

Resolution 19-01 of the Adirondack / Glens Falls Transportation Council to Adopt its 2018-19 Administrative Update to its 2019– 2020 Unified Planning Work Program

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 the entirety of Warren and Washington Counties and the Town of Moreau in Saratoga County; and

Whereas, Title 23 CFR Part 450 and Title 49 CFR Part 613 require that a work program describing the expected transportation planning activities be developed and adopted each year by the Metropolitan Planning Organization; and

Whereas, the Planning Committee to the Council developed this 2019-2020 Unified Planning Work Program through the continuous, comprehensive and cooperative transportation planning process in coordination with state, regional and local officials; and

Whereas, this UPWP update contains a full programming of existing fund balances from previous years; and

Whereas, the Planning Committee recommends that the Council adopt the 2019-2020 UPWP; so

Now Be It Therefore Resolved, that the Adirondack/Glens Falls Transportation Council endorses the 2019-2020 UPWP; and

Be It Further Resolved, that the Adirondack/Glens Falls Transportation Council certifies that the requirements of 23 CFR Part 450 have been met; and

Be It Further Resolved, that the Adirondack/Glens Falls Transportation Council authorizes its Planning Committee to make necessary revisions to this work program throughout the program year; and

Be It Further Resolved, that the Adirondack/Glens Falls Transportation Council authorizes its Secretary to transmit this 2019-2020 UPWP to the New York State Department of Transportation for submission to the Federal Highway Administration to secure highway planning funds; and

Be It Further Resolved, that the Council also authorizes transmittal of this 2019-2020 UPWP to NYSDOT to be used for an application by DOT to the Federal Transit Administration to obtain transit planning funds on behalf of the Council; and

Be It Further Resolved, that the Council also authorizes submittal of the 2019-2020 UPWP to the statewide and areawide clearinghouses to fulfill any federal and state review requirements for the work to be done and the funds to be used.

CHAIRMAN'S CERTIFICATION

The 2019-2020 draft Unified Planning Work Program Update was approved by the A/GFTC Planning Committee on January 9, 2019 for public review and comment. Following the close of the public comment period on February 12, 2019, the UPWP was adopted by the Policy Committee on February 13, 2019.

John Strough, Chairman
A/GFTC Policy Committee

Date

Policy Committee

| | |
|---------------------------|--------------------------------------------------|
| John Strough, Chair | Supervisor, Town of Queensbury |
| Robert Henke, Vice-Chair | Chairman, Washington County Board of Supervisors |
| Patrick Barnes, Secretary | Acting Regional Director, NYSDOT Region 1 |
| John E. Barton | Mayor, Village of Hudson Falls |
| Robert M. Blais | Mayor, Village of Lake George |
| Ronald Conover | Chairman, Warren County Board of Supervisors |
| Ronald Conover | Supervisor, Town of Lake George |
| Dennis Dickinson | Supervisor, Town of Cambridge |
| Catherine Fedler | Mayor, City of Glens Falls |
| Dan Hall | Supervisor, Town of Kingsbury |
| Dana Hogan | Supervisor, Town of Moreau |
| Todd Kusnierz | Supervisor, Town of Fort Edward |
| Terry Middleton | Director, Albany Div. NYS Thruway Authority |
| Joseph Moloughney | Chairman, LC-LG Regional Planning Board |
| David O'Brien | Supervisor, Town of Stony Creek |
| Frank Thomas | Chairman, Saratoga County Board of Supervisors |
| Kevin Tollisen | Mayor, Village of Fort Edward |
| Matthew Traver | |

Planning Committee

| | |
|--------------------------|---------------------------------------------------------|
| Mike Valentine, Co-Chair | Saratoga County Planning Board |
| Stuart Baker | Senior Planner, Town of Queensbury |
| Dan Barusch | Director, Town of Lake George Planning and Zoning |
| Edward Bartholomew | Community and Econ. Dev. Director, City of Glens Falls |
| Frank Bonafide | RPPM, NYSDOT Region 1 |
| Brian Brockway | Superintendent of Highways, Town of Fort Edward |
| Deborah Donohue | Superintendent of Public Works, Washington County |
| Sasha Eisenstein | Trails Manager, |
| Michael Fiorillo | Superintendent of Public Works, Village of Hudson Falls |
| Elizabeth Gilles | Executive Director, LC/LG Regional Planning Board |
| Harry Gutheil, Jr. | Mayor, Village of South Glens Falls |
| Kevin Hajos | Superintendent, Warren County DPW |
| David Harrington | Superintendent of Public Works, Village of Lake George |
| Dana Hogan | Supervisor, Town of Kingsbury |
| Todd Kusnierz | Supervisor, Town of Moreau |
| Wayne LaMothe | Director, Warren County Planning Department |
| Laura Oswald | Director, Washington County Economic Development |
| Bob Rice | RPPM, NYSDOT Region 1 |
| Scott Sopczyk | Director, Greater Glens Falls Transit |
| Matthew Traver | Mayor, Village of Fort Edward |

Advisory Members

| | |
|-----------------|--------------------------------------|
| Michael Canavan | FHWA NY Division |
| Lisa Cataldo | NYSDOT, Statewide Planning Bureau |
| Richard Lenseth | Passenger Transport Division, NYSDOT |
| Gautam Mani | FHWA NY Division |
| Cyrenthia Ward | Community Planner, FTA |

A/GFTC Staff

| | |
|-------------------|----------------------------------------|
| Aaron Frankenfeld | Director / Planning Committee Co-Chair |
| Jack Mance | Senior Transportation Planner |

Overview of the Adirondack / Glens Falls Transportation Council

The Adirondack / Glens Falls Transportation Council Policy Committee (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 Long Range 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, after the population of the Glens Falls urbanized area exceeded 50,000 as determined by the 1980 Census. At that time, the geographic area for the Glens Falls Urban Area Transportation Council's transportation planning functions was limited to the Census-defined urbanized area. 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. The official name of the Council was later formally changed to the Adirondack / Glens Falls Transportation Council to reflect that expansion.

The Council consists of two principal working groups – the Policy Committee and the Planning 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 Mayor of the City of Glens Falls, the Mayors of the Villages of South Glens Falls, Fort Edward, Hudson Falls, and Lake George, the Supervisor of the Town of Moreau in Saratoga County, the Supervisors of the Town of Queensbury and the Town of Lake George in Warren County, the Supervisors of the Town of Fort Edward and Town of Kingsbury in Washington County, 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 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, and Greater Glens Falls Transit also provide representation to the A/GFTC Policy Committee, each in an Advisory Member capacity.

Policy Committee members also designate a representative their municipality to serve on the A/GFTC Planning Committee. Planning Committee members assume an active role in the development of plans and programs that address current and emerging issues with the local and state surface transportation system and the operation of the area's transit service. Through the intergovernmental forum of A/GFTC and its Planning Committee, local and regional transportation issues are discussed and transportation plans and programs are developed.

2019 – 2020 UPWP

The 2019 - 2020 Unified Planning Work Program (UPWP) is the document that outlines the transportation planning and programming activities that are to be undertaken by Council staff for the State Fiscal Year (SFY) period between April 1, 2019 and March 31, 2020.

This comprehensive work program is developed to advance the coordination of transportation and transportation-related planning activities in the region. The necessary funds that allow the Council to pursue the tasks listed in the UPWP are provided by the Federal Highway Administration and the Federal Transit Administration.

The tasks detailed in this document will be conducted by staff working in the A/GFTC offices in Glens Falls. Some additional technical assistance will be provided by staff at the NYSDOT Region One Office of Planning and Program Management in Albany and from Council members and their respective agencies. In addition, technical work may be carried out under contract with private consulting firms.

This UPWP is formulated to provide comprehensive, coordinated and continuing transportation planning for the A/GFTC area. Infrastructure maintenance, safety concerns, capacity and congestion problems, transit development, non-motorized transportation, and operations planning will receive appropriate consideration. The development and implementation of federally-aided transportation plans, programs, and projects in the A/GFTC planning and programming area will be planned, approved, and carried out in consultation and cooperation with officials of federal, state, and local agencies as well as the general public. In-kind services will be provided by Greater Glens Falls Transit, NYSDOT and local agency staff as appropriate.

Carryover Funds

Throughout its history, A/GFTC has accrued a positive fund balance of previously unspent FHWA PL and FTA MPP funds. While MPP grants are drawn down and closed out on a three-year cycle, small positive balances from year-to-year are typical. FHWA PL savings are carried over from one year to the next and programmed into the following year. The Council makes no effort to reserve or set aside FHWA PL or FTA MPP carryover funds; this UPWP, like its preceding versions, contains full programming of funds available from previous years with the intention of attempting to spend down those accrued savings. Carryover balances have been significantly reduced from the 2018 program. Organizational practice has been to program the UPWP with a volume of tasks that provide the Council with options and the opportunity to reassess priorities during the course of a given year. By assigning all previous savings from prior UPWPs towards the next work program, staff flexibility to entertain relevant work requests that are consistent with the included tasks and A/GFTC planning principles is maximized, as is A/GFTC's ability to withstand funding rescissions, unforeseen amendments, or staffing changes during the course of a program year. Incomplete work elements or tasks may be carried over into following years. Carryover tasks from previous program years are identified as such within this program.

Planning Factors and Emphasis Areas

A/GFTC is committed towards working with its state and federal partners to ensure that its plans, programs and activities are compliant with the provisions of federal transportation law, *Fixing America's Surface Transportation Act (FAST Act)*, which continues the policy commitments established in the preceding federal law, *Moving Ahead for Progress in the 21st Century (MAP-21)*. Notably, the FAST Act requires that performance measurements and performance-based planning be incorporated into the MPO process. Specific performance measures will be documented as part of the Long Range Plan and Transportation Improvement Program and implemented as applicable to advance attainment of the following national goals:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain highway, bridge, and transit infrastructure assets in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **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 practices.

Similarly, [§450.306\(b\)](#) contains the following planning factors to be addressed through implementation of the metropolitan planning process:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

A/GFTC planning and programming activities, including the tasks listed within this UPWP update, are consistent with the federal planning factors articulated by the annual UPWP Call Letter and listed above, with particular emphases on safety, efficiency, multimodal connectivity, and the enhancement of travel and tourism. Planning factors addressed by specific UPWP tasks are listed in the narrative along with those tasks.

Other priorities articulated in the UPWP Call Letter include:

1. Planning Fund Allocations (see Appendix A) – all new available and estimated carryover funds have been programmed.
2. Project detail – project start and end dates and recurring, ongoing tasks are noted, as are carryover tasks from the initial 2018-19 program.
3. Local Match – A/GFTC documents the required non-federal match to both the FHWA PL and FTA MPP programs on a monthly basis.
4. FTA Compliance and Procurement –A/GFTC has adopted a procurement policy consistent with the FTA-approved policy of Greater Glens Falls Transit.
5. Drawdown of FTA grants - to the extent that is allowed by the task-based categorical assignment of funds, A/GFTC makes every effort to close out FTA grants in the order that those grants were opened. FTA Grant 27 was closed out during SFY 2018-19.
6. Timetable (final UPWP is scheduled for approval by 2/13/19).

A/GFTC Accomplishments: SFY 2018 – 2019

- Completed 2040 Ahead, the Long Range Plan (LRP) for the A/GFTC Planning and Programming Area. The final plan was approved by the Policy Committee in October 2018.
- Updated the regional travel demand model as part of the LRP update (consultant: Warner Transportation Consulting).
- Completed a conceptual planning project to identify routing alternatives for a bicycle and pedestrian connection facility between Lake George and Warrensburg (consultant: Alta Planning + Design).
- Completed a conceptual planning project to identify pedestrian network improvement recommendations between the Village and Town of Argyle (consultant: CHA).
- Completed a trip generation analysis on behalf of the City of Glens Falls to provide technical information related to a proposed commercial and residential development (consultant: CHA).
- Completed Phase 2 of 3 of a new regional traffic counting program. Phase 3 will commence in SFY 19-20 (consultant: The Traffic Group).
- Completed update of Coordinated Human Services Transportation Plan.
- Completed staff review of the TAP / CMAQ applications.
- Continued to collect, maintain and disseminate transportation related data.
- Finalized Performance Based Planning Management Agreement between A/GFTC, GGFT and NYSDOT.
- Initiated and advanced Village of Greenwich Pedestrian Mobility and Parking Optimization analysis (consultant: The Chazen Companies).
- Initiated and advanced signal optimization and pedestrian accommodation analysis for Fire Rd / Webster Ave / Glen St (consultant: CME).
- Initiated the Transportation Improvement Program update.
- Provided transportation-related planning assistance to member municipalities as needed or requested.
- Continued to participate in NYS Association of MPOs. A/GFTC Director was named Chair for 2018-2020.
- Continued to collect, maintain and disseminate transportation related data.



Unified Planning Work Program 2019 - 2020

Tasks

| | |
|---------------------------------------------------------------------|------------|
| 1. Program Support and Administration | Pg. 10 |
| 2. General Development and Comprehensive Planning | Pg. 13 |
| 3. Long Range Transportation Plan Activities | Pg. 19 |
| 4. Transportation Improvement Program Development | Pg. 23 |
| Abbreviated Budget <i>(full budget to appear in final document)</i> | Appendix A |
| A/GFTC Planning Principles | Appendix B |
| FTA Status Report <i>(final document only)</i> | Appendix C |
| SPR Projects | Appendix D |

1.0

Program Support and Administration

The effective operation of the Metropolitan Planning Organization is accomplished through the coordination and communication of program goals and objectives among A/GFTC, NYSDOT staff, local officials, area residents, and other affected parties. The efforts and tasks described in this work program are facilitated through essential administrative functions such as reporting, accounting, meeting planning and related tasks.

The A/GFTC Transportation Planning Director reports to the LC-LGRP Executive Director regarding routine administrative matters as needed. As the host agency, the LC-LGRP provides first instance funding for all MPO expenses.

Task 1.10

General Administration

A/GFTC staff will:

- Carry out necessary administrative tasks as required, with assistance as needed from its Host Agency, the Lake Champlain - Lake George Regional Planning Board (LC-LGRP), to:
 - Satisfy administrative responsibilities associated with the operation of central staff and the accomplishment of the Unified Planning Work Program, including but not necessarily limited to payment of rent, communications and correspondence costs, utilities, and procurement of materials, supplies, and other accounting activities. This will result in the enhanced and efficient operation of central staff and administration of the UPWP.
 - Plan, conduct and document necessary meetings of the various A/GFTC active committees, including the Planning Committee and the Policy Committee. Regular scheduling and documentation of A/GFTC committee meetings will be provided.
 - Complete grant administrative requirements, including the preparation and submission of billings and required reports. This will provide essential accounting functions to administer budget and grants.
 - Facilitate the continuing professional development and education of staff through participation and attendance at relevant training programs, conferences, meetings and workshops.
 - Procure professional services to update the A/GFTC website as necessary to enhance utility as a communication portal.
 - Plan and host relevant online seminars that will benefit and enhance the professional development of the local transportation planning and engineering community.
 - Continue to participate within the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and its various Working Groups, that afford staff the opportunity to enhance technical knowledge and skills related to the following topics: Bicycle and Pedestrian Planning, Climate Change Adaptation and Resiliency, Freight Planning, Geographic Information Systems, Safety Planning, Transit Planning, Transportation System Management and Operations, and Travel Demand Modeling

Other Administrative Items:

- **Administrative Costs:** As the designated host agency for A/GFTC, the Lake Champlain-Lake George Regional Planning Board will be reimbursed for expenses incurred (not to exceed \$27,000 annually) for routine administrative services and support that are necessary for the continued operation of the MPO. Additionally, for

calendar year 2019, A/GFTC will provide 40% (\$16,400) of the annual salary of the LC-LGRPБ's newly staffed Senior Account Clerk position to reestablish administrative staff support services.

- **Equipment:** Maintain and replace computer hardware and software, office equipment and supplies as needed.
- **Shared Cost Initiatives:** As part of UPWP development each year, the 14 MPOs in New York State collectively reserve a limited amount of federal transportation planning funds to fund a series of statewide shared cost initiatives (SCIs) and pay annual dues to the Association of Metropolitan Planning Organizations (AMPO). As available, NYSDOT has provided FHWA Statewide Planning and Research (SPR) funds to NYSAMPO to supplement SCIs funded with FHWA PL and FTA MPP funds. For SFY 2019-20, the following activities will be advanced through the SCI program:

NYSAMPO Staff Support

Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.

Cost: \$250,000 (\$150,000 FHWA PL and \$100,000 NYSDOT SPR)

Lead Agency: Capital District Transportation Committee

NYSAMPO Staff Training

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

Cost: \$92,513 FHWA PL

Cost: \$3,076 FTA MPP / \$769 State Match (IKS)

Lead Agency: Genesee Transportation Council

AMPO Dues

Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.

Cost: \$41,292 FHWA PL

Lead Agency: Binghamton Metropolitan Transportation Study

SCI Costs shown are total costs to all MPOs. The required FHWA PL funds are typically subtracted from the total funds available to the MPOs in New York State prior to a formula-based distribution. Additional regional and statewide initiatives funded by the SPR program are listed in *Appendix D*.

Major Participants:

A/GFTC Staff

LC-LGRPБ Staff

NYSDOT Staff

Consultant Services (NYSAMPO Staff Support)

Staff from MPOs throughout NYS

Planning Factors Addressed:

2, 3, 4, 6, 7, 9

Timeframe:

Ongoing

A/GFTC staff will:

- Complete and submit required FHWA and FTA grant reports on a monthly and semiannual basis to NYSDOT and relevant federal funding agencies as required to detail progress toward completion of this work program.
- Complete and submit civil rights, self-certification and other required reports as necessary. This will result in completed Title VI updates, updated Environmental Justice reports triggered by changes to core planning documents, and other documentation and submissions as necessary.
- Determine that the transportation planning process conducted by A/GFTC is addressing the major transportation issues in the metropolitan area, and that the process is in accordance with applicable requirements.

Major Participants: *A/GFTC Staff*
NYSDOT Staff

Timeframe: Ongoing

A/GFTC staff will:

- Complete the required administrative update to the second year of this work program to reflect changes to funding levels and local and regional priorities. Available resources and emerging planning needs will be examined to incorporate necessary changes as appropriate. The resulting product will be the 2020-2021 A/GFTC UPWP.

Major Participants: *A/GFTC Staff*
NYSDOT Staff
Local Agency Staff

Timeframe: November 2019 - March 2020

2.0 General Development and Comprehensive Planning

The collection, organization, and sharing of transportation-related data and the provision of transportation planning assistance to local communities serve to support and add value to a range of regional interests that participate in the operation and development of the regional transportation system. A/GFTC will maintain those efforts through the ongoing tasks outlined in this section.

Task 2.10

Transportation Data Inventory

A/GFTC staff will:

- Continue cooperative working relationships with various area agencies and municipalities to inform continued and sound transportation system investments, with activities to include:
 - Update and summarize transportation-related system data. This includes any necessary data collection.
 - Maintain the traffic data management software acquired and deployed by A/GFTC in 2018.
 - Up-to-date regional transportation system characteristics and information for the planning area will be shared. For 2019-20, A/GFTC will continue its traffic count program and will include local, off-Federal-aid highway network elements.
 - Organize and report the data in a manner and format that is suited to local needs. This includes providing additional analysis and related planning reviews of the data as appropriate. Data and reports will be shared with member municipalities and the public as is reasonable and appropriate.

Major Participants:

A/GFTC Staff
NYS DOT Staff
Local Agency Staff
Consultant Services (as needed)

Planning Factors Addressed:

1, 2, 4, 7, 8, 10

New for 2019-2020:

Phase III - traffic county program (summer 2019)
Maintaining performance targets
(ongoing)

Task 2.20

Transportation and Land Use

A/GFTC staff will:

- Continue to monitor current and emerging regional land use and development patterns within the region and the resulting effects on the transportation system. This will be accomplished by tracking land use changes through communication and interaction with local planning officials, including staff presence at municipal meetings.
- Enhance the coordination of transportation and land use planning. Technical assistance will also be provided to municipalities on potential traffic impacts of land

use decisions and proposals. This will expand opportunities for transportation planning input into local land use decisions.

- Provide improved traffic model outputs upon request. Land use changes will be incorporated into the regional traffic simulation model and the GIS.

Major Participants: *A/GFTC Staff*
Local Agency Staff

Planning Factors Addressed: **1, 3, 4, 5, 9, 10**

Timeframe: Ongoing; assistance to municipalities as requested

Task 2.30 **Transit Service Monitoring & Analysis**

A/GFTC staff will:

Work with Greater Glens Falls Transit staff to update statistical analyses of the area's public transit system performance. Current GGFT service statistics for continuing planning analysis and service improvement recommendations will be produced as requested. Passenger surveys will be considered as needed. Periodic review of GGFT's ridership, expenditures, and safety performance within the context of applicable targets and performance measures will be considered as needed.

- Assist in the development of new and or improved intermodal links where possible. Additional service planning assistance will be provided as needed.

Major Participants: *A/GFTC staff*
GGFT Staff

Planning Factors Addressed: **1, 2, 3, 4, 5, 6, 8, 10**

Timeframe: Ongoing

Note: A Memorandum of Understanding (MOU) was signed by GGFT and A/GFTC in 2017 that allows A/GFTC to compensate GGFT for direct contributions by GGFT staff for staff services related to the advancement of this and other transit-related planning tasks.

Task 2.40 **Safety Planning**

A/GFTC staff will:

- Continue efforts to develop an area highway safety monitoring program and comprehensive safety planning process. This includes:
 - Continuing to integrate available data from ALIS, a portal that allows staff efficient access to crash records.
 - Updating regional crash summary reports, including updating the compilations of crash incidents, rates and types for off-State system highways on a countywide basis for Warren and Washington Counties and the Town of Moreau.

- Working to identify and address correctable deficiencies in support of advancement of national safety goals and performance measures.
- Working in conjunction with the NYSMPO Safety Working Group and state, federal and local partners to develop and implement a comprehensive safety planning process.
- Utilizing data to assist in the identification of needed transportation safety improvements throughout the area. Consideration will be given to the development of a safety improvement investment model to assist with capital programming.
- Coordinate Road Safety Assessments (RSAs) to municipalities upon request.
- Work with GGFT to review safety performance related to public transportation operations.

Major Participants: *A/GFTC Staff*
 NYSDOT Region 1 Staff
 Local Agency Staff
 NYSMPO Association

Planning Factors Addressed: **2, 3, 4, 5, 7**

Timeframe: Ongoing

Task 2.50 Alternative Transportation Promotion and Development

A/GFTC staff will:

- Continue working with area bicycling, pedestrian and transit groups to plan and promote the development and improvement of facilities for non-automobile forms of personal transportation. This will be accomplished through the following:
 - Promoting and encouraging the use of energy-efficient transportation alternatives such as walking, bicycling, and transit.
 - Identifying opportunities to incorporate Complete Streets planning principles into preservation and maintenance projects.
 - Continuing to serve on the advisory board for Greater Glens Falls Transit to discuss and promote greater public awareness and use of alternative transportation modes.
 - Production and distribution of the regional bicycle map.
 - Continued participation with the Warren County Safe and Quality Bicycling Organization.
 - Assisting in planning efforts to provide the necessary facilities to increase the utility of shared facilities to accommodate alternative modes within the area transportation system. This may include streetscape improvements, route system planning, sign placement, traffic calming and similar activities.
 - Reviewing capital project designs for inclusion of accommodations for bicyclists and pedestrians.

communicating with local officials and A/GFTC members on a regular basis regarding specific transportation infrastructure and planning issues. Coordination between various agency staff and local officials will assist in completing the tasks identified in the current work program. Administration of transportation-related grants that are consistent with A/GFTC Planning Principles (see Appendix B) on behalf of member municipalities will be considered upon request.

- Provide transportation planning assistance as needed to local municipalities and the public. Planning analyses of municipal transportation related projects that may have regional significance will be conducted by staff. All information and analysis requested by local officials, the public, media and various area public and private agencies will be compiled and distributed.
- Maintain a presence with local municipal officials and meet with various local groups, government boards, and the public as necessary to discuss transportation issues and planning efforts. Increased staff presence at municipal meetings will be provided. This will strengthen the channels of communication concerning transportation activities in the Glens Falls area.

Major Participants: *A/GFTC Staff*
 NYS DOT Staff
 Local Agency Staff

Planning Factors Addressed: **1, 2, 4, 5, 6, 7, 8, 10**

Timeframe: Ongoing

Task 2.80 Local Transportation Planning and Engineering Assistance Program

A/GFTC staff will:

- Provide access to transportation planning and engineering expertise on an as-needed basis for eligible municipal transportation projects and proposals that are consistent with A/GFTC goals. This will result in quality local transportation projects consistent with regional objectives.
- Facilitate convenient access by area municipalities to professional transportation engineering expertise for review of developer traffic impact study proposals. This will facilitate access to private transportation planning/engineering consultants for municipalities in situations where levels of assistance and expertise required are beyond what would be readily available directly from A/GFTC staff through the maintenance of hourly fee-for-service contracts with up to three private consultants for short term or minor Traffic Impact Study reviews or similar generic tasks.

Projects funded under this task will be reviewed and approved by the A/GFTC Planning Committee. This arrangement could also be utilized to provide additional expertise to the A/GFTC on an as-needed basis to supplement ongoing MPO activities and other tasks listed in this UPWP.

Major Participants: *A/GFTC Staff*
 Local Agency Staff
 Consultant Services

Planning Factors Addressed: 1, 2, 4, 5, 7, 8, 10

Timeframe: Ongoing; candidate projects are considered as they are proposed and as funding allows.

Task 2.90 Geographic Information Systems (GIS) Support and Operation

A/GFTC staff will:

- Continue the utilization of GIS as a valuable and integral tool that supports most of the planning and support activities outlined in this program.
- Research and procure necessary hardware and software to optimize GIS utilization.
- Continue the shared services agreement with the Warren County Planning Department to provide professional GIS expertise to A/GFTC on an as-needed basis, not to exceed 4 hours / week.

Planning Factors Addressed: 5, 7

Major Participants: *A/GFTC Staff*
Local Agency Staff
Consultant Services

Timeframe: Ongoing

A principal task of the A/GFTC staff is to conduct studies and develop plans that inform and guide members of the Planning and Policy Committees in their decisions towards planning and implementing longer-term improvement concepts and developing the Transportation Improvement Program. While the Long Range Plan (LRP) sets the direction for major transportation investments in the A/GFTC Planning and Programming Area over a 20- to 25-year horizon, tasks derived from the LRP require continued coordination of program efforts and data collection, refinements of the LRP, inclusion of the public in the scoping of major capital investments, and the consideration of new transportation issues that may have arisen since the adoption of the LRP.

Task 3.10

Long Range Plan (LRP) Update

A/GFTC staff will:

- Continue the commitments of *2040 Ahead*, the A/GFTC Long Range Plan.
- Update and amend *2040 Ahead* as warranted by emerging federal guidance related to performance measurement.

Major Participants:

A/GFTC Staff
NYS DOT Staff
Local Agency Staff

Planning Factors Addressed:

all

Timeframe:

ongoing; *2040 Ahead* completed in 2018

Task 3.20

Travel Demand Modeling

A/GFTC staff will:

- Continue to improve the quality, accuracy and reliability of A/GFTC's regional travel demand model and its outputs for use in long range planning efforts. Consultant expertise will be retained as needed to assist with validation and improvements to the model. The end products will be:
 - Simulations future conditions using the most current traffic forecast and growth rates data for use in project planning.
 - Development and refinements of both peak and off-peak seasonal models to better assess tourism-related traffic impacts and future demand.
 - Identification of transportation measures that reduce energy consumption and pollution emissions.

Major Participants:

A/GFTC Staff
Consultant Services

Planning Factors Addressed:

1, 3, 4, 5, 7, 9

Timeframe:

Ongoing; travel demand model was updated in 2018.

A/GFTC staff will:

- Assist GGFT with the effective programming of its available and projected financial resources as consistent with its long term service goals. This will include working with GGFT to monitor its available capital resources for operational and equipment replacement needs.
- Provide long term planning and analytical assistance to local transportation service providers as needed.
- Consider strategies to implement recommendations from the A/GFTC Rural Mobility Needs Assessment and Options Analysis, initiated in 2016 as a comprehensive analysis of rural transportation challenges and mobility opportunities, with the goal of formulating recommendations for improved and appropriately scaled transportation service options.
- Work with GGFT to identify capital investments that will identify and advance progress towards attaining and preserving state of good repair.
- Help transit providers gauge and prepare for the changing long term transportation demands of an aging population. This will be accomplished by reviewing available data and using regional long term population projections to assess impacts of changing area demographics and residential patterns.
- Assist communities and the general public in quantifying existing and future needs for transit services.
- Advance the goals and objectives of the Coordinated Human Services Transportation Plan.
- Continue to support regional efforts to optimize, improve and expand mobility services.

Major Participants:

*A/GFTC Staff
 GGFT Staff
 Local Agency Staff
 Local Transportation and Human Service Providers
 Consultant Services*

Timeframe:

Ongoing

Planning Factors Addressed:

1, 3, 4, 5, 6, 7

Note:

A Memorandum of Understanding (MOU) was signed by GGFT and A/GFTC in 2017 that allows A/GFTC to compensate GGFT for direct contributions by GGFT staff for staff services related to the advancement of this and other transit-related planning tasks.

Task 3.40 Intelligent Transportation Systems (ITS) Architecture Development

A/GFTC staff will:

- Continue to collect relevant data for congested components of the local transportation system while working to identify and implement possible future ITS project applications that will enhance the efficiency of the area's transportation system by aiding in congestion management.
- Work to support the efforts of NYSDOT and other area agencies as needed to identify potential ITS project applications in the area and to develop an ITS architecture that would permit future federal funding for ITS-related projects. This will result in the identification and assessments of ITS project candidates for inclusion in future Transportation Improvement Programs or programming through other local initiatives.

Major Participants: *A/GFTC Staff*
Consultant Services
NYSDOT Staff
Local Agency Staff

Planning Factors Addressed: **1, 2, 3, 4, 6, 7, 9, 10**

Timeframe: Carryover task; Region 1 DOT staff has communicated to A/GFTC that the development of a separate ITS architecture for the Glens Falls area is not warranted at this time, but the task to develop that architecture will be retained on this work program should that change.

Task 3.50 Bicycle and Pedestrian Planning

A/GFTC staff will:

- Progress plans for a comprehensive regional network of bicycle routes, sidewalks, street crossings and shoulders to enhance and improve facilities for bicyclists and pedestrians throughout the area as needed and appropriate. This includes:
 - Continuing with the implementation of projects and goals outlined in the Bicycle and Pedestrian element of the Long Range Plan and the A/GFTC Regional Bicycle and Pedestrian Plan.
 - Assisting municipalities in developing bicycle and pedestrian plans.
 - Working with relevant municipalities, community groups, and other organizations as appropriate to implement plan elements and develop new bicycle and pedestrian infrastructure. Specific initiatives identified during the candidate project solicitations include exploring bike sharing opportunities and improving connections between bicycle and pedestrian generators.:

Major Participants: *A/GFTC Staff*
NYSDOT Staff
Local Agency Staff
Consultant Services

Outcome / Products: *Strategic and comprehensive development and implementation of planned improvements to the bicycle and pedestrian transportation network.*

Planning Factors Addressed: **1, 2, 4, 5, 6, 7, 8, 10**

Timeframe: Ongoing; Queensbury Recreational Facilities Connections to begin in early 2019 and carryover to this program

Task 3.60 Environmental Planning

A/GFTC staff will:

- Work with interested municipalities to identify and quantify transportation infrastructure that may be vulnerable to severe weather events related to climate change, and develop strategies to assist municipalities in pursuing related improvements. This includes:
 - Working with state, county and local officials as well as environmental stakeholders to determine a scope of work for a climate change vulnerability assessment on a county-wide basis.
 - Working with other relevant community groups, agencies, and organizations as appropriate.
 - Assisting municipalities in developing specific strategies for capital or other improvements which address vulnerabilities identified as part of this task.
- Improve coordination with local municipalities to lessen the environmental impacts of the maintenance and operation of the surface transportation system, including improved coordination with ongoing road salt reduction efforts.

Major Participants: *A/GFTC Staff
NYSDOT Staff
Local Agency Staff
Consultant Services*

Planning Factors Addressed: **1, 2, 3, 5, 7, 9**

Timeframe: Ongoing; requests for assistance to municipalities to be considered as those are received

Task 3.70 North Creek / Ski Bowl Access Study

A/GFTC staff will:

- Provide staff and consultant services to assess potential access improvements associated with anticipated future development and existing operations between the Hamlet of North Creek and Ski Bowl Park in the Town of Johnsburg.

Major Participants: *A/GFTC staff
NYSDOT staff
Local Agency staff
Consultant Services*

Planning Factors Addressed: 1, 2, 3, 5, 7, 9

Timeframe: Carryover task, revised estimated project span from April 2019-October 2019.

4.0 Transportation Improvement Program

The current 2016-2021 TIP was adopted in June 2016 . Development of the 2019-2024 TIP is scheduled for completion in June 2019, with technical revisions to the approved document continuing through September 2019.

Task 4.10 2016 - 2021 TIP Maintenance and Implementation

A/GFTC staff will:

- Maintain a current and accurate TIP that reflects the up-to-date status of all listed projects. This includes processing requested TIP amendments as needed.
- Continue to work with NYSDOT Region 1 to identify and implement project candidates that can be advanced in the event of targeted project solicitations.
- Conduct project solicitations and selection for the various local preservation and safety setasides.

Major Participants: *A/GFTC Staff
NYSDOT Staff
GGFT staff
Consultant Services*

Planning Factors Addressed: all

Timeframe: Ongoing through September 2019

Task 4.20 2019 - 2024 TIP Development and Implementation

A/GFTC staff will:

- Complete an update to the five year transportation program. This will include:
 - Developing revenue projections for the new TIP period, in conjunction with NYSDOT and GGFT.
 - Reviewing and selecting projects for funding.
 - Soliciting candidates for the capital project setasides.
 - Amending and maintaining the TIP as necessary to reflect current priorities and programming capacity.

Major Participants: *A/GFTC Staff
GGFT
Local Agency Staff
NYSDOT Staff*

Planning Factors Addressed: all

Timeframe: April 2019 - September 2019

Task 4.30 Bridge Preservation Analysis and Asset Management Plans - update

A/GFTC staff will:

- Procure the services of a qualified transportation engineering firm to analyze bridge condition data for all locally-owned bridges in the A/GFTC in order to provide repair recommendations and investment strategies for each County and for A/GFTC.

The result will be the updated bridge preservation and asset management plans for each County in the A/GFTC area.

Funding for the bridge preservation analysis will be derived from capital improvement programs.

Major Participants: *Consultant Services
A/GFTC Staff
NYSDOT Staff
Local Agency Staff*

Planning Factors Addressed: 1, 2, 3, 4, 7, 8

Timeframe: Initial asset management plans completed in 2015. Consultant selection underway; update anticipated to commence April 2019.

Appendix A

Financial Update

2019-2020 UPWP Financial Summary (draft, subject to minor revision)

available funds based upon expenditures April - November 2018

and projected expenditures December 2018 - March 2019

New funds:

| | |
|---------|------------------|
| FHWA PL | \$315,023 |
| FTA 29 | \$46,161 |
| | \$361,184 |

Estimated carryover

| | |
|-----------|------------------|
| FHWA PL | \$90,000 |
| FTA 27/28 | \$40,000 |
| | \$130,000 |

Total Funds Available **\$491,184**

| | Combined | FHWA | FTA |
|----------------|------------------|------------------|------------------|
| Federal | \$491,184 | \$405,023 | \$86,161 |
| State | \$80,106 | \$63,951 | \$16,155 |
| Local | \$26,702 | \$21,317 | \$5,385 |
| | \$597,992 | \$490,291 | \$107,701 |

Estimated Costs (federal share only):

| | | FHWA | FTA |
|------------------------|------------------|------------------|-----------------|
| Rent | \$19,438 | \$16,911 | \$2,527 |
| Host Agency | \$27,000 | \$13,500 | \$13,500 |
| Cable / Postage | \$4,520 | \$3,932 | \$588 |
| Utilities | \$1,100 | \$957 | \$143 |
| Travel / Training | \$8,500 | \$7,395 | \$1,105 |
| Equipment / Software | \$10,000 | \$8,700 | \$1,300 |
| Supplies / Toner | \$3,000 | \$2,610 | \$390 |
| Salaries (FT staff) | \$169,897 | \$147,810 | \$22,087 |
| Fringe (FT staff) | \$77,361 | \$67,304 | \$10,057 |
| Fringe (retirees) | \$10,100 | \$8,787 | \$1,313 |
| Salaries (RPB) | \$16,400 | \$8,200 | \$8,200 |
| Fringe (RPB) | \$8,200 | \$4,100 | \$4,100 |
| Salaries (GIS) | \$10,816 | \$9,410 | \$1,406 |
| Salaries (GGFT) | \$15,000 | | \$15,000 |
| | \$381,332 | \$299,617 | \$81,715 |
| Balance to Contractual | | \$105,406 | \$4,446 |
| | | \$405,023 | \$86,161 |

State and local matches are added to personnel, fringe, and indirect costs

Appendix B

A/GFTC Planning Principles



Twelve Principles to Guide Future A/GFTC Planning and Programming Activities in Support of Adopted Goals and Objectives

1. Transportation plans and programs will seek to maintain the established and varied settings that make the area an attractive place to live, work, and visit while bringing positive changes to the natural and built environments that outweigh associated costs.
2. Options for maintaining the existing transportation system and maximizing its operating utility through improvements that address surface conditions, safety issues, intersection operations, access, and multimodal accommodations will be given priority over costlier and more disruptive capacity improvement or new highway alignment concepts.
3. Maintaining and operating an integrated transportation system that entails minimal risk for all users and all modes is paramount.
4. Current travel and transportation habits will intrinsically create some degree of traffic congestion in some locations. Projects and plans intended to address those locations with recurring vehicle congestion should also incorporate meaningful demand management measures including transit provisions and access improvements.
5. Public transit is essential to progress the evolution of the transportation system. Improving the span, scope and coordination of existing services will enhance mobility options for those that cannot or will not rely upon automobiles and in turn help reduce the physical, environmental and capital costs associated with transportation.
6. Bicycling and walking are modes of transportation – not just means of recreation. Capital projects that are designed to include meaningful accommodations for bicyclists and pedestrians will be given priority as future programs are developed.
7. Developing the potential of passenger rail and commercial shipping of water borne and rail borne freight will lessen the demand upon and improve performance of the road-based transportation system.
8. Coordination of land use planning, economic development, and transportation planning activities is essential to maximize the region's potential.
9. Regional issues will require cooperation of municipalities and organizations that transcend established jurisdictional boundaries.
10. Encouraging infill development and redevelopment through the prioritization of system investments is preferable to facilitating large-scale development outside of established residential and commercial areas.
11. A/GFTC will continue its commitment to public participation so that it may continue to plan with the people, not for the people.
12. Technology and data collection will play an important role in identifying, prioritizing, operating, and analyzing transportation system improvements. A/GFTC is committed to improving its technological and analytical capabilities.

Appendix C

FTA Grant Status Report

Appendix D

SPR Projects

SPR Funded Projects that Impact Metropolitan Areas

| SPR # | Project Title | Begin/Projected End Date | SPR Funding | Short Description |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GBNRTC | Region 5 | | | |
| C-14-57 | Integrated Corridor Management for Niagara Frontier | Dec 2014 - Mar 2020 | \$323,202 | The objective of this Border Crossing Corridor Management Project is to optimize traffic operations by identifying effective traffic management strategies to mitigate congestion and environmental impacts. |
| C-17-55 | Buffalo Smart Corridor Plan | Jul 2017 - Oct 2019 | \$80,661 | The primary objective of the Corridor Plan will be to facilitate a greener, safer, more efficient and integrated transportation system for the future Main Street Corridor achieved through an in-depth exploration of potential Internet of Things (IoT) applications. |
| NYMTC | Regions 8, 10 and 11 as applicable | | | |
| C-14-52 | Continuous Count Traffic Count Program, Zone 3 | Jan 2016 - Jan 2020 | \$5,500,000 | Conduct the continuous count traffic count program in Zone 3 (Metro New York City / Long Island) over a five year term with full performance-based maintenance and upgrade services to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. |
| Projects Common to Multiple or All MPOs | | | | |
| C-10-54 | National Household Travel Survey (NHTS), Census Transportation Planning Program (CTPP), Intercity Travel (ATS) and Travel Patterns for NYS | Sept 2017 - Sept 2023 | \$6,500,000 | The goal of this project is to provide research and analysis of national data sets to highlight New York State data. |
| C-13-57 | Highway Oversize/Overweight Credentialing System (HOOCS) | Jan 2015 - Sept 2021 | \$5,000,000 | The goal is to implement a Commercial Off-the-Shelf (COTS) HOOCS software solution and obtain the accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements. |
| C-14-53 | Program & Project Management Software and Training | Aug 2014 - May 2019 | \$1,850,000 | The goal of this project is to provide support services for the ongoing configuration and implementation of a Department-wide enhanced and improved enterprise level program and project management system to facilitate improvements to the capital program delivery. |
| C-14-61 | Technical Support for Use of National Performance Management Research Data (NPMRDS) | Jan 2015 - Sept 2019 | \$884,068 | The goal of this project is to develop and make accessible to NYSDOT and partner planning agencies a hosted National Performance Management Research Data Set (NPMRDS) geo-database and analytic framework for performance analysis and visualization of congestion, mobility and reliability. |
| C-14-63 | Short Count Traffic Count Program (2015-2019) | Aug 2015 - Sep 2020 | \$7,650,308 | The project goal is to provide for the collection of traffic data in NYSDOT Regions 1 through 11 (divided into Zones). This will be achieved by contracting for the collection of that data. |
| C-15-52 | Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management) | Aug 2015 - June 2019 | \$3,000,000 | This project will progress and support specific task-order based assignments related to planning, policy, technical assistance, and research needs that may be inter-regional, or statewide in scope and aim to reduce congestion, energy consumption, greenhouse gas emissions, improve mobility, increase transportation efficiency through multimodal measures, and promote or foster a sustainable transportation system. |
| C-15-54 | Bus Safety Inspection System (BusNET) | Sept 2015 - Oct 2019 | \$2,000,000 | The goal of this project is to replace the existing 25+ year old mainframe with a new modern server-based IT system. |
| C-16-51 | Continuous Count Traffic Count Program Zone 1 | Dec 2016 - June 2021 | \$2,525,000 | This initiative is the Continuous Count (CC) Traffic Count Program for Zone 1 with full performance-based maintenance and upgrade services in Zone 1 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. |
| C-16-52 | Continuous Count Traffic Count Program Zone 2 | Feb 2017 - June 2021 | \$2,225,000 | This initiative is the Continuous Count (CC) Traffic Count Program for Zone 2 with full performance based maintenance and upgrade services in Zone 2 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. |
| C-17-52 | Improvement of Safety Management System Planning and Implementation | Nov 2017 - Nov 2019 | \$3,500,000 | The goal of this project is to assess the Department's safety analysis methods and safety programs and implement new strategies using updated technologies and enterprise platforms. |
| C-17-53 | Pavement Condition Data Collection Services | Feb 2018 - Dec 2024 | \$20,500,000 | The goal of this project is to collect pavement condition data as necessary to comply with annual state and federal requirements and NYSDOT pavement management practices and to develop and maintain a system by which to track location, dimension and condition of other highway related assets |
| C-17-56 | Statewide Coordination of Metropolitan Planning Programs | Apr 2019 - Mar 2020 | \$100,000 | The goal of this project is to support and maintain the ongoing coordination of the metropolitan planning programs in NYS for statewide benefit; the ongoing collaboration of the fourteen (14) metropolitan planning organizations (MPOs); and the on-going coordination of metropolitan and statewide planning programs. |
| C-18-51 | Statewide Analysis of All Horizontal Curves and Associated Curve Warning Signs | Sept 2018 - Sept 2019 | \$2,000,000 | The goal of this project is to determine sign changes required to meet 2009 Manual of Uniform Traffic Control Devices (MUTCD) requirements. The objective is to hire a consultant to collect information required to inform the design and construction steps necessary to bring horizontal curve warning signs into compliance with the 2009 MUTCD. These sign changes are expected to reduce accidents within horizontal curves on the New York State (NYS) highway system. |
| C-18-53 | Probe Data: Floating Car (GPS-based) | Aug 2018 - Aug 2019 | \$337,500 | The goal of this project is to purchase floating car probe data to establish performance targets to assess travel reliability, congestion and emissions, and to perform other analyses and visualizations of road performance for both passenger cars and trucks. This data will be utilized by the Department and its fourteen-partner Metropolitan Planning Organizations (MPOs). Currently, the Federal Highway Administration provides (no fee) floating car probe data collected by INRIX as a single, consistent source of data for all states to utilize. |
| C-18-54 | Statewide Small Culvert Inventory & Inspection System Improvements | Jan 2019 - May 2022 | \$4,000,000 | The goal of this project is to expand the number of small culverts contained within the Department's AgileAssets Maintenance Management System (MMS) to create a complete statewide inventory and inspection of small culverts. The consultant will go into the field to locate small culverts and collect data related to physical attributes and inventory and inspection information. |