

**Fiscal Year (FY) 2000-2001
Unified Planning
Work Program**



Syracuse Metropolitan
Transportation Council

UPWP

2000-2001

UNIFIED PLANNING WORK PROGRAM

FOR TRANSPORTATION PLANNING

IN

SYRACUSE AND ONONDAGA COUNTY

**Approved by the Policy Committee of the
Syracuse Metropolitan Transportation Council
7 March 2000**

Unified Planning Work Program Task — 1B

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
2000-2001 UNIFIED PLANNING WORK PROGRAM**

TABLE OF CONTENTS

RESOLUTION	4
2000-2001 UNIFIED PLANNING WORK PROGRAM - PURPOSE	6
DEVELOPMENT OF THE UNIFIED PLANNING WORK PROGRAM	6
COUNCIL ORGANIZATION	7
UNIFIED PLANNING WORK PROGRAM (UPWP) FRAMEWORK	11
1999-2000 UPWP SUMMARY OF ACCOMPLISHMENTS	12
SUMMARY OF MAJOR PROGRAMMED ACTIVITIES	18
2000-2001 UNIFIED PLANNING WORK PROGRAM OVERVIEW	19
1 — PROGRAM ADMINISTRATION AND SUPPORT	21
2 — SHORT RANGE TRANSPORTATION PLANNING	25
3 — LONG RANGE TRANSPORTATION PLANNING	30
4 — TRANSPORTATION IMPROVEMENT PROGRAM	44
5 — OTHER ACTIVITIES	46
TEA-21 METROPOLITAN PLANNING FACTORS MATRIX	49

LIST OF TABLES

TABLE 1 2000-2001 UPWP SUMMARY BUDGET	50
TABLE 2 2000-2001 UPWP SUMMARY BUDGET - FEDERAL PROGRAMS ONLY	51
TABLE 3 2000-2001 UPWP - FHWA BUDGETS	52
TABLE 4 2000-2001 UPWP - FTA BUDGETS	53
TABLE 5 2000-2001 UPWP - TOTAL FEDERAL BUDGETS	54
TABLE 6 2000-2001 UPWP - TOTAL AUDITABLE BUDGET	55

Approval of the 2000-2001 UPWP

SMTC Policy Resolution No. 2000-03

RESOLUTION

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL POLICY COMMITTEE 7 March 2000

- 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 Transportation Equity Act for the 21st Century (TEA-21) 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 the: 1) Long Range Transportation Plan; 2) Transportation Improvement Program and 3) Congestion Management System and Plan; 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 2000-2001 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 2000-2001, 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 2000-2001 Unified Planning Work Program, the Policy Committee continues its designation of the New York State Department of Transportation (NYSDOT) to be grant applicant on behalf of the SMTC. NYSDOT will apply for necessary regular program funding under the Federal Transit Administration (FTA) Section 5303 program, under the FHWA "PL" transportation planning program, under the FHWA "HP&R" program and 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 2000-2001.

Approval of the 2000-2001 UPWP

SMTC Policy Resolution No. 2000-03

NOW THEREFORE BE IT RESOLVED, that the Policy Committee approves the 2000-2001 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 7th day of March, 2000, by consensus of the Policy Committee.

Jon Edinger, Secretary
SMTC Policy Committee

William E. Sanford, Chair
SMTC Policy Committee

Date:

Date:

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

2000-2001 UNIFIED PLANNING WORK PROGRAM (UPWP) - PURPOSE

The Unified Planning Work Program incorporates in one document all transportation planning and directly supporting comprehensive planning activities in the Syracuse Metropolitan Area during State fiscal year 2000-2001. 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 Transit Administration (FTA), the Federal Highway Administration (FHA), the Federal Aviation Administration (FAA) and the Federal Railroad Administration (FRA) 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, annually 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 2000-2001 Work Program is intended to be consistent with the Operations Plan, as well as the metropolitan planning requirements of the Federal Transportation Equity Act for the 21st Century (TEA-21) and its implementing regulations (23 CFR Part 450, Subpart C and 49 CFR Part 613, Subpart A). 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 acceptance to the Policy Committee. The Policy Committee has the final responsibility to approve the Unified Planning Work Program.

COUNCIL ORGANIZATION

The Syracuse Metropolitan Transportation Council is organized to facilitate and encourage maximum interaction between local, State and Federal agencies involved in the transportation decision-making process. To accomplish this, a committee structure was adopted to include a Policy Committee to provide guidance and approve study recommendations, and a Planning Committee to provide a regular forum for discussion and resolution of relevant issues and to monitor technical activities.

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.

Planning Committee

This Committee generally consists of the administrative and technical leaders of public and private agencies having direct or indirect responsibility for transportation planning and/or implementation.

Executive Committee

The Executive Committee is made up of Planning Committee members. The Committee focuses on communication, coordination and providing overall direction on sensitive matters to the Planning Committee. The Committee provides regular oversight of Central Staff and administrative functions as well as monitor the progress of UPWP tasks. Meetings of this Committee are held on a monthly basis or as convened by the Chairman of the Executive Committee.

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 Syracuse Metropolitan Transportation Council has also established the following permanent committees:

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).

Transportation/Land Use Committee: This Committee consists of members of the Planning Committee and other interested citizens. The Transportation/Land Use Committee is established to research issues related to land use development and its impact on the transportation infrastructure in the region.

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; and
2. Provide guidance to public and private decision-makers involved in immediate implementation and long-range activities; and
3. Provide technical study programs and fulfill organizational responsibilities necessary to continue transportation plan development, study refinement, and research; and
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; and
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.

Syracuse Metropolitan Transportation Council

(Insert special ORGANIZATIONAL CHART from Pagemaker 6.5)

STAFFING

The work proposed under this Unified Planning Work Program will be primarily accomplished by a combination of the professional staffs of Central Staff and NYSDOT, with the assistance and cooperative support of the participating SMTC member agencies (e.g., CNYRTA, CNY RPDB, Onondaga County, City of Syracuse, 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.

New York State Department of Transportation Staff

The New York State Department of Transportation (NYSDOT) is responsible under State legislation for the coordination and development of balanced, multi-modal transportation policy, planning facilities and services. NYSDOT has developed 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.

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

- I. Maintenance of a Transportation Improvement Program (TIP), which identifies projects/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, 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, and updated in 1998, 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 TEA-21 and National Highway System legislation. The seven planning factor requirements of TEA-21 are listed below:
 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
 2. Increase the safety and security of the transportation system for motorized and non-motorized users;
 3. Increase the accessibility and mobility options available to people and for freight;
 4. Protect and enhance the environment, promote energy conservation and improve quality of life;
 5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 6. Promote efficient system management and operation; and
 7. Emphasize the preservation of the existing transportation system.

1999-2000 UPWP SUMMARY OF ACCOMPLISHMENTS

Accident Surveillance Program

The final report on the analysis of ten high accident locations in the City of Syracuse was completed and consequently accepted by the SMTC Planning Committee in April 1999. The SMTC, with the assistance of a consultant, has since been gathering data, reviewing and analyzing accident reports, and is drafting a final report for Onondaga County.

Administration

During May 1999, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted an on-site certification review of the transportation planning process for the Syracuse metropolitan area. The review team cited specific SMTC efforts including: integrating land use and transportation planning, intermodal freight planning, environmental justice and access to work, restructuring of the transit system, clean cities' program initiatives, funding of alternative fuel technology efforts at Onondaga Community College, and the integration of private and public interests into the MPO deliberation process. The SMTC was also cited for constantly producing notable products and for maintaining a qualified professional staff. The primary recommendation of the review was to recruit a new Director, which was accomplished shortly after the review.

Air and Water Transportation Initiatives

Staff conducted a survey of airport owners and fixed based operators to identify their major concerns and issues. The Central New York Airport Management Committee was formed to discuss and work toward solutions to the problems identified. Funding resources and a lack of a trained labor pool are major concerns, both of which are being addressed in new initiatives on a state and regional basis, respectively. Also under this task, technical assistance was provided on request to area airports. Staff participated in the Syracuse Local Waterfront Revitalization Plan Advisory Committee and provided input on key issues as requested. Finally, staff coordinated with various governmental agencies relative to air and water transportation issues and participated in meetings and conferences.

Bicycle and Pedestrian Planning Program

A major impetus for this year's bicycle-pedestrian task was the announcement by Onondaga County Executive Nicholas Pirro that the County is proceeding with the bike/pedestrian trail implementation and has designated the Onondaga County Department of Transportation (OCDOT) to pursue federal transportation funding under the SMTC Transportation Improvement Program (TIP). Staff drafted for the County an RFQ for completing engineering work for the Onondaga Lake Circumferential Trail. The County chose two engineering firms from the NYS DOT selected list to receive the RFQ. Staff successfully worked with the NYS Department of Conservation to have fines and mitigation fees collected from businesses in Onondaga County to be earmarked for supporting the implementation of bicycle/pedestrian facilities. Staff continued to meet with landowners adjacent to the proposed trail network to obtain their support. The SMTC assisted the County in submitting a proposal for paving a portion of the Lake Trail under the TEA-21 Enhancement Program. The proposal was ranked #1.

Centro Data Collection

Data is being provided to the SMTC for specific UPWP tasks on an as needed basis. Routine bus ridership data is provided to staff on a monthly basis. Staff is continuing to work with the Central New York Regional Transportation Authority (CNYRTA) to enhance data sharing.

City of Syracuse Truck Route Study

This study was initiated to identify the existing truck routes within the City of Syracuse, provide an inventory of all existing truck related signage, and provide recommendations for improvement, if warranted. A stakeholders group was created to provide input into the study as needed. A consultant was retained to complete the data collection portion of the study with the use of Global Positioning Satellite (GPS) technology to locate the existing signage. The consultant has provided the SMTC with Geographic Information System (GIS) mapping indicating the existing signage and thus, the existing truck routes. Staff will be completing an analysis of the existing conditions and provide recommendations, if warranted. It is anticipated that this project will be completed in April 2000.

Clean Air

As a requirement of the 1999-2004 Transportation Improvement Program (TIP), and the State Implementation Plan (SIP), an air quality conformity analysis was completed.

In addition, the SMTC continued to host the Clean Communities of Central New York (CCCNKY), which has participated in various clean air initiatives.

Congestion Management System (CMS)

The CMS is designed to monitor congestion annually at selected locations throughout Onondaga County. The collection of traffic data, along with the two tiers of analysis, was completed and incorporated into a technical report. Recommendations on the SMTC's CMS during the FHWA/FTA certification review were incorporated into the process. The CMS final report for 1999-2000 was accepted by the SMTC Planning Committee on February 22, 2000 and accepted by the SMTC Policy Committee on March 7, 2000.

Intermodal Planning

Included in the UPWP as a Long Range Planning task, Intermodal Planning focuses on freight and passenger planning. This task supports the TEA-21 mandate for private sector freight involvement through the SMTC Intermodal Roundtable, an ad-hoc committee to provide input into the SMTC planning process. The SMTC Intermodal Roundtable met this past year and provided input into several issues including the City of Syracuse Truck Study.

Some additional activity completed during the 1999-2000 program year includes an update of the 1996 Rail Corridor Inventory; on-going technical assistance and meeting attendance for the Empire Corridor Rail Task Force, including the Governor's Passenger Rail Advisory Committee; dialogue with the Central New York Regional Transportation Authority (CNYRTA) and Amtrak regarding connectivity to the William F. Walsh Regional Transportation Center; and coordination with the New York State Department of Transportation (NYSDOT), Region 3, on an updated rail crossing database.

Liverpool Area-Onondaga Lake Parkway Transportation Study

This project advanced to completion during the 1999-2000 program year. A Needs Survey was conducted among a diverse group of public users and government stakeholders, including pedestrians, commuters, local businesses, residents, park users and local government officials. The Study Advisory Committee (SAC) then discussed the survey results. The study needs were modified and the project team began the formulation of alternatives to be modeled and analyzed. The analysis included consideration of the Onondaga County Settlement Plan recommendations for the Liverpool area. The SMTC Planning Committee accepted Technical Memorandum #3 – Analysis and Recommendations, on February 8, 2000. A Draft Final Report will be completed by March 31, 2000. The SMTC Committee acceptance process for this report will take place in the early portion of the 2000-2001 program year.

Miscellaneous Activities

New York State MPO Statewide Initiatives: The SMTC has participated this past year with the other New York State MPO's to accomplish various joint activities. These activities have included survey add-ons to the Nationwide Personal Transportation Survey (NPTS); a statewide economic and travel forecasting effort; a consultant review of grant administration practices; a travel model state of practice review project; and annual AMPO membership.

Traffic Analysis Zone (TAZ) Updates: The SMTC Staff completed the required task of updating the Traffic Analysis Zones (TAZs) for the 2000 Census. The updated data has been sent to the Bureau of the Census in Boston for review. It is anticipated that the Census Bureau's comments on the proposed changes will be received in April. At that point, staff will have one month to make additional edits, if necessary, and return the edits to the Census Bureau for finalization.

Public Participation:

The majority of the SMTC's public participation efforts in 1999-2000 focused primarily on the following projects:

1. Skaneateles Traffic Study (April 26, 1999 Public Meeting);
2. South Side Transportation Study (July 28, 1999 Public Meeting);
3. South Salina Street Corridor Study (January 10, 2000 Public Meeting);
4. University Hill-Special Events Transportation Study (April 27, 1999 & January 13, 2000 Public Meetings);
5. Federal Re-Certification Review Process (May 5, 1999 Public Meeting);
6. 30-Day Public Comment Period — 1999-2004 Transportation Improvement Program (TIP);
7. 1999-2000 UPWP (publicizing its purpose and availability to the public);
8. Publicizing of the SMTC's 1999-2000 Winter Special Events Traffic Management Plan (12/20/99); and
9. Miscellaneous Bicycle/Pedestrian related outreach

The SMTC continued its quarterly production of the DIRECTIONS newsletter, detailing all significant project activity and events. In addition, staff continued to work with the media and municipalities throughout the 1999-2000 UPWP year in an effort to promote the nature, role and

purpose of the SMTC.

Skaneateles Traffic Study

The Skaneateles Traffic Study's Final Report (a combination of Technical Memorandum #1: *Existing Conditions Report*, and Technical Memorandum #2: *Alternatives and Recommendations*) was accepted by the SMTC Planning Committee on November 4, 1999, and accepted by the SMTC Policy Committee on March 7, 2000.

South Salina Street Corridor Study

The SMTC completed Technical Memorandum #1 (TM #1), *Existing Conditions Assessment*. TM #1 is the first of three technical memorandums that will make up the Final Report. TM #1 outlines the study's goals and objectives, sets forth the public involvement program, contains a traffic, accident, and infrastructure analyses, includes relevant demographic and land use data, identifies existing regulations and development controls, and outlines other planned improvements and/or development proposals that have the potential to impact transportation. This TM #1 will be used as the basis for identifying transportation issues (to be outlined in TM #2) and completing a recommendations and implementation plan (to be presented in TM #3). It is anticipated that Technical Memorandums #2 and #3 will be completed in the 2000 - 2001 UPWP. This task will be completed for the most part with SMTC staff; however, there will be some assistance from a consultant in the development of alternatives and the completion of TM #3.

South Side Transportation Study

The SMTC completed Technical Memorandum #3 (TM #3), *Recommendations and Implementation Plan* to address the transportation and mobility issues identified in TM #2. A Study Advisory Committee (SAC) meeting and a public meeting were held to receive comments on TM #3. TM #3 was combined with the two previous technical memorandums (*Existing Conditions Assessment*, and *Transportation and Mobility Assessment* completed in the 1998-1999 program year) to make up the Draft Final Report (DFR). The SMTC Planning Committee accepted the DFR as the Final Report at the November 4, 1999 meeting. The SMTC Policy Committee accepted the Final Report on March 7, 2000.

Special Technical Assistance

Town of Clay – Maple Road Extension Planning Study

The Town of Clay requested assistance from the SMTC to study how an extension of Maple Road, westward to Henry Clay Boulevard, would affect the traffic flow in the area. The SMTC's regional travel demand model was utilized to model the proposed extension of Maple Road. A final report, indicating the results of SMTC's modeling effort, was submitted to the Town of Clay on April 28, 1999.

Traffic Improvement and Urban Design Plan for Clinton Square

The purpose of this study was to look at expanding the existing historical Clinton Square Park, located at the heart of downtown Syracuse, by closing a portion of Erie Blvd. between Clinton St. and Salina St. The goal is to create a vital urban space at the City's core while at the same

time contributing to cleaner air and improved safety. The SMTC provided financial assistance to the Metropolitan Development Association to retain a consultant to complete this study and also provided technical assistance to the consultant by performing the air quality analysis, which estimates the emission reductions. This study was completed in October 1999.

Town of Camillus - West Genesee Street Corridor Study

The Town of Camillus requested the SMTC to undertake a corridor study along West Genesee St. between Yorkshire Blvd. and Rt. 173. The purpose of this study was to make recommendations to improve future land use patterns, zoning, streetscape, signage, parking, and traffic circulation in the corridor. The draft final report was submitted to the Town of Camillus in February 2000.

Route 31 and 57 Land Use and Circulation Study

The SMTC was requested by the Town of Clay to undertake, with the assistance of the Syracuse-Onondaga County Planning Agency (SOCPA), a land use and circulation study of County Rt. 57 and State Rt. 31. A consultant was retained to complete the study, which incorporated traffic data from a recent SMTC study of Rt. 31. A Steering Committee was created to provide input and review to the consultant throughout the study period. There were a total of seven (7) Steering Committee meetings and two (2) Public Meetings held. The study was completed in November 1999 and acknowledged by the Town of Clay as being received.

Village of East Syracuse 'South Side' Circulation Study

The New York State Department of Transportation (NYSDOT) requested that a circulation study be completed for the south side of the Village of East Syracuse in March of 1999. The project goal was to identify possible transportation improvements that would improve mobility and address the public-safety concerns of residents and businesses in the study area. The consultants retained for this study identified current transportation mobility issues, completed traffic analyses, evaluated land use to determine what additional development could occur in the area, identified possible solutions and made recommendations on their findings.

Transportation Improvement Program (TIP): Maintenance & Development

During the 1999 – 2000 program year, the SMTC staff worked closely with its member agencies to develop and adopt a new five-year 1999-2004 Transportation Improvement Program (TIP). As part of the process, an air quality conformity analysis was completed for the new TIP. The SMTC Policy Committee adopted the 1999-2004 TIP on June 3, 1999. Quarterly updates are provided to the SMTC Planning Committee on the TIP status and other information is provided on an as-needed basis. Staff is working closely with its member agencies to maintain current status on all projects listed in the TIP. In addition, the SMTC staff developed an in-house TIP Process Manual to enhance the development and coordination of future TIP's.

Transportation/Land Use Educational Outreach

The Committee developed an approach for providing technical assistance and educational materials to municipal governments and the general public in 1999-2000. Implementation of the program was held in abeyance pending completion of Onondaga County's initiative toward developing a County Settlement Plan for creating more livable communities. It is believed that the efforts of the Committee

and its promotion of effective transportation and land use practices are linked to the increased number of technical assistance requests (made by municipalities) that the SMTC received in 1999-2000.

University Hill - Special Events Transportation Study

The purpose of the University Hill - Special Events Transportation Study was to identify major transportation issues that currently exist in the University Hill area and to suggest potential measures to facilitate improved mobility during events in the area. The study consisted of three parts: existing conditions, mobility issues, and alternatives & recommendations. Public, stakeholder, and study advisory committee meetings were held throughout the course of this study. The final report for this study was accepted by the SMTC Planning Committee on February 22, 2000, and accepted by the SMTC Policy Committee on March 7, 2000.

SUMMARY OF MAJOR PROGRAMMED ACTIVITIES

The 2000-2001 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 July 1, 1998. 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 2000-2001 UPWP emphasizes activities that promote the implementation of the existing Plan.

The Transportation Equity Act of the 21st Century (TEA-21), 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

Including development of the UPWP, Administration and non-personnel related activities.

2 — Short Range Transportation Planning

County, Examining projects which could be implemented in a shorter time frame in Onondaga including the collection of public transit data.

3 — Long Range Transportation Planning

and/or Including a 2020 Long Range Transportation Plan task, and a number of long range corridor area studies.

4 — Transportation Improvement Program (TIP)

transit, Maintenance of the existing 1999-2004 TIP, and development of the 2001-2006 TIP, which identifies projects/programs to receive various sources of federal funds covering highway, and intermodal facilities and programs.

5 — Other Activities

Including special technical assistance and miscellaneous activities not otherwise covered.

2000-2001 UNIFIED PLANNING WORK PROGRAM OVERVIEW

The 2000-2001 SMTC Unified Planning Work Program (UPWP) is based on SMTC's 2020 Long Range Transportation Plan, updated and approved by the SMTC Policy Committee on July 1, 1998. The goals for this program year are threefold:

- Goal #1:** To complete outstanding 1999-2000 UPWP tasks
- Goal #2:** To commence and complete new 2000-2001 UPWP tasks
- Goal #3:** To proceed with new and existing ongoing activities

Goal #1

In order to attain Goal #1, the following four tasks carried over from the 1999-2000 UPWP will need to be completed:

- South Salina Street Corridor Study;
- City of Syracuse Truck Route Study;
- Transit Traffic Signal Preemption Program; and
- Job Access and Reverse Commute Plan.

Work on the South Salina Street Corridor Study and the City of Syracuse Truck Route Study is ongoing, while work on the other two projects is in the preliminary stages.

Goal #2

Goal #2 will be achieved by completing the following new 2000-2001 tasks:

- University Hill Master Parking Plan;
- Seneca Turnpike (Rt. 173) Corridor Traffic Study;
- Geddes Street Corridor Traffic Study; and
- James Street Corridor Traffic Study.

The University Hill Master Parking Plan is an outcome of the University Hill - Special Events Traffic Study completed in the 1999-2000 UPWP. The remaining three traffic studies were recommended by the City of Syracuse due to concerns regarding traffic flow and/or congestion.

Goal #3

Each of the tasks outlined under Goals #1 and #2 above are considered complete once the final product has been adopted by the SMTC policy committee. The tasks necessary to achieve Goal #3 are ongoing, which means that they appear in the UPWP annually. There are a number of existing ongoing tasks that will be advanced this program year, in addition to two new ongoing tasks. The existing ongoing tasks include:

- General Administration and related tasks;
- UPWP Development;
- Public Participation;
- Data and Information Systems and related tasks;

- Accident Surveillance Program;
- 2020 Long Range Transportation Plan;
- Transportation/Land Use Educational Outreach;
 - Multi-Modal Transportation Planning and related tasks;
 - Congestion Management System (CMS);
 - Clean Air and related tasks;
 - Transportation Improvement Program (TIP) and related tasks;
 - Miscellaneous Activities; and
 - Special Technical Assistance

The two new ongoing tasks include:

- Intelligent Transportation Systems (ITS) Planning and Outreach
- Bridge and Pavement Condition Management System

Some of these tasks result in a yearly report or product that is reviewed and approved by the appropriate SMTC Committee(s), while others are simply a necessary part of the overall MPO process.

In addition to the program outlined above, the SMTC will be participating with the other New York State MPOs to undertake six statewide shared cost initiatives during the 2000-2001 program year. The actual sponsoring MPO for these statewide initiatives has yet to be determined. The amount for the 2000-2001 program year is \$550,000 PL and \$200,000 FTA MPP. The initiatives are identified below:

<u>TOPIC</u>	<u>FEDERAL FUNDS</u>
NYS MPO Association Staff	\$100,000
Long-Range Financing: Examining New York's Needs	\$200,000
Freight Data Training	\$ 10,000
Integrated Transportation and Community Design	\$100,000
Statewide Data Collection (high tech)	\$150,000
Future Travel Behavior Factors	\$100,000
TOTAL	\$660,000*

* The SMTC portion of the above mentioned statewide shared cost initiatives has been taken off the top of our allocation by the New York State Department of Transportation (NYSDOT), and therefore is not included in the budget tables. Also, a total of \$1,339 has been taken off the top for the SMTC AMPO dues.

UNIFIED PLANNING WORK PROGRAM

FY 2000-2001

1 — PROGRAM ADMINISTRATION and SUPPORT

1A — Administration

- i. Professional Memberships, Travel and Training**
- ii. Computer Hardware and Software**

1B — UPWP Development

1C — Public Participation

UPWP TASK NO:	1A
----------------------	-----------

TASK TITLE:	General Administration
--------------------	-------------------------------

OBJECTIVE:

To initiate and properly manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations.

PREVIOUS WORK:

The SMTC staff has worked to complete the necessary Memorandum of Understanding, Operations Plan, rules and other tasks to ensure a continuous, cooperative, and comprehensive transportation planning process in the Syracuse Metropolitan Planning Area.

METHODOLOGY:

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 not limited to the following:

- Act as a local liaison to NYSDOT, CNY RPDB, and other transportation groups to ensure coordination.;
- Provide administrative support and technical assistance to the Policy, Executive and Planning Committees, as well as other permanent and ad hoc committees, as needed;
- Maintain financial records of all revenues and expenditures,
- Prepare and distribute meeting notices and agenda packages for all SMTC committees;
- Prepare certification documentation, Agreements, Resolutions, MOU’s, etc.;
- Attend NYSDOT, FHWA, FTA, and MPO training sessions and other necessary workshops and meetings;
- Maintain agreements between local governmental agencies and the MPO;
- Prepare and distribute Quarterly Progress Reports and other documents as required; and
- Develop a 5-year staffing and business plan

General administration also includes the following subcategories:

- i. **Professional Memberships, Travel and Training:** Interact/participate in NYSAMPO, ITE, APA, and other professional affiliations. The budget for this subcategory is \$10,000.
- ii. **Computer Hardware and Software:** Provide funds for the purchase of upgraded computer hardware and

END PRODUCT:		TEA-21 Planning Factors
		<ul style="list-style-type: none"> • Support the economic vitality of the metropolitan area • Increase the safety and security of the transportation system for motorized and nonmotorized users; • Increase the accessibility and mobility options available to people and for freight; • Protect and enhance the environment • Enhance the integration and connectivity of the transportation system • Promote efficient system management and operation; and • Emphasize the preservation of the existing transportation system.
Sponsored by:	Participating Agencies	
SMTC	CNY RPDB SMTC	
Funding Sources		
FHWA (PL) \$ 135,000 FTA (Sec. 8) \$ 15,000 TOTAL \$ 150,000		

UPWP TASK NO:	1B
TASK TITLE:	2001-2002 UPWP Development

OBJECTIVE:

Develop a work program that outlines and describes the planning efforts to be undertaken in FY 2001 -2002, and process any amendments to the 2000-2001 UPWP.

PREVIOUS WORK:

Annual preparation of the 2000-2001 UPWP.

Develop a new Unified Planning Work Program (UPWP) that identifies the scope of work to be undertaken by the Syracuse Metropolitan Transportation Council during FY 2001-2002. 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 continuing, cooperative, and comprehensive. Copies of the UPWP will be published and approved by the Planning and Policy Committees.

This task also includes work on any needed amendments to the 2000-2001 UPWP.

METHODOLOGY:

END PRODUCT:

The 2001-2002 UPWP
Amendments to the 2000-2001 UPWP

TEA-21 Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety and security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

Sponsored by:		Participating Agencies
SMTC		City of Syracuse CNY RPDB CNYRTA NYSDOT Onondaga County SMTC SOCPA
Funding Sources		
FHWA (PL)	\$ 13,500	
FTA (Sec. 8)	\$ 1,500	
TOTAL	\$ 15,000	

UPWP TASK NO:	1C
TASK TITLE:	Public Participation
OBJECTIVE:	
To enhance the SMTC’s transportation planning process with greater opportunities for public participation, input, involvement, and exposure.	
PREVIOUS WORK:	
Development of public participation procedures, with adoption as part of the 2020 <u>Long Range Transportation Plan</u> . “Directions” newsletter, “Clean Communities of Central New York” newsletter, SMTC Public/Informational Display Unit, brochures, and miscellaneous written correspondence with interested parties.	
METHODOLOGY:	
<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>The techniques for the dissemination of information include:</p> <ul style="list-style-type: none"> • Newsletters (SMTC and other agencies/organizations); • Brochures and flyers; • Study Reports and Technical Memoranda; • Public information meetings/workshops and conferences; • Media releases, press articles, and paid advertisements/features; • Direct contact with public / citizen mailing lists; • Transportation “fairs”, exhibits or expositions; and • SMTC Website (www.smtcmpo.org) <p>Public participation opportunities (public input) include:</p> <ul style="list-style-type: none"> • Public meetings/workshops; • Task Forces; focus groups; • Study Advisory Committees; and • Surveys, questionnaires, comment cards, etc. 	
END PRODUCT:	
Public Participation opportunities/activities, including SMTC newsletters, reports, press releases, maps, video and slide presentations, an updated SMTC brochure, website maintenance, meetings, workshops, etc.	
Sponsored by:	Participating Agencies
SMTC	SMTC
Funding Sources	
FHWA (PL) \$ 22,500 FTA (Sec. 8) \$ 2,500 TOTAL \$ 25,000	
TEA-21 Planning Factors	
<ul style="list-style-type: none"> • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. • Increase the safety and security of the transportation system for motorized and nonmotorized users. • Increase the accessibility and mobility options available to people and for freight. • Protect and enhance the environment, promote energy conservation, and improve quality of life. • Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight. • Promote efficient system management and operation. • Emphasize the preservation of the existing transportation system. 	
24	

UNIFIED PLANNING WORK PROGRAM

FY 2000-2001

2 — SHORT RANGE TRANSPORTATION PLANNING

2A — Data and Information Systems

- i. Transit Data Collection**
- ii. Vehicle Data Collection**
- iii. Travel Model Application and Analysis**
- iv. Census Information**

2B — Accident Surveillance Program

2C — Transit Traffic Signal Preemption Program

2D — Job Access and Reverse Commute Plan

UPWP TASK NO:	2A
TASK TITLE:	Data and Information Systems
OBJECTIVE:	
To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the MPO.	
PREVIOUS WORK:	
Centro Data Collection and Analysis; vehicular traffic collection; demographic and Census data utilization	
METHODOLOGY:	
This UPWP task involves the following subcategories:	
<p>i. Transit Data Collection: The collection of transit ridership, scheduling and routing information by both the CNYRTA for their internal planning process, 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. The budget for this subcategory is \$25,000, which consists of \$10,000 for CNYRTA internal data collection, and \$15,000 for SMTC project specific data needs.</p> <p>ii. Vehicle Data Collection: Traffic count data and turning movement count data for the City of Syracuse and the Onondaga Count DOT is needed on an on-going basis for miscellaneous capital projects and citizen requests for traffic control devices. This data is typically not available or up to date. The budget for this subcategory is \$25,000.</p> <p>iii. Travel Model Application and Analysis: The SMTC travel demand model requires ongoing data maintenance in order to sustain an up-to-date and effective MPO transportation planning tool. This effort includes: input of new demographic data, TAZ boundary updates, and model calibration. The budget for this subcategory is \$10,000.</p> <p>iv. Census Information: The SMTC is involved in updating the TAZ boundaries and employment data for the Census 2000. The budget for this subcategory is \$10,000.</p>	
END PRODUCT:	
Transit, vehicle, demographic, and Census 2000 data	
TEA-21 Planning Factors	
<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.</p> <p>Increase the safety and security of the transportation system for motorized and nonmotorized users.</p> <p>Ø Increase the accessibility and mobility options available to people and for freight.</p> <p>Ø Protect and enhance the environment, promote energy conservation, and improve quality of life.</p> <p>Ø Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.</p> <p>Ø Promote efficient system management and operation.</p> <p>Emphasize the preservation of the existing transportation system.</p>	
Sponsored by:	Participating Agencies
City of Syracuse, CNYRTA	City of Syracuse CNYRTA NYSDOT OCDOT SMTC SOCPA
Funding Sources	
FHWA (PL) \$ 45,000 FTA (Sec. 8) \$ 25,000 TOTAL \$ 70,000	
	26

UPWP TASK NO:	2B
----------------------	-----------

TASK TITLE:	Accident Surveillance Program
--------------------	--------------------------------------

OBJECTIVE:

To identify and conduct an analyses, on an annual basis, of the 10 highest vehicular accident locations. On even numbered years, the locations are selected in the City of Syracuse. On odd numbered years, the locations are selected in the remainder of Onondaga County.

PREVIOUS WORK:

Annual high accident location reports for both the City and County highway facilities.

METHODOLOGY:

An analysis of the ten priority vehicular accident locations on the roadways will be completed. Data will be gathered from the appropriate sources, e.g., NYSDOT, NYSDMV, City of Syracuse, and Onondaga County, etc. An understanding of reasons for accident occurrences will be developed and a detailed engineering analysis of each location will be completed. The information gathered and the results of the analyses will be submitted to the appropriate agencies, either Onondaga County or the City of Syracuse, for their review and consideration.

Recommended improvements will be considered by the responsible agency as part of developing their capital improvement program and for the purposes of requesting State and Federal transportation funds as part of the Transportation Improvement Program (TIP) project development process.

END PRODUCT:		TEA-21 Planning Factors	
A High Accident Analysis Report		<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.</p> <p>0 Increase the safety and security of the transportation system for motorized and nonmotorized users.</p> <p>Increase the accessibility and mobility options available to people and for freight.</p> <p>0 Protect and enhance the environment, promote energy conservation, and improve quality of life.</p> <p>Enhance the integration and connectivity of the transportation system,a cross and between modes, for people and freight.</p> <p>0 Promote efficient system management and operation.</p> <p>0 Emphasize the preservation of the existing transportation system.</p>	
Sponsored by:	Participating Agencies		
City of Syracuse, OCDOT, and SMTC	City of Syracuse NYSDOT OCDOT SMTC		
Funding Sources			
FHWA (PL) \$ 22,000			
FTA (Sec. 8) \$ 0			
TOTAL \$ 22,000			

UPWP TASK NO:	2C
----------------------	-----------

TASK TITLE:	Transit Traffic Signal Preemption Program
--------------------	--

OBJECTIVE:

Reduce transit travel time through specific corridors in the SMTC planning area, using traffic signal preemption.

PREVIOUS WORK:

None

METHODOLOGY:

The implementation of signal preemption for transit buses may reduce transit travel time, thus making the use of transit more attractive. In addition, the reduction of running times should lower transit operating costs as well as reduce emissions.

In order to successfully integrate this project with traffic signal systems, it is necessary to undertake a preliminary planning program. The purpose of this program will be to:

- Identify specific corridors in the SMTC planning area where signal preemption will provide the most benefit to transit;
- Form a study advisory committee of the appropriate State, County, or City representatives to guide the study;
- Use existing traffic volume data for traffic modeling runs and prepare alternatives;
- Assess the need to relocate existing bus stops along selected corridors;
- Prepare a preliminary cost estimate to implement the system in order to assure that adequate funding exists; and
- Prepare a final implementation plan

This study will include a multi-modal component as indicated under Task 3D - *Multi-Modal Transportation Planning*.

END PRODUCT:		TEA-21 Planning Factors
Transit Traffic Signal Preemption Plan		
Sponsored by:	Participating Agencies	<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.</p> <ul style="list-style-type: none"> • Increase the safety and security of the transportation system for motorized and nonmotorized users. • Increase the accessibility and mobility options available to people and for freight. • Protect and enhance the environment, promote energy conservation, and improve quality of life. • Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight. • Promote efficient system management and operation. • Emphasize the preservation of the existing transportation system.
CNYRTA	CNYRTA SMTC	
Funding Sources		
FHWA (PL) \$ 0		
FTA (Sec. 8) \$ 30,000		
TOTAL \$ 30,000		28

UPWP TASK NO:	2D
----------------------	-----------

TASK TITLE:	Job Access and Reverse Commute Plan
--------------------	--

OBJECTIVE:

Pursuant to Federal Transit Administration (FTA) guidelines, examine the unmet needs of those moving from welfare to work as well as other populations needing service.

PREVIOUS WORK:

Project work on Re-MAP Strategic Planning Study by the CNYRTA.

METHODOLOGY:

This project will build on work completed in CNYRTA’s ReMap Study in identifying gaps in existing transit services and to address the unmet needs of individuals moving from welfare to work and other low income populations.

Program guidelines require that Job Access and Reverse Commute projects be derived from a Regional Job Access and Reverse Commute Transportation Plan, which results from a coordinated public transit/human services transportation planning process. CNYRTA filled out a grant application for FY 99 funds despite the fact that there is no regionally adopted plan. The Job Access and Reverse Commute Plan must identify:

- the geographic distribution of welfare recipients and low income populations;
- the geographic distribution of employment centers;
- existing public, private, non-profit and human services transportation services;
- transportation gaps; and
- activities and projects to address the gaps in service, including goals, objectives and estimated costs.

END PRODUCT:		TEA-21 Planning Factors
A Regional Job Access and Reverse Commute Plan		
Sponsored by:	Participating Agencies	<ul style="list-style-type: none"> • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. Increase the safety and security of the transportation system for motorized and nonmotorized users. • Increase the accessibility and mobility options available to people and for freight. • Protect and enhance the environment, promote energy conservation, and improve quality of life. • Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight. • Promote efficient system management and operation. • Emphasize the preservation of the existing transportation system.
CNYRTA	CNYRTA SMTc	
Funding Sources		
FHWA (PL) \$ 0		
FTA (Sec. 8) \$ 45,000		
TOTAL \$ 45,000		29

UNIFIED PLANNING WORK PROGRAM

FY 2000-2001

3 — LONG RANGE TRANSPORTATION PLANNING

3A — 2020 Long Range Transportation Plan

3B — Transportation / Land Use Educational Outreach

3C — South Salina Street Corridor Study

3D — Multi-Modal Transportation Planning

- i. Air/Water Planning
- ii. Bicycle/Pedestrian Planning
- iii. Rail/Truck Planning

3E — Congestion Management System (CMS)

3F — Clean Air

- i. Air Quality and Conformity
- ii. Clean Communities of Central New York

3G — University Hill Master Parking Plan

3H — Seneca Turnpike (Rt. 173) Corridor Traffic Study

3I — Geddes Street Corridor Traffic Study

3J — James Street Corridor Traffic Study

3K — Intelligent Transportation Systems (ITS) Planning and

Outreach

3L — Bridge and Pavement Condition Management System

3M — City of Syracuse Truck Route Study

UPWP TASK NO:	3A
----------------------	-----------

TASK TITLE:	2020 Long Range Transportation Plan
--------------------	--

OBJECTIVE:

Prepare the required triennial update of the SMTC Long Range Transportation Plan, in compliance with CFR 450.332. The target date for completion of this update is July 1, 2001.

PREVIOUS WORK:

The SMTC adopted the *2020 Long Range Transportation Plan (LRTP)* in January 1995, and the *2020 Long Range Transportation Plan (LRTP) Update* in July 1998.

METHODOLOGY:

Each Metropolitan Planning Organization (MPO) in a Clean Air Maintenance Area is required to update its long range transportation plan every three years. The updating process to be used by the SMTC will cover approximately 15 months. The update will include a re-examination of goals and objectives, a technical update of sections pertaining to individual modes of transportation, including incorporation of the seven TEA -21 Planning Factors into the planning process, and an update of the financial plan component to ensure that the plan is financially feasible.

The SMTC Long-Range Plan Update will be developed in a manner consistent with SMTC’s public involvement practices. Opportunities for public input will be provided during the updating process.

END PRODUCT:		TEA-21 Planning Factors
Completion of a substantial portion of the <i>2020 Long Range Transportation Plan (LRTP) Update</i> by the end of the 2000-2001 Program Year, with final completion by July 2001.		
Sponsored by:	Participating Agencies	
SMTC	City of Syracuse CNY RPDB CNYRTA NYSDOT Onondaga County	
Funding Sources	SMTC SOCPA	
FHWA (PL) \$ 45,000		<ul style="list-style-type: none"> ö Support the economic vitality of the metropolitan area ö Increase the safety and security of the transportation system for motorized and nonmotorized users; ö Increase the accessibility and mobility options available to people and for freight; ö Protect and enhance the environment ö Enhance the integration and connectivity of the transportation system ö Promote efficient system management and operation; and ö Emphasize the preservation of the existing transportation system.
FTA (Sec. 8) \$ 5,000		
TOTAL \$ 50,000		

UPWP TASK NO:	3B
----------------------	-----------

TASK TITLE:	Transportation/Land Use Educational Outreach
--------------------	---

OBJECTIVE:

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.

- PREVIOUS WORK:**
- Development of a library of materials on transportation and land use issues which are available for borrowing; and
 - Development of two educational brochures that were distributed to municipal governments, discussing the importance of linking transportation and land use decisions in creating more livable communities, and in so doing offered technical assistance to municipalities in addressing those issues

METHODOLOGY:

Building on previous efforts, the SMTC will conduct outreach efforts to municipal governments and the general public, highlighting the relationship between transportation and land use decision-making through such means as an outreach brochure, a call letter focusing on special technical assistance available throughout the program year under the UPWP, and information linking the SMTC efforts with those of the Onondaga County Settlement Plan initiatives, as appropriate.

END PRODUCT:		TEA-21 Planning Factors	
Delivery of an on-going educational outreach program		<ul style="list-style-type: none"> • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. • Increase the safety and security of the transportation system for motorized and nonmotorized users. • Increase the accessibility and mobility options available to people and for freight. • Protect and enhance the environment, promote energy conservation, and improve quality of life. • Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight. • Promote efficient system management and operation. • Emphasize the preservation of the existing transportation system. 	
Sponsored by:	Participating Agencies		
SMTC	City of Syracuse CNY RPDB CNYRTA NYSDOT Onondaga County SMTC SOCPA		
Funding Sources			
FHWA (PL) \$ 30,000			
FTA (Sec. 8) \$ 0			
TOTAL \$ 30,000			

UPWP TASK NO:		3C	
TASK TITLE:		South Salina Street Corridor Study	
OBJECTIVE:			
Complete a corridor study of South Salina Street, between E. Taylor Street and Seneca Turnpike, as part of a follow up to the previous South Side Transportation Study.			
PREVIOUS WORK:			
Technical Memorandum # 1, <i>Existing Conditions Report</i> , which outlines the Public Involvement Plan (PIP), defines the study area boundaries, states the study goals and objectives, and summarizes the data collection and analysis phase of the study, was completed in March 2000. In addition, a contract has been executed between the SMTC and Parsons Brinckerhoff (PB). PB will assist the SMTC in the development of recommendations and an implementation plan.			
METHODOLOGY:			
South Salina Street provides a major connection between the City of Syracuse Central Business District (CBD) and locations south of the city including connections to Interstates 81 and 481. Land use along South Salina Street is primarily residential and commercial. A number of existing transportation issues were identified on South Salina Street during the preparation of the South Side Transportation Study, including the following:			
<ul style="list-style-type: none"> • traffic volumes that exceed the capacity of the existing street; • intersections and street segments that exceed mean accident rates; • poor pavement conditions; • excessive curb cuts (access points); and • degradation of the livability and pedestrian nature of the community. 			
This corridor study will identify current and future transportation needs, identify and evaluate alternative solutions, and recommend a schedule of improvements for implementation. Particular attention will be given to preserving and enhancing the pedestrian and transit oriented nature of the neighborhoods.			
Remaining tasks include:			
<ul style="list-style-type: none"> • identify transportation issues; • develop and evaluate alternative solutions; and • prepare recommendations and implementation plan. 			
END PRODUCT:		TEA-21 Planning Factors	
Technical memoranda and Final Report		<ul style="list-style-type: none"> • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. • Increase the safety and security of the transportation system for motorized and nonmotorized users. • Increase the accessibility and mobility options available to people and for freight. • Protect and enhance the environment, promote energy conservation, and improve quality of life. • Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight. • Promote efficient system management and operation. • Emphasize the preservation of the existing transportation system. 	
Sponsored by:	Participating Agencies		
City of Syracuse	City of Syracuse CNYRTA NYSDOT OCDOT SMTC SOCPA		
Funding Sources			
FHWA (PL) \$ 40,500 FTA (Sec. 8) \$ 4,500 TOTAL \$ 45,000			
		33	

UPWP TASK NO:	3D
TASK TITLE:	Multi-Modal Transportation Planning

OBJECTIVE:

To include multi-modal transportation planning in the MPO process, in order to effectively address air, bicycle, pedestrian, rail, transit, truck and water transportation issues, for moving both people and freight, as appropriate.

PREVIOUS WORK:

Development of plans and programs for enhancing multi-modal transportation development, both for specific facilities as well as on a modal-specific system network basis. Specific modal reports have been prepared and staff support has been provided to modal advisory committees to develop route networks and facilities plans within Onondaga County and connecting the County with the rest of the Central New York Region and Upstate New York.

METHODOLOGY:

This task is comprised of the following subcategories

- i. Air/Water Planning:** The budget for this subcategory is \$15,000.
- ii. Bicycle/Pedestrian Planning:** The budget for this subcategory is \$30,000.
- iii. Rail/Truck Planning:** The budget for this subcategory is \$15,000.

Each of these above mentioned subcategories will include the following elements:

- Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that air, bicycle, pedestrian, rail, transit, truck and water travel are given appropriate consideration to any given SMTC project;
- Prepare more substantial comprehensive transportation studies as well as smaller scale detailed modal studies, as conditions dictate;
- Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations for implementing smaller scale multi-modal system changes and larger scale multi-modal plans;
- Identify issues of concern within the multi-modal arena for which a focused, substantive transportation study may be appropriate; and
- 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

END PRODUCT:

Maintenance of a multi-modal component in all SMTC transportation projects; preparation of short- and long-range plans; and miscellaneous technical reports and memoranda

TEA-21 Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety and security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

Sponsored by:	Participating Agencies
SMTC	City of Syracuse CNY RPDB CNYRTA MDA NYS DOT Onondaga County SMTC
Funding Sources	
FHWA (PL) \$ 57,000 FTA (Sec. 8) \$ 3,000 TOTAL \$ 60,000	

UPWP TASK NO:	3E
TASK TITLE:	Congestion Management System (CMS)

OBJECTIVE:

To perform annually, the implementation of the Congestion Management System (CMS) for the major highway network in Onondaga County.

PREVIOUS WORK:

Completion of the SMTC CMS
Data Collection and Analysis

METHODOLOGY:

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.

The CMS process to be implemented by this task generally incorporates the following steps:

- Establishment of appropriate measures for congestion
- Establishment of acceptable levels of congestion
- Data collection consistent with the above
- Evaluation of the data (Tier-1 Evaluations)
- Identification and confirmation of congested facilities (Tier-2 Evaluations)
- Identification and selection of remedial/mitigating strategies to address congestion
- Assisting in the implementation of the selected strategies
- Monitoring the implemented strategies
- Utilize as a tool in determining the merit and/or funding of future TIP and UPWP projects

END PRODUCT:

Annual CMS technical report

Sponsored by:	Participating Agencies
SMTC	City of Syracuse NYSDOT Onondaga County SMTC
Funding Sources	
FHWA (PL) \$ 10,000 FTA (Sec. 8) \$ 0 TOTAL \$ 10,000	

TEA-21 Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Ø Increase the safety and security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Ø Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.
- Ø Promote efficient system management and operation.
- Ø Emphasize the preservation of the existing transportation system.

UPWP TASK NO:	3F
----------------------	-----------

TASK TITLE:	Clean Air
--------------------	------------------

OBJECTIVE:

To continue to provide for air quality planning initiatives and activities in Onondaga County that comply with the conformity requirements of the Clean Air Act Amendments of 1990. To support the efforts of the Clean Communities of Central New York (CCCNY).

PREVIOUS WORK:

The SMTC reviewed and performed the conformity process with NYSDEC and NYSDOT, resulting in a designation of compliance with the State Implementation Plan (SIP).

METHODOLOGY:

This task is comprised of the following subcategories:

- i. Air Quality and Conformity:** Activities continue to increase due to changes in the regulations governing air quality and transportation planning. Additional air quality activities involve TIP conformity determinations, analyses, and other local activities. The SMTC will continue to expand its cooperative relationship with local, state, and federal agencies. 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. This year, coordination with the New York State Department of Environmental Conservation (NYSDEC) will be required for the planned revision to the State Implementation Plan (SIP), which will ultimately result in a new maintenance plan, updated mobile source emission budget, and require a redetermination of conformity for the SMTC TIP and Long Range Transportation Plan. The budget for this subcategory is \$10,000.
- ii. Clean Communities of Central New York:** This task also involves the on-going implementation of various coordinating activities to encourage the use of alternatively fueled vehicles in both private and public sectors. A Clean Cities Coordinator will continue to be retained on a contractual basis to fulfill the work program of the Clean Communities of Central New York. The budget for this subcategory is \$55,000.

END PRODUCT:

TIP Conformity Analysis, and the continuation of the Clean Communities of Central New York program.

TEA-21 Planning Factors

- Ø Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Ø Increase the safety and security of the transportation system for motorized and nonmotorized users.
- Ø Increase the accessibility and mobility options available to people and for freight.
- Ø Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Ø Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.
- Ø Promote efficient system management and operation.
- Ø Emphasize the preservation of the existing transportation system.

Sponsored by:	Participating Agencies
Onondaga County SMTC	CCCNY City of Syracuse
Funding Sources	CNYRTA NYSDOT
FHWA (PL) \$ 58,500 FTA (Sec. 8) \$ 6,500 TOTAL \$ 65,000	Onondaga County SMTC

UPWP TASK NO:	3G
----------------------	-----------

TASK TITLE:	University Hill Master Parking Plan
--------------------	--

OBJECTIVE:

Complete a master parking plan for the University Hill area, as part of a follow up to the previous University Hill - Special Events Transportation Study.

PREVIOUS WORK:

University Hill - Special Events Transportation Study

METHODOLOGY:

In the University Hill: Special Events Transportation Study a recommendation was made to look at an overall master parking plan for the area. This plan would address issues such as enforcement, parking regulations, neighborhood parking, and employee parking. There is also a need to look at non-automobile alternatives and improvements such as park and ride shuttle systems.

The study will generally be conducted in the following steps:

- Gather an inventory of the existing public and private parking conditions;
- Hold Public/Stakeholder meetings to obtain community and business input;
- Review and evaluate existing conditions;
- Develop recommendations and implementation plan; and
- Prepare final report

END PRODUCT:		TEA-21 Planning Factors	
Technical memoranda and Final Report		0 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. Increase the safety and security of the transportation system for motorized and nonmotorized users.	
Sponsored by:	Participating Agencies	0 Increase the accessibility and mobility options available to people and for freight.	
Metropolitan Development Association (MDA)	City of Syracuse CNYRTA	0 Protect and enhance the environment, promote energy conservation, and improve quality of life. Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.	
Funding Sources	MDA SMTC SOCPA	0 Promote efficient system management and operation.	
FHWA (PL) \$ 46,800		Emphasize the preservation of the existing transportation system.	
FTA (Sec. 8) \$ 5,200			
TOTAL \$ 52,000			

UPWP TASK NO:	3H
----------------------	-----------

TASK TITLE:	Seneca Turnpike (Rt. 173) Corridor Traffic Study
--------------------	---

OBJECTIVE:

Complete a corridor study of Seneca Turnpike (Rt. 173), between Hopper Road and Monticello Drive.

PREVIOUS WORK:

None

METHODOLOGY:

Seneca Turnpike between Hopper Road and Monticello Drive is highly congested during peak hour traffic. This study is needed to determine what improvements can be made along this corridor to mitigate the congestion effectively.

The study will generally be conducted in the following steps:

- Collect existing data: traffic counts including turning movements, signal timing and phasing, pavement markings, and parking restrictions;
- Review and analyze existing data;
- Perform capacity analysis and warrant analysis;
- Obtain public input on the proposed improvements/alternatives;
- Develop and evaluate recommendations; and
- Prepare preliminary cost estimates for implementation of recommendations

This study will include a multi-modal component as indicated under Task 3D - *Multi-Modal Transportation Planning*.

END PRODUCT:		TEA-21 Planning Factors
Technical memoranda and Final Report		
Sponsored by:	Participating Agencies	
City of Syracuse	City of Syracuse CNYRTA NYSDOT OCDOT SMTC SOCPA	
Funding Sources		
FHWA (PL)	\$ 28,800	
FTA (Sec. 8)	\$ 3,200	
TOTAL	\$ 32,000	

UPWP TASK NO:	3I
TASK TITLE:	Geddes Street Corridor Traffic Study

OBJECTIVE:

Complete a corridor traffic study of Geddes Street, between Route 690 and Fayette Street.

PREVIOUS WORK:

None

METHODOLOGY:

Geddes Street between Route 690 and Fayette Street is highly congested. This study needs to be completed to determine what improvements can be made to improve traffic flow in this corridor

The study will generally be conducted in the following steps:

- Collect existing data: traffic counts including turning movements, signal timing and phasing, pavement markings, and parking restrictions;
- Review and analyze existing data;
- Perform capacity analysis and warrant analysis;
- Obtain public input on the proposed improvements/alternatives;
- Develop and evaluate recommendations; and
- Prepare preliminary cost estimates for implementation of recommendations

This study will include a multi-modal component as indicated under Task 3D - *Multi-Modal Transportation Planning*.

END PRODUCT:

Technical memoranda and Final Report

TEA-21 Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Ø Increase the safety and security of the transportation system for motorized and nonmotorized users.
- Ø Increase the accessibility and mobility options available to people and for freight.
- Ø Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.
- Ø Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

Sponsored by:	Participating Agencies
City of Syracuse	City of Syracuse CNY RTA NYSDOT OCDOT SMTC SOCPA
Funding Sources	
FHWA (PL) \$ 28,800 FTA (Sec. 8) \$ 3,200 TOTAL \$ 32,000	

UPWP TASK NO:	3J
TASK TITLE:	James Street Corridor Traffic Study

OBJECTIVE:

Complete a corridor traffic study of James Street, between Grant Boulevard and the City of Syracuse line.

PREVIOUS WORK:

None

METHODOLOGY:

James Street, between Grant Boulevard and the City of Syracuse line, is highly congested. This study needs to be completed to determine what improvements can be made to improve traffic flow in this corridor

The study will generally be conducted in the following steps:

- Collect existing data: traffic counts including turning movements, signal timing and phasing, pavement markings, and parking restrictions;
- Review and analyze existing data;
- Perform capacity analysis and warrant analysis;
- Obtain public input on the proposed improvements/alternatives;
- Develop and evaluate recommendations; and
- Prepare preliminary cost estimates for implementation of recommendations

This study will include a multi-modal component as indicated under Task 3D - *Multi-Modal Transportation Planning*.

END PRODUCT:

Technical memoranda and Final Report

TEA-21 Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Ø Increase the safety and security of the transportation system for motorized and nonmotorized users.
- Ø Increase the accessibility and mobility options available to people and for freight.
- Ø Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.
- Ø Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

Sponsored by:	Participating Agencies
City of Syracuse	City of Syracuse CNYRTA NYS DOT OCDOT SMTc SOCPA
Funding Sources	
FHWA (PL) \$ 28,800	
FTA (Sec. 8) \$ 3,200	
TOTAL \$ 32,000	

UPWP TASK NO:	3K		
TASK TITLE:	Intelligent Transportation Systems (ITS) Planning &		
OBJECTIVE:			
Identify and utilize Intelligent Transportation Systems (ITS) strategies in planning and project development.			
PREVIOUS WORK:			
None			
METHODOLOGY:			
<p>According to the guidance received from the New York State Department of Transportation (NYSDOT) in the preparation of the 2000-2001 UPWP, there are several crucial issues that should be addressed in all MPO's work programs. One of these issues is ITS. "MPO's should include a systematic ITS program as a work task in their UPWP's to assure proper attention to integrating ITS with MPO planning activities."</p> <p>Based on the above, this task is intended to educate the SMTC staff, other member agencies, and the community about ITS applications and strategies that may be applied throughout Onondaga County.</p> <p>This task will be coordinated with those efforts of both the NYSDOT and the Federal Highway Administration (FHWA).</p> <p>This study will include a multi-modal component as indicated under Task 3D - <i>Multi-Modal Transportation Planning</i>.</p>			
END PRODUCT:		TEA-21 Planning Factors	
Education, Training and Outreach on ITS Applications and Strategies		<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.</p> <p>Ø Increase the safety and security of the transportation system for motorized and nonmotorized users.</p> <p>Ø Increase the accessibility and mobility options available to people and for freight.</p> <p>Ø Protect and enhance the environment, promote energy conservation, and improve quality of life.</p> <p>Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.</p> <p>Ø Promote efficient system management and operation.</p> <p>Emphasize the preservation of the existing transportation system.</p>	
Sponsored by:	Participating Agencies		
SMTC	City of Syracuse CNY RPDB CNYRTA NYSDOT OCDOT SMTC SOCPA		
Funding Sources			
FHWA (PL) \$ 9,000 FTA (Sec. 8) \$ 1,000 TOTAL \$ 10,000			
			41

UPWP TASK NO:	3L
TASK TITLE:	Bridge and Pavement Condition Management System
OBJECTIVE:	
Complete an annual report on bridge and pavement conditions within the SMTC planning area.	
PREVIOUS WORK:	
None	
METHODOLOGY:	
<p>A bridge and pavement condition management system is beneficial to Metropolitan Planning Organizations (MPO) by having a centralized database of all Federal-aid highways and bridges for cross jurisdictional comparisons. The centralized database would also allow the SMTC to monitor progress toward Long Range Planning infrastructure goals. This database will be linked to GIS.</p> <p>The bridge condition data is currently being gathered by the New York State Department of Transportation (NYSDOT) Regional staff, thus the SMTC would need to obtain the data from NYSDOT and incorporate it into the SMTC database and GIS.</p> <p>During the SMTC recertification in May 1999, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) made the following two recommendations for establishing a pavement management system:</p> <ul style="list-style-type: none"> • <i>“The SMTC should consider reporting on pavement and bridge conditions, and assess progress toward the LRP infrastructure goals on an annual or biannual basis.”</i> • <i>“The SMTC should consider the merits of establishing a centralized pavement management database.”</i> 	
END PRODUCT:	TEA-21 Planning Factors
Annual report of bridge and pavement conditions	<p>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.</p> <p>Increase the safety and security of the transportation system for motorized and nonmotorized users.</p> <p>Increase the accessibility and mobility options available to people and for freight.</p> <p>Protect and enhance the environment, promote energy conservation, and improve quality of life.</p> <p>Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.</p> <p>• Promote efficient system management and operation.</p> <p>• Emphasize the preservation of the existing transportation system.</p>
Sponsored by:	Participating Agencies
SMTC	City of Syracuse NYSDOT OCDOT SMTC
Funding Sources	
FHWA (PL) \$ 20,000 FTA (Sec. 8) \$ 0 TOTAL \$ 20,000	

UPWP TASK NO:	3M
TASK TITLE:	City of Syracuse Truck Route Study

OBJECTIVE:

To have the Study’s Final Report adopted by the SMTC Policy Committee.

PREVIOUS WORK:

- Study Advisory Committee/Stakeholders Group formed
- GPS data collection completed
- Generation of City Truck Route map
- Analysis of system completed

METHODOLOGY:

This project was initiated to establish a current database of truck route signage and route designation in the City of Syracuse. GIS and GPS technology was used to obtain information and create mapping for this project. Input was derived from an interested group of stakeholders, including local government and private sector freight operators.

This task is carrying over from the 1999-2000 UPWP to allow for Planning and Policy Committee approvals and adoption. All billable expenses were incurred in the 1999-2000 UPWP program year.

END PRODUCT:

Final Report and the delivery of the GIS data to the City of Syracuse.

TEA-21 Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety and security of the transportation system for motorized and nonmotorized users.
- Increase the accessibility and mobility options available to people and for freight.
Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

Sponsored by:	Participating Agencies
City of Syracuse	City of Syracuse SMTC SOCPA
Funding Sources	
FHWA (PL)	\$ 30,000
FTA (Sec. 8)	\$ 0
TOTAL	\$ 30,000

UNIFIED PLANNING WORK PROGRAM

FY 2000-2001

4 — TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

4A — Transportation Improvement Program (TIP)

- i. 2001-2006 TIP Development**
- ii. 1999-2004 TIP Maintenance**

UPWP TASK NO:	4A
----------------------	-----------

TASK TITLE:	Transportation Improvement Program (TIP)
--------------------	---

OBJECTIVE:

Maintain and update the Transportation Improvement Program (TIP) for FY 1999-2004 and develop the 2001-2006 TIP. Both documents will encompass all state and locally funded transportation improvement projects, consistent with the requirements of TEA -21.

- PREVIOUS WORK:**
- Annually (or Biennially) prepared TIPs and amendments; and
 - TIP Process Manual

METHODOLOGY:

This task is comprised of the following subcategories:

- 2001-2006 TIP Development:** In October 2000, the SMTC will begin the process of developing the 2001-2006 Transportation Improvement Program (TIP), a staged five-year program of transportation improvements. The budget for this subcategory is \$25,000.
- 1999-2004 TIP Maintenance:** The FY 1999-2004 TIP will be maintained in cooperation with NYSDOT, units of local government and the CNYRTA, and will include improvement projects drawn from existing adopted programs, plans, and studies. The TIP will be consistent with regional priorities and will be financially constrained. The budget for this subcategory is \$10,000.

END PRODUCT:		TEA-21 Planning Factors	
Updated 1999-2004 TIP (w/ amendments); and Draft 2001-2006 TIP		<ul style="list-style-type: none"> • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. • Increase the safety and security of the transportation system for motorized and nonmotorized users. • Increase the accessibility and mobility options available to people and for freight. • Protect and enhance the environment, promote energy conservation, and improve quality of life. • Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight. • Promote efficient system management and operation. • Emphasize the preservation of the existing transportation system. 	
Sponsored by:	Participating Agencies		
SMTC	City of Syracuse CNY RPDB CNYRTA NYSDOT Onondaga County SMTC SOCPA		
Funding Sources			
FHWA (PL) \$ 31,500 FTA (Sec. 8) \$ 3,500 TOTAL \$ 35,000			

UNIFIED PLANNING WORK PROGRAM

FY 2000-2001

5 — OTHER ACTIVITIES

5A — Miscellaneous Activities

5B — Special Technical Assistance

UPWP TASK NO:	5A
----------------------	-----------

TASK TITLE:	Miscellaneous Activities
--------------------	---------------------------------

OBJECTIVE:

This task covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP Tasks.

PREVIOUS WORK:

Participation in various activities, studies and products prepared at the direction of the MPO or NYSDOT.

METHODOLOGY:

From time to time, miscellaneous projects are assigned to staff. Many are one time studies or reports, while other tasks are more long-term in nature, and are infrequent enough or so limited in scope of MPO participation, and therefore do not warrant a separate UPWP Task.

Projects include such activities as participation in various New York State MPO statewide initiatives, and reviewing proposed federal regulations.

END PRODUCT:		TEA-21 Planning Factors
Various activities, products and reports		
Sponsored by:	Participating Agencies	<ul style="list-style-type: none"> ö Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. ö Increase the safety and security of the transportation system for motorized and nonmotorized users. ö Increase the accessibility and mobility options available to people and for freight. ö Protect and enhance the environment, promote energy conservation, and improve quality of life. ö Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight. ö Promote efficient system management and operation. ö Emphasize the preservation of the existing transportation system.
SMTC	City of Syracuse CNY RPDB CNYRTA MDA NYSDOT Onondaga County	
Funding Sources	SMTC SOCPA	
FHWA (PL) \$ 13,500		
FTA (Sec. 8) \$ 1,500		
TOTAL \$ 15,000		47

UPWP TASK NO:	5B
----------------------	-----------

TASK TITLE:	Special Technical Assistance
--------------------	-------------------------------------

OBJECTIVE:

To provide special technical assistance to member agencies, local governments, other agencies/organizations as appropriate.

PREVIOUS WORK:

Maple Road Extension Planning Study for the Town of Clay, W. Genesee St. Land Use and Circulation Study for the Town of Camillus, Traffic Improvement and Urban Design Plan for Clinton Square for the Metropolitan Development Association, RT 31/RT 57 Land Use and Circulation Study for the Town of Clay, and the Village of East Syracuse Circulation Study for the NYSDOT.

METHODOLOGY:

This task 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.

END PRODUCT:		TEA-21 Planning Factors
Technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate		
Sponsored by:	Participating Agencies	
SMTC	City of Syracuse CNY RPDB CNYRTA MDA NYSDOT OCDOT SMTC SOCPA	
Funding Sources		
FHWA (PL) \$ 90,000		<ul style="list-style-type: none"> ö Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. ö Increase the safety and security of the transportation system for motorized and nonmotorized users. ö Increase the accessibility and mobility options available to people and for freight. ö Protect and enhance the environment, promote energy conservation, and improve quality of life. ö Enhance the integration and connectivity of the transportation system, a cross and between modes, for people and freight. ö Promote efficient system management and operation. ö Emphasize the preservation of the existing transportation system.
FTA (Sec. 8) \$ 10,000		
TOTAL \$ 100,000		