

**Syracuse Metropolitan Transportation Council**

**Unified Planning Work Program**

2006-2008 UPWP



**2006-2008**

**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 13, 2006**

**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.**

**This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation.**

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
2006-2008 UNIFIED PLANNING WORK PROGRAM**

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## RESOLUTION

### SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL POLICY COMMITTEE

March 13, 2006

- WHEREAS,** In order to promote a coordinated, continuous and comprehensive transportation planning process in the Syracuse Metropolitan Area, 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 (MPO) and requirements for intermodal 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, (2) the Transportation Improvement Program, and (3) the Congestion Management System; and
- WHEREAS,** in cooperation with the New York State Departments of Transportation (NYSDOT) and Environmental Conservation (NYSDEC), 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 2006-2008 for the Syracuse area; and
- WHEREAS,** the Policy Committee is committed to assuring equal opportunity to all persons in the planning of transportation services and facilities and will, during 2006-2008, complete an annual Title VI update as well as maintain expanded public participation activities; and
- WHEREAS,** in order to support these and other elements of the 2006-2008 Unified Planning Work Program, the Policy Committee continues its designation of the New York State Department of Transportation (NYSDOT) to be the grant applicant on behalf of the SMTC. The NYSDOT will apply for necessary regular program funding under the Federal Transit Administration (FTA) Section 5303 program, under the Federal Highway Administration (FHWA) "PL" transportation planning program and "SPR" program, 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 2006-2008.

**NOW THEREFORE BE IT RESOLVED**, that the Policy Committee adopts the 2006-2008 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 to make revisions and refinements in funding or responsibility to the UPWP as found necessary both to finalize and implement the UPWP consistent with its overall scale and program emphasis.

Done and Ordered this 13th day of March 2006 by consensus of the SMTC Policy Committee.



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Dale A. Sweetland  
Chairperson  
SMTC Policy Committee



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Carl Ford  
Secretary  
SMTC Policy Committee

March 13, 2006

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Date

March 13, 2006

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Date

## **SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**

### **2006-2008 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 year 2006-2008. 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 2020 Long-Range Transportation Plan, which was adopted in January 1995. The SMTC Central Staff, working with the Planning Committee and the New York State Department of Transportation, biennially initiates the process of developing the UPWP and prepares a final draft for both Planning and Policy Committees 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 towards achievement of the established 2020 goals regarding mobility, facilities, safety, the environment, economy and land use.

The SMTC's Operations Plan outlines a framework for the Work Program which the Central Staff is expected to accomplish, and provides guidance with respect to a financial plan to support the Work Program. This 2006-2008 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 affect

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 Long-Range Transportation Plan.

The staff, working with member agencies, establishes a list of candidate projects for inclusion in next year's work program. Estimates of amounts and sources of funding 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 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 Highway Programs and included in the Transportation Improvement Program (TIP).

#### *Non-Voting Membership*

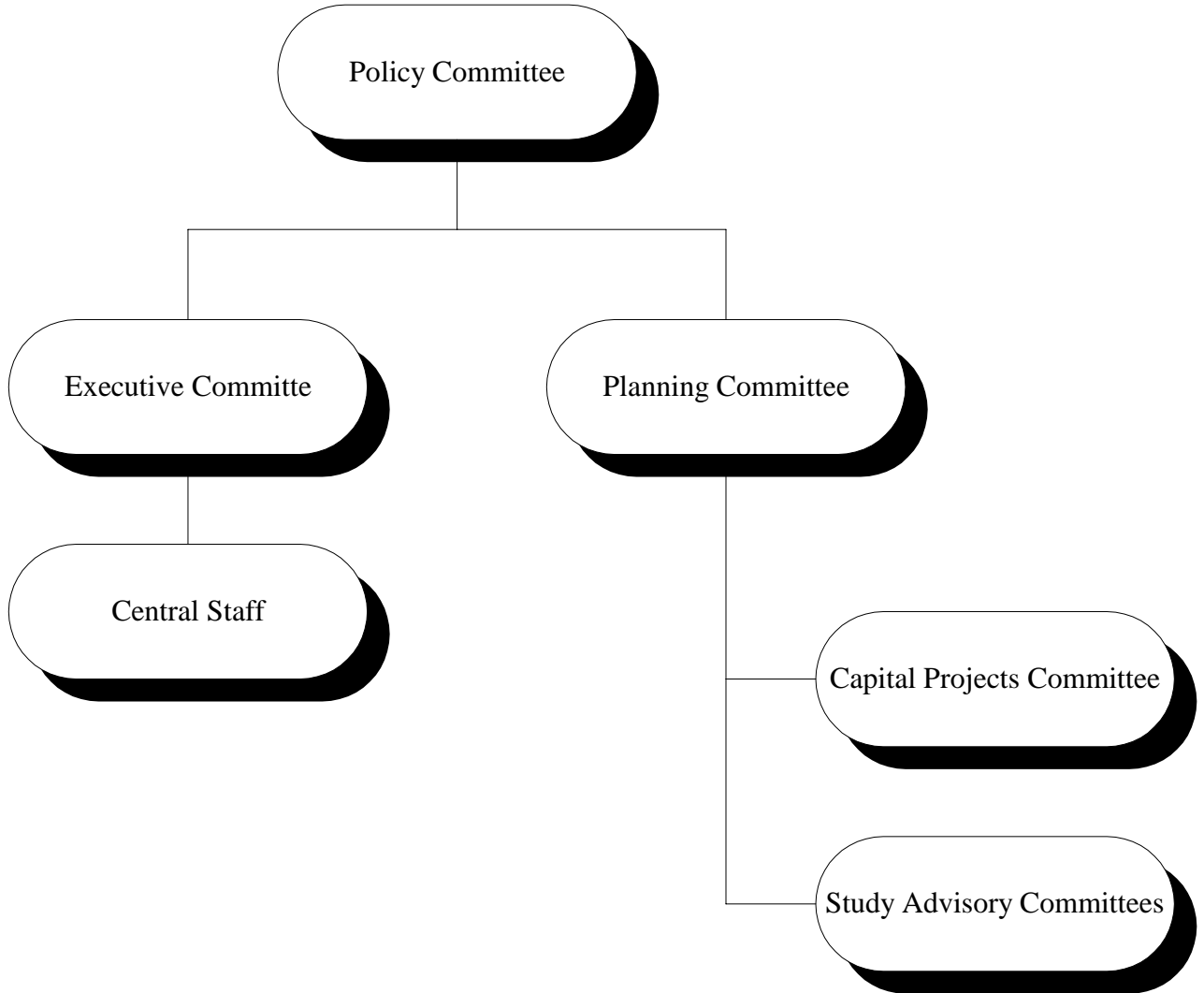
The Council maintains a non-voting membership category to accommodate agencies which have programs indirectly related to transportation and/or transportation planning. With the exception of voting on official Council business, these members are eligible to participate in Committee discussions and to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

#### *Organizational Objectives*

In order to achieve the SMTC program goals and the detailed technical activities inherent in them, the Council 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 2020 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 planning” concept.

# SMTC COMMITTEE STRUCTURE



## **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., CNY RPDB, CNYRTA, City of Syracuse, NYSDOT, Onondaga County, SOCPA, etc.) as well as the use of private consultants, where appropriate.

### *SMTC Central Staff*

A permanent, intermodal 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.

### *New York State Department of Transportation Staff*

The New York State Department of Transportation (NYSDOT) has an extensive professional staff of transportation planners, analysts and both professional and support personnel, in such associated specialties as transportation planning, economics, research, data processing and environmental impact analysis. The NYSDOT provides assistance to the SMTC on various issues as requested.

### *Syracuse - Onondaga County Planning Agency Staff*

The Syracuse - Onondaga County Planning Agency (SOCPA) provides the SMTC with planning assistance and various GIS-related information.

### *Central New York Regional Transportation Authority Staff*

The Central New York Regional Transportation Authority (CNYRTA) provides the SMTC with both general and project specific data relating to transit. Such data includes ridership information, counts, scheduling, routing, etc.

## **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 13202-1050. All of the SMTC records are available for public inspection during normal business hours.

## **UNIFIED PLANNING WORK PROGRAM (UPWP) FRAMEWORK**

The biennial 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 years (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 and 2004, 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.

## **2004-2006 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 continuous, cooperative, and comprehensive in nature and that it is in compliance with applicable Federal, State, and local laws and requirements. To that end, the accomplishments under this task for the two year period are varied and include, but are not limited to, the items summarized below:

- Held twenty Executive Committee meetings, seven Planning Committee, and five 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 warranted;
- 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 management of the call consultants retained for SMTC General Transportation Planning/Engineering Services;
- Continued training of various MPO staff as appropriate;
- Completion of a FHWA/FTA on site certification review in September 2005; and
- Continued participation, as appropriate, with the American Planning Association (APA), the Institute of Transportation Engineers (ITE), and the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and other professional affiliations as needed. In addition, the SMTC Communications Assistant serves as Secretary of the Onondaga County Traffic Safety Advisory Board.

### **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, legal notices, flyers, and presentations, the commencement of planning activities and public comment periods relating to the Transportation Improvement Program (TIP) process, the UPWP process and the Long-Range Transportation Plan (LRTP) 2007 Update as appropriate;
- Held the final public meeting on recommendations for the I-481 Industrial Corridor Transportation Study;
- Held kick off public meeting on the F-M Road / Route 257 Sidewalk Feasibility Study;
- Led educational sessions for the Towns of Clay and Cicero relevant to Land Use Planning and the Clay/Cicero Route 31 Transportation Study;
- Presented to the Town Planning Boards of Clay and Cicero regarding the Clay/Cicero Route 31 Transportation Study;
- Held public meetings for the Bicycle and Pedestrian Plan to present the study's issues and recommendations;
- Distribution and analysis of a Public Opinion Survey relevant to the LRTP 2007 Update along with numerous presentations of the project;
- Developed and distributed the SMTC newsletter, DIRECTIONS;
- Maintained and expanded the SMTC web site including the addition of interactive content components ;

- Maintained and expanded the sub-web sites for both the Bicycle and Pedestrian Plan and the LRTP 2007 Update;
- Pursued various speaking and presentation opportunities in an effort to expand the public and business arena's awareness of the SMTC and its role in transportation planning;
- Produced and distributed, as appropriate, an SMTC Orientation Package, aimed at educating new committee members on the roles and responsibilities of the agency.

### **UPWP Maintenance and Development**

This task involved the creation and dissemination of the 2004-2006 UPWP, the 2005-2006 UPWP Amendment, and the 2006-2008 UPWP which were all developed via a cooperative process involving all member agencies as well as the SMTC Central Staff. Call letters soliciting planning projects were sent out to all municipalities in the SMTC study area and resulted in modest responses. A planning program was then developed within the known budgetary constraints. The draft documents then underwent the accepted committee review and approval processes. Additionally, the semiannual reports were submitted to the FHWA and FTA as required. The shift from an annual UPWP to a two-year UPWP results in a reduction of some administrative activities but annual amendments and reporting are still required.

### **UPWP Tracking System**

The purpose of this task was to continue the efforts which began during the 2002-2003 UPWP to create and implement a computerized tracking system to monitor various MPO activities. It was determined early in the 2004-2005 UPWP year that the nature of this project will be changed to include only new and significant projects. As such it will be a smaller scale item to be handled under general administration and would not require a distinct planning task and budget.

### **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. The main project that this was required for was the "I-481 Industrial Corridor Transportation Study." In the first part of the 2004-2005 program year the final public meeting was held and the final document completed. This project was approved by the SMTC Policy Committee on December 2, 2004. In the 2005-2006 program year the main activity that occurred under this heading was the final completion of the Safety Improvement Analysis on behalf of the Onondaga County Department of Transportation (OCDOT). Due to constraints on data acquisition from the NYS Department of Motor Vehicles, this project lapsed into the following program year. This project was accepted by the OCDOT as complete in December 2005.

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

This task provides the SMTC with the ability to continue the process of compiling and analyzing 2000 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.

One of the main activities that occurred under this item during the 2004-2006 cycle was the creation of base demographic profiles and future demographic projections in direct support of the SMTC Travel Demand Modeling migration project. SMTC staff along with member agencies over an extended period of time leveraged US Census data along with other data sources to create what are believed to be accurate forecasts of demographic conditions by Transportation Analysis Zones. This was critical the development of the SMTC's Travel Demand Model project.

Staff also utilized relevant portions of the Census Bureau's SF1, SF3, and CTPP data sets to update the demographic portions of the SMTC's LRTP planning efforts. The data was linked to GIS and allowed for maps to be created and analysis performed that would not have been possible without the Census Data. The Title VI and Environmental Justice projects were also intricately tied to this project's utilization of Census data and the ability to create custom data outputs of Census Data via GIS.

### **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 Metropolitan Planning Organization (MPO). The two primary datasets utilized for this task are Transit Data and Vehicle Data. Due to the fact that the Central New York Regional Transportation Authority is currently updating/implementing an electronic ridership tracking project, there was little transit data available during this program cycle.

In terms of vehicle data collection, the SMTC performed 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. This process also allows for a speedier response time to vehicle data requests. Additionally, this database allowed staff to access numerous counts at numerous locations for the Travel Demand Model project. As of October of 2005 the SMTC's web site now has an interactive component that allows users to retrieve their own vehicle data counts by segment by municipality. Additionally, various specific counts were taken by the SMTC over the 2004-2006 cycle in response to member agency requests (both AADT and turning movement). These counts were gathered either via consultant, NYSDOT, and/or SMTC staff (in the case of certain turning movement counts).

### **Functional Classification System Review:**

The purpose of this task was to conduct a comprehensive review of the City of Syracuse street network in terms of its functional classification as well as a subsequent review of the balance of the MPO area as affected by any changes made to the City's system. To accomplish this task, SMTC staff first drafted a hypothetical new Functional Classification System for the City of Syracuse. Following that, SMTC staff met with representatives of the City of Syracuse and the NYSDOT to determine what changes were most appropriate to the City's system. Following several meetings and revisions, a draft final version of a revised proposed City of Syracuse Functional Classification System was established in December of 2005. In the first few months of the 2006-2008 UPWP cycle, the balance of the MPO area will be briefly reviewed for required changes necessitated via changes to the City's system.

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

The SMTC has continued in its progress on improving and maintaining its central GIS database library for use on all planning activities. Updated GIS data include: Functional Classification of the Federal Aid eligible road network, updated annotation layer for road names and shields, Ownership/Jurisdiction data for all road systems in the MPO area, and a linkage of the Bridge and Pavement Condition data to the SMTC GIS Base. Additionally, all Census and vehicle data are interactively accessible via the SMTC's GIS. Specific milestones worth noting for this project area include, but are not limited to, the following:

- Continuation of training of appropriate staff in the use of new GIS software by way of a NYS MPO Shared Cost Initiative;
- Detailed GIS analysis of all employment locations with three or more employees summarized by TAZ in support of the Travel Demand Modeling migration project;
- Continued updating of the MPO Roads layer to more accurately reflect existing conditions through utilization of both Pictometry and the NYS Orthophoto program;

- Updates of the MPO and Urban area Boundaries as required;
- Continued updates of the SMTC's functional classification system as necessary based on modifications to the City of Syracuse system;
- Continued updates of all transit routes within the SMTC area as part of annual maintenance;
- Utilization of the Pictometry (aerial oblique photographs) data for Onondaga County for planning studies;
- Map and data creation in direct support of planning projects (e.g. Mapping for Route 257 Pedestrian Accommodation Feasibility Study and the Clay/Cicero Route 31 Transportation Study); and
- An updated collection of all tax parcels and associated GIS data in the Onondaga County area.

### **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 as well as evolving state regulations. In the past two years, significant changes in both Federal and State policy initiatives relating to air quality have resulted in a new approach to air quality and conformity for MPOs. SMTC Staff has successfully met all federal and state requirements relating to air quality, conformity, and the NYS Energy Plan over the past two year cycle. Major accomplishments and milestones are noted below:

- The LRTP 2004 Update's required chapters on air quality, conformity, and energy were completed along with all appropriate analysis and documentation. The Interagency Consulting Group (ICG) reviewed the staff-developed conformity analysis for the LRTP 2004 Update and advised that they had no further comments and that it was satisfactory for public review. Following the public review period the FHWA (with concurrence from the EPA) approved the SMTC conformity determination;
- 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;
- Staff attended numerous meetings and conference calls with state and federal representatives relating to air quality initiatives to ensure that the SMTC is fully versed on all requirements and obligations;
- Staff worked with other NYSMPOs to develop a cooperative approach to fulfilling the myriad of requirements under this important work item via periodic meetings, conference calls, and training sessions;
- The conformity required for the 2005-2010 TIP was developed by staff and approved by the ICG ensuring that the SMTC has a valid TIP; and
- Staff is currently involved in discussions on the establishment of a New York State pre-conformity consensus plan for all MPOs in New York State.

### **Air/Water Planning**

The purpose of this task is 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. The major activities completed under this task over the past two years include: A Staff review of the Water and Waterways Strategies Report currently being developed by F.O.C.U.S. Greater Syracuse for its impact on the MPO area; participation in the Annual Meeting of the Erie Canalway National Heritage Corridor Commission; and Research into the costs and time frame required to complete a reprint of the NYS Canal Services Map/Brochure.

The primary accomplishments under this task for the past program year focused on the Canal Services Map and continued dissemination of the map. This product was so successful that all but a few copies of the map retained for staff use have been distributed. Additionally, minor changes in the Canal Services Map have been completed by staff on the digital (master) copy of the map in anticipation of reproducing additional copies.

## **Bicycle and Pedestrian Plan**

The purpose of this project was to complete the development of a bicycle and pedestrian plan for Onondaga County, including the City of Syracuse. The primary goals of this plan are to preserve and enhance the area's bicycling and pedestrian network, improve the safety, attractiveness and overall viability of cycling and walking as legitimate transportation alternatives in the SMTC MPO area and to improve air quality.

The 2005 Bicycle and Pedestrian Plan was designed as a policy level plan that provides policies and guidelines to guide future bicycle and pedestrian facilities and amenities within the MPO area. The report is non-location specific so that it can be applied in the various municipalities represented within the MPO region. The SMTC's overall expectation is that municipalities within the MPO will utilize this plan and the noted recommendations as a starting point or as a guideline to follow when addressing bicycle and pedestrian planning options within their respective communities. Additionally, a second printing of the Bicycle Suitability Map was made and the supply exhausted. A third printing is anticipated for 2006.

This project contained a large public involvement component that consisted of numerous Study Advisory Committee (SAC) meetings, public meetings, direct mailings and focus group/workshop meetings. The community's involvement in the project was critical to its success. The project was completed and approved during the 2004 - 2006 UPWP cycle (specifically in March of 2005) and disseminated accordingly. To review the plan itself please refer to the following web link: <http://www.smtcmpo.org/bike-ped/finalrep.asp>

## **Bicycle and Pedestrian Planning**

The purpose of this task is to include multi-modal transportation planning in the Metropolitan Planning Organization (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:

- Participation in National Bike Month via various activities such as Publication of a Bike Month calendar. Scheduling a bicycle education session titled "Getting Back to Basics" and Instruction on bicycle equipment maintenance, safety, traffic laws, and proper helmet use;
- Development of a comprehensive database of municipal contacts for Bicycle and Pedestrian issues within the MPO;
- Staff co-organized and hosted pedestrian and bicycle coordinator meetings between NYSDOT and MPO staff;
- Staff attended several seminars and workshops on pedestrian and bicycle planning;
- Review and comment on the 1997 New York State Bicycle and Pedestrian Plan; and
- Participation in Walk Your Child to School Day.

Additionally, staff provided assistance to other staff members in need of assistance relating to bicycle and pedestrian planning for all relevant planning projects (e.g., LRTP, Corridor Studies, etc.).

## **Bridge and Pavement Condition Management System**

This project is now an established annual element of the SMTC annual work program. A Pavement Management System (PMS) is a systematic method for tracking and addressing pavement conditions. Similarly, a Bridge Management System (BMS) is a method for tracking and addressing bridge conditions. A Bridge Management System exists for New York State, and individual Pavement Management Systems currently exist in the City of Syracuse, Onondaga County, and New York State. The goal of this project is to combine all of the 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 most useful manner.

This report successfully compiled all of the relevant bridge and pavement condition information into an easily accessible format that is shared with all of the SMTC's member agencies and will be used as a basis for future analyses when appropriate. This report was completed annually and disseminated during each year of the 2004 -2006 UPWP cycle.

### **Congestion Management System (CMS)**

The purpose of this study is to biennially perform a Congestion Management System (CMS) for various identified highways/streets within the MPO area. Over the past program year, two major activities have taken place in pursuit of this goal.

The first major activity was the completion of the periodic CMS report in May of 2005. This report consisted of Tier One and Tier Two analysis and emulated the previous CMS reports.

The second major activity was the undertaking of a shared cost initiative to improve the way that the SMTC (and other NYSMPOs) completes their CMS requirements. The SMTC led a statewide initiative with other NYSMPOs to retain a consultant to determine appropriate processes and end products that NYSMPOs can follow for subsequent efforts. The goal of this shared cost initiative was to provide much needed guidance to MPO staff on a required planning activity. For some small and medium-sized MPOs the CMS has not developed a close fit with existing planning practices. Where congestion is a marginal or absent issue, the CMS appears to offer limited benefits while consuming significant staff resources. The purpose of this shared cost study was to seek out examples from around the country of innovative approaches to satisfying the CMS requirement in which auxiliary benefits of the tasks and products associated with a CMS can be maximized. The desired outcomes included increased awareness by MPO directors and staff members of the requirements for an MPO, information in lieu of federal guidance, and summaries of relevant best practices. The fundamental goal is for MPOs to not only meet the federal requirements but, more importantly, to obtain practical benefits from the implementation of their CMS duties. The Final Report is expected for delivery to the NYSMPO's by the end of February 2006.

### **Environmental Justice Analysis**

The purpose of this annual 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. This project is expected to be an annual planning task for the SMTC, as strongly suggested by FHWA. Major accomplishments during the 2004-2006 program cycle include:

- Rescoping of additional work activities with extensive SAC input;
- Held multiple SAC meetings for review, comment and modification to data analysis;
- A detailed review of the methodology utilized for data analysis by the project in answer to SAC concerns about the process;
- Perform new and additional analysis utilizing the recently released CTPP datasets; and Draft a revised Environmental Justice Report for the SMTC.

### **I-90 Corridor Planning Study**

The purpose of this project was to provide administrative and technical assistance to the New York State Thruway Authority (NYSTA) and the New York State Department of Transportation (NYSDOT). To that end, staff has participated in a few meetings to discuss both the funding opportunities and scoping for this project, yet a final direction for this project has not yet been reached. No major activity has occurred on this project in the 2004-2006 program cycle.

### **Lakefront Area Planning**

The purpose of this project was to allow the SMTC to continue to participate in various Lakefront Area Planning initiatives as necessary. Given current development proposals in the Lakefront area, the SMTC's involvement is key to being able to adequately address future transportation improvements. The SMTC has actively participated in a variety of meetings and discussions on this topic.

### **Long-Range Transportation Plan**

This project consisted of two main components for the 2004- 006 UPWP cycle. First, was the completion and adoption of the LRTP 2004 Update in June of 2004. The bulk of the work for this item took place in the previous UPWP cycle.

The second main component was the beginning of the LRTP 2007 Update. Over the 2004 - 2006 period, staff held several SAC meetings and communicated with appropriate state and federal representatives. It was determined that the most prudent course of action was a minor update to the LRTP 2004 Update instead of a comprehensive rewrite of the report. To that end the following itemizes the major work activities relevant to the LRTP 2007 Update:

- Held multiple SAC meetings to determine direction and content;
- Worked with NYSDOT and FHWA to determine implications of the new SAFETEA-LU legislation on the LRTP process and product;
- Drafted the document outline and a Public Involvement Plan; and
- Held multiple public outreach sessions to garner input.

It is expected that the bulk of the document will be completed in the coming year.

### **Northern MPA Planning**

The purpose of this project is to facilitate communication among and participate with MPO member agencies, various municipal representatives and other appropriate agencies regarding transportation planning efforts, needs and issues in the northern section of the SMTC metropolitan planning area. To that end staff has facilitated multiple meetings and developed a vision statement and goals for this project. One of the major outcomes of this project to date is the Route 31 Clay/Cicero Transportation Study currently underway.

### **Operations and Integration**

The 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 and the recently completed ITS Strategic Plan for the Syracuse Metropolitan Area. To that end staff has worked with appropriate member agencies on various ITS initiatives including: preparing pre-set detour routes for Interstate 81 closures; discussions with the Traffic Operations Working Group (TOWG) regarding the placement of cameras and variable message signs (VMS) along the I-481 corridor between Interstate 690 and Interstate 81 to the north; and participation in a 2-day NHI training session sponsored by the NYSDOT on Managing Traffic Incidents and Roadway Emergencies.

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

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

- The creation of a variety of transit maps and data for Centro in support of their examination of the relocation of the Common Center, transit route changes, and other activities;

- Assistance to the Onondaga County Legislature on the reestablishment of the Empire Corridor Rail Taskforce;
- Monitor activity with CSX in regards to terminal improvement plans at the DeWitt Yard;
- Attend meetings of the I-81 Rail Corridor Committee;
- Conducted a survey of truck restrictions/signs on the federal-aid highway system in the Syracuse MPA (excluding the City of Syracuse) that resulted in an inventory and corresponding report (Federal Aid Highway Truck Signage Survey);
- Reviewing of the SAFETEA-LU requirement for the establishment of a “locally developed, coordinated public transit-human services transportation plan” for all FTA programs for under-served populations: the Elderly Individuals and Individuals with Disabilities program (Section 5310); the Job Access and Reverse Commute program (Section 5316); and the New Freedom program (section 5317). This plan must be in place prior to FY 2007; and
- Staff attendance at CNYRTA’s regularly scheduled board meetings.

### **Safety Improvement Analysis**

The objective of this project was to assess traffic safety issues and concerns in the MPO area by examining traffic incidents in either the City of Syracuse or County of Onondaga (location alternates by year). This past two year cycle was to be an examination of Onondaga County and 10 selected municipal locations. This proved more challenging than anticipated due to numerous issues with obtaining the necessary safety data (accident reports and data sets).

The first step in completing this analysis was to obtain from the New York State Department of Transportation’s (NYSDOT) Centralized Local Accident Surveillance System (CLASS) a complete listing of all accidents within Onondaga County for the most recent 3 year period. This data was then be presented to the appropriate agency so that they could choose the 10 locations for analysis. Staff then completed a detailed analysis of each chosen location. Several tasks were included in the analysis including field investigations, collision diagrams, collision summaries, intersection diagrams, timing and phasing plans, Level of Service analysis, and recommendations (if the entity so desires).

Due to unresolvable issues relating to data acquisition, staff was required to obtain data from disparate sources as a proxy. This greatly delayed the completion of the project and called into question issues relating to data integrity. To that end the SMTC is refraining from completing future analysis until the data issues is resolved. It should be noted that the County and municipal locations were all eventually completed but issues relating to accuracy remain and are outside of the control of the SMTC and its staff.

### **Title VI Report**

This projects’ objective was to complete a Title VI Report that assesses the services and facilities of the Central New York Regional Transportation Authority (CNYRTA) that is in compliance with the Federal Transit Administration’s Title VI regulations. By following the 12 steps outlined by the FTA, SMTC staff were able to produce a comprehensive examination of the demographic and transit conditions serviced by the CNYRTA. This was completed through various SAC meetings, detailed mapping and analysis, and the generation of a report. The FTA accepted the completed report as a “model” and commended the CNYRTA on its content. The twelve elements of the report are : 1. List of Active Complaints and Lawsuits, 2. Pending Applications for Financial Assistance, 3. Summary of Civil Rights Compliance Reviews, 4. FTA Civil Rights Assurance, 5. DOT Title VI Assurance, 6. Fixed-Facility (Environmental Justice) Impact analysis, 7. Demographic and Service Profile Maps, Overlays and Charts, 8. Service Standards and Policies, 9. Assessment of Compliance by Grantees, 10. Other Areas of Title VI Considerations, 11. Internal Monitoring Procedures and 12. Title VI Complaints.

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

The intent of this project was to provide an educational outreach program to inform municipal officials and the general public on the relationship between transportation and land use in creating more livable communities. To that end, the SMTC has participated in various seminars and outreach efforts in an attempt to further educate individuals about this issue. Specific accomplishments over the 2004-2006 cycle include the creation of a Draft Interactive CD-Rom that can be used as a planning tool for local municipalities as they try to deal with the ever more complicated issue of the transportation land use connection. These tools include interactive media, readings, guides, and related materials to assist local planners in making the most informed decisions possible.

### **Travel Demand Model**

There was significant activity relating to this task for the 2004-2006 UPWP cycle as detailed below. The consultant team retained for this project made substantial progress in delivering a new travel demand model using the TransCad software platform, which has a higher degree of utility and reliability than the past TModel2 model. As of February 2006, the consultant has delivered the model and it is currently undergoing a final QA/QC before closing out the contract. Selected major accomplishments under this effort are itemized below:

- Creation and testing of valid TAZ structure for model;
- Completion of base and future road network with appropriate attributes (lanes, speed, etc);
- Development of detailed demographic and employment data via a cooperative process of SAC members, SMTC staff and some consultant input. This base and future demographic and employment data took considerably longer to develop than originally scheduled or anticipated but has yielded highly detailed data that will support a wide variety of planning needs (including but not limited to the Travel Demand Model);
- Several SAC meetings at appropriate times for project support and status reporting;
- Transfer of pertinent TModel2 data into the TransCad model;
- Model calibration;
- Draft Model Documentation was delivered and is being reviewed as part of the QA/QC process;
- SMTC and NYSDOT staff were trained via the consultant on the operations of the model; and
- Consultation with the NYSDOT Environmental Analysis Bureau has begun to ensure that the new model will adequately address existing and future air quality requirements.

### **University Hill Comprehensive Transportation Study**

The purpose of this project was to complete a comprehensive transportation study of the University Hill area, as was recommended in the previously completed University Hill – Special Events Transportation Study. The study was to address issues such as parking (enforcement, regulations, residential and employer), general vehicular access, bicycle and pedestrian access, and an examination of existing transit services and possible transit alternatives. There is also a need to look at non-automobile alternatives and improvements such as park and ride shuttle systems. This study began in the 2002- 003 UPWP year.

The SMTC subsequently decided that the project needed to be refocused. To that end, the study has been rescoped to focus on three primary issues: Interstate Access, Institutional Parking, and Transit, Walking and Biking. The plan will identify proposed improvements to meet the needs of University Hill for these three issues as it develops over the next 20 years. A major aim of the initiative is to ensure the economic viability of the institutions located in the study area while minimizing impacts to surrounding neighborhoods.

Activity over the 2004-2006 cycle was dominated by the consultant selection process, rescoping of the project, and reengaging the study participants. The study is now fully geared up to continue with a public meeting scheduled for March 2006.

### **Transportation Improvement Program**

This project's purpose was to maintain and update the Transportation Improvement Program (TIP) for 2003-2008, and develop the 2005-2010 TIP. Activities for this project also ensure that the TIP has complied with the requirements of the Clean Air Act, and is in conformity with the New York State Implementation Plan (SIP) for air quality. Over the past two years, the following occurred: staff facilitated the Capital Projects Committee process and created a Draft TIP; the Draft TIP was then presented to both Planning and Policy Committees for approval. Other notable accomplishments relating to the TIP is the migration to a new TIP Database. The database is MS-Access based and allows for easy access and editing to the TIP resulting in a more accurate document that can be maintained in a more sensible fashion. A great deal of effort went into migrating the TIP from a spreadsheet format to a database format. This new format is highly functional and able to be maintained by staff resources.

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

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 Tasks. Over the past year, staff participated in numerous minor efforts under this task to further the needs of both the SMTC and its member agencies.

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**The next five (5) projects were added to the UPWP for the 2005-2006 year.**

### **Clay/Cicero Route 31 Transportation Study**

The purpose of this study is to complete a transportation study for the Route 31 Corridor (and surrounding areas) in the Towns of Clay and Cicero that will examine the potential impact of transportation on the existing and future community, including land use decisions. The plan should be seamless with respect to town borders, and it should clearly state the preferred development goals and patterns. This study was not initiated until the 2005-2006 UPWP year. Accomplishments over the past year included:

- Creation of an approved Scope of Work;
- Holding of an educational seminar for Town Planning Boards and other municipal representatives on the issues relating to transportation and land use;
- Convened a Study Advisory Committee meeting;
- Created study goals, objectives, and outcomes;
- Created a public involvement plan;
- Began data collection;
- Created and disseminated a flyer on the study's purpose and timeframe; and
- Met with Town Board's regarding future land use decisions and the role of this project in those decisions.

It is expected that this project will continue for another 18 months.

### **CSX Intermodal Transportation Study**

This project's purpose was to complete a detailed land use and transportation plan that will provide for improved road service to the CSX intermodal facility and other commercial and industrial uses in the study area. This will be a consultant based study. The consultant will be responsible for preparing an analysis/preliminary engineering program that will examine potential alignments for better intermodal connectivity between the rail yard, local road system, and the interstate system. Elements of the study will include confirmation of the project, project information and data collection, alternative development profiles, a generic environmental impact statement, a preliminary design and engineering report, and community presentations. Significant effort for this study is expected to begin in the 2006-2007 UPWP year.

### **F-M Road/Route 257 Pedestrian Accommodation Feasibility Study**

This study began in the 2005-2006 UPWP year. The purpose of this project is to determine the feasibility of establishing a pedestrian connection on Route 257 from the Village of Fayetteville to the Village of Manlius. Many residents use the shoulder of this road to walk, jog and ride bikes. There are also many children pedestrians as the highway runs in front of two schools.

The main activities for this study are: Determine probable alignments and alternatives; Determine costs of Right of Way acquisition; Determine cost of construction; Examination of the effects on existing infrastructure (e.g. utility lines, fences, etc.) and natural resources (trees, foliage, etc.) and the costs/necessity of removing and/or relocating these items; and an effective public outreach campaign.

For the 2005-2006 year the major accomplishments of this study were:

- Creation of an approved study Scope of Work;
- Creation of a Study Advisory Committee;
- Creation of a Public Involvement Plan and the holding of the first of three public meetings;
- Began the required data collection and mapping; and
- Creation of the consultant based request for services to assist the SMTC in key components of this study;

It is expected that this study will be completed in the 2006-2007 year.

### **Traffic Safety**

The purpose of this study is to participate in various Traffic Safety initiatives as appropriate. Over the past year staff participated actively with the Onondaga County Traffic Safety Advisory Board (OCTSAB) as well as participated in seminars and conferences such as the FHWA/NYSMPO sponsored conference "Integrating Safety into Transportation Planning".

### **Waste Collection Route Optimization Study**

This study's purpose was to evaluate the efficiency of existing waste collection routes for the City of Syracuse and propose changes if appropriate. Over the past year staff spent considerable resources working with City DPW staff in examining the existing Waste Routing System. After thorough analysis it was determined that a more comprehensive overhaul of the system is needed than originally anticipated. To that end, staff has developed a consultant based scope of work to be issued in a general RFP in the near future to complete this project. It is expected that this project will be completed in the next 12 months.

## **SUMMARY OF MAJOR PROGRAMMED ACTIVITIES**

The 2006-2008 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 on June 30, 2004. 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. This 2006-2008 UPWP emphasizes activities that promote the implementation of the existing Plan.

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 has also been included for the staff to become educated on the new SAFETEA-LU legislation and requirements.

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

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

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

The majority of UPWP projects 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 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**

## 2006-2008 UNIFIED PLANNING WORK PROGRAM OVERVIEW

The 2006-2008 Unified Planning Work Program (UPWP) is based on SMTC's 2020 Long-Range Transportation Plan, updated and approved by the SMTC Policy Committee on June 30, 2004. The goals for this program year are threefold:

- Goal #1:** To complete outstanding 2005-2006 UPWP tasks
- Goal #2:** To commence new 2006-2008 UPWP tasks
- Goal #3:** To proceed with existing and proposed recurring activities

### Goal #1

In order to attain Goal #1, the following specific projects carried over from the 2005-2006 UPWP will be continued:

- Functional Classification System Review
- Clay/Cicero Rt. 31 Transportation Study
- CSX Intermodal Transportation Study
- F-M Road/Route 257 Pedestrian Accommodation Feasibility Study
- Northern MPA Planning
- University Hill Comprehensive Transportation Study
- Waste Collection Route Optimization Study

### Goal #2

Goal #2 will include the commencement of the new 2006-2007 tasks:

- Downtown Parking Analysis & Mapping
- Emergency Travel Routes
- Thompson Road Demand Modeling

### Goal #3

The tasks below make up the remainder of the program and are either required, necessary or annual activities.

- General Administration
- Professional Services
- Public Participation
- SAFETEA-LU - Miscellaneous
- UPWP Previous Year Closeouts
- UPWP Maintenance and Development
- Census Data Compilation and/or Analysis
- Data Collection, Compilation and/or Analysis
- Geographic Information Systems
- Air Quality, Conformity and Energy
- Air/Water Planning
- Bicycle/Pedestrian Planning
- Bridge & Pavement Condition Management System
- Congestion Management System
- Environmental Justice
- I-90 Corridor Planning
- Lakefront Area Planning
- Long-Range Transportation Plan
- Operations and Integration
- Rail, Truck and Transit Planning
- Traffic Safety
- Transportation-Land Use
- Travel Demand Modeling
- TIP Development and Maintenance
- Miscellaneous Activities & Special Technical Assistance

Some of these tasks result in an annual/biannual report that is reviewed by the appropriate SMTC Committee(s), while others are simply a required or necessary aspect of the MPO planning process.

## **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. A status report of the SCI projects is detailed below. 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 by 1,474.00 to account for the annual Association of Metropolitan Planning Organization's dues.

1) **NYSMPO Association Staff -Host CDTC-Amount for 2006/07 \$175,000**

This project provides staff services to the NYSMPO Association. This includes all costs associated with staff support including labor and expenses. This project is a continuation of the NYSMPO Association staff support efforts, which began in 1999/2000.

2) **Transportation & Community Design Phase II-Host CDTC- Amount for 2006/07 100,000**

This project is a continuation of the soon to be completed Phase I that identified numerous examples of good practices in the integration of transportation and community design throughout the State of New York. The project will include training and information sharing on good practices for MPO staffs, local governments, and NYSDOT staff. The product of Phase I will be used as key resource for the Phase II project.

3) **Transit Supportive Development – (Formerly listed as Linking Transportation and Development)-Hosts PDCTC & NYMTC (PDCTC will handle procurement of consultant services)-Amount for 2006/07 \$165,000**

This project will investigate how strong connections between transportation, particularly transit services (bus and rail), and planned land use development can be created and carried out within the metropolitan transportation planning framework.

4) **Staff Training – Host GTC- Amount for 2006/07 \$50,000 FHWA PL + \$50,003 FTA MPP funds.**

This project includes a host of training courses to be offered to NYSMPO staff on topics selected and agreed to by the MPOs. It may also include a capacity building conference and associated costs for NYSMPO staff and Board members to be held as part of an Annual Meeting of the NYSMPOs.

5) **Innovative Approaches to Plan Implementation – Host GBNRTC-Amount for 2006/07 \$75,000.**

The purpose of this SCI project is, first and foremost, to gain a better understanding of what happens to projects after they are included in the TIPs of New York's metropolitan areas. Equipped with this information, the second objective is to develop ideas about how MPOs can play an effective role in the management of adopted TIPs and in the implementation of projects.

**6) Quantification and Bicycle/Pedestrian Planning - Host CDTC - Amount for 2006-2007**  
**\$50,000**

This project has emerged from two separate ideas that had in common the need to develop and/or adopt quantitative techniques for bicycle and pedestrian planning. One of these ideas is focused on the diagnostic component of planning, namely the measurement and monitoring of infrastructure and services in the transportation system. The term “Bicycle Level of Service” has been mentioned in this context as has the desire to quantify and measure the level of bicycle and pedestrian access to key destinations, such as transit nodes. The second idea deals with the capital programming component of the MPO’s mission. Specifically, the interest is in developing rigorous, quantitative approaches for measuring the benefits of bicycle and pedestrian projects as well as an effective method for programming bike/ped projects in parallel with conventional projects.

Detailed on the next page is a spreadsheet depicting, as of February 16, 2006, the FHWA and FTA SCI Set-Asides that have occurred since 1999/2000.

**SHARED COST INITIATIVE STATUS - 2006\07**

2/16/2006

Expenditures and obligations of federal funds only

TASK	PROGRAM YEAR----->	FHWA PL SCI SET-ASIDES								TOTAL	FUNDS EXPENDED*	AVAILABLE BALANCE	PROJECT SPONSOR
		1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07				
NYS MPO Association Staff		\$213,721	\$245,000	\$206,279	\$0	\$120,000	\$0	\$0	\$0	\$785,000	\$518,558	\$266,442	CDTC
Attitudinal & Preference Survey		\$105,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$105,000	\$105,000	\$0	GBNRTC
Long Term Funding Needs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transportation & Community Design - Phase I		\$0	\$0	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$103,088	\$21,912	CDTC
Phase II		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	
Statewide Data Collection (high tech) - Phase I		\$0	\$0	\$51,542	\$0	\$0	\$0	\$0	\$0	\$51,542	\$51,542	\$0	BMTS
Quantifying Bike/Ped		\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000	CDTC
Travel Behavior Factors		\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$77,813	\$22,187	CDTC
Linking Transportation and Development		\$0	\$0	\$165,000	\$0	\$0	\$0	\$0	\$0	\$165,000	\$0	\$165,000	NYMTC &
CMS Research		\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$80,000	\$40,090	\$39,910	SMTC
Staff Training: General		\$0	\$50,000	\$1,170	\$0	\$0	\$0	\$0	\$0	\$51,170	\$0	\$51,170	GTC
Freight Data		\$0	\$0	\$1,009	\$0	\$0	\$0	\$0	\$0	\$1,009	\$1,009	\$0	SMTC
GIS Training and Software		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	PDCTC
Strategic Dec. Making Initiative		\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	NYS DOT
Turbo Architecture		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
Est. Reg Mobile Source Emissions		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
Safe Routes to School 11/2005		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
Safe Routes to School 08/2005		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	PDCTC
Innovative Approaches to Plan Implementation		\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	GBNRTC
OBLIGATED		\$318,721	\$550,000	\$750,000	\$0	\$120,000	\$0	\$0	\$0	\$1,738,721	\$947,099	\$791,622	
UNOBLIGATED		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	XXXXX	\$0	
TOTAL		\$318,721	\$550,000	\$750,000	\$0	\$120,000	\$0	\$0	\$0	\$1,738,721	\$947,099	\$791,622	

TASK	PROGRAM YEAR----->	FTA MPP SCI SET-ASIDES								TOTAL	FUNDS EXPENDED*	AVAILABLE BALANCE	PROJECT SPONSOR
		1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07				
NYS MPO Association Staff		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	CDTC
Attitudinal & Preference Survey		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GBNRTC
Long Term Funding Needs		\$0	\$49,997	\$100,000	\$0	\$0	\$0	\$0	\$0	\$149,997	\$149,997	\$0	
Transportation & Community Design - Phase I		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	CDTC
Phase II		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Statewide Data Collection (high tech) - Phase I		\$0	\$50,000	\$36,985	\$0	\$0	\$0	\$0	\$0	\$86,985	\$86,985	\$0	BMTS
Quantifying Bike/Ped		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	CDTC
Travel Behavior Factors		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	CDTC
Linking Transportation and Development		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	NYMTC &
CMS Research		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	SMTC
Staff Training: General		\$0	\$25,761	\$11,473	\$0	\$0	\$0	\$0	\$0	\$37,234	\$0	\$37,234	GTC
Freight Data		\$0	\$10,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$0	SMTC
GIS Training and Software		\$0	\$40,000	\$73,137	\$0	\$0	\$0	\$0	\$0	\$113,137	\$113,137	\$0	PDCTC
Strategic Dec. Making Initiative		\$0	\$0	\$0	\$0	\$17,930	\$0	\$0	\$0	\$17,930	\$17,930	\$0	NYS DOT
Turbo Architecture		\$0	\$5,400	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400	\$5,400	\$0	GTC
Est. Reg Mobile Source Emissions		\$0	\$6,900	\$0	\$0	\$0	\$0	\$0	\$0	\$6,900	\$6,900	\$0	GTC
Safe Routes to School 11/2005		\$0	\$11,942	\$0	\$0	\$0	\$0	\$0	\$0	\$11,942	\$11,942	\$0	GTC
Safe Routes to School 08/2005		\$0	\$0	\$11,863	\$0	\$0	\$0	\$0	\$0	\$11,863	\$11,863	\$0	PDCTC
Innovative Approaches to Plan Implementation		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GBNRTC
OBLIGATED		\$0	\$200,000	\$238,458	\$0	\$17,930	\$0	\$0	\$0	\$456,388	\$419,154	\$37,234	
UNOBLIGATED		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	XXXXX	\$0	
TOTAL		\$0	\$200,000	\$238,458	\$0	\$17,930	\$0	\$0	\$0	\$456,388	\$419,154	\$37,234	

\* - From Fin 421 reimbursements requests received by NYSDOT through 2/08/06

## 2006 - 2008 UPWP PROGRAM OUTLINE

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

ID	Category	2006-2007			2007-2008			Notes
		Project Total	Staff & Operating Expense Budget	Contractual Budget	Project Total	Staff & Operating Expense Budget	Contractual Budget	
1.	<b>Program Administration and Support (44.21.00)</b>							
A.	General Administration	\$220,000	\$170,000	\$50,000	\$230,000	\$175,000	\$55,000	Contractual for Host Agency Agreement.
B.	Professional Services - Miscellaneous	\$1,000	\$0	\$1,000	\$1,000	\$0	\$1,000	Contractual for Miscellaneous Consultant Services as necessary.
C.	Public Participation	\$10,000	\$10,000	\$0	\$10,000	\$10,000	\$0	
D.	SAFETEA-LU - Miscellaneous	\$15,000	\$15,000	\$0	\$15,000	\$15,000	\$0	For new initiatives as necessary.
E.	UPWP Previous Year Closeouts	\$1,000	\$1,000	\$0	\$2,500	\$2,500	\$0	
F.	UPWP Maintenance and Development	\$15,000	\$15,000	\$0	\$30,000	\$30,000	\$0	
	<b>Total Program Administration &amp; Support</b>	<b>\$262,000</b>	<b>\$211,000</b>	<b>\$51,000</b>	<b>\$288,500</b>	<b>\$232,500</b>	<b>\$56,000</b>	
2.	<b>Short-Range Transportation Planning (44.24.00)</b>							
A.	Census Data Compilation and/or Analysis	\$5,000	\$5,000	\$0	\$5,000	\$5,000	\$0	
B.	Data Collection, Compilation and/or Analysis	\$20,000	\$10,000	\$10,000	\$20,000	\$10,000	\$10,000	Contractual for Traffic Counts as necessary.
C.	Functional Classification System Review	\$2,500	\$2,500	\$0	\$0	\$0	\$0	Project to be completed in 2006-2007.
D.	Geographic Information Systems	\$50,000	\$50,000	\$0	\$50,000	\$50,000	\$0	Includes funds to provide GIS services to Member Agencies.
	<b>Total Short-Range Transportation Planning</b>	<b>\$77,500</b>	<b>\$67,500</b>	<b>\$10,000</b>	<b>\$75,000</b>	<b>\$65,000</b>	<b>\$10,000</b>	
3.	<b>Long-Range Transportation Planning (44.23.02)</b>							
A.	Air Quality, Conformity and Energy	\$25,000	\$25,000	\$0	\$25,000	\$25,000	\$0	
B.	Air/Water Planning	\$10,000	\$10,000	\$0	\$5,000	\$5,000	\$0	\$5,000 for Re-print of Canal Map in 06/07.
C.	Bicycle and Pedestrian Planning	\$15,000	\$15,000	\$0	\$25,000	\$25,000	\$0	\$5,000 for Re-print of Bicycle Suitability Map in 06/07.
D.	Bridge & Pavement Condition Management System (BPCMS)	\$15,000	\$15,000	\$0	\$15,000	\$15,000	\$0	
E.	Clay/Cicero Rt. 31 Transportation Study (See Note 1)	\$60,000	\$35,000	\$25,000	\$30,000	\$20,000	\$10,000	Contractual for Consultant Services as necessary.
F.	Congestion Management System (CMS)	\$15,000	\$15,000	\$0	\$35,000	\$35,000	\$0	
G.	CSX Intermodal Transportation Study	\$100,000	\$10,000	\$90,000	\$25,000	\$2,500	\$22,500	Contractual for Consultant Services as necessary.
H.	Downtown Parking Analysis & Mapping	\$25,000	\$25,000	\$0	\$0	\$0	\$0	New Project for the MDA.
I.	Emergency Travel Routes in Onondaga County	\$50,000	\$50,000	\$0	\$100,000	\$100,000	\$0	New Project for SOCPA, for completion over 3 years.
J.	Environmental Justice	\$15,000	\$15,000	\$0	\$15,000	\$15,000	\$0	
K.	F-M Road/Route 257 Pedestrian Accommodation Feasibility Study	\$35,000	\$10,000	\$25,000	\$0	\$0	\$0	Contractual for Consultant Services as necessary.
L.	I-90 Corridor Planning	\$2,500	\$2,500	\$0	\$2,500	\$2,500	\$0	
M.	Lakefront Area Planning	\$2,500	\$2,500	\$0	\$2,500	\$2,500	\$0	
N.	Long-Range Transportation Plan	\$55,000	\$40,000	\$15,000	\$60,000	\$45,000	\$15,000	Contractual for Modeling Assistance as necessary.
O.	Northern MPA Planning	\$10,000	\$10,000	\$0	\$10,000	\$10,000	\$0	
P.	Operations and Integration	\$10,000	\$10,000	\$0	\$10,000	\$10,000	\$0	
Q.	Rail, Truck and Transit Planning	\$45,000	\$45,000	\$0	\$45,000	\$45,000	\$0	
R.	Thompson Road Demand Modeling	\$32,500	\$2,500	\$30,000	\$0	\$0	\$0	New Project for OCDOT.
S.	Traffic Safety	\$15,000	\$15,000	\$0	\$15,000	\$15,000	\$0	
T.	Transportation-Land Use	\$10,000	\$10,000	\$0	\$10,000	\$10,000	\$0	
U.	Travel Demand Modeling	\$55,000	\$15,000	\$40,000	\$45,000	\$35,000	\$10,000	Contractual for Modeling Assistance as necessary.
V.	University Hill Transportation Study	\$230,000	\$30,000	\$200,000	\$20,000	\$5,000	\$15,000	
W.	Waste Collection Route Optimization Study	\$90,000	\$15,000	\$75,000	\$0	\$0	\$0	
	<b>Total Long-Range Transportation Planning</b>	<b>\$922,500</b>	<b>\$422,500</b>	<b>\$500,000</b>	<b>\$495,000</b>	<b>\$422,500</b>	<b>\$72,500</b>	
4.	<b>Transportation Improvement Program (TIP) (44.25.00)</b>							
A.	TIP Development & Maintenance	\$25,000	\$25,000	\$0	\$35,000	\$35,000	\$0	
	<b>Total Transportation Improvement Program</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$35,000</b>	<b>\$0</b>	
5.	<b>Other Activities (44.27.00)</b>							
A.	Miscellaneous Activities & Special Technical Assistance	\$20,667	\$20,667	\$0	\$249,125	\$25,051	\$224,074	Funds in 2007-2008 have not yet been programmed.
	<b>Total Other Activities</b>	<b>\$20,667</b>	<b>\$20,667</b>	<b>\$0</b>	<b>\$249,125</b>	<b>\$25,051</b>	<b>\$224,074</b>	
	<b>Grand Total</b>	<b>\$1,307,667</b>	<b>\$746,667</b>	<b>\$561,000</b>	<b>\$1,142,625</b>	<b>\$780,051</b>	<b>\$362,574</b>	

Note 1: There is a total of \$30,000 of local municipal funding being provided for this project, \$15,000 to be provided during the 2006-2007 program year and \$15,000 to be provided at the close of the project during the 2007-2008 program year. These supplemental funds do not require a local match and have therefore not been included in the budget tables.

# **UNIFIED PLANNING WORK PROGRAM**

**FY 2006-2008**

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

**1A General Administration**

**1B Professional Services - Miscellaneous**

**1C Public Participation**

**1D SAFETEA-LU - Miscellaneous**

**1E UPWP Previous Year Closeouts**

**1F 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, 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 NYSAMPO, 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		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 187,000</td> <td>\$ 195,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 33,000</td> <td>\$ 34,500</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 220,000</b></td> <td><b>\$ 230,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 450,000</b></td> </tr> </tbody> </table>			<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 187,000	\$ 195,500	FTA (Sec. 5303)	\$ 33,000	\$ 34,500	Other	\$	\$	<b>TOTAL</b>	<b>\$ 220,000</b>	<b>\$ 230,000</b>		<b>\$ 450,000</b>	
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<b>Participating Agencies:</b> SMTC, CNY RPDB, Other Agencies as Appropriate																					

<b>PROJECT NO:</b>	<b>1B</b>																			
<b>PROJECT TITLE:</b>	<b>Professional Services - Miscellaneous</b>																			
<b>OBJECTIVE:</b>																				
<p>To allow Central Staff to utilize the SMTC's "on-call" consultants for specific engineering, planning, or other necessary services as needed in support of the various annual planning activities at the SMTC.</p>																				
<b>METHODOLOGY:</b>																				
<p>This task provides access to expert professional services when required by Central Staff in support of the various annual planning activities. Specifically, it allows the SMTC to retain the services of one of its "on-call" consultants to assist with specific technical activities associated with a given project where current staff expertise may not be sufficient.</p> <p>Examples include, but are not limited to:</p> <ul style="list-style-type: none"> <li>● Selected Traffic / Transportation Engineering Activities;</li> <li>● Selected Travel Demand Modeling Activities;</li> <li>● Selected Transportation Planning Activities; and</li> <li>● Other skills that may be necessary to support the UPWP but may be currently absent at the staff level.</li> </ul>																				
<b>END PRODUCT:</b>																				
<p>Professional services to the Central Staff in support of the various planning activities outlined in the 2006-2008 UPWP.</p>																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
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		<b>\$ 2,000</b>																		

<b>PROJECT NO:</b>	<b>1C</b>		
<b>PROJECT TITLE:</b>	<b>Public Participation</b>		
<b>OBJECTIVE:</b>			
<p>To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.</p>			
<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 Website (<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>			
<p>Public Participation opportunities/activities, including SMTC newsletters, reports, press releases, maps, and slide presentations, web site maintenance, meetings, workshops, etc.</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>	FHWA (PL)	<u>2006-2007</u> \$ 9,000	<u>2007-2008</u> \$ 9,000
	FTA (Sec. 5303)	\$ 1,000	\$ 1,000
	Other	\$	\$
	TOTAL	\$ 10,000	\$ 10,000
			\$ 20,000

<b>PROJECT NO:</b>	<b>1D</b>																			
<b>PROJECT TITLE:</b>	<b>SAFETEA-LU - Miscellaneous</b>																			
<b>OBJECTIVE:</b>																				
<p>To provide funds to allow the Central Staff to familiarize themselves with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation and to educate themselves on the new regulations and requirements.</p>																				
<b>METHODOLOGY:</b>																				
<p>With the recent passage of the new transportation bill, “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU), there are new 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, are in the process of drafting various guidance to assist MPO’s in interpreting and implementing the new regulations.</p>																				
<b>END PRODUCT:</b>																				
<p>Improved knowledge of the Central Staff regarding the new regulations and requirements of SAFETEA-LU.</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>		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$7,500</td> <td>\$7,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$7,500</td> <td>\$7,500</td> </tr> <tr> <td>Other</td> <td>\$15,000</td> <td>\$15,000</td> </tr> <tr> <td><b>TOTAL</b></td> <td></td> <td></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$30,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$7,500	\$7,500	FTA (Sec. 5303)	\$7,500	\$7,500	Other	\$15,000	\$15,000	<b>TOTAL</b>				<b>\$30,000</b>	
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<b>PROJECT NO:</b>	<b>1E</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>																				
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 approved prior to the close of the program year. Since there are no planning activities remaining, the project is not carried over and therefore does not possess a billing code to charge these final administrative tasks.																				
This task is included as a “catch-all” to cover the administrative tasks necessary to completely close out various projects from the previous program year.																				
<b>END PRODUCT:</b>																				
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		<b>\$ 3,500</b>																		

<b>PROJECT NO:</b>	<b>1F</b>																			
<b>PROJECT TITLE:</b>	<b>UPWP Maintenance and Development</b>																			
<b>OBJECTIVE:</b>																				
Maintain the 2006-2008 Unified Planning Work Program (UPWP) as necessary and develop a subsequent work program.																				
<b>METHODOLOGY:</b>																				
<p>This task includes all necessary work required to process amendments to the 2006-2008 UPWP.</p> <p>In addition, this task will allow for an amendment to the 2006-2008 UPWP during the 2006-2007 program year to finalize the program for the 2007-2008 year.</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, that is one that is <u>continuing</u>, <u>cooperative</u>, and <u>comprehensive</u>.</p>																				
<b>END PRODUCT:</b>																				
Maintenance of and amendments to the 2006-2008 UPWP as necessary and appropriate and the development of the 2007-2008 UPWP Amendment.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 14,250</td> <td>\$ 28,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 750</td> <td>\$ 1,500</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 15,000</b></td> <td><b>\$ 30,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 45,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 14,250	\$ 28,500	FTA (Sec. 5303)	\$ 750	\$ 1,500	Other	\$	\$	<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 30,000</b>		<b>\$ 45,000</b>	
	<u>2006-2007</u>	<u>2007-2008</u>																		
FHWA (PL)	\$ 14,250	\$ 28,500																		
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Other	\$	\$																		
<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 30,000</b>																		
	<b>\$ 45,000</b>																			

## **UNIFIED PLANNING WORK PROGRAM**

**FY 2006-2008**

### **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)**

<b>PROJECT NO:</b>	<b>2A</b>		
<b>PROJECT TITLE:</b>	<b>Census Data Compilation and/or Analysis</b>		
<b>OBJECTIVE:</b>			
<p>To complete the process of compiling and analyzing the recently delivered Census Transportation Planning Package and 2000 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, 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.</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>	
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate</p>		<u>2006-2007</u>	
		<u>2007-2008</u>	
	FHWA (PL)	\$ 4,750	\$ 4,750
	FTA (Sec. 5303)	\$ 250	\$ 250
	Other	\$	\$
	TOTAL	\$ 5,000	\$ 5,000
		\$ 10,000	

<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><b>i. 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 needed.</li> <li><b>ii. 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><b>iii. Other Information:</b> Other data as necessary in support of the planning activities of the SMTC. This may include the collection of speed data in support of both the SMTC CMS project and a NYSDOT statewide CMS initiative.</li> </ul>																				
Some of the resources for this activity may be utilized for freight data. As part of the New York State Department of Transportation's "Transformation" process, the identification of transportation corridors that serve as trade corridors is expected to be a priority, thus new data needs for planning purposes may be required.																				
<b>END PRODUCT:</b>																				
The end product is transit, vehicular and other data 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>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 19,000</td> <td>\$19,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 1,000</td> <td>\$ 1,000</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$20,000</b></td> <td><b>\$20,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$40,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 19,000	\$19,000	FTA (Sec. 5303)	\$ 1,000	\$ 1,000	Other	\$	\$	<b>TOTAL</b>	<b>\$20,000</b>	<b>\$20,000</b>		<b>\$40,000</b>	
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Other	\$	\$																		
<b>TOTAL</b>	<b>\$20,000</b>	<b>\$20,000</b>																		
	<b>\$40,000</b>																			

<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 Onondaga County functional classification system to ensure that it is consistent and coordinated with the recently modified functional classification in the City of Syracuse.		
<b>METHODOLOGY:</b>		
The SMTC has recently completed a comprehensive review of the entire street network in the City of Syracuse and will be making recommendations for the reclassification of various streets.		
The next phase of this project is to examine the surrounding MPO area as some of the changes made to the functional classification within the City will most likely have implications on the surrounding area. 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.		
The majority of this task was completed during the 2005-2006 UPWP, however, some funding is being programmed for the 2006-2007 program year to complete and wrap-up the project.		
<b>END PRODUCT:</b>		
A revised functional classification system for the entire City of Syracuse and the remainder of the MPO area.		
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>
<b>Sponsor:</b> SMTC		<u>2006-2007</u>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies		FHWA (PL) \$2,500
		FTA (Sec. 5303)
		Other
		TOTAL \$2,500
		<u>2007-2008</u>
		\$2,500

<b>PROJECT NO:</b>	<b>2D</b>		
<b>PROJECT TITLE:</b>	<b>Geographic Information Systems (GIS)</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. Additionally, GIS will be used for demographic analysis for the identification of specific locations within the MPO area in need of attention under the Environmental Justice initiative.</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 CTPP data with relevant SMTC GIS layers;</li> <li>● Continuing linking Vehicle Data Collection activities with 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> <p>In addition, additional funds have been programmed for this task to allow the SMTC staff to complete GIS tasks for any of its member agencies on an as needed basis. This GIS support project would involve 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 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>	
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies</p>	FHWA (PL)	<u>2006-2007</u> \$42,500	<u>2007-2008</u> \$42,500
	FTA (Sec. 5303)	\$ 7,500	\$ 7,500
	Other	\$	\$
	TOTAL	\$50,000	\$50,000
			\$ 100,000

# UNIFIED PLANNING WORK PROGRAM

FY 2006-2008

## **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 Clay/Cicero Rt. 31 Transportation Study**
- 3F Congestion Management System (CMS)**
- 3G CSX Intermodal Transportation Study**
- 3H Downtown Parking Facility Mapping**
- 3I Emergency Travel Routes**
- 3J Environmental Justice Analysis**
- 3K F-M Road/Route 257 Pedestrian Accommodation Feasibility Study**
- 3L I-90 Corridor Planning**
- 3M Lakefront Area Planning**
- 3N Long-Range Transportation Plan**
- 3O Northern MPA Planning**
- 3P Operations and Integration**
- 3Q Rail, Truck and Transit Planning**
- 3R Thompson Road Demand Modeling**
- 3S Traffic Safety**
- 3T Transportation/Land Use Educational Outreach**
- 3U Travel Demand Model**
- 3V University Hill Transportation Study**
- 3W Waste Collection Route Optimization Study**

<b>PROJECT NO:</b>	<b>3A</b>																			
<b>PROJECT TITLE:</b>	<b>Air Quality, Conformity and Energy</b>																			
<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 New York State Department of Environmental Conservation (NYSDEC) and the New York State Department of Transportation's Environmental Analysis Bureau will continue regarding the revision to the State Implementation Plan (SIP), which will ultimately result in a new maintenance plan, updated mobile source emission budgets, and require a redetermination of conformity for the SMTC TIP and LRTP.</p> <p>As experienced over the past year, 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 need to 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>		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 20,000</td> <td>\$ 20,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 5,000</td> <td>\$ 56,000</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 25,000</b></td> <td><b>\$ 25,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 50,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 20,000	\$ 20,000	FTA (Sec. 5303)	\$ 5,000	\$ 56,000	Other	\$	\$	<b>TOTAL</b>	<b>\$ 25,000</b>	<b>\$ 25,000</b>		<b>\$ 50,000</b>	
	<u>2006-2007</u>	<u>2007-2008</u>																		
FHWA (PL)	\$ 20,000	\$ 20,000																		
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Other	\$	\$																		
<b>TOTAL</b>	<b>\$ 25,000</b>	<b>\$ 25,000</b>																		
	<b>\$ 50,000</b>																			

<b>PROJECT NO:</b>	<b>3B</b>		
<b>PROJECT TITLE:</b>	<b>Air/Water Planning</b>		
<b>OBJECTIVE:</b>			
<p>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.</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 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> <p>A portion of the funding provided during the 2006-2007 program year is reserved for the cost of re-printing the Canalways Map that the SMTC produced several years ago.</p>			
<b>END PRODUCT:</b>			
<p>Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda as appropriate. Reproduction of the Canalways Map.</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>		<u>2006-2007</u>	
	FHWA (PL)	\$ 10,000	<u>2007-2008</u>
	FTA (Sec. 5303)	\$	\$ 5,000
	Other	\$	\$
	TOTAL	\$ 10,000	\$ 5,000
		\$ 15,000	

<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> <p>A portion of the funding provided during the 2006-2007 program year is reserved for the cost of re-printing the Bicycle Suitability Map that was developed by the SMTC as part of the Bicycle and Pedestrian Plan project. The SMTC has received numerous requests for the map which was last reproduced in 2003 and we have exhausted our supply.</p>			
<b>END PRODUCT:</b>			
<p>Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda. Reproduction of the SMTC Bicycle Suitability Map.</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>	FHWA (PL)	<u>2006-2007</u> \$ 13,500	<u>2007-2008</u> \$ 22,500
	FTA (Sec. 5303)	\$ 1,500	\$ 2,500
	Other	\$	\$
	TOTAL	\$ 15,000	\$ 25,000
			\$ 40,000

<b>PROJECT NO:</b>	<b>3D</b>
<b>PROJECT TITLE:</b>	<b>Bridge and Pavement Condition Management System (BPCMS)</b>

**OBJECTIVE:**

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

**METHODOLOGY:**

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 (MPOs). 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).

**END PRODUCT:**

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  <b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, Other Agencies as Appropriate		<u>2006-2007</u>	<u>2007-2008</u>
	FHWA (PL)	\$ 15,000	\$ 15,000
	FTA (Sec. 5303)	\$	\$
	Other	\$	\$
	<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 15,000</b>
		<b>\$ 30,000</b>	

<b>PROJECT NO:</b>	<b>3E</b>
<b>PROJECT TITLE:</b>	<b>Clay/Cicero Rt. 31 Transportation Study</b>

**OBJECTIVE:**

To complete a transportation study for the Route 31 Corridor (and surrounding areas) in the Towns of Clay and Cicero that will examine the potential impact of transportation on the existing and future community, including land use decisions. The plan should be seamless with respect to town borders, and it should clearly state the preferred development goals and patterns.

**METHODOLOGY:**

The existing road network along the Route 31 Corridor could become severely strained as a result of a variety of transportation/land use related issues such as: land use policies, an ineffective local and collector road network; limited East/West corridors; a lack of education on the relationship between land use policies and transportation; and limited incorporation of multitmodal transportation options into the transportation systems and plans.

To complete this study a three-fold action plan should be followed:

The first step (already in progress) is the development of an educational outreach program for residents and local officials that will inform them about the role of land use planning, access management & development controls, & their influences on the transportation system. The educational outreach efforts and public participation process for this project will continue through all steps of this study.

The second step will build on existing and current comprehensive planning efforts underway at both the Towns of Clay and Cicero. These land use plans are essential inputs for the Route 31 corridor transportation study, as they examine the potential impact of land uses on the existing & future community. Once completed, the transportation study (and subsequent land use plans) should become part of the comprehensive planning process as followed by the Towns of Clay and Cicero.

The third step is the actual "Clay/Cicero Route 31 Transportation Study". The transportation study should include: 1) an examination of the current East-West road network to determine if it meets the needs of the future land use plans; 2) an examination of the operation of the existing I-81 system and access points in the study area, as they relate to the future land use plans of both towns; 3) a comprehensive examination of the interconnected local street network to determine its ability to service the future land use plan and community needs for both towns; 4) an examination of the needs of the Clay Industrial Park and various transportation solutions that may address the Park's future needs; 5) Ensuring the maintenance of an adequate road transportation system to handle the possible development of the Clay Industrial Park; and 6) Review of the existing interstate ramp system (Routes 31 and I- 81).

It should be noted that the SMTC's Travel Demand Model is a tool that will be able to provide "what-if" scenario examinations of various scenarios for the Towns, minimizing additional efforts to project future conditions for the varied scenarios.

**END PRODUCT:**

This project will result in various Technical Memorandums and a Final Report.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> Towns of Cicero and Clay; SOCPA; and Onondaga County IDA;  <b>Participating Agencies:</b> Towns of Cicero and Clay, SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<u>2006-2007</u>	<u>2007-2008</u>
	FHWA (PL)	\$40,500	\$13,500
	FTA (Sec. 5303)	4,500	\$ 1,500
	Other	\$15,000	\$15,000
	TOTAL	\$60,000	\$30,000
		\$90,000	

<b>PROJECT NO:</b>	<b>3F</b>																			
<b>PROJECT TITLE:</b>	<b>Congestion Management System</b>																			
<b>OBJECTIVE:</b>																				
To address Congestion Management at the MPO consistent with Federal requirements.																				
<b>METHODOLOGY:</b>																				
<p>The Syracuse Metropolitan Transportation Council (SMTC) has developed a Congestion Management System that is consistent with Federal requirements and State guidelines. In addition, it is consistent with the State's Congestion Management System. Staff has worked with local highway officials to determine the appropriate level of effort desired for voluntary CMS implementation strategies/programs.</p> <p>The CMS is now being completed on a two-year cycle and in 'non-TIP' years so that the results of the CMS can be utilized in determining which potential TIP projects may help to alleviate congestion.</p> <p>During the past program year, the New York State Metropolitan Planning Organizations (NYSMPOs) undertook a statewide initiative to retain a consultant to determine appropriate processes and end products that NYSMPOs can follow for subsequent efforts. The goal of this shared cost initiative is to provide much needed guidance to MPO staff on a required planning activity as well as to give the NYSMPOs a menu of options for completing a CMS that is better linked to other typical MPO planning activities. The final report for this project is expected to be available to the NYSMPOs prior to the commencement of the 2006-2007 UPWP year.</p> <p>That being said, SMTC staff will focus their CMS efforts during the 2006-2007 UPWP on reviewing the above mentioned report and working with the existing CMS working group to develop a new and improved process/procedures for completing the CMS. During the 2007-2008 UPWP, it is expected that staff would implement and complete a new CMS process.</p>																				
<b>END PRODUCT:</b>																				
For 2006-2007, a review of the NYSMPO CMS Shared Cost Initiative project Final Report and the development of a new and improved process for conducting the CMS. For 2007-2008, completion of a new CMS.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, SOCPA, Other Agencies as Appropriate																				
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	<u>2006-2007</u>	<u>2007-2008</u>																		
FHWA (PL)	\$ 15,000	\$ 35,000																		
FTA (Sec. 5303)	\$	\$																		
Other	\$	\$																		
TOTAL	\$ 15,000	\$ 35,000																		
	\$ 50,000																			

<b>PROJECT NO:</b>	<b>3G</b>
<b>PROJECT TITLE:</b>	<b>CSX Intermodal Transportation Study</b>

**OBJECTIVE:**

To complete a detailed land use and transportation plan that will provide for improved road service to the CSX intermodal facility and other commercial and industrial uses in the study area.

**METHODOLOGY:**

The CSX intermodal facility in the Town of DeWitt has been identified by local officials as a major resource in the community with the potential to help create a significant number of jobs through the State's inland port initiative. However, to capitalize upon this opportunity a more efficient transportation network must be developed to service this industrial / commercial area in the community. The purpose of this project is to develop a detailed engineering plan that will provide the basis for the necessary transportation improvements.

This will be a consultant based study. The consultant will be responsible for preparing an analysis/preliminary engineering program that will examine potential alignments for better intermodal connectivity between the rail yard, local road system, and the interstate system. Elements of the study will include confirmation of the project, project information and data collection, alternative development profiles, a generic environmental impact statement, a preliminary design and engineering report, and community presentations.

This project is expected to span the 2006-2007 and 2007-2008 program year.

**END PRODUCT:**

An engineering report that will outline the basis for a program of capital improvements to improve transportation service to the overall project area.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> CNYRPDB  <b>Participating Agencies:</b> SMTC, CSX, Town of DeWitt, SMTC Member Agencies, Other Agencies as Appropriate		<u>2006-2007</u>	<u>2007-2008</u>
	FHWA (PL)	\$90,000	\$22,500
	FTA (Sec. 5303)	\$10,000	\$ 2,500
	Other		
	<b>TOTAL</b>	<b>\$100,000</b>	<b>\$25,000</b>
		<b>\$125,000</b>	

<b>PROJECT NO:</b>	<b>3H</b>																				
<b>PROJECT TITLE:</b>	<b>Downtown Parking Facility Mapping</b>																				
<b>OBJECTIVE:</b>																					
To provide the Metropolitan Development Association with an GIS based inventory of downtown parking facilities major employment centers.																					
<b>METHODOLOGY:</b>																					
<p>This task would entail the SMTC developing a GIS based map locating the major downtown parking facilities, including a corresponding database of facility amenities as well as locating the major downtown employers. It will also include identifying on the map which employers utilize which of the parking facilities. This project will look at the distance commuters travel from parking lots to their employment and will conduct field assessments to measure the quality of the pedestrian experience between parking facilities and major employers.</p> <p>The results of this project may be used to support decision making by the public and private sectors with regard to parking facilities downtown, will help to optimize the use of the parking resources, and will help the public and private sectors monitor the impact of changes anticipated in the system as parking facilities are built (e.g. Warren Garage expansion for Excellus) or renovated (e.g. Hotel Syracuse garage). The results will also assist economic development efforts by providing the community with up to date information about the availability of parking in various facilities near to major employment centers.</p>																					
<b>END PRODUCT:</b>																					
A GIS based inventory of downtown parking facilities and major employment centers with corresponding database.																					
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																			
<b>Sponsor:</b> Metropolitan Development Association																					
<b>Participating Agencies:</b> SMTC, MDA, City of Syracuse, other Agencies as appropriate																					
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	<u>2006-2007</u>	<u>2007-2008</u>																			
FHWA (PL)	\$25,000	\$																			
FTA (Sec. 5303)	\$	\$																			
Other	\$	\$																			
<b>TOTAL</b>	<b>\$25,000</b>	<b>\$</b>																			
	<b>\$25,000</b>																				

<b>PROJECT NO:</b>	<b>3I</b>
<b>PROJECT TITLE:</b>	<b>Emergency Travel Routes</b>

**OBJECTIVE:**

To develop an integrated emergency transportation and travel management plan to coordinate the responses of transportation departments, traffic management, transit providers, emergency communications, and public information in the event of natural or other community disasters for Onondaga County.

**METHODOLOGY:**

This multi-year task will entail the preparation and wide dissemination of information necessary for management of travel demands related communications during emergency events. This project will be a collaborative effort, not only by SMTC member agencies, but also including the NY State Emergency Management Office, as well as carefully targeted participation for those public, private and non-profit departments and agencies with responsibilities for traffic management and public health and safety during emergencies in Onondaga County.

The work products will include GIS databases of the transportation system and transit resources and routes tailored to needs of first responders and emergency management and communications authorities, as well as plans and implementation strategies and necessary capital improvements.

Year 1 includes establishing priorities; identifying and mapping resources; identify and mapping of vulnerabilities in the transportation system; identification of related plans and studies including ITS (Intelligent Transportation Systems), Interstate Highway Incident Management Plans, Emergency Management Plans and Facilities, Public Health Plans and Emergency Response Facilities, and the recently completed Travel Demand Model.

Years 2 and 3 would include identification and mapping of Emergency Travel Routes for targeted and county-wide emergency travel needs; preparation of an Onondaga County Emergency Travel Plan and Procedures for use by all transportation and transit, emergency response, and emergency communications agencies; preparation of an implementation plan that identifies necessary capital improvements, signage, communications strategies necessary to keep the plan current and operable, and public information strategies to implement specific plans in response to emergency events.

As this project is expected to span three (3) program years, additional funding will be required in 2008-2009.

**END PRODUCT:**

Identification of travel resources and emergency travel routes in GIS format; procedures for management of the transportation system during response to countywide and local emergencies; plans to mitigate vulnerabilities in the transportation system; and implementation strategies.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> Onondaga County		<u>2006-2007</u>	<u>2007-2008</u>
	FHWA (PL)	\$ 45,000	\$ 90,000
	FTA (Sec. 5303)	\$ 5,000	\$ 10,000
	Other	\$	\$
	<b>TOTAL</b>	<b>\$ 50,000</b>	<b>\$ 100,000</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as appropriate		<b>\$ 150,000</b>	

<b>PROJECT NO:</b>	<b>3J</b>																			
<b>PROJECT TITLE:</b>	<b>Environmental Justice</b>																			
<b>OBJECTIVE:</b>																				
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.																				
<b>METHODOLOGY:</b>																				
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.																				
In general, the following will be completed:																				
<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>																				
The findings of this process should be taken into consideration for future transportation planning and capital projects in the MPO area.																				
<b>END PRODUCT:</b>																				
Continued effort in the Environmental Justice arena to further the MPOs progress in meeting federal requirements.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNYRPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, and SOCPA																				
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			<u>2006-2007</u>	<u>2007-2008</u>																
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		FTA (Sec. 5303)	\$ 1,500	\$ 1,500																
Other	\$	\$																		
<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 15,000</b>																		
		<b>\$ 30,000</b>																		

<b>UPWP TASK NO:</b>	<b>3K</b>
<b>TASK TITLE:</b>	<b>F-M Road/Route 257 Pedestrian Accommodation Feasibility Study</b>

**OBJECTIVE:**

To complete a sidewalk feasibility study along Route 257 between the Villages of Fayetteville and Manlius.

**METHODOLOGY:**

This project is a carryover from the 2005-2006 UPWP. Its purpose of this project is to determine the feasibility of establishing a some sort of pedestrian accommodation on Route 257 from the Village of Fayetteville to the Village of Manlius. Many residents use the shoulder of this road to walk, jog and ride bikes. There are also many children pedestrians as the highway runs in front of two schools.

The main activities to be completed are:

- Determine probable alignments and alternatives;
- Determine costs of Right of Way acquisition;
- Determine cost of construction;
- Examination of the effects on existing infrastructure (e.g. utility lines, fences, etc.) and natural resources (trees, foliage, etc.) and the costs/necessity of removing and/or relocating these items; and
- An effective public outreach campaign.

This project is expected to be completed during the 2006-2007 program year.

**END PRODUCT:**

A final report that identifies various possible locations for a pedestrian facility along Route 257 will be developed for the Town of Manlius. Pedestrian path(s), widening of the road shoulder(s), sidewalk(s), and other options will be examined, all with equal weight, as part of this study. Estimated construction costs as well as annual operating costs will also be developed. In addition to these possible recommendations, the SMTC will gauge local public sentiment regarding such facilities on their appropriateness for this corridor.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>	
	<u>2004-2005</u>	<u>2005-2006</u>
<b>Sponsor:</b> Town of Manlius	FHWA (PL) \$ 35,000	\$
<b>Participating Agencies:</b> SMTC, NYSDOT, Villages of Fayetteville & Manlius, SMTC Member Agencies, Other Agencies as Appropriate	FTA (Sec. 5303) \$	\$
	Other \$	\$
	<b>TOTAL</b> \$ 35,000	\$
	<b>\$35,000</b>	

<b>UPWP TASK NO:</b>	<b>3L</b>																			
<b>TASK TITLE:</b>	<b>I-90 Corridor Planning</b>																			
<b>OBJECTIVE:</b>																				
<p>To provide administrative and technical assistance to the New York State Thruway Authority (NYSTA) and the New York State Department of Transportation (NYSDOT).</p>																				
<b>METHODOLOGY:</b>																				
<p>This task would allow for SMTC staff to assist the New York State Thruway Authority (NYSTA) and the New York State Department of Transportation (NYSDOT) with various transportation planning tasks as appropriate and necessary.</p>																				
<b>END PRODUCT:</b>																				
<p>Administrative and technical assistance.</p>																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, NYSDOT, NYSTA, OCDOT, SOCPA, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><u>2004-2005</u></th> <th><u>2005-2006</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 2,500</td> <td>\$ 2,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 2,500</b></td> <td><b>\$ 2,500</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 5,000</b></td> </tr> </tbody> </table>		<u>2004-2005</u>	<u>2005-2006</u>	FHWA (PL)	\$ 2,500	\$ 2,500	FTA (Sec. 5303)	\$	\$	Other	\$	\$	<b>TOTAL</b>	<b>\$ 2,500</b>	<b>\$ 2,500</b>		<b>\$ 5,000</b>	
	<u>2004-2005</u>	<u>2005-2006</u>																		
FHWA (PL)	\$ 2,500	\$ 2,500																		
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Other	\$	\$																		
<b>TOTAL</b>	<b>\$ 2,500</b>	<b>\$ 2,500</b>																		
	<b>\$ 5,000</b>																			

<b>PROJECT NO:</b>	<b>3M</b>																			
<b>PROJECT TITLE:</b>	<b>Lakefront Area Planning</b>																			
<b>OBJECTIVE:</b>																				
To continue to participate in various Lakefront Area Planning initiatives as appropriate and necessary.																				
<b>METHODOLOGY:</b>																				
Due to ongoing developments planned and/or proposed for the Syracuse Lakefront Area, various transportation planning activities are currently underway and expected to continue in the future. Currently, the SMTC is not administering any specific planning studies in the area, however, staff is actively involved with the efforts being led by others. Staff's involvement in these activities will be of particular importance to the Long-Range Transportation Plan.																				
<b>END PRODUCT:</b>																				
Data, knowledge and information relative to the Syracuse Lakefront Area for use by the MPO is various SMTC planning activities.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 2,375</td> <td>\$ 2,375</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 125</td> <td>\$ 125</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 2,500</b></td> <td><b>\$ 2,500</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 5,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 2,375	\$ 2,375	FTA (Sec. 5303)	\$ 125	\$ 125	Other	\$	\$	<b>TOTAL</b>	<b>\$ 2,500</b>	<b>\$ 2,500</b>		<b>\$ 5,000</b>	
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	<b>\$ 5,000</b>																			
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate																				

<b>PROJECT NO:</b>	<b>3N</b>																			
<b>PROJECT TITLE:</b>	<b>Long-Range Transportation Plan</b>																			
<b>OBJECTIVE:</b>																				
Complete ongoing efforts to develop the 2007 Long-Range Transportation Plan (LRTP) Update.																				
<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 three 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 and 2004.</p> <p>Efforts to develop the next update, which is due in 2007, began during the 2006-2007 UPWP and will continue through the 2006-2007 and 2007-2008 program years.</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. Future fiscal allocations will be required to allow for continuation and completion of a new replacement LRTP.</p>																				
<b>END PRODUCT:</b>																				
Completion of the 2007 LRTP Update.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$49,500</td> <td>\$54,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$5,500</td> <td>\$6,000</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$55,000</b></td> <td><b>\$60,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$115,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$49,500	\$54,000	FTA (Sec. 5303)	\$5,500	\$6,000	Other	\$	\$	<b>TOTAL</b>	<b>\$55,000</b>	<b>\$60,000</b>		<b>\$115,000</b>	
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<b>PROJECT NO:</b>	<b>30</b>																			
<b>PROJECT TITLE:</b>	<b>Northern MPA Planning</b>																			
<b>OBJECTIVE:</b>																				
<p>To facilitate communication among and participate with MPO member agencies, various municipal representatives and other appropriate agencies regarding transportation planning efforts, needs and issues in the northern section of the SMTC metropolitan planning area.</p>																				
<b>METHODOLOGY:</b>																				
<p>This project began during the 2004-2005 program year and the SMTC will continue the efforts on this task through the 2007-2008 program, at a minimum. The project entails the SMTC continuing a working group committee that consists of interested stakeholders from the various municipalities in Northern Onondaga County and Southern Oswego County. This provides a forum for improved communications and coordination on transportation and land use planning. Currently, various municipalities are making good efforts at trying to address these quality of life type issues, however, it is being done individually without considering the regional implications. As the working group meets, data, knowledge and information relative to the transportation planning and land use activities, needs, and issues for the project area identified and can be addressed. Proposed activities under this project include, but are not be limited to, the following: coordinating and hosting bi-monthly meetings; preparing mailings, minutes, etc. as necessary; providing research information as appropriate; and documenting the issues and concerns to this committee. Additionally, as we will be preparing a new Long-Range Transportation Plan over the next few years, the knowledge gained through this project will be very valuable.</p>																				
<b>END PRODUCT:</b>																				
<p>Data, knowledge and information relative to the transportation planning and land use activities, needs, and issues for the project area. As we will be preparing a new Long-Range Transportation Plan over the next few years, all of the knowledge gained through this project would be very valuable.</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>		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 9,000</td> <td>\$ 9,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 1,000</td> <td>\$ 1,000</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 10,000</b></td> <td><b>\$ 10,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$20,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 9,000	\$ 9,000	FTA (Sec. 5303)	\$ 1,000	\$ 1,000	Other	\$	\$	<b>TOTAL</b>	<b>\$ 10,000</b>	<b>\$ 10,000</b>		<b>\$20,000</b>	
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<b>PROJECT NO:</b>	<b>3P</b>																			
<b>PROJECT TITLE:</b>	<b>Operations and Integration</b>																			
<b>OBJECTIVE:</b>																				
Facilitate communication among and participate with MPO member agencies.																				
<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 recently 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>																		
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<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate																				

<b>PROJECT NO:</b>	<b>3Q</b>																			
<b>PROJECT TITLE:</b>	<b>Rail, Truck and Transit Planning</b>																			
<b>OBJECTIVE:</b>																				
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.																				
<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>																				
<b>END PRODUCT:</b>																				
Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 33,750</td> <td>\$ 33,750</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 11,250</td> <td>\$ 11,250</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$45,000</b></td> <td><b>\$45,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 90,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 33,750	\$ 33,750	FTA (Sec. 5303)	\$ 11,250	\$ 11,250	Other	\$	\$	<b>TOTAL</b>	<b>\$45,000</b>	<b>\$45,000</b>		<b>\$ 90,000</b>	
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	<b>\$ 90,000</b>																			

<b>PROJECT NO:</b>	<b>3R</b>																			
<b>PROJECT TITLE:</b>	<b>Thompson Road Demand Modeling</b>																			
<b>OBJECTIVE:</b>																				
<p>To utilize SMTC's Travel Demand Model to aid the Onondaga County Department of Transportation in determining the necessary road section at the time of construction in 2008– 2009, as it is believed that more than a straight percentage of growth rate is necessary to project the proposed traffic volumes in this area.</p>																				
<b>METHODOLOGY:</b>																				
<p>This task would entail the SMTC utilizing our Travel Demand Model to review several traffic scenarios in a timely fashion. This will be achieved by looking at commercial development as well as residential development and the ability to add the Route 31 corridor to the traffic flow will aid the Onondaga County Department of Transportation in choosing numbers and widths of lanes along the mainline as well as at the intersections to be improved</p>																				
<b>END PRODUCT:</b>																				
<p>A final report containing a recommendation as to the number of and width of lanes, as well as the widths of shoulders to be constructed.</p>																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<p><b>Sponsor:</b> Onondaga County Department of Transportation</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 32,500</td> <td>\$</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 32,500</b></td> <td><b>\$</b></td> </tr> <tr> <td></td> <td></td> <td style="border: 1px solid black;"><b>\$ 32,500</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 32,500	\$	FTA (Sec. 5303)	\$	\$	Other	\$	\$	<b>TOTAL</b>	<b>\$ 32,500</b>	<b>\$</b>			<b>\$ 32,500</b>
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<b>PROJECT NO:</b>	<b>3S</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 recently 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, an increase 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  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 14,250</td> <td>\$ 14,250</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 750</td> <td>\$ 750</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 15,000</b></td> <td><b>\$ 15,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$30,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 14,250	\$ 14,250	FTA (Sec. 5303)	\$ 750	\$ 750	Other	\$	\$	<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 15,000</b>		<b>\$30,000</b>	
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<b>PROJECT NO:</b>	<b>3T</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>																				
Building on previous activities, the SMTC will conduct outreach to municipal governments and the general public, highlighting the relationship between transportation and land use decision-making, linking the SMTC efforts with those of the Onondaga County Settlement Plan initiatives, as appropriate. In support of this task, the SMTC will continue to educate the MPO community on the concepts and interrelationships of transportation and land use planning.																				
<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  <b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 9,500</td> <td>\$ 9,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 500</td> <td>\$ 500</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 10,000</b></td> <td><b>\$ 10,000</b></td> </tr> <tr> <td colspan="2"></td> <td style="text-align: center;"><b>\$ 20,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 9,500	\$ 9,500	FTA (Sec. 5303)	\$ 500	\$ 500	Other	\$	\$	<b>TOTAL</b>	<b>\$ 10,000</b>	<b>\$ 10,000</b>			<b>\$ 20,000</b>
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		<b>\$ 20,000</b>																		

<b>PROJECT NO:</b>	3U																			
<b>PROJECT TITLE:</b>	Travel Demand Modeling																			
<b>OBJECTIVE:</b>																				
To complete any outstanding issues related to the migration of the SMTC to a new Travel Demand Model and utilize the model as necessary and appropriate.																				
<b>METHODOLOGY:</b>																				
<p>The immediate activity under this task will be to close out any outstanding issues with the consultant and accept the delivered model as complete. In addition, finalization and adoption of a Travel Demand Model Usage Policy will be completed.</p> <p>The next step will be to begin the process of working with the NYSDOT Environmental Analysis Bureau (EAB) and the Interagency Consulting Group (ICG) to accept the new model as sufficient for air quality and conformity purposes. This process is expected to take several months at a minimum.</p> <p>Finally, this task will allow for the staff and the member agencies to begin the utilization of the new model for planning studies as well as for Conformity analysis required for the LRTP and TIP.</p> <p><b><u>Continuation of staff training on the proper utilization and maintenance of the new model is essential</u></b> and shall also be funded via this work item. It is expected that this will take the form of additional hands on training plus additional documentation on performing specified tasks with the model. For the SMTC to become self sufficient in its modeling activities this is a necessary element.</p>																				
<b>END PRODUCT:</b>																				
A new Travel Demand Model to be used by the SMTC for various required and desired transportation planning activities.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
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Participating Agencies: SMTC, SMTC Member Agencies																				

<b>PROJECT NO:</b>	<b>3V</b>																			
<b>PROJECT TITLE:</b>	<b>University Hill Transportation Study</b>																			
<b>OBJECTIVE:</b>																				
To complete the University Hill Transportation Study.																				
<b>METHODOLOGY:</b>																				
<p>This project began during the 2005-2006 UPWP and is expected to carry through the 2007-2008 UPWP. It will build on two earlier transportation planning efforts for University Hill. The initial effort included the University Hill Special Events Transportation Study completed in March 2000. This study resulted in numerous small-scale improvements to traffic management in the study area. The second effort concluded in 2003 with a detailed inventory of Existing Conditions related to transportation and landuse.</p> <p>This initiative will focus on three primary issues: 1) Interstate Access, 2) Institutional Parking and 3) Transit, Walking and Biking. The plan will identify improvements to meet the needs of University Hill for these three issues as it develops over the next 20 years. A major aim of the initiative is to ensure the economic viability of the institutions located in the study area while minimizing impacts to surrounding neighborhoods.</p> <p>As part of the project, two alternative visions for transportation on the Hill will be analyzed. One vision will summarize the likely future if transportation relies primarily on automobiles. The alternative will examine the impacts of a greater emphasis on transit, walking and biking than currently exists. Each will be compared to the current planned vision for development on University Hill to assess impacts, benefits and costs.</p> <p>In order for this project to be a true success, it will involve the participation of a Working Group, Institutional Focus Group and Stakeholders. The Working Group (WG) will consist of technical staff of the partner agencies such as the City of Syracuse, the Central New York Regional Transportation Authority or CENTRO, the Syracuse Onondaga County Planning Agency (SOCPA), the Metropolitan Development Association (MDA), the University Hill Corporation (UHC) and New York State Department of Transportation (NYSDOT). The Institutional Focus Group (IFG) will include representatives of the major institutions on University Hill, such as Syracuse University and the various hospitals. Members of the public, representatives of affected community organizations and business owners are encouraged to participate as Stakeholders (S).</p>																				
<b>END PRODUCT:</b>																				
Technical Memorandums and Final Report including recommendations and an implementation plan. The consultant will develop and refine the recommended strategies based on the input of the Working Group, public and SMTC. The recommendations will be accompanied by an Implementation Agenda that will identify short, medium and long term action required to achieve the vision and goals of the strategic plan.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> City of Syracuse, Metropolitan Development Association  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate																				
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<b>PROJECT NO:</b>	<b>3W</b>																			
<b>PROJECT TITLE:</b>	<b>Waste Collection Route Optimization Study</b>																			
<b>OBJECTIVE:</b>																				
To complete a full waste and recycling route optimization for the City of Syracuse.																				
<b>METHODOLOGY:</b>																				
<p>The existing waste collection routes have remained the same for over 30 years while the number of households and locations of concentrations of those residential households has changed over the years. There has been both a major reduction in population and shift in residential distribution. Due to these changes, a new waste and recycling route optimization will be created.</p> <p>This project is expected to include, at a minimum, the following activities: Publishing a Request for Proposals (RFP), Selecting a consultant, Data collection as determined by the consultant, Route optimization, and Final documentation of the proposed new routes.</p>																				
<b>END PRODUCT:</b>																				
A new optimized routing system, including maps and written directions, for all of the City's residential waste and recycling routes, as well as a brief final report to summarize the optimization process.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> City of Syracuse  <b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$90,000</td> <td>\$</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>TOTAL</td> <td>\$90,000</td> <td>\$</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;">\$90,000</td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$90,000	\$	FTA (Sec. 5303)	\$	\$	Other	\$	\$	TOTAL	\$90,000	\$		\$90,000	
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TOTAL	\$90,000	\$																		
	\$90,000																			

**UNIFIED PLANNING WORK PROGRAM**

**FY 2006-2008**

**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 Analysis Bureau (NYSDOT EAB) and the Interagency Consulting Group (ICG) to ensure consensus on impacts with the Program's conformity status.</p> <p>In addition, the SMTC will be developing a new TIP beginning in the Summer of 2006, with final adoption and distribution occurring in 2007.</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>		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 22,500</td> <td>\$ 31,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 2,500</td> <td>\$ 3,500</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$25,000</b></td> <td><b>\$35,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 60,000</b></td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 22,500	\$ 31,500	FTA (Sec. 5303)	\$ 2,500	\$ 3,500	Other	\$	\$	<b>TOTAL</b>	<b>\$25,000</b>	<b>\$35,000</b>		<b>\$ 60,000</b>	
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**UNIFIED PLANNING WORK PROGRAM**

**FY 2006-2008**

**5. OTHER ACTIVITIES**

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

<b>PROJECT NO:</b>	<b>5A</b>																			
<b>PROJECT TITLE:</b>	<b>Miscellaneous Activities &amp; Special Technical Assistance</b>																			
<b>OBJECTIVE:</b>																				
<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>																				
<b>METHODOLOGY:</b>																				
<p>From time to time, miscellaneous projects are assigned to staff. Many are one time studies or reports, while other tasks are more long-term in nature, and are infrequent enough or so limited in scope of MPO participation, and therefore do not warrant a separate UPWP project.</p> <p>Tasks may include such activities as participation in various New York State MPO statewide initiatives, and reviewing proposed Federal regulations.</p> <p>This task also allows the SMTC to provide technical assistance to member agencies, local governments, and other agencies/organizations which was not foreseen or known during the preparation of the annual UPWP.</p> <p>The funding identified for 2007-2008 has not yet been programmed. Since there may be new required initiatives for the MPO to undertake, it is the intention of the SMTC to amend this document near the close of the 2006-2007 program year and allocate these funds to a specific project(s), as allowable.</p>																				
<b>END PRODUCT:</b>																				
<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>		<table border="1"> <thead> <tr> <th></th> <th><u>2006-2007</u></th> <th><u>2007-2008</u></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 19,640</td> <td>\$ 236,743</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 1,027</td> <td>\$ 12,382</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>TOTAL</td> <td>\$ 20,667</td> <td>\$249,125</td> </tr> <tr> <td></td> <td></td> <td>\$269,792</td> </tr> </tbody> </table>		<u>2006-2007</u>	<u>2007-2008</u>	FHWA (PL)	\$ 19,640	\$ 236,743	FTA (Sec. 5303)	\$ 1,027	\$ 12,382	Other	\$	\$	TOTAL	\$ 20,667	\$249,125			\$269,792
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## **UNIFIED PLANNING WORK PROGRAM**

**FY 2006-2008**

### **6. BUDGET TABLES**

#### **2006-2007**

**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**

#### **2007-2008**

**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 1

## 2006 - 2007 SUMMARY BUDGET

TASK BUDGET									
TASK		FUNDING SOURCE							
ID	Category	FHWA	FTA	FTA %	Total Federal	Total Non-Federal	State	County	Total
<b>1.</b>	<b>Program Administration and Support (44.21.00)</b>								
A.	General Administration	\$187,000	\$33,000	15%	\$220,000	\$55,000	\$41,250	\$13,750	\$275,000
B.	Professional Services - Miscellaneous	\$1,000	\$0	0%	\$1,000	\$250	\$188	\$63	\$1,250
C.	Public Participation	\$9,000	\$1,000	10%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
D.	SAFETEA-LU - Miscellaneous	\$7,500	\$7,500	50%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
E.	UPWP Previous Year Closeouts	\$1,000	\$0	0%	\$1,000	\$250	\$188	\$63	\$1,250
F.	UPWP Maintenance and Development	\$14,250	\$750	5%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
	<b>Total Program Administration and Support</b>	<b>\$219,750</b>	<b>\$42,250</b>	<b>16%</b>	<b>\$262,000</b>	<b>\$65,500</b>	<b>\$49,125</b>	<b>\$16,375</b>	<b>\$327,500</b>
<b>2.</b>	<b>Short-Range Transportation Planning (44.24.00)</b>								
A.	Census Data Compilation and/or Analysis	\$4,750	\$250	5%	\$5,000	\$1,250	\$938	\$313	\$6,250
B.	Data Collection, Compilation and/or Analysis	\$19,000	\$1,000	5%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
C.	Functional Classification System Review	\$2,500	\$0	0%	\$2,500	\$625	\$469	\$156	\$3,125
D.	Geographic Information Systems	\$42,500	\$7,500	15%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
	<b>Total Short-Range Transportation Planning</b>	<b>\$68,750</b>	<b>\$8,750</b>	<b>11%</b>	<b>\$77,500</b>	<b>\$19,375</b>	<b>\$14,531</b>	<b>\$4,844</b>	<b>\$96,875</b>
<b>3.</b>	<b>Long-Range Transportation Planning (44.23.02)</b>								
A.	Air Quality, Conformity and Energy and Conformity	\$20,000	\$5,000	20%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
B.	Air/Water Planning	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
C.	Bicycle/Pedestrian Planning	\$13,500	\$1,500	10%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
D.	Bridge & Pavement Condition Management System (BPCMS)	\$15,000	\$0	0%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
E.	Clay/Cicero Rt. 31 Transportation Study	\$40,500	\$4,500	10%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
F.	Congestion Management System	\$15,000	\$0	0%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
G.	CSX Intermodal Transportation Study	\$90,000	\$10,000	10%	\$100,000	\$25,000	\$18,750	\$6,250	\$125,000
H.	Downtown Parking Analysis & Mapping	\$25,000	\$0	0%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
I.	Emergency Travel Routes	\$45,000	\$5,000	10%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
J.	Environmental Justice Analysis	\$13,500	\$1,500	10%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
K.	F-M Road/Route 257 Pedestrian Accommodation Feasibility Study	\$35,000	\$0	0%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
L.	I-90 Corridor Planning Study	\$2,500	\$0	0%	\$2,500	\$625	\$469	\$156	\$3,125
M.	Lakefront Area Planning	\$2,375	\$125	5%	\$2,500	\$625	\$469	\$156	\$3,125
N.	Long-Range Transportation Plan	\$49,500	\$5,500	10%	\$55,000	\$13,750	\$10,313	\$3,438	\$68,750
O.	Northern MPA Planning	\$9,000	\$1,000	10%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
P.	Operations and Integration	\$9,500	\$500	5%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
Q.	Rail/Truck and Transit Planning	\$33,750	\$11,250	25%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
R.	Thompson Road Demand Modeling	\$32,500	\$0	0%	\$32,500	\$8,125	\$6,094	\$2,031	\$40,625
S.	Traffic Safety	\$14,250	\$750	5%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
T.	Transportation/Land Use	\$9,500	\$500	5%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
U.	Travel Demand Modeling	\$44,000	\$11,000	20%	\$55,000	\$13,750	\$10,313	\$3,438	\$68,750
V.	University Hill Transportation Study	\$149,500	\$80,500	35%	\$230,000	\$57,500	\$43,125	\$14,375	\$287,500
W.	Waste Collection Route Optimization Study	\$90,000	\$0	0%	\$90,000	\$22,500	\$16,875	\$5,625	\$112,500
	<b>Total Long-Range Transportation Planning</b>	<b>\$768,875</b>	<b>\$138,625</b>	<b>15%</b>	<b>\$907,500</b>	<b>\$226,875</b>	<b>\$170,156</b>	<b>\$56,719</b>	<b>\$1,134,375</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP) (44.25.00)</b>								
A.	TIP Development & Maintenance	\$22,500	\$2,500	10%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
	<b>Total Transportation Improvement Program</b>	<b>\$22,500</b>	<b>\$2,500</b>	<b>10%</b>	<b>\$25,000</b>	<b>\$6,250</b>	<b>\$4,688</b>	<b>\$1,563</b>	<b>\$31,250</b>
<b>5.</b>	<b>Other Activities (44.27.00)</b>								
A.	Miscellaneous Activities & Special Technical Assistance	\$18,390	\$2,277	11%	\$20,667	\$5,167	\$3,875	\$1,292	\$25,834
	<b>Total Other Activities</b>	<b>\$18,390</b>	<b>\$2,277</b>	<b>11%</b>	<b>\$20,667</b>	<b>\$5,167</b>	<b>\$3,875</b>	<b>\$1,292</b>	<b>\$25,834</b>
	<b>Grand Total FHWA PL &amp; FTA MPP Funds</b>	<b>\$1,098,266</b>	<b>\$194,401</b>	<b>15%</b>	<b>\$1,292,667</b>	<b>\$323,167</b>	<b>\$242,375</b>	<b>\$80,792</b>	<b>\$1,615,834</b>

**TABLE 2**  
**2006 - 2007 SUMMARY BUDGET**  
**FEDERAL PROGRAM ONLY**

TASK BUDGET											
TASK		FUNDING SOURCE					RESPONSIBILITY				
ID	Task	FHWA	FTA	State	County	Total	Staff	CNY RPDB	State	County	Total
44.21.00	Program Administration and Support	\$219,750	\$42,250	\$49,125	\$16,375	\$327,500	\$212,000	\$50,000	\$49,125	\$16,375	\$327,500
44.24.00	Short-Range Transportation Planning	\$68,750	\$8,750	\$14,531	\$4,844	\$96,875	\$77,500	\$0	\$14,531	\$4,844	\$96,875
44.23.02	Long-Range Transportation Planning	\$768,875	\$138,625	\$170,156	\$56,719	\$1,134,375	\$907,500	\$0	\$170,156	\$56,719	\$1,134,375
44.25.00	Transportation Improvement Program	\$22,500	\$2,500	\$4,688	\$1,563	\$31,250	\$25,000	\$0	\$4,688	\$1,563	\$31,250
44.27.00	Other Activities	\$18,390	\$2,277	\$3,875	\$1,292	\$25,834	\$20,667	\$0	\$3,875	\$1,292	\$25,834
	<b>Total</b>	<b>\$1,098,266</b>	<b>\$194,401</b>	<b>\$242,375</b>	<b>\$80,792</b>	<b>\$1,615,834</b>	<b>\$1,242,667</b>	<b>\$50,000</b>	<b>\$242,375</b>	<b>\$80,792</b>	<b>\$1,615,834</b>
		<b>\$1,292,667</b>		<b>\$323,167</b>		<b>\$1,615,834</b>	<b>\$1,292,667</b>		<b>\$323,166</b>		<b>\$1,615,834</b>

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	County	Total
44.20.01	Salaries	\$449,990		\$111,250		\$561,240
44.20.02	Fringe	\$176,227		\$34,175		\$210,401
44.20.03	Travel	\$8,000				\$8,000
44.20.04	Equipment	\$18,650				\$18,650
44.20.05	Supplies	\$6,500				\$6,500
44.20.06	Contractual	\$508,600	\$50,000		\$80,792	\$639,392
44.20.07	Other	\$7,800				\$7,800
44.20.08	Indirect	\$66,900		\$96,950		\$163,850
	<b>Total</b>	<b>\$1,242,667</b>	<b>\$50,000</b>	<b>\$242,375</b>	<b>\$80,792</b>	<b>\$1,615,834</b>
		<b>\$1,292,667</b>		<b>\$323,167</b>		<b>\$1,615,834</b>

**TABLE 3**  
**2006 - 2007 SUMMARY BUDGET**  
**FHWA BUDGET**

TASK BUDGET							
ID	Task	Total	FHWA	Staff	CNY RPDB	State	County
44.21.00	Program Administration and Support	\$274,688	\$219,750	\$177,813	\$41,937	\$41,203	\$13,734
44.24.00	Short-Range Transportation Planning	\$85,938	\$68,750	\$68,750		\$12,891	\$4,297
44.23.02	Long-Range Transportation Planning	\$961,094	\$768,875	\$768,875		\$144,164	\$48,055
44.25.00	Transportation Improvement Program	\$28,125	\$22,500	\$22,500		\$4,219	\$1,406
44.27.00	Other Activities	\$22,988	\$18,390	\$18,390		\$3,448	\$1,149
	<b>Total</b>	<b>\$1,372,831</b>	<b>\$1,098,266</b>	<b>\$1,056,328</b>	<b>\$41,937</b>	<b>\$205,925</b>	<b>\$68,642</b>

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Salaries	\$477,033	\$382,514		\$94,519	
44.20.02	Fringe	\$178,837	\$149,801		\$29,035	
44.20.03	Travel	\$6,800	\$6,800			
44.20.04	Equipment	\$15,853	\$15,853			
44.20.05	Supplies	\$5,525	\$5,525			
44.20.06	Contractual	\$542,914	\$432,335	\$41,937		\$68,642
44.20.07	Other	\$6,630	\$6,630			
44.20.08	Indirect	\$139,238	\$56,868		\$82,370	
	<b>Total</b>	<b>\$1,372,831</b>	<b>\$1,056,328</b>	<b>\$41,937</b>	<b>\$205,925</b>	<b>\$68,642</b>

**TABLE 4**  
**2006 - 2007 SUMMARY BUDGET**  
**FTA BUDGET**

<b>TASK BUDGET</b>							
<b>ID</b>	<b>Task</b>	<b>Total</b>	<b>FTA</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>County</b>
44.21.00	Program Administration and Support	\$52,813	\$42,250	\$34,187	\$8,063	\$7,922	\$2,641
44.24.00	Short-Range Transportation Planning	\$10,938	\$8,750	\$8,750		\$1,641	\$547
44.23.02	Long-Range Transportation Planning	\$173,281	\$138,625	\$138,625		\$25,992	\$8,664
44.25.00	Transportation Improvement Program	\$3,125	\$2,500	\$2,500		\$469	\$156
44.27.00	Other Activities	\$2,846	\$2,277	\$2,277		\$427	\$142
	<b>Total</b>	<b>\$243,003</b>	<b>\$194,401</b>	<b>\$186,339</b>	<b>\$8,063</b>	<b>\$36,450</b>	<b>\$12,150</b>

<b>AUDIT BUDGET</b>						
<b>ID</b>	<b>Category</b>	<b>Total</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>County</b>
44.20.01	Salaries	\$84,207	\$67,476		\$16,731	
44.20.02	Fringe	\$31,565	\$26,425		\$5,140	
44.20.03	Travel	\$1,200	\$1,200			
44.20.04	Equipment	\$2,797	\$2,797			
44.20.05	Supplies	\$975	\$975			
44.20.06	Contractual	\$96,478	\$76,265	\$8,063		\$12,150
44.20.07	Other	\$1,170	\$1,170			
44.20.08	Indirect	\$24,612	\$10,032		\$14,580	
	<b>Total</b>	<b>\$243,003</b>	<b>\$186,339</b>	<b>\$8,063</b>	<b>\$36,450</b>	<b>\$12,150</b>

**TABLE 5**  
**2006 - 2007 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	\$262,000	\$327,500
44.24.00	Short-Range Transportation Planning	\$77,500	\$96,875
44.23.02	Long-Range Transportation Planning	\$907,500	\$1,134,375
44.25.00	Transportation Improvement Program	\$25,000	\$31,250
44.27.00	Other Activities	\$20,667	\$25,834
	<b>Total</b>	<b>\$1,292,667</b>	<b>\$1,615,834</b>

<b>AUDIT BUDGET</b>			
<b>ID</b>	<b>Category</b>	<b>Total Federal</b>	<b>Total</b>
44.20.01	Salaries	\$449,990	\$561,240
44.20.02	Fringe	\$176,227	\$210,401
44.20.03	Travel	\$8,000	\$8,000
44.20.04	Equipment	\$18,650	\$18,650
44.20.05	Supplies	\$6,500	\$6,500
44.20.06	Contractual	\$558,600	\$639,392
44.20.07	Other	\$7,800	\$7,800
44.20.08	Indirect	\$66,900	\$163,850
	<b>Total</b>	<b>\$1,292,667</b>	<b>\$1,615,834</b>

**TABLE 6**  
**2006 - 2007 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>County</b>
44.20.01	Salaries	\$561,240	\$449,990		\$111,250	
44.20.02	Fringe	\$210,401	\$176,227		\$34,175	
44.20.03	Travel	\$8,000	\$8,000			
44.20.04	Equipment	\$18,650	\$18,650			
44.20.05	Supplies	\$6,500	\$6,500			
44.20.06	Contractual	\$639,392	\$508,600	\$50,000		\$80,792
44.20.07	Other	\$7,800	\$7,800			
44.20.08	Indirect	\$163,850	\$66,900		\$96,950	
	<b>Total</b>	<b>\$1,615,834</b>	<b>\$1,242,667</b>	<b>\$50,000</b>	<b>\$242,375</b>	<b>\$80,792</b>

**TABLE 1**  
**2007 - 2008 SUMMARY BUDGET**

TASK BUDGET									
TASK		FUNDING SOURCE							
ID	Category	FHWA	FTA	FTA %	Total Federal	Total Non-Federal	State	County	Total
<b>1.</b>	<b>Program Administration and Support (44.21.00)</b>								
A.	General Administration	\$195,500	\$34,500	15%	\$230,000	\$57,500	\$43,125	\$14,375	\$287,500
B.	Professional Services - Miscellaneous	\$1,000	\$0	0%	\$1,000	\$250	\$188	\$63	\$1,250
C.	Public Participation	\$9,000	\$1,000	10%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
D.	SAFETEA-LU - Miscellaneous	\$7,500	\$7,500	50%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
E.	UPWP Previous Year Closeouts	\$2,500	\$0	0%	\$2,500	\$625	\$469	\$156	\$3,125
F.	UPWP Maintenance and Development	\$28,500	\$1,500	5%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
	<b>Total Program Administration and Support</b>	<b>\$244,000</b>	<b>\$44,500</b>	<b>15%</b>	<b>\$288,500</b>	<b>\$72,125</b>	<b>\$54,094</b>	<b>\$18,031</b>	<b>\$360,625</b>
<b>2.</b>	<b>Short-Range Transportation Planning (44.24.00)</b>								
A.	Census Data Compilation and/or Analysis	\$4,750	\$250	5%	\$5,000	\$1,250	\$938	\$313	\$6,250
B.	Data Collection, Compilation and/or Analysis	\$19,000	\$1,000	5%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
C.	Functional Classification System Review	\$0	\$0	0%	\$0	\$0	\$0	\$0	\$0
D.	Geographic Information Systems	\$42,500	\$7,500	15%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
	<b>Total Short-Range Transportation Planning</b>	<b>\$66,250</b>	<b>\$8,750</b>	<b>12%</b>	<b>\$75,000</b>	<b>\$18,750</b>	<b>\$14,063</b>	<b>\$4,688</b>	<b>\$93,750</b>
<b>3.</b>	<b>Long-Range Transportation Planning (44.23.02)</b>								
A.	Air Quality, Conformity and Energy and Conformity	\$20,000	\$5,000	20%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
B.	Air/Water Planning	\$5,000	\$0	0%	\$5,000	\$1,250	\$938	\$313	\$6,250
C.	Bicycle/Pedestrian Planning	\$22,500	\$2,500	10%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
D.	Bridge & Pavement Condition Management System (BPCMS)	\$15,000	\$0	0%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
E.	Clay/Cicero Rt. 31 Transportation Study	\$13,500	\$1,500	10%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
F.	Congestion Management System	\$35,000	\$0	0%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
G.	CSX Intermodal Transportation Study	\$22,500	\$2,500	10%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
H.	Downtown Parking Analysis & Mapping	\$0	\$0	0%	\$0	\$0	\$0	\$0	\$0
I.	Emergency Travel Routes	\$90,000	\$10,000	10%	\$100,000	\$25,000	\$18,750	\$6,250	\$125,000
J.	Environmental Justice Analysis	\$13,500	\$1,500	10%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
K.	F-M Road/Route 257 Pedestrian Accommodation Feasibility Study	\$0	\$0	0%	\$0	\$0	\$0	\$0	\$0
L.	I-90 Corridor Planning Study	\$2,500	\$0	0%	\$2,500	\$625	\$469	\$156	\$3,125
M.	Lakefront Area Planning	\$2,375	\$125	5%	\$2,500	\$625	\$469	\$156	\$3,125
N.	Long-Range Transportation Plan	\$54,000	\$6,000	10%	\$60,000	\$15,000	\$11,250	\$3,750	\$75,000
O.	Northern MPA Planning	\$13,500	\$1,500	10%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
P.	Operations and Integration	\$9,500	\$500	5%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
Q.	Rail/Truck and Transit Planning	\$33,750	\$11,250	25%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
R.	Thompson Road Demand Modeling	\$0	\$0	0%	\$0	\$0	\$0	\$0	\$0
S.	Traffic Safety	\$14,250	\$750	5%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
T.	Transportation/Land Use	\$9,500	\$500	5%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
U.	Travel Demand Modeling	\$37,500	\$12,500	25%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
V.	University Hill Transportation Study	\$16,250	\$8,750	35%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
W.	Waste Collection Route Optimization Study	\$0	\$0	0%	\$0	\$0	\$0	\$0	\$0
	<b>Total Long-Range Transportation Planning</b>	<b>\$430,125</b>	<b>\$64,875</b>	<b>13%</b>	<b>\$495,000</b>	<b>\$123,750</b>	<b>\$92,813</b>	<b>\$30,938</b>	<b>\$618,750</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP) (44.25.00)</b>								
A.	TIP Development & Maintenance	\$31,500	\$3,500	10%	\$35,000	\$8,750	\$6,563	\$2,188	\$43,750
	<b>Total Transportation Improvement Program</b>	<b>\$31,500</b>	<b>\$3,500</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 & Special Technical Assistance	\$168,720	\$80,405	32%	\$249,125	\$62,281	\$46,711	\$15,570	\$311,406
	<b>Total Other Activities</b>	<b>\$168,720</b>	<b>\$80,405</b>	<b>32%</b>	<b>\$249,125</b>	<b>\$62,281</b>	<b>\$46,711</b>	<b>\$15,570</b>	<b>\$311,406</b>
	<b>Grand Total FHWA PL &amp; FTA MPP Funds</b>	<b>\$940,595</b>	<b>\$202,030</b>	<b>18%</b>	<b>\$1,142,625</b>	<b>\$285,656</b>	<b>\$214,242</b>	<b>\$71,414</b>	<b>\$1,428,281</b>

**TABLE 2**  
**2007 - 2008 SUMMARY BUDGET**  
**FEDERAL PROGRAM ONLY**

TASK BUDGET											
TASK		FUNDING SOURCE					RESPONSIBILITY				
ID	Task	FHWA	FTA	State	County	Total	Staff	CNY RPDB	State	County	Total
44.21.00	Program Administration and Support	\$244,000	\$44,500	\$54,094	\$18,031	\$360,625	\$233,500	\$55,000	\$54,094	\$18,031	\$360,625
44.24.00	Short-Range Transportation Planning	\$66,250	\$8,750	\$14,063	\$4,688	\$93,750	\$75,000	\$0	\$14,063	\$4,688	\$93,750
44.23.02	Long-Range Transportation Planning	\$430,125	\$64,875	\$92,813	\$30,938	\$618,750	\$495,000	\$0	\$92,813	\$30,938	\$618,750
44.25.00	Transportation Improvement Program	\$31,500	\$3,500	\$6,563	\$2,188	\$43,750	\$35,000	\$0	\$6,563	\$2,188	\$43,750
44.27.00	Other Activities	\$168,720	\$80,405	\$46,711	\$15,570	\$311,406	\$249,125	\$0	\$46,711	\$15,570	\$311,406
	<b>Total</b>	<b>\$940,596</b>	<b>\$202,030</b>	<b>\$214,242</b>	<b>\$71,414</b>	<b>\$1,428,281</b>	<b>\$1,087,625</b>	<b>\$55,000</b>	<b>\$214,242</b>	<b>\$71,414</b>	<b>\$1,428,281</b>
		<b>\$1,142,625</b>		<b>\$285,656</b>		<b>\$1,428,281</b>	<b>\$1,142,625</b>		<b>\$285,655</b>		<b>\$1,428,281</b>

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	County	Total
44.20.01	Salaries	\$463,340		\$98,337		\$561,677
44.20.02	Fringe	\$191,261		\$30,208		\$221,470
44.20.03	Travel	\$10,000				\$10,000
44.20.04	Equipment	\$19,200				\$19,200
44.20.05	Supplies	\$7,500				\$7,500
44.20.06	Contractual	\$320,174	\$55,000		\$71,414	\$446,588
44.20.07	Other	\$7,800				\$7,800
44.20.08	Indirect	\$68,350		\$85,697		\$154,047
	<b>Total</b>	<b>\$1,087,625</b>	<b>\$55,000</b>	<b>\$214,242</b>	<b>\$71,414</b>	<b>\$1,428,282</b>
		<b>\$1,142,625</b>		<b>\$285,656</b>		<b>\$1,428,281</b>

**TABLE 3**  
**2007 - 2008 SUMMARY BUDGET**  
**FHWA BUDGET**

TASK BUDGET							
ID	Task	Total	FHWA	Staff	CNY RPDB	State	County
44.21.00	Program Administration and Support	\$305,000	\$244,000	\$197,484	\$46,516	\$45,750	\$15,250
44.24.00	Short-Range Transportation Planning	\$82,813	\$66,250	\$66,250		\$12,422	\$4,141
44.23.02	Long-Range Transportation Planning	\$537,656	\$430,125	\$430,125		\$80,648	\$26,883
44.25.00	Transportation Improvement Program	\$39,375	\$31,500	\$31,500		\$5,906	\$1,969
44.27.00	Other Activities	\$210,900	\$168,720	\$168,720		\$31,635	\$10,545
	<b>Total</b>	<b>\$1,175,744</b>	<b>\$940,595</b>	<b>\$894,078</b>	<b>\$46,516</b>	<b>\$176,362</b>	<b>\$58,787</b>

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$474,204	\$393,253		\$80,950	
44.20.02	Fringe	\$188,681	\$163,814		\$24,867	
44.20.03	Travel	\$8,754	\$8,754			
44.20.04	Equipment	\$16,295	\$16,295			
44.20.05	Supplies	\$6,488	\$6,488			
44.20.06	Contractual	\$346,263	\$240,959	\$46,516		\$58,787
44.20.07	Other	\$6,585	\$6,585			
44.20.08	Indirect	\$128,475	\$57,930		\$70,545	
	<b>Total</b>	<b>\$1,175,744</b>	<b>\$894,079</b>	<b>\$46,516</b>	<b>\$176,362</b>	<b>\$58,787</b>

**TABLE 4**  
**2007 - 2008 SUMMARY BUDGET**  
**FTA BUDGET**

<b>TASK BUDGET</b>							
<b>ID</b>	<b>Task</b>	<b>Total</b>	<b>FTA</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>County</b>
44.21.00	Program Administration and Support	\$55,625	\$44,500	\$36,016	\$8,484	\$8,344	\$2,781
44.24.00	Short-Range Transportation Planning	\$10,938	\$8,750	\$8,750		\$1,641	\$547
44.23.02	Long-Range Transportation Planning	\$81,094	\$64,875	\$64,875		\$12,164	\$4,055
44.25.00	Transportation Improvement Program	\$4,375	\$3,500	\$3,500		\$656	\$219
44.27.00	Other Activities	\$100,506	\$80,405	\$80,405		\$15,076	\$5,025
	<b>Total</b>	<b>\$252,538</b>	<b>\$202,030</b>	<b>\$193,547</b>	<b>\$8,484</b>	<b>\$37,881</b>	<b>\$12,627</b>

<b>AUDIT BUDGET</b>						
<b>ID</b>	<b>Category</b>	<b>Total</b>	<b>Staff</b>	<b>CNY RPDB</b>	<b>State</b>	<b>County</b>
44.20.01	Salaries	\$87,474	\$70,086		\$17,387	
44.20.02	Fringe	\$32,789	\$27,447		\$5,341	
44.20.03	Travel	\$1,246	\$1,246			
44.20.04	Equipment	\$2,905	\$2,905			
44.20.05	Supplies	\$1,012	\$1,012			
44.20.06	Contractual	\$100,325	\$79,215	\$8,484		\$12,627
44.20.07	Other	\$1,215	\$1,215			
44.20.08	Indirect	\$25,572	\$10,420		\$15,152	
	<b>Total</b>	<b>\$252,538</b>	<b>\$193,547</b>	<b>\$8,484</b>	<b>\$37,881</b>	<b>\$12,627</b>

**TABLE 5**  
**2007 - 2008 SUMMARY BUDGET**  
**TOTAL FEDERAL BUDGETS**

<b>TASK BUDGET</b>			
ID	Task	Total Federal	Total
44.21.00	Program Administration and Support	\$288,500	\$360,625
44.24.00	Short-Range Transportation Planning	\$75,000	\$93,750
44.23.02	Long-Range Transportation Planning	\$495,000	\$618,750
44.25.00	Transportation Improvement Program	\$35,000	\$43,750
44.27.00	Other Activities	\$249,125	\$311,406
	<b>Total</b>	<b>\$1,142,625</b>	<b>\$1,428,281</b>

<b>AUDIT BUDGET</b>			
ID	Category	Total Federal	Total
44.20.01	Personnel / Salaries	\$463,340	\$561,678
44.20.02	Fringe	\$191,261	\$221,470
44.20.03	Travel	\$10,000	\$10,000
44.20.04	Equipment	\$19,200	\$19,200
44.20.05	Supplies	\$7,500	\$7,500
44.20.06	Contractual	\$375,174	\$446,588
44.20.07	Other	\$7,800	\$7,800
44.20.08	Indirect	\$68,350	\$154,047
	<b>Total</b>	<b>\$1,142,625</b>	<b>\$1,428,282</b>

**TABLE 6**  
**2007 - 2008 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>County</b>
44.20.01	Personnel / Salaries	\$561,677	\$463,340		\$98,337	
44.20.02	Fringe	\$221,470	\$191,261		\$30,208	
44.20.03	Travel	\$10,000	\$10,000			
44.20.04	Equipment	\$19,200	\$19,200			
44.20.05	Supplies	\$7,500	\$7,500			
44.20.06	Contractual	\$446,588	\$320,174	\$55,000		\$71,414
44.20.07	Other	\$7,800	\$7,800			
44.20.08	Indirect	\$154,047	\$68,350		\$85,697	
	<b>Total</b>	<b>\$1,428,281</b>	<b>\$1,087,625</b>	<b>\$55,000</b>	<b>\$214,242</b>	<b>\$71,414</b>