

UNIFIED PLANNING WORK PROGRAM

2022 – 2023

(April 1, 2022 –
March 31, 2023)

The preparation of this report was funded in part through grants from the Federal Highway Administration (FHWA) Metropolitan Planning Program and from the Federal Transit Administration (FTA) Metropolitan Planning Program. The views expressed herein are solely those of the Binghamton Metropolitan Transportation Study, and do not represent an official position of the FHWA or FTA.

BMTS has adopted a [Public Participation Plan, Title VI Program](#) and [Limited English Proficiency Plan](#) that provides an opportunity for all members of the public to review and comment on MPO plans, programs and projects. These documents ensure that the transportation planning process is consistent with and conforms to Executive and US Department of Transportation orders on Environmental Justice.

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
POLICY COMMITTEE
RESOLUTION 2022-01**

Resolution approving the 2022-2023 BMTS Unified Planning Work Program

WHEREAS the Binghamton Metropolitan Transportation Study Policy Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Binghamton Metropolitan Area, and

WHEREAS Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Unified Planning Work Program which shall annually describe all urban transportation and transportation related planning activities anticipated within the next one or two year period, and will document the work to be performed with technical assistance provided under the Fixing America's Surface Transportation (FAST) Act, the Clean Air Act Amendments of 1990, Title VI of the Civil Rights Act of 1964, Section 5303 program, and

WHEREAS the BMTS Policy Committee has created a Planning Committee of technical representatives to advise it on matters concerning the implementation of the urban transportation planning process, and

WHEREAS there has been developed a Draft 2022-2023 Unified Planning Work Program which includes all transportation and transportation-related planning activities to be undertaken by BMTS Central Staff during the period April 1, 2022 through March 31, 2023, and a staffing plan and program budget for those activities, and

WHEREAS public comment has been solicited on the Draft 2022-2023 Unified Planning Work Program, and

WHEREAS the BMTS Planning Committee on February 24, 2022, approved, by consensus, a resolution recommending approval of the Draft 2022-2023 Unified Planning Work Program and associated grant budgets, finding that it properly addresses the technical planning priorities of the region,

NOW THEREFORE BE IT RESOLVED that the BMTS Policy Committee approves the 2022-2023 Unified Planning Work Program, and

BE IT FURTHER RESOLVED that the BMTS Policy Committee approves the Federal Highway Administration PL Program 2022-2023 budget and the FTA §5303 Program 2022-2023 budget.

CERTIFICATION OF RESOLUTION 2022-01

I, the undersigned, duly elected Chair of the Binghamton Metropolitan Transportation Study Policy Committee, do hereby certify that the foregoing is a true and correct copy of BMTS Policy Committee Resolution 2022-01, adopted by consensus this 3rd day of March 2022.



Michael Marinaccio, Chair
BMTS Policy Committee

March 3, 2022
Date

Purpose

Current Federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), authorizes funding for transportation improvements across the nation. To be eligible to use this funding, metropolitan regions must undertake the metropolitan transportation planning process specified in related federal planning regulations. Under these regulations, metropolitan planning organizations (MPOs) work in cooperation with their states and operators of publicly owned transit services to annually develop and adopt UPWPs to carry out mandated planning activities.

The Binghamton Metropolitan Transportation Study (BMTS) is the metropolitan planning organization (MPO) designated for the Binghamton Metropolitan Area. This area includes portions of both Broome and Tioga County and is responsible for carrying out the continuous, comprehensive, and cooperative transportation planning process for the Binghamton Metropolitan Area. The BMTS Metropolitan Area also includes the towns of Great Bend and New Milford in Pennsylvania. These towns are included in the Northern Tier Regional Planning and Development Commission (NTRPDC), which is a Rural Planning Organization. The Pennsylvania Department of Transportation (PennDOT) is responsible for planning activities and transportation projects in the Pennsylvania portion of the BMTS planning area.

A more complete description of BMTS can be found in the [Unified Operations Plan](#), which has been updated periodically, most recently in 2017.

Priorities

BMTS' 2022-2023 Unified Planning Work Program identifies transportation planning activities that will be undertaken that support and further accomplish the vision, goals, objectives and performance measures established in its current long range transportation plan, [Moving our Future Forward 2045](#). These goals and objectives reflect the priorities of the region and were established through its public processes. The aim is to ensure that the outcomes of these programmed activities help achieve the transportation priorities and goals that the MPO has set for the region.

Safety across all modes of transportation is a priority for the BMTS region. BMTS will begin a Local Road Safety plan that will help identify safety issues along more rural roadways within the MPO, with completion of the plan by the end of the work program. BMTS will also identify high bicycle and pedestrian crash locations as well as continue to conduct Road Safety Assessments throughout the region.

Data collection and the enhancement of BMTS' current travel demand model continue to be priorities for the BMTS region. Analysis of data and model outputs inform future plans and projects and also help to identify areas of concern within the region, including safety issues as mentioned above. Data collection initiatives include various types of traffic counts, bicycle/ pedestrian counts on multi-use trails, transit ridership data, crash data, and pavement and trail condition ratings.

Project delivery is also a priority for the BMTS region with an emphasis on locally sponsored projects. BMTS will assist with project development and will monitor locally sponsored federal-aid projects from TIP approval through to their completed construction. Data collection from the start to finish of a project will allow for a comprehensive analysis of changes to scope, budget, and schedule.

BMTS will also be undertaking a feasibility study for the addition of pedestrian and bicycle accommodations along a highly traveled roadway within the region. Creating Complete Streets and allowing for people of all ages, abilities, and economic statuses to travel safely and reliably throughout the region continues to be a priority for BMTS.

The UPWP serves as a source for the following information for government officials, municipal officials, and the public, and is also a management tool for directing staff throughout the year.

- Surface transportation planning projects and programs expected to be conducted in the BMTS region.
- Budget information about how BMTS plans to spend federal metropolitan planning funds on studies and programs performed on behalf of the MPO.

The 2022-2023 UPWP also supports the planning factors set forth in the FAST Act and continued in the Infrastructure Investment and Jobs Act. They provide a framework for transportation planning and development of the MPO Planning area. The chart on the following page shows the relationship between 2022-2023 UPWP tasks and the Planning Factors.

Planning Factors

- 1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- 2) Increase the safety of the transportation system for motorized and non-motorized users.
- 3) Increase the security of the transportation system for all users.
- 4) Increase accessibility and mobility options available to people for freight.
- 5) Protect and enhance the environment, promote energy conservation, and improve quality of life.
- 6) Enhance integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.
- 7) Promote efficient system management and operation.
- 8) Emphasize the preservation of the existing transportation system.
- 9) Improve system resiliency and reliability and reduce or mitigate stormwater impacts on surface transportation.
- 10) Enhance travel and tourism.

Task		Economic Vitality	Safety	Security	Accessibility & Mobility	Environment, Energy Conservation & Quality of Life	Integration & Connectivity	System Management and Operation	Preservation	Resiliency & Reliability	Travel & Tourism
A. 1	General Administration	X	X	X	X	X	X	X	X	X	X
A. 2	Public Participation	X	X	X	X	X	X	X	X	X	X
A. 3	UPWP Maintenance & Development	X	X	X	X	X	X	X	X	X	X
B. 1	Transportation Data Collection	X	X	X	X	X	X	X	X	X	X
B. 2	Transportation Infrastructure Monitoring System		X		X	X			X		
B. 3	Geographic Information Systems (GIS)	X	X	X	X	X	X	X	X	X	X
B. 4	Binghamton Regional Travel Model	X	X	X	X	X	X	X	X	X	X
C. 1	Guidelines/Implementation		X		X	X		X			
C. 2	Pedestrian and Bicycle Planning	X	X		X	X	X				X
C. 3	Coord. Public Transit/Human Services Plan Implementation	X			X	X	X				
C. 4	Regional Smart Growth and Sustainability Planning	X			X	X	X			X	
C. 5	NYSDOT Regional Planning Assistance							X			
D. 1	Local Traffic Engineering Assistance	X	X		X		X	X		X	
D. 2	NYSAMPO Working Groups	X	X	X	X	X	X	X	X	X	X
D. 3	Road Safety Assessments		X		X						
D. 4	Update/Maintenance		X	X			X	X		X	X
D. 5	Transit Planning Assistance	X			X	X	X				
D. 6	Transportation Planning Assistance	X	X	X		X	X			X	
D. 7	Local Road Safety Action Plan		X		X			X			
E. 1	Transportation Improvement Program	X	X		X	X	X	X	X	X	X
E. 2	Local Project Development Assistance/Tracking		X		X			X	X		
E. 3	NYSDOT Project Development Assistance		X		X			X	X		

Relationship between 2022-2023 UPWP/Federal Planning Factors

In addition to the ten planning factors, the federal transportation legislation also contains the following national goals. Performance measures have been developed by USDOT to advance these goals. BMTS will continue to coordinate with NYSDOT and support NYSDOT's targets for performance measures as required.

National Planning Goals

- 1) Safety. To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2) Infrastructure condition. To maintain the highway infrastructure asset system in a state of good repair.
- 3) Congestion reduction. To achieve a significant reduction in congestion on the National Highway System.
- 4) System reliability. To improve the efficiency of the surface transportation system.
- 5) Freight movement and economic vitality. To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6) Environmental sustainability. To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7) Reduced project delivery delays. To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning jointly issued updated Planning Emphasis Areas (PEAs) in December 2021. MPOs are encouraged to identify and develop tasks associated with these emphasis areas in the MPO's UPWP. BMTS has historically, and will continue to, plan projects that support these PEAs.

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Revenues

The planning activities which are undertaken by BMTS Staff are funded by the Federal Highway Administration Metropolitan Planning (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 task in this UPWP is to be undertaken by either BMTS Staff or by a consultant under contract with Broome County and supervised by BMTS Staff. Included in this UPWP is a program budget, which details how the available funds will be utilized to support the planning activities. It also details the administrative activities that are necessary for the completion of those planning tasks. The required local match to Federal funds is provided through in-kind services delivered by the BMTS Staff host agency, Broome County government. These services are primarily administrative, and include a broad range of financial, personnel, and information technology support services. 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 Association of MPOs, some of which are partially funded by the FHWA Statewide Planning & Research program. These projects can be found on page 17.

Within the Unified Planning Work Program is a section that includes the BMTS Staffing Plan. 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 and can be found on page 23.

Organization and Development Process

Decision making authority is held by the BMTS Policy Committee, which includes elected and appointed officials from:

- Broome and Tioga Counties
- City of Binghamton
- Villages of Endicott, Johnson City, and Owego
- Towns of Chenango, Dickinson, Kirkwood, Owego, Union, and Vestal
- New York State Department of Transportation
- Empire State Development
- Southern Tier 8 (Regional Planning Agency)
- The Federal Highway Administration, the Federal Transit Administration, and Pennsylvania Department of Transportation serve as advisory members.

The BMTS Planning Committee provides technical oversight of the BMTS work program, both directly and through its subcommittees. Planning Committee Members include professional staff of member municipalities: engineers, planners, and public works officials.

BMTS Staff initiates the UPWP development process by issuing a call for transportation planning activities to member agencies. The Planning Committee prioritizes ongoing tasks and new projects. Based on available funding, a draft UPWP is developed for Planning Committee review and recommendation of

adoption to the Policy Committee. The Policy Committee has the final responsibility to adopt the UPWP. Project requests are generally able to be accommodated.

The primary tasks of BMTS' Unified Planning Work Program are:

- Implement national transportation policy by meeting the metropolitan planning requirements in the *Infrastructure Investment and Jobs Act (IIJA) (P.L.117-58)*
- Address Planning Emphasis Areas issued by FHWA and FTA.
- Address 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 relevant to transportation as they emerge.
- Address transportation issues specific to the Binghamton metropolitan area as identified by member governments, agencies, or staff.
- Ensure 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 ensure 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. Program Administration

This category includes general administration, UPWP development and maintenance, and public participation. Funding is also included to allow staff to participate in professional organizations and attend various workshops and conferences and to keep informed and up to date on federal legislation and requirements.

2. Transportation Systems Management and Plan Implementation

This category includes data collection and analysis for BMTS' traffic count program, pavement monitoring system, and transit database. This category also includes Geographic Information Systems (GIS) activities and the maintenance and development of the Binghamton Regional Travel Model.

3. Long Range Transportation Planning

The tasks under this category include activities that support the development and revision of the Long Range Transportation Plan (LRTP) and the implementation of projects to help accomplish its goals and objectives. Most tasks are either annual/ongoing activities or projects that tend to take longer to complete.

4. Short Range Planning/Special Issue Studies

This category contains projects that can be completed in a shorter timeframe.

5. Project Programming and Development

The tasks under this category allow for the development and administration of the Transportation Improvement Program (TIP). Assistance to local municipalities for project development is also included in this category.

Public Participation

Federal law for the past two decades has placed a great emphasis on involving the public in the development of transportation plans and programs, and decisions about priorities of transportation investment.

The current pandemic has had a great impact on the way that MPOs are able to conduct outreach and engage the public. For projects and plans contained within this program year, BMTS will continue to ensure that the use of alternative forms of public participation and outreach accomplish the goals and intent of more traditional forms of public outreach that have been used in the past, with an emphasis on the engagement of minority and low-income populations.

BMTS' Public Participation Plan stipulates a 30-day public review period for the development of the UPWP. The draft UPWP was posted on BMTS' website and sent electronically to all of BMTS' Planning and Policy Committee members and partners on January 20th, 2022 for review.

2022-2023 UPWP Task Descriptions

[NOTE: Task budgets include the Federal share and Total, but do not include the local share amount]. This information can be found in the budget tables on pages 18-22.

A. Program Support and Administration

- 1. General Administration.** Perform administrative responsibilities associated with maintenance of BMTS Central Staff and the transportation planning process.
 - Support the activities of the BMTS Policy Committee and Planning Committee.
 - Perform the administrative responsibilities associated with Federal grant requirements, including all fiscal actions.
 - Facilitate the professional development of BMTS Central Staff.
 - Create and submit necessary reports to comply with Title VI of the Civil Rights Act and the Americans with Disabilities Act. Analyze the Transportation Plan and Transportation Improvement Program with respect to Environment Justice Requirements.
 - Conduct activities needed to address guidance and rulemakings associated with the enactment of the Infrastructure Investment and Jobs Act (IIJA).

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$121,395	\$52,027	\$211,986
Schedule:	Ongoing.		

- 2. Public Participation and Website Maintenance.** Conduct outreach activities and use various techniques as appropriate to engage the public. Outreach may be conducted in-person, virtually, or using a combination of the two, since the use of virtual public involvement broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Outreach activities will include an emphasis on engaging minority and low-income populations. This task also includes maintenance of the BMTS website and Facebook pages as well as managing BMTS’ Twitter account. BMTS will continue to improve outreach efforts using social networking opportunities as appropriate.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$2,100	\$900	\$3,667
Schedule:	Ongoing.		

- 3. UPWP Maintenance and Development.** Oversee the completion of the 2022-2023 UPWP and the development of the 2023-2024 UPWP.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$9,100	\$3,900	\$15,891
Schedule:	Ongoing, development of 2023-2024 UPWP will take place during the 3rd and 4th quarters (Oct. – March).		

B. Transportation Systems Monitoring and Information Management

- 1. Transportation Data Collection.** Collection of transportation-related data, including traffic volume (AADT) counts, intersection turning movement counts, bicycle and pedestrian counts, off-road trail user counts, census data, and crash data, as well as roadway geometric and operational information. During this program year, BMTS staff will review and adjust, as needed, the urbanized area boundary once U.S. Census 2020 data is released and analyzed.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$90,000	-	\$108,947
Schedule:	Ongoing, primary data collection of traffic volume counts and intersection turning movement counts will take place during the 3rd quarter (Oct. – Dec.).		

- 2. Transportation Infrastructure Monitoring System.** Collection and analysis of pavement sufficiency data, including visual scoring of non-State Federal aid eligible roadways (annual) and Two Rivers Greenway trails (biennial) in the BMTS planning area. BMTS receives bridge sufficiency data from NYSDOT. All are used as input for identifying TIP projects.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$11,308	-	\$13,689
Schedule:	Ongoing, roadway pavement sufficiency data collection during 2nd quarter (July – Sept.).		

- 3. Geographic Information Systems (GIS).** Development and maintenance of transportation related applications within the BMTS GIS platform performed as additional data is collected by staff or becomes available from other sources. This task also includes updates to and maintenance of the interactive maps on BMTS’ website. Additionally, staff provides similar GIS assistance to local municipalities and Broome County Transit for their transportation planning needs.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$4,900	\$2,100	\$8,557
Schedule:	Ongoing.		

- 4. Binghamton Regional Travel Model.** Provide ongoing updates to and maintenance of the model. Continue training of existing staff on how to utilize the model. A consultant is on board and will continue to work on updating the model (carryover project from 2021-2022 UPWP). The consultant will continue to work closely with BMTS staff throughout the project. Estimated completion of project in August of 2023.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$86,800	\$7,200	\$114,074
Schedule:	Ongoing. Carryover model update and training project will be completed during the 2 nd quarter (July – Sept.) *All consultant costs will utilize FHWA-PL.		

C. Long Range Transportation Planning

- 1. Complete Streets Policy and Design Guidelines.** The BMTS Policy Committee adopted a Complete Streets Policy in 2016. BMTS will continue to educate, as well as assist local municipalities in developing and implementing Complete Streets Policies. BMTS staff will evaluate Complete Streets concepts along corridors within the BMTS Planning Area and develop strategies for implementation. BMTS will also make recommendations to local municipalities as to appropriate Complete Streets treatments for roadways prior to each paving season. BMTS staff will also work with Region 9 Planning staff and Region 9 Traffic & Safety staff.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$7,793	-	\$9,434
Schedule:	Ongoing.		

- 2. Pedestrian and Bicycle Planning.** BMTS staff facilitates and promotes local efforts to develop and implement bicycle and pedestrian activities and promote increased mobility. BMTS staff will continue to assist NYSDOT and local governments in trail development efforts as indicated in the BMTS Greenway Study. BMTS will continue to staff the BMTS Bicycle and Pedestrian Advisory Committee. This committee meets monthly to provide input and review BMTS plans and capital project designs. BMTS will work with the Broome and Tioga County Health

Departments and local school districts as requested. BMTS will gather data on locations with high bicycle and/or pedestrian crashes and make recommendations for the implementation of safety improvements.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$104,000	-	\$125,895
Schedule:	Ongoing. High ped/bike crash location investigation will begin during the 2 nd quarter (July – Sept.).		

3. Coordinated Public Transit-Human Services Plan/Implementation. BMTS staff will begin to update the Coordinated Transportation Plan during this work program. The update will begin during the 3rd quarter with expected completion/adoption during the next program year (2023-2024). Staff will continue working to determine if there are cost savings that can be realized by the current transportation providers sharing of services. Staff will continue participation with the Getthere/BMTS Advisory Committee, and the related activity of screening applications for FTA Section 5310 funds and evaluating use of Section 5307 and 5311 funds in relation to the Coordinated Transportation Plan recommendations. The Getthere/BMTS Advisory Committee also plans for and carries out the Mobility Management Program for the BMTS area, as well as in neighboring Counties.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	-	\$35,000	\$43,750
Schedule:	Ongoing, bi-monthly meetings.		

4. Regional Smart Growth and Sustainability Planning. Assist local municipalities with implementing projects and activities related to goals and objectives in *Moving our Future Forward 2045*, BMTS’s current long range transportation plan related to the environment and resiliency. BMTS staff will begin to investigate barriers to and opportunities for deployment of charging infrastructure and the possibility of completing a localized EV Charging Station Plan.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$8,500	-	\$10,289
Schedule:	Ongoing.		

5. NYSDOT Regional Planning Assistance. Provide assistance to NYSDOT Region 9 in regional comprehensive planning and travel forecasting, and other planning tasks where BMTS Central Staff’s expertise in systems planning can be beneficial. BMTS staff will continue to participate on the NYSDOT Region 9 Bicycle and Pedestrian Committee.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$7,000	-	\$8,474
Schedule:	Ongoing.		

D. Short Range Transportation Planning

- 1. Local Traffic Engineering Assistance.** This longstanding program provides for professional traffic engineering assistance to local governments, including safety analyses, traffic operations studies, site development traffic impact review, and participation in the Binghamton Traffic Board, the Broome County Traffic Safety Board, and the NYSDOT Region 9 Site Impact Committee. BMTS staff will analyze crash data and review level of service, as requested, and suggest improvements to enhance intersection operations for all transportation modes.
 - Staff will analyze the type/condition of locally owned traffic signals and provide a priority list for replacement.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$61,000	-	\$73,842
Schedule:	Ongoing. Signal condition analysis will begin during 3 rd quarter (Oct. – Dec.)		

- 2. NYSAMPO Working Groups.** BMTS staff participates in many of the New York State Association of Metropolitan Planning Organizations (NYSAMPO) working groups. These include Safety, GIS, Modeling, Freight, Transit, Pedestrian and bicycle and Climate Change, as well as regular meetings of the NYS MPO directors. The Director of BMTS is also a member of the NYSAMPO Executive Committee. Significant work has been accomplished by these groups through information sharing and discussion of topics relevant to MPOs and the metropolitan transportation planning process.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$9,800	\$4,200	\$17,113
Schedule:	Ongoing.		

- 3. Road Safety Assessments.** BMTS staff will perform roadway safety assessments (RSA) on streets in the BMTS region. These assessments provide beneficial information to municipal owners on potential safety improvements. Staff will conduct an RSA on Lester Ave, from CFJ Boulevard to Main St in the Village of Johnson City and on East Avenue, from Erie Street to Prospect Street/Mountain Road in the Village of Owego.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$14,000	-	\$16,947
Schedule:	One RSA is to be performed during each half of the program year.		

4. **ITS Regional Architecture Maintenance.** Plan will be updated as needed if conditions change, and deployments occur.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$500	-	\$605
Schedule:	As needed.		

5. **Transit Planning Assistance.** BMTS Staff will provide assistance to BC Transit with planning tasks where BMTS Central Staff's expertise can be of benefit. BMTS staff will conduct a rider satisfaction survey for BC Transit. BMTS staff intends to utilize Binghamton University personnel/student class participation as was done with previous on-board surveys.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	-	\$40,782	\$50,978
Schedule:	Ongoing, as requested. Rider satisfaction survey will begin during 2 nd quarter (July – Sept.) or 4 th quarter (January – March) depending on the University personnel preference/availability.		

6. **Transportation Planning Assistance.** BMTS Staff will assist local municipalities with planning tasks/studies where BMTS Central Staff's expertise can be beneficial. As requested, BMTS staff will provide planning/zoning assistance to local municipalities as planning and transportation are closely tied. Broome County has requested that BMTS staff conduct a Pedestrian Accommodation Feasibility Study along Watson Boulevard in the Town of Union. BMTS will initiate a curbside inventory and management project for areas within the urban core.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$48,794	-	\$59,066
Schedule:	Ongoing, as requested. Pedestrian Accommodation Feasibility Study scheduled to begin during 2 nd quarter (July – Sept.). Curbside management plan to begin during 4 th quarter (Jan. – March)		

7. **Local Road Safety Plan.** BMTS staff will be initiating a Local Road Safety Action Plan. This plan will include crash data analysis, identification of safety emphasis areas and will describe strategies, programs, and policies that local governments can consider for implementation to reduce fatal and serious injury crashes and reduce crash rates on local roads.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$15,000	-	\$18,158
Schedule:	Initiate during 2 nd quarter (July – September). Completion during 4 th quarter (Jan-March).		

E. Program Development and Management

- 1. Transportation Improvement Program.** The 2020-2024 Transportation Improvement Program was adopted in June 2019. This task will provide for oversight and monitoring of the current TIP and processing of any TIP amendments and support for quarterly TIP Subcommittee meetings that oversee program management issues. An update to the TIP (2023-2027) was initiated during the 2021-2022 work program and will be completed during the 2nd quarter (July – Sept.) of the 2022-2023 UPWP. The creation of the Annual Listing of Obligated Projects is also included under this task as required by federal legislation.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$6,000	\$4,000	\$12,263
Schedule:	Ongoing, annual list 3 rd quarter (Oct. – Dec.)		

- 2. Local Project Development Assistance and Tracking.** BMTS acknowledges the challenges faced by local sponsors of federal-aid projects in complying with federal regulations while seeing a project through to completion while keeping the project on schedule and within budget. BMTS staff has created a database that will monitor locally-sponsored federal-aid projects from TIP approval through to their completed construction. Data collection throughout the project and on the completed project allows for a comprehensive analysis of what changes have been made in regard to scope, budget, and schedule throughout the course of the project. This task also allows for BMTS staff to provide assistance with project development, primarily during scoping and preliminary design.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$5,400	\$3,600	\$11,037
Schedule:	Ongoing, database creation during 2 nd quarter (July – Sept).		

- 3. NYSDOT Project Development Assistance.** Provides for BMTS staff participation in NYSDOT project development activities for urbanized area projects, primarily during scoping, preliminary design, and public outreach.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$2,885	-	\$3,492
Schedule:	Ongoing.		

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 the work is completed and the funds expended, even if doing so extends into subsequent years. 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 2022-2023.

The report below represents a forecast of remaining balances and work to be completed beginning April 1, 2022.

Grant: NY-80-0030 - \$2,000 remaining

- A.1 General Administration.
\$2,000 will be reprogrammed for this task.

Grant: NY-80-0031 - \$68,000 remaining

- A.1 General Administration.
\$27,000 will be reprogrammed for this task.
- C.3 Coordinated Public Transit - Human Services Plan Implementation
\$15,000 will be reprogrammed for this task.
- D.5 Transit Planning Assistance
\$26,000 will be reprogrammed for this task

Tasks of Statewide Significance

The New York State Department of Transportation receives funds from the Federal Highway Administration under the Statewide Planning and Research (SPR) program. NYSDOT has full authority to develop the SPR work program, selecting appropriate planning projects. When the project is in a metropolitan area, it is included for information on the MPO's UPWP.

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
C-15-52	Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management)	June 2022	\$3,725,000	Progress & support specific task-order based assignments related to planning, policy, technical assistance & research needs that may be inter-regional or statewide in scope & aim to reduce congestion, energy consumption & greenhouse gas emissions, improve mobility, increase transportation efficiency through multimodal measures & promote or foster a sustainable transportation system.
C-15-54	Bus Safety Inspection System (BusNET)	November 2022	\$2,300,000	Replace existing 25-year-old mainframe w/a new, modern, server-based IT system.
C-17-53	Pavement Condition Data Collection Services	December 2024	\$20,500,000	Collect pavement condition data as necessary to comply w/ annual state & federal requirements & NYSDOT pavement management practices & develop & maintain a system to track location, dimension & condition of other highway related assets.
C-17-56	Statewide Coordination of Metropolitan Planning Programs	March 2023	\$100,000	Support & maintain the ongoing coordination of metropolitan planning programs in NYS for statewide benefit; ongoing collaboration of the 14 MPOs; & on-going coordination of metropolitan & statewide planning programs.
C-17-59	Traffic Data System	February 2029	\$3,890,100	Implement an automated traffic data management system application.
C-18-53	Probe Data: Floating Car (GPS-based)	August 2023	\$337,500	Purchase floating car probe data to establish performance targets to assess travel reliability, congestion & emissions & perform other analyses & visualizations of road performance for passenger cars & trucks. Data will be utilized by NYSDOT & MPOs.
C-18-55	NYS Transportation Master Plan	January 2023	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities.
C-19-51	Short Count Traffic Count Program (2020-2024)	December 2024	\$25,613,607	Provide for collection of traffic data in NYSDOT Regions 1 - 11 (divided into Zones).
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	February 2025	\$3,580,616	Establish a research & analysis capability w/Oak Ridge National Labs (ORNL), Center for Transportation Analysis, to assist NYS in analyzing national data.

SP-20-03	Research, Development & Support of an Integrated Planning & Performance Data & Analytics Framework (PPDAF)	September 2023	\$906,500	Leverage the current analysis tools to research & further integrate travel time datasets & available open-source analytics tools w/other transportation, economic & demographic data to support efficient & consistent planning & analysis.
SP-21-02	Program & Project Management System Support Services	September 2024	\$1,140,000	Provide support services for post-implementation of a Department-wide enhanced & improved enterprise level program & project management system to facilitate improvements to capital program delivery.
SP-21-04	Highway Oversize/Overweight Credentialing System (HOOCS) Phase 2	September 2026	\$1,950,000	Implement a Commercial Off-the-Shelf (COTS) HOOCS software solution & obtain accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements. Phase 2 will advance functionality of HOOCS.
SP-21-05	Statewide Small Culvert Inventory & Inspection System Improvements	December 2023	\$4,000,000	Expand the number of small culverts contained w/in NYSDOT's AgileAssets Maintenance Management System (MMS) to create a complete statewide inventory & inspection of small culverts.
SP-21-06	Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management	December 2022	\$295,000	Demonstrate the ability of an enhanced IIMS to provide improved sharing of incident reporting between First/Secondary Response teams & operations centers to: improve situational awareness, enhance coordinated response to incidents & safety of incident scenes, reduce incident duration & impact (lane closures, delay, & occurrence of secondary incidents) using analytical tools that correlate IIMS w/vehicle sensor & other data sources.
SP-21-08	Continuous Count Traffic Count Program, Zone 1	February 2024	\$5,082,107	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
SP-21-09	Continuous Count Traffic Count Program, Zone 2	February 2024	\$4,824,525	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.

There are also transportation planning and research tasks that can benefit many or all the metropolitan planning organizations in New York State. The fourteen 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. NYSDOT has agreed to support the program with SPR funds where appropriate to the task. The MPO Directors and the NYSDOT Policy and Planning 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.

ONGOING PROJECTS:

- **NYSAMPO Staff Support**
Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.
Cost: \$250,000 (\$150,000 FHWA PL and \$100,000 NYSDOT SPR)
Lead Agency: Capital District Transportation Committee

- **NYSAMPO Staff Training**
Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.
Cost: \$73,795 FHWA PL and \$104,345 FTA MPP/\$26,086 NYSDOT IKS
Lead Agency: Genesee Transportation Council

- **AMPO Dues**
Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.
Cost: \$51,611 FHWA PL
Lead Agency: Binghamton Metropolitan Transportation Study

- **Shared Transit Service Planning and Analytics Initiative**
Objective: Support a set of collaborative pilot applications of common transit mobility planning and analysis tools.
Cost: \$458,590 FTA Section 5303 MPP/\$114,648 NYSDOT IKS
Lead Agency: Capital District Transportation Committee

TASK	BINGHAMTON METROPOLITAN TRANSPORTATION STUDY 2022-2023 UNIFIED PLANNING WORK PROGRAM																	
	FHWA-PL				FTA										AGENCY TOTALS			
	Central Staff (\$)	Local Match (IKS)	NYS DOT Match (IKS)	Program Total	Central Staff NY-80-0032	Local Match (IKS)	NYS DOT Match (IKS)	Central Staff NY-80-0031	Local Match (IKS)	NYS DOT Match (IKS)	Central Staff NY-80-0030	Local Match (IKS)	NYS DOT Match (IKS)	Program Total	Central Staff (\$)	Local Match (IKS)	NYS DOT Match (IKS)	Program Total
A. Administration	132,595	6,979	20,936	160,510	27,827	1,739	5,218	27,000	1,688	5,063	2,000	125	375	71,034	189,422	10,530	31,591	231,543
1 General Administration	121,395	6,389	19,168	146,952	23,027	1,439	4,318	27,000	1,688	5,063	2,000	125	375	65,034	173,422	9,641	28,923	211,986
2 Public Participation	2,100	111	332	2,542	900	56	169	0	0	0	0	0	0	1,125	3,000	167	500	3,667
3 UPWP Maintenance & Development	9,100	479	1,437	11,016	3,900	244	731	0	0	0	0	0	0	4,875	13,000	723	2,168	15,891
B. Transportation Systems Monitoring and Information Mgmt.	193,008	10,158	30,475	233,641	9,300	581	1,744	0	0	0	0	0	0	11,625	202,308	10,740	32,219	245,266
1 Transportation Data Collection	90,000	4,737	14,211	108,947										0	90,000	4,737	14,211	108,947
2 Transportation Infrastructure Monitoring System	11,308	595	1,785	13,689										0	11,308	595	1,785	13,689
3 Geographic Information Systems (GIS)	4,900	258	774	5,932	2,100	131	394	0	0	0	0	0	0	2,625	7,000	389	1,167	8,557
4 Binghamton Regional Travel Model	86,800	4,568	13,705	105,074	7,200	450	1,350	0	0	0	0	0	0	9,000	94,000	5,018	15,055	114,074
C. Long Range Transportation Planning	127,293	6,700	20,099	154,092	20,000	1,250	3,750	15,000	938	2,813	0	0	0	43,750	162,293	8,887	26,661	197,842
1 Complete Street Policy and Design Guidelines	7,793	410	1,230	9,434										0	7,793	410	1,230	9,434
2 Pedestrian and Bicycle Planning	104,000	5,474	16,421	125,895										0	104,000	5,474	16,421	125,895
3 Coord. Public Transit-Human Services Plan/Implementation				0	20,000	1,250	3,750	15,000	938	2,813	0	0	0	43,750	35,000	2,188	6,563	43,750
4 Regional Smart Growth and Sustainability Planning	8,500	447	1,342	10,289										0	8,500	447	1,342	10,289
5 NYSDOT Regional Planning Assistance	7,000	368	1,105	8,474										0	7,000	368	1,105	8,474
D. Short Range Planning/Special Issue Studies	149,094	7,847	23,541	180,482	18,982	1,186	3,559	26,000	1,625	4,875	0	0	0	56,228	194,076	10,658	31,975	236,710
1 Local Traffic Engineering Assistance	61,000	3,211	9,632	73,842										0	61,000	3,211	9,632	73,842
2 NYSAMPO Working Groups	9,800	516	1,547	11,863	4,200	263	788	0	0	0	0	0	0	5,250	14,000	778	2,335	17,113
3 Road Safety Assessments	14,000	737	2,211	16,947										0	14,000	737	2,211	16,947
4 ITS Regional Architecture Update/Maintenance	500	26	79	605										0	500	26	79	605
5 Transit Planning Assistance				0	14,782	924	2,772	26,000	1,625	4,875	0	0	0	50,978	40,782	2,549	7,647	50,978
6 Transportation Planning Assistance	48,794	2,568	7,704	59,066										0	48,794	2,568	7,704	59,066
7 Local Road Safety Action Plan	15,000	789	2,368	18,158										0	15,000	789	2,368	18,158
E. Project Programming and Development	14,285	752	2,256	17,292	7,600	475	1,425	0	0	0	0	0	0	9,500	21,885	1,227	3,681	26,792
1 Transportation Improvement Program	6,000	316	947	7,263	4,000	250	750							5,000	10,000	566	1,697	12,263
2 Local Project Development Assistance & Tracking	5,400	284	853	6,537	3,600	225	675							4,500	9,000	509	1,528	11,037
3 NYSDOT Project Development Assistance	2,885	152	456	3,492										0	2,885	152	456	3,492
TOTALS	\$616,276	\$32,436	\$97,307	\$746,018	\$83,709	\$5,232	\$15,695	\$68,000	\$4,250	\$12,750	\$2,000	\$125	\$375	\$192,136	769,985	42,042	126,127	938,153

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY 2022-2023 UNIFIED PLANNING WORK PROGRAM

FHWA PL BUDGET

AUDITABLE BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
4610	PERSONNEL	246,762	12,987	0	259,749
4620	FRINGE BENEFITS	121,999	6,421	0	128,420
4660	CONTRACTUAL	180,000	9,474	0	189,474
4680	INDIRECT COSTS	67,514	3,553	0	71,067
	TOLL CREDITS			97,307	97,307
	TOTAL	\$616,276	\$32,436	\$97,307	\$746,018

TASK BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
0	ADMINISTRATION	132,595	6,979	0	139,574
10	MONITORING	193,008	10,158	0	203,166
20	LONG RANGE PLANNING	127,293	6,700	0	133,993
30	SHORT RANGE PLANNING	149,094	7,847	0	156,941
40	PROJECT PROGRAMMING	14,285	752	0	15,037
	TOLL CREDITS			97,307	97,307
	TOTAL	616,276	\$32,436	\$97,307	\$746,018

STATEWIDE & SHARED COST BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
	AMPO DUES	51,611	0	12,903	64,514
	TOTAL	\$51,611	\$0	\$12,903	\$64,514

FEDERAL	\$667,887
STATE	\$110,210
LOCAL	\$32,436
TOTAL	\$810,533

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2022-2023 UNIFIED PLANNING WORK PROGRAM**

FTA SECTION 5303 BUDGET

NY-80-0032 (NEW)

AUDITABLE BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.20.01	PERSONNEL	47,347	2,959	8,878	59,184
44.20.02	FRINGE BENEFITS	23,408	1,463	4,389	29,260
44.20.06	CONTRACTUAL		0	0	0
44.20.08	INDIRECT COSTS	12,954	810	2,429	16,193
TOTAL		\$83,709	\$5,232	\$15,695	\$104,636

TASK BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.21.00	ADMINISTRATION	27,827	1,739	5,218	34,784
44.23.00	LONG RANGE PLANNING	20,000	1,250	3,750	25,000
44.24.00	SHORT RANGE PLANNING	28,282	1,768	5,303	35,353
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM	7,600	475	1,425	9,500
TOTAL		\$83,709	\$5,232	\$15,695	\$104,636

FEDERAL	\$83,709
STATE	\$15,695
LOCAL	\$5,232
TOTAL	\$104,636

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2022-2023 UNIFIED PLANNING WORK PROGRAM**

**FTA SECTION 5303 BUDGET
NY-80-0031 (ROLLOVER)**

AUDITABLE BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.20.01	PERSONNEL	38,462	2,404	7,212	48,078
44.20.02	FRINGE BENEFITS	19,015	1,188	3,565	23,769
44.20.06	CONTRACTUAL		0	0	0
44.20.08	INDIRECT COSTS	10,523	658	1,973	13,154
TOTAL		\$68,000	\$4,250	\$12,750	\$85,000

TASK BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.21.00	ADMINISTRATION	27,000	1,688	5,063	33,750
44.23.00	LONG RANGE PLANNING	15,000	938	2,813	18,750
44.24.00	SHORT RANGE PLANNING	26,000	1,625	4,875	32,500
TOTAL		\$68,000	\$4,250	\$12,750	\$85,000

FEDERAL	\$68,000
STATE	\$12,750
LOCAL	\$4,250
TOTAL	\$85,000

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2022-2023 UNIFIED PLANNING WORK PROGRAM**

**FTA SECTION 5303 BUDGET
NY-80-0030 (ROLLOVER)**

AUDITABLE BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.20.01	PERSONNEL	1,132	71	212	1,415
44.20.02	FRINGE BENEFITS	559	35	105	699
44.20.06	CONTRACTUAL	0	0	0	0
44.20.08	INDIRECT COSTS	309	19	58	386
TOTAL		\$2,000	\$125	\$375	\$2,500

TASK BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.21.00	ADMINISTRATION	2,000	125	375	2,500
44.23.00	LONG RANGE PLANNING	0	0	0	0
44.24.00	SHORT RANGE PLANNING	0	0	0	0
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM		0	0	0
TOTAL		\$2,000	\$125	\$375	\$2,500

FEDERAL	\$2,000
STATE	\$375
LOCAL	\$125
TOTAL	\$2,500

2022-2023 Staffing Plan

Job Titles and Descriptions

Executive Director

Responsible for the planning, organization, and direction of BMTS Central Staff. Directs the development of metropolitan transportation plans, programs, and policies. Supervises the Traffic Engineer, Transportation Analyst, Senior Transportation Planners, and Senior Account Clerk. Acts as direct liaison to the New York State Department of Transportation Regional Director, the Federal Highway Administration Division Office and Federal Transit Administration Regional Office on issues of metropolitan transportation planning. Reports to the BMTS Planning and Policy Committee. Administrative oversight provided by the Broome County Commissioner of Planning and Economic Development.

Transportation Analyst

This position involves collecting and analyzing transportation and land use data. This position is also responsible for the analysis of traffic operations for existing and proposed roads, streets, and highways. This position may assist in the development, maintenance, and operation of computer models necessary for the performance of BMTS metropolitan transportation plans, including travel demand/traffic forecasting modeling, geographic information systems, and economic analysis. The work is performed under the administrative supervision of the Executive Director of BMTS Central Staff and other senior staff.

Senior Transportation Planner

This position is responsible for much of the primary planning functions of BMTS, especially those across the range of modes of transportation. The position develops plans for transit, freight, bicycle, and pedestrian movement. The position also leads corridor and subarea studies, utilizing the expertise of the traffic engineer and senior transportation analyst, and is a participant in the periodic update of the BMTS long range transportation plan.

Senior Transportation Planner II

This position is responsible for much of the primary planning functions of BMTS, especially those across the range of modes of transportation. They develop plans for transit, freight, bicycle, and pedestrian movement. The position leads corridor and subarea studies, utilizing the expertise of the traffic engineer and transportation analyst, and are key participants in the periodic update of the BMTS long range transportation plan.

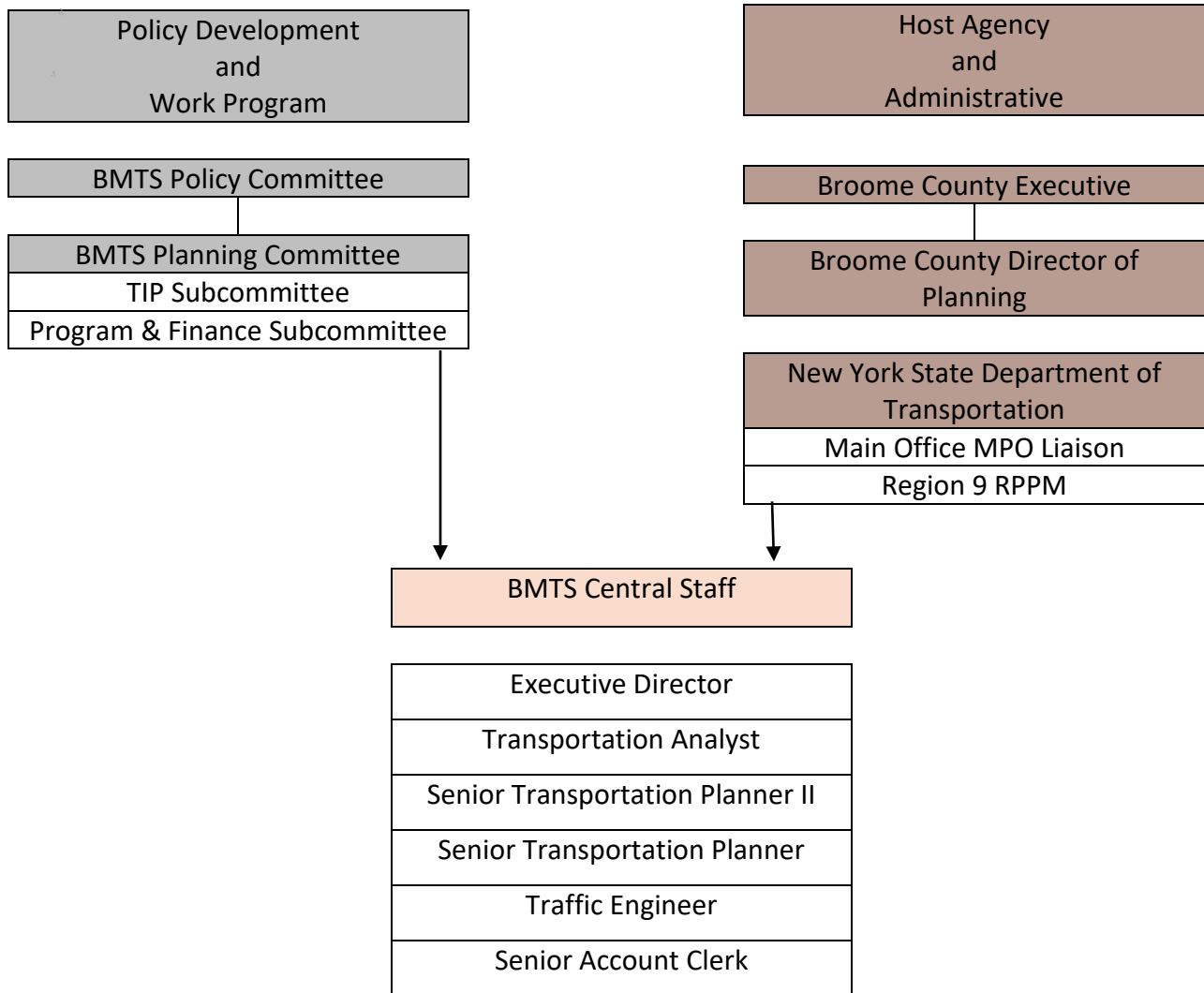
Traffic Engineer (Part-time)

This position conducts traffic operations studies involving analysis of highway and intersection capacity, geometrics, and traffic control devices and strategies; and development of recommended alternative solutions. This position also reviews consultant prepared traffic impact studies for site development for member agencies. The position is part-time (up to 19.75 hours/week).

Senior Account Clerk (Part-time)

Primary responsibilities of this position include clerical duties, including maintaining grant and related financial records; and receptionist duties. The work is performed under the direct supervision of the Director of BMTS Central Staff. The position is part-time (up to 19.75 hours/week).

Binghamton Metropolitan Transportation Study Organizational Chart



Financial Certification

The Staffing Plan is contingent upon certification of the availability of adequate Federal Highway Administration PL funds and Federal Transit Administration §5303 funds to support salaries, fringe benefits, and overhead expenses. Personal service costs are based on contractual agreements, all of which are in place through December 2025. Fringe benefit expense is based on the Broome County 2022 budget preparation instructions, with projected increases for the first quarter of 2023.

Statement of available funds		
FTA §5303	2022 - 2023 Allocation (FTA X032)	\$83,709
	Unexpended balance (FTA031) (estimated as of 1/3/22)	\$68,000
	Unexpended balance (FTA030) (estimated as of 1/3/22)	\$2,000
	TOTAL §5303 AVAILABLE	\$153,709
FHWA PL	2022 -2023 Allocation (Includes \$42,140 AMPO Dues pass through)	\$621,867
	Unexpended balance from 2021-2022 (estimated as of 1/3/22)	\$75,000
	TOTAL FHWA-PL AVAILABLE	\$696,867
TOTAL FUNDS AVAILABLE FOR PROGRAMMING		\$850,576
TOTAL FUNDS PROGRAMMED, 2022-2023 UPWP (includes pass- through AMPO dues)		\$ 821,596
Estimated Unprogrammed Funds		\$28,980

BMTS will have a carryover amount of \$28,980. The goal will be to keep that amount in reserve to address unexpected fiscal fluctuations, due to the current pandemic. In the next few years, BMTS plans to program carryover funds towards the future Long Range Transportation Plan Update.