

ORGANIZATION AND MANAGEMENT OF THE BINGHAMTON METROPOLITAN TRANSPORTATION STUDY

The Binghamton Metropolitan Transportation Study Policy Committee is the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York and given the responsibility for carrying out the continuous, comprehensive, and cooperative transportation planning process for the Binghamton Metropolitan Area. Decision making authority is held by the BMTS Policy Committee, which includes elected executive officials of urban area municipalities and representatives of State and Federal transportation agencies. The BMTS Planning Committee provides technical oversight of the BMTS work program, both directly and through its subcommittees, and also acts as liaison between the Policy Committee and the BMTS Central Staff.

The BMTS Central Staff is composed of transportation planning and engineering professionals housed by Broome County government. The New York State Department of Transportation Region 9 Office of Planning and Program Management often plays a key role in advancing metropolitan planning tasks. Participation in the planning process is also extended to technical advisory committees, which involve municipal government officials, representatives of private industry, specialized agencies, and the general public. A more complete description of BMTS is contained in the *Unified Operations Plan*, which has been updated periodically, most recently in 2003.

The 2007-2008 Unified Planning Work Program is intended to be consistent with the *Unified Operations Plan* as well as the metropolitan planning requirements of federal law and regulation. The Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users was signed into law in August 2005. Known as SAFETEA, this law reauthorizes federal surface transportation programs through the end of fiscal year 2009. SAFETEA includes some modest changes to the metropolitan planning process. The Federal Highway Administration and Federal Transit Administration issued a Notice of Proposed Rulemaking for a new planning rule in 2006. The Final Rule was issued on February 14, 2007, after the approval of the Draft UPWP. In general, this program is responsive to the metropolitan planning requirements expressed in the rule.

Critical to the successful completion of the Unified Planning Work Program is the adequate financial support of BMTS Central Staff. SAFETEA provided the first increase in the FHWA-PL funding formula since 1991. The takedown was increased from 1% to 1.25% of the FHWA core construction programs. A countervailing action is that none of the new categorical capital programs, nor the minimum guarantee program are considered core programs. As a result, while SAFETEA provides substantial increases in overall funding, the core program base did not increase significantly. Nonetheless, New York's PL apportionment increases by over 20%. While FTA metropolitan planning funds remain an annual appropriation rather than a formula based program, the amount of these funds also increased. As reflected in the Central Staff Staffing Plan, these Federal resources are adequate to maintain BMTS Central Staff at a level appropriate for the required planning effort.

Because of conservative programming over the course of many years, as reflected by very limited use of either "pass-through" funding or hiring of consultants, BMTS has developed a backlog of FHWA PL funds. As a result, maintaining the current staff level will be possible through a small drawdown on the backlog. As has been the case in recent years, the use of consultants for important projects that cannot be completed by Central Staff will still be considered.

I. OVERVIEW OF THE UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program identifies the transportation planning activities that are to be undertaken in the BMTS study area in Broome and Tioga Counties New York, and Susquehanna County Pennsylvania during SFY 2007-2008. It also details the administrative activities that are necessary to the completion of those planning tasks. The intent of developing a comprehensive work program is to insure that a coordinated transportation planning process occurs in the region. The planning activities which are undertaken by BMTS Central Staff are funded by the Federal Highway Administration PL program and the Federal Transit Administration §5303 Metropolitan Planning Program, with in-kind match provided by the New York State Department of Transportation and Broome County.

The work performed to complete each item in this Unified Planning Work Program is to be undertaken by either BMTS Central Staff or by a consultant under contract to Broome County and supervised by Central Staff. Included in this UPWP is a program budget, which details how the available funds will be utilized to support the planning activities. This permits the UPWP to act not only as a document to coordinate planning, but also both as a grant application for Federal funds and a management tool for directing staff throughout the year. The required local match to Federal funds is provided through in-kind services delivered by the BMTS Central Staff host agency, Broome County government. These services are primarily administrative, and include a broad range of financial and personnel support services. Technical services are periodically provided by the Broome County Department of Planning and Economic Development and the Department of Public Transportation. The delivery of in-kind services as local match is documented in the Broome County Indirect Cost Plan.

The Unified Planning Work Program also includes projects of Statewide significance that are being undertaken under the Shared Cost Initiative Program of the New York State MPO Association.

Accompanying the Unified Planning Work Program is the BMTS Central Staff Staffing Plan. This plan demonstrates to the host agency the number of positions and titles that the BMTS Policy Committee finds necessary to provide the proper capacity and expertise to accomplish that portion of the UPWP assigned to Central Staff. The Staffing Plan is necessarily constrained by the available Federal funding. This UPWP reflects the maintenance of current staffing levels of five professional positions and one support position. The Staffing Plan also includes a financial analysis and five year forecast of available revenue and need.

II. ORGANIZATION AND OBJECTIVES OF THE UNIFIED PLANNING WORK PROGRAM

Tasks contained in the Unified Planning Work Program are intended to support a planning effort which:

1. Implements national transportation policy by meeting the metropolitan planning requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users. As noted earlier, accompanying regulation have not yet been promulgated by the Federal Highway Administration and the Federal Transit Administration. There is relevant guidance from those agencies as well as the U.S. Environmental Protection Agency and other Federal agencies. For this UPWP, FHWA and FTA have proposed the following planning emphasis areas:

- ✧ Consideration of safety and security
- ✧ Integration of planning and environmental processes
- ✧ Consideration of management and operations
- ✧ State DOT consultation with non-metropolitan local officials
- ✧ Enhancing the technical capacity of the planning process
- ✧ Coordination of human service agency transportation services

This UPWP explicitly addresses safety, management and operations, and human service agency transportation. Technical capacity is addressed implicitly through resources devoted to training and professional development of BMTS staff.

2. Addresses the emphasis areas of the New York State Department of Transportation that are intended to implement the State's policies for metropolitan transportation planning, and other related policies including those of the New York State Energy Plan. NYSDOT has proposed that MPOs consider the relation of transportation corridors being defined within the context of its Transformation process and regional plans and programs. This UPWP includes a task to do so.

3. Addresses transportation issues specific to the Binghamton metropolitan area as identified by member governments, agencies, or staff. A request for UPWP projects was distributed to all BMTS member governments. Project requests were generally accommodated.

4. Ensures that projects conceived by BMTS to fulfill Federal or State policies or address local issues are progressed in an expeditious, coordinated, and cost-effective manner.

The Unified Planning Work Program is developed annually within the framework of the program established by the Unified Operations Plan. It is developed with the maximum participation of all local officials to insure that the manner in which it addresses local issues is consistent with the agenda of those officials. Tasks are organized into several major categories to facilitate review and management. These include:

1. Long Range Plan Development and Reappraisal
2. Transportation Systems Management and Plan Implementation
3. Project Programming and Development
4. Transportation Systems Monitoring and Information Management
5. Administration

Federal law for the past decade has placed a great emphasis on involving the community in the development of transportation plans and programs, and decisions about priorities of transportation investment. The requirement that long-range plans be reassessed on a relatively frequent basis ensures that these priorities can be modified to mirror changes in the community's demographics, economy, or development goals. Transportation plans and transportation improvement programs must be fiscally constrained by forecasts of reasonably available resources, so decisions about priorities do not become wish

lists devised to satisfy all constituents, but rather discussions of realistic choices. The process of choosing projects for inclusion in the Transportation Improvement Program must be based on a rigorous methodology. Management systems, both individually and together, provide a systematic way to identify needs and evaluate investment strategies across the metropolitan transportation system. With management and operation of transportation systems becoming a national emphasis area, the collection and analysis of data to evaluate system performance is an important task area.

A judiciously developed UPWP ensures that the transportation needs of the region are properly identified and addressed, and that public resources are invested as effectively as possible. A common thread throughout these task areas is community involvement. BMTS invests a good deal of effort and resource in outreach activities, and has seen its planning products become more responsive to the interests of the communities it serves.

III. 2007-2008 UNIFIED PLANNING WORK PROGRAM TASKS

A. PLAN REAPPRAISAL

1. Front Street Gateway/Corridor Study

Objective: The BMTS long range plan, *TRANSPORTATION TOMORROW 2030 ~ PLACEMAKING FOR PROSPERITY* was adopted in September 2005, and identified as a high priority rebuilding Front Street in the City of Binghamton using the principles of placemaking and context sensitive solutions.

This task will use a similar approach as the recently completed Main Street Corridor Study, examining existing conditions of both transportation and land use, developing alternative development scenarios, and involving the public and local elected officials.

Budget: \$30,000 FHWA-PL

Schedule: Initiate 1st quarter

2. Household Travel Survey

Objective: Household based travel behavior is the foundation of travel demand modeling. Conducting this survey will permit BMTS to recalibrate the Binghamton Regional Travel Model by replacing national default data with actual local data.

The methodology for the conduct of household travel surveys is well established. Consultant services will be utilized for development of the sampling plan, conduct of the survey, and data analysis.

Budget: \$150,000 FHWA [\$130,000 consultant, \$20,000 BMTS staff activity]
\$30,000 FTA §5303 X016 [\$ 20,000 consultant, \$10,000 BMTS staff activity]

Schedule: Initiate 1st quarter

3. NYSDOT Regional Systems Planning Assistance

Objective: To provide assistance to NYSDOT Regions 6 and 9 in regional comprehensive planning; travel forecasting, bicycle and pedestrian planning, site impact traffic assessment, and other planning tasks where BMTS Central Staff's expertise in systems planning can be beneficial.

Budget: \$7,000 FHWA-PL

Schedule: Per NYSDOT requests

B. TRANSPORTATION SYSTEMS MANAGEMENT and PLAN IMPLEMENTATION

1. Broome County Transit Operations Planning: Downtown Loop Service Plan [carried over from 2006-2007 UPWP]

Objective: With the development of the Intermodal Transit Terminal, the public has expressed concern that the BC Junction hub, the transfer point for BC Transit fixed route service, will be located a greater distance from center of downtown and other services. Broome County has expressed interest in developing a downtown loop or circulator service to meet that need.

This study will forecast the service demands and investigate various operational business models.

Budget: \$16,000 FTA §5303 X014

Schedule: Initiate 2nd quarter

2. Broome County Transit Operations Planning: Bus Size and Efficiency [carried over from 2006-2007 UPWP]

Objective: Over time, concern has been expressed that some BC Transit fixed route buses are traveling with very few passengers, and the county should consider purchasing smaller buses for some routes or times of day.

This study will investigate and document the ridership on each route segment, and analyze the costs and benefits of running a fixed route fleet of different sized buses.

Budget: \$10,000 FTA §5303 X014

Schedule: Initiate 1st quarter

3. Broome County Transit Operations Planning: On-Board Survey, Fixed Route Bus [carried over in part from 2006-2007 UPWP]

Objectives: BMTS has an ongoing task to assist Broome County in planning for transit operations. A survey of fixed route bus riders has not been done for a number of years. The purpose of this task is to collect statistically valid data on rider demographics, travel characteristics, and opinions of service.

Although initially programmed as consultant services, this task is being conducted by the Binghamton University College of Community and Public Affairs, with oversight by BMTS staff. It was initiated in January, 2007, and will be completed in May, 2007.

Budget: \$5,000 FTA §5303 X015

Schedule: Complete 1st quarter

4. Public Transportation Attitudinal Survey

Objectives: In order to properly plan public transportation investment, it is important to periodically survey the general public regarding their attitudes about transit service, utilization, funding, and related topics. Resultant information will be used by both BMTS and county decision

makers.

This will be a telephone survey of residents throughout Broome County. It is the intent to utilize consultant services for this task, with BMTS staff oversight.

Budget: \$30,000 FTA §5303 X015

Schedule: Complete by 2nd quarter

5. Coordinated Public Transit-Human Services Transportation Plan Review and Implementation

Objective: This plan, required by SAFETEA-LU in order to receive funding under a number of FTA programs related to job access and the transportation of the elderly and disabled, was completed by BMTS in the 2006-2007 program year.

This task will provide for ongoing plan review, and staff participation in the committee that was established to develop the plan and implement transportation coordination.

Budget: \$12,000 FTA §5303 X016

Schedule: Ongoing

6. Community Based Planning Initiative: Neighborhood Traffic Management

Objective: There are well established techniques, known as traffic calming, to manage traffic in residential neighborhoods, to improve safety by reducing speed and through traffic volume.

This task will provide for the coordination with local governments on the planning and implementation of traffic calming in appropriate locations.

Budget: \$15,000 FHWA-PL

Schedule: Initiate 3rd quarter

7. Pedestrian and Bicycle Plan Implementation

a. Safe Routes to School

Objective: To continue BMTS' efforts with local school districts to promote Safe Routes to School programs. To provide for staff support of upcoming funding distribution by NYSDOT under the Safe Routes to School program in SAFETEA.

Budget: \$16,000 FHWA PL

Schedule: Ongoing

b. Pedestrian/Bicycle Advisory Committee Support

Objectives: To provide staff support and direction to the BMTS Pedestrian/Bicycle Advisory Committee.

Budget: \$10,000 FHWA-PL

Schedule: Ongoing

8. Linking Planning and Operations: ITS Regional Architecture Maintenance

Objective: The Binghamton Metropolitan ITS Regional Architecture was adopted in 2003-2004. Federal rule and policy require that the ITS Regional Architecture include a method for maintenance that reflects project deployments, changes in technology, and changes in transportation system needs.

While base conditions have changed little, NYSDOT is completing its Statewide ITS Strategic Plan, which is likely to have implications for the Binghamton region. This task will provide for a thorough revisit of the regional architecture.

Budget: \$15,000 FHWA-PL

Schedule: Initiate 2nd quarter

9. Local Traffic Engineering Assistance

Objectives: To provide BMTS member municipalities with professional traffic engineering services upon request. These are typically safety investigations, traffic operations analyses, and review of site development traffic impact studies.

To review for the Broome County Department of Planning all General Municipal Law §239 (l) and (m) submissions with respect to transportation impact.

To participate in the City of Binghamton Traffic Board in an ex-officio capacity, and to provide technical support to that board.

To participate in the NYSDOT Region 9 Site Impact Committee.

Budget: \$55,000 FHWA-PL

Schedule: Ongoing

C. PROJECT PROGRAMMING AND DEVELOPMENT

1. Transportation Improvement Program

Objective: To complete the development of the 2008-2012 TIP, with Policy Committee adoption scheduled for June 2007, on a schedule to be jointly determined by BMTS and NYSDOT.

Budget: \$7,000 FHWA-PL
\$4,000 FTA §5303 X015

Schedule: Ongoing; initiate new TIP development by October

2. Program Monitoring

Objective: To provide for ongoing monitoring of TIP projects, including proposed changes in schedule, scope, or cost. To support quarterly meetings of the TIP Subcommittee.

Budget: \$5,000 FHWA-PL

Schedule: Ongoing

3. Annual Listing of Project Obligations

Objective: Federal law mandates that MPOs publish each year a listing of Federal aid project obligations during the previous fiscal year. BMTS uses this task to track progress on TIP projects, comparing implementation to TIP schedules

Budget: \$4,000 FHWA-PL

Schedule: Complete 1st quarter

4. Project Development Assistance

Objectives: To assist NYSDOT Region 9 staff in progressing TIP projects through the project development process.

To perform specific tasks as determined jointly with the NYSDOT Regional Planning and Program Manager, including preparation of Initial Project Proposals and review of project reports prepared by NYSDOT staff. Participate in project meetings, public information meetings, and public hearings.

To oversee the management of municipal Federal-aid projects, which are progressed by local government under a Federal reimbursement process. NYSDOT's oversight will primarily be a process completeness review, rather than a technical review.

Budget: \$5,000 FHWA-PL

Schedule: Ongoing

D. SPECIAL STUDIES

1. Safety Conscious Planning Initiative: Corridor Safety Audit Pilot [carried over from 2006-2007 UPWP]

Objective: The 2005 NYSMPO Statewide Forum on Integrating Safety into Transportation Planning identified road safety audits as a useful strategy to improve safety. The BMTS long range plan adopted in September 2005 identified the corridor safety audit as a priority action. This task will select a single corridor as a pilot project, assembling a multidisciplinary team to evaluate safety issues and countermeasures.

Budget: \$22,000 FHWA-PL

Schedule: Initiate 2nd quarter

E. TRANSPORTATION SYSTEMS MONITORING AND INFORMATION MANAGEMENT

1. Traffic Monitoring System

Objectives: To maintain an updated database of traffic volumes and geometric and operational information for the metropolitan transportation system.

To collect data as necessary to support BMTS planning activities, project development, and local engineering assistance.

Budget: \$20,000 FHWA-PL

Schedule: Ongoing

2. Transportation Infrastructure Management Systems

Objectives: To perform pavement sufficiency rating for the non-State Federal Aid System throughout the BMTS metropolitan area, utilizing the NYSDOT Visual Scoring System to ensure consistency with rating of State highways. To analyze time series trends in pavement sufficiency by functional class and jurisdiction.

To identify deficient bridges in priority order as candidate projects for inclusion in the TIP. NYSDOT is responsible for inspection of all bridges, regardless of ownership. The annual bridge sufficiency list will be provided to BMTS.

To identify high accident locations off the State highway system, perform safety investigations, and determine appropriate counter measures.

To identify potential TIP projects. To assist municipalities in identifying priority projects for local street repair and safety programs.

Budget: \$10,000 FHWA-PL

Schedule: Ongoing; complete primary activity on schedule for TIP input.

3. Binghamton Regional Traffic Model Maintenance

Objectives: To retain the accuracy of the Binghamton Regional Traffic Model. To update model inputs as new data becomes available. Updated land use and economic forecasts are developed through consultation with local governments.

To calibrate model outputs as new traffic volume data is obtained, including link, screenline, and cordon counts.

Budget: \$30,000 FHWA-PL

Schedule: Ongoing

4. GIS Development and Maintenance

Objectives: To retain and upgrade the utility of the BMTS Geographic Information System.

To input new data files as they become available from NYSDOT or other sources. To identify additional useful data layers/elements and determine how they can be obtained or created.

To develop data layers that will display intersection-related information including digital photographs and traffic counts.

Budget: \$40,000 FHWA-PL

Schedule: Ongoing

F. GENERAL ADMINISTRATION

This task area includes all the support services for maintaining the BMTS planning effort, including public participation activities, Planning and Policy Committee support, grant administration, and staff administration.

1. General Administration

Objectives: To perform the administrative responsibilities associated with maintenance of BMTS Central Staff and the accomplishment of the Unified Planning Work Program. To file periodic status reports, and accomplish annual self-certification ensuring that BMTS complies with all applicable federal laws and regulations concerning the metropolitan transportation planning process.

To support the activities of the BMTS Policy Committee and Planning Committee.

To perform the administrative responsibilities associated with Federal grant requirements, including all fiscal actions. To participate in Broome County's Federal single audit.

To facilitate the professional development of BMTS Central Staff through encouraging active participation in the Institute of Transportation Engineers, American Planning Association, and other relevant professional organizations. To provide for staff attendance at professional conferences, workshops, and seminars.

To enhance the BMTS planning program through participation in the New York State Association of MPOs and the Association of Metropolitan Planning Organizations (AMPO).

Budget: \$50,000 FHWA-PL
\$13,600 FTA §5303-X016

2. Unified Planning Work Program

Objectives: To oversee the completion of the 2007-2008 Unified Planning Work Program, making amendments as necessary as provided for in the BMTS Unified Operations Plan.

To develop the 2007-2008 Unified Planning Work Program.

Budget: \$3,000 FHWA-PL
\$1,000 FTA §5303-X016

3. Public Participation

Objectives: To ensure public participation in the BMTS planning process, as described in the BMTS Public Participation Plan adopted by the BMTS Policy Committee. To ensure that the actual level of community involvement meets the intent of the USDOT environmental justice regulations.

To publish and distribute a periodic newsletter describing current transportation issues, programs and projects under development, and solicitations for input.

To conduct meetings, open houses, and other events to inform the public and seek feedback on plans, programs, and projects.

To manage a BMTS Internet home page within the Broome County web site.

To provide educational opportunities for local elected officials and municipal planning and zoning board members on the objectives and practice of transportation planning and traffic engineering.

Budget: \$10,000 FHWA-PL
\$ 8,000 FTA §5303-X016

4. Title VI and Environmental Justice Compliance

Objectives: To comply with FHWA and FTA regulations implementing Title VI of the Civil Rights Act and the Executive Order on Environmental Justice.

Budget: \$1,000 FHWA-PL
\$6,000 FTA §5303-X016

FTA §5303: STATUS AND REPROGRAMMING OF ACTIVE PREVIOUS GRANTS

The Federal Transit Administration grants provide funding for the tasks specified in the UPWP, and remain active until all of the work is completed and the funds expended, even if doing so extends in to subsequent years. In order to provide a full picture of the work being undertaken by BMTS Central Staff, this section documents any FTA §5303 grants from previous years that are still active and will be reprogrammed in 2007-2008. The attached table shows the remaining budget status.

These reports represent a forecast of budget and work remaining as of March 31, 2007.

Grant: NY-80-X014

Remaining balance (estimated): \$26,000

Remaining tasks:

- B.1 Broome County Transit Operations Planning: Downtown Loop Service Plan
Transit Operations Analysis is an ongoing task. This plan is related to the development of the Intermodal Transit Terminal
Budget: \$16,000
- B.2 Broome County Transit Operations Planning: Bus Size and Efficiency
Transit Operations Analysis is an ongoing task. This plan will analyze the costs and potential savings of using smaller buses on less productive routes or off-peak times of day.
Budget: \$10,000

Grant: NY-80-X015

Remaining balance (estimated): \$35,000

- B.3 Broome County Transit: Fixed Route Bus On-Board Survey
Project initiated by Binghamton University College of Community and Public Affairs under direct supervision of BMTS. To be completed May 2007.
Budget: \$5,000
- B.4 Public Transportation Attitudinal Survey
This project was amended into the UPWP as a result of cost savings associated with the on-board survey, which was originally intended for consultant services.
Budget: \$30,000

IV. TASKS OF STATEWIDE SIGNIFICANCE

There are transportation planning and research tasks that can benefit many or all of the metropolitan planning organizations in New York State. The thirteen MPOs in New York State and the New York State Department of Transportation have recognized the efficiency of pooling a portion of their Federal metropolitan planning funds to undertake these tasks. This year, NYSDOT has agreed to support the program with FHWA Statewide Planning & Research funds where appropriate to the task. The MPO Directors and the NYSDOT Policy and Strategy Division and MPO Liaison collaborate to identify potential tasks, reach consensus on those that are proposed for the year, and develop a scope of work for each. In general, these projects are undertaken by a consultant under contract to one of the MPOs or NYSDOT.

Projects are summarized below, with the budget details on the chart on the following page.

Ongoing Projects:

- ♦ New York State MPO Association Staff. This will continue to provide, on a contractual basis, a staff presence for the joint activities of the New York State MPOs. Work includes the administrative tasks of establishing meeting sites and agendas, development of scopes of works for the shared cost initiatives and management of the projects, support for NYSMPOs working groups, and organization of conferences and training sessions. A new contract will be advertised mid-year.
Budget: \$210,000 FHWA-PL
MPO Manager: Capital District Transportation Committee
- ♦ AMPO Dues. The Association of Metropolitan Planning Organizations provides a discounted dues structure with a single statewide payment. AMPO is a national association providing technical services and advocacy for MPOs.
Budget: \$34,747
MPO Manager: BMTS
- ♦ MPO Staff Training: This ongoing task will provide for training as needs are determined, either through hosting courses of the National Highway Institute and National Transit Institute, or through independent contracts. It may also include a capacity building conference and associated costs for staff and Board members of New York State MPOs to be held as part of an annual meeting of the NYSMPOs.
Budget: \$42,500 FHWA-SPR + \$42,500 FTA MPP
MPO Manager: Genesee Transportation Council

Programmed Projects

- ♦ Integrating Transportation and Community Design PHASE 2. Scope: Phase 1 of this project identified numerous examples of good practices in the integration of transportation and community design throughout New York State. This Phase will include training and information sharing on good practices for MPO staffs, local governments, and NYSDOT staff.
Budget: \$100,000 FHWA-PL
MPO Manager: Capital District Transportation Committee
Status: Scope prepared
- ♦ Transit Supportive Development. Scope: To investigate how strong connections between transportation, particularly transit services (bus and rail), and planned land use development can be created and carried out within the metropolitan transportation planning framework.
Budget: \$165,000
MPO Manager: New York Metropolitan Transportation Council and Poughkeepsie-Dutchess County Transportation Council
- ♦ Innovative Approaches to Plan Implementation: The purpose of this project is first to gain a better

understanding of what happened to capital projects after they are included in an MPO Transportation Improvement Program as far as adherence to project scope, schedule, and cost. Equipped with this information, the second objective is to develop ideas about how MPOs can play an effective role in the management of adopted TIPs and in the implementation of projects.

Budget: \$75,000

MPO Manager: Greater Buffalo-Niagara Regional Transportation Council

- ♦ Quantification and Bicycle/Pedestrian Planning: This project has emerged from two separate ideas that had in common the need to develop and/or adopt quantitative techniques for bicycle and pedestrian planning. The first is focused on the diagnostic component of planning, namely the measurement and monitoring of infrastructure and services in the transportation system. The nascent methodology for measuring "bicycle level of service" may serve as the basis for measuring the level of bicycle and pedestrian access to key destinations, including transit nodes. The second part deals with the capital programming component of the MPO mission, with a focus on developing rigorous quantitative measures of the benefits of bicycle or pedestrian projects in a way that assists programming decisions in a field of more conventional projects.

Budget: \$50,000

MPO Manager: Capital District Transportation Committee

NEW PROJECTS

- ♦ Financial Planning for the Regional Transportation Plan: Because Congress, In SAFETEA-LU, and USDOT in subsequent regulations, have refined and proposed strengthening the fiscal constraint and financial planning requirements related to the periodic update of the long range regional transportation plan, NYSMPO finds it prudent to do a national scan of good practice and create a guide with recommendations for fiscal plan development.

Budget: \$85,000 (\$40,000 FHWA-SPR, \$2,500 FHWA-PL, \$42,500 FTA MPP)

MPO Manager: Ithaca Tompkins County Transportation Council

- ♦ Coordinated Public Transit-Human Services Transportation Plan: This is a new requirement of SAFETEA-LU. and must be in place in order to be eligible for a FTA grants related to JARC and transportation of elderly and handicapped individuals. While there is no requirement that the MPO do this plan, many are. NYSMPO finds it useful to do a national scan of good practice.

Budget: \$35,000 (\$17,500 FFHWA-SPR, \$17,500 FTA-MPP)

MPO Manager: Orange County Transportation Council

- ♦ Technical Services Contract: This is a pilot project to determine the value in contracting efficiency for services that many of the state's MPOs contract for, such as collection of speed data or survey data.

Budget: \$100,000 (\$50,000 FHWA-PL, \$50,000 FHWA-SPR)

- ♦ NYS MPO Self Assessment: In looking ahead to the Federal transportation authorization, MPOs may reasonably be asked "what have you accomplished in the 'TEA era' (that period beginning with ISTEA in 1991 and extending through TEA-21 and SAFETEA-LU)"? In an assessment that will be managed with the help of consultant services, each MPO will examine how its planning process and products responded to the flexibility and new rules of ISTEA, and whether the investment outcomes were different.

Budget: \$100,000 (\$50,000 FHWA-PL, \$50,000 FHWA-SPR)

MPO Manager: BMTS

SHARED COST INITIATIVES – STATUS OF PROJECT FUNDING AND OBLIGATION SUMMARY THROUGH FY 2007-2008									
FEDERAL HIGHWAY ADMINISTRATION FUNDS									
PROJECT TITLE	FHWA-PL			FHWA-SP&R			TOTAL EXPENDITURE TO DATE	AVAILABLE BALANCE	
	1999/2000 to 2006/2007	2007/2008	TOTAL	1999/2000 to 2006/2007	2007/2008	TOTAL			
NYS MPO Association Staff	\$785,000	\$210,000	\$995,000	\$0	\$0	\$0	\$651,005	\$343,995	
Attitudinal Survey	105,000	0	105,000	0	0	0	105,000	0	
Long Term Funding Needs	0	0	0	0	0	0	0	0	
Transportation and Community Design Phase I	125,000	0	125,000	0	0	0	116,509	8,491	
Transportation and Community Design Phase II	100,000	0	100,000	0	0	0	0	100,000	
Statewide Data Collection	51,542	0	51,542	0	0	0	51,542	0	
Travel Behavior Future Trends	100,000	0	100,000	0	0	0	94,053	5,947	
CMS Research	80,000	0	80,000	0	0	0	79,655	345	
Linking Transp & Development	165,000	0	165,000	0	0	0	0	165,000	
Approaches to Plan Implementation	75,000	0	75,000	0	0	0	0	75,000	
L RTP Financial Planning	0	2,500	2,500	0	42,500	42,500	0	45,000	
MPO "TEA Era" Assessment	0	50,000	50,000	0	50,000	50,000	0	100,000	
MPO Technical Services contract	50,000	0	50,000	0	50,000	50,000	0	100,000	
Public Transit-Human Services Transportation Plan Scan	0	0	0	0	17,500	17,500	0	17,500	
MPO Staff Training	102,179	0	102,179	0	42,500	42,500	51,009	93,670	
TOTAL	\$1,738,721	\$262,500	\$2,001,221	\$0	\$152,500	\$152,500	\$1,148,783	\$1,067,448	

SHARED COST INITIATIVES – STATUS OF PROJECT FUNDING AND OBLIGATION SUMMARY THROUGH FY 2007-2008						
FEDERAL TRANSIT ADMINISTRATION FUNDS						
PROJECT TITLE	FTA MPP (\$5303)			TOTAL	TOTAL EXPENDITURE TO DATE	AVAILABLE BALANCE
	1999/2000 to 2006/2007	2007/2008				
NYS MPO Association Staff	\$0	\$0	\$0		\$0	\$0
Attitudinal Survey	0	0	0		0	0
Long Term Funding Needs	149,997	0	149,997		149,997	0
Transportation and Community Design Phase I	0	0	0		0	0
Transportation and Community Design Phase II	0	0	0		0	0
Statewide Data Collection	86,985	0	86,985		86,985	0
Travel Behavior Future Trends	0	0	0		0	0
CMS Research	0	0	0		0	0
Linking Transp & Development Approaches to Plan Implementation	0	0	0		0	0
L RTP Financial Planning	0	40,000	40,000		0	40,000
MPO "TEA Era" Assessment	0	0	0		0	0
MPO Technical Services contract	0	0	0		0	0
Public Transit-Human Services Transportation Plan Scan	0	17,500	17,500		0	17,500
MPO Staff Training	219,406	42,500	261,906		207,930	53,976
TOTAL	\$456,388	\$100,000	\$556,388		\$444,912	\$111,476

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2007-2008 UNIFIED PLANNING WORK PROGRAM**

**FTA SECTION 5303 BUDGET
NY-80-X014 (ROLLOVER)**

AUDITABLE BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.20.01	PERSONNEL	13,750	859	2,578	17,188
44.20.02	FRINGE BENEFITS	6,250	391	1,172	7,813
44.20.03	TRAVEL	0	0	0	0
44.20.06	CONTRACTUAL	0	0	0	0
44.20.08	INDIRECT COSTS	6,000	375	1,125	7,500
TOTAL		\$26,000	\$1,625	\$4,875	\$32,500

TASK BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.21.00	ADMINISTRATION	0	0	0	0
44.23.01	LONG RANGE PLANNING-SY	0	0	0	0
44.24.00	SHORT RANGE PLANNING	26,000	1,625	4,875	32,500
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM	0	0	0	0
44.26.06	PLANING EMPHASIS AREA: SAFETY CONSCIOUS PLANNING	0	0	0	0
44.27.00	OTHER ACTIVITIES: PUBLIC PARTICIPATION	0	0	0	0
TOTAL		\$26,000	\$1,625	\$4,875	\$32,500

FEDERAL	\$26,000
STATE	\$4,875
LOCAL	\$1,625
TOTAL	\$32,500

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2006-2007 UNIFIED PLANNING WORK PROGRAM**

FTA SECTION 5303 BUDGET (ROLL OVER)

NY-80-X015

AUDITABLE BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.20.01	PERSONNEL	2,750	172	516	3,438
44.20.02	FRINGE BENEFITS	1,250	78	234	1,563
44.20.03	TRAVEL	0	0	0	0
44.20.06	CONTRACTUAL	30,000	1,875	5,625	37,500
44.20.08	INDIRECT COSTS	1,000	63	188	1,250
TOTAL		\$35,000	\$2,188	\$6,563	\$43,750

TASK BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.21.00	ADMINISTRATION	0	0	0	0
44.23.01	LONG RANGE PLANNING-SY	0	0	0	0
44.24.00	SHORT RANGE PLANNING	35,000	2,188	6,563	43,750
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM	0	0	0	0
44.26.12	PLANNING EMPHASIS AREA - COORD HUMAN SERVICES	0	0	0	0
44.26.88	TRANSPORTATION & EQUITY ENVIRONMENTAL JUSTICE	0	0	0	0
44.27.00	OTHER ACTIVITIES: PUBLIC PARTICIPATION	0	0	0	0
TOTAL		\$35,000	\$2,188	\$6,563	\$43,750

FEDERAL	\$35,000
STATE	\$6,563
LOCAL	\$2,188
TOTAL	\$43,750

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2007-2008 UNIFIED PLANNING WORK PROGRAM**

FTA SECTION 5303 BUDGET

NY-80-X016

AUDITABLE BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.20.01	PERSONNEL	30,000	1,875	5,625	37,500
44.20.02	FRINGE BENEFITS	13,500	844	2,531	16,875
44.20.03	TRAVEL	0	0	0	0
44.20.06	CONTRACTUAL	20,000	1,250	3,750	25,000
44.20.08	INDIRECT COSTS	11,100	694	2,081	13,875
TOTAL		\$74,600	\$4,663	\$13,988	\$93,250

TASK BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.21.00	ADMINISTRATION	14,600	913	2,738	18,250
44.23.01	LONG RANGE PLANNING-SYST	30,000	1,875	5,625	37,500
44.24.00	SHORT RANGE PLANNING	0	0	0	0
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM	4,000	250	750	5,000
44.26.12	PLANNING EMPHASIS AREA - COORDINATION OF NON-EMERGENCY HUMAN SERVICES TRANSP	12,000	750	2,250	15,000
44.26.88	TRANSPORTATION & EQUITY ENVIRONMENTAL JUSTICE	6,000	375	1,125	7,500
44.27.00	OTHER ACTIVITIES: PUBLIC PARTICIPATION	8,000	500	1,500	10,000
TOTAL		\$74,600	\$4,663	\$13,988	\$93,250

FEDERAL	\$74,600
STATE	\$13,988
LOCAL	\$4,663
TOTAL	\$93,250

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2007-2008 UNIFIED PLANNING WORK PROGRAM**

FHWA PL BUDGET

AUDITABLE BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
4610	PERSONNEL	200,000	12,500	37,500	250,000
4620	FRINGE BENEFITS	90,000	5,625	16,875	112,500
	TRAVEL	10,000	625	1,875	12,500
	CONTRACTUAL	130,000	8,125	24,375	162,500
4680	INDIRECT COSTS	75,000	4,688	14,063	93,750
	TOTAL	\$505,000	\$31,563	\$94,688	\$631,250

TASK BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
0	ADMINISTRATION	64,000	4,000	12,000	80,000
10	MONITORING	100,000	6,250	18,750	125,000
20	PLAN REAPPRAISAL	187,000	11,688	35,063	233,750
30	SHORT RANGE PLANNING	111,000	6,938	20,813	138,750
40	PROJECT PROGRAMMING	21,000	1,313	3,938	26,250
50	SPECIAL STUDIES	22,000	1,375	4,125	27,500
	TOTAL	\$505,000	\$31,563	\$94,688	\$631,250

STATEWIDE & SHARED COST BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
	SCI TASK: NYS METROPOLITAN PLANNING SELF ASSESSMENT	50,000	0	12,500	62,500
	AMPO DUES (see note)	34,747	0	8,687	43,434
	TOTAL	\$84,747	\$0	\$21,187	\$105,934

FEDERAL	\$589,747
LOCAL	\$31,563
STATE	\$115,875
TOTAL	\$737,184

NOTE: AMPO annual dues are \$34,747. The State match is in-kind services only.

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2007-2008 UNIFIED PLANNING WORK PROGRAM**

FHWA SPR BUDGET

AUDITABLE BUDGET

ITEM	FEDERAL	LOCAL	STATE	TOTAL
4610 PERSONNEL		0	0	0
4620 FRINGE BENEFITS		0	0	0
TRAVEL		0	0	0
CONTRACTUAL	360,000	0	90,000	450,000
4680 INDIRECT COSTS		0	0	0
TOTAL	\$360,000	\$0	\$90,000	\$450,000

TASK BUDGET

ITEM	FEDERAL	LOCAL	STATE	TOTAL
0 ADMINISTRATION		0	0	0
10 MONITORING		0	0	0
20 PLAN REAPPRAISAL		0	0	0
30 SHORT RANGE PLANNING		0	0	0
40 PROJECT PROGRAMMING		0	0	0
50 SPECIAL STUDIES	360,000	0	90,000	450,000
TOTAL	\$360,000	\$0	\$90,000	\$450,000

STATEWIDE & SHARED COST BUDGET

ITEM	FEDERAL	LOCAL	STATE	TOTAL
SCI TASK: NYS METROPOLITAN PLANNING SELF ASSESSMENT	40,000	0	10,000	50,000
TOTAL	\$40,000	\$0	\$10,000	\$50,000

FEDERAL	\$400,000
LOCAL	\$0
STATE	\$100,000
TOTAL	\$500,000

NOTE: State match to SP&R funds is a cash, not In-kind, match

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