

Adirondack / Glens Falls Transportation Council

***2014 – 2018
Transportation Improvement Program***



**Resolution 13-6 approving the
2014-2018 Transportation Improvement Program and the 2013 Self-Certification**

WHEREAS, the Adirondack/Glens Falls Transportation Council is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the Glens Falls Urbanized Area; and

WHEREAS, Title 23 CFR Part 450 and Title 49 CFR Part 613 require that a Transportation Improvement Program (TIP) be developed and adopted by the Metropolitan Planning Organization; and

WHEREAS, the Planning and Programming area of the Adirondack / Glens Falls Transportation Council includes the entirety of Warren and Washington Counties and the Town of Moreau in northern Saratoga County; and

WHEREAS, the Technical Advisory Committee to the Council developed a draft 2014-2018 TIP update through the continuous, comprehensive and cooperative transportation planning process in coordination with state, regional and local officials; and

WHEREAS, the Technical Advisory Committee has reviewed and approved the attached draft 2014-2018 Transportation Improvement Program and 2013 Self-Certification for the required public comment and review period and subsequent consideration by the Policy Committee; and

WHEREAS, the draft TIP has been advertised and copies of the draft document have been distributed for public inspection and comment at area government offices, libraries, and at A/GFTC for a period of thirty days or more; and

WHEREAS, the Council understands that projects funded by sources outside the purview of the Council are included to portray more accurately the levels and kinds of transportation capital improvement activities within the region; and

WHEREAS, the Council understands that only the first four years of project obligations that are contained within this five year Transportation Improvement Program are to be submitted to the New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP) without modification; and

WHEREAS, previous A/GFTC TIPs and Long Range Plans have been found to be in conformity with the State Implementation Plan for air quality (SIP), and included the required TIP/SIP conformity assessments to meet the Clean Air Act Amendments of 1990, and the EPA's final rules on conformity published in the Federal Register on 8/15/97 (40 CFR parts 51 & 93); and

WHEREAS, the United States Environmental Protection Agency (USEPA) promulgated the 2008 8-Hour Ozone National Ambient Air Quality Standards (NAAQS) on May 21, 2012 to be effective on July 20, 2012 classifying the Albany-Schenectady-Troy area attainment for the 2008 ozone standard;

WHEREAS, the EPA promulgated a new rule on July 20, 2012 revoking the Transportation Conformity requirements for 1997 8-Hour Ozone NAAQS effective on July 20, 2013; and

WHEREAS, as a result, the CDTC and A/GFTC will not be required to make a transportation conformity determination under the new 2008 8-Hour Ozone NAAQS; and

WHEREAS, this Transportation Improvement Program is consistent with the recommendations contained within the New York State Energy Plan; and

WHEREAS, although the 2014-2018 TIP satisfies the requirements for fiscal constraint, the Council recognizes that the contents of this TIP represent only a portion of regional transportation system needs, a great deal of which remain unfunded or unprogrammed due to those constrained resources; and

WHEREAS, this document contains a listing of illustrative projects that carry A/GFTC endorsement as being needed and worthwhile investments in the transportation system that are not supported under existing funding requirements or allocation levels;

NOW BE IT THEREFORE RESOLVED, that the Adirondack/Glens Falls Transportation Council endorses the 2014-2018 Transportation Improvement Program and 2013 Self-Certification; and

BE IT FURTHER RESOLVED, that any projects in the 2010-2015 Obligated Element of the TIP that are not obligated by October 1, 2013 are to become part of Federal Fiscal Year 2014 or beyond as appropriate and as fiscal constraint allows; and

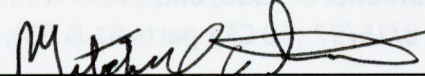
BE IT FURTHER RESOLVED, that the Adirondack/Glens Falls Transportation Council certifies that the requirements of 23 CFR Part 450.114(c) have been met; and

BE IT FURTHER RESOLVED, that in accordance with FTA regulations, the Council certifies that the population and square mileage of the Greater Glens Falls Transit System service area as well as the planning procedures used to determine the service area that are reported in the Transit element within this TIP are accurate; and

BE IT FURTHER RESOLVED, that this TIP is consistent with the A/GFTC 2030 Long Range Plan and shall be updated biennially and subsequently endorsed by the MPO; and

BE IT FURTHER RESOLVED, that the Council Secretary is directed to transmit this 2014-2018 Transportation Improvement Program to the Commissioner of the New York State Department of Transportation and to the Regional Administrator of the Federal Transit Administration.

This resolution shall take effect on the 21st day of July, 2013.



Mitchell Suprenant
Supervisor, Town of Fort Edward
Chairman, Adirondack / Glens Falls Transportation Council

5/15/13
Date

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Commissioner – Saratoga County DPW
Director, NYSDOT Statewide Planning Section

A/GFTC Staff

Monika Bulman
Aaron Frankenfeld
Kate Mance

Administrative Assistant
Director
Senior Transportation Planner

Overview of the Adirondack / Glens Falls Transportation Council

The Adirondack / Glens Falls Transportation Council (A/GFTC) is the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York for Warren and Washington Counties and the Town of Moreau in Saratoga County. It has the responsibility of developing and maintaining both a Regional Transportation Plan and a Transportation Improvement Program for the area's federal aid eligible highway and public transit facilities.

The Council was established in 1982 when the population of the Glens Falls urbanized area exceeded 50,000 as determined by the 1980 Census. At that time the geographic area for transportation planning was limited to the Census-defined urbanized area, and the original name of the organization was the Glens Falls Urban Area Transportation Council. In 1993, the Council voted to expand its coverage to include the rural areas of Warren and Washington Counties and the entire town of Moreau in Saratoga County, as shown in the map at right. The official name of the Council was later formally changed to the Adirondack / Glens Falls Transportation Council to reflect that expansion.



A/GFTC consists of two principal working groups – the Policy Committee and the Technical Advisory Committee. The Policy Committee is responsible for reviewing and approving all planning undertaken by the Council and its staff. This committee's membership includes the Chairmen of the Boards of Supervisors of Saratoga, Warren, and Washington Counties, the chief elected officials from all urban area cities, towns and villages (Glens Falls, Queensbury, Moreau, Kingsbury, South Glens Falls, Hudson Falls, Lake George and Fort Edward), the Chairman of the Lake Champlain-Lake George Regional Planning Board, the Regional Director from Region One of the New York State Department of Transportation and a the Albany Division Director of the New York State Thruway Authority. In addition, Warren and Washington Counties each appoint one Town Supervisor from outside of the Glens Falls Urban Area to act as rural representatives. The Federal Highway Administration, the Federal Transit Administration, the U.S. Environmental Protection Agency, and Greater Glens Falls Transit also provide representation to the A/GFTC Policy Committee in an Advisory Member capacity.

Policy Committee members also designate a representative to sit on the A/GFTC Technical Advisory Committee (TAC). TAC members assume an active role in the development of plans and programs dealing with local transportation issues and addressing current and potential problems with the state and local highway network and the operation of the area's transit service. Through the intergovernmental forum of A/GFTC and its Technical Advisory Committee, local and regional transportation issues are discussed and transportation policies and programs

are developed. The result of these planning activities is documented in the A/GFTC Long Range Plan and in this Transportation Improvement Program.

Transportation Improvement Program

The Transportation Improvement Program is a five-year capital improvement program that allocates federal highway and transit funds to surface transportation projects that have been selected through the MPO process. Inclusion of a project in this document allows specific project development, design and construction activities to proceed using federal funds according to the defined schedule. The TIP provides information regarding federal funding assistance and project costs for the 2013-2018 time period. A/GFTC typically updates the TIP every two years to maintain a current list of projects and to reflect its Long Range Transportation Plan (LRP) for the area. The LRP is a dynamic planning tool that integrates short-term operational concerns with longer-term system capacity and maintenance issues for the region.

Projects that appear in the first four years of the program are incorporated into the Statewide Transportation Improvement Program (STIP) and generally have first priority for funding. Projects that appear in later years may be advanced if changes in the first four years of the programming of listed projects so that resources are reasonably available to implement the program.

Programming Instruction

The New York State Department of Transportation, as the direct recipient for federal transportation funds, has considerable latitude in the distribution of funds and formulation of programming strategies. Noting that transportation funding needs far outweigh funding resources, NYSDOT issued capital programming instructions for TIPs and the STIP to all NYS MPOs in September 2012. The 2013 TIP/STIP Update will be the first update cycle that will reflect the State's "forward four" guiding principles;

- **Preservation first** - preserve the functionality of the existing transportation system through prioritization of preventative maintenance and corrective repairs
- **System not projects** - consideration of how a particular infrastructure asset relates to the larger transportation system as a whole
- **Maximize return on investments** - identification of timely, cost effective treatments that are designed to maximize the useful life of the particular asset
- **Make it sustainable** - cost-effective investments that promote economic competitiveness, social equity, and environmental stewardship

This programming strategy constitutes a fundamental shift from prior A/GFTC TIPs. Previous capital program rosters typically contained larger and more costly system renewal and replacement projects that were generally beyond the scope of what a sponsoring municipality could reasonably achieve without outside technical or capital assistance. While a small number of capital renewal projects are retained within this program, the programming focus has shifted to preservation projects that are designed to prevent infrastructure that is presently in fair to good condition from deteriorating into poor condition and thus becoming much more costly to repair or replace. The expectation of this strategy is that it will allow municipalities to maintain a greater percentage of transportation infrastructure in fair to good condition at a lower cost. Anticipated consequences of such a strategy are a near-term decline in overall infrastructure

conditions as work is advanced to stabilize the system as well as the continued deterioration of that infrastructure that is already in poor condition.

How Projects Are Selected for Funding

Prior to the programming of any new projects for this update, projects with existing commitments from the 2010-2015 TIP were reviewed and updated. Some projects required rescheduling and others needed cost revisions. Most location-specific projects included in this update are projects that have been advanced from the prior TIP.

Several factors have resulted in reduced programming capacity for capital projects in comparison to previous TIPs. Revised federal program eligibility has significantly reduced the amount of available capital that is available for bridge repair and replacements, particularly for structures that carry or cross roadways that are not eligible for federal aid by virtue of their respective Functional Classification. In addition, the State of New York has set aside 30% of certain transportation funding sources for competitive statewide solicitations, emergencies, and NYSDOT Commissioner initiatives. Finally, the programming instructions issued by NYSDOT were accompanied by a preservation target that mandated a certain percentage of the regional capital program from FFY 2014-15 through FFY 2017-18 be dedicated towards preservation projects. For these reasons, a formal solicitation for new TIP projects from area municipalities and other eligible project sponsors was not conducted for the 2014-18 TIP update. While adjusting the program to reflect changes in costs and schedules, a concerted effort was made to maintain funding allocations within this TIP in accordance with fiscal constraints.

Project needs that exceed present resources have been identified as “illustrative” projects. These projects were proposed for the current or previous TIP periods and have been considered by A/GFTC and endorsed as being valuable investments in the transportation system, but financial constraints, regulatory limitations and programming strategy required that those projects be delayed until adequate funding or programming capacity becomes available. Should additional resources become available, these projects could be considered as candidates for programming provided that fiscal constraint is preserved within the overall program.

Amending the Transportation Improvement Program

This Transportation Improvement Program is a staged, multi-year program of transportation improvement projects developed through a cooperative planning process by A/GFTC and federal, state, regional and local participants. Projects are reviewed and evaluated by the Technical Advisory Committee (TAC) and recommended for adoption by the Policy Committee. The adopted TIP must be fiscally constrained to the federal transportation funds that are projected to be available in each year of the program. Changes to the TIP Table of Projects (including scope, year of work, cost or addition of new projects) require the review and approval of the TAC and/or the Policy Committee depending on the nature of the amendment (specific procedural requirements are shown on the following page). Minor changes may be approved by the TAC. More significant changes require approval by the Policy Committee.

Guidelines for Changes to the A/GFTC TIP

Type of Change	Type of Action		Responsibility		
	Administrative Modification	TIP Amendment	A/GFTC or NYSDOT	TAC	Policy
1. Addition or Deletion					
a) Add project from regional setasides	<input checked="" type="checkbox"/>		---	Approve	---
b) Add or delete project, not from setaside		<input checked="" type="checkbox"/>	---	Recommend	Approve
d) Add project element \leq \$.250m	<input checked="" type="checkbox"/>		Approve	---	---
e) Add project element over \$.250m \leq 1.0m	<input checked="" type="checkbox"/>		---	Approve	---
f) Add project element over \$1.0m		<input checked="" type="checkbox"/>	---	Recommend	Approve
g) Add STP Enhancement Proj. Approved by Statewide Advisory Committee	<input checked="" type="checkbox"/>		---	Approve	---
h) Other		<input checked="" type="checkbox"/>	---	Recommend	Approve
2. Scope and Cost					
a) Cost Change \leq \$0.250M	<input checked="" type="checkbox"/>		Approve		---
b) Cost change $>$ \$0.250M and \leq \$1.0M	<input checked="" type="checkbox"/>			Approve	
c) Cost change $>$ \$1.0M		<input checked="" type="checkbox"/>	---	Recommend	Approve
c) Other significant scope change		<input checked="" type="checkbox"/>	---	Recommend	Approve
d) Other	<input checked="" type="checkbox"/>		Approve	---	---
3. Fund Source Change					
a) Change between Title I federal fund sources	<input checked="" type="checkbox"/>		Approve	---	---
b) Change from federal to non-federal funding	<input checked="" type="checkbox"/>		Approve	---	---
c) Change from non-federal to federal funding		<input checked="" type="checkbox"/>	---	Recommend	Approve
d) Change between Title III federal fund sources	<input checked="" type="checkbox"/>		---	Approve	---
e) Any other federal fund source change		<input checked="" type="checkbox"/>	---	Recommend	Approve
4. Schedule Change					
a) All affected (AQE) project elements are included in the first four years of the TIP before & after the proposed change	<input checked="" type="checkbox"/>		Approve	---	---
b) Any other schedule change		<input checked="" type="checkbox"/>	---	Recommend	Approve

ALL TIP AMENDMENTS REQUIRE PUBLIC REVIEW AND COMMENT

Notes:

1. TAC may choose to defer any proposed action to the Policy Comm. as it deems appropriate
2. Changes that require Policy Committee action are considered to be major TIP amendments
3. A project "element" refers to a project phase such as scoping, design, or construction
4. A significant scope change is a major change to a project's limits, type, or original scope
5. Title I funds include major surface programs such as STP, HBRR, NHS, etc.
6. Title III funds include Federal Transit funding programs
7. Projects listed in Years 1-4 of the TIP are included in the STIP as needed and eligible for programming adjustments via established Project Selection criteria.

Originally Adopted by A/GFTC Policy Committee January 2010

Project Funding Categories

The following abbreviations have been used to describe various project funding sources. All projects funded with Federal Highway Administration and Federal Transit Administration funds are required to be listed in an approved TIP and STIP. Certain non-federally funded transportation - related projects may also be listed within the TIP for informational purposes.

Federal Funding Categories & Abbreviations

Highway

- HSIP - Highway Safety Improvement Program:** funding for projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads
- NHPP- National Highway Performance Program:** funding for projects that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the National Highway System, consistent with Metropolitan and Statewide planning requirements. Program combines the following former programs: Interstate Maintenance, National Highway System, and Highway Bridge Program.
- STP Flex – Surface Transportation Program (flexible):** funding for road and bridge projects along any federal-aid eligible roadway. A portion of STP funds is eligible for transfer to transit capital purposes when warranted.
- STP Off Sys. Br. Surface Transportation Program (Off System Bridge):** funding for repair or replacement for structures that are not components of the federal aid eligible highway network

Transit

- 5307 –** Urbanized area formula grant program. Annual apportionments made to designated urbanized areas with a population of 50,000+. Eligible to be used for capital purchases and/or to defray transit operating expenses. Includes program eligibility from former FTA 5316 (Job Access and Reverse Commute).
- 5310 -** Transportation for Elderly Persons and Persons with Disabilities. Includes program eligibility from former FTA 5317 (New Freedoms).
- 5339 -** Bus and Bus Facilities
- 5340 -** Growing States and High Density States Formula Program

Other

Enhancement – Special category of federal STP funds available on a competitive basis for a variety of projects that enhance the overall transportation system.

SDF (New York State Dedicated Fund) - Category of New York State funds provided for transportation projects. A/GFTC does not administer SDF; Projects listed solely with SDF funding are for information purposes only.

Funding Balance and Fiscal Constraint

Federal transportation law, MAP-21, requires that each MPO TIP be balanced and fiscally constrained to the amount of federal funds that are reasonably expected to be available over the TIP period. A/GFTC is included in NYSDOT Region 1, which also includes the Albany Capital District and Essex and Greene Counties. This document has been prepared in consultation with Region 1 staff to determine expected funding availability. Data listed in this TIP will be used in the development of the Region's program and the Statewide TIP (STIP), which is also required

to be balanced and fiscally constrained. A fiscal constraint table is provided at the end of this document (*Appendix A*) that demonstrates that programming proposed by this TIP is within suballocated funding shares as agreed upon by NYSDOT and A/GFTC.

Air Quality Impacts of the TIP

The A/GFTC Planning and Programming Area includes Warren County and Washington County and the Town of Moreau in Saratoga County. Warren and Washington Counties are designated as attainment areas for air quality standards by the US Environmental Protection Agency. Saratoga County (including the Town of Moreau), as part of the Albany-Schenectady-Troy area had been designated as a marginal non-attainment area for ozone prior to July 2012. The Capital District Transportation Committee (CDTC) planning area borders A/GFTC and carries out conformity testing for all of Saratoga County in cooperation with A/GFTC and its TIP. In July of 2012, the United States Environmental Protection Agency revoked the Transportation Conformity requirements for 1997 8-Hour Ozone National Ambient Air Quality Standards (NAAQS). The Albany-Schenectady-Troy area is air quality attainment for the 2008 8-Hour Ozone NAAQS. For those reasons, an Air Quality Conformity Determination is not required for this 2014-18 Transportation Improvement Program.

Community Participation

Public involvement and consensus are important and ongoing elements of the A/GFTC planning process. The A/GFTC planning process strives to be all-inclusive of area community transportation interests. Beyond the representation included in its Technical Advisory and Policy Committees, A/GFTC seeks additional public input through a variety of media that include attendance at area community expositions and fairs, regular contact with area print and radio media, wide distribution of documents and plans as they are developed, and opinion surveys and direct mailings. Extensive public outreach is being conducted as part of the ongoing Long Range Plan update process. Feedback received during that process affirms that the project priorities programmed in this document as being current and relevant.

Notes on Project Listings:

- Project amounts are shown in \$M (ex: 9.375 = \$9,375,000). Unless otherwise noted, those amounts represent the total cost of the project inclusive of all applicable local, State and Federal shares.
- Projects listed in the Obligated column may be subject to rolling over or being carried forward into the 2013-14 through 2017-18 program years. Those projects may be given priority over other listed projects not yet initiated. This may require that other project schedules be adjusted as necessary to preserve fiscal constraint and achieve the regional preservation target throughout the program.
- Project amounts were developed in Year 2013 dollars. The attached tables reflect Year of Expenditure (YoE) adjustments as recommended by NYSDOT. Inflation factors were applied to subsequent programming years as follows:

2013-14	+ 3.5%
2014-15	+ 3.0%
2015-16	+ 3.0%
2016-17	+ 3.5%
2017-18	+ 3.0%

- Total federal funding for specific projects to be obligated before October 1, 2018 is **\$91,319,000**. That total represents an initial programmed amount that is only 76.7% of the previous A/GFTC 5-year program, and the smallest 5-year program since before 1991. While the current program has been reviewed and approved by A/GFTC, no endorsement is given that this programming level is in any way an adequate sum to meaningfully address the mounting transportation infrastructure needs that face the region.
- The first year of this program (FFY 13-14) does not count against meeting regional preservation targets. Those targets are in effect from FFY14-15 onward. FFY 13-14 is largely devoted to executing project commitments from prior program years.
- The TIP is also viewable online in two interactive formats:
 - The A/GFTC website features a map-based project viewer that shows the location, costs, programming status and photographs of individual projects:
<http://www.giswebhosting.com/AGFTCProjectViewer/>
 - NYSDOT hosts the electronic version of the Statewide Transportation Improvement Program at:
<https://www.nysdot.gov/programs/stip/stip-project-rpt>

Highway and Bridge Projects

Capital Projects - Highway and Bridge Reconstruction or Major Rehabilitation

Saratoga County and Warren County

Design and ROW phases

Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2013-2014	Year 2 2014-2015	Year 3 2015-2016	Year 4 2016-2017	Year 5 2017-2018	Beyond Year 5 Post-TIP
SAR 114 104338	U.S. Route 9 Safety Improvements <i>Safety project - Feeder Dam / William St intersection to NYS 32 and River Street to 5th Street Village of South Glens Falls / Town of Moreau Lead Agency: NYSDOT</i>	HSIP	3.806	0.000						
SAR 115 104342	Route 9 over Interstate 87 <i>Bridge Rehabilitation Town of Moreau Lead Agency: NYSDOT</i>	NHPP		4.751		0.213	0.163	4.375		
WAR 100 175527	Middleton Bridge over the Schroon River <i>Bridge Replacement on new alignment Town of Bolton / Town of Warrensburg Lead Agency: Warren County</i>	STP FLEX	0.325	0.000						3.314
WAR 112 175728	Beach Road Reconstruction Phase I (County-owned section) <i>Reconstruction to correct deficient pavement / drainage Town / Village of Lake George Lead Agency: Warren County</i>	STP FLEX	5.221	0.000						
WAR 130 172201	I-87 over County Route 10 and the Schroon River <i>Bridge Replacement Town of Bolton / Town of Warrensburg Lead Agency: NYSDOT</i>	I-M State Bond funds	12.268 3.254	0.000						
WAR 131 172204	I-87 over Route 9 / Pottersville <i>Bridge Replacement Town of Chester Lead Agency: NYSDOT</i>	I-M State Bond funds SDF	9.990 2.200 1.210	0.000						
WAR 134 122316	NYS 28N over the Upper Hudson Railroad <i>Bridge Rehabilitation Town of Johnsburg Lead Agency: NYSDOT</i>	STP FLEX	3.823	0.000						
WAR 146 175906	Aviation Road / Dixon Road / Farr Lane Int. Improvements <i>Intersection Reconstruction to Correct Congestion / Safety Issues Town of Queensbury Lead Agency: Town of Queensbury</i>	STP FLEX	0.274	1.595	1.595					
		TOTAL		6.346	1.595	0.213	0.163	4.375	0.000	3.314

Capital Projects - Highway and Bridge Reconstruction or Major Rehabilitation

Warren County										Design and ROW phases
TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2013-2014	Year 2 2014-2015	Year 3 2015-2016	Year 4 2016-2017	Year 5 2017-2018	Beyond Year 5 Post-TIP
WAR 147 175907	Hudson Avenue Rehabilitation <i>Pavement Rehabilitation / Bike-Ped Improvements / Road Diet</i> <i>City of Glens Falls, Glen Street to Broad Street</i> <i>Lead Agency: City of Glens Falls</i>	STP FLEX	0.424	3.331	0.040	3.291				
WAR 148 175908	Hicks Road (CR 52) Reconstruction <i>Pavement Reconstruction</i> <i>Town of Queensbury, Ridge Road (NYS 9L) to Queensbury Ave.</i> <i>Lead Agency: Warren County</i>	STP FLEX	3.021	0.000						
WAR 150 175910	Lanfear Road (CR 76) over Stony Creek Bridge Repairs <i>Element-specific repairs</i> <i>Town of Stony Creek</i> <i>Lead Agency: Warren County</i>	STP Off Sys. Br.	0.250	0.000						
WAR 151 175911	Crane Mountain Road over Mill Creek <i>Bridge Replacement</i> <i>Town of Johnsburg</i> <i>Lead Agency: Warren County</i>	STP Off Sys. Br.	1.713	0.000						
WAR 152 175912	Valley Road (CR 36) over Patterson Creek <i>Bridge Replacement</i> <i>Town of Thurman</i> <i>Lead Agency: Warren County</i>	STP Off Sys. Br.		1.878	0.092	1.786				
WAR 153 175913	Blair Road over Mill Brook <i>Bridge Replacement</i> <i>Town of Horicon</i> <i>Lead Agency: Warren County</i>	STP Off Sys. Br.	0.228	1.134	0.139	0.995				
WAR 154 175928	Palisades Road (CR 26) over Brant Lake Inlet <i>Element-specific repairs(scour abatement)</i> <i>Town of Horicon</i> <i>Lead Agency: Warren County</i>	STP Off Sys. Br.		0.255		0.255				2.700
WAR 155 175935	Beach Road Reconstruction Phase II (State-owned section) <i>Reconstruction to correct deficient pavement / drainage</i> <i>Town of Lake George</i> <i>Lead Agency: NYSDOT</i>	STP FLEX	5.000	0.000						
WAR 156 175936	Broad Street Reconstruction <i>Reconstruction to correct deficient pavement / sidewalks</i> <i>Hudson Avenue to South Street, City of Glens Falls</i>	STP FLEX	3.020	0.000						
WAR 159 175969	Lake George Complete Streets Project - Route 9 <i>Implementation of Complete Streets Concepts</i> <i>Town of Lake George</i>	TEP D. of State		1.575		1.375 0.200				
WAR 160 175967	Lake George Gateway Improvements - Route 9 <i>Access Management, Bike-Ped Improvements</i> <i>Lead Agency: Town of Lake George</i>	STP FLEX STP FLEX NHPP (STEP) EFC / GIGP		9.997	0.900	0.270 8.198 0.629				
WAR 161 175956	Town of Warrensburg Sidewalk Improvements <i>Various Locations</i> <i>Lead Agency: Town of Warrensburg</i>	SRTS		0.273	0.273					
WAR 162 104354	Route 9 over Trout Brook - Bridge Replacement <i>Town of Chester</i> <i>Lead Agency: NYSDOT</i>	STP FLEX		2.340			2.340			
	TOTAL			20.783	1.444	16.999	2.340	0.000	0.000	2.700

Capital Projects - Highway and Bridge Reconstruction or Rehabilitation

Washington County

Design and ROW phases

Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2013-2014	Year 2 2014-2015	Year 3 2015-2016	Year 4 2016-2017	Year 5 2017-2018	Beyond Year 5 Post-TIP
WAS 38 108961	Route 4 Reconstruction, Phase II <i>Pavement reconstruction, sidewalks, curbs, water/sewer Village of Hudson Falls Lead Agency: NYSDOT</i>	NHS SDF / BOND	5.000 0.650	0.000						
WAS 100 175518	County Route 12 over the Mettawee - Bridge Replacement Lower Turnpike over the Mettawee - Bridge Rehabilitation <i>Town of Granville Lead Agency: Washington County</i>	STP Off Sys. Br.	4.083	0.000						
WAS 101 175532	County Route 113 over Batten Kill <i>Bridge replacement Town of Greenwich, Town of Easton Lead Agency: Washington County</i>	STP FLEX		6.163		0.709	0.039	5.415		
WAS 104 175522	County Route 61 over Batten Kill (Buffum's Bridge) <i>Bridge replacement Town of Salem, Town of Jackson Lead Agency: Washington County</i>	STP Off Sys. Br.	2.097	0.000						
WAS 106 175514	County Route 16 over Halfway Brook <i>Bridge replacement Town of Fort Ann Lead Agency: Washington County</i>	STP FLEX	0.346	2.230	2.230					
WAS 118 175526	Dewey's Bridge over the Champlain Canal <i>Bridge replacement, repair or abandonment Town of Fort Ann Lead Agency: Washington County</i>	STP Off Sys. Br.	0.281	0.000						
WAS 126 175725	County Route 10 over the Poultney River <i>Bridge replacement (Cost shown = 1/2; project costs shared with State of Vermont) Town of Whitehall Lead Agency: State of Vermont</i>	STP Off Sys. Br.		0.150		0.150				0.606
WAS 128 102407	NYS Route 196 over the Feeder Canal <i>Bridge replacement or rehabilitation Village of Hudson Falls Lead Agency: NYSDOT</i>	STP FLEX		2.536	0.025 2.511					
		TOTAL		11.079	4.766	0.859	0.039	5.415	0.000	0.606

Capital Projects - Highway and Bridge Reconstruction or Major Rehabilitation

Washington County

Design and ROW phases

Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2013-2014	Year 2 2014-2015	Year 3 2015-2016	Year 4 2016-2017	Year 5 2017-2018	Beyond Year 5 Post-TIP
WAS 130 102509	NYS Route 197 over the Hudson River (west branch) <i>Bridge rehabilitation</i> <i>Town of Moreau, Village of Fort Edward</i> <i>Lead Agency: NYSDOT</i>	NHPP	3.472	0.000						
WAS 134 194123	U.S. Route 4 over the Champlain Canal <i>Bridge replacement or rehabilitation</i> <i>Village of Whitehall</i> <i>Lead Agency: NYSDOT</i>	NHPP		5.980	5.980					
WAS 136 175879	County Route 12 / Hatch Hill Road <i>Safety Improvements</i> <i>Town of Granville</i> <i>Lead Agency: Washington County</i>	HSIP	0.087	0.000						
WAS 138 193321	Town of Putnam Rail Crossing Upgrade <i>Installation of At-Grade Rail Crossing Equipment</i> <i>Town of Putnam</i> <i>Lead Agency: NYSDOT</i>	HSIP-Rail	0.340	0.000						
WAS 143 175958	Kid Power & School Access Project <i>Install sidewalks, ramps, signs at various locations</i> <i>Purchase safety equipment and develop educational materials</i> <i>Lead Agency: Village of Fort Edward</i>	SRTS		0.488	0.488					
WAS 150 193329	CP Rail / NYS 149 Rail Crossing Upgrade <i>Upgrade of At-Grade Rail Crossing Equipment</i> <i>Town of Kingsbury</i> <i>Lead Agency: NYSDOT</i>	HSIP-Rail		0.275		0.015	0.260			
		TOTAL		6.743	6.468	0.015	0.260	0.000	0.000	0.000

Regional Setasides

Design and ROW phases

Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2013-2014	Year 2 2014-2015	Year 3 2015-2016	Year 4 2016-2017	Year 5 2017-2018	Beyond Year 5 Post-TIP
REG 15 180940	Durable Pavement Markings 5 (State Highway System) <i>Lead Agency: NYSDOT</i>	STP FLEX NHPP		0.075 0.050	0.025 0.050					
REG 15 181001	Durable Pavement Markings 6 (State Highway System) <i>Lead Agency: NYSDOT</i>	STP FLEX NHPP		0.075		0.025 0.050				
REG 15 181005	Durable Pavement Markings 7 (State Highway System) <i>Lead Agency: NYSDOT</i>	STP FLEX NHPP		0.075			0.025 0.050			
REG 15 181010	Durable Pavement Markings 8 (State Highway System) <i>Lead Agency: NYSDOT</i>	STP FLEX NHPP		0.075				0.025 0.050		
REG 15 181015	Durable Pavement Markings 9 (State Highway System) <i>Lead Agency: NYSDOT</i>	STP FLEX NHPP		0.075					0.025 0.050	
REG 16 181401 181501 181601 181701 181801	Bridge Inspection (State Forces) <i>Lead Agency: NYSDOT</i>	STP Off Sys. Br. NHPP		1.406	0.281	0.281	0.281	0.281	0.281	
REG 22 181402 181502 181602 181702 181802	Bridge Inspection (Consultant) <i>Lead Agency: NYSDOT</i>	STP Off Sys. Br. NHPP		1.563	0.313	0.313	0.313	0.313	0.313	
REG 110 180882 180883 180898 180957	Bridge Preservation <i>Lead Agency: NYSDOT</i> <i>Bridge Preservation 5</i> <i>Bridge Preservation 6</i> <i>Bridge Preservation 7</i> <i>Bridge Preservation 8</i>	STP FLEX		8.438		1.875	2.813	1.875	1.875	
REG 117 180942	Pavement Maintenance 14A <i>Lead Agency: NYSDOT</i>	STP FLEX		1.219	1.219					
REG 117 180947	Pavement Maintenance 15A <i>Lead Agency: NYSDOT</i>	NHPP		1.125		1.125				
REG 117 180915	Pavement Maintenance 15B <i>Lead Agency: NYSDOT</i>	STP FLEX		1.406		1.406				
REG 117 181002	Pavement Maintenance 16A <i>Lead Agency: NYSDOT</i>	NHPP		1.125			1.125			
REG 117 181002	Pavement Maintenance 16B <i>Lead Agency: NYSDOT</i>	STP FLEX		1.125			1.125			
REG 117 181007	Pavement Maintenance 17A <i>Lead Agency: NYSDOT</i>	NHPP		1.406				1.406		
REG 117 180967	Pavement Maintenance 17B <i>Lead Agency: NYSDOT</i>	STP FLEX		1.406					1.406	
REG 117 181012	Pavement Maintenance 18A <i>Lead Agency: NYSDOT</i>	NHPP		1.406					1.406	
REG 118 180803 180804 180906 180907	ADA Compliance <i>Lead Agency: NYSDOT</i> <i>ADA Compliance 15</i> <i>ADA Compliance 16</i> <i>ADA Compliance 17</i> <i>ADA Compliance 18</i>	STP FLEX		0.625		0.156	0.156	0.156	0.156	
		TOTAL		22.625	1.888	5.231	5.888	4.106	5.513	0.000

Design and ROW phases

Construction / Inspection

Illustrative Highway and Bridge Projects

The following projects have been identified as desired improvements to the transportation system. Currently, insufficient programming capacity exists to allow for the inclusion of these projects within the TIP. Cost estimates for all of the illustrative projects have not been generated, but the cumulative total cost to implement these improvements would easily exceed the total amount of funds available for this current program.

- U.S. Route 9 / NYS 149 / Exit 20 Congestion Improvements (Queensbury)
- NYS 149 geometric improvements (Fort Ann)
- U.S. Route 4 / NYS 32 Intersection Improvements (Kingsbury)
- Replacement of functionally obsolete bridges:
 - NYS 197 over the Hudson River (Fort Edward)
 - U.S. Route 4 over the Hudson River (Greenwich)
 - I-87 over Corinth Road (Exit 18) (Queensbury)
 - Baldwin Corners Road over the Champlain Canal (Hartford)
 - East Street over the Champlain Canal (Fort Edward)
- Other bridge replacements:
 - NYS Route 28 over the Hudson River (Thurman)
 - Route 67 over Owl Kill (White Creek)
 - Church Street over the Mettawee (Granville)
- NYS Route 32 improvements (Queensbury / Kingsbury)
- Exit 18 reconfiguration (Queensbury)
- Route 4 geometric improvements (Washington County)

Transit Projects

Transit Projects

Transit Projects								Design phases			
								Construction / Purchase			
TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2013-2014	Year 2 2014-2015	Year 3 2015-2016	Year 4 2016-2017	Year 5 2017-2018	Beyond Year 5 Post-TIP	
TR 102 AGFTC02	Public Transportation Operating Assistance Greater Glens Falls Transit Federal Share of Listed Amount = 50%	FTA 5307	1.730	9.460	1.782	1.835	1.890	1.947	2.006	2.066 (2019)	
TR 113 AGFT13	Replace 2 2013 Paratransit Buses Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307 and FTA 5340		0.140					0.140	0.140	
TR 114 AGFT14	Mid-life Rebuild - 4 2009 Gillig Buses Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307, 5339 and 5340		0.200		0.200					
TR 115 AGFT15	Facility Rehabilitation Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307, 5339 and 5340		0.200			0.100	0.100			
TR 127 AGFT27	GGFT Preventative Maintenance Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307 FTA 5340	0.100	0.547	0.103	0.106	0.109	0.113	0.116		
TR 128 AGFT28	Replace Four (4) 2008 Mini Buses Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307 and FTA 5340	0.280	0.000							
TR 130 AGFT30	Replace One (1) 2004 Trolley Bus Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307, 5339 and 5340		0.180	0.180						
TR 131 AGFT31	Replace One (1) 2005 Trolley Bus Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307, 5339 and 5340		0.180		0.180					
TR 132 AGFT32	Replace Roof at GGFT Maintenance and Admin. Facility Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307	0.070	0.000							
TR 133 AGFT33	Replace GGFT Operations Vehicle Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307		0.026			0.026				
TBD	Transportation Services for the Elderly and Disabled awarded on an annual basis by A/GFTC and NYSDOT, projects listed for informational purposes(\$ shown is est. planning target)	FTA 5310		0.388	0.000	0.000	0.104	0.142	0.142		
TR 134 182398	CWI - Purchase Two 28-Passenger 5310 Vehicles Community Work and Independence, Inc.	FTA 5310		0.173			0.173				
TR 135 182399	FHI - Purchase Two 5310 (16 and 20 passenger) Vehicles Fort Hudson Nursing Center, Inc	FTA 5310		0.080			0.080				
TR 136 182400	VNA - Purchase One 16-Passenger 5310 vehicle Visiting Nurse Association	FTA 5310		0.043			0.043				
TR 138 AGFT38	Replace Battery Module on 2011 Hybrid Bus Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307, 5339 and 5340		0.050			0.050				
TR 139 AGFT39	Replace Three (3) 2006 Trolley Buses Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307, 5339 and 5340		0.652			0.652				
		TOTAL	2.180	12.319	2.065	2.321	3.227	2.444	2.546	2.206	

Make the Connection and Transportation Alternatives Programs

Transortation Alternatives Program and Make the Connection Program

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2013-2014	Year 2 2014-2015	Design phases		Year 5 2017-2018	Beyond Year 5 Post-TIP
							Year 3 2015-2016	Year 4 2016-2017		
MTC 200 1RB001	Make the Connection Program <i>Regional setaside for small-scale bicycle and pedestrian improvements</i> <i>Annual selection process administered by A/GFTC</i>	STP FLEX		1.000	0.000	0.400	0.200	0.200	0.200	
MTC 209 175931	Make the Connection Program <i>Quaker Street Sidewalk Improvements</i> <i>Town / Village of Granville</i> <i>Lead Agency: Village of Granville</i>	STP		0.071		0.071				
MTC 216 175946	Make the Connection Program <i>West Brook Conservation Initiative - Sidewalk Connection Project</i> <i>Village of Lake George</i> <i>Lead Agency: Warren County</i>	STP		0.075		0.075				
MTC 218 175948	Make the Connection Program <i>Town of Johnsbury Sidewalk Replacement Project</i> <i>Town of Johnsbury</i> <i>Lead Agency: Town of Johnsbury</i>	STP		0.000		0.093				
MTC 220 175965	Make the Connection Program <i>Schuyler Street Extension Sidewalk Improvements</i> <i>Town of Fort Edward</i> <i>Lead Agency: Washington County</i>	STP		0.021		0.021				
MTC 221 175966	Make the Connection Program <i>Hudson Street Sidewalk Replacement</i> <i>Town of Warrensburg</i> <i>Lead Agency: Town of Warrensburg</i>	STP		0.184	0.064 0.120					
WAR 174 176010	Transportation Alternatives Program <i>Fire Road, Crandall Park, and Kensington Road Elementary School</i> <i>Bicycle and Pedestrian Programs - City of Glens Falls</i> <i>Lead Agency: City of Glens Falls</i>	STP		0.600		0.102 0.498				
		TOTAL	0.000	1.951	0.184	1.260	0.200	0.200	0.200	0.000

Appendix A - Fiscal Constraint Table

	FFY2014	FFY2015	FFY2016	FFY2017	FFY2018	TOTAL
NHPP	6.328	7.285	7.285	7.285	7.285	35.468
REG 15	0.050	0.050	0.050	0.050	0.050	0.250
REG 117	0.000	1.125	1.125	1.406	1.406	5.063
REG 22	0.156	0.156	0.156	0.156	0.156	0.781
REG 16	0.141	0.141	0.141	0.141	0.141	0.703
WAS 134	5.980					5.980
SAR 115		0.213	0.164	4.375		4.751
Programmed	6.327	1.684	1.636	6.128	1.753	17.528
Difference	0.001	5.601	5.649	1.157	5.532	17.939
	FFY2014	FFY2015	FFY2016	FFY2017	FFY2018	TOTAL
STP FLEX	9.222	5.541	5.541	5.541	5.541	31.384
REG 118	0.000	0.156	0.156	0.156	0.156	0.625
REG 110	0.000	1.875	2.813	1.875	1.875	8.438
REG 115	0.025	0.025	0.025	0.025	0.025	0.125
REG 117	1.219	1.406	1.125	0.000	1.406	5.156
REG 120	0.232	2.393	1.755	1.808	1.688	7.876
REG 121	0.155	1.700	1.755	1.808	1.688	7.105
WAR 146	1.595					1.595
WAR 147	0.040	3.291				3.331
WAS 101		0.709	0.039	5.415		6.163
WAS 126	0.201	0.500				0.701
WAS 106	2.230					2.230
WAS 128	2.536					2.536
MTC 200	0.200	0.200	0.200	0.200	0.200	1.000
Programmed	8.432	12.255	7.868	11.287	7.039	46.880
Balance	0.790	-6.714	-2.327	-5.746	-1.498	-15.496
	FFY2014	FFY2015	FFY2016	FFY2017	FFY2018	TOTAL
STP Off System Bridge	5.847	1.106	1.106	1.106	1.106	10.272
REG 22	0.156	0.156	0.156	0.156	0.156	0.781
REG 16	0.141	0.141	0.141	0.141	0.141	0.703
REG 121	0.155	1.700	1.755	1.808	1.688	7.105
WAR 152	1.549					1.549
WAR 153	0.139	1.239				1.378
WAR 154		0.460				0.460
Programmed	2.139	3.695	2.052	2.105	1.985	11.976
Difference	3.708	-2.589	-0.946	-0.999	-0.879	-1.704
	FFY2014	FFY2015	FFY2016	FFY2017	FFY2018	TOTAL
Highway Safety Imp. Program	0.575	0.686	0.686	0.686	0.686	3.318
REG 102	0.575	0.686	0.686	0.686	0.686	3.318
Programmed	0.575	0.686	0.686	0.686	0.686	3.318
Difference	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL HIGHWAY PROGAM						
Allocation	21.971	14.618	14.618	14.618	14.618	80.441
Programmed	17.473	18.321	12.241	20.205	11.463	79.703
Difference	4.498	-3.703	2.377	-5.588	3.155	0.739
TOTAL TRANSIT PROGAM						
Allocation	2.278	2.278	2.278	2.278	2.278	11.390
Programmed	2.206	2.563	2.141	2.302	2.404	11.616
Difference	0.072	-0.285	0.137	-0.024	-0.126	-0.226
Note: Transit Program includes positive carryover balance in excess of negative balance shown.						
TIP TOTAL						
Allocation	24.249	16.896	16.896	16.896	16.896	91.831
Programmed	19.679	20.884	14.382	22.507	13.867	91.319
Difference	4.570	-3.988	2.514	-5.612	3.029	0.513

Appendix B - A/GFTC Self-Certification


**Adirondack /
Glens
Falls
Transportation
Council**



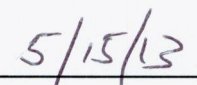
**Resolution 13-5
2013 Self-Certification**

In accordance with 23 CFR 450.334, A/GFTC, as the MPO for the Planning and Programming Area that includes Warren County, Washington County, and the Town of Moreau in Saratoga County, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 Subpart C;
2. Section 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of MAP -21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-Aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Mitchell Suprenant
Supervisor, Town of Fort Edward
Chairman, Adirondack / Glens Falls Transportation Council



Date

Adirondack / Glens Falls Transportation Council

2013 Self-Certification

A. REQUIRED AGREEMENTS

The Adirondack/Glens Falls Transportation Council is the designated MPO for urban transportation planning and programming in the Glens Falls Urbanized Area. The Memorandum of Understanding (MOU) between the Glens Falls Urban Area Transportation Council (GFTC) and the Governor was signed in 1982 and amended in 1985. The MOU describes the roles of GFTC and responsibilities of GFTC and its committees. In October 1994, by resolution of the Council, the planning and programming boundaries were extended to the entirety of Warren and Washington Counties and the Town of Moreau in northern Saratoga County, and in March 1997 another resolution changed the name of the MPO to the Adirondack/Glens Falls Transportation Council (A/GFTC) to reflect the expanded planning and programming area.

As is the case with all MPOs in New York State, A/GFTC is not a legal entity in and of itself. It depends upon a host agency to provide payroll and legal services and to contract with consultants for planning studies. At its inception, the host agency for A/GFTC was the New York State Department of Transportation (NYSDOT). Due to a desire on the part of area governments to assert local ownership of the MPO, a change in the host agency arrangement was made in September 1996 that established the Lake Champlain/Lake George Regional Planning Board (RPB) as A/GFTC's host agency. The current staff positions (the Transportation Planning Director, the Senior Transportation Planner and an Administrative Assistant) are employed by the RPB and work in the A/GFTC staff office located in the City of Glens Falls at 11 South Street, Suite 203. The staff has the responsibility of managing consultant studies specified in the UPWP, conducting technical analyses, purchasing of supplies and equipment, and carrying out the balance of the duties necessary to function as an MPO. The RPB serves as a member of the various A/GFTC committees and provides payroll services, audits, accounting and legal services. The RPB makes first instance payments of the bills for goods and services contracted for by A/GFTC. The host agency agreement between the RPB and NYSDOT was renewed in 2012 for a term of ten years. The Joint Cooperative Planning Agreement was approved by A/GFTC's Policy Committee in January 2010. It has been signed by A/GFTC, GGFT and NYSDOT.

B. PLANNING/TECHNICAL

1. UPWP

The Adirondack/Glens Falls Transportation Council adopted a Unified Planning Work Program for 2013-2014 in March of 2013. The work program includes ongoing public participation activities, data collection and performance measurement tasks, traffic modeling, technical assistance to municipalities, Geographic Information system (GIS) work, long range plan development, and corridor-planning activities

described in the current Long Range Plan. The Local Transportation Planning and Engineering Assistance program is also demand response to individual community requests and subject to regional approval and is intended to help communities address issues in support of A/GFTC goals, objectives, and principals.

2. Transportation Plan

A/GFTC's 2030 Long Range Plan was adopted by the Council in January 2010. A public survey for the LRP was conducted and there was an aggressive outreach campaign. A portion of the A/GFTC Planning and Programming Area (specifically the Village of South Glens Falls and the Town of Moreau in Saratoga County) lies within the Capital District air quality non-attainment area. Conformity determinations for A/GFTC are coordinated efforts that include CDTC and NYSDOT. A/GFTC and CDTC use the same horizon dates in their LRPs to avoid repetition of conformity analyses. Conformity approval was issued in March of 2010 by FHWA and FTA. The LRP lists all current State and Federal planning factors and emphasis areas as well as A/GFTC's own Twelve Planning Principles. The LRP also contains an extensive Environmental Considerations chapter, developed in consultation with several natural resource agencies.

An update to the LRP was initiated in 2012. A public survey is ongoing, and data collection and analysis has begun in anticipation of a January 2014 approval of a 2014-2039 LRP.

3. The Transportation Improvement Program (TIP)

The 2010-2015 Transportation Improvement Program is the current MPO capital program. It was approved by A/GFTC in June 2010; conformity was most recently reaffirmed in March 2010. The 2014-2019 draft Transportation Improvement Program (TIP) was approved on March 27, 2013 for public review and comment. Conformity approval will no longer be required for the A/GFTC TIP on account of the classification of Albany-Schenectady-Troy area as air quality attainment for the 2008 ozone standard effective as of July 20, 2012 and the United States Environmental Protection Agency's revocation of conformity requirements effective on July 20 of 2013. During development of both TIP documents, fiscal constraint was applied in coordination with NYSDOT Region 1. A/GFTC worked closely with its members and NYSDOT Region 1 to identify appropriate projects that could safely be deferred as a result of program limitations. Through these and similar coordinated efforts the current TIP has remained both balanced and fiscally constrained. Individual projects are clearly identifiable and are consistent with the adopted A/GFTC Long Range Plan. TIP amendment procedures are consistent with guidance from federal regulatory agencies and were amended in January 2010 to refine the distinctions between amendments and administrative modifications. The Annual Listing of Obligated Projects for the most recently completed federal fiscal year is available on A/GFTC's website.

A/GFTC's website features an interactive project viewer that was developed to address the required visualization techniques. The viewer, based on the intuitive GoogleMaps platform, displays project data, financial information, maps, and photographs of planned and completed projects.

4. Technical Studies and Emphasis Areas

Technical studies are proceeding consistent with the current UPWP. Bicycle and pedestrian planning continues to be an emphasis area for A/GFTC, and targeted safety evaluation are an emerging focus. Studies and projects undertaken during the last year include:

- Safety evaluation for the intersection of Bay and Cronin Roads on behalf of Warren County in response to elevated crash occurrences.
- School circulation study on behalf of the City of Glens Falls and the Glens Falls School District to analyze the impacts of aligning school start times on the neighboring surface transportation system.
- Traffic signal warrant analysis and conceptual design for realignment of the Warren County Bikeway at the intersection of Dix Avenue and Sagamore Street.
- Review of street and subdivision standards for the Town of Warrensburg and assembled draft revisions designed to further integrate Complete Streets principles.
- Safety evaluation of the Crandall Street and Orville Street intersection in Glens Falls.
- Advancement of the update to the regional Long Range Transportation Plan.
- Review of school crossing guard locations in the City of Glens Falls.
- Administration and promotion of iPoolNorth, A/GFTC's online carpooling service.
- Updated Coordinated Human Services Transportation Plan.
- Mapping and technical assistance to Greater Glens Falls Transit.
- Data collection and analysis, including completion of the second cycle of pavement scoring.

5. Special Considerations in the Transportation Planning Process

- (a) Title VI:** A/GFTC is a designated sub-recipient under NYSDOT's DBE program and maintains ongoing compliance efforts. Title VI/DBE reports are submitted on a semi-annual basis to NYSDOT and the Council has also signed on to NYSDOT's DBE plan. A/GFTC has never received any discrimination complaints. The Environmental Justice review is updated as plans and

regional demographics change and will be updated in 2013. Special considerations for elderly and disabled persons are consistent with ADA requirements and are provided in the transportation planning process and in community participation projects. Specific outreach to senior organizations was conducted as part of the LRP update and FTA 5310, FTA 5316, and FTA 5317 solicitations. A/GFTC public transit planning efforts includes consideration of services for elderly, disabled persons and for those who choose not to drive. MPO meetings are always held in ADA-accessible facilities. Accessibility was a key criterion in determining A/GFTC's site selection for staff offices in 2010; several non-accessible site candidates were ruled out on that basis. ADA compliance is monitored through the ADA paratransit services offered by the local transit operator and staff review of federally-funded projects and plans. Periodic review of local demographics continues to suggest that ethnic populations are insufficiently large to warrant targeted Limited English Population programs at this time. That data will be periodically reassessed in conjunction with future updates to the Environmental Justice review.

- (b) **Private Operators** - Consideration is given to private transportation providers. Private transportation operators will be considered and involved in any future planning efforts to develop additional services to rural areas, particularly as part of the implementation of the recently adopted Coordinated Human Services Transportation Plan. An update to a staff-developed transportation provider service directory that includes information about private services, including taxis and limousine services, and was originally developed in 1996 and updated in 1999, is planned for 2013. An online mapping and service locator tool is also under consideration. Both products will be advanced in close consultation with the newly restarted Coordinated Human Services Transportation Committee.
- (c) **Planning Factors** - Up-to-date State and Federal planning factors and emphasis areas are used to develop A/GFTC plans and programs and to guide project selection processes. A/GFTC staff continues to maintain its relationships with local land use planning organizations through communication and consultation. New programming instructions consistent with NYSDOT's Forward Four principles, emphasizing maintenance and preservation activities over "worst-first" infrastructure replacement projects, have been thoroughly incorporated within the development of the draft 2014-18 TIP.
- (d) **Congestion Management Process**— No process in place (not required for A/GFTC).

- (e) **Public Involvement** – The A/GFTC Public Involvement Policy was updated and approved in 2005. A/GFTC actively solicits public involvement through media, public meetings, mailings, and at events where the public gathers. A/GFTC staff regularly meets with local officials, participates in public meetings, and hold public information meetings and planning forums to involve the general public and concerned businesses and agencies. Special efforts are made to involve freight and transit users in all corridor and related planning activities. Further, all meetings of A/GFTC's Technical Advisory and Policy Committees are open to the public. Local newspapers are notified of meetings. The agendas for those meetings regularly include a section for "Visitors Issues". Legal notices are issued during the development of all core publications, announcing the opportunity for public review and comment. The A/GFTC website contains all recent MPO products , meeting minutes and the most current versions of annual or recurring documents. The website allows for public comment on publications and provides opportunities for the public to contact staff to ask questions about any transportation concern they may have, and is also a portal that allows for participation in the LRP survey. A/GFTC staff also utilizes social media outlets, including Facebook, Twitter, and a blog dedicated to outreach related to development of the LRP, to notify the public of ongoing activities. Copies of the UPWP, TIP, LRP Surveys and other documents are regularly distributed to libraries and municipalities as those documents are drafted.

C. Administrative/Management

1. **Progress Reports** are prepared and submitted on a monthly basis at the request of our Host Agency (RPB). They are complete and comprehensive.
2. **Bills** are submitted and paid based on the processing schedule of the host agency, the LC/LGRPB. Vendor complaints are typically infrequent but increased significantly in 2012, mostly due to delayed State reimbursements to the RPB. The RPB is a small organization that can encounter difficulty in first-instancing funds when previous expenditures have not been reimbursed in a timely manner (longer than 30 days).
3. **Audits** are completed in a timely manner in conjunction with the host agency.
4. **Annual Program** is closed out within 3 years in cooperation with NYSDOT.
5. **MPO Budget** is regularly monitored and updated as needed.
6. **Consultant Selection Process** A/GFTC has a consultant selection process that is followed for all professional services agreements. Additional consideration is given to consultants that contain a minimum of 10% DBE participation.
7. **Central Staff/Host Relations** are positive. MPO staff are accorded equal status as LC/LGRPB staff. Quality office space and support services to

accommodate A/GFTC staff and activities are provided. Staff has good political support within the planning and programming area.

8. **Decision Making** ability is effective in the A/GFTC area. The public is outspoken on many issues and members listen and fully consider expressed public concerns. Committees are competently and sufficiently staffed. Technical Advisory Committee meetings are well attended; reaching consensus decisions has not been a problem. The Policy Committee meets at least twice a year with additional meetings if action is required. Policy Committee meetings are well attended. Members are consulted frequently on regional and local matters concerning their jurisdictions.
9. **Governance** - In 2012 the A/GFTC host agency, the Lake Champlain/Lake George Regional Planning Board, renewed its agreement with NYSDOT through March 2012. The format of the new agreement was consistent with a new model recently developed by NYSDOT. The hosting arrangement allows A/GFTC staff to advance its work without any undue influence from any particular member municipality. The Policy and Technical Advisory committees have consistent and balanced representation from throughout the program area, including *all* urban area municipalities. A/GFTC's operating and staffing plans were last updated in 2000 and reconsidered as recently as January of 2013.
10. **Procurement** - A/GFTC staff is aware of the procurement requirements of FTA funding recipients, including those listed within the FTA Circular Guidance 4220.1F, Third Party Contracting Requirements, and the FTA Master Agreement. FTA-related expenditures are documented. Procurements by A/GFTC utilizing FTA funds are infrequent.