



2003-2004

Unified Planning Work Program

UPWP



SMTC

Syracuse Metropolitan Transportation Council



2003-2004

UNIFIED PLANNING WORK PROGRAM

FOR TRANSPORTATION PLANNING

IN

SYRACUSE AND ONONDAGA COUNTY

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

March 5, 2003

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**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
2003-2004 UNIFIED PLANNING WORK PROGRAM**

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RESOLUTION

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
POLICY COMMITTEE**

March 5, 2003

- 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 (1) the Long-Range Transportation Plan, (2) the Transportation Improvement Program, and (3) the Congestion Management System; and
- WHEREAS,** in cooperation with the New York State Departments of Transportation (NYSDOT) and Environmental Conservation (NYSDEC), and in accordance with the revised New York State Implementation Plan for Air Quality, the Policy Committee continues to accept its responsibility for air quality planning during 2003-2004 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 2003-2004, 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 2003-2004 Unified Planning Work Program, the Policy Committee continues its designation of the New York State Department of Transportation (NYSDOT) to be the grant applicant on behalf of the SMTC. The NYSDOT will apply for necessary regular program funding under the Federal Transit Administration (FTA) Section 5303 program, under the Federal Highway Administration (FHWA) "PL" transportation planning program and "SPR" program, and under the Federal Aviation Administration (FAA) aviation planning in amounts consistent with this approved UPWP. It is also understood that unspent funds approved during previous years under the FTA Section 5303 (formerly Section 8) and FAA planning programs will be made available for expenditure during 2003-2004.

NOW THEREFORE BE IT RESOLVED, that the Policy Committee approves the 2003-2004 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 5th day of March, 2003, by consensus of the Policy Committee.

Matthew J. Driscoll
Chairperson
SMTC Policy Committee

Jon P. Edinger
Secretary
SMTC Policy Committee

Date

Date

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

2003-2004 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 2003-2004. It is intended to provide a mechanism for the coordination of planning efforts by local, State, and regional agencies through the Syracuse Metropolitan Transportation Council (SMTC).

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

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

DEVELOPMENT OF THE UNIFIED PLANNING WORK PROGRAM

As the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York, the SMTC has the responsibility to carry out the continuous, comprehensive and cooperative transportation planning process for the Syracuse Metropolitan Area. The Unified Planning Work Program (UPWP) identifies the transportation planning activities which are to be undertaken in the SMTC study area in support of the goals, objectives and actions established in the 2020 Long-Range Transportation Plan, which was adopted in January 1995. The SMTC Central Staff, working with the Planning Committee and the New York State Department of Transportation, 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 2003-2004 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 UPWP.

COUNCIL ORGANIZATION

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

Policy Committee

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

Planning Committee

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

Executive Committee

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

Additional Committees

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

The SMTC 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

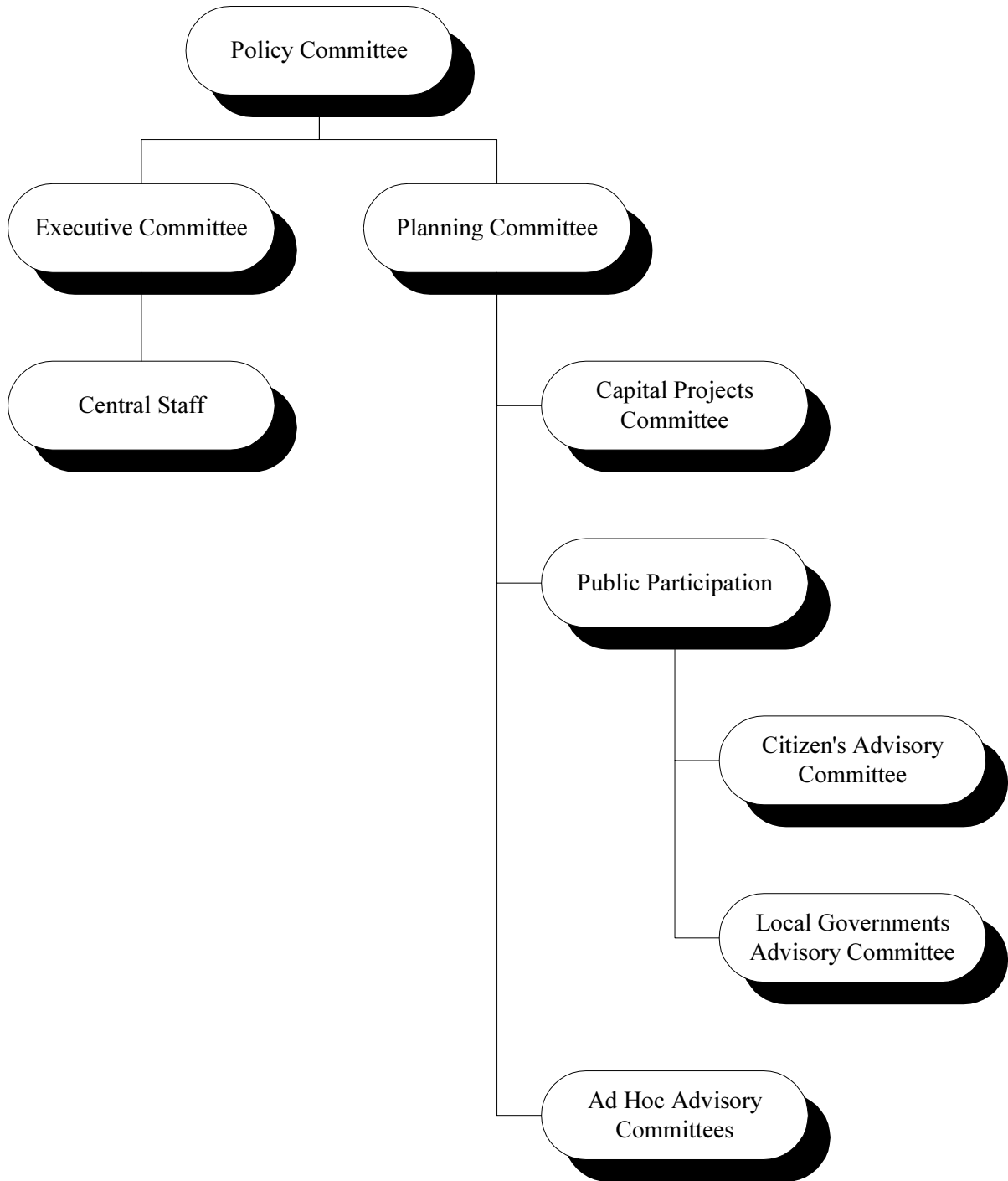
The Council maintains a non-voting membership category to accommodate agencies which have programs indirectly related to transportation and/or transportation planning. With the exception of voting on official Council business, these members are eligible to participate in Committee discussions and to 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;
2. Provide guidance to public and private decision-makers involved in immediate implementation and long-range activities;
3. Provide technical study programs and fulfill organizational responsibilities necessary to continue transportation plan development, study refinement, and research;
4. Provide for community review of the 2020 Long-Range Transportation Plan and its sub-elements, resolve conflicts with community values, and obtain participation in updating and reevaluating the plan;
5. Monitor and evaluate changes in the metropolitan structure and identify growth problems, and update the plan as necessary; and
6. Promote the coordination of planning activities to implement the “continuing, comprehensive planning” concept.

SMTC COMMITTEE STRUCTURE



STAFFING

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

SMTC Central Staff

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

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

New York State Department of Transportation Staff

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

Syracuse - Onondaga County Planning Agency Staff

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

Central New York Regional Transportation Authority Staff

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

OPERATIONAL PROCEDURES AND BYLAWS

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

Official records of SMTC business are maintained in the SMTC Administrative Offices located at 100 Clinton Square, 126 North Salina Street, Suite 100, Syracuse NY 13202-1050. All of the SMTC records are available for public inspection during normal business hours.

UNIFIED PLANNING WORK PROGRAM (UPWP) FRAMEWORK

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

Five transportation goals were identified for the Syracuse Metropolitan Area in the SMTC 2020 Long-Range Transportation Plan adopted in January 1995, 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.

2002-2003 UPWP SUMMARY OF ACCOMPLISHMENTS

General Administration

The accomplishments under this task were necessary to ensure that the MPO functioned adequately to manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive in nature and that it is in compliance with applicable Federal, State, and local laws and requirements. To that end, the accomplishments under this task are varied and the major items are summarized below:

- Held several Executive Committee, Planning Committee, and Policy Committee meetings over the course of the program year and provided administrative and technical support to these committees as needed;
- Maintained all financial records of revenues and expenditures;
- Maintained and enhanced the SMTC web site;
- Upgraded and maintained in-house computer and network resources;
- Completed the required SMTC on-site certification with FHWA and FTA;
- Completed the UPWP Semi-Annual Report;
- Retained six on-call consultants for SMTC General Transportation Planning/Engineering Services;
- Retained a consultant-team via a Request for Proposals for the University Hill Comprehensive Transportation Study;
- Hired a new planning staff member and provided some basic training to all planning staff in MPO operations via a certified FHWA course hosted by the SMTC; and
- Continued its participation, as appropriate, with the American Planning Association (APA), the Institute of Transportation Engineers (ITE), and the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and other professional affiliations as needed. In addition, the SMTC Director continues to be a member of the Onondaga County Traffic Safety Board, the Walton Street Bridge Task Force, and the Downtown Parking and Transportation Committee.

Public Participation

Significant public participation/media relations efforts and activities were conducted over the past program year for numerous UPWP tasks including:

- TIP and LRTP Update: Publicized, via press releases, legal notices, flyers, and presentations, the commencement of planning activities relating to both the 2003-2008 Transportation Improvement Program (TIP) process, and the kickoff of the Long-Range Transportation Plan (LRTP) - 2004 Update;
- Held a kick-off public meeting for the I-481 Industrial Corridor Transportation Study;
- Staff participated in both Transportation Improvement Program (TIP) Guidebook and the Transportation Advisory Committee (TAC) training sessions;
- Published *In Motion* Newsletter for the Bicycle and Pedestrian Plan;
- Presented to the public the recommendations from the Break- In-Access Soule Road Study at the third and final public meeting for the project;
- Held two Public Meetings for the Bicycle and Pedestrian Plan to present the study's goals/objectives, existing conditions and draft issues;
- Developed and distributed a Public Opinion Survey relevant to the 2004 LRTP Update;
- Issues of the SMTC newsletter, *DIRECTIONS*, were produced and distributed during the program year.
- The past year also included the maintenance of the revamped and expanded SMTC web site, containing detailed information on the SMTC, its studies, products, and public participation opportunities;
- Sub-web sites were produced to highlight project specific progress for both the Bicycle and Pedestrian Plan and the LRTP 2004 Update;
- The SMTC's Communications/Public Information Specialist has also been actively pursuing speaking opportunities in an effort to expand the public and business arena's awareness of the SMTC and its role

in transportation planning;

- The SMTC has actively worked with municipalities and the media throughout 2002-2003 in an effort to promote the nature, role, and purpose of the SMTC; and
- Produced and distributed, as appropriate, an SMTC Orientation Package, aimed at educating new committee members to the roles and responsibilities of the agency.

2003-2004 UPWP Development

A 2003-2004 UPWP was developed based on a cooperative process that involved all member agencies as well as the SMTC Central Staff. The SMTC Planning Committee made the final selection of projects for inclusion in the new program year based on project prioritization and available budget, and the Policy Committee adopted this new work program. Due to the large number of carry-over projects and a decreased annual planning budget, only a few new projects were added to the program.

UPWP Tracking System

This task involved the creation of a database to track the implementation of the recommendations of the MPO studies and activities. To date, a database has been created containing all UPWP projects and recommendations from the 2000 forward. Each recommendation is tracked according to the agency responsible. Some recommendations have multiple responsible agencies. Next, forms were generated for each agency and project to survey the status of these various recommendations with the SMTC's member agencies. Staff is still in the process of processing the results of this effort. This project will be an ongoing effort annually and will eventually yield detailed reports showing implementation progress by project.

Census Data Compilation and/or Analysis

Staff reviewed the SF1 and SF3 datasets produced by the Census Bureau for the SMTC area. This data was linked to GIS and used as supportive demographic input for various SMTC studies including Environmental Justice, the LRTP 2004 Update, the Travel Demand Model update and other projects as required. Staff is still awaiting the release of the CTPP data sets relevant to transportation planning for the MPO area.

Data Collection, Compilation, and/or Analysis

This task consists of staff's attempts to collect, analyze and utilize various forms of data that assist in the everyday planning operation of the Metropolitan Planning Organization (MPO). The two primary datasets utilized for this task are Transit Data and Vehicle Data. Due to the fact that CENTRO is currently updating/implementing its electronic ridership tracking software there was little or no transit data available for the program year.

In terms of vehicle data collection, the SMTC undertook the initiative to create a comprehensive database of state, county, city and SMTC vehicle counts (both AADT and turning movement). These counts were put into a database and linked to GIS to allow for the quick display and retrieval of count information for a given area. This is the first such comprehensive vehicle count database in the area.

Geographic Information Systems

The SMTC has made considerable progress on maintaining its central GIS database library for use on all planning activities. Updated GIS data include: Functional Classification of the Federal Aid eligible road network, updated annotation layer for road names and shields, Ownership/Jurisdiction data for all road systems in the MPO area, and a linkage of the Bridge and Pavement Condition data to the SMTC GIS Base. Specific milestones worth noting for this project area include the following:

- Updating of the MPO Roads layer to more closely reflect true existing conditions;
- Creation of a City of Syracuse annotation layer for use on City projects;
- A complete update of all transit routes within the SMTC area;
- Creation of a sidewalk layer for all towns and villages (non-City); and
- Updates of the MPO and Urban area Boundary as required.

Transportation Model Upgrade and Training

There were two major activities relating to modeling for the past program year and are detailed below:

- i. A limited update of the existing travel demand model began to enhance the current model to the point at which it can be utilized to meet the short term modeling needs of the agency with a planning horizon of 25 years. This limited update of the model will be complete in the first quarter of the new program year. This task will allow the model to be used for conformity analysis for the TIP and the LRTP. This update was performed in a cooperative effort between staff and select member agencies along with a retained consultant. The updated model includes demographic projections based on the 2000 Census as well as local forecasts of housing and employment.
- ii. The SMTC began the process of migration to a new Travel Demand Modeling Software platform during the 2002-2003 Program Year. This was accomplished via a comprehensive process that started with the SMTC leading a statewide effort to examine possible travel demand software platform replacements for several of the NYS MPOs. This resulted in the ranking of two clear software platforms of choice - TransCAD and VISSUM. The Transcad software platform was ranked higher by the statewide effort and seemed to more closely match the SMTC's needs. Given these facts, the software was ordered and a designation was made to a team of the on call consultants of the SMTC to migrate and enhance the existing model to a TransCAD platform. This activity/migration should be completed in the next program year resulting in an enhanced model that can be better utilized by the SMTC staff and the MPO member agencies in addressing transportation planning activities.

Accident Surveillance Program

The SMTC requested from the New York State Department of Transportation (NYSDOT) the digital Centralized Local Accident Surveillance System (CLASS) Reports for the time period of 1998 through 2000. The accident locations from this report (within the City of Syracuse) were ranked and forwarded onto the City Department of Public Works for their selection of ten priority locations for the analysis. Thereafter, the SMTC requested the accident reports from the NYS Department of Motor Vehicles and obtained the vehicle turning movement counts and signal timing and phasing data for the chosen locations. This data was then utilized in completing the Level of Service (LOS) analysis using the Highway Capacity Software and/or SYNCHRO software as appropriate. Collision diagrams and summary tables were also completed for each location. A Final Report has been completed and will be presented to the Policy Committee on February 28, 2003.

Air Quality and Conformity

This UPWP task allows for the SMTC to ensure that it meets all requirements of federal and state agencies in terms of air quality and conformity. Major accomplishments over the past year include:

- Development of a CMAQ Supplemental Application for projects proposed for the TIP;
- Staff attended an Air Quality workshop in Albany which covered new guidance on TIP and Long-Range Transportation Plan conformity, as well as a new aspect of air quality analysis for the MPO and NYSDOT Region;
- Staff received from the NYSDOT Environmental Analysis Bureau (EAB) a copy of CMAQtraq software for analyzing CMAQ projects and to assist in project tracking;
- Staff has reviewed the State Energy Plan to help gauge the implications on MPO activities and is awaiting further guidance from the EAB on how to proceed; and

- Other activities as required.

Air/Water Planning

The purpose of this task is to include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address air and water transportation issues, for moving both people and freight, as appropriate. Under this item staff completed the Canal Facilities Inventory that began the previous year. Staff contracted a final printing of 7,500 Canal Brochure maps and the distribution of the brochures has occurred and will reoccur prior to the next boating season. A Final Report documenting the process and results of the Canal Facilities Inventory was completed for future staff use. Staff continues to participate in the CNY Airport Management Committee meetings, has been attending the Canal Recreationway Commission meetings, and is participating on a committee led by the City of Syracuse to develop a new master plan for the Syracuse Hancock International Airport..

Bicycle and Pedestrian Plan

The primary goals of this plan are to preserve and enhance the area's bicycling and pedestrian network, and to improve the safety, attractiveness, and overall viability of cycling and walking as legitimate transportation alternatives in the SMTC MPO area. The end product will be an updated, published Bicycle and Pedestrian Plan that satisfies the needs of the member agencies and the requirements of the MPO. Additionally, the publication of an existing conditions Bike Map will be completed for the area that shows the current suitability of roads and multi-use trails, particularly for bicycle commuters. This program year saw significant progress in several key areas for the plan including:

- A public meeting and several Study Advisory Committee (SAC) meetings were held;
- Completion of a comprehensive sidewalk inventory and mapping;
- Completion of the existing conditions section of the plan;
- Comprehensive analysis of bicycle and pedestrian accident data;
- Creation of a project specific web site with information on the plan and its progress; and
- Completion and publication of the Bicycle Suitability Map which will be distributed in the next program year.

Bicycle and Pedestrian Planning

In an effort to keep the SMTC informed about pedestrian safety issues, staff continues to attend meetings of the Pedestrian Safety Coalition as well as meetings of the Canalway Trail Planning Group. Additionally, the SMTC continues to update the Canalway Trail map. Staff has also attended training seminars relating to bicycle and pedestrian planning and safety issues.

Break in Access Study - Soule Road

All aspects of this study were completed during this program year except for formal adoption via the SMTC committee structure. The study examined five possible scenarios (including no-build) relating to changing the interstate access to I-481 southbound at Soule Road. This program year saw the completion of Technical Memorandum's two and three as well as the last public meeting and several Study Advisory Committee (SAC) meetings. Upon adoption by the SMTC Policy Committee the Study will be given to the Town of Clay. If it desires, the Town may use the study as part of its application for a break-in-access to alter the I-481 on-ramp configuration and the surrounding roadways.

Bridge and Pavement Condition Management System

Being the third year for this project, this task built on the past two years' Bridge and Pavement Condition Management System for the SMTC. A Pavement Management System (PMS) is a systematic method for tracking and addressing pavement conditions. Similarly, a Bridge Management System (BMS) is a method for tracking and addressing bridge conditions. A Bridge Management System exists for New York State, and

individual Pavement Management Systems currently exist in the City of Syracuse, Onondaga County, and New York State. The goal of this project is to combine all of the data from the various jurisdictions into one management system that is linked to a Geographic Information System (GIS). By combining all of the condition ratings into a GIS format, data can be mapped, analyzed, presented and accessed in a most useful manner.

This report successfully compiled all of the relevant bridge and pavement condition information into an easily accessible format that can be shared with all of the SMTC's member agencies and be used as a basis for future year's trend analysis when appropriate. The Final Report will be presented to the Policy Committee on February 28, 2003.

Clean Communities of Central New York

This task involves the ongoing implementation of various coordinating activities to encourage the use of alternatively fueled vehicles in both private and public sectors. A Clean Cities Coordinator continues to be retained on a contractual basis to fulfill the work program of the Clean Communities of Central New York. This is the final year of UPWP funding for this activity.

I-481 Industrial Corridor Transportation Study

The SMTC was asked to conduct a transportation study on behalf of the Syracuse-Onondaga County Planning Agency (SOCPA), the Town of DeWitt, and the Town of Manlius for the Route 481 Industrial Corridor. The purpose of the study is to examine the transportation system in relation to existing and proposed industrial/office development. The impetus behind the study is the rapid and proposed development of several industrial and office parks in the area.

Due to issues relating to the Lakefront Area Planning Study and its implications on the study area for this project this project was put on hold for several months during the program year. The study has since resumed but will need to flow into the next program year for completion. Significant milestones for this project for the past program year include:

- A Study Advisory Committee (SAC) meeting and initial public meeting were held to examine the existing conditions report;
- An informal meeting was held with the DeWitt Railyard to ensure that the concerns and issues relating to the rail yard were known;
- The Travel Demand Modeling was completed for the 20-year build out of the study area; and
- The consultant has begun drafting Technical Memorandum # 2.

Environmental Justice Analysis

The purpose of this project is to study issues relevant to environmental justice in the SMTC area. This includes examining the relationship between various socio-economic and demographic data and the transportation systems and plans in the MPO area. This project will now be an annual planning task for the SMTC as strongly suggested by FHWA. Major accomplishments during the past program year include:

- Creation of a comprehensive Scope of Work that was reviewed not only by the SMTC member agencies, but also by FHWA and FTA as part of the SMTC's certification review process;
- Demographic analysis of various 2000 US Census data sets including linking that data to the SMTC's GIS system for mapping purposes;
- Development of "threshold" values to assist in identifying target areas for Environmental Justice analysis (areas that meet certain socio-economic and demographic characterizations);
- Mapping of all UPWP and TIP projects to overlay with target areas for analytical purposes;
- Mapping of all transit facilities to examine the relationship between the transit system and target areas;

- Performed planning level analysis on data and drew conclusions based on the Scope of Work; and
- Drafted preliminary report for discussion with a working group made up of various SMTC member agencies.

This project will be completed in the first quarter of the new program year.

Intelligent Transportation Systems (ITS)

The SMTC has continued its role as project administrator for a New York State Department of Transportation contract to develop an ITS Strategic Plan for the Syracuse Area. The Consultant, working with the Steering Committee, have accomplished many major activities during the 2002-2003 program year, including the following:

- Prepared an Existing Conditions report;
- Identified and developed appropriate User Services and Market Packages for the Plan;
- Developed a Regional ITS Concept Plan;
- Developed a Regional Architecture; and
- Developed an Implementation Plan, which has identified both projects and cost estimates for the various transportation agencies.

As of February 2003, the consultant is compiling all of the documentation into a Final Report which is expected to be presented to the Steering Committee in March 2003.

Long-Range Transportation Plan Update

The SMTC has begun the process of creating a Long-Range Transportation Plan Update. Several key items were accomplished in the past program year to assist in completing this task. The major accomplishment include:

- The creation of a process and schedule that was approved by the SMTC's member agencies;
- The creation of a Study Advisory Committee (SAC) made up of the SMTC Planning Committee members;
- The creation of an aggressive Public Involvement Plan that includes many direct and targeted outreach efforts;
- The collection of relevant data for the existing conditions portion of the LRTP Update;
- The creation of a document outline for the LRTP Update; and
- Drafting select chapters of the LRTP Update.

The next program year will see the completion of this LRTP Update and adoption through the SMTC committee structure.

Rail/Truck and Transit Planning

The purpose of this project is to include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address rail, truck and transit transportation issues, for moving both people and freight, as appropriate. Major accomplishments completed under this item include:

- Final completion and adoption of the Rail/Highway Grade Crossing Inventory;
- Development of a Scope of Work and SAC for a Freight Facilities Inventory project;
- A draft survey was created and reviewed by the SAC; and
- The survey was turned over to a consultant retained to perform freight planning for the Lakefront Area Transportation Planning Study being completed by the City of Syracuse. Upon the consultants completion of this item staff will enhance/finalize any relevant portions to complete the project as outlined in the Scope of Work.

Town of Clay - Industrial Park Study

The 1,200± acre Clay Industrial Park is now designated as the County's premier site for a large industrial employer as a Chip-Fab site. It is being marketed worldwide by the Empire State Development Corp. (ESDC) under the Semiconductor Manufacturing Initiative-New York (Semi-NY); it is one of eight active sites in New York State. The Onondaga County Industrial Development Agency is acquiring land in the park and is very concerned that if a large employer moves to the park the highway network and access to the interstate system will not be adequate to handle a large influx of traffic. The study was to examine the potential impacts of a full build-out of this park or the sudden introduction of a large traffic-generating use into the park. Recommendations will be made for improvements to the existing network so that the Town, County and NYS Department of Transportation can anticipate rather than react to development of this park.

Due to issues relating to the completion of the prerequisite Environmental Impact Statement for the Industrial Park, this study was removed from the SMTC work program.

Transportation/Land Use Educational Outreach

The intent of this project is 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. To that end the SMTC has participated in various seminars and outreach efforts in an attempt to further educate individuals about this issue.

University Hill Comprehensive Transportation Study

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

- The creation of an RFP and the selection of a consultant team;
- Facilitating and holding a kickoff Study Advisory Committee (SAC) meeting;
- Creation of an extensive Public Involvement Plan;
- The creation of a project specific web site with its own domain name; and
- Completion of most of the existing conditions portion of the report.

This project will carry over into the next UPWP program year.

Transportation Improvement Program

This project's purpose was to maintain and update the Transportation Improvement Program (TIP) for 2001-2006, begin work on the new 2003 -2006 TIP and develop a TIP Development Handbook.

- i. TIP Maintenance and Development: The SMTC staff maintained the current TIP with all relevant amendments and the program remains fiscally constrained. The new TIP process began and staff has been working closely with the NYSDOT on the process. Call letters were sent out and informational meetings have been held for the applicants. The TIP process was enhanced by the development of the TIP Guidebook and new Initial Project Proposal form, which resulted in higher quality of proposals and project information.
- ii. TIP Guidebook: The SMTC, in conjunction with the NYSDOT Region 3 and the Ithaca Tompkins

County Transportation Council, initiated work on a joint TIP Guidebook (including a revised project application) to provide detailed directions to project sponsors on the TIP Development Process. This guidebook was successfully completed and proved to be an excellent resource to applicants and greatly enhanced the quality and usefulness of the applications.

Miscellaneous Activities & Special Technical Assistance

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

- Preliminary assessment of a specific corridor with NYSDOT for possible bicycle lanes;
- Staff participated in several Shared Cost Initiative projects with other MPOs in the state including GIS Training and the Study of Advanced Data Collection; and
- Staff has actively participated with the City of Syracuse on the Lakefront Area Transportation Planning.

SUMMARY OF MAJOR PROGRAMMED ACTIVITIES

The 2003-2004 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 May 14, 2001. 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 2003-2004 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

This category includes general administration, UPWP maintenance and development, and public participation.

2 — Short-Range Transportation Planning

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

3 — Long-Range Transportation Planning

The majority of UPWP projects fall under this category and tend to be completed over a longer time frame.

4 — Transportation Improvement Program (TIP)

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

5 — Other Activities

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

6 — Budget Tables

2003-2004 UNIFIED PLANNING WORK PROGRAM OVERVIEW

The 2003-2004 Unified Planning Work Program (UPWP) is based on SMTC's 2020 Long-Range Transportation Plan, updated and approved by the SMTC Policy Committee on May 14, 2001. The goals for this program year are threefold:

- Goal #1:** To complete outstanding 2002-2003 UPWP tasks
- Goal #2:** To commence and complete new 2003-2004 UPWP tasks
- Goal #3:** To proceed with existing and proposed recurring activities

Goal #1

In order to attain Goal #1, the following tasks carried over from the 2002-2003 UPWP will be continued:

- SMTC Activity Tracking System
- Bicycle and Pedestrian Plan;
- I-481 Industrial Corridor Transportation Study;
- Lakefront Area Planning;
- Long-Range Transportation Plan 2004 Update; and
- University Hill Comprehensive Transportation Study

Goal #2

Goal #2 will be achieved by completing the following new 2003-2004 tasks:

- Travel Demand Model Migration Project

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 recurring, which means that they appear in the UPWP annually:

- General Administration;
- Professional Services - Miscellaneous;
- Public Participation;
- UPWP Previous Year Closeouts;
- UPWP Maintenance and Development;
- Census Data Compilation and/or Analysis;
- Data Collection, Compilation, and Analysis;
- Geographic Information Systems (GIS);
- Travel Demand Model;
- Safety Improvement Analysis;
- Air Quality and Conformity;
- Air/Water Planning;
- Bicycle/Pedestrian Planning;
- Bridge & Pavement Condition Management System;
- Congestion Management System (CMS);
- Environmental Justice Analysis;
- Intelligent Transportation Systems (ITS);
- Rail/Truck and Transit Planning;
- Transportation/Land Use Educational Outreach;
- TIP Administration; and
- Miscellaneous Activities & Special Technical Assistance

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.

2002/03 SPR Planning Consultant Program

MPO RELATED PROJECTS

The table below represents the New York State Planning Projects for the 2002-2003 SFY and has been included for informational purposes only.

<u>Project #</u>	<u>Project Title</u>	<u>MPO(s)</u>	<u>Budget</u>
	Route 17 Interchange Spacing Study	NOCTC	\$1,060,000
	Rt. 63 Corridor Study	GTC	\$950,000
	Quantification of Air Quality Improvements	NYMTC	\$100,000
	Quantification of Delay on Arterial System	NYMTC	\$200,000
	Rural Planning Schuyler, Steuben Counties	ECTC	\$73,000
	Rt. 12 Corridor Study Chenango County	BMTS, HOCTS	\$100,000
	Pedestrian Plan for the City of Niagara Falls	GBNRTC	\$200,000
	Kosciuszko Bridge Project Community Advisory Team	NYMTC	\$325,000
	Evaluate Traffic Mitigation for Shea Stadium Area	NYMTC	\$75,000
	Evaluate Traffic Mitigation for Yankee Stadium Area	NYMTC	\$75,000
	Traffic Data Collection: WTC Impacts (Region 10)	NYMTC	\$105,000
	Remsen Lake Placid Travel Corridor	HOCTS	\$75,000
		Total	\$ 3,338,000

UNIFIED PLANNING WORK PROGRAM

FY 2003-2004

1 — PROGRAM ADMINISTRATION and SUPPORT

1A — General Administration

1B — Professional Services - Miscellaneous

1C — Public Participation

1D — SMTC Activity Tracking System

1E — UPWP Previous Year Closeouts

1F — UPWP Maintenance and Development

PROJECT NO:	1A		
PROJECT 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.			
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 are not limited to the following:			
<ul style="list-style-type: none"> ● Act as local liaison to NYSDOT, CNY RPDB, and other transportation related agencies 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, memoranda of understanding (MOU's), etc.; ● Review and modify the Operations Plan as a result of modifications to the Metropolitan Planning Area and Urban Area Boundaries, as necessary. ● 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; ● Interact/participate in NYSAMPO, ITE, APA, and other professional affiliations, and allow for appropriate travel and training as necessary; ● Provide funds for the purchase of upgraded computer hardware and software to support the MPO planning program and related activities, including network maintenance; ● Continue the SMTC's commitment to comply with Title VI of the Civil Rights Act of 1964; ● Continue the SMTC's commitment to ensure that all of their programs and activities sufficiently address Environmental Justice principles and procedures, as appropriate; and ● Continue to comply with the NYSDOT's Disadvantaged Business Enterprise Program. 			
END PRODUCT:			
The ability to operate the agency as a functional entity; the ability to meet federal and state requirements; the ability to meet local government expectations; Committee Documentation – including: reports, meeting minutes, committee mailings, and related materials; staff involvement in relevant organizations and activities; and adequate computer resources to meet the MPO planning activity requirements.			
Sponsored By:	Participating Agencies:		Funding Sources:
SMTC	SMTC CNYRPDB		FHWA (PL) \$ 160,000 FTA (Sec. 5303) \$ 40,000 TOTAL \$ 200,000

PROJECT NO:	1B		
PROJECT TITLE:	Professional Services - Miscellaneous		
OBJECTIVE:			
<p>To allow Central Staff to utilize the SMTC’s “on-call” consultants for specific engineering, planning, or other necessary services as needed in support of the various annual planning activities at the SMTC.</p>			
METHODOLOGY:			
<p>This task provides access to expert professional services when required by Central Staff in support of the various annual planning activities. Specifically, it allows the SMTC to retain the services of one of its “on-call” consultants to assist with specific technical activities associated with a given project where current staff expertise may not be sufficient.</p> <p>Examples include, but are not limited to:</p> <ul style="list-style-type: none"> ● Selected Traffic / Transportation Engineering Activities; ● Selected Travel Demand Modeling Activities; ● Selected Transportation Planning Activities; and ● Other skills that may be necessary to support the UPWP but may be currently absent at the SMTC staff level 			
END PRODUCT:			
<p>Professional services to the Central Staff in support of the various planning activities outlined in the 2002-2003 UPWP.</p>			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	SMTC	FHWA (PL)	\$ 4,750
		FTA (Sec. 5303)	\$ 250
		TOTAL	\$ 5,000

PROJECT NO:	1C		
PROJECT TITLE:	Public Participation		
OBJECTIVE:			
To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.			
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>As part of this task, the SMTC will continue to ensure that the principles of Environmental Justice, including minority and low-income communities, are included and represented in all public outreach efforts.</p> <p>The techniques for the dissemination of information include, but are not limited to the following:</p> <ul style="list-style-type: none"> ● Newsletters; ● 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/citizens 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 Stakeholders database; and ● Surveys, questionnaires, comment cards, etc. 			
END PRODUCT:			
Public Participation opportunities/activities, including SMTC newsletters, reports, press releases, maps, and slide presentations, web site maintenance, meetings, workshops, etc.			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	All SMTC Member Agencies	FHWA (PL)	\$ 42,500
		FTA (Sec. 5303)	\$ 7,500
		TOTAL	\$ 50,000

PROJECT NO:	1D							
PROJECT TITLE:	SMTC Activity Tracking System							
OBJECTIVE:								
<p>To continue the efforts which began during the 2002-2003 UPWP to create and impliment a computerized tracking system to monitor various MPO activities.</p>								
METHODOLOGY:								
<p>This task involves the continued efforts for the creation and implementation of a computerized system to track the results and recommendations of MPO activities.</p> <p>To accomplish this task a relational computer database will be created that will correlate UPWP study results and recommendations with the actual progression of those recommendations. This task will involve input from numerous agencies (both member agencies and nonmember agencies) on a quarterly basis. Those agencies will be asked questions about the progress and status of recommendations for planning, capital and other projects. The status will be tracked electronically and the results published in a database report.</p> <p>A corollary of this project will be to tie the recommendations that are being tracked to both the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This will allow the SMTC to comprehensively and coherently measure the level of achievement of meeting certain stated goals of the LRTP. Recommendations will be tracked quarterly until complete or until the responsible agency informs the SMTC that the recommendation is defunct or no longer valid.</p> <p>The goal is to view the utility of those recommendations to the various agencies in the MPO area and to assist in identifying areas in the region that may be in need of planning resources. One anticipated outcome of this effort is a tighter correlation among the TIP, LRTP and the UPWP.</p>								
END PRODUCT:								
<p>A computerized system that will allow for the annual tracking and reporting of MPO activities.</p>								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 21,250</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 3,750</td> </tr> <tr> <td>TOTAL</td> <td>\$ 25,000</td> </tr> </table>	FHWA (PL)	\$ 21,250	FTA (Sec. 5303)	\$ 3,750	TOTAL	\$ 25,000
FHWA (PL)	\$ 21,250							
FTA (Sec. 5303)	\$ 3,750							
TOTAL	\$ 25,000							

PROJECT NO:	1 E							
PROJECT TITLE:	UPWP Previous Year Closeouts							
OBJECTIVE:								
<p>To provide a task, and thus a billing code for closing out various UPWP activities from the previous (2002-2003) program year.</p>								
METHODOLOGY:								
<p>At the end of each program year, there are often various administrative tasks that need to be completed in order to officially close out a project. Such activities typically include the reproduction and distribution of Final Reports that were approved prior to the close of the program year. Since there are no planning activities remaining, the project is not carried over and therefore does not possess a billing code to charge these final administrative tasks.</p> <p>This task is included as a “catch-all” to cover the administrative tasks necessary to completely close out various projects from the previous (2002-2003) program year.</p>								
END PRODUCT:								
<p>A “catch-all” to cover the administrative tasks necessary to completely close out various projects from the previous (2002-2003) program year.</p>								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	SMTC CNYRPDB	<table> <tr> <td>FHWA (PL)</td> <td>\$ 10,800</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 1,200</td> </tr> <tr> <td>TOTAL</td> <td>\$ 12,000</td> </tr> </table>	FHWA (PL)	\$ 10,800	FTA (Sec. 5303)	\$ 1,200	TOTAL	\$ 12,000
FHWA (PL)	\$ 10,800							
FTA (Sec. 5303)	\$ 1,200							
TOTAL	\$ 12,000							

PROJECT NO:	1F							
PROJECT TITLE:	UPWP Maintenance and Development							
OBJECTIVE:								
<p>Maintenance of the 2003-2004 Unified Planning Work Program (UPWP), and development of a work program that outlines and describes the planning efforts to be undertaken in State FY 2004-2005.</p>								
METHODOLOGY:								
<p>This task includes all necessary work required to process amendments to the 2003-2004 UPWP.</p> <p>The task also involves the development of a new UPWP that identifies the scope of work to be undertaken by the Syracuse Metropolitan Transportation Council (SMTC) during State FY 2004-2005. The UPWP indicates local, state, and federal funding of the UPWP work tasks and identifies the participating agencies for completing the work. The UPWP will be developed according to measures deemed necessary to ensure a “3C” planning process, that is one that is <u>cont</u>inuing, <u>co</u>operative, and <u>co</u>mprehensive. Copies of the UPWP will be published after approval by the Planning and Policy Committees.</p>								
END PRODUCT:								
<p>Amendments to the 2003-2004 UPWP; and the 2004-2005 UPWP</p>								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 21,250</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 3,750</td> </tr> <tr> <td>TOTAL</td> <td>\$ 25,000</td> </tr> </table>	FHWA (PL)	\$ 21,250	FTA (Sec. 5303)	\$ 3,750	TOTAL	\$ 25,000
FHWA (PL)	\$ 21,250							
FTA (Sec. 5303)	\$ 3,750							
TOTAL	\$ 25,000							

UNIFIED PLANNING WORK PROGRAM

FY 2003-2004

2 — SHORT-RANGE TRANSPORTATION PLANNING

2A — Census Data Compilation, and/or Analysis

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

2C — Geographic Information Systems (GIS)

2D — Travel Demand Model

PROJECT NO:	2A		
PROJECT TITLE:	Census Data Compilation and/or Analysis		
OBJECTIVE:			
<p>To complete the process of compiling and analyzing 2000 Census Data relevant to the MPO area and to continue to provide Census data, information and analysis as input into appropriate SMTC planning studies. This effort supports Long-Range Transportation Planning Activities, Travel Demand Modeling, Environmental Justice, and general transportation planning for the MPO.</p>			
METHODOLOGY:			
<p>This UPWP task is an ongoing activity of the SMTC.</p> <p>The following list identifies the major work activities undertaken / completed during the 2002-2003 UPWP:</p> <ul style="list-style-type: none"> ● Upon receipt of Summary File 1 (SF1) and Summary File 3 (SF3) Census data, staff developed relevant subsets of the data into electronic format for use in both the SMTC database and GIS applications; ● Upon receipt in early 2003 of the Census Transportation Planning Package (CTPP) Part 1 (Residence Based Tables), staff began the process of evaluating and analyzing the data for various uses; ● Began the process of developing recommendations for new a Metropolitan Planning Area Boundary and a new Urbanized Area Boundary, based on the Census 2000 data; and ● Utilized the available data to identify target populations relative to the MPO's Environmental Justice Analysis <p>Major work activities to be completed during this 2002-2004 UPWP include the following:</p> <ul style="list-style-type: none"> ● Upon receipt of the remaining 2000 Census data sets (CTPP Parts II - Work End Tables and Part III - Worker Flow Tables, anticipated between April - June 2003), staff will begin the process of compiling the data into user-friendly formats for use in both the SMTC database and GIS applications; and ● Continue to respond to requests for information relating to the CTPP. <p>Activities under this project directly support the following program areas: Long-Range Transportation Planning Activities, Travel Demand Modeling, Environmental Justice, and general transportation planning for the MPO.</p>			
END PRODUCT:			
<p>A valuable data set to support the varied planning activities of the MPO.</p>			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	SMTC	FHWA (PL)	\$ 13,500
		FTA (Sec. 5303)	\$ 1,500
		TOTAL	\$ 15,000

PROJECT NO:	2B							
PROJECT TITLE:	Data Collection, Compilation, and/or Analysis							
OBJECTIVE:								
To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the Metropolitan Planning Organization (MPO).								
METHODOLOGY:								
This UPWP task involves the following subcategories:								
<ul style="list-style-type: none"> i. Transit Data Collection: The collection of transit ridership, scheduling and routing information by both the Central New York Regional Transportation Authority (CNYRTA) and by the SMTC to fill project-specific data needs. It is intended that the CNYRTA will collect this data and provide it to the SMTC in a timely manner. If the CNYRTA is unable to provide the SMTC with the requested data, the SMTC will utilize the funds available for this category to obtain the data elsewhere. The SMTC will provide CNYRTA with project-specific data needs as needed. ii. Vehicle Data Collection: The collection of traffic count data and turning movement count data required in support of the SMTC's planning activities. This will be done in accordance with the adopted Traffic Count Protocol procedures at the SMTC. Additionally, this subcategory will include the ongoing effort of maintaining a central database of vehicle traffic counts for the MPO area. iii. Other Information: Other data as necessary in support of the planning activities of the SMTC. This may include the collection of speed data in support of both the SMTC CMS project and a NYSDOT statewide CMS initiative. 								
END PRODUCT:								
The end product is transit and vehicle data. This data is used in the various multi-modal studies and activities undertaken by the SMTC.								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	SMTC CNYRTA NYSDOT	<table border="0"> <tr> <td>FHWA (PL)</td> <td>\$ 9,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 1,000</td> </tr> <tr> <td>TOTAL</td> <td>\$ 10,000</td> </tr> </table>	FHWA (PL)	\$ 9,000	FTA (Sec. 5303)	\$ 1,000	TOTAL	\$ 10,000
FHWA (PL)	\$ 9,000							
FTA (Sec. 5303)	\$ 1,000							
TOTAL	\$ 10,000							

PROJECT NO:	2C							
PROJECT TITLE:	Geographic Information Systems (GIS)							
OBJECTIVE:								
<p>To manage the data and software requirements necessary for maintaining and using the SMTC's Geographic Information System (GIS) to support the Metropolitan Planning Organization's (MPO) required planning activities.</p>								
METHODOLOGY:								
<p>The SMTC utilizes various transportation-related GIS files as part of routine planning and analysis. As additional information becomes available digitally from the SMTC's member agencies each year, the role of GIS is becoming more pervasive.</p> <p>To fully allow the SMTC to utilize GIS in its work program, there are necessary enhancements and routine maintenance efforts that must be undertaken as part of its work program. These efforts will allow the SMTC to more fully utilize GIS in relation to vehicle traffic counts, transit ridership, pavement condition monitoring, functional classification, demographic analysis, linking of Travel Demand Model data to GIS data, and other related efforts. Additionally, GIS can be used for demographic analysis for the identification of specific locations within the MPO area in need of SMTC services under Environmental Justice.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> ● Coordination with member agencies to ensure that the most recent data is being used; ● File maintenance of the SMTC's GIS data layers; ● Linking 2000 Census Data with relevant SMTC GIS layers; ● Continuing linking Vehicle Data Collection activities with GIS database to allow for easy access to most up-to-date traffic counts for road segments (AADT); ● Begin GIS layer of turning movement count locations and data sheets to allow for easy access to turning movement count data sets; and ● GIS data acquisition, maintenance, and manipulation as required in support of the various UPWP planning efforts that will utilize GIS data. 								
END PRODUCT:								
<p>Enhanced coordination between the SMTC and various federal, state, and local agencies to allow for up-to-date GIS data and files. Additionally, enhanced data sets that support the SMTC's planning efforts and high quality cartographic products as required for various UPWP projects.</p>								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	All SMTC Member Agencies	<table border="0"> <tr> <td>FHWA (PL)</td> <td>\$ 12,750</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 2,250</td> </tr> <tr> <td>TOTAL</td> <td>\$ 15,000</td> </tr> </table>	FHWA (PL)	\$ 12,750	FTA (Sec. 5303)	\$ 2,250	TOTAL	\$ 15,000
FHWA (PL)	\$ 12,750							
FTA (Sec. 5303)	\$ 2,250							
TOTAL	\$ 15,000							

PROJECT NO:	2D									
PROJECT TITLE:	Travel Demand Model									
OBJECTIVE:										
To continue the efforts of migrating to a new software platform for Travel Demand Modeling and to maintain and utilize our current model as needed.										
METHODOLOGY:										
This project has two components as detailed below:										
<ol style="list-style-type: none"> 1. At a minimum, the existing SMTC Travel Demand Model (TModel) will need to be maintained and updated as necessary for the SMTC to complete the required conformity analysis of the SMTC TIP and LRTP 2004 Update. In addition, others needs may arise prior to the completion of the migration to a new platform in which the existing model will need to be utilized. 2. Continue with the efforts which began during the 2002-2003 UPWP to migrate from our existing Travel Demand Modeling platform (TModel) to a new platform (TransCAD). 										
During the previous UPWP (2002-2003), the following activities were completed:										
<ul style="list-style-type: none"> ● A reseach effort to evaluate new software platforms; ● The selection and purchasing of the TransCAD software and License; ● The designation of a Consultant Team, chosen from the SMTC’s current “On-Call” Consultant List, to complete the migration process from TModel to TransCAD and to develop a new Mode Split Model to address Transit Usage; ● Contract negotiations with the Consultant Team on both the Technical Approach and Fee Proposal; and ● Contract execution. 										
In this UPWP, the following tasks will be completed:										
<ul style="list-style-type: none"> ● Develop in TrandCAD a new regional highway and transit model based on 2000 Census and 2000 Transportation Analysis Zones and as much other recent information as possible; ● Create the new model in such a way that it will be more useful at both the macro and micro scale to allow modeling to be a more pervasive element of the transportation planning process at the SMTC; and ● Train staff on the migration and development process as well as on usage. 										
END PRODUCT:										
A new Travel Demand Model to be used by the SMTC for various transportation planning activities.										
Sponsored By:	Participating Agencies:	Funding Sources:								
SMTC	All SMTC Member Agencies	<table border="0"> <tr> <td>FHWA (PL)</td> <td>\$ 37,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 12,500</td> </tr> <tr> <td>TCSP</td> <td>\$350,000</td> </tr> <tr> <td>TOTAL</td> <td>\$400,000</td> </tr> </table>	FHWA (PL)	\$ 37,500	FTA (Sec. 5303)	\$ 12,500	TCSP	\$350,000	TOTAL	\$400,000
FHWA (PL)	\$ 37,500									
FTA (Sec. 5303)	\$ 12,500									
TCSP	\$350,000									
TOTAL	\$400,000									

UNIFIED PLANNING WORK PROGRAM

FY 2003-2004

3 — LONG-RANGE TRANSPORTATION PLANNING

3A — Air Quality and Conformity

3B — Air/Water Planning

3C — Bicycle and Pedestrian Plan

3D — Bicycle and Pedestrian Planning

3E — Bridge and Pavement Condition Management System (BPCMS)

3F — Congestion Management System (CMS)

3G — Environmental Justice Analysis

3H — I-481 Industrial Corridor Transportation Study

3I — I-90 Corridor Planning Study

3J — Intelligent Transportation Systems (ITS)

3K — Lakefront Area Planning

3L — Long-Range Transportation Plan 2004 Update

3M — Rail/Truck and Transit Planning

3N — Safety Improvement Analysis

3O — Transportation/Land Use Educational Outreach

3P — University Hill Comprehensive Transportation Study

PROJECT NO:	3A							
PROJECT TITLE:	Air Quality and Conformity							
OBJECTIVE:								
To continue to provide for air quality planning initiatives and activities in Onondaga County that comply with the conformity requirements of the Clear Air Act Amendments of 1990.								
METHODOLOGY:								
<p>Activities continue to increase due to changes in the regulations governing air quality and transportation planning. Additional air quality activities involve Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP) conformity determinations, analyses, Congestion Mitigation Air Quality (CMAQ) project-specific analysis, 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. Coordination with the New York State Department of Environmental Conservation (NYSDEC) is 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 LRTP. The SMTC will coordinate activities for this task, including activities relating to the State Energy Plan, with the New York State Department of Transportation's Environmental Analysis Bureau.</p>								
END PRODUCT:								
TIP and LRTP Conformity Analysis as well as ongoing adherence to any and all Federal and State programs and requirements relating to air quality at the SMTC.								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 4,250</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 750</td> </tr> <tr> <td>TOTAL</td> <td>\$ 5,000</td> </tr> </table>	FHWA (PL)	\$ 4,250	FTA (Sec. 5303)	\$ 750	TOTAL	\$ 5,000
FHWA (PL)	\$ 4,250							
FTA (Sec. 5303)	\$ 750							
TOTAL	\$ 5,000							

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

PROJECT NO:	3C
PROJECT TITLE:	Bicycle and Pedestrian Plan

OBJECTIVE:

To complete the development of a bicycle and pedestrian plan for Onondaga County, including the City of Syracuse. The primary goals of this plan are to preserve and enhance the area’s bicycling and pedestrian network, improve the safety, attractiveness and overall viability of cycling and walking as legitimate transportation alternatives in the SMTC MPO area and to improve air quality. The plan was started during the 2001-2002 UPWP fiscal year.

METHODOLOGY:

The following list identifies the major elements of the plan completed during the 2002-2003 program year:

- Prepared, completed and published the Bicycle and Pedestrian Existing Conditions Suitability Map;
- Inventoried sidewalk locations within Onondaga County (excluding the City of Syracuse) and organized into a database with GIS capabilities;
- Developed, completed and utilized the results of a Bicycle and Pedestrian Awareness Survey;
- Identified bicycle and pedestrian accident locations, by type, quantity and location, using NYSDOT CLASS and NYSDMV data;
- Identified existing and proposed transit routes and hubs;
- Identified known and perceived bicycle and pedestrian issues; and
- Began the recommendations and documentation process.

Listed below are the major elements of the plan to be completed in the 2003-2004 UPWP:

- Complete the recommendations and implementation plan; and
- Complete the documentation of the process, information, data, maps and related information into a deliverable Bicycle and Pedestrian Plan.

The creation of this plan supports a number of the goals and objectives established in the SMTC’s 2020 Long-Range Transportation Plan. It is anticipated that the Plan will be completed by the fall of 2003.

END PRODUCT:

An updated published Bicycle and Pedestrian Plan that satisfies the needs of the member agencies and the requirements of the MPO. Additionally, the publication of an existing conditions Bike Map for the area that shows preferred bike routes and multi-use trails, particularly for bicycle commuters, will accompany the Plan.

Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	SMTC CNYRPDB CNYRTA City of Syracuse NYSDOT OCDOT SOCPA	FHWA (PL) FTA (Sec. 5303) TOTAL	\$ 44,000 \$ 11,000 \$ 55,000

PROJECT NO:	3D							
PROJECT TITLE:	Bicycle/Pedestrian Planning							
OBJECTIVE:								
<p>To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address bicycle and pedestrian transportation issues. Activities under this task will also contribute to improved air quality in the MPO area.</p>								
METHODOLOGY:								
<ul style="list-style-type: none"> ● Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that bicycle and pedestrian travel are given appropriate consideration in any given SMTC project; ● Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required; ● 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 development. 								
END PRODUCT:								
<p>Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.</p>								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	SMTC	<table> <tr> <td>FHWA (PL)</td> <td>\$ 4,250</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 750</td> </tr> <tr> <td>TOTAL</td> <td>\$ 5,000</td> </tr> </table>	FHWA (PL)	\$ 4,250	FTA (Sec. 5303)	\$ 750	TOTAL	\$ 5,000
FHWA (PL)	\$ 4,250							
FTA (Sec. 5303)	\$ 750							
TOTAL	\$ 5,000							

PROJECT NO:	3E
PROJECT TITLE:	Bridge and Pavement Condition Management System (BPCMS)

OBJECTIVE:

Complete an annual report on bridge and pavement conditions within the SMTC planning area.

METHODOLOGY:

A Bridge and Pavement Condition Management System (BPCMS) — a centralized database of all Federal-aid highways and bridges for cross jurisdictional comparisons — is beneficial to Metropolitan Planning Organizations (MPOs). The centralized database will also allow the SMTC to monitor progress toward long-range planning infrastructure goals. This database will be linked to the SMTC’s Geographic Information System (GIS). The first Bridge and Pavement Condition Management System was completed in 2000-2001. The annual completion of this task allows for trend analysis to be completed that will show the status over time of the multi-jurisdictional bridge and pavement infrastructure in the SMTC area.

The bridge condition data is currently being gathered by the New York State Department of Transportation (NYSDOT) Regional Staff. The SMTC will then need to obtain the data from NYSDOT and incorporate it into the SMTC database and GIS.

The pavement condition data is currently being gathered by the City of Syracuse, the NYSDOT, the NYSTA, and the Onondaga County Department of Transportation for all federal aid eligible roads within their jurisdiction. For non-City, non-County, or non-State federal aid eligible facilities, the NYSDOT has agreed to collect and provide the necessary data. The SMTC will then compile the data and document it in an annual report. In addition, the SMTC will work with the appropriate member agencies to develop a satisfactory Quality Control procedure for the data provided.

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:

- *“The SMTC should consider reporting on pavement and bridge conditions, and assess progress toward the Long-Range Plan infrastructure goals on an annual or biannual basis.”*
- *“The SMTC should consider the merits of establishing a centralized pavement management database.”*

This will be the fourth consecutive year for a Bridge and Pavement Condition Management System for the SMTC area. As part of the process, the Study Advisory Committee (SAC) will determine, based on the availability of data, the level of effort and detail of a trend analysis to be completed as part of this project.

END PRODUCT:

Annual report of bridge and pavement conditions that includes: (1) comprehensive database of bridge and pavement conditions; (2) comparative database for individual road segments that shows condition by jurisdiction by year for all federal aid eligible roads; (3) a trend analysis (details to be determined); and (4) written report that contains the liberal use of maps, charts, and tables to show the current bridge and pavement conditions and trends (if available).

Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	SMTC City of Syracuse OCDOT NYSDOT NYSTA	FHWA (PL) FTA (Sec. 5303) TOTAL	\$ 20,000 \$ \$ 20,000

PROJECT NO:	3F		
PROJECT TITLE:	Congestion Management System		
OBJECTIVE:			
To biennially perform a Congestion Management System (CMS) for various identified highways/streets within Onondaga County.			
METHODOLOGY:			
<p>The Syracuse Metropolitan Transportation Council (SMTC) has developed a Congestion Management System that is consistent with Federal requirements and State guidelines. In addition, it is consistent with the State's Congestion Management System. Staff has worked with local highway officials to determine the appropriate level of effort desired for voluntary CMS implementation strategies/programs.</p> <p>The CMS process to be implemented by this task generally incorporates the following steps:</p> <ul style="list-style-type: none"> ● Establishment of appropriate measures for congestion; ● Establishment of acceptable levels of congestion; ● Data collection consistent with above; ● Evaluation of the data (Tier-I and Tier-II Analyses); ● Identification and confirmation of congested locations; ● Identification and selection of remedial/mitigating strategies to address congestion; ● Assisting in the implementation of the selected strategies; and ● Utilizing CMS as a tool in determining the merit and/or funding of future TIP and UPWP projects. <p>The CMS is now being completed on a two-year cycle and in 'non-TIP' years so that the results of the CMS can be utilized in determining which potential TIP projects may help to alleviate congestion. In addition, the CMS Study Advisory Committee (SAC) will be re-evaluating the locations utilized in the CMS report and making changes, deletions, and/or additions to the locations where appropriate for the 2003-2004 CMS.</p>			
END PRODUCT:			
Biennial CMS report			
Sponsored By:	Participating Agencies:		Funding Sources:
SMTC	City of Syracuse OCDOT NYSDOT NYSTA SOCPA		FHWA (PL) \$ 45,000 FTA (Sec. 5303) \$ TOTAL \$ 45,000

PROJECT NO:	3G		
PROJECT TITLE:	Environmental Justice Analysis		
OBJECTIVE:			
Continue to study issues relevant to environmental justice in the SMTC area. This includes examining the relationship between various soci-economic and demographic data and the transportation systems and plans in the MPO area.			
METHODOLOGY:			
This project will address environmental justice issues in the MPO area by examining the relationship between various soci-economic/demographic data and the transportation systems and plans.			
In general, the following will be completed:			
<ul style="list-style-type: none"> ● Define and examine as necessary the socioeconomic and demographic conditions relevant to environmental justice issues; ● Utilizing data from the 2000 Census, the Job Access Reverse Commute Plan, and other relevant data sets, define the geographic areas where the noted socio-economic and demographic conditions exist in the MPO area; ● Examine the existing transportation and transit system as it relates to the areas noted above; ● Examine the location of future transportation projects via the LRTP and the TIP, and study the correlation of these future projects to the areas noted above; ● Utilizing GIS and other automated tools, create maps, charts, and other relevant graphics to depict the existing and potential future conditions relevant to environmental justice; and 			
The findings of this analysis should be taken into consideration for future transportation planning and capital projects in the MPO area.			
END PRODUCT:			
A report that addresses the issues and concerns relevant to environmental justice in the SMTC area.			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	All SMTC Member Agencies	FHWA (PL)	\$ 12,000
		FTA (Sec. 5303)	\$ 3,000
		TOTAL	\$ 15,000

UPWP TASK NO:	3H
TASK TITLE:	I-481 Industrial Corridor Transportation Study

OBJECTIVE:

To complete the corridor transportation study that the SMTC began late in the 2001-2002 UPWP fiscal year on behalf of the Syracuse-Onondaga County Planning Agency (SOCPA), the Town of Cicero, the Town of DeWitt, and the Town of Manlius for the Interstate 481 Industrial Corridor. The purpose of the study is to examine the transportation system in relation to existing and proposed industrial and office development. The intent is to enhance the area’s economic competitiveness by insuring that new development will not overwhelm the area’s transportation system. The study is to be multi-modal in nature and will examine the area’s State, County, and local road network , and its access to other systems (e.g., DeWitt rail yards, Syracuse Hancock International Airport, and the interstate highway system). The impetus behind the study is the rapid and proposed development of several industrial and office parks in the area.

METHODOLOGY:

Based on information from the Onondaga County Planning Board, there is concern that additional development of currently vacant land that is zoned Industrial may have a substantial impact on the transportation network in the area. The study will address this concern by performing a 20-year build out analysis of the area based on information provided by the municipalities. The study will also briefly examine the potential impacts of the Empire State Development Corporation’s (ESDC) programs in promoting development in this area. Additionally, the study will assess the adequacy of the local street network, and the linkages with rail, air and other modes of travel. Finally, the study will, in cooperation with the Towns of DeWitt, Cicero and Manlius, seek to develop and enhance land use goals and policies, which will preserve the functional capabilities of the existing transportation network through local land use and access management planning.

The following list identifies the major elements of the study completed since the project’s inception:

- Defined the study’s goals and objectives; established the study area limits; and developed a Public Involvement Plan (PIP);
- Collected and analyzed existing conditions data which has been summarized in Technical Memorandum #1 (TM#1)
- Presented and solicited comments on TM#1 at a Public Meeting held in June 2002;
- Identified preliminary transportation and land use issues; and
- Gathered various data inputs for the Travel Demand Modeling portion of the study.

The following list identifies the major work to be completed during the 2003-2004 UPWP:

- Complete the 20-year build-out analysis and travel demand modeling, the multi-modal assessment and the transportation and land use issues portion of the study and document in TM#2;
- Develop and evaluate alternative solutions for both land use and transportation needs; prepare a recommendations and implementation plan and document in TM#3; and
- Complete the documentation process and produce a Final Report.

END PRODUCT:

Technical memoranda and a Final Report.

Sponsored By:	Participating Agencies:	Funding Sources:	
SOCPA Town of DeWitt Town of Manlius	SMTC CNYRPDB CNYRTA ESDC MDA NYS DOT OCDOT	FHWA (PL) FTA (Sec. 5303) TOTAL	\$ 17,000 \$ 3,000 \$ 20,000

UPWP TASK NO:	3I
TASK TITLE:	I-90 Corridor Planning Study

OBJECTIVE:

To provide administrative and technical assistance to the New York State Thruway Authority (NYSTA) and the New York State Department of Transportation (NYSDOT) on this project.

METHODOLOGY:

The NYSTA and the NYSDOT are working together to develop a joint transportation planning project for the I-90 Corridor. This task would allow for SMTC staff to assist in the development of the Scope of Work for the project as well as participate in the consultant review and selection process. Activities under this task are not expected to begin until sometime during the second half of the program year. There is a possibility that the SMTC will be requested to administer the consultant contract for this project on behalf of the NYSTA and the NYSDOT in the next UPWP.

END PRODUCT:

Administrative and technical assistance.

Sponsored By:	Participating Agencies:	Funding Sources:
SMTC	SMTC NYSTA NYSDOT OCDOT SOCPA	FHWA (PL) \$ 4,500 FTA (Sec. 5303) \$ 500 TOTAL \$ 5,000

PROJECT NO:	3J							
PROJECT TITLE:	Intelligent Transportation Systems (ITS)							
OBJECTIVE:								
Facilitate communication among the MPO member agencies.								
METHODOLOGY:								
The task will allow for the SMTC to facilitate communication among the various SMTC member agencies relative to Intelligent Transportation Systems issues and the recently completed ITS Strategic Plan for the Syracuse Metropolitan Area.								
END PRODUCT:								
Ongoing communications regarding the Intelligent Transportation Systems Strategic Plan for the Syracuse Metropolitan Area.								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 4,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 500</td> </tr> <tr> <td>TOTAL</td> <td>\$ 5,000</td> </tr> </table>	FHWA (PL)	\$ 4,500	FTA (Sec. 5303)	\$ 500	TOTAL	\$ 5,000
FHWA (PL)	\$ 4,500							
FTA (Sec. 5303)	\$ 500							
TOTAL	\$ 5,000							

PROJECT NO:	3K							
PROJECT TITLE:	Lakefront Area Planning							
OBJECTIVE:								
To continue to participate in various Lakefront Area Planning initiatives as necessary.								
METHODOLOGY:								
Due to ongoing developments planned and/or proposed for the Syracuse Lakefront Area, various transportation planning activities are currently underway and expected to continue in the future. Currently, the SMTC is not administering any specific planning studies in the area, however, staff is actively involved with the efforts being led by others. Staffs involvement in these activities will be of particular importance in developing the Long-Range Transportation Plan 2004 Update.								
END PRODUCT:								
Data, knowledge and information relative to the Syracuse Lakefront Area for use by the MPO is various SMTC planning activities.								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 44,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 11,000</td> </tr> <tr> <td>TOTAL</td> <td>\$ 55,000</td> </tr> </table>	FHWA (PL)	\$ 44,000	FTA (Sec. 5303)	\$ 11,000	TOTAL	\$ 55,000
FHWA (PL)	\$ 44,000							
FTA (Sec. 5303)	\$ 11,000							
TOTAL	\$ 55,000							

PROJECT NO:	3L		
PROJECT TITLE:	Long-Range Transportation Plan 2004 Update		
OBJECTIVE:			
<p>Continue work on the required Long-Range Transportation Plan (LRTP) update. This task is scheduled for completion in 2004, and will also include any modifications to the Functional Classification System and Urban Area Boundary designation for the SMTC.</p>			
METHODOLOGY:			
<p>As required by law, each Metropolitan Planning Organization (MPO) must have a complete and up-to-date LRTP. Federal Regulations dictate that the Plan be updated a minimum of every three years. The SMTC's last complete LRTP was the <i>2020 Long-Range Transportation Plan</i>, completed in 1995, with updates completed in 1998 and 2001.</p> <p>The following list identifies the major elements of the LRTP 2004 Update completed during the 2002-2003 UPWP:</p> <ul style="list-style-type: none"> ● SMTC Staff drafted a proposed schedule, process, document outline and Public Involvement Plan and formulated a Study Advisory Committee (SAC); ● A kickoff SAC meeting was held in May 2002 at which staff presented the draft schedule, process and outline and obtained feedback; ● The data collection process began in July and Staff conducted several information gathering meetings with various member agencies; ● A Power Point Presentation was created for use in public outreach efforts and a Public Opinion Survey was developed and distributed via various avenues (public meetings, newsletter, web site, mailings); ● The 2nd SAC meeting was held in December 2002 at which the SAC was updated on the progress to date; ● The designated consultant began the necessary updates to the SMTC's Travel Demand Model in order to complete the required Air Quality Conformity Analysis; ● A meeting was conducted to discuss the housing and employment projections by TAZ for 5, 10, 15 and 20 year scenarios; and ● Staff has prepared draft text for several portions of the Final document. <p>The following list identifies the major work elements to be completed during the 2003-2004 program year</p> <ul style="list-style-type: none"> ● Continue data collection efforts; ● Continue drafting the Final Report; ● Continue with the Public Outreach Activities; ● Modify the functional classification system to reflect changes in the Urban Area Boundary and the Metropolitan Planning Area Boundary; and ● Continue updating the SMTC's Travel Demand Model in order to complete the required Air Quality Conformity Analysis. <p>All tasks and activities conducted as part of this project will ensure that the principles and procedures of Environmental Justice and Title VI receive the appropriate attention. A similar fiscal allocation would be required for the next program year to allow for completion of this project.</p>			
END PRODUCT:			
<p>Second year's efforts towards a LRTP update and modifications to the Functional Classification System and Urban Area Boundary designations. The deadline for SMTC Policy Committee adoption of a LRTP update must be prior to July 12, 2004.</p>			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	All SMTC Member Agencies	FHWA (PL)	\$ 40,000
		FTA (Sec. 5303)	\$ 10,000
		TOTAL	\$ 50,000

PROJECT NO:	3M								
PROJECT TITLE:	Rail/Truck and Transit Planning								
OBJECTIVE:									
To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address rail, truck and transit transportation issues, for moving both people and freight, as appropriate.									
METHODOLOGY:									
<ul style="list-style-type: none"> • Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that rail, truck and transit travel are given appropriate consideration to any given SMTC project; • Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required; • 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 development. 									
END PRODUCT:									
Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.									
Sponsored By:	Participating Agencies:		Funding Sources:						
SMTC	SMTC CNYRTA		<table border="0"> <tr> <td>FHWA (PL)</td> <td>\$ 24,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 6,000</td> </tr> <tr> <td>TOTAL</td> <td>\$ 30,000</td> </tr> </table>	FHWA (PL)	\$ 24,000	FTA (Sec. 5303)	\$ 6,000	TOTAL	\$ 30,000
FHWA (PL)	\$ 24,000								
FTA (Sec. 5303)	\$ 6,000								
TOTAL	\$ 30,000								

PROJECT NO:	3N		
PROJECT TITLE:	Safety Improvement Analysis		
OBJECTIVE:			
<p>To further the objective of traffic safety issues and concerns in the MPO area by examining traffic incidents in either the City of Syracuse or County of Onondaga (location alternates by year). This program year examines traffic incidents in the County of Onondaga.</p>			
METHODOLOGY:			
<p>The first step in completing this analysis is to obtain from the New York State Department of Transportation's (NYSDOT) Centralized Local Accident Surveillance System (CLASS) a complete listing of all accidents within Onondaga County for the most recent 3 year period. This data will then be presented to the County so they may choose the 10 locations for analysis.</p> <p>Staff will then complete a detailed analysis of each location. There will be several tasks included in the analysis and shall include field investigations, collision diagrams, collision summaries, intersection diagrams, timing and phasing plans, Level of Service analysis, and recommendations. An understanding of reasons for the accident occurrences will be developed and a detailed report will be completed.</p> <p>Recommended improvements from this analysis will be considered by the responsible agency when developing their capital improvement program and for the purposes of requesting State and Federal transportation funds as part of the Transportation Improvement Program (TIP) development process.</p> <p>In addition, this task allows for the ongoing maintenance of the New York State Department of Transportation's (NYSDOT) Centralized Local Accident Surveillance System (CLASS) data that the SMTC utilizes for this recurring task. Maintenance of this data allows for the SMTC to be able to have a single database with historical incident data at our disposal for use on studies, projects or member agencies requests. This data may be mapped or presented in tabular format.</p>			
END PRODUCT:			
A Final Report documenting the detailed analysis of the selected locations.			
Sponsored By:	Participating Agencies:	Funding Sources:	
SMTC	SMTC County of Onondaga	FHWA (PL)	\$ 25,000
		FTA (Sec. 5303)	\$
		TOTAL	\$ 25,000

PROJECT NO:	30							
PROJECT TITLE:	Transportation/Land Use Educational Outreach							
OBJECTIVE:								
<p>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.</p>								
METHODOLOGY:								
<p>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, linking the SMTC efforts with those of the Onondaga County Settlement Plan initiatives, as appropriate.</p>								
END PRODUCT:								
<p>Delivery of an on-going educational outreach program.</p>								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 9,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 500</td> </tr> <tr> <td>TOTAL</td> <td>\$ 10,000</td> </tr> </table>	FHWA (PL)	\$ 9,500	FTA (Sec. 5303)	\$ 500	TOTAL	\$ 10,000
FHWA (PL)	\$ 9,500							
FTA (Sec. 5303)	\$ 500							
TOTAL	\$ 10,000							

PROJECT NO:	3P
PROJECT TITLE:	University Hill Comprehensive Transportation Study

OBJECTIVE:

To continue activities on the University Hill Comprehensive Transportation Study.

METHODOLOGY:

In the University Hill-Special Events Transportation Study a recommendation was made to look at the creation of an overall master parking plan for the area. This project is an expansion of that recommendation to include parking, general vehicular access, bicycle and pedestrian access, and an examination of existing transit services and possible transit alternatives.

The following list identifies the major elements of the project that have been completed to date:

- A Request for Proposals was prepared and advertised, a Consultant Selection Committee was formed, five proposals were reviewed, Consultant Team interviews were conducted, contract negotiations were completed and a contract was executed with the chosen Consultant Team in September 2002;
- A Public Involvement Plan was prepared;
- A Study Advisory Committee (SAC) was created and the kickoff meeting was held in October 2002;
- The Study Area Boundries were determined;
- Data collection efforts commenced; and
- A presentation on the project was given to the Syracuse University Parking Committee.

The following list identifies the major elements of the project to be completed during the 2003-2004 UPWP:

- Continue with data collection and analysis;
- Complete the Multi-Modal Assessment;
- Complete the Existing Conditions Summary (Technical Memorandum #1);
- Convene the SAC for meetings #2 and #3 and hold the 1st Public Meeting; and
- Identify issues and begin to develop alternatives.

The project is anticipated to take two years from commencement (September 2002 - September 2004). The Planning Committee has previously authorized \$300,000 for the completion of this study; therefore, additional funds shall be included in future UPWP years.

END PRODUCT:

Technical memorandums and a Final Report over a multi-year study period.

Sponsored By:	Participating Agencies:	Funding Sources:	
City of Syracuse MDA	SMTC CNYRTA NYS DOT SOCPA	FHWA (PL)	\$ 112,000
		FTA (Sec. 5303)	\$ 28,000
		TOTAL	\$ 140,000

UNIFIED PLANNING WORK PROGRAM

FY 2003-2004

4 — TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

4A — Transportation Improvement Program (TIP) Administration

PROJECT NO:	4A							
PROJECT TITLE:	Transportation Improvement Program (TIP) Administration							
OBJECTIVE:								
<p>Maintain and update the Transportation Improvement Program (TIP). Activities for this project will also ensure that the TIP has complied with the requirements of the Clean Air Act, and is in conformity with the New York State Implementation Plan (SIP) for air quality.</p>								
METHODOLOGY:								
<p>The current TIP will be maintained, and updated as necessary, in cooperation with the New York State Department of Transportation (NYSDOT), units of local government, and the Central New York Regional Transportation Authority (CNYRTA). It will include improvement projects drawn from existing adopted programs, plans, and studies.</p>								
END PRODUCT:								
<p>Updated and maintained TIP as appropriate.</p>								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 17,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 3,000</td> </tr> <tr> <td>TOTAL</td> <td>\$ 20,000</td> </tr> </table>	FHWA (PL)	\$ 17,000	FTA (Sec. 5303)	\$ 3,000	TOTAL	\$ 20,000
FHWA (PL)	\$ 17,000							
FTA (Sec. 5303)	\$ 3,000							
TOTAL	\$ 20,000							

UNIFIED PLANNING WORK PROGRAM

FY 2003-2004

5—OTHER ACTIVITIES

5A — Miscellaneous Activities and Special Technical Assistance

PROJECT NO:	5A							
PROJECT TITLE:	Miscellaneous Activities & Special Technical Assistance							
OBJECTIVE:								
<p>This task covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP projects. Additionally, this task provides for special technical assistance to member agencies, local governments, and other agencies and/or organizations as appropriate.</p>								
METHODOLOGY:								
<p>From time to time, miscellaneous projects are assigned to staff. Many are one time studies or reports, while other tasks are more long-term in nature, and are infrequent enough or so limited in scope of MPO participation, and therefore do not warrant a separate UPWP project.</p> <p>Tasks may include such activities as participation in various New York State MPO statewide initiatives, and reviewing proposed Federal regulations.</p> <p>This task also allows the SMTC to provide technical assistance to member agencies, local governments, and other agencies/organizations which was not foreseen or known during the preparation of the annual UPWP.</p>								
END PRODUCT:								
<p>Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.</p>								
Sponsored By:	Participating Agencies:	Funding Sources:						
SMTC	All SMTC Member Agencies	<table> <tr> <td>FHWA (PL)</td> <td>\$ 10,282</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 1,110</td> </tr> <tr> <td>TOTAL</td> <td>\$ 11,392</td> </tr> </table>	FHWA (PL)	\$ 10,282	FTA (Sec. 5303)	\$ 1,110	TOTAL	\$ 11,392
FHWA (PL)	\$ 10,282							
FTA (Sec. 5303)	\$ 1,110							
TOTAL	\$ 11,392							

UNIFIED PLANNING WORK PROGRAM

FY 2003-2004

6 — BUDGET TABLES

TABLE 1	2003-2004 UPWP SUMMARY BUDGET
TABLE 2	2003-2004 UPWP SUMMARY BUDGET - FEDERAL PROGRAMS ONLY
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TABLE 1

2003 - 2004 UPWP SUMMARY BUDGET

		TASK BUDGET							
TASK		FUNDING SOURCE							
ID	Category	FHWA	FTA	FTA %	Total Federal	Total Non-Federal	State	County	Total
1.	Program Administration and Support								
A.	General Administration	\$160,000	\$40,000	20%	\$200,000	\$50,000	\$37,500	\$12,500	\$250,000
B.	Professional Services - Miscellaneous	\$4,750	\$250	5%	\$5,000	\$1,250	\$938	\$313	\$6,250
C.	Public Participation	\$42,500	\$7,500	15%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
E.	SMTC Activity Tracking System	\$21,250	\$3,750	15%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
D.	UPWP Previous Year Closeouts	\$10,800	\$1,200	10%	\$12,000	\$3,000	\$2,250	\$750	\$15,000
E.	UPWPMaintenance and Development	\$21,250	\$3,750	15%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
	Total Program Administration and Support	\$260,550	\$56,450	18%	\$317,000	\$79,250	\$59,438	\$19,813	\$396,250
2.	Short-Range Transportation Planning								
A.	Census Data Compilation and/or Analysis	\$13,500	\$1,500	10%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
B.	Data Collection, Compilation and/or Analysis	\$9,000	\$1,000	10%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
C.	Geographic Information Systems	\$12,750	\$2,250	15%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
D.	Travel Demand Model (See Note 1)	\$37,500	\$12,500	25%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
	Total Short-Range Transportation Planning	\$72,750	\$17,250	19%	\$90,000	\$22,500	\$16,875	\$5,625	\$112,500
3.	Long-Range Transportation Planning								
A.	Air Quality and Conformity	\$4,250	\$750	15%	\$5,000	\$1,250	\$938	\$313	\$6,250
B.	Air/Water Planning	\$5,000	\$0	0%	\$5,000	\$1,250	\$938	\$313	\$6,250
C.	Bicycle and Pedestrian Plan	\$44,000	\$11,000	20%	\$55,000	\$13,750	\$10,313	\$3,438	\$68,750
D.	Bicycle/Pedestrian Planning	\$4,250	\$750	15%	\$5,000	\$1,250	\$938	\$313	\$6,250
E.	Bridge & Pavement Condition Management System (BPCMS)	\$20,000	\$0	0%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
F.	Congestion Management System	\$45,000	\$0	0%	\$45,000	\$11,250	\$8,438	\$2,813	\$56,250
G.	Environmental Justice Analysis	\$12,000	\$3,000	20%	\$15,000	\$3,750	\$2,813	\$938	\$18,750
H.	I-481 Industrial Corridor Transportation Study	\$17,000	\$3,000	15%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
I.	I-90 Corridor Planning Study	\$4,500	\$500	10%	\$5,000	\$1,250	\$938	\$313	\$6,250
J.	Intelligent Transportation Systems (ITS)	\$4,500	\$500	10%	\$5,000	\$1,250	\$938	\$313	\$6,250
K.	Lakefront Area Planning	\$44,000	\$11,000	20%	\$55,000	\$13,750	\$10,313	\$3,438	\$68,750
L.	Long-Range Transportation Plan 2004 Update	\$40,000	\$10,000	20%	\$50,000	\$12,500	\$9,375	\$3,125	\$62,500
M.	Rail/Truck and Transit Planning	\$24,000	\$6,000	20%	\$30,000	\$7,500	\$5,625	\$1,875	\$37,500
N.	Safety Improvement Analysis	\$25,000	\$0	0%	\$25,000	\$6,250	\$4,688	\$1,563	\$31,250
O.	Transportation/Land Use Educational Outreach	\$9,500	\$500	5%	\$10,000	\$2,500	\$1,875	\$625	\$12,500
P.	University Hill Comprehensive Transportation Study	\$112,000	\$28,000	20%	\$140,000	\$35,000	\$26,250	\$8,750	\$175,000
	Total Long-Range Transportation Planning	\$415,000	\$75,000	15%	\$490,000	\$122,500	\$91,875	\$30,625	\$612,500
4.	Transportation Improvement Program (TIP)								
A.	TIP Administration	\$17,000	\$3,000	15%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
	Total Transportation Improvement Program	\$17,000	\$3,000	15%	\$20,000	\$5,000	\$3,750	\$1,250	\$25,000
5.	Other Activities								
A.	Miscellaneous Activities & Special Technical Assistance	\$10,282	\$1,110	10%	\$11,392	\$2,848	\$2,136	\$712	\$14,240
	Total Other Activities	\$10,282	\$1,110	9%	\$11,392	\$2,848	\$2,136	\$712	\$14,240
	Grand Total - Planning Funds	\$775,582	\$152,810	16%	\$928,392	\$232,098	\$174,074	\$58,025	\$1,160,490
	Supplemental TCSPF Funds (For Task 2D, See Note 1)				\$350,000				
	Grand Total - All Fund Sources				\$1,278,392				

Note 1: The total project cost for this task is \$400,000 which will be funded with \$50,000 of SMTC planning funds and \$350,000 via a Federal Grant from the Federal Highway Administration's Transportation and Community and System Preservation Program (TCSPF). The \$350,000 grant is 100% federal funds and requires no local match and has not been included in the budget tables.

TABLE 2
2003 - 2004 UPWP SUMMARY BUDGET
FEDERAL PROGRAM ONLY

TASK BUDGET											
TASK		FUNDING SOURCE					RESPONSIBILITY				
ID	TASK	FHWA	FTA	State	County	Total	Staff	CNY RPDB	State	County	Total
44.21.00	Program Administration and Support	\$260,550	\$56,450	\$59,438	\$19,813	\$396,250	\$227,000	\$90,000	\$59,438	\$19,813	\$396,250
44.24.00	Short-Range Transportation Planning	\$72,750	\$17,250	\$16,875	\$5,625	\$112,500	\$90,000	\$0	\$16,875	\$5,625	\$112,500
44.23.02	Long-Range Transportation Planning	\$415,000	\$75,000	\$91,875	\$30,625	\$612,500	\$490,000	\$0	\$91,875	\$30,625	\$612,500
44.25.00	Transportation Improvement Program	\$17,000	\$3,000	\$3,750	\$1,250	\$25,000	\$20,000	\$0	\$3,750	\$1,250	\$25,000
44.27.00	Other Activities	\$10,282	\$1,110	\$2,136	\$712	\$14,240	\$11,392	\$0	\$2,136	\$712	\$14,240
	Total	\$775,582	\$152,810	\$174,074	\$58,025	\$1,160,490	\$838,392	\$90,000	\$174,074	\$58,025	\$1,160,490

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	County	Total
44.20.01	Personnel / Salaries	\$429,884		\$79,900		\$509,784
44.20.02	Fringe	\$108,758		\$24,544		\$133,302
44.20.03	Travel	\$5,000				\$5,000
44.20.04	Equipment	\$7,000				\$7,000
44.20.05	Supplies	\$7,000				\$7,000
44.20.06	Contractual	\$213,500	\$90,000		\$58,025	\$361,525
44.20.07	Other	\$5,000				\$5,000
44.20.08	Indirect	\$62,250		\$69,629		\$131,879
	Total	\$838,392	\$90,000	\$174,074	\$58,025	\$1,160,490

TABLE 3
2003 - 2004 UPWP SUMMARY BUDGET
FHWA BUDGET

TASK BUDGET						
ID	TASK	Total	Staff	CNY RPDB	State	County
44.21.00	Program Administration and Support	\$325,688	\$186,577	\$73,973	\$48,853	\$16,284
44.24.00	Short-Range Transportation Planning	\$90,938	\$72,750		\$13,641	\$4,547
44.23.02	Long-Range Transportation Planning	\$518,750	\$415,000		\$77,813	\$25,938
44.25.00	Transportation Improvement Program	\$21,250	\$17,000		\$3,188	\$1,063
44.27.00	Other Activities	\$12,994	\$10,424		\$1,928	\$643
	Total	\$969,619	\$701,750	\$73,973	\$145,422	\$48,474

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$426,570	\$359,821		\$66,749	
44.20.02	Fringe	\$111,537	\$91,033		\$20,504	
44.20.03	Travel	\$4,185	\$4,185			
44.20.04	Equipment	\$5,859	\$5,859			
44.20.05	Supplies	\$5,859	\$5,859			
44.20.06	Contractual	\$301,151	\$178,704	\$73,973		\$48,474
44.20.07	Other	\$4,185	\$4,185			
44.20.08	Indirect	\$110,273	\$52,104		\$58,169	
	Total	\$969,620	\$701,750	\$73,973	\$145,422	\$48,474

TABLE 4
2003 - 2004 UPWP SUMMARY BUDGET
FTA BUDGET

TASK BUDGET							
ID	TASK	Total	FTA	Staff	CNY RPDB	State	County
44.21.00	Program Administration and Support	\$70,563	\$56,450	\$40,423	\$16,027	\$10,584	\$3,528
44.24.00	Short-Range Transportation Planning	\$21,563	\$17,250	\$17,250		\$3,234	\$1,078
44.23.02	Long-Range Transportation Planning	\$93,750	\$75,000	\$75,000		\$14,063	\$4,688
44.25.00	Transportation Improvement Program	\$3,750	\$3,000	\$3,000		\$563	\$188
44.27.00	Other Activities	\$1,387	\$1,110	\$968		\$208	\$69
	Total	\$191,012	\$152,810	\$136,642	\$16,027	\$28,652	\$9,551

AUDIT BUDGET							
ID	Category	Total		Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$83,214		\$70,063		\$13,151	
44.20.02	Fringe	\$21,765		\$17,725		\$4,040	
44.20.03	Travel	\$815		\$815			
44.20.04	Equipment	\$1,141		\$1,141			
44.20.05	Supplies	\$1,141		\$1,141			
44.20.06	Contractual	\$60,374		\$34,796	\$16,027		\$9,551
44.20.07	Other	\$815		\$815			
44.20.08	Indirect	\$21,606		\$10,146		\$11,461	
	Total	\$190,871		\$136,642	\$16,027	\$28,652	\$9,551

TABLE 5

2003 - 2004 UPWP SUMMARY BUDGET TOTAL FEDERAL BUDGETS

TASK BUDGET			
ID	TASK	Total Federal	Total
44.21.00	Program Administration and Support	\$317,000	\$396,250
44.24.00	Short-Range Transportation Planning	\$90,000	\$112,500
44.23.02	Long-Range Transportation Planning	\$490,000	\$612,500
44.25.00	Transportation Improvement Program	\$20,000	\$25,000
44.27.00	Other Activities	\$11,392	\$14,240
	Total	\$928,392	\$1,160,490

AUDIT BUDGET			
ID	Category	Total Federal	Total
44.20.01	Personnel / Salaries	\$429,884	\$509,783
44.20.02	Fringe	\$108,758	\$133,303
44.20.03	Travel	\$5,000	\$5,000
44.20.04	Equipment	\$7,000	\$7,000
44.20.05	Supplies	\$7,000	\$7,000
44.20.06	Contractual	\$303,500	\$361,525
44.20.07	Other	\$5,000	\$5,000
44.20.08	Indirect	\$62,250	\$131,879
	Total	\$928,392	\$1,160,490

TABLE 6

2003 - 2004 UPWP SUMMARY BUDGET TOTAL AUDITABLE BUDGET

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$509,783	\$429,884		\$79,900	
44.20.02	Fringe	\$133,303	\$108,758		\$24,544	
44.20.03	Travel	\$5,000	\$5,000			
44.20.04	Equipment	\$7,000	\$7,000			
44.20.05	Supplies	\$7,000	\$7,000			
44.20.06	Contractual	\$361,525	\$213,500	\$90,000		\$58,025
44.20.07	Other	\$5,000	\$5,000			
44.20.08	Indirect	\$131,879	\$62,250		\$69,629	
	Total	\$1,160,490	\$838,392	\$90,000	\$174,074	\$58,025