

Adirondack / Glens Falls Transportation Council

***2016 – 2021
Transportation Improvement Program***



**Resolution 16-2 approving the
2016-2021 Transportation Improvement Program and the 2016 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 2016-2021 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 draft 2016-2021 Transportation Improvement Program and 2016 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 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, although the 2016-2021 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 2016-2021 Transportation Improvement Program and 2016 Self-Certification; and

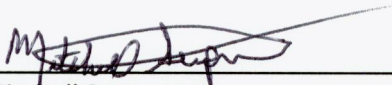
BE IT FURTHER RESOLVED, that any projects in the 2014-2018 Obligated Element of the TIP that are not obligated by October 1, 2016 are to become part of Federal Fiscal Year 2017 or beyond as appropriate and as fiscal constraint allows; and

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 2035 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 2016-2021 Transportation Improvement Program to the Commissioner of the New York State Department of Transportation and to the Regional Administrator of the Federal Transit Administration.



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

6/8/16

Date

Policy Committee

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Robert Henke	Chairman, Washington County Board of Supervisors
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John LaPointe	Chairman, LC/LG Regional Planning Board
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Laura Oswald	Director, Washington County Economic Development
Scott Sopczyk	Director, Greater Glens Falls Transit
Gary Tatro, Jr.	Assistant Albany Canal Engineer, NYS Canal Corporation
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Lisa Cataldo	NYSDOT, Statewide Planning Bureau
Richard Lenseth	Passenger Transport Division, NYSDOT
Daniel Moser	Community Planner, FTA
Marilyn Shazor	Regional Administrator, FTA Region II

A/GFTC Staff

Monika Bulman	Administrative Assistant
Aaron Frankenfeld	Director, TAC Co-Chair
Kate Mance	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 2016-2021 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 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 occur 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 2015. The 2016 TIP/STIP Update will continue 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 A/GFTC TIPs prior to 2013. 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 some capital renewal projects are retained within this program, the programming focus is on 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 2013-2018 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 federal 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 2016-17 through FFY 2020-21 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 2016-21 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 or have emerged from A/GFTC planning initiatives and have been considered by A/GFTC and acknowledged as being valuable investments in the transportation system. However, financial constraints, regulatory limitations, and programming strategy require that those projects be delayed until adequate funding or programming capacity becomes available. Should additional resources materialize, 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 or A/GFTC staff. More significant changes require approval by the Policy Committee. Changes that require Policy Committee consideration are subjected to public review and comment prior to adoption.

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 =< \$.250m	<input checked="" type="checkbox"/>		Approve	--	--
e) Add project element over \$.250m =<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"/>		--	--	--
h) Other		<input checked="" type="checkbox"/>	--	Approve	--
				Recommend	Approve
2. Scope and Cost					
a) Cost Change <\$0.250M	<input checked="" type="checkbox"/>		Approve		--
b) Cost change > \$0.250M and <\$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 do not carry or cross 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, *Fixing America's Surface Transportation (FAST) Act*, 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 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 2016-21 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 was 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.

Performance Targets

Pursuant to MAP-21 (and carried through into the FAST Act), MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 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 through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice

On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

This Transportation Improvement Program was developed and is managed in cooperation with NYSDOT and Greater Glens Falls Transit. It reflects the investment priorities established in 2035 Ahead, the A/GFTC Long Range Transportation Plan, that incorporates comments and input from affected agencies and organizations and the public.

TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the Transportation Improvement Program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets” [23USC §134(j)(2)(D)]. Metropolitan transportation plans adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- October 1, 2018 – Public Transportation Safety Program
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program

MPOs that do not adopt or amend their MTP prior to these dates are still required to support statewide performance targets or establish their own for the measures discussed above, and include “a description of the anticipated effects of the transportation improvement program toward achieving” said targets. This portion of the amended TIP meets these requirements of 23USC §134(j)(2)(D).

HSIP and Highway Safety

Performance Targets

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce “the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State.” The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT Highway Safety Improvement Program (HSIP) annual report documents the statewide performance targets.

A/GFTC **agreed to support the NYSDOT statewide 2018** targets for the following safety performance measures based on five year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* August 25, 2017 per Resolution 17-03.

- Number of Fatalities: 1,086
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT): 0.87
- Number of Serious Injuries 10,854
- Rate of Serious Injuries per 100M VMT: 8.54
- Number of Nonmotorized Fatalities and Serious Injuries: 2,843

Anticipated Effects

Safety is a critical component of A/GFTC’s mission, and the projects on the TIP are consistent with the need to address safety. A/GFTC conducts periodic, targeted project solicitations expressly for safety-related projects. Road Safety Assessments and other safety-related planning initiatives intended to identify candidate capital projects are routinely included within A/GFTC’s Unified Planning Work Program. **The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the A/GFTC Planning and Programming Area.**

The A/GFTC TIP has been reviewed and the anticipated effect of the overall program is that it will contribute to progress made in addressing the safety performance targets established by the State.

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 2016-17 through 2020-21 program years. Those projects may be given priority over other listed projects that have yet to be 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 2016 dollars. The attached tables reflect Year of Expenditure (YoE) adjustments as recommended by NYSDOT. Inflation factors were applied to subsequent programming years as follows:

2017-18	+ 2.0%
2018-19	+ 4.0%
2019-20	+ 6.0%
2020-21	+ 8.0%

- Total matched programming for specific projects to be obligated before October 1, 2021 is **\$121,424,000**. While the current program has been reviewed and approved by A/GFTC, no endorsement is given that this programming level is an adequate sum to allow our municipalities to meaningfully address the mounting transportation infrastructure needs that face the region.

Highway and Bridge Projects

Capital Projects - Highway and Bridge Reconstruction, Rehabilitation, or Repair

Design and ROW INC phases

Saratoga County and Warren County

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2016-2017	Year 2 2017-2018	Year 3 2018-2019	Year 4 2019-2020	Year 5 2020-2021	Beyond Year 5 Post-TIP
SAR 115 104342	Route 9 over Interstate 87 Bridge Repair Town of Moreau Lead Agency: NYSDOT	NHPP		4.220		0.150	4.070			
SAR 122 176012	Town of Moreau Pavement Preservation Projects Reservoir Road and Feeder Dam Road, Town of Moreau Lead Agency: Town of Moreau	STP Flex	0.265	0.000						
SAR 123 176020	CR 31 Pavement Preservation Project US Route 9 to Clark Road (1.8 miles), Town of Moreau Lead Agency: Saratoga County	STP Flex	0.057 0.733	0.000						
SAR 124 176064	CR 27 Pavement Preservation Project NYS Route 32 to CR 28 (1.22 miles), Town of Moreau Lead Agency: Saratoga County	STP Flex		0.574	0.055 0.519					
WAR 100 175527	Middleton Bridge over the Schroon River Bridge Replacement on new alignment Town of Bolton / Town of Warrensburg Lead Agency: Warren County	STP Off Sys. Br.	0.325	3.706				0.127	3.579	
WAR 131 172204	I-87 over Route 9 / Pottersville Bridge Replacement Town of Chester Lead Agency: NYSDOT	I-M State Bond funds SDF	9.990 2.200 1.210	0.000						
WAR 153 175913	Blair Road over Mill Brook Bridge Replacement Town of Horicon Lead Agency: Warren County	STP Off Sys. Br.	0.367 0.995	0.000						
		TOTAL	16.142	8.500	0.574	0.150	4.070	0.127	3.579	0.000

Capital Projects - Highway and Bridge Reconstruction, Rehabilitation, or Repair

Design and ROW INC phases

Warren County

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2016-2017	Year 2 2017-2018	Year 3 2018-2019	Year 4 2019-2020	Year 5 2020-2021	Beyond Year 5 Post-TIP
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.		1.503		1.503				
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	1.375 0.200	0.000						
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	0.900 0.270 8.198 0.629	0.000						
WAR 161 175956	Town of Warrensburg Sidewalk Improvements <i>Various Locations</i> <i>Lead Agency: Town of Warrensburg</i>	SRTS	0.273	0.000						
WAR 162 104354	Route 9 over Trout Brook - Bridge Replacement <i>Town of Chester</i> <i>Lead Agency: NYSDOT</i>	STP FLEX	2.340	0.000						
WAR 170 176000	CR 44 (BIN 3305330) over the Hudson River Bridge Painting <i>Town of Lake Luzerne / Town of Hadley</i> <i>Lead Agency: Warren County</i>	STP Flex		1.079	1.079					
WAR 171 176001	Warren County Bridge Painting Project <i>BIN 3305180 - CR 31 over the Schroon, Chester</i> <i>BIN 3305710 - CR 13 over Patterson Brook, Thurman</i> <i>Lead Agency: Warren County</i>	STP Off Sys. Br.	0.913	0.000						
		TOTAL	15.098	2.582	1.079	1.503	0.000	0.000	0.000	0.000

Capital Projects - Highway and Bridge Reconstruction, Rehabilitation, or Repair

Warren County

Design and ROW INC phases

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2016-2017	Year 2 2017-2018	Year 3 2018-2019	Year 4 2019-2020	Year 5 2020-2021	Beyond Year 5 Post-TIP
WAR 172 176002	Warren County Asbestos Abatement / Bridge Painting Project <i>BIN 3305640 - Denecker Road / Roaring Branch Brook, Stony Creek</i> <i>BIN 3360330 - CR 78 over 13th Lake Brook, Johnsbury</i> <i>Lead Agency: Warren County</i> <i>Note: BIN 3305340 - Hudson Street over Mill Creek, Johnsbury, to be advanced as a separate project.</i>	STP Off Sys. Br.		0.776	0.055 0.721					
WAR 173 176003	Warren County Pavement Preservation Project <i>CR 17, 79, and 52 - Town of Queensbury</i> <i>Lead Agency: Warren County</i>	STP Flex	0.785	0.000						
WAR 175 176018	West Mountain Road Pavement Preservation Project <i>Aviation Road to Glen Court - Town of Queensbury</i> <i>Lead Agency: Warren County</i>	STP Flex	0.749	0.000						
WAR 176 175727	South Johnsbury Road (CR 57) over Mill Creek <i>Culvert Rehabilitation or Replacement</i> <i>Town of Johnsbury</i> <i>BIN 3305370</i> <i>Lead Agency: Warren County</i>	STP Off Sys. Br.		1.945			0.281	1.664		
WAR 177 172246	Interstate 87 over Route 9, BINs 1005741 and 1005742 <i>Bridge Repair or Rehabilitation</i> <i>Town of Lake George</i> <i>Lead Agency: NYSDOT</i>	NHPP		10.200	0.425	0.425	9.350			
WAR 178 111658	NYS Route 9N Pavement Repairs <i>Spot repairs between Lake George and Bolton</i> <i>Town of Lake George, Town of Bolton</i> <i>Lead Agency: NYSDOT</i>	NHPP		1.100	1.100					
WAR 179 176019	Bay Road Pavement Preservation Project <i>CR 17 to Cronin Road - Town of Queensbury</i> <i>Lead Agency: Warren County</i>	STP Flex		1.140	0.086 1.054					
WAR 180 176066	Sanford Street Pavement Preservation <i>NYS 9L to City line (0.66 miles), City of Glens Falls</i> <i>Lead Agency: City of Glens Falls</i>	STP Flex		0.402		0.027 0.375				
WAR 181	Route 9L Paving and Shoulder Improvements <i>Portions of sections between Quaker Road and Pilot Knob Road</i> <i>Town of Queensbury</i> <i>Lead Agency: NYSDOT</i>	STP Flex HPP		0.300 1.250		0.300	1.250			
		TOTAL	1.534	15.563	3.441	0.827	9.631	1.664	0.000	0.000

Capital Projects - Highway and Bridge Reconstruction, Rehabilitation, or Repair

Design and ROW INC phases

Washington County

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2016-2017	Year 2 2017-2018	Year 3 2018-2019	Year 4 2019-2020	Year 5 2020-2021	Beyond Year 5 Post-TIP
WAS 101 175532	County Route 113 over Batten Kill <i>Bridge replacement</i> <i>Town of Greenwich, Town of Easton</i> <i>Lead Agency: Washington County</i>	STP Off Sys. Br.	0.473	5.569		5.569				
WAS 103 175528	County Route 61 over Batten Kill (Shushan) <i>Bridge rehabilitation</i> <i>Town of Jackson, Town of Salem</i> <i>Lead Agency: Washington County</i>	STP Off Sys. Br.		2.644			0.338	2.306		
WAS 126 175725	County Route 10 over the Poultney River <i>Bridge replacement</i> <i>(Cost shown = 1/2; project costs shared with State of Vermont)</i> <i>Town of Whitehall</i> <i>Lead Agency: State of Vermont</i>	STP Off Sys. Br.		0.618			0.618			
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	0.000						
WAS 145 176005	Washington County Bridge Painting Project <i>BIN 3306120 - Lower Turnpike over the Mettawee, Granville</i> <i>BIN 3306710 - Center Falls Road / Batten Kill, Greenwich / Jackson</i> <i>Lead Agency: Washington County</i>	STP Off Sys. Br.	0.049 1.055	0.000						
WAS 150 176007	East Street Pavement Preservation Project <i>Village of Fort Edward</i> <i>Lead Agency: Village of Fort Edward</i> <i>Lead Agency: Village of Fort Edward</i>	STP Flex	0.025 0.333	0.000						
WAS 151 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	0.015	0.285	0.285					
		TOTAL		9.116	0.285	5.569	0.956	2.306	0.000	0.000

Capital Projects - Highway and Bridge Reconstruction, Rehabilitation, or Repair

Washington County

Design and ROW INC phases

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2016-2017	Year 2 2017-2018	Year 3 2018-2019	Year 4 2019-2020	Year 5 2020-2021	Beyond Year 5 Post-TIP
WAS 152 102409	NYS Route 196 over Dike Road / Champlain Canal <i>Bridge Repair or Rehabilitation</i> Town of Kingsbury Lead Agency: NYSDOT	NHPP		2.240				2.240		
WAS 153 118836	NYS Route 67 over the Battenkill RR, BIN 1029260 <i>Bridge Rehabilitation or Replacement</i> Town of White Creek Lead Agency: NYSDOT	NHPP		7.765		0.340	7.425			
WAS 154 123627	NYS Route 29 over Batten Kill, BIN 1020720 <i>Bridge Replacement</i> Town of Easton, Town of Greenwich Lead Agency: NYSDOT	NHPP		4.190	0.330		3.860			
WAS 155 194097	Baldwin Corners Road over the Champlain Canal <i>Bridge Repair or Rehabilitation</i> Town of Fort Ann Lead Agency: NYSDOT	STP Off Sys. Br.		4.950	4.950					
WAS 156 176065	CR 75 and CR 40 Pavement Preservation <i>CR 75 from Warren County line to US 4, Village of Hudson Falls</i> <i>CR 40 from US4 to CR 37, Town of Fort Edward</i> 1.46 total miles Lead Agency: Washington County	STP Flex		0.735	0.071	0.021 0.643				
WAS 157 193277	Wrights Ferry Road Rail Crossing Signalization Upgrade <i>CP Rail Crossing at Wrights Ferry Road</i> Town of Putnam Lead Agency: NYSDOT	HSIP Rail		0.283	0.015			0.268		
WAS 158 176055	Church Street over the Mettawee River, BIN 3-20366-0 <i>CP Rail Crossing at NY 22, MP 9.93</i> Town of Salem 100% federal funds, match source = Toll Credits Lead Agency: NYSDOT	NHPP		5.200			0.610	4.590		
WAS 159 193358	Route 22 / CP Rail Signal Crossing Upgrades (MP 9.93) <i>CP Rail Crossing at NY 22, MP 9.93</i> Town of Salem 100% federal funds, match source = Toll Credits Lead Agency: NYSDOT	HSIP Rail		0.775		0.025		0.750		
WAS 160 193359	Route 22 / CP Rail Signal Crossing Upgrades (MP 127.49) <i>CP Rail Crossing at NY 22, MP 127.49</i> Town of Salem 100% federal funds, match source = Toll Credits Lead Agency: NYSDOT	HSIP Rail		0.610		0.025		0.585		
		TOTAL		26.748	5.366	1.054	11.895	8.433	0.000	0.000

Regional Setasides - State Highway System

Design and ROW INC phases

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2016-2017	Year 2 2017-2018	Year 3 2018-2019	Year 4 2019-2020	Year 5 2020-2021	Beyond Year 5 Post-TIP
REG 119 180996 180974 181031 181055 181073	Rustic Rail Replacement <i>Lead Agency: NYSDOT</i>	STP FLEX STP FLEX STP FLEX		PIN:	180996	180974	181031	181055	181073	
				2.588	0.017	0.017	0.017	0.017	0.017	
					0.023	0.023	0.023	0.023	0.023	
					0.478	0.478	0.478	0.478	0.478	
REG 122 181003 181008 181013 TBD	Guiderail Replacement <i>Lead Agency: NYSDOT</i>	STP FLEX STP FLEX STP FLEX		PIN:	181003	181008	181013	181013	TBD	
				0.863	0.009	0.009	0.009	0.009	0.009	
					0.013	0.013	0.013	0.013	0.013	
					0.150	0.150	0.150	0.150	0.150	
REG 123 181004 181009 181014 181035	Large Culvert Replacements <i>Lead Agency: NYSDOT</i>	NHPP NHPP NHPP STP Flex		PIN:	181004	181004	181009	181014	181035	
				1.375	0.0125	0.0125	0.0125	0.0125	0.0125	
					0.0125	0.0125	0.0125	0.0125	0.0125	
				0.781	0.250	0.250	0.250	0.250	0.250	
REG 124 180902 181032	Slope Repairs <i>Lead Agency: NYSDOT</i>	STP FLEX STP FLEX STP FLEX		PIN:	180902		181032			
				1.075	0.010	0.010	0.010	0.010	0.010	
					0.015	0.015	0.015	0.015	0.015	
					0.190	0.190	0.190	0.190	0.190	
REG 125 10PS01 TBD	Pedestrian Safety Action Plan - Phase 1 <i>Amount shown is total for various locations in Region 1</i> <i>Lead Agency: NYSDOT</i>	HSIP		3.310	0.100					
					3.210					
REG 126 10PS02 TBD	Pedestrian Safety Action Plan - Phase 2 <i>Amount shown is total for various locations in Region 1</i> <i>Lead Agency: NYSDOT</i>	HSIP		3.310	0.050	0.050				
							3.210			
		TOTAL		13.301	4.696	1.386	4.546	1.336	1.336	0.000

**Regional Setasides and Bicycle / Pedestrian Program
Local Highway System**

Design and ROW INC phases

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2016-2017	Year 2 2017-2018	Year 3 2018-2019	Year 4 2019-2020	Year 5 2020-2021	Beyond Year 5 Post-TIP
REG 102 180752	Local System HSIP Solicitation <i>Projects to be awarded through competitive solicitation</i>	HSIP		1.395			1.395			
REG 120 1TO427	Local Pavement Preservation <i>Lead Agency: Local Municipalities</i> <i>Projects to be awarded through competitive solicitation</i>	STP FLEX		4.700			0.300 1.800	0.200 1.100	0.200 1.100	
REG 121 1TO428	Local Bridge Preservation <i>Lead Agency: Local Municipalities</i> <i>Projects to be awarded through competitive solicitation</i>	STP Off Sys. Br.		2.069			0.469 1.600			
BPS 200 1RB001	Bicycle and Pedestrian Project Setaside <i>Projects to be awarded through competitive solicitation</i>	STP FLEX		1.185			1.185			
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	0.000						
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	0.000						
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 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	0.064 0.120	0.000						
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	0.102	0.000	0.498					
		TOTAL	0.432	9.940	0.591	0.000	6.749	1.300	1.300	0.000

Illustrative Highway and Bridge Projects

The following projects have been identified through ongoing discussions at A/GFTC 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)
- U.S. Route 4 / NYS 32 Intersection Improvements (Kingsbury)
- U.S. Route 9 Congestion Improvements - Exit 17 to NYS 197, Town of Moreau
- 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)
- County Route 19 Reconstruction (Chester)
- Murray Street Reconstruction (Glens Falls)
- Exit 18 reconfiguration (Queensbury)
- Route 4 geometric improvements (Washington County)

Transit Projects

Transit Projects

FTA 5307, 5339, and 5340

			Construction / Purchase - Federal \$							
			Construction / Purchase - NYS Public Transportation Modernization and Enhancement Program							
			Construction / Purchase - NYS Accelerated Transit Capital Grant Program							
TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Year 1 2016-2017	Year 2 2017-2018	Year 3 2018-2019	Year 4 2019-2020	Year 5 2020-2021	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	9.947	1.911	1.950	1.989	2.028	2.069	2.110 (2022)
TR 113 AGFT13	Replace Two (2) 2012 Paratransit Buses Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307		0.140	0.140					
TR 115 AGFT15	Facility Rehabilitation Greater Glens Falls Transit Federal Share of Listed Amount = 80% Facility A/C and related improvements (orange) from NYS funds (Public Transportation Modernization and Enhancement Program)	FTA 5307, 5339 and 5340		0.450	0.150	0.090	0.150		0.150	
TR 127 AGFT27	GGFT Preventative Maintenance Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307 FTA 5340	0.100	0.530	0.102	0.104	0.106	0.108	0.110	
TR 137 AGFT37	Replace Four (4) 2009 30' Transit Buses Greater Glens Falls Transit Federal Share of Listed Amount = 80% One vehicle to be purchased with NYS Funds (Public Transportation Modernization and Enhancement Program)	FTA 5307, 5339 and 5340		1.350			1.350			
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					
TR 140 AGFT40	Replace Two (2) 2009 Trolley Buses Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307, 5339 and 5340		0.420				0.420		
TR 141 AGFT41	Replace Four (4) 2013 mini buses Greater Glens Falls Transit Federal Share of Listed Amount = 80%	FTA 5307 and 5339		0.280	0.280					
TR 142 AGFT33	Solar Panel Array for GGFT Operations / Maintenance Facility Greater Glens Falls Transit 100% funded from NYS Accelerated Transit Capital Program	SDF				0.070				
TR 143 182441	Passenger Stop improvements (LG and other locations) Greater Glens Falls Transit - No fed funds, listed for informational purposes. 100% funded by (Public Transportation Modernization and Enhancement Program)						0.208			
TR 144 182442	Replace Mobile Column Vehicle Lift - GGFT Greater Glens Falls Transit - No fed funds, listed for informational purposes. 100% funded by (Public Transportation Modernization and Enhancement Program)					0.060				
		TOTAL (federal program)	1.830	13.819	3.285	2.144	4.045	2.556	2.329	2.110

Transit Projects

FTA 5310

TIP # PIN	Project	Fund Source	Obligated	5 yr fed \$M	Construction / Purchase					
					Year 1 2016-2017	Year 2 2017-2018	Year 3 2018-2019	Year 4 2019-2020	Year 5 2020-2021	Beyond Year 5 Post-TIP
TBD	Transportation Services for the Elderly and Disabled <i>awarded on an annual basis by A/GFTC and NYSDOT, projects listed for informational purposes(\$ shown is est. planning target)</i>	FTA 5310		0.439	0.000	0.103	0.112	0.112	0.112	
TR 134 182398	CWI - Purchase Two 28-Passenger 5310 Vehicles <i>Community Work and Independence, Inc.</i>	FTA 5310	0.173	0.000						
TR 135 182399	FHI - Purchase Two 5310 (16 and 20 passenger) Vehicles <i>Fort Hudson Nursing Center, Inc</i>	FTA 5310	0.080	0.000						
TR 136 182400	VNA - Purchase One 16-Passenger 5310 vehicle <i>Visiting Nurse Association</i>	FTA 5310	0.043	0.000						
TR 142 182195	Purchase One 4-Passenger Vehicle <i>Fort Hudson Nursing Center</i> <i>Federal Share of Listed Amount = 80%</i>	FTA 5310		0.042	0.042					
TR 143 182196	Purchase One 16-Passenger Vehicle <i>Community Work and Independence, Inc.</i> <i>Federal Share of Listed Amount = 80%</i>	FTA 5310		0.079	0.079					
		TOTAL	0.296	0.560	0.121	0.103	0.112	0.112	0.112	0.000

Appendix A - Fiscal Constraint Table

Fiscal Constraint Table														
Federal Fund Source	FFY 2016-17		FFY 2017-18		FFY 2018-19		FFY 2019-20		FFY 2020-21		Total STIP		Total TIP	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
HSIP	0.404	0.125	0.404	0.125	0.404	1.520	0.404	0.125	0.404	0.125	1.616	1.895	2.020	2.020
<i>HSIP Rail</i>	0.285	0.285									0.285	0.285	0.285	0.285
NHPP	8.368	10.325	8.368	8.195	8.368	13.260	8.368	6.150	8.368	3.910	33.472	37.930	41.840	41.840
STP Flex	7.738	8.758	7.738	11.580	7.738	7.440	7.738	5.455	7.738	5.455	30.950	33.233	38.688	38.688
STP Off System Bridge	4.696	12.497	4.696	0.618	4.696	2.688	4.696	4.097	4.696	3.579	18.783	19.900	23.479	23.479
Transit														
FTA 5307, 5339 and 5340	2.922	3.005	2.922	2.334	2.922	4.045	2.922	2.556	2.922	2.329	11.690	11.940	14.612	14.269
FTA 5310	0.121	0.121	0.103	0.103	0.112	0.112	0.112	0.112	0.112	0.112	0.448	0.448	0.560	0.560
Total	24.534	35.116	24.231	22.955	24.240	29.065	24.240	18.495	24.240	15.510	97.244	105.631	121.484	121.141

Unprogrammed amounts from prior years are rolled into following years.
Amounts shown are matched (include State and Local shares)

Appendix B - A/GFTC Self-Certification

Adirondack / Glens Falls Transportation Council

2016 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 2016-2017 in March of 2016. 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 support of issues identified in the current A/GFTC 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 2035 Long Range Plan was adopted by the Council in November 2013. 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. The LRP lists all current State and Federal planning factors and emphasis areas as well as A/GFTC's own Twelve Planning Principles. Through analysis of data, regional priorities and projects are identified as candidates for implementation through A/GFTC's Unified Planning Work Program and Transportation Improvement Program. Thorough public outreach (including surveys and public meetings) was conducted to solicit input from individuals and public agencies. A/GFTC staff participates on the Adirondack Gateway Council, a not-for-profit organization involved in regional planning and economic development.

An update to the LRP will be initiated in 2017, with an anticipated horizon date of 2040.

3. The Transportation Improvement Program (TIP)

The 2013-2018 Transportation Improvement Program is the current MPO capital program. It was approved by A/GFTC in June 2013. The draft 2016-2021 Transportation Improvement Program (TIP) was approved on May 4, 2016, for public review and comment. As is the case with the LRP, conformity approval will no longer be required for the 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 evaluations are an emerging focus. Studies and projects undertaken during the last year include:

- A transportation impact analysis of proposed changes to commercial zoning in the area of Interstate 87 Exit 18 in the Town of Queensbury.
- A bridge preservation and asset management strategy for all locally-owned bridges in the A/GFTC area.
- Initiation of a reassessment of the Dix Avenue corridor.
- A streetscaping and bicycle and pedestrian improvement plan for River Street in the Town of Warrensburg.
- A draft crash data analysis for Warren County.
- A crash analysis of the CR 21 and CR 18 intersection in the Town of Whitehall.
- Data collection for an ADA Transition Plan for the Town of Queensbury.
- Initiation of an infrastructure flood vulnerability assessment for the White Creek watershed in the Town of Salem.
- Mapping and technical assistance to Greater Glens Falls Transit, including completion of updated map graphics to be used by GGFT for enhanced outreach materials.
- Provided transportation-related assistance, including bicycle and pedestrian trail planning, to member municipalities as needed or requested.
- Collection of transportation related data, including completion of the fourth 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 conjunction with the approval of new TIP in 2016. 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 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 updated 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 2016 as part of a rural mobility needs assessment.
- (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. 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 2016-21 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 2014. 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. 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.

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/LGRP. Vendor inquiries for delayed reimbursements are infrequent. 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); untimely payments have decreased significantly in recent years.
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/LGRP 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 typically meets twice a year with additional meetings held if specific actions are required. Policy Committee meetings are generally 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, although one such solicitation will be conducted in early SFY 16-17. A/GFTC staff has been in close communication with NYSDOT to ensure that this process is followed carefully.