



**2004-2006**

Unified Planning Work Program

# UPWP

for the  
Syracuse Metropolitan  
Transportation Council  
(SMTC)



**Syracuse Metropolitan Transportation Council**

**2004-2006**

**UNIFIED PLANNING WORK PROGRAM**

**FOR TRANSPORTATION PLANNING**

**in the**

**SYRACUSE**

**METROPOLITAN PLANNING AREA**

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

**March 3, 2004**

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**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
2004-2006 UNIFIED PLANNING WORK PROGRAM**

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## RESOLUTION

### SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL POLICY COMMITTEE

March 3, 2004

- 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 2004-2006 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 2004-2006, 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 2004-2006 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 2004-2006.

**NOW THEREFORE BE IT RESOLVED**, that the Policy Committee approves the 2004-2006 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 3rd day of March 2004 by consensus of the SMTC Policy Committee.

Matthew J. Driscoll  
Chairperson  
SMTC Policy Committee

Jon P. Edinger  
Secretary  
SMTC Policy Committee

3/3/04  
Date

3/3/04  
Date

## **SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**

### **2004-2006 UNIFIED PLANNING WORK PROGRAM (UPWP) - PURPOSE**

The Unified Planning Work Program (UPWP) incorporates in one document all transportation planning and directly supporting comprehensive planning activities in the Syracuse Metropolitan Area during State fiscal year 2004-2006. It is intended to provide a mechanism for the coordination of planning efforts by local, State, and regional agencies through the Syracuse Metropolitan Transportation Council (SMTC).

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

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

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

As the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York, the SMTC has the responsibility to carry out the continuous, comprehensive and cooperative transportation planning process for the Syracuse Metropolitan Area. The Unified Planning Work Program (UPWP) identifies the transportation planning activities which are to be undertaken in the SMTC study area in support of the goals, objectives and actions established in the 2020 Long-Range Transportation Plan, which was adopted in January 1995. The SMTC Central Staff, working with the Planning Committee and the New York State Department of Transportation, biennially initiates the process of developing the UPWP and prepares a final draft for both Planning and Policy Committees consideration. The intent in developing a comprehensive Work Program is to ensure that a coordinated transportation planning process occurs in the region, which will make positive contributions towards achievement of the established 2020 goals regarding mobility, facilities, safety, the environment, economy and land use.

The SMTC's Operations Plan outlines a framework for the Work Program which the Central Staff is expected to accomplish, and provides guidance with respect to a financial plan to support the Work Program. This 2004-2006 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.

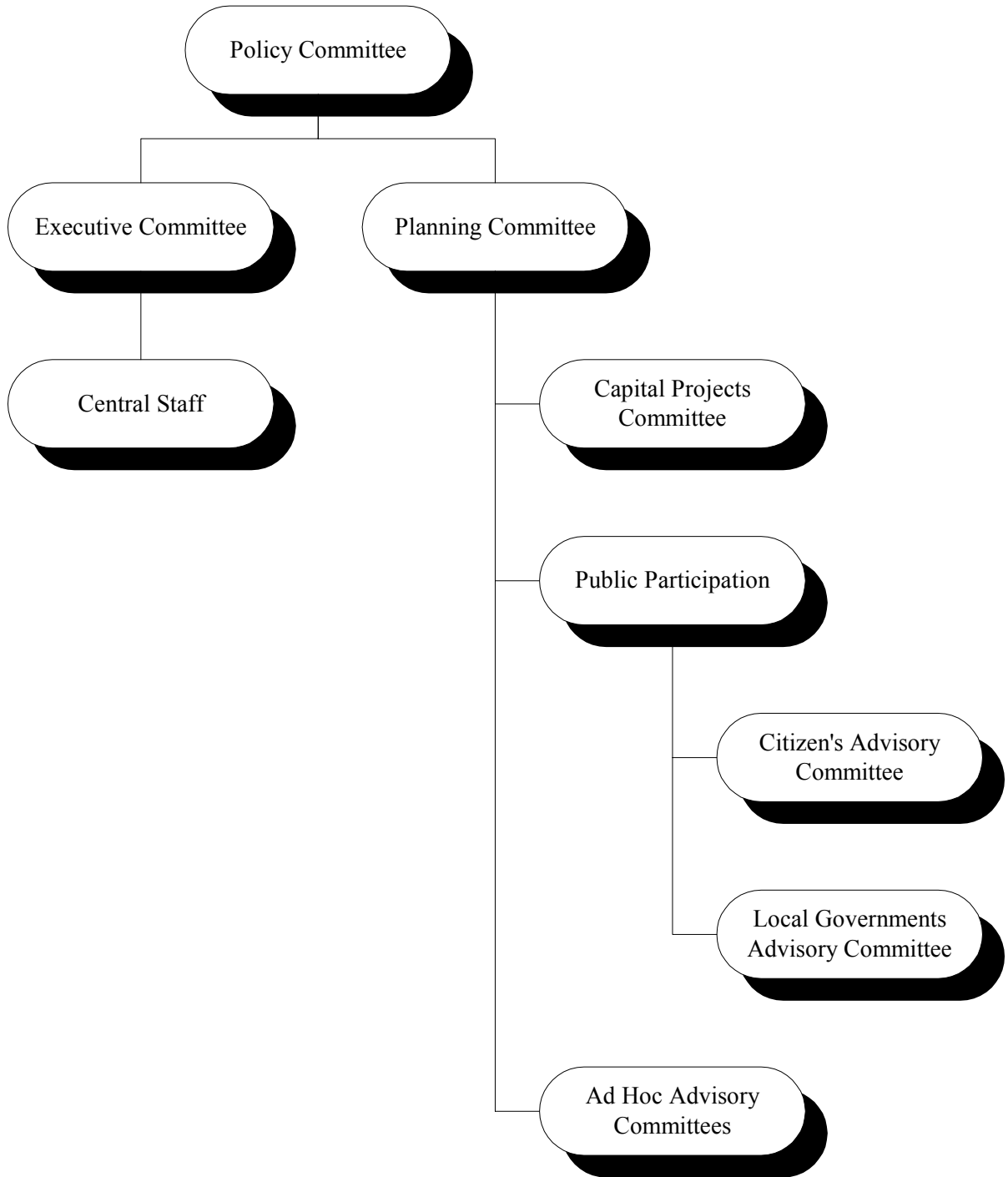
### *Organizational Objectives*

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

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

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

- III. Recognition of requirements established by the Federal Highway Administration (FHWA) regarding the national transportation planning priorities included in the 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.

## 2003-2004 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 include, but are not limited to, the items summarized below:

- Held ten Executive Committee meetings, three Planning Committee, and two Policy Committee meetings over the course of the program year and provided administrative and technical support to these committees as needed;
- Disseminated mailings and other appropriate communications as warranted;
- Maintained all financial records of revenues and expenditures;
- Upgraded and maintained in-house computer and network resources;
- Completed all required communications and coordination with NYSDOT, FHWA and FTA;
- Completed the required UPWP Semi-Annual Reports;
- Continued management of the six on-call consultants for SMTC General Transportation Planning/Engineering Services;
- Continued training of various MPO staff as appropriate; and
- Continued participation, as appropriate, with the American Planning Association (APA), the Institute of Transportation Engineers (ITE), and the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and other professional affiliations as needed. In addition, the SMTC Director continued to serve as Secretary of the Onondaga County Traffic Safety Board.

### ***Public Participation***

Significant public participation/media relations efforts and activities were conducted over the past program year for numerous UPWP tasks including, but not limited to:

- Publicized via press releases, legal notices, flyers, and presentations, the commencement of planning activities and public comment periods relating to both the Transportation Improvement Program (TIP) process and the Long-Range Transportation Plan (LRTP) 2004 Update as appropriate;
- Held the second public meeting in an effort to identify the issues for the I-481 Industrial Corridor Transportation Study;
- Completed various public participation elements for the University Hill Comprehensive Transportation Study including: assisting the consultant in designing and creating a project web site; creating and disseminating a 4-color project brochure; expanding the Study Advisory Committee to include residential representation; assisting with presentations to various community groups; making arrangements and finalizing logistical needs for meeting locations; preparing and distributing public notifications; assisting with the creation of power point presentation format and content; assisting in the creation, dissemination and administering of an employee survey; and active involvement in holding a series of focus groups meetings with study area residents and employers;
- Published *In Motion* Newsletter for the Bicycle and Pedestrian Plan;
- Published the Bicycle and Pedestrian Suitability Map and actively participated in the dissemination of the map via direct mailings, announcements, press releases and media appearances;
- Held a public meeting for the Bicycle and Pedestrian Plan in May to present the study's existing conditions analysis and draft issues;
- Continued the distribution and analysis of a Public Opinion Survey relevant to the LRTP 2004 Update;
- Developed and distributed three issues of the SMTC newsletter, *DIRECTIONS*;
- Maintained and expanded the SMTC web site;

- Maintained and expanded the sub-web sites for both the Bicycle and Pedestrian Plan and the LRTP 2004 Update;
- Pursued various speaking opportunities in an effort to expand the public and business arena's awareness of the SMTC and its role in transportation planning;
- Worked with various municipalities and the media throughout 2003-2004 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 on the roles and responsibilities of the agency.

### ***2004-2006 UPWP Development***

This task involved the creation and dissemination of the 2004-2006 UPWP which was developed via a cooperative process involving all member agencies as well as the SMTC Central Staff. A call letter soliciting planning projects was sent out to all municipalities in the SMTC study area but resulted in modest responses. As recommended in the latest FHWA/FTA Certification Review Report of November 2002, this year the SMTC is preparing a two-year UPWP, covering the period of April 1, 2004 through March 31, 2006. By going to a two-year UPWP, which is being developed in an "off" TIP development year, staff will no longer have to develop two very comprehensive and resource intensive documents in the same year. Although there are benefits to this, it must also be understood that there may need to be more amendments than previously needed for a single-year program. The Final Draft 2004-2006 UPWP is scheduled to be presented to the Planning and Policy Committees on February 20 and March 3, 2004, respectively, for final approvals and adoption.

### ***UPWP Tracking System***

This task involved the creation of a database to track the progress of the recommendations developed in various MPO studies and activities. To date, the database contains all recommendations from all appropriate UPWP projects from the year 2000 to date. Each recommendation is tracked according to the agency responsible, yet some recommendations have multiple responsible agencies. Data entry forms were generated for each agency in order to survey the status of the various recommendations with each of the responsible SMTC member agencies. Staff has also developed a user friendly format to disseminate the data via handouts and a presentation. The results of this project are scheduled to be presented to the Planning and Policy Committees on February 20 and March 3, 2004, respectively. This project is intended to be an ongoing annual effort and will eventually yield detailed reports showing implementation progress by project.

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

The purpose of this task was to provide a "catch-all" billing code and funding for closing out any outstanding UPWP activities from the previous program year (2002 - 2003) that did not warrant carrying over the project to the next (2003 - 2004) program year. The only project that this was required for was the "Break In Access Study - Soule Road." This project was completed and approved by the SMTC Policy Committee on June 27, 2003.

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

This task provides the SMTC with the ability 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.

Staff utilized relevant portions of the Census Bureau's SF1 and SF3 data sets to update the demographic portions of the SMTC's Travel Demand Model, Environmental Justice Report and the LRTP 2004 Update. The data was linked to GIS and allowed for maps to be created and analysis performed that would not have

been possible without the Census Data. Staff is still awaiting the full release of the complete CTPP data sets relevant to transportation planning for the MPO area.

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

This task allows for staff to collect, analyze and utilize various forms of data that assist in the everyday operation of the Metropolitan Planning Organization (MPO). The two primary datasets utilized for this task are Transit Data and Vehicle Data. Due to the fact that the Central New York Regional Transportation Authority is currently updating/implementing an electronic ridership tracking project, there was little or no transit data available during this program year.

In terms of vehicle data collection, the SMTC updated its MS-Access database with new count information (that is linked to GIS) for the past year. This allows for vehicle count locations to be mapped, and for the data to be accessed automatically. This process also allows for a speedier response time to vehicle data requests. Additionally, this database allowed staff to access numerous counts at numerous locations for the Travel Demand Model project. This GIS database is currently and will continue to be distributed to member agencies as it is updated.

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

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. Additionally, this past year saw the linking of all Census and vehicle data collection efforts to the SMTC's GIS. Specific milestones worth noting for this project area include, but are not limited, to the following:

- Training of appropriate staff in the use of new GIS software by way of a NYS MPO Shared Cost Initiative;
- GIS analysis of employment location and number of employees by TAZ in support of the Travel Demand Modeling project;
- Continued updating of the MPO Roads layer to more accurately reflect existing conditions;
- Updates of the MPO and Urban area Boundaries as required;
- Continued updates of the SMTC's functional classification system as necessary based on updates to the MPO and Urban area Boundaries;
- Continued update of all transit routes within the SMTC area;
- Acquisition and utilization of the Pictometry (aerial photographs) data for Onondaga County; and
- Creation of a Bicycle Suitability Layer that was used to publish a high quality Bike Map.

### ***Travel Demand Model***

There were two major activities relating to this task for the past program year as detailed below:

1. Staff continued to utilize its existing travel demand model, TModel2, for required activities relating to the TIP and the LRTP 2004 Update.
2. During the 2002-2003 program year, staff began the process of migrating to a new travel demand modeling software platform and has continued this effort in the 2003-2004 program year. The consultant team retained for this project has made substantial progress in developing a new travel demand model using the TransCad software platform, which has a higher degree of utility and reliability than the current model. As of February 2004, the consultant is approximately 50% complete and is expected to complete the project during the next program year.

Major accomplishments under this effort are itemized below:

- Negotiations with the consultant regarding the approach, scope of work and fee were completed and the contract was executed;
- A Study Advisory Committee (SAC) was established and several SAC meetings have been held to ensure that a cooperative and thorough process has been utilized;
- Appropriate and pertinent TModel2 data has been transferred into the TransCad software as a starting point for the new model;
- Numerous vehicle traffic counts, both existing and new, were transmitted to the consultant as they are a necessary input into TransCada for proper and accurate calibration of existing conditions;
- A household travel survey was conducted in an effort to obtain current travel behaviors and more accurately predict future travel behaviors in the SMTC area;
- Consultation with the NYSDOT Environmental Analysis Bureau was conducted to ensure that the new model will adequately address existing and future air quality requirements;
- A transit ridership survey was developed and administered to assist in the creation of the bus transit component of the model; and
- Considerable efforts by member agency staff, central staff, and the consultant were given to ascertain a more accurate representation of employment by TAZ. Utilizing an employment database, GIS and local knowledge, several working sessions yielded excellent results which will aid in the development of a more accurate travel demand model.

### ***Air Quality and Conformity***

This task allows for the SMTC to ensure that it meets all requirements of Federal and State agencies in terms of air quality and conformity. Specifically, it allows the SMTC to continue to provide for air quality planning initiatives and activities in the MPO area that comply with the conformity requirements of the Clear Air Act Amendments of 1990. In the past year, significant changes in both Federal and State policy initiatives relating to air quality have resulted in a new approach to air quality and conformity for MPOs. The exact details of these requirements and guidelines are not yet finalized and the MPO is communicating with the various regulatory entities to understand its responsibilities and requirements. At the time of this writing, there is a considerable knowledge gap at the SMTC regarding what is “required” versus what is “desired.” A presentation, to be given by the NYSDOT Environmental Analysis Bureau (EAB) and the Department of Conservation is scheduled for February 20, 2004.

Despite these obstacles, staff and member agencies have put considerable effort into trying to learn these requirements in an attempt to adhere to them for the LRTP 2004 Update that is currently being completed. Staff has attended several training and information sessions held by the NYSDOT EAB, and has been coordinating with appropriate agencies as guidance becomes available. This task will likely evolve in the next program year into a more significant and time-intensive staff activity, given the new and forthcoming requirements.

### ***Air/Water Planning***

The purpose of this task is to include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address air and water transportation issues, for moving both people and freight, as appropriate. The primary accomplishments under this task for the past program year focused on the Canal Services Map and continued dissemination of the map. This product was so successful that all but a few copies of the map retained for staff use have been distributed. Additionally, minor changes in the Canal Services Map have been completed by staff on the digital (master) copy of the map in anticipation of reproducing additional copies.

### ***Bicycle and Pedestrian Plan***

The 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 has been completed for the area that shows the current suitability of roads and multiuse trails, particularly for bicycle commuters. This program year saw significant progress in several key areas for the plan including:

- Received 7,500 copies of the Greater Syracuse Metropolitan Area Bike Map from the vendor;
- Disseminated the map via libraries, shopping malls, bicycle shops and parks as well as a direct mailing of the map to project stakeholders. At this time, over 90% of the maps have been distributed;
- Held a Study Advisory Committee (SAC) meeting to review the existing conditions portion of the Plan;
- Held a public meeting in May to present the existing conditions portion of the plan, which allowed for the general public to submit comments on the plan to date as well as solicit the public's thoughts on relevant issues;
- Conducted a workshop in July with approximately 30 members of the public (selected via the stakeholders list) to assist in identifying issues for the plan;
- Utilized one of the SMTC's on-call consultants with expertise in the bicycle and pedestrian planning arena to assist staff on the format and content of the issues portion of the Bicycle and Pedestrian Plan; and
- Completed the issues portion of the plan and distributed for both internal and SAC review and comment.

### ***Bicycle and Pedestrian Planning***

The purpose of this task is to include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process in order to effectively address bicycle and pedestrian transportation issues. Over the past year the SMTC participated in a variety of activities in support of this goal. Highlights of this activity include staff's continued participation in the SAFE KIDS Bicycle and Pedestrian Committee meetings; participation in various workshops, such as the "Better Roads for New York" Bicycle and Pedestrian Safety Workshop; continued participation in National "Walk Your Child to School Day;" staff's assistance to the Town of Geddes in determining the locations most appropriate to route the Canalway Trail through the town, with the goal being signage of the trail throughout the town; and review of the Draft Design Report of the Canalway Trail between Jordan and Camillus. Additionally, staff provided assistance to other staff members in need of assistance relating to bicycle and pedestrian planning for all relevant planning projects (e.g., LRTP 2004 Update, I-481 Corridor Study, etc.)

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

Being the fourth year for this project, this task built on the past three years of the 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 is shared with all of the SMTC's member agencies and will be used as a basis for future year trend analyses when appropriate. The Draft Final Report was approved by the SMTC Planning Committee on January 23, 2004, and was recommended for final adoption to the Policy Committee on March 3, 2004.



### ***I-481 Industrial Corridor Transportation Study***

This study was undertaken on behalf of the Syracuse-Onondaga County Planning Agency (SOCPA), the Town of DeWitt, and the Town of Manlius to examine the transportation system in relation to existing and proposed industrial/office development for the Route 481 Industrial Corridor. The impetus behind the study is the rapid and proposed development of several industrial and office parks in the area. Due to various issues, the project's completion was delayed a few months and is expected to be completed in the early portion of the next program year. Significant activities completed during this past program year include:

- A Study Advisory Committee (SAC) meeting was held for the review and comment on Technical Memorandum # 2 that identified project issues and began identifying draft recommendations. The document was modified to reflect SAC comments;
- A second public meeting was held in July. All applicable comments received at this well attended meeting will be addressed in the Final Report;
- A meeting was held with the NYSDOT Access Management Specialist to review the document completed to date, tour the study area, and seek assistance on the recommendations relevant to access management for the study. All relevant comments and input received have been incorporated into the report; and
- Staff received Technical Memorandum #3 (TM #3) for review in November 2003. Due to various issues, the consultant was requested to make additional modifications to the report and will be re-submitting TM #3. Following approval of TM #3, a final SAC and public meeting will be held and then the consultant will complete the final report to be presented through the SMTC Committee structure for approvals and adoption.

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

The purpose of this study is to biennially perform a Congestion Management System (CMS) for various identified highways/streets within the MPO area. Over the past program year, a number of activities have taken place in pursuit of this goal. While the project was not completed in the program year due to data collection delays, it will be completed in the early portion of the next program year. Notable accomplishments over the past year include:

- Several meetings with the project's SAC to refine and review the road segments and intersections to be included in the CMS process;
- Compilation of data tables to determine the locations where new counts will be needed or existing counts can be utilized;
- Request of relevant count locations from NYSDOT via the adopted protocol;
- Completed entering existing traffic counts into the CMS database. New traffic counts will be entered upon receipt, which is expected to be in the Spring/Summer of 2004; and
- Began preparation of the mapping portion necessary for the project.

### ***Environmental Justice Analysis***

The purpose of this project was to examine issues relevant to environmental justice in the SMTC area. This included examining the relationship between various socioeconomic and demographic data and the transportation systems and plans in the MPO area. This project is expected to be an annual planning task for the SMTC, as strongly suggested by FHWA. Major accomplishments during the past program year include:

- Continued demographic analysis of various 2000 U.S. Census data sets including linking that data to the SMTC's GIS system for mapping purposes;
- Conducted several SAC meetings to review, comment, and revise the draft report as appropriate;
- Completed the Draft Final Report and transmitted to the SAC for review and comment; and
- Presented the document and a PowerPoint presentation to the Planning Committee on January 23, 2004, at which time the document was approved. The report is scheduled to be presented at the March 3, 2004 Policy Committee meeting for final approval and adoption.

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

The purpose of this project was to provide administrative and technical assistance to the New York State Thruway Authority (NYSTA) and the New York State Department of Transportation (NYSDOT). To that end, staff has participated in a few meetings to discuss both the funding opportunities and scoping for this project, yet a final direction for this project has not yet been reached. The SMTC has provided the NYSTA with the qualifications packages for the six on-call consulting firms for their review and determination if they wish to designate one of those firms for the project.

### ***Intelligent Transportation Systems (ITS)***

During the past year, the SMTC has continued to participate and communicate with the appropriate MPO member agencies regarding ITS initiatives in the area.

### ***Lakefront Area Planning***

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

### ***Long-Range Transportation Plan 2004 Update***

The SMTC has continued the process of creating the Long-Range Transportation Plan 2004 Update with the bulk of the work being completed during the past program year. The major accomplishments include:

- Writing the complete document;
- Holding multiple SAC meetings to review the document's contents and format, and revise accordingly; and
- Meeting with several key member agencies individually in an attempt to ensure that the document accurately reflects their views.

Additionally, this task has also included revisions to the current SMTC's functional classification system. This was accomplished via a working group of relevant member agencies that reviewed the SMTC road network in light of modifications to the UAB and MPA boundaries. Several network modifications were examined and the final list of proposed modifications is scheduled to be presented to the Planning Committee on February 20, 2004. The Draft Final LRTP 2004 Update will be presented to both the SMTC Planning and Policy Committees in the early portions of the next program year.

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

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

- The creation of a variety of transit maps and data for Centro in support of their examination of the relocation of the Common Center;
- Assistance to the Onondaga County Legislature on the reestablishment of the Empire Corridor Rail Taskforce;
- Completion of an update to the originally produced 1996 Rail Corridor Inventory;
- Staff's participation in an AASHTO Standing Committee meeting on Rail Transportation; and
- Staff's participation in the Transportation Research Board Annual Meeting which included participation on the Committee on Intermodal Freight.

### ***Safety Improvement Analysis***

The objective of this project is to assess traffic safety issues and concerns in the MPO area by examining traffic incidents in either the City of Syracuse or County of Onondaga (location alternates by year). This past program year was supposed to examine traffic incidents in Onondaga County; however, the project was postponed and will be completed for Onondaga County during the next program year.

### ***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 was to address issues such as parking (enforcement, regulations, residential and employer), general vehicular access, bicycle and pedestrian access, and an examination of existing transit services and possible transit alternatives. There is also a need to look at non-automobile alternatives and improvements such as park and ride shuttle systems. This study began in the previous UPWP year. Accomplishments of the past year include:

- Several SAC meetings that reviewed study progress and Technical Memorandums;
- Extensive public outreach efforts including the creation of a project brochure, meetings with neighborhood groups, focus group meetings, employee survey creation and dissemination, and the planning and holding of the project's first public meeting;
- Regular project status meetings (held bi-weekly) between the consultant and the SMTC;
- Maintenance and update of a project specific website; and
- Completion of Technical Memorandum #1 and a draft of TM #2.

### ***Transportation Improvement Program***

This project's purpose was to maintain and update the Transportation Improvement Program (TIP) for 2001-2006, and develop the 2003-2008 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. Over the past year, the following occurred: staff facilitated the Capital Projects Committee process (begun in April 2003) and created a Draft TIP; the Draft TIP was then presented to both Planning and Policy Committee for approval; the 2003-2006 TIP was approved on June 20, 2004. Additionally, regular amendments to the TIP have been processed as required.

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

This task covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP Tasks. Over the past year, staff participated in numerous minor efforts under this task to further the needs of both the SMTC and its member agencies.

## **SUMMARY OF MAJOR PROGRAMMED ACTIVITIES**

The 2004-2006 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 2004-2006 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 the 2000 Census, transit and vehicle data collection, a review of the functional classification system and Geographic Information Systems (GIS) activities.

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

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

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

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

### **5 — Other Activities**

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

### **6 — Budget Tables**

## 2004-2006 UNIFIED PLANNING WORK PROGRAM OVERVIEW

The 2004-2006 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 2003-2004 UPWP tasks
- Goal #2:** To commence and complete new 2004-2006 UPWP tasks
- Goal #3:** To proceed with existing and proposed recurring activities

### *Goal #1*

In order to attain Goal #1, the following specific projects carried over from the 2003-2004 UPWP will be continued:

- Bicycle and Pedestrian Plan
- Travel Demand Modeling
- University Hill Comprehensive Transportation Study

### *Goal #2*

Goal #2 will be achieved by completing the following new 2004-2006 tasks:

- Functional Classification System Review
- Northern MPA Planning
- Title VI Report

### *Goal #3*

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

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

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

**2004 - 2006**  
**Unified Planning Work Program Outline**

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

ID	Category	2004-2005			2005-2006		
		Project Total	Staff & Operating Expense Budget	Contractual Budget	Project Total	Staff & Operating Expense Budget	Contractual Budget
<b>1.</b>	<b>Program Administration and Support</b>						
A.	General Administration	\$220,000	\$160,000	\$60,000	\$230,000	\$170,000	\$60,000
B.	Professional Services	\$2,500	\$500	\$2,000	\$2,500	\$500	\$2,000
C.	Public Participation	\$55,530	\$10,000	\$45,530	\$57,414	\$10,000	\$47,414
D.	UPWP Previous Year Closeouts	\$18,000	\$10,000	\$8,000	\$10,000	\$10,000	
E.	UPWP Maintenance and Development	\$5,000	\$5,000		\$25,000	\$25,000	
	<b>Total Program Administration &amp; Support</b>	<b>\$301,030</b>	<b>\$185,500</b>	<b>\$115,530</b>	<b>\$324,914</b>	<b>\$215,500</b>	<b>\$109,414</b>
<b>2.</b>	<b>Short-Range Transportation Planning</b>						
A.	Activity Tracking System	\$10,000	\$10,000		\$10,000	\$10,000	
B.	Census Data Compilation and/or Analysis	\$15,000	\$15,000		\$10,000	\$10,000	
C.	Data Collection, Compilation and/or Analysis	\$25,000	\$25,000		\$35,000	\$25,000	\$10,000
D.	Functional Classification System Review	\$10,000	\$10,000		\$10,000	\$10,000	
E.	Geographic Information Systems	\$20,000	\$20,000		\$20,000	\$20,000	
	<b>Total Short-Range Transportation Planning</b>	<b>\$80,000</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$85,000</b>	<b>\$75,000</b>	<b>\$10,000</b>
<b>3.</b>	<b>Long-Range Transportation Planning</b>						
A.	Air Quality, Conformity and Energy	\$35,000	\$35,000		\$30,000	\$30,000	
B.	Air/Water Planning	\$10,000	\$10,000		\$10,000	\$10,000	
C.	Bicycle and Pedestrian Plan	\$22,000	\$20,000	\$2,000	\$0	\$0	
D.	Bicycle and Pedestrian Planning	\$10,000	\$10,000		\$10,000	\$10,000	
E.	Bridge & Pavement Condition Management System (BPCMS)	\$20,000	\$20,000		\$20,000	\$20,000	
F.	Congestion Management System (CMS)	\$15,000	\$15,000		\$5,000	\$5,000	
G.	Environmental Justice	\$15,000	\$15,000		\$15,000	\$15,000	
H.	I-90 Corridor Planning	\$5,000	\$5,000		\$5,000	\$5,000	
I.	Lakefront Area Planning	\$5,000	\$5,000		\$5,000	\$5,000	
J.	Long-Range Transportation Plan	\$50,000	\$50,000		\$75,000	\$75,000	
K.	Northern MPA Planning	\$10,000	\$10,000		\$10,000	\$10,000	
L.	Operations and Integration	\$5,000	\$5,000		\$5,000	\$5,000	
M.	Rail, Truck and Transit Planning	\$15,000	\$15,000		\$15,000	\$15,000	
N.	Safety Improvement Analysis	\$45,000	\$35,000	\$10,000	\$40,000	\$30,000	\$10,000
O.	Title VI Report	\$15,000	\$15,000		\$0	\$0	
P.	Transportation-Land Use Educational Outreach	\$10,000	\$10,000		\$10,000	\$10,000	
Q.	Travel Demand Modeling	\$30,000	\$30,000		\$30,000	\$30,000	
R.	University Hill Comprehensive Transportation Study	\$72,245	\$10,000	\$62,245	\$0	\$0	
	<b>Total Long-Range Transportation Planning</b>	<b>\$389,245</b>	<b>\$315,000</b>	<b>\$74,245</b>	<b>\$285,000</b>	<b>\$275,000</b>	<b>\$10,000</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP)</b>						
A.	TIP Development & Maintenance	\$30,000	\$30,000		\$15,000	\$15,000	
	<b>Total Transportation Improvement Program</b>	<b>\$30,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$0</b>
<b>5.</b>	<b>Other Activities</b>						
A.	Miscellaneous Activities & Special Technical Assistance	\$22,819	\$22,819		\$77,180	\$77,180	
	<b>Total Other Activities</b>	<b>\$22,819</b>	<b>\$22,819</b>	<b>\$0</b>	<b>\$77,180</b>	<b>\$77,180</b>	<b>\$0</b>
	<b>Grand Total</b>	<b>\$823,094</b>	<b>\$633,319</b>	<b>\$189,775</b>	<b>\$787,094</b>	<b>\$657,680</b>	<b>\$129,414</b>

## New York State Metropolitan Planning Organizations

### Shared Cost Initiatives Status

In addition to the projects included in the SMTC's program, staff will be participating with other New York State Metropolitan Planning Organizations on several Shared Cost Initiative (SCI) projects. A status report of the SCI projects is detailed below. The SMTC's federal allocation accounted for in the budget tables does not include the setaside for these SCI projects, as the allocation was previously adjusted proportionally by the New York State Department of Transportation (NYSDOT). In addition, the SMTC FHWA allocation has also been adjusted by \$1,162.00 to account for the annual Association of Metropolitan Planning Organizations's dues.

Expenditures and Obligations of Federal Funds Only

TASK	PROGRAM YEAR----->	FHWA PL SCI SET-ASIDES								FUNDS	AVAILABLE	PROJECT
		1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	TOTAL	EXPENDED*	BALANCE	SPONSOR
NYS MPO Association Staff		\$190,000	\$150,000	\$150,000	\$0	\$120,000	\$0	\$0	\$610,000	\$220,190	\$389,810	CDTC
Attitudinal & Preference Survey		\$105,000	\$0	\$0	\$0	\$0	\$0	\$0	\$105,000	\$105,000	\$0	GBNRTC
Long Term Funding Needs		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GTC
Freight Data Training		\$0	\$0	\$1,009	\$0	\$0	\$0	\$0	\$1,009	\$1,009	\$0	SMTC
Transportation & Community Design - Phase I		\$0	\$0	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$21,644	\$103,356	CDTC
Phase II		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	
Statewide Data Collection (high tech) - Phase I		\$0	\$0	\$51,542	\$0	\$0	\$0	\$0	\$51,542	\$51,542	\$0	BMTS
Phase II		\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	
Travel Behavior Factors		\$0	\$0	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	
Developing ITS Integration Studies		\$0	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$150,000	
GIS Training and Software		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Strategic Decision Making Initiative Training		\$0	\$0	\$50,000	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	NYSDOT
CMS Research		\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000	
Staff Training - Geodata		\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$25,000	
Staff Training - Travel Demand Model		\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0	\$75,000	
Intercity Corridors (Joint PL/SPR)		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$100,000	
<b>OBLIGATED</b>		<b>\$295,000</b>	<b>\$530,000</b>	<b>\$727,551</b>	<b>\$0</b>	<b>\$120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,672,551</b>	<b>XXXXX</b>	<b>XXXXX</b>	
<b>UNOBLIGATED</b>		<b>\$23,721</b>	<b>\$20,000</b>	<b>\$22,449</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$66,170</b>	<b>XXXXX</b>	<b>\$66,170</b>	
<b>TOTAL</b>		<b>\$318,721</b>	<b>\$550,000</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$120,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,738,721</b>	<b>\$449,384</b>	<b>\$1,289,337</b>	

TASK	PROGRAM YEAR----->	FTA MPP SCI SET-ASIDES								FUNDS	AVAILABLE	PROJECT
		1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	TOTAL	EXPENDED*	BALANCE	SPONSOR
NYS MPO Association Staff		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	CDTC
Attitudinal & Preference Survey		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	GBNRTC
Long Term Funding Needs		\$0	\$100,000	\$100,000	\$0	\$0	\$0	\$0	\$200,000	\$149,997	\$50,003	GTC
Freight Data Training		\$0	\$10,000	\$5,000	\$0	\$0	\$0	\$0	\$15,000	\$15,000	\$0	SMTC
Transportation & Community Design - Phase I		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	CDTC
Phase II		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Statewide Data Collection (high tech) - Phase I		\$0	\$50,000	\$48,458	\$0	\$0	\$0	\$0	\$98,458	\$70,230	\$28,228	BMTS
Phase II		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Travel Behavior Factors		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Developing ITS Integration Studies		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
GIS Training and Software		\$0	\$40,000	\$85,000	\$0	\$0	\$0	\$0	\$125,000	\$45,306	\$79,694	PDCTC
GIS Training and Software		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Strategic Decision Making Initiative Training		\$0	\$0	\$0	\$0	\$17,930	\$0	\$0	\$17,930	\$17,930	\$0	NYSDOT
CMS Research		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Staff Training - Geodata		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Staff Training - Travel Demand Model		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Intercity Corridors (Joint PL/SPR) **		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>OBLIGATED</b>		<b>\$0</b>	<b>\$200,000</b>	<b>\$238,458</b>	<b>\$0</b>	<b>\$17,930</b>	<b>\$0</b>	<b>\$0</b>	<b>\$456,388</b>	<b>XXXXX</b>	<b>XXXXX</b>	
<b>UNOBLIGATED</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>XXXXX</b>	<b>XXXXX</b>	
<b>TOTAL</b>		<b>\$0</b>	<b>\$200,000</b>	<b>\$238,458</b>	<b>\$0</b>	<b>\$17,930</b>	<b>\$0</b>	<b>\$0</b>	<b>\$456,388</b>	<b>\$298,463</b>	<b>\$157,925</b>	

\* From Fin 421 reimbursements requests received by NYSDOT through 12/30/03.

\*\* Assumes a joint SCI and SPR project scope is agreed to and developed.

Individual Project Status as of December 31, 2003.	
NYSMPO Association Staff	Project underway, funding being expended
Attitudinal & Preference Survey	Complete and funds expended.
Long Term Funding Needs	Contract completed Fall 2002. The FTA \$50,000 for development of the communications strategy to be reprogrammed as needs were absorbed in the NYSMPO staff contract.
Freight Data Training	Completed and funds expended.
Transportation & Community Design	Contract executed work underway. Phase II to begin upon completion of Phase I.
Statewide Data Collection	Contract completed Fall 2002. Phase II to be initiated very shortly.
Travel Behavior Factors	Expect project initiation in Spring, 2004 with supplemental funds from FHWA as a research partner.
Developing ITS Integration Studies	Project on hold, working with NYSDOT to buy-in and/or participate in NYSDOT statewide ITS effort.
GIS Training	Underway and will continue into early 2004. Additional training needs are being identified.
Training for MPO Staffs	Project expected to be initiated in Spring, 2004.

## **New York State Department of Transportation's 2004-2005 In-House and Consultant Planning Program**

As requested by the United States Department of Transportation, the SMTC has included the following NYSDOT Planning projects that are relevant to the SMTC urban area.

### **In-House**

**Project Title:** High-Speed Rail Engineering Plan  
**PIN:** P105.22.881  
**Responsible Unit:** Freight and Economic Development Division  
**Project Manager:** John Reed  
**Project Budget:** \$396,000  
**MPO's:** NYMTC, PDCTC, NOCTC, UCTC, CDTC, HOCTS, SMTC, GTC, GBNRTC

**Project Goal:** Implementation of an Engineering and Management plan to advance the State's objectives for expansion of High Speed Rail. The State's high speed route, the Empire Corridor, is about 460 miles of track starting in New York City, running north to Albany, west to Buffalo, and northwest to Niagara Falls.

**Actions Proposed:** Update and modify rail and station inventory and project databases as needed. Identify track, bridge, and signal projects needed for 125 mph train operation, consistent with Federal safety standards and existing/projected freight operations. Continue developing engineering plans and estimates to address improvement needs as determined by comparing existing infrastructure with 125 mph standards. Support Amtrak and CSX in efforts to operate passenger trains with 5-inch cant deficiency from Albany-Rensselaer to Poughkeepsie. With software and data from curve analyses, quantify benefits of infrastructure projects. Perform ridership forecasting along corridors based on proposed improvements and model maximum benefits. Perform capacity analysis to model optimum scheduling for passenger and freight activities. Continue to negotiate solutions to grade crossing closure and separation needs in cooperation with Regions and local governments. Coordinate High Speed Rail program with grade crossing elimination projects being progressed by Region 1, Region 8, and NYSDEC. Prepare engineering, environmental, and funding documents for individual projects. Obtain railroad concurrence with the Empire State High Speed Corridor Grade Crossing Risk Mitigation Plan essential for FRA Approval. Develop linkages with accident database, GIS project planning and management systems and train performance simulators. Continue to track station activity and maintain database for Empire Corridor. Continue RTL-III rebuild program and 125 mph demonstration run.

**Anticipated Work Products and Accomplishments:** Develop a unified PC/LAN system, which will link railroad infrastructure inventory, project planning/management, accident history, and GIS databases and systems and train performance simulators as needed. Provide updated, more detailed field data. Photograph and establish GIS coordinates for every grade crossing location. Assemble an accurate inventory of crossings along the corridor. Develop a comprehensive plan to reduce at-grade crossings or mitigate risk. Install an experimental gate system to demonstrate new technology for private crossings, pending completion of negotiation with parties at the chosen site. Integrate Fli-Map data for New York to Buffalo into engineering computer systems. Prepare maps at various levels of detail of the projects, grade crossings, and existing/proposed speeds for Schenectady west to Buffalo and Niagara Falls. Begin final design and construction of the Albany to Schenectady Double Track program element. Begin final design and construction of the Livingston Avenue Bridge rehabilitation. Continue final design and construction of the Rensselaer Maintenance Facility.



Continue capacity analysis and design curve realignment for faster speeds from Albany to Poughkeepsie. Coordinate with Amtrak, CSX, and CDTA for the connection of track and signal work between the Albany-Schenectady Double Track and the new Albany Rensselaer Station. Develop supplemental project agreements with Amtrak for projects South of Albany, West of Schenectady, and North of Schenectady. Develop project scope for two grade crossing elimination projects in Rensselaer County. Complete and install the High Speed Rail pages for the Department's web site. Acquire computer aided drafting and design workstation to support project planning, design, and construction oversight.

### Consultant

**Project Title:** C-02-55: Empire West Passenger Rail Capacity Study  
**PIN:** New Project  
**Responsible Unit:** Freight and Economic Development Division  
**Project Manager:** John Reed  
**Project Budget:** \$ 350,000 NYSDOT (SPR), \$250,000 Amtrak, \$100,000 CSXT  
**MPO's:** CDTC, HOCTS, SMTC, GBNRTC, GTC

**Project Goal:** The purpose of this project is to provide a comprehensive analysis of train operations and infrastructure needs for the Empire Corridor rail corridor for the benefit of the National Railroad Passenger Corp. (Amtrak), New York State Department of Transportation (NYSDOT), and CSX Transportation, Inc. (CSXT). This study, in conjunction with the Hudson Line Joint Users study from New York Penn Station to the Capital District, will provide coverage of the entire Empire Corridor. There will be a necessary overlap with the Hudson Line Study in that the Capital District provides a major terminus for both legs of the Corridor. The project analysis will include the following rail routes: Albany to Schenectady (Chicago Line; mileposts 141 - 159); Schenectady to Buffalo (Chicago Line; mileposts 159 - 437); Buffalo to Niagara Falls (Niagara Branch; mileposts 437 - 460). The project will result in the development of a Railroad Corridor Transportation Plan containing recommended infrastructure capital improvement programs for the near term (2007) and long term (2022) including recommended Operational Service Plans that would enable increased passenger and freight train movements, increased schedule reliability, increased speeds, trip duration reductions, and improved operating efficiencies for the users.

**Actions Proposed:** The work includes but is not limited to the following actions: Define existing capacity and operational constraints in the study corridor; Analyze current operation of the study corridor and identify solutions to immediate issues; Analyze and evaluate operational impacts of traffic levels projected for the short term (2007) and the long term (2022); Determine future infrastructure capital requirements and priorities to meet projected traffic; Develop a comprehensive Railroad Corridor Transportation Plan with the overall goals of: increasing train speed; providing increased train capacity and operational flexibility; cost effectiveness and increased safety.

**Anticipated Work Products and Accomplishments:** Description of physical conditions of the track, structures, and immediate surroundings of the study corridor. Rail Network Modeling and Simulation: Existing service in the study corridor; Changes in service proposed; Impact of full implementation of capital and operating plans on corridor; and, Recommended strategy. Incremental Maintenance and Operational Costs: Maintenance and operating costs associated with increased traffic on mixed-use (freight, intercity passenger, and/or commuter) rail lines. Methodology for assigning cost sharing due to increased traffic. Railroad Corridor Transportation Plan: Recommended infrastructure capital improvement programs for the near (2007) and long term (2022). Recommended Operational Service Plans that would address overall goals.

**UNIFIED PLANNING WORK PROGRAM**

**FY 2004-2006**

**1 — PROGRAM ADMINISTRATION and SUPPORT**

**1A — General Administration**

**1B — Professional Services**

**1C — Public Participation**

**1D — UPWP Previous Year Closeouts**

**1E — UPWP Maintenance and Development**

<b>PROJECT NO:</b>	<b>1A</b>			
<b>PROJECT TITLE:</b>	<b>General Administration</b>			
<b>OBJECTIVE:</b>				
To initiate and properly manage the transportation planning process, ensuring that it is continuous, cooperative, and comprehensive, and in compliance with applicable State and Federal laws and regulations.				
<b>METHODOLOGY:</b>				
The SMTC provides staff support to the Policy, Executive and Planning Committees, in addition to other permanent and ad-hoc committees. The Staff will implement the work tasks as contained in this UPWP. Other administrative activities include, but are not limited to the following:				
<ul style="list-style-type: none"> <li>● Act as local liaison to NYSDOT, CNY RPDB, and other transportation related agencies to ensure coordination;</li> <li>● Provide administrative support and technical assistance to the Policy, Executive, and Planning Committees, as well as other permanent and ad-hoc committees, as needed;</li> <li>● Maintain financial records of all revenues and expenditures;</li> <li>● Prepare and distribute meeting notices and agenda packages for all SMTC committees;</li> <li>● Prepare certification documentation, agreements, resolutions, memoranda of understanding (MOU's), etc.;</li> <li>● Review and modify the Operations Plan as a result of modifications to the Metropolitan Planning Area and Urban Area Boundaries, as necessary;</li> <li>● Attend NYSDOT, FHWA, FTA, and MPO training sessions and other necessary workshops and meetings;</li> <li>● Maintain agreements between local governmental agencies and the MPO;</li> <li>● Prepare and distribute quarterly progress reports and other documents as required;</li> <li>● Interact/participate in NYSAMPO, ITE, APA, and other professional affiliations, and allow for appropriate resources, travel and training as necessary;</li> <li>● Provide funds for the purchase and maintenance of computer hardware and software to support the MPO planning program and related activities, including network maintenance;</li> <li>● Continue the SMTC's commitment to comply with Title VI of the Civil Rights Act of 1964;</li> <li>● Continue the SMTC's commitment to ensure that all of their programs and activities sufficiently address Environmental Justice principles and procedures, as appropriate; and</li> <li>● Continue to comply with the NYSDOT's Disadvantaged Business Enterprise Program.</li> </ul>				
<b>END PRODUCT:</b>				
The ability to operate the agency as a functional entity; the ability to meet federal and state requirements; the ability to meet local government expectations; Committee Documentation – including: reports, meeting minutes, committee mailings, and related materials; staff involvement in relevant organizations and activities; and adequate computer resources to meet the MPO planning activity requirements.				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNY RPDB, Other Agencies as Appropriate				
		FHWA (PL)	2004-2005 \$ 165,000	2005-2006 \$ 172,500
		FTA (Sec. 5303)	\$ 55,000	\$ 57,500
		Other	\$	\$
		TOTAL	\$ 220,000	\$ 230,000
		\$ 450,000		

<b>PROJECT NO:</b>	<b>1B</b>																			
<b>PROJECT TITLE:</b>	<b>Professional Services</b>																			
<b>OBJECTIVE:</b>																				
<p>To allow Central Staff to utilize the SMTC’s “on-call” consultants for specific engineering, planning, or other necessary services as needed in support of the various annual planning activities at the SMTC.</p>																				
<b>METHODOLOGY:</b>																				
<p>This task provides access to expert professional services when required by Central Staff in support of the various annual planning activities. Specifically, it allows the SMTC to retain the services of one of its “on-call” consultants to assist with specific technical activities associated with a given project where current staff expertise may not be sufficient.</p> <p>Examples include, but are not limited to:</p> <ul style="list-style-type: none"> <li>● Selected Traffic / Transportation Engineering Activities;</li> <li>● Selected Travel Demand Modeling Activities;</li> <li>● Selected Transportation Planning Activities; and</li> <li>● Other skills that may be necessary to support the UPWP but may be currently absent at the staff level.</li> </ul>																				
<b>END PRODUCT:</b>																				
<p>Professional services to the Central Staff in support of the various planning activities outlined in the 2004-2006 UPWP.</p>																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, CNYRPDB</p>		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 2,375</td> <td>\$ 2,375</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 125</td> <td>\$ 125</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 2,500</b></td> <td><b>\$ 2,500</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 5,000</b></td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 2,375	\$ 2,375	FTA (Sec. 5303)	\$ 125	\$ 125	Other	\$	\$	<b>TOTAL</b>	<b>\$ 2,500</b>	<b>\$ 2,500</b>		<b>\$ 5,000</b>	
	<i>2004-2005</i>	<i>2005-2006</i>																		
FHWA (PL)	\$ 2,375	\$ 2,375																		
FTA (Sec. 5303)	\$ 125	\$ 125																		
Other	\$	\$																		
<b>TOTAL</b>	<b>\$ 2,500</b>	<b>\$ 2,500</b>																		
	<b>\$ 5,000</b>																			

<b>PROJECT NO:</b>	<b>1C</b>		
<b>PROJECT TITLE:</b>	<b>Public Participation</b>		
<b>OBJECTIVE:</b>			
To enhance the SMTC's transportation planning process with greater opportunities for public participation, input, involvement, and exposure.			
<b>METHODOLOGY:</b>			
<p>This task generally provides for the dissemination of information to the public about the transportation planning program. It also covers receiving public comment and input on transportation planning activities through public information meetings both hosted and attended by the SMTC.</p> <p>Specifically, this task includes the development of strategies for improving the public's access to the MPO planning process, including all stages of the development of MPO planning documents and studies.</p> <p>As part of this task, the SMTC will continue to ensure that the principles of Environmental Justice, including minority and low-income communities, are included and represented in all public outreach efforts.</p> <p>The techniques for the dissemination of information include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>● Newsletters;</li> <li>● Brochures and flyers;</li> <li>● Study reports and technical memoranda;</li> <li>● Public information meetings/workshops and conferences;</li> <li>● Media releases, press articles, and paid advertisements/features;</li> <li>● Direct contact with public/citizens mailing lists;</li> <li>● Transportation "fairs", exhibits or expositions; and</li> <li>● SMTC Website (www.smtcmo.org).</li> </ul> <p>Public participation opportunities (public input) include:</p> <ul style="list-style-type: none"> <li>● Public meetings/workshops;</li> <li>● Task Forces, focus groups;</li> <li>● Study Advisory Committees and Stakeholders database; and</li> <li>● Surveys, questionnaires, comment cards, etc.</li> </ul>			
<b>END PRODUCT:</b>			
Public Participation opportunities/activities, including SMTC newsletters, reports, press releases, maps, and slide presentations, web site maintenance, meetings, workshops, etc.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<i>2004-2005</i>	<i>2005-2006</i>
	FHWA (PL)	\$ 47,200	\$ 48,802
	FTA (Sec. 5303)	\$ 8,330	\$ 8,612
	Other	\$	\$
	<b>TOTAL</b>	<b>\$ 55,530</b>	<b>\$ 57,414</b>
		<b>\$ 112,944</b>	

<b>PROJECT NO:</b>	<b>1D</b>		
<b>PROJECT TITLE:</b>	<b>UPWP Previous Year Closeouts</b>		
<b>OBJECTIVE:</b>			
To provide a task, and thus a billing code for closing out various UPWP activities from the previous program year.			
<b>METHODOLOGY:</b>			
At the end of each program year, there are often various administrative tasks that need to be completed in order to officially close out a project. Such activities typically include the reproduction and distribution of Final Reports that were approved prior to the close of the program year. Since there are no planning activities remaining, the project is not carried over and therefore does not possess a billing code to charge these final administrative tasks.			
This task is included as a “catch-all” to cover the administrative tasks necessary to completely close out various projects from the previous program year.			
<b>END PRODUCT:</b>			
A “catch-all” to cover the administrative tasks necessary to completely close out various projects from the previous program year.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNYRPDB		<i>2004-2005</i>	<i>2005-2006</i>
	FHWA (PL)	\$ 16,200	\$ 9,000
	FTA (Sec. 5303)	\$ 1,800	\$ 1,000
	Other	\$	\$
	<b>TOTAL</b>	<b>\$ 18,000</b>	<b>\$ 10,000</b>
		<b>\$ 28,000</b>	

<b>PROJECT NO:</b>	<b>1E</b>																			
<b>PROJECT TITLE:</b>	<b>UPWP Maintenance and Development</b>																			
<b>OBJECTIVE:</b>																				
Maintain the current 2004-2006 Unified Planning Work Program (UPWP), and develop a subsequent work program.																				
<b>METHODOLOGY:</b>																				
This task includes all necessary work required to process amendments to the 2004-2006 UPWP.																				
In addition, this task will allow for the development of the 2006-2008 UPWP during the 2005-2006 program year.																				
The UPWP indicates local, state, and federal funding of the UPWP work tasks and identifies the participating agencies for completing the work. The UPWP will be developed according to measures deemed necessary to ensure a “3C” planning process, that is one that is continuing, cooperative, and comprehensive. Copies of the UPWP will be published after approval by the Planning and Policy Committees.																				
<b>END PRODUCT:</b>																				
Maintenance of and amendments to the 2004-2006 UPWP as necessary and appropriate and the development of the 2006-2008 UPWP.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 4,500</td> <td>\$ 21,250</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 500</td> <td>\$ 3,750</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>TOTAL</td> <td>\$ 5,000</td> <td>\$ 25,000</td> </tr> <tr> <td colspan="2"></td> <td style="text-align: center;">\$ 30,000</td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 4,500	\$ 21,250	FTA (Sec. 5303)	\$ 500	\$ 3,750	Other	\$	\$	TOTAL	\$ 5,000	\$ 25,000			\$ 30,000
			<i>2004-2005</i>	<i>2005-2006</i>																
		FHWA (PL)	\$ 4,500	\$ 21,250																
		FTA (Sec. 5303)	\$ 500	\$ 3,750																
		Other	\$	\$																
TOTAL	\$ 5,000	\$ 25,000																		
		\$ 30,000																		

# **UNIFIED PLANNING WORK PROGRAM**

**FY 2004-2006**

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

**2A — Activity Tracking System**

**2B — Census Data Compilation, and/or Analysis**

**2C — Data Collection, Compilation, and/or Analysis**

**2D — Functional Classification System Review**

**2E — Geographic Information Systems (GIS)**



<b>PROJECT NO:</b>	<b>2A</b>		
<b>PROJECT TITLE:</b>	<b>Activity Tracking System</b>		
<b>OBJECTIVE:</b>			
To continue the efforts which began during the 2002-2003 UPWP to create and implement a computerized tracking system to monitor various MPO activities.			
<b>METHODOLOGY:</b>			
This task involves the continued efforts for the creation and implementation of a computerized system to track the results and recommendations of MPO activities.			
To accomplish this task a relational computer database that was created will be updated to correlate with UPWP study results and recommendations. This task will involve input from numerous agencies (both member agencies and nonmember agencies) on either an annual or bi-annual basis. Those agencies will be asked questions about the update and progress status of recommendations for planning, capital and other projects. The status will be tracked electronically and the results published in an annual database report.			
A corollary of this project will be to tie the recommendations that are being tracked to both the Long-Range Transportation Plan (LRTP) and possibly to 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 until complete or until the responsible agency informs the SMTC that the recommendation is defunct or no longer valid.			
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.			
<b>END PRODUCT:</b>			
A computerized system that will allow for the annual tracking and reporting of MPO activities.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies		<i>2004-2005</i>	<i>2005-2006</i>
	FHWA (PL)	\$ 8,500	\$ 8,500
	FTA (Sec. 5303)	\$ 1,500	\$ 1,500
	Other	\$	\$
	TOTAL	\$ 10,000	\$ 10,000
		\$ 20,000	

<b>PROJECT NO:</b>	<b>2B</b>		
<b>PROJECT TITLE:</b>	<b>Census Data Compilation and/or Analysis</b>		
<b>OBJECTIVE:</b>			
<p>To complete the process of compiling and analyzing the recently delivered Census Transportation Planning Package and 2000 Census Data relevant to the MPO area and to continue to provide Census data, information and analysis as input into appropriate SMTC planning studies. This effort supports Long-Range Transportation Planning Activities, Travel Demand Modeling, Environmental Justice, and general transportation planning for the MPO.</p>			
<b>METHODOLOGY:</b>			
<p>This UPWP task is an ongoing activity of the SMTC.</p> <p>The following list identifies the major work activities undertaken / completed during the 2003-2004 UPWP:</p> <ul style="list-style-type: none"> <li>● 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;</li> <li>● Upon receipt in early 2003 of the Census Transportation Planning Package (CTPP) Part 1 (Residence Based Tables), staff completed the process of evaluating and analyzing the data for various uses;</li> <li>● Completed 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</li> <li>● Utilized the available data to complete efforts relating to the MPO's Environmental Justice Analysis.</li> </ul> <p>Major work activities to be completed during this 2004-2006 UPWP include the following:</p> <ul style="list-style-type: none"> <li>● Development and distribution of relevant demographic information (tabular and map based) relating to transportation and land use as derived from the CTPP and related 2000 Census data; and</li> <li>● Continue to respond to requests for information relating to the CTPP.</li> </ul> <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>			
<b>END PRODUCT:</b>			
<p>A valuable data set to support the varied planning activities of the MPO.</p>			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate</p>		<i>2004-2005</i>	<i>2005-2006</i>
	FHWA (PL)	\$ 13,500	\$ 9,000
	FTA (Sec. 5303)	\$ 1,500	\$ 1,000
	Other	\$	\$
	TOTAL	\$ 15,000	\$ 10,000
		\$ 25,000	

<b>PROJECT NO:</b>	<b>2C</b>																			
<b>PROJECT TITLE:</b>	<b>Data Collection, Compilation, and/or Analysis</b>																			
<b>OBJECTIVE:</b>																				
To collect, analyze and utilize various forms of data that assist in the everyday planning operation of the Metropolitan Planning Organization (MPO).																				
<b>METHODOLOGY:</b>																				
This UPWP task involves the following subcategories:																				
<ul style="list-style-type: none"> <li><b>i. Transit Data Collection:</b> The collection of transit ridership, scheduling and routing information by both the Central New York Regional Transportation Authority (CNYRTA) and by the SMTC to fill project-specific data needs. It is intended that the CNYRTA will collect this data and provide it to the SMTC in a timely manner. If the CNYRTA is unable to provide the SMTC with the requested data, the SMTC will utilize the funds available for this category to obtain the data elsewhere. The SMTC will provide CNYRTA with project-specific data needs as needed.</li> <li><b>ii. Vehicle Data Collection:</b> The collection of traffic count data and turning movement count data required in support of the SMTC's planning activities. This will be done in accordance with the adopted Traffic Count Protocol procedures at the SMTC. Additionally, this subcategory will include the ongoing effort of maintaining a central database of vehicle traffic counts for the MPO area.</li> <li><b>iii. Other Information:</b> Other data as necessary in support of the planning activities of the SMTC. This may include the collection of speed data in support of both the SMTC CMS project and a NYSDOT statewide CMS initiative.</li> </ul>																				
Some of the resources for this activity will be utilized for freight data. As part of the New York State Department of Transportation's "Transformation" process, the identification of transportation corridors that serve as trade corridors is expected to be a priority, thus new data needs for planning purposes may be required.																				
<b>END PRODUCT:</b>																				
The end product is transit and vehicle data. This data is used in the various multi-modal studies and activities undertaken by the SMTC.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 22,500</td> <td>\$ 31,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 2,500</td> <td>\$ 3,500</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 25,000</b></td> <td><b>\$ 35,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 60,000</b></td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 22,500	\$ 31,500	FTA (Sec. 5303)	\$ 2,500	\$ 3,500	Other	\$	\$	<b>TOTAL</b>	<b>\$ 25,000</b>	<b>\$ 35,000</b>		<b>\$ 60,000</b>	
	<i>2004-2005</i>	<i>2005-2006</i>																		
FHWA (PL)	\$ 22,500	\$ 31,500																		
FTA (Sec. 5303)	\$ 2,500	\$ 3,500																		
Other	\$	\$																		
<b>TOTAL</b>	<b>\$ 25,000</b>	<b>\$ 35,000</b>																		
	<b>\$ 60,000</b>																			

<b>PROJECT NO:</b>	<b>2D</b>																			
<b>PROJECT TITLE:</b>	<b>Functional Classification System Review</b>																			
<b>OBJECTIVE:</b>																				
To conduct a comprehensive review of the City of Syracuse street network in terms of its functional classification as well as a subsequent review of the balance of the MPO area.																				
<b>METHODOLOGY:</b>																				
<p>The SMTC will conduct a comprehensive review of the entire street network in the City of Syracuse with the intent of recommending the reclassification of streets to a different functional classification where warranted. This review may (and is expected to) result in changes to the existing functional classification system within the City. The goal is to develop a new functional classification system that better represents the true hierarchal existing and planned use of the actual roadways. To that end, it is anticipated that large proposed development projects (e.g. Lakefront Development Area) will be examined in terms of their impact on the functional classification system and a process will be established to determine if any modifications are necessary based on the proposed development.</p> <p>As the City of Syracuse is currently in the process of developing a new Comprehensive Plan, which will serve as the basis for this project, staff will not begin this effort until the City Comprehensive Plan has been completed, which is currently estimated to be around June 2004. Due to the fact that this project is not expected to commence until at least June 2004, it is expected to carryover into the 2005-2006 program year and has been programmed as such.</p> <p>In addition, this task will also examine, either concurrently or subsequently, the surrounding MPO area as any changes made to the functional classification within the City will most likely have implications on the surrounding area. Changes outside of the City may be necessary for a variety of reasons including continuity, functionality, and distribution of the percentage of functional classification types within the system.</p> <p>Staff will utilize the SMTC's GIS system and the existing functional classification system, as well as the City Comprehensive Plan, as the starting point for this project.</p> <p>This process will be led by the SMTC staff however it will involve extensive input from appropriate entities and member agencies including, but not limited to the City of Syracuse, the New York State Department of Transportation, and the Onondaga County Department of Transportation.</p>																				
<b>END PRODUCT:</b>																				
A revised functional classification system for the entire City of Syracuse and the remainder of the MPO area as necessary.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$10,000</td> <td>\$10,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td></td> <td></td> </tr> <tr> <td>Other</td> <td></td> <td></td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$10,000</b></td> <td><b>\$10,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$20,000</b></td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$10,000	\$10,000	FTA (Sec. 5303)			Other			<b>TOTAL</b>	<b>\$10,000</b>	<b>\$10,000</b>		<b>\$20,000</b>	
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	<b>\$20,000</b>																			
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies																				

<b>PROJECT NO:</b>	<b>2E</b>		
<b>PROJECT TITLE:</b>	<b>Geographic Information Systems (GIS)</b>		
<b>OBJECTIVE:</b>			
To manage the data and software requirements necessary for maintaining and using the SMTC's Geographic Information System (GIS) to support the Metropolitan Planning Organization's (MPO) planning activities.			
<b>METHODOLOGY:</b>			
<p>The SMTC utilizes various transportation-related GIS files as part of routine planning and analysis. As additional information becomes available digitally from the SMTC's member agencies each year, the role of GIS is becoming 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 annually. These efforts will allow the SMTC to more fully utilize GIS in relation to vehicle traffic counts, transit ridership, pavement condition monitoring, functional classification, demographic analysis, linking of Travel Demand Model data to GIS data, and other related efforts. Additionally, GIS will be used for demographic analysis for the identification of specific locations within the MPO area in need of attention under the Environmental Justice initiative.</p> <p>Anticipated activities include:</p> <ul style="list-style-type: none"> <li>• Coordination with member agencies to ensure that the most recent data is being used;</li> <li>• File maintenance of the SMTC's GIS data layers;</li> <li>• Linking CTPP data with relevant SMTC GIS layers;</li> <li>• Continuing linking Vehicle Data Collection activities with GIS database to allow for easy access to most up-to-date traffic counts for road segments (AADT);</li> <li>• Continue development of a GIS layer of turning movement count locations and data sheets to allow for easy access to turning movement count data sets; and</li> <li>• GIS data acquisition, maintenance, and manipulation as required in support of the various UPWP planning efforts that will utilize GIS data.</li> </ul>			
<b>END PRODUCT:</b>			
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.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC		<i>2004-2005</i>	<i>2005-2006</i>
	FHWA (PL)	\$ 15,000	\$ 15,000
	FTA (Sec. 5303)	\$ 5,000	\$ 5,000
	Other	\$	\$
	<b>TOTAL</b>	<b>\$20,000</b>	<b>\$20,000</b>
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies		<b>\$40,000</b>	

# **UNIFIED PLANNING WORK PROGRAM**

**FY 2004-2006**

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

**3A — Air Quality, Conformity and Energy**

**3B — Air/Water Planning**

**3C — Bicycle and Pedestrian Plan**

**3D — Bicycle/Pedestrian Planning**

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

**3F — Congestion Management System (CMS)**

**3G — Environmental Justice Analysis**

**3H — I-90 Corridor Planning**

**3I — Lakefront Area Planning**

**3J — Long-Range Transportation Plan**

**3K — Northern MPA Planning**

**3L — Operations and Integration**

**3M — Rail, Truck and Transit Planning**

**3N — Safety Improvement Analysis**

**3O — Title VI Report**

**3P — Transportation/Land Use Educational Outreach**

**3Q — Travel Demand Modeling**

**3R — University Hill Comprehensive Transportation Study**

<b>PROJECT NO:</b>	<b>3A</b>																			
<b>PROJECT TITLE:</b>	<b>Air Quality, Conformity and Energy</b>																			
<b>OBJECTIVE:</b>																				
<p>To continue to provide for air quality planning initiatives and activities that comply with the conformity requirements of the Clear Air Act Amendments of 1990, the New York State Energy Plan and the State Implementation Plan for Air Quality.</p>																				
<b>METHODOLOGY:</b>																				
<p>Activities continue to increase due to changes in the regulations governing air quality and transportation planning. Air quality activities are related to the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP) conformity determinations, Congestion Mitigation Air Quality (CMAQ) project-specific analysis as well as other projects and programs at the federal, state and local levels. The SMTC will continue to expand its cooperative relationship with all of the appropriate agencies to address the necessary requirements. These efforts are designed to enhance local ambient air quality as part of its overall strategy to meet Federal and State clean air regulations, promote public health, advance energy policy, and assist local development. Coordination and communications with the New York State Department of Environmental Conservation (NYSDEC) and the New York State Department of Transportation's Environmental Analysis Bureau will continue regarding the revision to the State Implementation Plan (SIP), which will ultimately result in a new maintenance plan, updated mobile source emission budgets, and require a redetermination of conformity for the SMTC TIP and LRTP.</p> <p>As experienced over the past year, the level of staff effort to address the numerous issues associated with this task increased immensely and it is anticipated that the level of staff effort, and staff skills will need to be expanded in the future.</p>																				
<b>END PRODUCT:</b>																				
<p>TIP and LRTP Conformity Analysis as well as ongoing adherence to all Federal and State programs and requirements relating to air quality, conformity and energy at the SMTC.</p>																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 28,000</td> <td>\$ 24,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 7,000</td> <td>\$ 6,000</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 35,000</b></td> <td><b>\$ 30,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 65,000</b></td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 28,000	\$ 24,000	FTA (Sec. 5303)	\$ 7,000	\$ 6,000	Other	\$	\$	<b>TOTAL</b>	<b>\$ 35,000</b>	<b>\$ 30,000</b>		<b>\$ 65,000</b>	
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<b>PROJECT NO:</b>	<b>3B</b>																			
<b>PROJECT TITLE:</b>	<b>Air/Water Planning</b>																			
<b>OBJECTIVE:</b>																				
To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address air and water transportation issues, for moving both people and freight, as appropriate.																				
<b>METHODOLOGY:</b>																				
<ul style="list-style-type: none"> <li>• Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that air and water travel are given appropriate consideration to any given SMTC project;</li> <li>• Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>• Identify issues of concern within the Air/Water multi-modal arena for which a focused substantive transportation study may be appropriate; and</li> <li>• Provide staff support to Air/Water multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development.</li> </ul>																				
<b>END PRODUCT:</b>																				
Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda as appropriate.																				
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<b>PROJECT NO:</b>	<b>3C</b>
<b>PROJECT TITLE:</b>	<b>Bicycle and Pedestrian Plan</b>

**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.

**METHODOLOGY:**

The following list identifies the major elements of the plan completed since its inception:

- 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;
- Completed the Draft Existing Conditions portions of the plan;
- Completed the Bicycle and Pedestrian Issues portions of the plan; and
- Began the recommendations and documentation process of the plan.

Listed below are the major elements of the plan to be completed early in the 2004-2006 UPWP cycle:

- 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 early in the 2004 - 2006 UPWP cycle.

**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 rated roads for bicycle suitability and multi-use trails, particularly for bicycle commuters, will accompany the Plan.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNYRPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, SOCPA, Other Agencies as Appropriate		<i>2004-2005</i>	<i>2005-2006</i>
	FHWA (PL)	\$ 17,600	\$
	FTA (Sec. 5303)	\$ 4,400	\$
	Other	\$	\$
	TOTAL	\$ 22,000	\$
		\$ 22,000	

<b>PROJECT NO:</b>	<b>3D</b>		
<b>PROJECT TITLE:</b>	<b>Bicycle/Pedestrian Planning</b>		
<b>OBJECTIVE:</b>			
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.			
<b>METHODOLOGY:</b>			
<ul style="list-style-type: none"> <li>• Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that bicycle and pedestrian travel are given appropriate consideration in any given SMTC project;</li> <li>• Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>• Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate; and</li> <li>• Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development.</li> </ul>			
<b>END PRODUCT:</b>			
Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate		<i>2004-2005</i>	<i>2005-2006</i>
	FHWA (PL)	\$ 8,500	\$ 8,500
	FTA (Sec. 5303)	\$ 1,500	\$ 1,500
	Other	\$	\$
	TOTAL	\$ 10,000	\$ 10,000
		\$ 20,000	

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

**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 fifth consecutive year for a Bridge and Pavement Condition Management System for the SMTC area.

**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; and (3) written report that contains the liberal use of maps, charts, and tables to show the current bridge and pavement conditions

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, Other Agencies as Appropriate		<i>2004-2005</i>	<i>2005-2006</i>
	FHWA (PL)	\$ 20,000	\$ 20,000
	FTA (Sec. 5303)	\$	\$
	Other	\$	\$
	<b>TOTAL</b>	<b>\$ 20,000</b>	<b>\$ 20,000</b>
		<b>\$ 40,000</b>	

<b>PROJECT NO:</b>	<b>3F</b>																			
<b>PROJECT TITLE:</b>	<b>Congestion Management System</b>																			
<b>OBJECTIVE:</b>																				
To biennially perform a Congestion Management System (CMS) for various identified highways/streets within Onondaga County.																				
<b>METHODOLOGY:</b>																				
<p>The Syracuse Metropolitan Transportation Council (SMTC) has developed a Congestion Management System that is consistent with Federal requirements and State guidelines. In addition, it is consistent with the State's Congestion Management System. Staff has worked with local highway officials to determine the appropriate level of effort desired for voluntary CMS implementation strategies/programs.</p> <p>The CMS process to be implemented by this task generally incorporates the following steps:</p> <ul style="list-style-type: none"> <li>● Establishment of appropriate measures for congestion;</li> <li>● Establishment of acceptable levels of congestion;</li> <li>● Data collection consistent with above;</li> <li>● Evaluation of the data (Tier-I and Tier-II Analyses);</li> <li>● Identification and confirmation of congested locations;</li> <li>● Identification and selection of remedial/mitigating strategies to address congestion;</li> <li>● Assisting in the implementation of the selected strategies; and</li> <li>● Utilizing CMS as a tool in determining the merit and/or funding of future TIP and UPWP projects.</li> </ul> <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) reevaluated the locations utilized in the CMS report and has made changes, deletions, and/or additions to the locations where appropriate for the next CMS document.</p> <p>Additionally, the SMTC will be participating in a statewide initiative with other MPOs to retain a consultant to determine appropriate processes and end products that NYS MPOs can follow for subsequent efforts. The goal of this shared cost initiative is to provide much needed guidance to MPO staff on a required planning activity.</p>																				
<b>END PRODUCT:</b>																				
Biennial CMS report																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, City of Syracuse, NYSDOT, NYSTA, OCDOT, SOCPA, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 15,000</td> <td>\$ 5,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 15,000</b></td> <td><b>\$ 5,000</b></td> </tr> <tr> <td colspan="2"></td> <td style="text-align: center;"><b>\$ 20,000</b></td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 15,000	\$ 5,000	FTA (Sec. 5303)	\$	\$	Other	\$	\$	<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 5,000</b>			<b>\$ 20,000</b>
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		<b>\$ 20,000</b>																		

<b>PROJECT NO:</b>	<b>3G</b>		
<b>PROJECT TITLE:</b>	<b>Environmental Justice</b>		
<b>OBJECTIVE:</b>			
Continue to study issues relevant to environmental justice in the SMTC area. This includes examining the relationship between various socio-economic and demographic data and the transportation systems and plans in the MPO area.			
<b>METHODOLOGY:</b>			
This project will address environmental justice issues in the MPO area by examining the relationship between various socio-economic/demographic data and the transportation systems and plans.			
In general, the following will be completed:			
<ul style="list-style-type: none"> <li>● Update target areas as necessary and as data allows;</li> <li>● Utilize available data sets to refine where necessary the geographic areas where the noted socio-economic and demographic conditions exist in the MPO area;</li> <li>● Continue to examine the existing transportation and transit system as it relates to the areas noted above;</li> <li>● Continue to examine the location of future transportation projects via the LRTP and the TIP, and study the correlation of these future projects to the areas noted above;</li> <li>● Utilize GIS and other automated tools, create maps, charts, and other relevant graphics to depict the existing and potential future conditions relevant to environmental justice; and</li> <li>● Facilitate Study Advisory Committee meetings that will develop goals and objectives as well as future deliverables for this project.</li> </ul>			
The findings of this process should be taken into consideration for future transportation planning and capital projects in the MPO area.			
<b>END PRODUCT:</b>			
Continued effort in the Environmental Justice arena to further the MPOs progress in meeting federal requirements.			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> CNY RPDB, CNYRTA, City of Syracuse, NYSDOT, OCDOT, and SOCPA	FHWA (PL)	2004-2005 \$ 11,250	2005-2006 \$ 11,250
	FTA (Sec. 5303)	\$ 3,750	\$ 3,750
	Other	\$	\$
	TOTAL	\$ 15,000	\$ 15,000
			\$ 30,000

<b>UPWP TASK NO:</b>	<b>3H</b>
<b>TASK TITLE:</b>	<b>I-90 Corridor Planning</b>

**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. There is a possibility that the SMTC will be requested to administer a consultant contract for this project on behalf of the NYSTA and the NYSDOT in the future.

**END PRODUCT:**

Administrative and technical assistance.

<b>Project Sponsor / Participating Agencies:</b>	<b>Funding Sources:</b>		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, NYSDOT, NYSTA, OCDOT, SOCPA, Other Agencies as Appropriate		<i>2004-2005</i>	<i>2005-2006</i>
	FHWA (PL)	\$ 5,000	\$ 4,250
	FTA (Sec. 5303)	\$	\$ 750
	Other	\$	\$
	<b>TOTAL</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>
	<b>\$ 10,000</b>		

<b>PROJECT NO:</b>	<b>3I</b>																			
<b>PROJECT TITLE:</b>	<b>Lakefront Area Planning</b>																			
<b>OBJECTIVE:</b>																				
To continue to participate in various Lakefront Area Planning initiatives as necessary.																				
<b>METHODOLOGY:</b>																				
Due to ongoing developments planned and/or proposed for the Syracuse Lakefront Area, various transportation planning activities are currently underway and expected to continue in the future. Currently, the SMTC is not administering any specific planning studies in the area, however, staff is actively involved with the efforts being led by others. Staffs involvement in these activities will be of particular importance to the Long-Range Transportation Plan.																				
<b>END PRODUCT:</b>																				
Data, knowledge and information relative to the Syracuse Lakefront Area for use by the MPO is various SMTC planning activities.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate																				
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FTA (Sec. 5303)	\$ 1,000	\$ 750																		
Other	\$	\$																		
<b>TOTAL</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>																		
	<b>\$ 10,000</b>																			

<b>PROJECT NO:</b>	<b>3J</b>																			
<b>PROJECT TITLE:</b>	<b>Long-Range Transportation Plan</b>																			
<b>OBJECTIVE:</b>																				
<p>Complete work on the 2004 Long-Range Transportation Plan (LRTP) Update and begin the process of examining an approach for a full replacement LRTP scheduled for completion in 2007.</p>																				
<b>METHODOLOGY:</b>																				
<p>As required by law, each Metropolitan Planning Organization (MPO) must have a complete and up-to-date LRTP. Federal Regulations dictate that the Plan be updated a minimum of every three years. The SMTC's last complete LRTP was the <i>2020 Long-Range Transportation Plan</i>, completed in 1995, with updates completed in 1998 and 2001.</p> <p>The 2004 LRTP Update is scheduled for completion and Policy Committee adoption by May 2004. Subsequently thereafter, efforts will focus on the development of an approach for a full replacement LRTP document. The SMTC will work with all of its member agencies on developing this new approach. As it will be a full replacement plan, and, therefore, rather comprehensive in nature, efforts for this new approach must begin immediately following the adoption of the 2004 Update.</p> <p>All tasks and activities conducted as part of this project will ensure that the principles and procedures of Environmental Justice and Title VI receive the appropriate attention. Future fiscal allocations will be required to allow for continuation</p>																				
<b>END PRODUCT:</b>																				
<p>Completion of the 2004 LRTP Update and the commencement of efforts towards a full replacement LRTP.</p>																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 37,500</td> <td>\$ 56,250</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 12,500</td> <td>\$ 18,750</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>TOTAL</td> <td>\$ 50,000</td> <td>\$ 75,000</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;">\$ 125,000</td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 37,500	\$ 56,250	FTA (Sec. 5303)	\$ 12,500	\$ 18,750	Other	\$	\$	TOTAL	\$ 50,000	\$ 75,000		\$ 125,000	
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FTA (Sec. 5303)	\$ 12,500	\$ 18,750																		
Other	\$	\$																		
TOTAL	\$ 50,000	\$ 75,000																		
	\$ 125,000																			



<b>PROJECT NO:</b>	<b>3K</b>																			
<b>PROJECT TITLE:</b>	<b>Northern MPA Planning</b>																			
<b>OBJECTIVE:</b>																				
To facilitate communication among and participate with MPO member agencies, various municipal representatives and other appropriate agencies regarding transportation planning efforts, needs and issues in the northern section of the SMTC metropolitan planning area.																				
<b>METHODOLOGY:</b>																				
This project would entail the SMTC establishing an ad-hoc committee consisting of interested stakeholders from the various municipalities in the northern part of the metropolitan planning area as a forum for improved communications and coordination on transportation and land use planning. Currently, various municipalities are making good efforts at trying to address these quality of life type issues, however, it is being done individually without considering the regional implications. Proposed activities under this project would include, but not be limited to, the following: coordinating and hosting bi-monthly meetings; preparing mailings, minutes, etc. as necessary; providing research information as appropriate; attending municipality sponsored meetings, reviewing and commenting on documents; and documenting the issues and concerns of this committee. As we will be preparing a new Long-Range Transportation Plan over the next few years, all of the knowledge gained through this project will be very valuable.																				
<b>END PRODUCT:</b>																				
Data, knowledge and information relative to the transportation planning and land use activities, needs, and issues for the project area. As we will be preparing a new Long-Range Transportation Plan over the next few years, all of the knowledge gained through this project would be very valuable.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 8,500</td> <td>\$ 8,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 1,500</td> <td>\$ 2,000</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 10,000</b></td> <td><b>\$ 10,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$20,000</b></td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 8,500	\$ 8,000	FTA (Sec. 5303)	\$ 1,500	\$ 2,000	Other	\$	\$	<b>TOTAL</b>	<b>\$ 10,000</b>	<b>\$ 10,000</b>		<b>\$20,000</b>	
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	<b>\$20,000</b>																			
<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate																				

<b>PROJECT NO:</b>	<b>3L</b>																			
<b>PROJECT TITLE:</b>	<b>Operations and Integration</b>																			
<b>OBJECTIVE:</b>																				
Facilitate communication among and participate with MPO member agencies.																				
<b>METHODOLOGY:</b>																				
The task will allow for the SMTC to facilitate communication among the various SMTC member agencies relative to System Operations and Integration, including Intelligent Transportation Systems (ITS) issues and the recently completed ITS Strategic Plan for the Syracuse Metropolitan Area.																				
<b>END PRODUCT:</b>																				
Ongoing communications regarding Systems Operations, Integration and the Intelligent Transportation Systems Strategic Plan for the Syracuse Metropolitan Area.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 4,000</td> <td>\$ 4,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 1,000</td> <td>\$ 1,000</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 5,000</b></td> <td><b>\$ 5,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 10,000</b></td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 4,000	\$ 4,000	FTA (Sec. 5303)	\$ 1,000	\$ 1,000	Other	\$	\$	<b>TOTAL</b>	<b>\$ 5,000</b>	<b>\$ 5,000</b>		<b>\$ 10,000</b>	
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<b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate																				

<b>PROJECT NO:</b>	<b>3M</b>																			
<b>PROJECT TITLE:</b>	<b>Rail, Truck and Transit Planning</b>																			
<b>OBJECTIVE:</b>																				
To include multi-modal transportation planning in the Metropolitan Planning Organization (MPO) process, in order to effectively address rail, truck and transit transportation issues, for moving both people and freight, as appropriate.																				
<b>METHODOLOGY:</b>																				
<ul style="list-style-type: none"> <li>• Provide input and technical assistance from a multi-modal perspective to all SMTC transportation projects in order that rail, truck and transit travel are given appropriate consideration to any given SMTC project;</li> <li>• Conduct data collection, identify and assess existing conditions, develop and evaluate alternatives and/or prepare recommendations as required;</li> <li>• Identify issues of concern within the multi-modal arena for which a focused substantive transportation study may be appropriate; and</li> <li>• Provide staff support to multi-modal advisory committees and utilize, as appropriate, the committees as resources for providing input to specific multi-modal projects as well as multi-modal program development.</li> </ul>																				
<b>END PRODUCT:</b>																				
Maintenance of a multi-modal component in all SMTC transportation projects, and miscellaneous technical reports and memoranda.																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNYRTA, SMTC Member Agencies, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 11,250</td> <td>\$ 9,750</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 3,750</td> <td>\$ 5,250</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 15,000</b></td> <td><b>\$ 15,000</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$ 30,000</b></td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 11,250	\$ 9,750	FTA (Sec. 5303)	\$ 3,750	\$ 5,250	Other	\$	\$	<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 15,000</b>		<b>\$ 30,000</b>	
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<b>TOTAL</b>	<b>\$ 15,000</b>	<b>\$ 15,000</b>																		
	<b>\$ 30,000</b>																			

<b>PROJECT NO:</b>	<b>3N</b>		
<b>PROJECT TITLE:</b>	<b>Safety Improvement Analysis</b>		
<b>OBJECTIVE:</b>			
<p>To further the objective of addressing 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). As this is a two year program, both the City and Onondaga County will be completed over the two year period. Additionally, it is anticipated that each year an outreach will be made to the Towns and Villages in the MPO area for isolated intersection safety analysis.</p>			
<b>METHODOLOGY:</b>			
<b>Main Project Component:</b>			
<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 appropriate agency so that they may choose the 10 locations for analysis.</p> <p>Staff will then complete a detailed analysis of each chosen location. There will be several tasks included in the analysis and shall include field investigations, collision diagrams, collision summaries, intersection diagrams, timing and phasing plans, Level of Service analysis, and recommendations (if the entity so desires). An understanding of the reasons for the incident occurrences will be developed and a detailed report will be completed.</p> <p>If the entity desires recommendations in the report, recommended improvements from this analysis can then 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 the SMTC 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>			
<b>Secondary Project Component:</b>			
<p>This secondary project component is an anticipated annual outreach to Towns and Villages in the MPO area to determine if there are isolated intersections (under local jurisdiction) that the Towns or Villages would like to have the SMTC examine in terms of a safety improvement analysis. The intent is to provide assistance on individual intersections and not corridors. The locations will be chosen through a priority ranking and the number of locations will be contingent upon necessary and available resources.</p>			
<b>END PRODUCT:</b>			
<p>Final Reports (one per fiscal year) documenting the detailed analysis of the selected locations and secondary project reports to the appropriate town/village as warranted.</p>			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, City of Syracuse, OCDOT, Other Agencies as Appropriate</p>	FHWA (PL)	2004-2005 \$45,000	2005-2006 \$40,000
	FTA (Sec. 5303)	\$	\$
	Other	\$	\$
	TOTAL	\$45,000	\$40,000
			\$85,000

<b>PROJECT NO:</b>	<b>30</b>			
<b>PROJECT TITLE:</b>	<b>Title VI Report</b>			
<b>OBJECTIVE:</b>				
To complete a Title VI Report that assesses the services and facilities of the Central New York Regional Transportation Authority that is in compliance with the Federal Transit Administration's Title VI regulations.				
<b>METHODOLOGY:</b>				
Title VI is a federally mandated program to ensure that no person be denied the benefit of federal financial assistance based on race, color or national origin. The CNYRTA, as a recipient of Federal Transit Administration funds must comply with FTA Guidelines dated May 26, 1988 and Title 49, Chapter 53, Section 5332 of the Code of Federal Regulations. The last CNYRTA Title VI Program report was approved on June 13, 2002 and a deadline of August 25, 2004 was established as the deadline for an updated program report.				
As per the FTA guidelines, the 12 elements listed below need to be addressed as part of this project.				
<ol style="list-style-type: none"> <li>1. List of Active Complaints and Lawsuits</li> <li>2. Pending Applications for Financial Assistance</li> <li>3. Summary of Civil Rights Compliance Reviews</li> <li>4. FTA Civil Rights Assurance</li> <li>5. DOT Title VI Assurance</li> <li>6. Fixed-Facility (Environmental Justice) Impact analysis</li> <li>7. Demographic and Service Profile Maps, Overlays and Charts</li> <li>8. Service Standards and Policies</li> <li>9. Assessment of Compliance by Grantees</li> <li>10. Other Areas of Title VI Considerations</li> <li>11. Internal Monitoring Procedures</li> <li>12. Title VI Complaints</li> </ol>				
CNYRTA staff will be responsible for providing SMTC staff with all of the necessary data to address the 12 elements above and the SMTC staff will prepare the document and maps.				
<b>END PRODUCT:</b>				
A Title VI Report which meets all of the federal requirements for submittal to the FTA by the CNYRTA.				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, CNYRTA, Other Agencies as Appropriate		<i>2004-2005</i>	<i>2005-2006</i>	
		FHWA (PL)	\$	\$
		FTA (Sec. 5303)	\$ 15,000	\$
		Other	\$	\$
		TOTAL	\$ 15,000	\$
		\$15,000		

<b>PROJECT NO:</b>	<b>3P</b>																			
<b>PROJECT TITLE:</b>	<b>Transportation/Land Use Educational Outreach</b>																			
<b>OBJECTIVE:</b>																				
To provide an educational outreach program intended to inform municipal officials and the general public on the relationship between transportation and land use in creating more livable communities.																				
<b>METHODOLOGY:</b>																				
Building on previous activities, the SMTC will conduct outreach to municipal governments and the general public, highlighting the relationship between transportation and land use decision-making, linking the SMTC efforts with those of the Onondaga County Settlement Plan initiatives, as appropriate.																				
In support of this task, the SMTC will create an informative PowerPoint presentation, intended to educate the MPO community on the concepts and interrelationships of transportation and land use planning. As part of the PowerPoint presentation creation, the SMTC Central Staff will research various planning documents and manuals to provide the latest in transportation and land use planning, as well as link with actual examples to further explain its impact on communities. The goal is to then deliver this presentation to interested municipalities and organizations in an ongoing education and outreach effort. When completed, the presentation will also be available on CD-ROM (with scripted voice over) and accessible on the SMTC web site.																				
<b>END PRODUCT:</b>																				
Delivery of an on-going educational outreach program (i.e., PowerPoint presentation - accessible via staff-delivered presentations, CD-ROM, and the SMTC web site).																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<b>Sponsor:</b> SMTC  <b>Participating Agencies:</b> SMTC, Other Agencies as Appropriate		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 9,500</td> <td>\$ 9,500</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 500</td> <td>\$ 500</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>TOTAL</td> <td>\$ 10,000</td> <td>\$ 10,000</td> </tr> <tr> <td colspan="2"></td> <td>\$ 20,000</td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 9,500	\$ 9,500	FTA (Sec. 5303)	\$ 500	\$ 500	Other	\$	\$	TOTAL	\$ 10,000	\$ 10,000			\$ 20,000
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		Other	\$	\$																
TOTAL	\$ 10,000	\$ 10,000																		
		\$ 20,000																		

<b>PROJECT NO:</b>	<b>3Q</b>		
<b>PROJECT TITLE:</b>	<b>Travel Demand Modeling</b>		
<b>OBJECTIVE:</b>			
<p>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.</p>			
<b>METHODOLOGY:</b>			
<p>At a minimum, the existing SMTC Travel Demand Model (TModel) will need to be maintained and updated as necessary for use on various required activities until the new TransCAD Travel Demand Model is available for use. In addition, others needs may arise prior to the completion of the migration to the new platform in which the existing model will need to be utilized.</p> <p>The migration to the new TransCAD model will include the development of a new regional highway and transit model based on 2000 Census and 2000 Transportation Analysis Zones and as much other current information as possible. The new model 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. In addition, both SMTC and appropriate member agency staff will be trained on the migration and development process as well as on usage by the consultant retained to develop the new model. In addition, this task will also allow for the training of SMTC staff and appropriate member agency staff from the software developer.</p> <p>Finally, upon completion of the new model, this task will allow for staff to complete various modeling assignments as required or necessary to carry out and assist in the planning process.</p> <p>Note: The FHWA and FTA funding associated with this project is for SMTC staff activities. The consultant expenses associated with this project are being funded via a federal earmark from the Transportation &amp; Community Systems Preservation Pilot program. Only the FHWA and FTA funding is included in the budget tables.</p>			
<b>END PRODUCT:</b>			
<p>A new Travel Demand Model to be used by the SMTC for various required and desired transportation planning activities.</p>			
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>	
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies</p>	FHWA (PL)	2004-2005 \$ 24,000	2005-2006 \$ 21,000
	FTA (Sec. 5303)	\$ 6,000	\$ 9,000
	Other	\$ 400,000	\$
	TOTAL	\$ 430,000	\$ 30,000
			\$ 460,000

<b>PROJECT NO:</b>	<b>3R</b>			
<b>PROJECT TITLE:</b>	<b>University Hill Comprehensive Transportation Study</b>			
<b>OBJECTIVE:</b>				
To complete the University Hill Comprehensive Transportation Study.				
<b>METHODOLOGY:</b>				
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:				
<ul style="list-style-type: none"> <li>● 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;</li> <li>● A Public Involvement Plan was prepared;</li> <li>● A Study Advisory Committee (SAC) was created and the kickoff meeting was held in October 2002;</li> <li>● The Study Area Boundries were determined;</li> <li>● Data collection efforts have been completed;</li> <li>● A presentation on the project was given to the Syracuse University Parking Committee;</li> <li>● The multi-modal assessment is underway;</li> <li>● Technical Memorandum #1: Existing Conditions Summary has been completed;</li> <li>● Convened several SAC, focus group, and other meetings as necessary;</li> <li>● Conducted one Public meeting; and</li> <li>● Began identification of Issues and Opportunities.</li> </ul>				
The following list identifies the remaining major elements of the project to be completed:				
<ul style="list-style-type: none"> <li>● Convene meetings as appropriate;</li> <li>● Complete Multi-Modal Assessment;</li> <li>● Complete identification of Issues and Opportunities;</li> <li>● Complete Technical Memorandum #2: Issues &amp; Opportunities;</li> <li>● Develop Recommendations and Implementation Plan;</li> <li>● Complete Technical Memorandum #3: Recommendations and Implementation Plan;</li> <li>● Complete Final Report; and</li> <li>● Present to SMTC Committees as appropriate for approvals.</li> </ul>				
<b>END PRODUCT:</b>				
Technical Memorandums and Final Report.				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>		
<b>Sponsor:</b> City of Syracuse, Metropolitan Development Association  <b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate				
		FHWA (PL)	2004-2005 \$ 57,796	2005-2006 \$
		FTA (Sec. 5303)	\$ 14,449	\$
		Other	\$	\$
		TOTAL	\$ 72,245	\$
		\$ 72,245		



**UNIFIED PLANNING WORK PROGRAM**

**FY 2004-2006**

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

**4A — TIP Development and Maintenance**

<b>PROJECT NO:</b>	4A																			
<b>PROJECT TITLE:</b>	TIP Development and Maintenance																			
<b>OBJECTIVE:</b>																				
<p>Maintain and update the Transportation Improvement Program (TIP). Activities for this project will also ensure that the TIP is in compliance with all federal and state requirements.</p>																				
<b>METHODOLOGY:</b>																				
<p>The current TIP will be maintained, 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).</p> <p>In addition, the SMTC will be developing a new TIP beginning in the Summer of 2004, with final adoption and distribution occurring in 2005. In addition to dealing with typical TIP update and development issues, this effort will also coincide with the first STIP development in the context of a “transformed” NYSDOT, therefore, additional lead time will most likely be required to sort out schedules, responsibilities, and funding allocations. The TIP update will also be affected by the TEA-21 Reauthorization status.”</p>																				
<b>END PRODUCT:</b>																				
<p>A Transportation Improvement Program that is maintained, kept up to date and in compliance with all federal and state requirements.</p>																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th>2004-2005</th> <th>2005-2006</th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 24,345</td> <td>\$ 12,000</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$ 5,655</td> <td>\$ 3,000</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>TOTAL</td> <td>\$ 30,000</td> <td>\$ 15,000</td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;">\$ 45,000</td> </tr> </tbody> </table>		2004-2005	2005-2006	FHWA (PL)	\$ 24,345	\$ 12,000	FTA (Sec. 5303)	\$ 5,655	\$ 3,000	Other	\$	\$	TOTAL	\$ 30,000	\$ 15,000		\$ 45,000	
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Other	\$	\$																		
TOTAL	\$ 30,000	\$ 15,000																		
	\$ 45,000																			

**UNIFIED PLANNING WORK PROGRAM**

**FY 2004-2006**

**5—OTHER ACTIVITIES**

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

<b>PROJECT NO:</b>	<b>5A</b>																			
<b>PROJECT TITLE:</b>	<b>Miscellaneous Activities &amp; Special Technical Assistance</b>																			
<b>OBJECTIVE:</b>																				
<p>This task covers miscellaneous projects that are assigned from time to time, both short-term and infrequent long-term projects that do not warrant individual UPWP projects. Additionally, this task provides for special technical assistance to member agencies, local governments, and other agencies and/or organizations as appropriate.</p>																				
<b>METHODOLOGY:</b>																				
<p>From time to time, miscellaneous projects are assigned to staff. Many are one time studies or reports, while other tasks are more long-term in nature, and are infrequent enough or so limited in scope of MPO participation, and therefore do not warrant a separate UPWP project.</p> <p>Tasks may include such activities as participation in various New York State MPO statewide initiatives, and reviewing proposed Federal regulations.</p> <p>This task also allows the SMTC to provide technical assistance to member agencies, local governments, and other agencies/organizations which was not foreseen or known during the preparation of the annual UPWP.</p> <p>As this is a 2-year program, and there are many uncertainties regarding both the NYSDOT "Transformation" and the TEA-21 reauthorization, the funding identified for 2005-2006 has not yet been programmed. Since there may be new required initiatives for the MPO to undertake, it is the intention of the SMTC to amend this document near the close of the 2004-2005 program year and allocate these funds to a specific project(s), as allowable.</p>																				
<b>END PRODUCT:</b>																				
<p>Various activities, technical assistance, research, analysis, published documents, memoranda, brief reports, etc., as appropriate.</p>																				
<b>Project Sponsor / Participating Agencies:</b>		<b>Funding Sources:</b>																		
<p><b>Sponsor:</b> SMTC</p> <p><b>Participating Agencies:</b> SMTC, SMTC Member Agencies, Other Agencies as Appropriate</p>		<table border="1"> <thead> <tr> <th></th> <th><i>2004-2005</i></th> <th><i>2005-2006</i></th> </tr> </thead> <tbody> <tr> <td>FHWA (PL)</td> <td>\$ 22,819</td> <td>\$ 49,040</td> </tr> <tr> <td>FTA (Sec. 5303)</td> <td>\$</td> <td>\$ 28,140</td> </tr> <tr> <td>Other</td> <td>\$</td> <td>\$</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$ 22,819</b></td> <td><b>\$ 77,180</b></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: center;"><b>\$99,999</b></td> </tr> </tbody> </table>		<i>2004-2005</i>	<i>2005-2006</i>	FHWA (PL)	\$ 22,819	\$ 49,040	FTA (Sec. 5303)	\$	\$ 28,140	Other	\$	\$	<b>TOTAL</b>	<b>\$ 22,819</b>	<b>\$ 77,180</b>		<b>\$99,999</b>	
	<i>2004-2005</i>	<i>2005-2006</i>																		
FHWA (PL)	\$ 22,819	\$ 49,040																		
FTA (Sec. 5303)	\$	\$ 28,140																		
Other	\$	\$																		
<b>TOTAL</b>	<b>\$ 22,819</b>	<b>\$ 77,180</b>																		
	<b>\$99,999</b>																			

# **UNIFIED PLANNING WORK PROGRAM**

**FY 2004-2006**

## **6 — BUDGET TABLES**

### **2004-2005**

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### **2005-2006**

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**TABLE 6 - TOTAL AUDITABLE BUDGET**

**TABLE 1**  
**2004 - 2005 SUMMARY BUDGET**

TASK BUDGET							
TASK		FUNDING SOURCE					
ID	Category	FHWA	FTA	FTA %	Total Federal	Total Non-Federal	State
<b>1.</b>	<b>Program Administration and Support</b>						
A.	General Administration	\$165,000	\$55,000	25%	\$220,000	\$55,000	\$41,250
B.	Professional Services	\$2,375	\$125	5%	\$2,500	\$625	\$469
C.	Public Participation	\$47,200	\$8,330	15%	\$55,530	\$13,883	\$10,412
D.	UPWP Previous Year Closeouts	\$16,200	\$1,800	10%	\$18,000	\$4,500	\$3,375
E.	UPWP Maintenance and Development	\$4,500	\$500	10%	\$5,000	\$1,250	\$938
	<b>Total Program Administration and Support</b>	<b>\$235,275</b>	<b>\$65,755</b>	<b>22%</b>	<b>\$301,030</b>	<b>\$75,258</b>	<b>\$56,443</b>
<b>2.</b>	<b>Short-Range Transportation Planning</b>						
A.	Activity Tracking System	\$8,500	\$1,500	15%	\$10,000	\$2,500	\$1,875
B.	Census Data Compilation and/or Analysis	\$13,500	\$1,500	10%	\$15,000	\$3,750	\$2,813
C.	Data Collection, Compilation and/or Analysis	\$22,500	\$2,500	10%	\$25,000	\$6,250	\$4,688
D.	Functional Classification System Review	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875
E.	Geographic Information Systems	\$15,000	\$5,000	25%	\$20,000	\$5,000	\$3,750
	<b>Total Short-Range Transportation Planning</b>	<b>\$69,500</b>	<b>\$10,500</b>	<b>13%</b>	<b>\$80,000</b>	<b>\$20,000</b>	<b>\$15,000</b>
<b>3.</b>	<b>Long-Range Transportation Planning</b>						
A.	Air Quality, Conformity and Energy and Conformity	\$28,000	\$7,000	20%	\$35,000	\$8,750	\$6,563
B.	Air/Water Planning	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875
C.	Bicycle and Pedestrian Plan	\$17,600	\$4,400	20%	\$22,000	\$5,500	\$4,125
D.	Bicycle/Pedestrian Planning	\$8,500	\$1,500	15%	\$10,000	\$2,500	\$1,875
E.	Bridge & Pavement Condition Management System (BPCMS)	\$20,000	\$0	0%	\$20,000	\$5,000	\$3,750
F.	Congestion Management System	\$15,000	\$0	0%	\$15,000	\$3,750	\$2,813
G.	Environmental Justice Analysis	\$11,250	\$3,750	25%	\$15,000	\$3,750	\$2,813
H.	I-90 Corridor Planning Study	\$5,000	\$0	0%	\$5,000	\$1,250	\$938
I.	Lakefront Area Planning	\$4,000	\$1,000	20%	\$5,000	\$1,250	\$938
J.	Long-Range Transportation Plan	\$37,500	\$12,500	25%	\$50,000	\$12,500	\$9,375
K.	Northern MPA Planning	\$8,500	\$1,500	15%	\$10,000	\$2,500	\$1,875
L.	Operations and Integration	\$4,000	\$1,000	20%	\$5,000	\$1,250	\$938
M.	Rail/Truck and Transit Planning	\$11,250	\$3,750	25%	\$15,000	\$3,750	\$2,813
N.	Safety Improvement Analysis	\$45,000	\$0	0%	\$45,000	\$11,250	\$8,438
O.	Title VI Report	\$0	\$15,000	100%	\$15,000	\$3,750	\$2,813
P.	Transportation/Land Use Educational Outreach	\$9,500	\$500	5%	\$10,000	\$2,500	\$1,875
Q.	Travel Demand Model (See Note 1)	\$22,500	\$7,500	25%	\$30,000	\$7,500	\$5,625
R.	University Hill Comprehensive Transportation Study	\$57,796	\$14,449	20%	\$72,245	\$18,061	\$13,546
	<b>Total Long-Range Transportation Planning</b>	<b>\$315,396</b>	<b>\$73,849</b>	<b>19%</b>	<b>\$389,245</b>	<b>\$97,311</b>	<b>\$72,983</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP)</b>						
A.	TIP Administration	\$27,000	\$3,000	10%	\$30,000	\$7,500	\$5,625
	<b>Total Transportation Improvement Program</b>	<b>\$27,000</b>	<b>\$3,000</b>	<b>10%</b>	<b>\$30,000</b>	<b>\$7,500</b>	<b>\$5,625</b>
<b>5.</b>	<b>Other Activities</b>						
A.	Miscellaneous Activities & Special Technical Assistance	\$20,295	\$2,524	11%	\$22,819	\$5,705	\$4,279
	<b>Total Other Activities</b>	<b>\$20,295</b>	<b>\$2,524</b>	<b>15%</b>	<b>\$22,819</b>	<b>\$5,705</b>	<b>\$4,279</b>
	<b>Grand Total - Planning Funds</b>	<b>\$667,467</b>	<b>\$155,627</b>	<b>19%</b>	<b>\$823,094</b>	<b>\$205,774</b>	<b>\$154,330</b>
	<b>TCSPF Funds (For Task 3Q, See Note 1)</b>				<b>\$400,000</b>		
	<b>Grand Total - All Fund Sources</b>				<b>\$1,223,094</b>		

Note 1: An amount of \$400,000 of Federal Highway Administration's Transportation and Community and System Preservation Program (TCSPF) fund project during the 2002-2003 UPWP for consultant expenses. This amount is 100% federal funds and requires no local match and has not been included. The estimated \$30,000 included in this outline and the budget tables represents the FHWA/FTA Planning Funds to cover staff expenses associated with

**TABLE 2**  
**2004 - 2005 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	\$235,275	\$65,755	\$56,443	\$18,814	\$376,288	\$195,500	\$105,530	\$56,443	\$18,814	\$376,288
44.24.00	Short-Range Transportation Planning	\$69,500	\$10,500	\$15,000	\$5,000	\$100,000	\$80,000	\$0	\$15,000	\$5,000	\$100,000
44.23.02	Long-Range Transportation Planning	\$315,396	\$73,849	\$72,983	\$24,328	\$486,556	\$389,245	\$0	\$72,983	\$24,328	\$486,556
44.25.00	Transportation Improvement Program	\$27,000	\$3,000	\$5,625	\$1,875	\$37,500	\$30,000	\$0	\$5,625	\$1,875	\$37,500
44.27.00	Other Activities	\$20,295	\$2,524	\$4,279	\$1,426	\$28,524	\$22,819	\$0	\$4,279	\$1,426	\$28,524
	<b>Total</b>	<b>\$667,467</b>	<b>\$155,627</b>	<b>\$154,330</b>	<b>\$51,443</b>	<b>\$1,028,868</b>	<b>\$717,564</b>	<b>\$105,530</b>	<b>\$154,330</b>	<b>\$51,443</b>	<b>\$1,028,868</b>

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	County	Total
44.20.01	Personnel / Salaries	\$398,748		\$70,838		\$469,585
44.20.02	Fringe	\$135,871		\$21,761		\$157,632
44.20.03	Travel	\$6,000				\$6,000
44.20.04	Equipment	\$11,500				\$11,500
44.20.05	Supplies	\$5,000				\$5,000
44.20.06	Contractual	\$93,245	\$105,530		\$51,443	\$250,219
44.20.07	Other	\$5,300				\$5,300
44.20.08	Indirect	\$61,900		\$61,732		\$123,632
	<b>Total</b>	<b>\$717,564</b>	<b>\$105,530</b>	<b>\$154,330</b>	<b>\$51,443</b>	<b>\$1,028,868</b>

**TABLE 3**  
**2004 - 2005 SUMMARY BUDGET**  
**FHWA BUDGET**

TASK BUDGET							
ID	Task	Total	FHWA	Staff	CNY RPDB	State	County
44.21.00	Program Administration and Support	\$294,094	\$235,275	\$152,796	\$83,379	\$44,114	\$14,705
44.24.00	Short-Range Transportation Planning	\$86,875	\$69,500	\$69,500		\$13,031	\$4,344
44.23.02	Long-Range Transportation Planning	\$394,245	\$315,396	\$315,396		\$59,137	\$19,712
44.25.00	Transportation Improvement Program	\$33,750	\$27,000	\$27,000		\$5,063	\$1,688
44.27.00	Other Activities	\$25,369	\$20,295	\$19,396		\$3,805	\$1,268
	<b>Total</b>	<b>\$834,333</b>	<b>\$667,467</b>	<b>\$584,088</b>	<b>\$83,379</b>	<b>\$125,150</b>	<b>\$41,717</b>

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$382,020	\$324,576		\$57,444	
44.20.02	Fringe	\$128,244	\$110,597		\$17,646	
44.20.03	Travel	\$4,884	\$4,884			
44.20.04	Equipment	\$9,361	\$9,361			
44.20.05	Supplies	\$4,070	\$4,070			
44.20.06	Contractual	\$200,996	\$75,900	\$83,379		\$41,717
44.20.07	Other	\$4,314	\$4,314			
44.20.08	Indirect	\$100,446	\$50,386		\$50,060	
	<b>Total</b>	<b>\$834,334</b>	<b>\$584,088</b>	<b>\$83,379</b>	<b>\$125,150</b>	<b>\$41,717</b>



**TABLE 4**  
**2004 - 2005 SUMMARY BUDGET**  
**FTA BUDGET**

TASK BUDGET							
ID	Task	Total	FTA	Staff	CNY RPDB	State	County
44.21.00	Program Administration and Support	\$82,194	\$65,755	\$42,704	\$22,151	\$12,329	\$4,110
44.24.00	Short-Range Transportation Planning	\$13,125	\$10,500	\$10,500		\$1,969	\$656
44.23.02	Long-Range Transportation Planning	\$92,311	\$73,849	\$73,849		\$13,847	\$4,616
44.25.00	Transportation Improvement Program	\$3,750	\$3,000	\$3,000		\$563	\$188
44.27.00	Other Activities	\$3,155	\$2,524	\$3,423		\$473	\$158
	<b>Total</b>	<b>\$194,534</b>	<b>\$155,627</b>	<b>\$133,476</b>	<b>\$22,151</b>	<b>\$29,180</b>	<b>\$9,727</b>

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$87,566	\$74,172		\$13,394	
44.20.02	Fringe	\$29,388	\$25,274		\$4,114	
44.20.03	Travel	\$1,116	\$1,116			
44.20.04	Equipment	\$2,139	\$2,139			
44.20.05	Supplies	\$930	\$930			
44.20.06	Contractual	\$49,223	\$17,345	\$22,151		\$9,727
44.20.07	Other	\$986	\$986			
44.20.08	Indirect	\$23,186	\$11,514		\$11,672	
	<b>Total</b>	<b>\$194,534</b>	<b>\$133,476</b>	<b>\$22,151</b>	<b>\$29,180</b>	<b>\$9,727</b>

**TABLE 5**  
**2004 - 2005 SUMMARY BUDGET**  
**TOTAL FEDERAL BUDGETS**

TASK BUDGET			
ID	Task	Total Federal	Total
44.21.00	Program Administration and Support	\$301,030	\$376,288
44.24.00	Short-Range Transportation Planning	\$80,000	\$100,000
44.23.02	Long-Range Transportation Planning	\$389,245	\$486,556
44.25.00	Transportation Improvement Program	\$30,000	\$37,500
44.27.00	Other Activities	\$22,819	\$28,524
	<b>Total</b>	<b>\$823,094</b>	<b>\$1,028,868</b>

AUDIT BUDGET			
ID	Category	Total Federal	Total
44.20.01	Personnel / Salaries	\$398,748	\$469,585
44.20.02	Fringe	\$135,871	\$157,632
44.20.03	Travel	\$6,000	\$6,000
44.20.04	Equipment	\$11,500	\$11,500
44.20.05	Supplies	\$5,000	\$5,000
44.20.06	Contractual	\$198,775	\$250,219
44.20.07	Other	\$5,300	\$5,300
44.20.08	Indirect	\$61,900	\$123,632
	<b>Total</b>	<b>\$823,094</b>	<b>\$1,028,868</b>

**TABLE 6**  
**2004 - 2005 SUMMARY BUDGET**  
**TOTAL AUDITABLE BUDGET**

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$469,585	\$398,748		\$70,838	
44.20.02	Fringe	\$157,632	\$135,871		\$21,761	
44.20.03	Travel	\$6,000	\$6,000			
44.20.04	Equipment	\$11,500	\$11,500			
44.20.05	Supplies	\$5,000	\$5,000			
44.20.06	Contractual	\$250,219	\$93,245	\$105,530		\$51,443
44.20.07	Other	\$5,300	\$5,300			
44.20.08	Indirect	\$123,632	\$61,900		\$61,732	
	<b>Total</b>	<b>\$1,028,868</b>	<b>\$717,564</b>	<b>\$105,530</b>	<b>\$154,330</b>	<b>\$51,443</b>

**TABLE 1**  
**2005 - 2006 SUMMARY BUDGET**

TASK BUDGET							
TASK		FUNDING SOURCE					
ID	Category	FHWA	FTA	FTA %	Total Federal	Total Non-Federal	State
<b>1.</b>	<b>Program Administration and Support</b>						
A.	General Administration	\$172,500	\$57,500	25%	\$230,000	\$57,500	\$43,125
B.	Professional Services	\$2,375	\$125	5%	\$2,500	\$625	\$469
C.	Public Participation	\$48,802	\$8,612	15%	\$57,414	\$14,354	\$10,765
D.	UPWP Previous Year Closeouts	\$9,000	\$1,000	10%	\$10,000	\$2,500	\$1,875
E.	UPWP Maintenance and Development	\$22,500	\$2,500	10%	\$25,000	\$6,250	\$4,688
	<b>Total Program Administration and Support</b>	<b>\$255,177</b>	<b>\$69,737</b>	<b>21%</b>	<b>\$324,914</b>	<b>\$81,229</b>	<b>\$60,921</b>
<b>2.</b>	<b>Short-Range Transportation Planning</b>						
A.	Activity Tracking System	\$8,500	\$1,500	15%	\$10,000	\$2,500	\$1,875
B.	Census Data Compilation and/or Analysis	\$9,000	\$1,000	10%	\$10,000	\$2,500	\$1,875
C.	Data Collection, Compilation and/or Analysis	\$31,500	\$3,500	10%	\$35,000	\$8,750	\$6,563
D.	Functional Classification System Review	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875
E.	Geographic Information Systems	\$15,000	\$5,000	25%	\$20,000	\$5,000	\$3,750
	<b>Total Short-Range Transportation Planning</b>	<b>\$74,000</b>	<b>\$11,000</b>	<b>13%</b>	<b>\$85,000</b>	<b>\$21,250</b>	<b>\$15,938</b>
<b>3.</b>	<b>Long-Range Transportation Planning</b>						
A.	Air Quality, Conformity and Energy and Conformity	\$24,000	\$6,000	20%	\$30,000	\$7,500	\$5,625
B.	Air/Water Planning	\$10,000	\$0	0%	\$10,000	\$2,500	\$1,875
C.	Bicycle and Pedestrian Plan	\$0	\$0	0%	\$0	\$0	\$0
D.	Bicycle/Pedestrian Planning	\$8,500	\$1,500	15%	\$10,000	\$2,500	\$1,875
E.	Bridge & Pavement Condition Management System (BPCMS)	\$20,000	\$0	0%	\$20,000	\$5,000	\$3,750
F.	Congestion Management System	\$5,000	\$0	0%	\$5,000	\$1,250	\$938
G.	Environmental Justice Analysis	\$11,250	\$3,750	25%	\$15,000	\$3,750	\$2,813
H.	I-90 Corridor Planning Study	\$5,000	\$0	0%	\$5,000	\$1,250	\$938
I.	Lakefront Area Planning	\$4,000	\$1,000	20%	\$5,000	\$1,250	\$938
J.	Long-Range Transportation Plan	\$56,250	\$18,750	25%	\$75,000	\$18,750	\$14,063
K.	Northern MPA Planning	\$8,500	\$1,500	15%	\$10,000	\$2,500	\$1,875
L.	Operations and Integration	\$4,000	\$1,000	20%	\$5,000	\$1,250	\$938
M.	Rail/Truck and Transit Planning	\$11,250	\$3,750	25%	\$15,000	\$3,750	\$2,813
N.	Safety Improvement Analysis	\$40,000	\$0	0%	\$40,000	\$10,000	\$7,500
O.	Title VI Report	\$0	\$0	0%	\$0	\$0	\$0
P.	Transportation/Land Use Educational Outreach	\$9,500	\$500	5%	\$10,000	\$2,500	\$1,875
Q.	Travel Demand Model	\$22,500	\$7,500	25%	\$30,000	\$7,500	\$5,625
R.	University Hill Comprehensive Transportation Study	\$0	\$0	0%	\$0	\$0	\$0
	<b>Total Long-Range Transportation Planning</b>	<b>\$239,750</b>	<b>\$45,250</b>	<b>16%</b>	<b>\$285,000</b>	<b>\$71,250</b>	<b>\$53,438</b>
<b>4.</b>	<b>Transportation Improvement Program (TIP)</b>						
A.	TIP Administration	\$13,500	\$1,500	10%	\$15,000	\$3,750	\$2,813
	<b>Total Transportation Improvement Program</b>	<b>\$13,500</b>	<b>\$1,500</b>	<b>10%</b>	<b>\$15,000</b>	<b>\$3,750</b>	<b>\$2,813</b>
<b>5.</b>	<b>Other Activities</b>						
A.	Miscellaneous Activities & Special Technical Assistance	\$49,040	\$28,140	36%	\$77,180	\$19,295	\$14,471
	<b>Total Other Activities</b>	<b>\$49,040</b>	<b>\$28,140</b>	<b>9%</b>	<b>\$77,180</b>	<b>\$19,295</b>	<b>\$14,471</b>
	<b>Grand Total - Planning Funds</b>	<b>\$631,467</b>	<b>\$155,627</b>	<b>20%</b>	<b>\$787,094</b>	<b>\$196,774</b>	<b>\$147,580</b>

**TABLE 2**  
**2005 - 2006 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	\$255,177	\$69,737	\$60,921	\$20,307	\$406,143	\$217,500	\$107,414	\$60,921	\$20,307	\$406,143
44.24.00	Short-Range Transportation Planning	\$74,000	\$11,000	\$15,938	\$5,313	\$106,250	\$85,000	\$0	\$15,938	\$5,313	\$106,250
44.23.02	Long-Range Transportation Planning	\$239,750	\$45,250	\$53,438	\$17,813	\$356,250	\$285,000	\$0	\$53,438	\$17,813	\$356,250
44.25.00	Transportation Improvement Program	\$13,500	\$1,500	\$2,813	\$938	\$18,750	\$15,000	\$0	\$2,813	\$938	\$18,750
44.27.00	Other Activities	\$49,040	\$28,140	\$14,471	\$4,824	\$96,475	\$77,180	\$0	\$14,471	\$4,824	\$96,475
	<b>Total</b>	<b>\$631,467</b>	<b>\$155,627</b>	<b>\$147,580</b>	<b>\$49,194</b>	<b>\$983,868</b>	<b>\$679,680</b>	<b>\$107,414</b>	<b>\$147,580</b>	<b>\$49,194</b>	<b>\$983,868</b>

AUDIT BUDGET						
ID	Category	Staff	CNY RPDB	State	County	Total
44.20.01	Personnel / Salaries	\$403,925		\$67,739		\$471,664
44.20.02	Fringe	\$147,112		\$20,809		\$167,920
44.20.03	Travel	\$6,000				\$6,000
44.20.04	Equipment	\$11,500				\$11,500
44.20.05	Supplies	\$5,000				\$5,000
44.20.06	Contractual	\$38,245	\$107,414		\$49,194	\$194,853
44.20.07	Other	\$5,400				\$5,400
44.20.08	Indirect	\$62,500		\$59,032		\$121,532
	<b>Total</b>	<b>\$679,680</b>	<b>\$107,414</b>	<b>\$147,580</b>	<b>\$49,194</b>	<b>\$983,868</b>

**TABLE 3**  
**2005 - 2006 SUMMARY BUDGET**  
**FHWA BUDGET**

TASK BUDGET							
ID	Task	Total	FHWA	Staff	CNY RPDB	State	County
44.21.00	Program Administration and Support	\$318,971	\$255,177	\$170,818	\$62,780	\$47,846	\$15,949
44.24.00	Short-Range Transportation Planning	\$92,500	\$74,000	\$74,000		\$13,875	\$4,625
44.23.02	Long-Range Transportation Planning	\$299,688	\$239,750	\$239,750		\$44,953	\$14,984
44.25.00	Transportation Improvement Program	\$16,875	\$13,500	\$13,500		\$2,531	\$844
44.27.00	Other Activities	\$61,300	\$49,040	\$70,620		\$9,195	\$3,065
	<b>Total</b>	<b>\$789,334</b>	<b>\$631,467</b>	<b>\$568,687</b>	<b>\$62,780</b>	<b>\$118,400</b>	<b>\$39,467</b>

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$392,309	\$337,962		\$54,346	
44.20.02	Fringe	\$139,782	\$123,088		\$16,694	
44.20.03	Travel	\$5,020	\$5,020			
44.20.04	Equipment	\$9,622	\$9,622			
44.20.05	Supplies	\$4,183	\$4,183			
44.20.06	Contractual	\$134,246	\$32,000	\$62,780		\$39,467
44.20.07	Other	\$4,518	\$4,518			
44.20.08	Indirect	\$99,654	\$52,294		\$47,360	
	<b>Total</b>	<b>\$789,334</b>	<b>\$568,687</b>	<b>\$62,780</b>	<b>\$118,400</b>	<b>\$39,467</b>

**TABLE 4**  
**2005 - 2006 SUMMARY BUDGET**  
**FTA BUDGET**

TASK BUDGET							
ID	Task	Total	FTA	Staff	CNY RPDB	State	County
44.21.00	Program Administration and Support	\$87,171	\$69,737	\$46,682	\$44,634	\$13,076	\$4,359
44.24.00	Short-Range Transportation Planning	\$13,750	\$11,000	\$11,000		\$2,063	\$688
44.23.02	Long-Range Transportation Planning	\$56,563	\$45,250	\$45,250		\$8,484	\$2,828
44.25.00	Transportation Improvement Program	\$1,875	\$1,500	\$1,500		\$281	\$94
44.27.00	Other Activities	\$35,175	\$28,140	\$6,560		\$5,276	\$1,759
	<b>Total</b>	<b>\$194,534</b>	<b>\$155,627</b>	<b>\$110,993</b>	<b>\$44,634</b>	<b>\$29,180</b>	<b>\$9,727</b>

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$79,355	\$65,962		\$13,394	
44.20.02	Fringe	\$28,138	\$24,024		\$4,114	
44.20.03	Travel	\$980	\$980			
44.20.04	Equipment	\$1,878	\$1,878			
44.20.05	Supplies	\$817	\$817			
44.20.06	Contractual	\$60,606	\$6,245	\$44,634		\$9,727
44.20.07	Other	\$882	\$882			
44.20.08	Indirect	\$21,878	\$10,206		\$11,672	
	<b>Total</b>	<b>\$194,534</b>	<b>\$110,993</b>	<b>\$44,634</b>	<b>\$29,180</b>	<b>\$9,727</b>

**TABLE 5**  
**2005 - 2006 SUMMARY BUDGET**  
**TOTAL FEDERAL BUDGETS**

TASK BUDGET			
ID	Task	Total Federal	Total
44.21.00	Program Administration and Support	\$324,914	\$406,143
44.24.00	Short-Range Transportation Planning	\$85,000	\$106,250
44.23.02	Long-Range Transportation Planning	\$285,000	\$356,250
44.25.00	Transportation Improvement Program	\$15,000	\$18,750
44.27.00	Other Activities	\$77,180	\$96,475
	<b>Total</b>	<b>\$787,094</b>	<b>\$983,868</b>

AUDIT BUDGET			
ID	Category	Total Federal	Total
44.20.01	Personnel / Salaries	\$403,925	\$471,664
44.20.02	Fringe	\$147,112	\$167,920
44.20.03	Travel	\$6,000	\$6,000
44.20.04	Equipment	\$11,500	\$11,500
44.20.05	Supplies	\$5,000	\$5,000
44.20.06	Contractual	\$145,659	\$194,852
44.20.07	Other	\$5,400	\$5,400
44.20.08	Indirect	\$62,500	\$121,532
	<b>Total</b>	<b>\$787,094</b>	<b>\$983,868</b>



**TABLE 6**  
**2005 - 2006 SUMMARY BUDGET**  
**TOTAL AUDITABLE BUDGET**

AUDIT BUDGET						
ID	Category	Total	Staff	CNY RPDB	State	County
44.20.01	Personnel / Salaries	\$471,664	\$403,925		\$67,739	
44.20.02	Fringe	\$167,920	\$147,112		\$20,809	
44.20.03	Travel	\$6,000	\$6,000			
44.20.04	Equipment	\$11,500	\$11,500			
44.20.05	Supplies	\$5,000	\$5,000			
44.20.06	Contractual	\$194,853	\$38,245	\$107,414		\$49,194
44.20.07	Other	\$5,400	\$5,400			
44.20.08	Indirect	\$121,532	\$62,500		\$59,032	
	<b>Total</b>	<b>\$983,868</b>	<b>\$679,680</b>	<b>\$107,414</b>	<b>\$147,580</b>	<b>\$49,194</b>