

2025-2026 Unified Planning Work Program (UPWP)

Binghamton Metropolitan
Transportation Study

APRIL 1, 2025 - MARCH 31, 2026

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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](#).

Priorities

BMTS' 2025-2026 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 2025-2026 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 2025-2026 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 project began in September of 2024 and will continue to be a priority project in the 2025-2026 UPWP with completion estimated for March 2026. 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 continue the update to its Long Range Transportation Plan in the 2025-2026 UPWP with completion expected in September 2025. The Plan will help determine 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 its Greenway Plan from 1999. Many portions of the Two Rivers Greenway have been completed since the original plan. The update will identify priority projects that will eliminate gaps and increase connectivity.

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 2025-2026 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 2025-2026 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 Coord. Public Transit/Human Services Plan	X	X		X	X	X				X
C. 3	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	
C. 6	Two Rivers Greenway Plan Update	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			
D. 7	Village of Johnson City Complete Streets Ass.	X	X		X	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 2025-2026 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. The three priority projects in this work program, the long range transportation plan, the Comprehensive Safety Action Plan, and the update to the Greenway 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.
- 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 FLMA's 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 State 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 26.

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 and the Federal Transit Administration 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 places 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 non-traditional 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 22, 2025 for review.

2025-2026 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 21-25.]

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:	\$123,280	\$52,834	\$215,276
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:	\$2,400	\$600	\$3,655
Schedule:	Ongoing.		

3. **UPWP Maintenance and Development.** Oversee the completion of the 2025-2026 UPWP and the development of the 2026-2027 UPWP.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$8,000	\$2,000	\$12,184
Schedule:	Ongoing, development of 2026-2027 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:	\$35,000	-	\$42,368
Schedule:	Ongoing, utilizing a consultant for traffic volume counts, intersection turning movement counts and bicycle/pedestrian counts. Primary data collection of traffic volume counts, intersection turning movement counts, and bicycle/pedestrian 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:	\$33,085	-	\$40,050
Schedule:	Ongoing, roadway pavement sufficiency data collection and Two Rivers Greenway trails data collection during 2nd 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:	\$6,000	-	\$7,263
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 Implementation and Assistance.** BMTS staff will complete an update to its Complete Streets Policy. 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 NYSDOT Region 9 Planning staff and Region 9 Traffic & Safety staff.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$14,035	-	\$16,990
Schedule:	Ongoing. Complete Streets Policy update will conclude during the 2 nd 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. 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:	\$70,000	-	\$84,737
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. BMTS staff will participate on the Broome County Food Council Transportation Committee.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	-	\$25,143	\$31,429
Schedule:	Ongoing, bi-monthly Getthere/BMTS Coordinated Transportation Plan Advisory Committee meetings. Monthly Broome County Food Council meetings.		

- 4. Long Range Transportation Plan.** BMTS staff will continue to work on the Long Range Plan update with completion expected in September of 2025. This is a carryover project from the 2024-2025 UPWP.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$25,800	\$17,200	\$52,732
Schedule:	Ongoing throughout the 1 st and 2 nd quarters, completion during the 2 nd quarter.		

- 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:	\$5,000	-	\$6,053
Schedule:	Ongoing.		

- 6. Two Rivers Greenway Plan Update.** BMTS staff will work with a consultant to update the 1999 Greenway Plan. The plan update will include the current status of the Two Rivers Greenway construction, identify trail network gaps and study their feasibility to accomplish connectivity.

	FHWA-PL	FTA MPP (§ 5303)	TOTAL
Budget:	\$190,152	-	\$198,605
Schedule:	Project will commence during the 3 rd quarter.		

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. This task includes assistance to NYSDOT in review of project solicitation applications, including Transportation Alternatives Program (TAP) and Bridge NY.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$107,422	-	\$130,037
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 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:	\$17,500	\$7,500	\$30,599
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. BMTS staff plans to do at least two RSAs during this program year, as requested by member agencies.

	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:	-	\$43,795	\$54,744
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. This is a carryover project from the 2024-2025 UPWP with completion expected in March 2026.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$75,000	-	\$90,789
Schedule:	Development of the Plan is ongoing with completion expected in March 2026.		

- 7. Village of Johnson City Complete Streets Assessment.** BMTS staff will conduct a study that will determine the feasibility of adding Complete Street elements along multiple corridors with the Village.

	FHWA-PL	FTA MPP (\$ 5303)	TOTAL
Budget:	\$6,400	\$1,600	\$9,747
Schedule:	Project will commence during the 2 nd quarter.		

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, processing of any TIP amendments and support for quarterly TIP Subcommittee meetings that oversee program management issues. An update to the TIP (2026-2030) was initiated during the previous work program and will be completed during the 1st quarter of this 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:	\$10,500	\$4,500	\$18,336
Schedule:	Ongoing, 2026-2030 TIP complete during the 1 st quarter. The annual list will be completed during the 3 rd quarter of the 2025-2026 program year.		

- 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 to 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:	\$8,400	\$3,600	\$14,668
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:	\$2,476	-	\$2,997
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 2025-2026.

The report below represents a forecast of remaining balances and work to be completed beginning April 1, 2025.

Grant: NY-80-0034 - \$55,688 remaining

- A.1 General Administration.
\$32,000 will be reprogrammed for this task.
- C.3 Coordinated Public Transit - Human Services Plan Implementation
\$5,000 will be reprogrammed for this task.
- C.4 Long Range Transportation Plan
\$8,200 will be reprogrammed for this task.
- D.2 NYSAMPO Working Groups
\$3,000 will be reprogrammed for this task.
- D.5 Transit Planning Assistance
\$3,788 will be reprogrammed for this task.
- D.7 Village of Johnson City Complete Streets Assessment
\$700 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	\$20,500,000	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	\$600,000	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-18-55	NYS Transportation Master Plan	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities.
SP-19-03	Temporary Service Contracts - Traffic Data Processing	\$1,375,000	The goal of this project is to provide for the processing of traffic data that is obtained from counts taken in NYSDOT's 11 Regions, including Interstates and Expressways.
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)	\$2,600,000	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	\$1,588,328	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-21-06	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	This initiative is the continuous count (CC) traffic count program for Zone 1 with full performance-based maintenance and upgrade services in Zone 1 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. Zone 1 includes the eastern half of the state (Region 1, 2, 7, 8, 9).
SP-21-09	Continuous Count Traffic Count Program, Zone 2	\$10,634,500	This initiative is the continuous count (CC) traffic count program for Zone 2 with full performance-based maintenance and upgrade services in Zone 2 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. Zone 2 includes the western half of the state (Region 3, 4, 5, 6).
SP-22-03	Statewide Mobility Services Program	\$7,882,320	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-22-06	TRANSEARCH Data	\$1,100,000	The NYS Department of Transportation (DOT) desires to maintain and regularly update key data and forecasts to support short and long-range economic development, infrastructure, and environmental quality planning throughout the state. To achieve this goal, the DOT needs modal commodity freight flow data and

			profiles of the state and sub-state areas, trade areas and projections of this data into the future.
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.
SP-24-02	AASHTO Census Transportation Solutions Technical Services (2025-2029)	\$525,398	The goal of this project is the prudent consolidated purchase of CTPP data. CTPP data remains the only source for the small-area journey-to-work data States and MPOs use for travel demand modeling, long-range planning, corridor analysis and many other planning functions. The ACTS program not only produces and delivers this important transportation data, but also provides technical assistance, training, outreach and associated research.
SP-24-03	Speed Probe Data	\$48,500	The goal of this project is to purchase floating car probe data to establish performance targets to assess travel reliability, congestion and emissions, and to perform other analyses and visualizations of road performance for both passenger cars and trucks.
SP-24-05	Short Count Traffic Program (2025-2029)	\$12,000,000	The goal of this project is to provide for the collection of traffic data across NYS. This will be achieved by contracting for the collection of that data. NYSDOT's 11 Regions, including Interstates and Expressways, will be grouped into 10 zones.
SP-25-02	Statewide Coordination of Metropolitan Planning Programs	\$100,000	The goal of this project is to support and maintain the ongoing coordination of the metropolitan planning programs in NYS for statewide benefit; the ongoing collaboration of the fourteen (14) metropolitan planning organizations (MPOs).
SP-25-03	Bus Safety Inspection Program	\$459,930	The goal of this project is to replace the existing 25+ year old mainframe system with a new modern server-based IT system.

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 and Conference

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: \$209,776 total (\$156,953 FHWA PL / \$31,391 toll credits; \$52,823 FTA MPP / \$13,206 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: \$56,069 total (\$56,069 FHWA PL / \$11,214 toll credits)

Lead Agency: Binghamton Metropolitan Transportation Study

<u>DETAILED TASK BUDGET</u>					BINGHAMTON METROPOLITAN TRANSPORTATION STUDY 2025-2026 UNIFIED PLANNING WORK PROGRAM										
TASK	FHWA-PL				FTA							AGENCY TOTALS			
	Central Staff (\$)	Local Match (IKS)	NYS DOT Match (IKS)	Program Total	Central Staff NY-80-0035	Local Match (IKS)	NYS DOT Match (IKS)	Central Staff NY-80-0034	Local Match (IKS)	NYS DOT Match (IKS)	Program Total	Central Staff (\$)	Local Match (IKS)	NYS DOT Match (IKS)	Program Total
A. Administration	133,680	7,036	21,107	161,823	23,434	1,465	4,394	32,000	2,000	6,000	69,293	189,114	10,500	31,501	231,116
1 General Administration	123,280	6,488	19,465	149,234	20,834	1,302	3,906	32,000	2,000	6,000	66,043	176,114	9,791	29,372	215,276
2 Public Participation	2,400	126	379	2,905	600	38	113				750	3,000	164	491	3,655
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.	84,085	4,426	13,277	101,787	0	0	0	0	0	0	0	84,085	4,426	13,277	101,787
1 Transportation Data Collection	35,000	1,842	5,526	42,368							0	35,000	1,842	5,526	42,368
2 Transportation Infrastructure Monitoring System	33,085	1,741	5,224	40,050							0	33,085	1,741	5,224	40,050
3 Geographic Information Systems (GIS)	6,000	316	947	7,263							0	6,000	316	947	7,263
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	304,987	8,157	24,472	337,616	29,143	1,821	5,464	13,200	825	2,475	52,929	347,330	10,804	32,411	390,545
1 Complete Streets Policy Implementation and Assistance	14,035	739	2,216	16,990							0	14,035	739	2,216	16,990
2 Pedestrian and Bicycle Planning	70,000	3,684	11,053	84,737							95,789	70,000	3,684	11,053	84,737
3 Coord. Public Transit-Human Services Plan/ Implementation				0	20,143	1,259	3,777	5,000	313	938	31,429	25,143	1,571	4,714	31,429
4 Long Range Transportation Plan	25,800	1,358	4,074	31,232	9,000	563	1,688	8,200	513	1,538	21,500	43,000	2,433	7,299	52,732
5 Regional Smart Growth and Sustainability Planning	5,000	263	789	6,053							6,842	5,000	263	789	6,053
6 Two Rivers Greenway Plan Segment Updates	190,152	2,113	6,340	198,605							0	190,152	2,113	6,340	198,605
D. Short Range Planning/Special Issue Studies	221,822	11,675	35,025	268,521	45,407	2,838	8,514	7,488	468	1,404	66,119	274,717	14,981	44,942	334,640
1 Local Planning and Engineering Assistance	107,422	5,654	16,961	130,037							0	107,422	5,654	16,961	130,037
2 NYSAMPO Working Groups	17,500	921	2,763	21,184	4,500	281	844	3,000	188	563	9,375	25,000	1,390	4,169	30,559
3 Road Safety Assessments	15,000	789	2,368	18,158							0	15,000	789	2,368	18,158
4 ITS Regional Architecture Maintenance	500	26	79	605							0	500	26	79	605
5 Transit Planning Assistance				0	40,007	2,500	7,501	3,788	237	710	54,744	43,795	2,737	8,212	54,744
6 Comprehensive Safety Action Plan	75,000	3,947	11,842	90,789								75,000	3,947	11,842	90,789
7 Village of Johnson City Complete Streets Assessment	6,400	337	1,011	7,747	900	56	169	700	44	131	2,000	8,000	437	1,311	9,747
E. Project Programming and Development	21,376	1,125	3,375	25,876	5,100	319	956	3,000	188	563	10,125	29,476	1,631	4,894	36,001
1 Transportation Improvement Program	10,500	553	1,658	12,711	2,500	156	469	2,000	125	375	5,625	15,000	834	2,502	18,336
2 Local Project Development Assistance & Tracking	8,400	442	1,326	10,168	2,600	163	488	1,000	63	188	4,500	12,000	667	2,001	14,668
3 NYSDOT Project Development Assistance	2,476	130	391	2,997							0	2,476	130	391	2,997
TOTALS	\$765,950	\$32,418	\$97,255	\$895,625	\$103,084	\$6,443	\$19,328	\$55,688	\$3,481	\$10,442	\$198,465	924,722	42,342	127,025	1,094,089

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY 2025-2026 UNIFIED PLANNING WORK PROGRAM

FHWA PL BUDGET

AUDITABLE BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
4610	PERSONNEL	310,759	16,356	0	327,115
4620	FRINGE BENEFITS	185,678	9,773	0	195,451
4660	CONTRACTUAL	148,550	1,421	0	149,971
4680	INDIRECT COSTS	92,513	4,869	0	97,382
	TOLL CREDITS			97,255	97,255
	TOTAL	\$737,500	\$32,418	\$97,255	\$867,174

TASK BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
0	ADMINISTRATION	133,680	7,036		140,716
10	MONITORING	84,085	4,426		88,511
20	LONG RANGE PLANNING	276,537	8,157		284,694
30	SHORT RANGE PLANNING	221,822	11,675		233,497
40	PROJECT PROGRAMMING	21,376	1,125		22,501
	TOLL CREDITS			97,255	97,255
	TOTAL	737,500	\$32,418	\$97,255	\$867,174

STATEWIDE & SHARED COST BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
	AMPO DUES	56,069	0	11,214	67,283
	TOTAL	\$56,069	\$0	\$11,214	\$67,283

FEDERAL	\$793,569
STATE	\$108,469
LOCAL	\$32,418
TOTAL	\$934,457

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY 2025-2026 UNIFIED PLANNING WORK PROGRAM

FHWA PL - SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS BUDGET

AUDITABLE BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
4610	PERSONNEL	0			0
4620	FRINGE BENEFITS	0			0
4660	CONTRACTUAL	28,450			28,450
4680	INDIRECT COSTS	0			0
	TOLL CREDITS				0
	TOTAL	\$28,450	\$0	\$0	\$28,450

TASK BUDGET

	ITEM	FEDERAL	LOCAL	STATE	TOTAL
0	ADMINISTRATION	0			0
10	MONITORING	0			0
20	LONG RANGE PLANNING	28,450			28,450
30	SHORT RANGE PLANNING	0			0
40	PROJECT PROGRAMMING	0			0
	TOLL CREDITS				0
	TOTAL	28,450	\$0	\$0	\$28,450

FEDERAL	\$28,450
STATE	\$0
LOCAL	\$0
TOTAL	\$28,450

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY 2025-2026 UNIFIED PLANNING WORK PROGRAM

FTA SECTION 5303 BUDGET

NY-80-0035 (NEW)

AUDITABLE BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.20.01	PERSONNEL	54,392	3,400	10,199	67,990
44.20.02	FRINGE BENEFITS	32,500	2,031	6,094	40,625
44.20.06	CONTRACTUAL	0	0	0	0
44.20.08	INDIRECT COSTS	16,192	1,012	3,036	20,240
TOTAL		\$103,084	\$6,443	\$19,328	\$128,855

TASK BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.21.00	ADMINISTRATION	23,434	1,465	4,394	29,293
44.23.00	LONG RANGE PLANNING	29,143	1,821	5,464	36,429
44.24.00	SHORT RANGE PLANNING	45,407	2,838	8,514	56,759
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM	5,100	319	956	6,375
TOTAL		\$103,084	\$6,443	\$19,328	\$128,855

FEDERAL	\$103,084
STATE	\$19,328
LOCAL	\$6,443
TOTAL	\$128,855

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY 2025-2026 UNIFIED PLANNING WORK PROGRAM

FTA SECTION 5303 BUDGET NY-80-0034 (ROLLOVER)

AUDITABLE BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.20.01	PERSONNEL	29,384	1,837	5,510	36,730
44.20.02	FRINGE BENEFITS	17,557	1,097	3,292	21,946
44.20.06	CONTRACTUAL	0	0	0	0
44.20.08	INDIRECT COSTS	8,747	547	1,640	10,934
TOTAL		\$55,688	\$3,481	\$10,442	\$69,610

TASK BUDGET

CLASS	ITEM	FEDERAL	LOCAL	STATE	TOTAL
44.21.00	ADMINISTRATION	32,000	2,000	6,000	40,000
44.23.00	LONG RANGE PLANNING	13,200	825	2,475	16,500
44.24.00	SHORT RANGE PLANNING	7,488	468	1,404	9,360
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM	3,000	188	563	3,750
TOTAL		\$55,688	\$3,481	\$10,442	\$69,610

FEDERAL	\$55,688
STATE	\$10,442
LOCAL	\$3,481
TOTAL	\$69,610

2025-2026 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.

Senior 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 is responsible for the maintenance and operation of the travel demand/traffic forecasting model, geographic information systems, and economic analysis. The position analyzes data to find means to improve transportation safety. The work is performed under the administrative supervision of the Executive Director of BMTS Central 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. This position develops plans for transit, freight, bicycle, and pedestrian movement. The position also conducts Road Safety Assessments, 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. This position develops 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. This position may oversee work of Senior Transportation Planners and other subordinate staff.

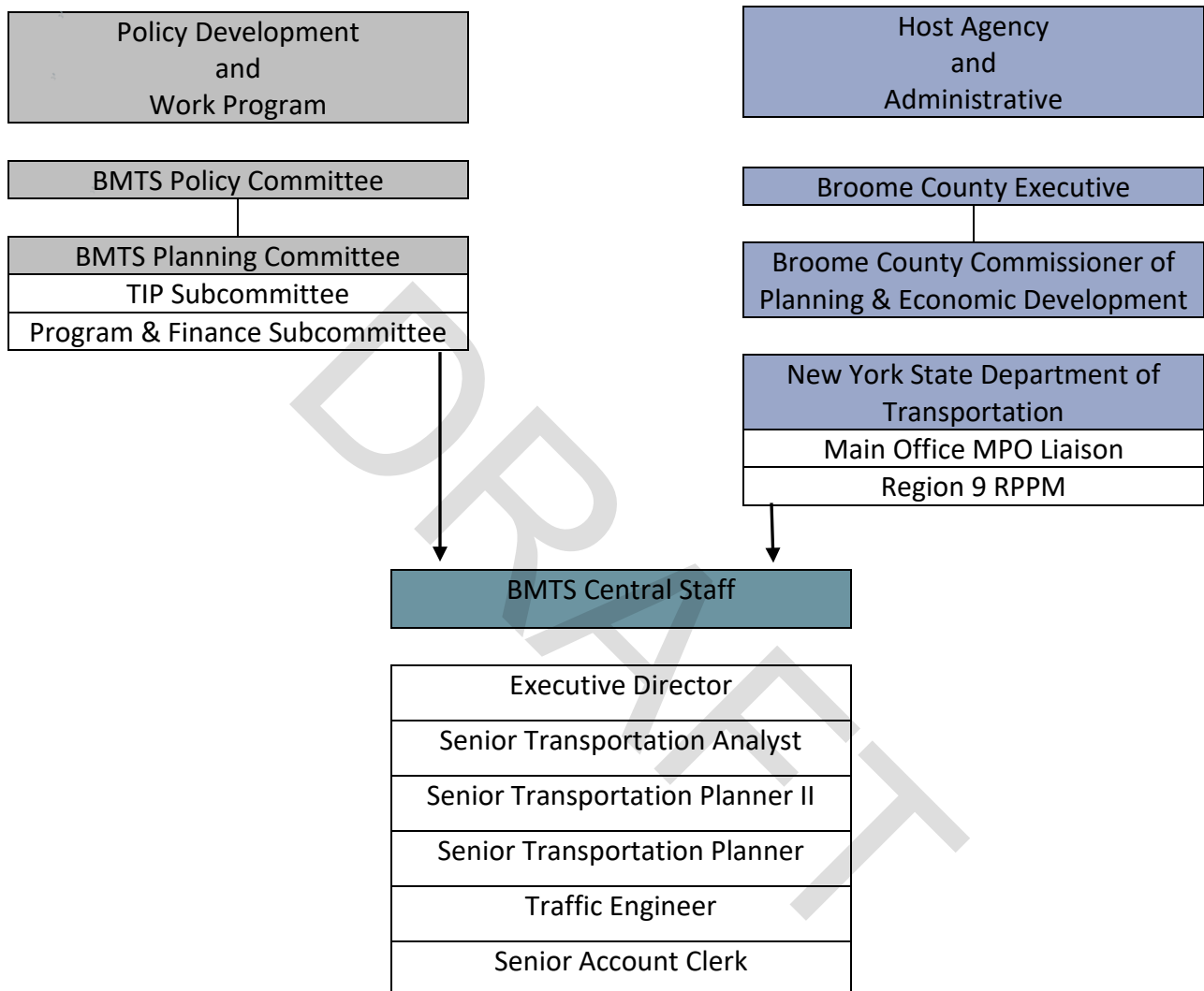
Traffic Engineer

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.

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 2025 budget preparation instructions, with projected increases for the first quarter of 2026.

Statement of available funds		
FTA §5303	2025 - 2026 Allocation (FTA X035)	\$103,084
	Unexpended balance (FTA034) (actual)	\$55,688
	TOTAL §5303 AVAILABLE	\$158,772
FHWA PL	2025 -2026 Allocation (Includes \$55,016 AMPO Dues pass through and 2025 Increasing Safe & Accessible Transportation Options Metropolitan Planning Set-Aside)	\$705,720
	Unprogrammed and Unexpended balance (estimated as of 1/16/2025, does not reflect unexpended balance from 2024-2025)	\$723,663
	TOTAL FHWA-PL AVAILABLE	\$1,429,383
TOTAL FUNDS AVAILABLE FOR PROGRAMMING		\$1,588,155
TOTAL FUNDS PROGRAMMED, 2025-2026 UPWP (includes pass- through AMPO dues)		\$ 980,791
Estimated Unprogrammed Funds		\$607,364

BMTS will have an estimated amount of \$607,364 in unprogrammed funds. BMTS will utilize a portion of these carryover funds (if needed) to complete the update of the regional greenway plan that will begin this program year. Additional carryover funds will be kept in reserve to address unexpected needs in the next 2-3 years.