
	<b>Grand Total FHWA PL &amp; FTA MPP Funds</b>	<b>\$1,063,704</b>	<b>\$229,713</b>	<b>18%</b>	<b>\$1,293,417</b>	<b>\$323,354</b>	<b>\$242,516</b>	<b>\$80,839</b>	<b>\$1,616,771</b>
	<b>Grand Total - All Fund Sources</b>				<b>\$1,293,417</b>				<b>\$1,616,771</b>

**TABLE 2**  
**2012 - 2013 SUMMARY BUDGET**  
**FEDERAL PROGRAM ONLY**

TASK BUDGET											
TASK		FUNDING SOURCE					RESPONSIBILITY				
ID	Task	FHWA	FTA	State	Local	Total	Staff	CNY RPDB	State	Local	Total
44.21.00	Program Administration and Support	\$232,700	\$56,800	\$54,281	\$18,094	\$361,875	\$224,500	\$65,000	\$54,281	\$18,094	\$361,875
44.24.00	Short-Range Transportation Planning	\$78,250	\$16,750	\$17,813	\$5,938	\$118,750	\$95,000	\$0	\$17,813	\$5,938	\$118,750
44.23.02	Long-Range Transportation Planning	\$694,746	\$151,254	\$158,625	\$52,875	\$1,057,500	\$846,000	\$0	\$158,625	\$52,875	\$1,057,500
44.25.00	Transportation Improvement Program	\$31,498	\$3,502	\$6,563	\$2,188	\$43,750	\$35,000	\$0	\$6,563	\$2,188	\$43,750
44.27.00	Other Activities	\$26,509	\$1,408	\$5,234	\$1,745	\$34,896	\$27,917	\$0	\$5,234	\$1,745	\$34,896
	<b>Total</b>	<b>\$1,063,704</b>	<b>\$229,713</b>	<b>\$242,516</b>	<b>\$80,839</b>	<b>\$1,616,771</b>	<b>\$1,228,417</b>	<b>\$65,000</b>	<b>\$242,516</b>	<b>\$80,839</b>	<b>\$1,616,771</b>
		<b>\$1,293,417</b>		<b>\$323,354</b>		<b>\$1,616,771</b>	<b>\$1,293,417</b>		<b>\$323,353</b>		<b>\$1,616,771</b>

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	Local	Total
44.20.01	Salaries	\$590,242		\$111,315		\$701,557
44.20.02	Fringe	\$230,388		\$34,195		\$264,583
44.20.03	Travel	\$18,000				\$18,000
44.20.04	Equipment	\$24,000				\$24,000
44.20.05	Supplies	\$10,000				\$10,000
44.20.06	Contractual	\$256,300	\$65,000		\$80,839	\$402,139
44.20.07	Other	\$23,487				\$23,487
44.20.08	Indirect	\$76,000		\$97,006		\$173,006
	<b>Total</b>	<b>\$1,228,417</b>	<b>\$65,000</b>	<b>\$242,516</b>	<b>\$80,839</b>	<b>\$1,616,771</b>
		<b>\$1,293,417</b>		<b>\$323,354</b>		<b>\$1,616,771</b>
		<b>\$1,293,417</b>				<b>\$1,616,771</b>

**TABLE 3**  
**2012 - 2013 SUMMARY BUDGET**  
**FHWA BUDGET**

<b>TASK BUDGET</b>							
ID	Task	Total	FHWA	Staff	CNY RPDB	State	Local
44.21.00	Program Administration and Support	\$290,875	\$232,700	\$180,453	\$52,247	\$43,631	\$14,544
44.24.00	Short-Range Transportation Planning	\$97,813	\$78,250	\$78,250		\$14,672	\$4,891
44.23.02	Long-Range Transportation Planning	\$868,433	\$694,746	\$694,746		\$130,265	\$43,422
44.25.00	Transportation Improvement Program	\$39,373	\$31,498	\$31,498		\$5,906	\$1,969
44.27.00	Other Activities	\$33,136	\$26,509	\$26,509		\$4,970	\$1,657
	<b>Total</b>	<b>\$1,329,629</b>	<b>\$1,063,704</b>	<b>\$1,011,456</b>	<b>\$52,247</b>	<b>\$199,444</b>	<b>\$66,481</b>

<b>\$1,329,629</b>	<b>\$1,011,456</b>	<b>\$52,247</b>	<b>\$199,444</b>	<b>\$66,481</b>
<b>\$1,329,629</b>				

<b>AUDIT BUDGET</b>						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$577,539	\$485,994		\$91,545	
44.20.02	Fringe	\$217,819	\$189,697		\$28,122	
44.20.03	Travel	\$14,821	\$14,821			
44.20.04	Equipment	\$19,761	\$19,761			
44.20.05	Supplies	\$8,234	\$8,234			
44.20.06	Contractual	\$329,761	\$211,033	\$52,247		\$66,481
44.20.07	Other	\$19,339	\$19,339			
44.20.08	Indirect	\$142,355	\$62,577		\$79,778	
	<b>Total</b>	<b>\$1,329,629</b>	<b>\$1,011,456</b>	<b>\$52,247</b>	<b>\$199,444</b>	<b>\$66,481</b>

<b>\$1,329,629</b>	<b>\$1,011,456</b>	<b>\$52,247</b>	<b>\$199,444</b>	<b>\$66,481</b>
<b>\$1,329,629</b>				

**TABLE 4**  
**2012 - 2013 SUMMARY BUDGET**  
**FTA BUDGET**

<b>TASK BUDGET</b>							
ID	Task	Total	FTA	Staff	CNY RPDB	State	Local
44.21.00	Program Administration and Support	\$71,000	\$56,800	\$44,047	\$12,753	\$10,650	\$3,550
44.24.00	Short-Range Transportation Planning	\$20,938	\$16,750	\$16,750		\$3,141	\$1,047
44.23.02	Long-Range Transportation Planning	\$189,068	\$151,254	\$151,254		\$28,360	\$9,453
44.25.00	Transportation Improvement Program	\$4,378	\$3,502	\$3,502		\$657	\$219
44.27.00	Other Activities	\$1,760	\$1,408	\$1,408		\$264	\$88
	<b>Total</b>	<b>\$287,143</b>	<b>\$229,713</b>	<b>\$216,961</b>	<b>\$12,753</b>	<b>\$43,071</b>	<b>\$14,357</b>

<b>\$287,143</b>	<b>\$229,713</b>	<b>\$216,961</b>	<b>\$12,753</b>	<b>\$43,071</b>	<b>\$14,357</b>
<b>\$287,143</b>					

<b>AUDIT BUDGET</b>						
ID	Category	Total	Staff	CNY RPDB	State	Local
44.20.01	Salaries	\$124,017	\$104,248		\$19,770	
44.20.02	Fringe	\$46,764	\$40,691		\$6,073	
44.20.03	Travel	\$3,179	\$3,179			
44.20.04	Equipment	\$4,239	\$4,239			
44.20.05	Supplies	\$1,766	\$1,766			
44.20.06	Contractual	\$72,377	\$45,267	\$12,753		\$14,357
44.20.07	Other	\$4,148	\$4,148			
44.20.08	Indirect	\$30,652	\$13,423		\$17,229	
	<b>Total</b>	<b>\$287,143</b>	<b>\$216,961</b>	<b>\$12,753</b>	<b>\$43,071</b>	<b>\$14,357</b>

<b>\$287,143</b>	<b>\$216,961</b>	<b>\$12,753</b>	<b>\$43,071</b>	<b>\$14,357</b>
<b>\$287,143</b>				

**TABLE 5**  
**2012 - 2013 SUMMARY BUDGET**  
**TOTAL FEDERAL BUDGETS**

<b>TASK BUDGET</b>			
<b>ID</b>	<b>Task</b>	<b>Total Federal</b>	<b>Total</b>
44.21.00	Program Administration and Support	\$289,500	\$361,875
44.24.00	Short-Range Transportation Planning	\$95,000	\$118,750
44.23.02	Long-Range Transportation Planning	\$846,000	\$1,057,500
44.25.00	Transportation Improvement Program	\$35,000	\$43,750
44.27.00	Other Activities	\$27,917	\$34,896
	<b>Total</b>	<b>\$1,293,417</b>	<b>\$1,616,771</b>

<b>AUDIT BUDGET</b>			
<b>ID</b>	<b>Category</b>	<b>Total Federal</b>	<b>Total</b>
44.20.01	Salaries	\$590,242	\$701,557
44.20.02	Fringe	\$230,388	\$264,583
44.20.03	Travel	\$18,000	\$18,000
44.20.04	Equipment	\$24,000	\$24,000
44.20.05	Supplies	\$10,000	\$10,000
44.20.06	Contractual	\$321,300	\$402,139
44.20.07	Other	\$23,487	\$23,487
44.20.08	Indirect	\$76,000	\$173,006
	<b>Total</b>	<b>\$1,293,417</b>	<b>\$1,616,771</b>

<b>\$1,293,417</b>	<b>\$1,616,771</b>
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**TABLE 6**  
**2011 - 2012 SUMMARY BUDGET**  
**TOTAL AUDITABLE BUDGET**

<b>AUDIT BUDGET</b>						
<b>ID</b>	<b>Category</b>	<b>Total</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>Local</b>
44.20.01	Salaries	\$701,557	\$590,242		\$111,315	
44.20.02	Fringe	\$264,583	\$230,388		\$34,195	
44.20.03	Travel	\$18,000	\$18,000			
44.20.04	Equipment	\$24,000	\$24,000			
44.20.05	Supplies	\$10,000	\$10,000			
44.20.06	Contractual	\$402,139	\$256,300	\$65,000		\$80,839
44.20.07	Other	\$23,487	\$23,487			
44.20.08	Indirect	\$173,006	\$76,000		\$97,006	
	<b>Total</b>	<b>\$1,616,771</b>	<b>\$1,228,417</b>	<b>\$65,000</b>	<b>\$242,516</b>	<b>\$80,839</b>

<b>\$1,616,771</b>	<b>\$1,228,417</b>	<b>\$65,000</b>	<b>\$242,516</b>	<b>\$80,839</b>
<b>\$1,616,771</b>				

**TABLE 7**  
**2012 - 2013 State Planning and Research Funding**

TASK BUDGET						
TASK		FUNDING SOURCE			RESPONSIBILITY	
ID	Task	NYSDOT - SPR	FHWA - SPR	Total	Staff	Total
44.21.00	Program Administration and Support	\$0	\$0	\$0	\$0	\$0
44.24.00	Short-Range Transportation Planning	\$0	\$0	\$0	\$0	\$0
44.23.02	Long-Range Transportation Planning	\$90,000	\$360,000	\$450,000	\$450,000	\$450,000
44.25.00	Transportation Improvement Program	\$0	\$0	\$0	\$0	\$0
44.27.00	Other Activities	\$0	\$0	\$0	\$0	\$0
	<b>Total</b>	<b>\$90,000</b>	<b>\$360,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>
			<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>	<b>\$450,000</b>

AUDIT BUDGET				
ID	Category	Staff	CNY RPDB	Total
44.20.01	Salaries	\$0	\$0	\$0
44.20.02	Fringe	\$0	\$0	\$0
44.20.03	Travel	\$0	\$0	\$0
44.20.04	Equipment	\$0	\$0	\$0
44.20.05	Supplies	\$0	\$0	\$0
44.20.06	Contractual	\$450,000	\$0	\$450,000
44.20.07	Other	\$0	\$0	\$0
44.20.08	Indirect	\$0	\$0	\$0
	<b>Total</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$450,000</b>
			<b>\$450,000</b>	<b>\$450,000</b>
			<b>\$450,000</b>	<b>\$450,000</b>

**UNIFIED PLANNING WORK PROGRAM**

**FY 2012-2013**

**Appendices**

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

## **Other Significant Federally Funded Transportation Planning Activities**

In addition to the projects included in the SMTC's program, a significant planning effort is being undertaken by the NYSDOT for a corridor study of I-81. This effort is being closely coordinated with the SMTC and is tied into two key SMTC efforts: The I-81 Public Participation Project and the I-81 Travel Demand Modeling Project. The following pages are excerpts from the NYSDOT's study application and serve to provide a context, cost and broad scope of the NYSDOT effort.

**NYS TRANSPORTATION PLANNING  
SPR FUNDING APPLICATION  
for Planning Project**

**Project Manager Information**

Name:	Mark Frechette
Title:	Director, Planning & Program Management, Region 3
Organization:	NYSDOT
E-mail Address:	mefrechette@dot.state.ny.us
Phone Number:	(315) 428-4409
<b>COMMITTED PROJECT MANAGER</b> <i>Is the proposed Project Manager prepared and authorized to manage the project? Explain</i>	Yes. As requested by the Regional Director Carl Ford.

**Applicant Information** (If different from the Project Manager)

Name: <i>Person completing this application</i>	Same as above
Title:	
Organization:	
E-mail Address:	
Phone Number:	

**Project Description**

Working Title for Proposal:	I-81 Corridor Study & Project Scoping
Project Goal: <i>Desired outcome</i>	Investigate the need for transportation improvements to 10.69 miles of Interstate 81 between I-481/I-81 interchanges (Exits 16A & 29). Develop feasible project alternatives for addressing various transportation issues associated with the I-81 Viaduct in the City of Syracuse. Scoping activities will be restricted to the area of Interstate 81 between Salina/Clinton exit and Raynor Avenue (viaduct section).
Actions Proposed: <i>Major steps in the project</i>	<ul style="list-style-type: none"> <li>• Corridor study of I-81</li> <li>• Public outreach and interaction</li> <li>• Project scoping</li> </ul>
Anticipated Product(s) <i>Documents /Plans /Data Base/ etc.</i>	Corridor Study Report, Project Scoping Report (I-81 Viaduct Portion Only)
Total Project Cost:	Syracuse I-81 Viaduct Project: 150 Million to 500 Million
SPR Funds Requested:	2 Million
Other Funds: <i>If other funds will supplement SPR funding, indicate the source of the funding and the likelihood that it will be available.</i>	Region 3 has requested that SMTC utilize their Traffic Demand Model to evaluate different alternative scenarios to show traffic projections to both State and local streets.

### Alignment with Priority Result Areas

<i>If applicable, how will implementation of the project affect <b>Mobility / Reliability</b>?</i>	This section of I-81 serves at the crossroads with I-90 in the center of New York State. Protecting the integrity of the interstate system while providing sound mobility and reliability throughout the corridor is the primary purpose of this Corridor Study.
<i>If applicable, how will implementation of the project affect the <b>Safety</b> of the traveling public?</i>	Improve safety for those who use this transportation facility by reducing the points of conflict, correcting non-standard features, addressing capacity problems, and providing better distribution of traffic.
<i>If applicable, how will implementation of the project affect <b>Environmental Sustainability</b> in the State?</i>	The scoping report for the Syracuse I-81 Viaduct will lead to an Environmental Impact Statement process of various alternatives. DOT can aspire to an improved environment thru this process.
<i>If applicable, how will implementation of the project affect the <b>Economic Competitiveness</b> of the State?</i>	Much of Syracuse's economy as a major upstate city is a result of the transportation links within this corridor. The Central Business Districts, hospitals, universities, etc. all rely on this corridor to remain economically competitive.
<i>If applicable, how will implementation of the project affect <b>Security</b> of travelers, employees and NYS citizens?</i>	Addressing the various transportation issues related to I-81 in the City of Syracuse will enhance security by ensuring the functionality of this portion of the interstate system for many years into the future.

### New York State Need

<i>Describe the problem, any statewide implications, and its urgency.</i>	NYSDOT is approximately 10 years away from having to address major bridge deficiencies associated with the I-81 Viaduct thru the City of Syracuse. The I-81 Corridor Study is an integral component of the decision making process that will assist NYSDOT in determining how best to move forward with this major trade, commuter, and intercity corridor.
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### Return on Investment

<i>Discuss how the results of the project might be used, and given funding constraints and other factors, the likelihood of the results being used.</i>	The strategies identified by the I-81 Corridor Study include an array of capital projects and operational actions that can be developed and implemented over the next 10 to 20 years to improve the corridor. The likelihood of results being used are very high due to the State's need to address multiple deficiencies within its transportation system.
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### Other

<i>Other pertinent information is welcomed, but not required.</i>	See attached UPWP project proposals submitted to SMTC for consideration under their work program for 2007. This project will need to be considered as a Statewide significant project in the future due to the financial commitment needed to resolve this transportation issue.
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### Submit Applications to: [JHigle@dot.state.ny.us](mailto:JHigle@dot.state.ny.us)

Completed applications should be submitted as an attachment to an e-mail.

### Questions?

Questions on how to complete this application, the review process, or the research program should be directed to Jay Higle, Policy and Strategy, (518) 457-7089.

## **SMTC SPR Funding:**

Funding for the SMTC's efforts towards The I-81 Public Participation Project and the I-81 Travel Demand Modeling Project is being substantially supplemented with federal SPR funds by the NYSDOT. The SPR monies being supplemented by the NYSDOT are anticipated to be spent on contractual items for the most part but may offset some staff costs if required in the future. Project descriptions for these two efforts follow.

### **I-81 Travel Demand Modeling Project:**

The SMTC will utilize its Travel Demand Model to evaluate different alternative planning scenarios for the I-81 Corridor in the MPO area with the goal being to demonstrate the traffic impacts/projections of those scenarios on both the state and local transportation systems. This study will be performed in such a way that preservation of the integrity of the transportation system is assured and sound mobility and reliability measures will be utilized. This project will be critically linked to the I-81 Public Participation Project and the NYSDOT I-81 Corridor Study.

The major elements of this effort are to:

- Refine the SMTC's travel demand model in order to improve its validity, and
- Use the travel demand model to evaluate various potential concepts for the I-81 corridor (and permutations of those concepts), based on:
  - impacts to the transportation network of the greater metropolitan region and
  - impacts to regional interstate access and general mobility, with an emphasis on the movement of goods and people, and with a keen awareness of regional air quality implications.

The results of this project will be completed in conjunction with the SMTC's I-81 Public Participation Project (a related but separate Scope of Work). The findings of the public participation effort will be used to assist in the development of alternatives to be tested in the model, and the results of the modeling effort will be reported to the public through the Public Participation Project. These two projects, along with additional technical analysis done by the NYSDOT, will form the foundation for NYSDOT's greater I-81 corridor study, which will make the final determination regarding the future of I-81. The SMTC will be a key stakeholder in the NYSDOT study. In addition, the final determination of the NYSDOT study will ultimately be manifested as a Transportation Improvement Program (TIP) project, which will require approval by the SMTC.

### **I-81 Public Participation Project:**

This multi-year project is linked to the NYSDOT's I-81 Corridor Study as well as the SMTC's I-81 Travel Demand Modeling Project. The major components of the project are:

- Outreach and education to inform the public about the corridor; its role, function, outlook, and general condition; and the existing conditions of adjacent areas impacted by it;
- Education to inform the public about the various planning processes that currently surround the corridor;
- A public involvement process to gather input on issues/concerns related to I-81 and its environs; and
- A public involvement process to garner public opinion regarding the future alternatives for the roadway in this area.

The results of this project will be used as input for the SMTC's technical work on the I-81 modeling effort (a related, but separate Scope of Work). These two products, along with substantial additional technical analysis done by the NYSDOT, will form the foundation for NYSDOT's greater I-81 corridor study, which will make the final determination regarding the future of I-81. NYSDOT's study is funded via FHWA State Planning and Research (SPR) funding and the SMTC (and its member agencies) will be key stakeholders of the NYSDOT effort. In addition, the final determination of the NYSDOT study will ultimately be manifested as a Transportation Improvement Program (TIP) project, which will require approval and concurrence by the SMTC member agencies.