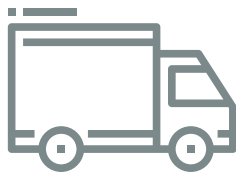


2024-2025 UPWP

Binghamton Metropolitan
Transportation Study



APRIL 1, 2024 - MARCH 31, 2025

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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.

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 Counties and is responsible for carrying out the continuous, comprehensive, and cooperative transportation planning process for the Binghamton Metropolitan Area. The BMTS Metropolitan Area no longer includes portions of Pennsylvania due to the 2020 Census Urban Area Boundary update.

The rule regarding UPWP development includes a section - 23 CFR §450.308(d) - that allows MPOs not designated as Transportation Management Areas (non-TMA MPOs have urbanized areas with population less than 200,000 persons), to "prepare a simplified statement of work... in lieu of an UPWP." BMTS, in developing this Simplified Statement of Work, is exercising this regulatory mechanism. The Simplified Statement of Work describes "the major activities to be performed the next one-year period, who will perform the work, the resulting work products, and a summary of total amounts and sources of Federal and matching funds". For purposes of continuity and to reduce confusion, the term UPWP will continue to be used in the text below when referring to the Simplified Statement of Work/UPWP.

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' 2024-2025 Unified Planning Work Program identifies transportation planning activities that will be undertaken that support and further accomplish the vision, goals, objectives and performance measures as established in its current long range transportation plan (LRTP), [Moving our Future Forward 2045](#). These goals and objectives reflect the priorities of the region and were established through the Plan's extensive public outreach processes. The aim is to ensure that the outcomes of the tasks outlined in the 2024-2025 UPWP help achieve the priorities and goals that the MPO has set for the region.

The foundation of the LRTP centers around supporting the economy, improving communities, protecting the environment, and utilizing new technology. The goals listed below fall under each of these emphasis areas.

Economy:

- Empower local businesses by supporting efficient freight movement and access to and by workforce
- Provide excellent infrastructure that meets mobility needs of people and goods

Communities:

- Provide safety and security to all users by whatever mode they choose for travel
- Provide residents and visitors with the ability to access key destinations within and beyond the region
- Support improved public health through active transportation
- Grow population and economic activity in urban centers

Environment:

- Ensure that transportation makes a positive contribution to preserve and protect a healthy environment
- Ensure a resilient transportation system

Technology:

- Prepare strategically for the incorporation of new transportation technology in the regional transportation system

The tasks programmed in the 2024-2025 UPWP work towards achieving these goals and many times one task works towards accomplishing several goals.

In December of 2023, BMTS was awarded a Safe Streets and Roads for All (SS4A) grant to complete a Comprehensive Safety Action Plan. This will be a priority project in the 2024-2025 UPWP. It will include extensive public outreach and a comprehensive safety analysis of roadways in Broome and Tioga Counties. This plan will result in low-cost, high-impact strategies that will improve safety across the region.

BMTS will also begin an update to the current Long Range Transportation Plan. The update to this plan will help determine goals, objectives, and priorities for future UPWPs.

Incorporating Complete Streets principals into project development and planning to improve connectivity and safety for all modes of transportation continues to be a priority. BMTS will update their Complete Streets Policy during the 2024-2025 work program.

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. It includes surface transportation planning projects and programs expected to be conducted in the BMTS region. It also includes budget information about how BMTS plans to spend federal metropolitan planning funds.

Federal Planning Factors

The 2024-2025 UPWP also supports the planning factors set forth in the FAST Act and continued in the Bipartisan Infrastructure Law (BIL). They provide a framework for transportation planning and development for the MPO Planning area. The chart on the following page shows the relationship between 2024-2025 UPWP tasks and the 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.

National Planning Goals

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.

- 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.

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	Complete Street Policy Update and Assistance		X		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	Long Range Transportation Plan	X	X	X	X	X	X	X	X	X	X
C. 5	Regional Smart Growth and Sustainability	X			X	X	X			X	
D. 1	Local Transportation Planning and 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	ITS Regional Architecture Maintenance		X	X			X	X		X	X
D. 5	Transit Planning Assistance	X			X	X	X				
D. 6	Comprehensive Safety Action Plan		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 2024-2025 UPWP/Federal Planning Factors

- 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.

Planning Emphasis Areas (PEAs)

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning jointly issued updated Planning Emphasis Areas (PEAs). MPOs are encouraged to identify and develop tasks associated with these emphasis areas in the MPO's UPWP. Two of the priority projects in this work program, the long range transportation plan and the Comprehensive Safety Action Plan will support many of these emphasis areas, particularly equity, Complete Streets, public involvement, and data in transportation planning.

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. BMTS tasks include evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation and shift to lower emission modes of transportation.
- Equity and Justice⁴⁰ in Transportation Planning
Advance racial equity and support for underserved and disadvantaged communities.
- Complete Streets
Review current policies, rules, and procedures to determine their impact on safety for all road users.
- Public Involvement
Early, effective, and continuous public involvement to increase engagement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

- Federal Land Management Agency (FLMA) Coordination
Coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
- Planning and Environment Linkages (PEL)
Use this collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.
- Data in Transportation Planning
Incorporate data sharing and consideration into the transportation planning process,

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 16.

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.

For projects and plans contained within this program year, BMTS will continue to ensure that the use of traditional and alternative forms of public participation and outreach are utilized, 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 22nd, 2024 for review.

2024-2025 UPWP Task Descriptions

[NOTE: Task budgets include the Federal share and Total, but do not include the local/state share amount. This information can be found in the budget tables on pages 19-22.]

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.
 - Staff education for interpretation of and implementation of regulations set forth in the Bipartisan Infrastructure Law (BIL).

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$98,540	\$42,232	\$172,075
Schedule:	Ongoing. Planning and Policy Committee meet quarterly. Additional meetings scheduled as needed.		

- 2. Public Participation.** 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:	\$3,200	\$800	\$4,874
Schedule:	Ongoing.		

- 3. UPWP Maintenance and Development.** Oversee the completion of the 2024-2025 UPWP and the development of the 2025-2026 UPWP.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$8,000	\$2,000	\$12,184
Schedule:	Ongoing, development of 2025-2026 UPWP will take place during the 3rd and 4th quarters.		

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.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$47,000	-	\$56,895
Schedule:	Ongoing, utilizing a consultant, primary data collection of traffic volume counts and intersection turning movement counts will take place during September and October.		

- 2. Transportation Infrastructure Monitoring System.** Data 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:	\$28,000	-	\$33,895
Schedule:	Ongoing, roadway pavement sufficiency data collection will take place during the 2 nd quarter.		

- 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.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$6,496	-	\$7,864
Schedule:	Ongoing.		

- 4. Binghamton Regional Travel Model.** Provide updates to and maintenance of the model as needed.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$10,000		\$12,105
Schedule:	Ongoing.		

C. Long Range Transportation Planning

- 1. Complete Streets Policy Update and Assistance.** BMTS staff will update its Complete Streets Policy originally adopted 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:	\$15,000	-	\$18,158
Schedule:	Ongoing. Complete Streets Policy update will begin during the 1 st quarter, with completion during the 3 rd quarter.		

- 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 also work with local community members to establish a “Friends of the Greenway” organization centered on maintenance and upkeep of the Two Rivers Greenway. The task also includes the participation of BMTS staff on the NYSDOT Region 9 Bicycle and Pedestrian Committee. BMTS will work with the Broome and Tioga County Health Departments and local school districts as requested.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$71,000	-	\$85,947
Schedule:	Ongoing. Monthly meetings.		

- 3. Coordinated Public Transit-Human Services Plan/Implementation.** Staff will continue participation with the Getthere/BMTS Coordinated Transportation Plan Advisory Committee, and the related activity of screening scoring 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 Coordinated Transportation Plan Advisory Committee also provides a forum for coordination among transportation providers and stakeholders to address the Coordinated Transportation Plan recommendations. Getthere is run by the Rural Health network of South Central New York and carries out the most prominent Mobility Management Program for the BMTS area, as well as in neighboring Counties.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	-	\$20,000	\$25,000
Schedule:	Ongoing, bi-monthly meetings.		

- 4. Long Range Transportation Plan.** The current BMTS long range transportation plan, *Moving our Future Forward 2045*, was adopted in 2020. Federal law requires updates on a five-year cycle. To meet this deadline, work on the plan update will begin during this program year and carry over to the next program year. A consultant will be utilized to help with the development of a future year model for BMTS' travel demand model.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$97,060	\$54,706	\$185,876
Schedule:	Ongoing throughout 2024-2025 program year with completion during the 2 nd quarter of the next program year (2025-2026).		

- 5. 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.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$4,000	-	\$4,842
Schedule:	Ongoing.		

D. Short Range Transportation Planning

- 1. Local Transportation Planning and 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 on the City of 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. BMTS staff will also provide planning/zoning assistance to local municipalities as planning and transportation are closely tied.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$85,490	-	\$103,488
Schedule:	Ongoing.		

- 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, Bicycle and Pedestrian, and Climate Change, as well as regular meetings of the NYS MPO directors. The Director of BMTS is also Chair 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:	\$10,500	\$4,500	\$18,336
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 Washington Street in the city of Binghamton. BMTS staff plans to do at least two RSAs during this program year.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$15,000	-	\$18,158
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. Additionally, BMTS staff provides GIS assistance to Broome County Transit for route and system maps as well as data collection and analysis as needed.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	-	\$41,438	\$51,423
Schedule:	Ongoing, as requested.		

- 6. Comprehensive Safety Action Plan.** BMTS was awarded a Safe Streets and Roads for All (SS4A) grant for the development of a Comprehensive Safety Action Plan. Working with a consultant, the plan will include a comprehensive safety investigation and analysis of roadways within Broome and Tioga Counties. Extensive public outreach to underserved and vulnerable communities will be a key feature of the Plan's development. This task includes BMTS staff time dedicated to the development of the Plan. A consultant will be hired as part of the grant award.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$50,000	-	\$60,526
Schedule:	Development of the Plan is expected to begin during the 1 st quarter with completion during the 2 nd quarter of the 2025-2026 program year.		

E. Program Development and Management

- 1. Transportation Improvement Program.** The 2023-2027 Transportation Improvement Program was adopted in August 2022. 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 (2026-2030) will be initiated during this work program with completion during the 1st quarter of the 2025-2026 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:	\$8,400	\$3,600	\$14,668
Schedule:	Ongoing, 2026-2030 TIP update will begin during the 3 rd quarter with completion during the 1 st quarter of the 2025-2026 program year. The annual list will be completed during the 3 rd quarter.		

- 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 will continue 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:	\$5,600	\$2,400	\$9,779
Schedule:	Ongoing.		

- 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:	\$2,511	-	\$3,040
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 2024-2025.

The report below represents a forecast of remaining balances and work to be completed beginning April 1, 2024.

Grant: NY-80-0033 - \$68,000 remaining

- A.1 General Administration.
\$28,000 will be reprogrammed for this task.

- C.3 Coordinated Public Transit - Human Services Plan Implementation
\$9,000 will be reprogrammed for this task.

- C.4 Long Range Transportation Plan
\$12,000 will be reprogrammed for this task.

- D.2 NYSAMPO Working Groups
\$3,000 will be reprogrammed for this task.

- D.5 Transit Planning Assistance
\$13,000 will be reprogrammed for this task.

- E.1 Transportation Improvement Program
\$2,000 will be reprogrammed for this task.

- E.2 Local Project Development Assistance & Tracking
\$1,000

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	SPR Funding	Description
C-17-53	Pavement Condition Data Collection Services	\$20,893,900	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	\$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	\$3,890,100	Implement an automated traffic data management system application.
C-18-53	Probe Data: Floating Car (GPS-based)	\$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	\$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)	\$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	\$3,580,616	Establish a research & analysis capability with 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)	\$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	\$1,208,328	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	\$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	\$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	\$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	\$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	\$10,634,500	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-22-02	CLEAR (Crash Location & Engineering Analysis Repository) Safety Management Data System Transfer	\$500,000	To improve the transfer of crash data and images to support the CLEAR applications. This project builds off of the work from another project with a focus on assessing the Department's safety analysis methods and safety programs and implementing new strategies using updated technologies and enterprise platforms.
SP-22-03	Statewide Mobility Services Program	\$3,941,160	To continue and expand on NYSDOT's agency-wide efforts to support and encourage the use of sustainable and efficient modal options for travel, while addressing the goals of the NYS Climate Leadership and Community Protection Act (CLCPA) to reduce GHGs 85% and achieve economy-wide carbon neutrality by 2050. It will build on the efforts of the existing Statewide Active Transportation Demand Management (ATDM) and will include additional technical assistance program elements, policy research, pilot initiatives and partnerships with employers, large institutions, destination, neighborhood and community organizations, local governments, and mobility providers. Work products are expected to result in products that specifically integrate mobility into existing NYSDOT policies, programs, projects, and protocols. This will include but is not limited to: regional and statewide project development, prioritization, and programming; corridor plans; integrated multimodal systems management and transportation management center (TMS) operations; and freight analysis.

SP-22-04	NYS Freight Transportation Plan	\$801,422	The goal of this project is to update the 2019 NYS Freight Transportation Plan. The updated plan will provide a comprehensive plan for the immediate and long-range planning activities and investments of the State with respect to freight.
SP-22-06	TRANSEARCH Data	\$1,100,000	Access a proprietary nationwide database of freight traffic flows. NYSDOT is required to develop a state freight plan. This data will be instrumental in the development of the plan.
SP-22-07	The Eastern Transportation Coalition (TETC) / University of Maryland Data Acquisition	\$750,000	Acquire reliable and real-time travel time and speed data that has utility across multiple functional groups for the entire roadway network without the need for sensors or other hardware from six different categories: (1) Travel Time and Speed; (2) Origin-Destination; (3) Freight; (4) Waypoint; (5) Volume; (6) Conflation.
SP-23-03	NYS Resiliency Improvement Program	\$350,000	Develop a NYS Resilience Improvement Plan (RIP) to help guide the immediate and long-range planning activities and investments of the State in respect to the resilience of the surface transportation system.
SP-23-04	Employment / Establishment Data Acquisition	\$400,000	Access up-to-date employer and establishment data containing industry classification, employment and sales information that will contribute to modeling the use of a multimodal system by highlighting demand and supply areas, anticipate growth of need and increasing safety.

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: \$300,000 total (\$200,000 FHWA PL / \$40,000 toll credits; \$80,000 FHWA SPR / \$20,000 State match)

Lead Agency: Capital Region Transportation Council

NYSAMPO Staff Training

Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.

Cost: \$140,636 total (\$45,953 FHWA PL / \$9,191 toll credits; \$94,683 FTA MPP / \$23,671 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: \$55,222 total (\$55,222 FHWA PL / \$11,044 toll credits)

Lead Agency: Binghamton Metropolitan Transportation Study

TASK	BINGHAMTON METROPOLITAN TRANSPORTATION STUDY 2024-2025 UNIFIED PLANNING WORK PROGRAM															
	FHWA-PL				FTA								AGENCY TOTALS			
	Central Staff (\$)	Local Match (IKS)	NYSDOT Match (IKS)	Program Total	Central Staff NY-80-0034	Local Match (IKS)	NYSDOT Match (IKS)	Central Staff NY-80-0033	Local Match (IKS)	NYSDOT Match (IKS)	Program Total	Central Staff (\$)	Local Match (IKS)	NYSDOT Match (IKS)	Program Total	
A. Administration	109,740	5,776	17,327	132,843	17,032	1,065	3,194	28,000	1,750	5,250	56,290	154,772	8,590	25,771	189,133	
1 General Administration	98,540	5,186	15,559	119,285	14,232	890	2,669	28,000	1,750	5,250	52,790	140,772	7,826	23,477	172,075	
2 Public Participation	3,200	168	505	3,874	800	50	150				1,000	4,000	218	655	4,874	
3 UPWP Maintenance & Development	8,000	421	1,263	9,684	2,000	125	375				2,500	10,000	546	1,638	12,184	
B. Transportation Systems Monitoring and Information Mgmt.	91,496	4,816	14,447	110,758	0	0	0	0	0	0	0	91,496	4,816	14,447	110,758	
1 Transportation Data Collection	47,000	2,474	7,421	56,895							0	47,000	2,474	7,421	56,895	
2 Transportation Infrastructure Monitoring System	28,000	1,474	4,421	33,895							0	28,000	1,474	4,421	33,895	
3 Geographic Information Systems (GIS)	6,496	342	1,026	7,864							0	6,496	342	1,026	7,864	
4 Binghamton Regional Travel Model	10,000	526	1,579	12,105							0	10,000	526	1,579	12,105	
C. Long Range Transportation Planning	187,060	9,845	29,536	226,441	53,706	3,357	10,070	21,000	1,313	3,938	93,383	261,766	14,514	43,543	319,824	
1 Complete Street Policy Update and Assistance	15,000	789	2,368	18,158							0	15,000	789	2,368	18,158	
2 Pedestrian and Bicycle Planning	71,000	3,737	11,211	85,947							97,158	71,000	3,737	11,211	85,947	
3 Coord. Public Transit-Human Services Plan/Implementation				0	11,000	688	2,063	9,000	563	1,688	25,000	20,000	1,250	14,750	36,000	
4 Long Range Transportation Plan	97,060	5,108	15,325	117,494	42,706	2,669	8,007	12,000	750	2,250	68,383	151,766	8,528	52,963	213,257	
5 Regional Smart Growth and Sustainability Planning	4,000	211	632	4,842							5,474	4,632	211	632	5,474	
D. Short Range Planning/Special Issue Studies	161,490	7,645	22,936	192,072	29,638	1,852	5,557	16,000	1,000	3,000	57,048	207,128	10,498	31,494	249,119	
1 Local Planning and Engineering Assistance	84,264	4,435	13,305	102,004							0	84,264	4,435	13,305	102,004	
2 NYSAMPO Working Groups	10,500	553	1,658	12,711	1,500	94	281	3,000	188	563	5,625	15,000	834	2,502	18,336	
3 Road Safety Assessments	16,226			16,226							0	16,226	0	0	16,226	
4 ITS Regional Architecture Maintenance	500	26	79	605							0	500	26	79	605	
5 Transit Planning Assistance				0	28,138	1,759	5,276	13,000	813	2,438	51,423	41,138	2,571	7,713	51,423	
6 Comprehensive Safety Action Plan	50,000	2,632	7,895	60,526								50,000	2,632	7,895	60,526	
E. Project Programming and Development	16,511	869	2,607	19,987	3,000	188	563	3,000	188	563	7,500	22,511	1,244	3,732	27,487	
1 Transportation Improvement Program	8,400	442	1,326	10,168	1,600	100	300	2,000	125	375	4,500	12,000	667	2,001	14,668	
2 Local Project Development Assistance & Tracking	5,600	295	884	6,779	1,400	88	263	1,000	63	188	3,000	8,000	445	1,334	9,779	
3 NYSDOT Project Development Assistance	2,511	132	396	3,040							0	2,511	132	396	3,040	
TOTALS	\$566,296	\$28,951	\$86,853	\$682,102	\$103,376	\$6,461	\$19,383	\$68,000	\$4,250	\$12,750	\$214,220	737,673	39,662	118,986	896,321	

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2024-2025 UNIFIED PLANNING WORK PROGRAM**

FHWA PL BUDGET

AUDITABLE BUDGET

ITEM	FEDERAL	LOCAL	STATE	TOTAL
4610 PERSONNEL	235,595	12,400	0	247,995
4620 FRINGE BENEFITS	199,607	10,506	0	210,113
4660 CONTRACTUAL	50,000	2,632	0	52,632
4680 INDIRECT COSTS	64,869	3,414	0	68,283
TOLL CREDITS			86,853	86,853
TOTAL	\$550,070	\$28,951	\$86,853	\$665,876

TASK BUDGET

ITEM	FEDERAL	LOCAL	STATE	TOTAL
0 ADMINISTRATION	109,740	5,776		115,516
10 MONITORING	91,496	4,816		96,312
20 LONG RANGE PLANNING	187,060	9,845		196,905
30 SHORT RANGE PLANNING	145,264	7,645		152,909
40 PROJECT PROGRAMMING	16,511	869		17,380
TOLL CREDITS			86,853	86,853
TOTAL	550,070	\$28,951	\$86,853	\$665,874

STATEWIDE & SHARED COST BUDGET

ITEM	FEDERAL	LOCAL	STATE	TOTAL
AMPO DUES	55,222	0	13,806	69,028
TOTAL	\$55,222	\$0	\$13,806	\$69,028

FEDERAL	\$605,292
STATE	\$100,659
LOCAL	\$28,951
TOTAL	\$734,902

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2024-2025 UNIFIED PLANNING WORK PROGRAM**

**FHWA PL - SAFE AND ACCESSIBLE
TRANSPORTATION OPTIONS PLANNING BUDGET**

AUDITABLE BUDGET

ITEM	FEDERAL	LOCAL	STATE	TOTAL
4610 PERSONNEL	8,716			8,716
4620 FRINGE BENEFITS	5,405			5,405
4660 CONTRACTUAL	0			0
4680 INDIRECT COSTS	2,105			2,105
TOLL CREDITS				0
TOTAL	\$16,226	\$0	\$0	\$16,226

TASK BUDGET

ITEM	FEDERAL	LOCAL	STATE	TOTAL
0 ADMINISTRATION	0			0
10 MONITORING	0			0
20 LONG RANGE PLANNING	0			0
30 SHORT RANGE PLANNING	16,226			16,226
40 PROJECT PROGRAMMING	0			0
TOLL CREDITS				0
TOTAL	16,226	\$0	\$0	\$16,226

FEDERAL	\$16,226
STATE	\$0
LOCAL	\$0
TOTAL	\$16,226

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2024-2025 UNIFIED PLANNING WORK PROGRAM**

FTA SECTION 5303 BUDGET

NY-80-0034 (NEW)

AUDITABLE BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.20.01	PERSONNEL	55,528	3,471	10,412	69,410
44.20.02	FRINGE BENEFITS	34,438	2,152	6,457	43,048
44.20.06	CONTRACTUAL	0	0	0	0
44.20.08	INDIRECT COSTS	13,410	838	2,514	16,763
TOTAL		\$103,376	\$6,461	\$19,383	\$129,220

TASK BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.21.00	ADMINISTRATION	17,032	1,065	3,194	21,290
44.23.00	LONG RANGE PLANNING	53,706	3,357	10,070	67,133
44.24.00	SHORT RANGE PLANNING	29,638	1,852	5,557	37,048
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM	3,000	188	563	3,750
TOTAL		\$103,376	\$6,461	\$19,383	\$129,220

FEDERAL	\$103,376
STATE	\$19,383
LOCAL	\$6,461
TOTAL	\$129,220

**BINGHAMTON METROPOLITAN TRANSPORTATION STUDY
2024-2025 UNIFIED PLANNING WORK PROGRAM**

**FTA SECTION 5303 BUDGET
NY-80-0033 (ROLLOVER)**

AUDITABLE BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.20.01	PERSONNEL	36,525	2,283	6,848	45,656
44.20.02	FRINGE BENEFITS	22,654	1,416	4,248	28,318
44.20.06	CONTRACTUAL	0	0	0	0
44.20.08	INDIRECT COSTS	8,821	551	1,654	11,026
TOTAL		\$68,000	\$4,250	\$12,750	\$85,000

TASK BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.21.00	ADMINISTRATION	28,000	1,750	5,250	35,000
44.23.00	LONG RANGE PLANNING	21,000	1,313	3,938	26,250
44.24.00	SHORT RANGE PLANNING	16,000	1,000	3,000	20,000
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM	3,000	188	563	3,750
TOTAL		\$68,000	\$4,250	\$12,750	\$85,000

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

2024-2025 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.

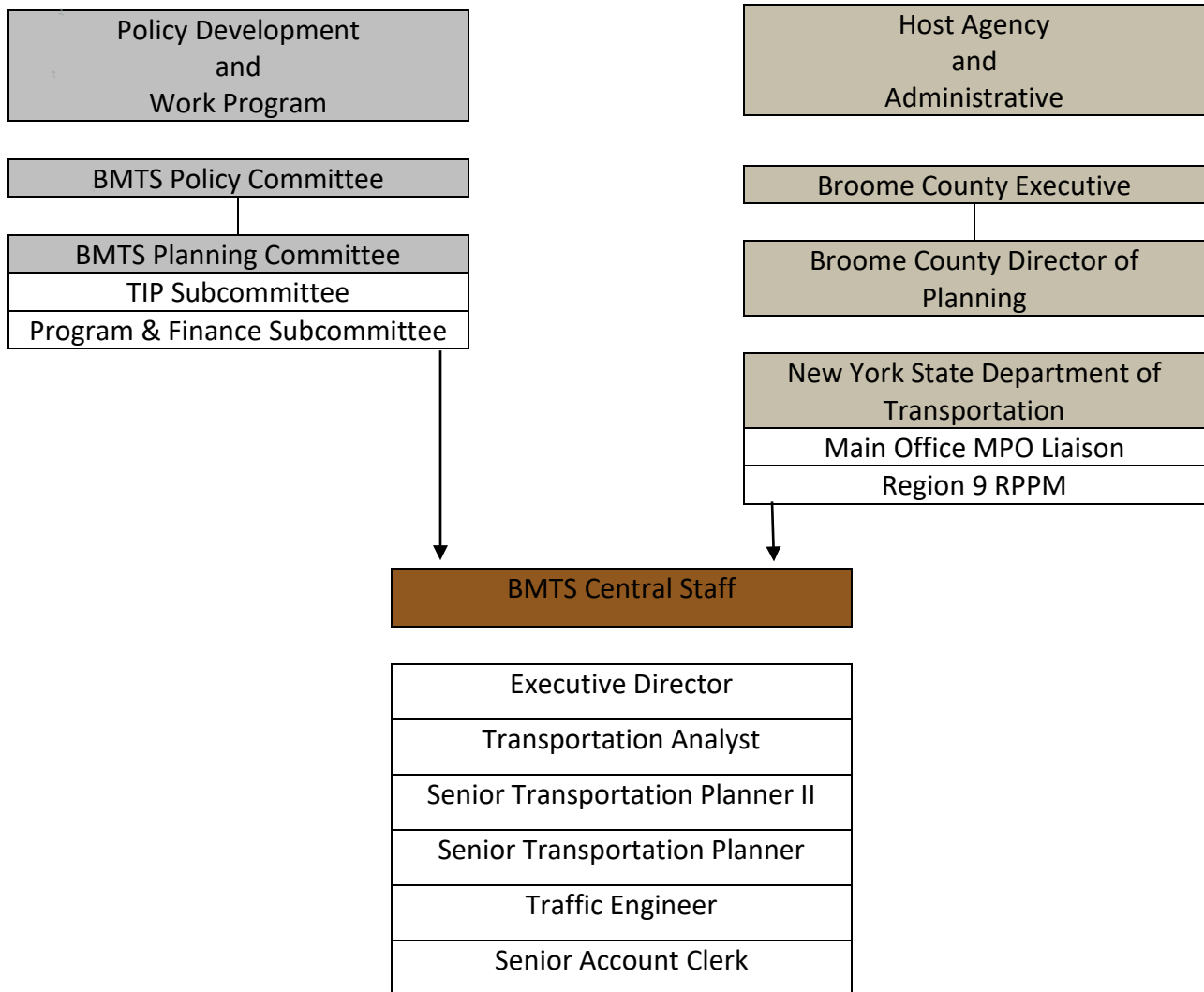
Traffic Engineer

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 2024 budget preparation instructions, with projected increases for the first quarter of 2025.

Statement of available funds		
FTA §5303	2024 - 2025 Allocation (FTA X034)	\$103,376
	Unexpended balance (FTA033) (estimated as of 1/16/23)	\$68,000
	TOTAL §5303 AVAILABLE	\$171,376
FHWA PL	2024 -2025 Allocation (Includes \$54,179 AMPO Dues pass through)	\$681,329
	Unprogrammed and Unexpended balance (estimated as of 1/4/2024, does not reflect unexpended balance from 2023-2024)	\$321,497
	TOTAL FHWA-PL AVAILABLE	\$1,002,826
TOTAL FUNDS AVAILABLE FOR PROGRAMMING		\$1,174,202
TOTAL FUNDS PROGRAMMED, 2024-2025 UPWP (includes pass- through AMPO dues)		\$ 792,894
Estimated Unprogrammed Funds		\$381,308

BMTS will have an estimated amount of \$381,308 in unprogrammed funds. BMTS will utilize a portion of these carryover funds for an update of the regional greenway plan during the 2025-2026 program year. Additional carryover funds will be kept in reserve to address unexpected needs in the next 2-3 years.