



A/GFTC

Adirondack/Glens Falls Transportation Council

Unified Planning Work Program

State Fiscal Year 2022 – 2023

**Resolution 22-01 of the Adirondack / Glens Falls Transportation Council to Adopt its
2022-2023 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 A/GFTC Planning Committee developed this 2022-2023 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 2022-2023 UPWP; so

Now Be It Therefore Resolved, that the Adirondack/Glens Falls Transportation Council endorses the 2022-2023 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, including financial revisions necessary to reconcile discrepancies between estimated and actual programmed balances; and

Be It Further Resolved, that the Adirondack/Glens Falls Transportation Council authorizes its Secretary to transmit this 2022-2023 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 2022-2023 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 2022-2023 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 2022-2023 draft Unified Planning Work Program Update was approved by the A/GFTC Planning Committee on January 12, 2022 for public review and comment. Following the close of the public comment period on February 15, 2022, the UPWP was adopted by the Policy Committee on February 16, 2022.



John Strough
Supervisor, Town of Queensbury
Chairman, A/GFTC

2-16-22

Date

Policy Committee

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|----------------------------------|--|
| John Strough, Chairman | Supervisor, Town of Queensbury |
| Samuel J. Hall, Vice-Chairman | Chairman, Washington County Board of Supervisors |
| Patrick Barnes, A/GFTC Secretary | Regional Director, NYSDOT Region 1 |
| John E. Barton | Mayor, Village of Hudson Falls |
| Bob Blais | Mayor, Village of Lake George |
| Nick Bodkin | Mayor, Village of South Glens Falls |
| Bill Collins | Mayor, City of Glens Falls |
| Dennis Dickinson | Supervisor, Town of Lake George |
| Catherine Fedler | Supervisor, Town of Cambridge |
| Timothy Fisher | Supervisor, Town of Fort Edward |
| Kevin Geraghty | Chairman, Warren County Board of Supervisors |
| Dana Hogan | Supervisor, Town of Kingsbury |
| Todd Kusnierz | Chairman, Saratoga County Board of Supervisors and Supervisor, Town of Moreau |
| Craig Leggett | Supervisor, Town of Chester |
| Joseph Moloughney | Director, Albany Div. NYS Thruway Authority |
| David O'Brien | Chairman, LC-LG Regional Planning Board |
| Matthew Traver | Mayor, Village of Fort Edward |

Planning Committee

| | |
|--------------------------------------|---|
| Mike Valentine, Administrative Chair | Senior Planner, Saratoga County |
| Stuart Baker | Senior Planner, Town of Queensbury |
| Dan Barusch | Director, Town of Lake George Planning and Zoning |
| Nick Bodkin | Mayor, Village of South Glens Falls |
| Brian Brockway | Superintendent of Highways, Town of Fort Edward |
| Deborah Donohue | Superintendent of Public Works, Washington County |
| Sasha Eisenstein | Trails Manager, NYS Canal Corporation |
| Michael Fiorillo | Superintendent of Public Works, Village of Hudson Falls |
| Jeff Flagg | Economic Development Director, City of Glens Falls |
| Elizabeth Gilles | Executive Director, LC-LG Regional Planning Board |
| Kevin Hajos | Superintendent, Warren County DPW |
| Dana Hogan | Supervisor, Town of Kingsbury |
| Todd Kusnierz | Supervisor, Town of Moreau |
| Wayne LaMothe | Director, Warren County Planning Department |
| Keith Lanfear | Superintendent of Public Works, Village of Lake George |
| 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

| | |
|-----------------|--------------------------------------|
| Lisa Cataldo | NYSDOT, Statewide Planning Bureau |
| Richard Marquis | FHWA NY Division |
| Nicole McGrath | FHWA NY Division |
| Ayla Schermer | Community Planner, FTA |
| Greg Wichser | NYSDOT Region 1 |
| Toufiq Zahan | Passenger Transport Division, NYSDOT |

A/GFTC Staff

| | |
|-------------------|---------------------------------------|
| Aaron Frankenfled | 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 planning and programming are 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 Chairpersons 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 Chairperson 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 Division Engineer of the New York State Canal Corporation. 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 from 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.

2022 – 2023 UPWP

The 2022-2023 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, 2022 and March 31, 2023.

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 out of the A/GFTC office in Glens Falls or from home offices in accordance with Covid-19 protocols that remain in place as of January 2022. Additional technical assistance will be provided by staffs at Greater Glens Falls Transit, the NYSDOT Region One Office of Planning and Program Management in Albany, and from Council members and their respective agencies. In addition, technical work is carried out under contract with private consulting firms as warranted.

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 FTA 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 in full 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 spending down those accrued savings. 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 program amendments, or staffing changes during the 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, *Infrastructure Investment and Jobs Act (IIJA)*, which continues the policy commitments established in preceding federal law, *Moving Ahead for Progress in the 21st Century (MAP-21)*, including continuing to require 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.

The following Planning Emphasis Areas have been developed by FHWA and FTA as topics to be considered by MPOs when formulating annual work programs and associated tasks:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future – work to ensure that greenhouse gas reduction, emissions reduction, and increased climate resiliency goals are met.
- Equity and Justice40 in Transportation Planning – work to advance racial equity and support for underserved communities
- Complete Streets – work to review current policies and plans and future infrastructure to enhance safety for all users
- Public Involvement – work to increase meaningful public involvement in transportation planning
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination – increase coordination with the Department of Defense for planning and projects involving STRAHNET routes and connectivity
- Federal Land Management Agency (FLMA) Coordination – enhance coordination with FLMAs or planning and projects on access routes and other transportation services that connect to Federal lands
- Planning and Environment Linkages (PEL) – implement collaborative and integrated planning approaches that consider environmental, community, and economic goals early in the process to inform the environmental review process
- Data in Transportation Planning – enhance and incorporate data sharing principles in to the planning process

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 2021-22 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 30 will be closed out during SFY 2021-22.
6. Timetable (final UPWP is scheduled for approval by 2/16/22).

A/GFTC Accomplishments: SFY 2021 – 2022

- Completed a code revision project for the Village of Greenwich to formulate recommended revisions to local development codes to enhance Complete Streets principles.
- Completed an analysis of pedestrian accessibility for the Glen Street / Bay Street / South Street and Glen Street / Washington Street / Sherman Avenue intersections in the city of Glens Falls.
- Completed a conceptual plan of for pedestrian and bicyclist accommodation improvements along North Road in the Town of Greenwich.
- Continued to assist the Town of Queensbury with the Aviation/Quaker Adaptive Signal Control Technologies (ASCT) Feasibility Study, facilitated by a grant recently awarded to the Town through the New York State Department of Transportation (NYSDOT)/New York State Energy Research Development Agency (NYSERDA) joint research solicitation *Improving the Efficiency of New York's Transportation System*, Program Opportunity Notice (PON) 3833. This project will carry over to SFY 2022-23.
- Completed an update to the Public Participation Plan.
- Completed an inventory of signing along the regional multi-use trail system using a mobile app developed by Warren County Planning.
- Completed an administrative amendment to the UPWP to correct budget estimate discrepancies.
- Completed a pedestrian access improvement study in the Hamlet of Chestertown (consultant: CME).
- Initiated the 2022-2027 Transportation Improvement Program update.
- Initiated an update to the Environmental Justice assessment. This project may carry over to SFY 2022-23 pending receipt of requisite data.
- Initiated a pedestrian improvement and streetscaping plan for the Town of Salem.
- Initiated an assessment of contemporary access and future buildout estimates for the Carey Road Industrial park in the Town of Queensbury.
- Continued to collect, maintain, and disseminate transportation related data.
- Provided transportation-related planning assistance to member municipalities as needed or requested.
- Continued to participate in NYS Association of MPOs.



A/GFTC

Adirondack/Glens Falls Transportation Council

Unified Planning Work Program 2022-2023

Tasks

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| 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 |

Financial Update

A/GFTC Planning Principles

FTA Status Report (*final document only*)

SPR Projects

Appendix A

Appendix B

Appendix C

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.

As the host agency to A/GFTC, the Lake Champlain – Lake George Regional Planning Board (LC-LGRP) provides first instance funding for all MPO expenses. The A/GFTC Transportation Planning Director consults with the LC-LGRP Executive Director regarding administrative matters as needed.

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. For Calendar Year 2022, A/GFTC will continue to conduct online virtual meetings in place of in-person meetings until it is prudent to and is instructed to do otherwise.
 - 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.
 - Update and maintain the A/GFTC website as necessary to enhance its utility as a communication portal.
 - Plan and host relevant training seminars that will benefit and enhance the professional development of the local transportation planning and engineering community. For SFY 2022-23, A/GFTC staff will collaborate with LC-LGRP staff to identify and deliver applicable training opportunities.
 - Continue to participate within the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and its various Working Groups 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 \$45,000 annually) for routine administrative services and support that are necessary for the continued operation of the MPO, including partial funding of the annual salary of the LC-LGRP’s Senior Account Clerk position to continue 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. SCI Costs shown are total costs to all MPOs. The required FHWA PL funds are 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*. For SFY 2022-23, 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: \$73,795 FHWA PL, \$104,345 FTA Section 5303 MPP/ \$26,086 NYSDOT IKS

Lead Agency: Genesee Transportation Council

AMPO Dues

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

Cost: \$51,611 FHWA PL

Lead Agency: Binghamton Metropolitan Transportation Study

Shared Transit Service Planning and Analytics Initiative

Objective: Support a set of collaborative pilot applications of common transit mobility planning and analysis tools.

Cost: \$458,590 FTA Section 5303 MPP/\$114,648 NYSDOT IKS

Lead Agency: Capital District Transportation Committee

Major Participants: *A/GFTC Staff*
LC-LGRP Staff
NYS DOT Staff
Consultant Services (NYSAMPO Staff Support)
Staff from MPOs throughout NYS

Planning Factors: **2, 3, 4, 6, 7, 9**

Timeframe: Ongoing

Task 1.20

Reporting and Compliance

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*
NYS DOT Staff
Warren County GIS staff

Timeframe: Ongoing; development of Environmental Justice report update was initiated in Calendar Year 2021 and will continue in 2022 upon issuance of updated American Community Survey data.

Task 1.30

UPWP Updates

A/GFTC staff will:

- Complete the required annual work program to reflect yearly changes to funding levels, balances, 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 2023-2024 A/GFTC UPWP.

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

Timeframe: November 2022 - March 2023

2.0 General Development and Comprehensive Planning

The collection, organization, and sharing of transportation data and the provision of transportation planning assistance to local communities supports and adds 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:
 - Updating and summarizing transportation-related system data, including data collection. For 2022-2023, A/GFTC anticipates continued assistance from NYSDOT in supplementing and updating the local system traffic counting program.
 - Disseminating as requested regional transportation system characteristics and information for the planning area.
 - Maintaining performance targets as warranted by reporting cycles and data updates.
 - Coordinating with FHWA staff on the production of an MPO fact sheet specific to A/GFTC, highlighting organizational history, programming emphasis areas, and regional demographics.
 - Organize and report data in a manner and format that is suited to local needs. Data and reports, including additional analysis and related planning reviews, will be shared with member municipalities and the public as is reasonable and appropriate.

Major Participants: *A/GFTC Staff*
NYSDOT Staff
Local Agency Staff
Consultant Services (as needed)

Planning Factors: **1, 2, 4, 7, 8, 10**

Timetable: Ongoing; supplemental traffic counts from NYSDOT – summer 2022
A/GFTC Fact Sheet / Data Atlas – carryover project from fall 2021

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 when relevant and feasible.

- 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 GIS. For 2022-23, staff will explore procuring consultant assistance to update, calibrate, and operate the A/GFTC travel demand model.

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

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

Timeframe: Ongoing

Task 2.30 Transit Service Monitoring & Analysis

A/GFTC and GGFT 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, employer, and agency 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: **1, 4, 5, 6, 7, 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. For SFY 22-23, compensation to GGFT staff for services rendered to advance the related tasks listed in this UPWP will not exceed \$7,500.

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 CLEAR, the successor crash data portal to ALIS, that allows staff efficient access to crash records. Staff will

participate in any necessary training to continue to maximize the value of this data access.

- Updating regional crash summary reports as warranted by new data and reporting mechanisms, 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 as well as state, federal and local partners to develop and implement safety planning processes, including the State Highway Safety Plan, Pedestrian Safety Action Plan, and Roadway Departure Safety Action Plan, and the Public Transportation Agency Safety Plan
- Utilizing data to assist in the identification of needed transportation safety improvements throughout the area.
- 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*
NYS DOT Region 1 Staff
Local Agency Staff
NYSMPO Association

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

Timeframe: Ongoing

Task 2.50 Alternative Transportation Promotion and Development

A/GFTC staff will:

- Continue working with GGFT and area bicyclist and pedestrian groups to plan and promote the development and improvement of facilities for non-automobile forms of transportation. This will be accomplished through the following:
 - Promoting and encouraging the use of energy-efficient transportation alternatives such as walking, bicycling, and public 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.
 - Collecting user volume data along the multi-use trail system.
 - Mapping and communications support services to GGFT, including website hosting.
 - Continued participation with the Adirondack Cycling Advocates and Champlain Canalway Trail Working Group.

- 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.
- Administering the Make the Connection Program, including capital project solicitation and sponsor assistance to implement small-scale improvement to the regional bicycle and pedestrian network.
- Continue to provide staff collaboration and data analysis on an as-needed basis for the CDPHP Cycle! Bike Share Program.

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

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

Timeframe: Ongoing

Task 2.60

Public Participation

A/GFTC staff will:

- Encourage and promote enhanced understanding of and access to the transportation planning process by elected officials, planning and zoning boards and the general public. This includes a continued commitment to public outreach and providing educational materials and publications. Mechanisms for the distribution of transportation planning-related information and opportunities for input will be provided as appropriate.
- Continue to apply A/GFTC's updated Public Participation Plan to all ongoing activities and maintain compliance with federal regulations for public outreach.
- Administer, update, and enhance A/GFTC's website.
- Continue to explore ways that A/GFTC staff can reach a broader public audience.
- Facilitate intermunicipal communication and coordination of planning activities.

Participants: *A/GFTC Staff*

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

Timeframe: *Ongoing; due to Covid-19 protocols, A/GFTC will continue to conduct online virtual meetings in place of in-person meetings until it is otherwise prudent. These meetings will continue to be advertised and open to the public.*

Task 2.70 Program Coordination & Local Government Assistance (MPO staff)

A/GFTC staff will:

- Provide effective program development and coordination between A/GFTC staff, NYSDOT staff and various local agencies and municipalities. Coordinating MPO activities with municipal, NYSDOT and neighboring MPO efforts will ensure effective and efficient transportation planning. It will also enhance awareness of transportation/land use linkages and transportation planning at the local government level.
- Assist local governments in securing funding for transportation needs and in assessing and mitigating traffic impacts of land use development. This includes 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. Specific initiatives for 2022-2023 include:
 - Assist the Town of Queensbury with the Aviation/Quaker Adaptive Signal Control Technologies (ASCT) Feasibility Study, facilitated by a grant awarded to the Town by the New York State Energy Research Development Agency's (NYSERDA's) *Improving the Efficiency of New York's Transportation System* program.
- Maintain a presence with local municipal officials and meet with various local groups, government boards, and the public as is practical and beneficial to discuss transportation issues and planning efforts. Increased staff presence at municipal meetings will be explored. This will strengthen the channels of communication concerning transportation activities in the A/GFTC area.

Major Participants: *A/GFTC Staff*

NYSDOT Staff

Local Agency Staff

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

Timeframe: Ongoing

Aviation/Quaker ASCT Feasibility Study - spring 2022 (carryover task)

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 enable 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. A/GFTC will continue 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.
- This arrangement may also be utilized to provide additional expertise to A/GFTC staff on an as-needed basis to supplement ongoing MPO activities and other tasks listed in this UPWP. The A/GFTC Planning Committee will be consulted on all projects administered under this task.

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

Planning Factors: **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 \$10,000 for SFY 2022-23.

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

Planning Factors: **5, 7**

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 to plan and implement longer-term improvement concepts and develop 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)

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: **all**

Timeframe: Ongoing; *2040 Ahead* completed in 2018; 2045 LRP update will begin in mid-2022

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 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 of 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: **1, 3, 4, 5, 7, 9**

Timeframe: Ongoing; travel demand model was updated in 2018.

A/GFTC and GGFT staff will:

- Assist GGFT with the effective programming of available and projected financial resources as consistent with 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 LC-LGRP staff to engage employers and residents to develop a Rural Transportation Plan.
- Assist communities and the general public in quantifying existing and future needs for transit services and mobility options.
- Work with GGFT to identify capital investments that will identify and advance progress towards attaining and preserving state of good repair.
- Update the Coordinated Human Services Transportation Plan.

Major Participants: *A/GFTC Staff*
GGFT Staff
LC-LGRP staff
Local Agency Staff
Local Transportation and Human Services Providers

Planning Factors: **1, 3, 4, 5, 6, 7**

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. For SFY 22-23, compensation to GGFT staff for services rendered to advance this UPWP will not exceed \$7,500.

A/GFTC staff will:

- Work with Warren County Planning Department staff and procure consultant and technical services as necessary to develop a conceptual plan for the future location of electric vehicle charging stations throughout rural Warren County. The plan will include suggested locations for charging sites that complement regional mobility, tourism and economic development objectives.

Major Participants: *A/GFTC Staff*
Warren County Planning staff
Local Agency Staff
Consultant staff as needed

Planning Factors: **1, 2, 3, 4, 5, 6, 7, 10**

Timeframe: Spring 2022

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 to implement projects and goals outlined in the updated Regional Bicycle Plan and Long Range Plan.
 - Working with relevant municipalities, community groups, and other organizations as appropriate to develop new bicycle and pedestrian plans. Specific initiatives identified during the candidate project solicitations include:
 - Feeder Canal Connection analysis, intended to identify a conceptual link between the two sections of Feeder Canal Trail in the City of Glens Falls
 - Mill Pond Beach Pedestrian Access and Safety Assessment, Town of Horicon, intended to identify pedestrian safety improvements in the Hamlet of Brant Lake

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

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

Timeframe: City of Glens Falls – spring 2022
Town of Horicon – summer 2022

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:
 - 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.
- Continue participation with Warren County’s Climate Smart Task Force.
- Participate in the Transportation Sector technical work group of the New York State Climate Impacts Assessment.

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

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

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

4.0 Transportation Improvement Program (TIP)

The current 2019-2024 TIP was adopted June 2019. Development of the **2022-2027** TIP was initiated during the 2021-2022 UPWP cycle and will be completed by summer 2022.

Task 4.10 2019-2024 TIP Maintenance, Monitoring, 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.
- Update as necessary the online TIP project viewer.
- Continue to work with NYSDOT Region 1 to identify and implement project candidates that can be advanced in the event of targeted project solicitations.
- Facilitate as requested and participate in public outreach efforts associated with the advancement and design of TIP projects.
- 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: **all**

Timeframe: Ongoing

Task 4.20 2022-2027 TIP Development and Implementation

A/GFTC staff will:

- Coordinate the process of soliciting, evaluating, and prioritizing capital project candidates for inclusion in the 2022-2027 Transportation Improvement Program.
- Develop the draft TIP document for eventual public review and committee consideration.
- Consult with the Capital District Transportation Committee and NYSDOT on any necessary updates to regional air quality conformity documentation triggered by the program update.

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

Planning Factors: **all**

Timeframe: Initiation in fall 2021; completion in summer 2022 with an effective date of October 1, 2022.

Appendix A

Financial Update

2022-2023 Planning Grants Available to A/GFTC

FHWA:

| | <u>Available</u> | <u>2022/2023 Programmed</u> |
|---------------------------|------------------|---------------------------------|
| New Funds | 366,865 | 366,865 |
| Available Savings | 44,517 | 44,517 |
| FHWA PL Funds Programmed | | 411,382 |
| NYS DOT Match | | 64,955 |
| Local Match | | 21,652 |
| TOTAL FHWA Program | | 497,989 |

FTA:

| | <u>Programmed Through 3-31-22</u> | <u>Expended Through 3-31-22</u> | <u>Unspent Balance</u> | <u>Programmed 2022-2023</u> |
|--|---------------------------------------|-------------------------------------|----------------------------|---------------------------------|
| Grant No. X030 (2020-2021) | | | | |
| Federal | 18,884 | 18,884 | 0 | 0 |
| State | 3,188 | 3,188 | 0 | 0 |
| Local | 2,850 | 2,850 | 0 | 0 |
| TOTAL | 24,922 | 0 | 0 | 0 |
| Grant No. X031 (2021-22) | | | | |
| Federal | 46,472 | 22,641 | 23,831 | 23,831 |
| State | 8,714 | 4,245 | 4,469 | 4,469 |
| Local | 2,905 | 2,849 | 56 | 56 |
| TOTAL | 58,090 | 29,735 | 28,355 | 28,355 |
| Grant No. X032 (2022-23) | | | | |
| Federal | 55,196 | 0 | 0 | 55,196 |
| State | 10,349 | 0 | 0 | 10,349 |
| Local | 3,450 | 0 | 0 | 3,450 |
| TOTAL | 68,995 | | 0 | 68,995 |
| TOTAL FTA Available & Programmed (federal \$) 2022-2023 | | | | 79,027 |
| TOTAL NYSDOT Match | | | | 14,818 |
| TOTAL LOCAL Match | | | | 3,505 |
| TOTAL FTA PROGRAM | | | | 97,350 |

Total Combined Program 2022-2023 (federal \$)

490,409

Total Matched Program 2022-2023

595,339

A/GFTC Auditable Budget

2022-2023 FHWA PL Budget

Obligation Date 4/01/22

**Approved Project Budget
PH23.11.881**

| | | TOTAL | MPO / Shared Staff | NYSDOT Match* | Local Match |
|--------------|---------------------|------------------|-------------------------------|--------------------------|------------------------|
| 44.20.01 | Personnel | \$181,234 | \$166,800 | | \$14,434 |
| 44.20.02 | Fringe | \$94,328 | \$87,110 | | \$7,217 |
| 44.20.03 | Travel and Training | \$1,590 | \$1,590 | | |
| 44.20.04 | Equipment | \$4,400 | \$4,400 | | |
| 44.20.05 | Supplies / Toner | \$1,004 | \$1,004 | | |
| 44.20.06 | Contractual | \$102,136 | \$102,136 | | |
| 44.20.07 | Utilities | \$837 | \$837 | | |
| 44.20.08 | Phone, Postage | \$3,432 | \$3,432 | | |
| 44.20.09 | Indirect | \$44,073 | \$44,073 | | |
| | Toll Credits | \$64,955 | | \$64,955 | |
| Total | | \$497,989 | \$411,382 | \$64,955 | \$21,652 |

TOTAL

| | | | | |
|--------------|------------------|------------------|-----------------|-----------------|
| Federal | \$411,382 | \$411,382 | | |
| State | \$64,955 | | \$64,955 | |
| Local | \$21,652 | | | \$21,652 |
| Total | \$497,989 | \$411,382 | \$64,955 | \$21,652 |

| APPROVED | TASK BUDGET | TOTAL | | | |
|-----------------|--------------------------------------|------------------|------------------|-----------------|-----------------|
| 44.21.00 | Program Administration | \$145,066 | \$123,415 | \$19,487 | \$2,165 |
| 44.22.00 | General Development / Comp. Planning | \$149,397 | \$123,415 | \$19,487 | \$6,496 |
| 44.23.00 | Long Range Transportation Planning | \$149,397 | \$123,415 | \$19,487 | \$6,496 |
| 44.25.00 | Transportation Improvement Program | \$54,129 | \$41,138 | \$6,496 | \$6,496 |
| Total | | \$497,989 | \$411,382 | \$64,955 | \$21,652 |

* NYSDOT Match for FHWA PL is facilitated by use of Toll Credits

| A/GFTC Auditable Budget | | FTA Grant 031 | | (carryover) | |
|---------------------------------|--|----------------------|---------------------|--------------------|--------------|
| 2022-2023 FTA MPP Budget | | TOTAL | MPO / | NYSDOT | Local |
| PT22.11.80A | | | Shared Staff | Match* | Match |
| 44.20.01 | Personnel | \$10,653 | \$9,210 | \$1,443 | |
| 44.20.02 | Fringe | \$4,923 | \$3,567 | \$1,300 | \$56 |
| 44.20.03 | Travel and Training | \$93 | \$93 | | |
| 44.20.04 | Equipment | \$180 | \$180 | | |
| 44.20.05 | Supplies / Toner | \$59 | \$59 | | |
| 44.20.06 | Contractual | \$4,255 | \$4,255 | | |
| 44.20.07 | Utilities | \$49 | \$49 | | |
| 44.20.08 | Telephone / Postage | \$200 | \$200 | | |
| 44.20.09 | Indirect | \$7,943 | \$6,218 | \$1,725 | |
| TOTAL | | \$28,356 | \$23,831 | \$4,469 | \$56 |
| <hr/> | | | | | |
| | | TOTAL | | | |
| | Federal | \$23,831 | \$23,831 | | |
| | State | \$4,469 | | \$4,469 | |
| | Local | \$56 | | | \$56 |
| TOTAL | | \$28,356 | \$23,831 | \$4,469 | \$56 |
| <hr/> | | | | | |
| APPROVED TASK BUDGET | | TOTAL | | | |
| CODE(FTA) | | | | | |
| 44.21.00 | Program Administration | \$8,507 | \$7,149 | \$1,341 | \$17 |
| 44.22.00 | General Development and Comp. Planning | \$8,507 | \$7,149 | \$1,341 | \$17 |
| 44.23.00 | Long Range Transportation Planning | \$8,507 | \$7,149 | \$1,341 | \$17 |
| 44.25.00 | Transportation Improvement Program | \$2,836 | \$2,383 | \$447 | \$6 |
| TOTAL | | \$28,356 | \$23,831 | \$4,469 | \$56 |

* NYSDOT Match for FTA MPP is facilitated through in-kind services

A/GFTC Auditable Budget**2022-23 FTA MPP
PT23.11.80A****FTA Grant 032****(new)**

| | | TOTAL | MPO Staff | NYSDOT Match* | Local Match |
|--------------|---------------------|-----------------|----------------------|--------------------------|------------------------|
| 44.20.01 | Personnel | \$27,133 | \$21,490 | \$3,343 | \$2,300 |
| 44.20.02 | Fringe | \$12,484 | \$8,323 | \$3,012 | \$1,150 |
| 44.20.03 | Travel and Training | \$217 | \$217 | | |
| 44.20.04 | Equipment | \$420 | \$420 | | |
| 44.20.05 | Supplies / Toner | \$137 | \$137 | | |
| 44.20.06 | Contractual | \$9,518 | \$9,518 | | |
| 44.20.07 | Utilities | \$114 | \$114 | | |
| 44.20.08 | Telephone / Postage | \$468 | \$468 | | |
| 44.20.09 | Indirect | \$18,504 | \$14,509 | \$3,995 | |
| TOTAL | | \$68,995 | \$55,196 | \$10,349 | \$3,450 |

TOTAL

| | | | | |
|--------------|-----------------|-----------------|-----------------|----------------|
| Federal | \$55,196 | \$55,196 | | |
| State | \$10,349 | | \$10,349 | |
| Local | \$3,450 | | | \$3,450 |
| TOTAL | \$68,995 | \$55,196 | \$10,349 | \$3,450 |

**APPROVED TASK BUDGET
CODE(FTA)****TOTAL**

| | | | | | |
|--------------|--|-----------------|-----------------|-----------------|----------------|
| 44.21.00 | Program Administration | \$20,699 | \$16,559 | \$3,105 | \$1,035 |
| 44.22.00 | General Development and Comp. Planning | \$20,699 | \$16,559 | \$3,105 | \$1,035 |
| 44.23.00 | Long Range Transportation Planning | \$20,699 | \$16,559 | \$3,105 | \$1,035 |
| 44.25.00 | Transportation Improvement Program | \$6,900 | \$5,520 | \$1,035 | \$345 |
| TOTAL | | \$68,995 | \$55,196 | \$10,349 | \$3,450 |

* NYSDOT Match for FTA MPP is facilitated through in-kind services

2022-2023 A/GFTC Unified Planning Work Program

| TASK NO. | TASK | TOTAL\$ | FHWA Program | | | | FTA Program | | | |
|----------|---|----------------|-----------------|--------------------|---------------|---------------|-----------------|--------------------|---------------|--------------|
| | | | Matched Program | MPO / Shared Staff | NYSDOT Match | Local Match | Matched Program | MPO / Shared Staff | NYSDOT Match | Local Match |
| 1.00 | Program Support and Administration | 174,271 | 145,066 | 123,415 | 19,487 | 2,165 | 29,205 | 23,708 | 4,445 | 1,052 |
| | 1.10 General Administration | | | | | | | | | |
| | 1.20 Reporting and Compliance | | | | | | | | | |
| | 1.30 UPWP Updates 2023-2024 | | | | | | | | | |
| 2.00 | General Development and Comprehensive Planning | 178,516 | 149,311 | 123,415 | 19,487 | 6,409 | 29,205 | 23,708 | 4,445 | 1,052 |
| | 2.10 Transportation Data Inventory | | | | | | | | | |
| | 2.20 Transportation and Land Use | | | | | | | | | |
| | 2.30 Transit Service Monitoring and Analysis | | | | | | | | | |
| | 2.40 Safety Planning | | | | | | | | | |
| | 2.50 Alternative Transportation Promotion and Development | | | | | | | | | |
| | 2.60 Public Participation | | | | | | | | | |
| | 2.70 Program Coordination / Local Govt. Assistance (staff) | | | | | | | | | |
| | 2.80 Local Transportation Planning & Engineering Assistance | | | | | | | | | |
| | 2.90 GIS Support and Operation | | | | | | | | | |
| 3.00 | Long Range Transportation Planning | 178,516 | 149,311 | 123,415 | 19,487 | 6,409 | 29,205 | 23,708 | 4,445 | 1,052 |
| | 3.10 Long Range Plan Update | | | | | | | | | |
| | 3.20 Travel Demand Modeling | | | | | | | | | |
| | 3.30 General Transit and Mobility Planning | | | | | | | | | |
| | 3.40 Rural Warren County EV Charging Station Siting | | | | | | | | | |
| | 3.50 Bicycle and Pedestrian Planning | | | | | | | | | |
| | 3.60 Environmental Planning | | | | | | | | | |
| 4.00 | Transportation Improvement Program | 63,778 | 54,043 | 41,138 | 6,496 | 6,409 | 9,735 | 7,903 | 1,482 | 351 |
| | 4.10 2019-2024 TIP Maintenance and Implementation | | | | | | | | | |
| | 4.20 2022-2027 TIP Development and Implementation | | | | | | | | | |
| | TOTAL | 595,082 | 497,731 | 411,382 | 64,955 | 21,394 | 97,351 | 79,027 | 14,818 | 3,506 |
| | A/GFTC Program | | | | | | | | | |
| | FEDERAL FUNDS | 490,409 | | | | | | | | |
| | <i>FHWA PL Funds</i> | 411,382 | | | | | | | | |
| | <i>FTA MPP funds</i> | 79,027 | | | | | | | | |
| | <i>NYSDOT Match</i> | 79,773 | | | | | | | | |
| | <i>Local in-kind services match</i> | 24,900 | | | | | | | | |
| | Total match | 104,673 | | | | | | | | |

NYSDOT matches FHWA program with Toll Credits and FTA Program with In-Kind Services

Appendix B

A/GFTC Planning Priorities / 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

Adirondack / Glens Falls Transportation Council

FTA Grant Status – SFY 2021-22

| | |
|---|-------------------------|
| FTA Section 5303 Grant NY-80-0030 | \$ 46,773 |
| Local Share (match requirement met during prior SFY) | \$ 2,923 |
| Total | <u>\$ 49,696</u> |

| | |
|--|-----------|
| Balance (begin SFY- 2021-22 1 st Quarter) | \$ 18,884 |
| Balance (end SFY 2021-22 4 th Quarter) | \$ 0 |
| Expenditures 2021-2022 | \$ 18,884 |

Total Expenditures Summary by ALI Code

| | |
|---|----------|
| 44.21.00 (Administration) – | \$ 5,665 |
| 44.22.00 (General Development / Comprehensive Planning) – | \$ 5,666 |
| 44.23.00 (Long Range Planning) – | \$ 5,666 |
| 44.25.00 (Transportation Improvement Program) - | \$ 1,884 |

| | |
|--|-------------------------|
| FTA Section 5303 Grant NY-80-0031 | \$ 46,472 |
| Local Share | \$ 2,905 |
| Total | <u>\$ 49,377</u> |

| | |
|--|-----------|
| Balance (begin SFY- 2021-22 1 st Quarter) | \$ 49,377 |
| <u>Projected</u> Balance (end SFY 2021-22 4 th Quarter) | \$ 17,000 |
| Expenditures 2021-2022 | \$ 32,377 |

Total Expenditures Summary by ALI Code

| | |
|---|----------|
| 44.21.00 (Administration) – | \$ 9,713 |
| 44.22.00 (General Development / Comprehensive Planning) – | \$ 9,713 |
| 44.23.00 (Long Range Planning) – | \$ 9,713 |
| 44.25.00 (Transportation Improvement Program) - | \$ 3,237 |

Accomplishments

44.21.00 Administration

Items under 44.21.00 are proportionally charged to both FHWA and FTA.

Task 1.10 – General Administration

- Expenditures included staff salaries, fringe, rent, materials, supplies, training, and upgrading of network and data storage equipment. Staff continued hybrid work-from-home protocols. All A/GFTC committee meetings were conducted remotely. Continued to participate on GGFT’s advisory committee.

Task 1.20 – Reporting and Compliance

- Completed tasks included routine grant reporting. Initiated Environmental Justice analysis update (will carry over in to SFY 22-23).

Task 1.30 – 2021-22 UPWP Update

- Completion and adoption of the 2021-2022 UPWP Update is anticipated by February 16, 2021.

44.22.00 General Development and Comprehensive Planning

Task 2.30 – Transit Service Monitoring and Analysis

- Continued shared staffing agreement with GGFT, including investigation and implementation of bikesharing service to expand the effective range of public transit.
- Continued to provide staff assistance to GGFT as needed.

Schedule: Task 2.30 is ongoing with new subtasks identified as they emerge.

Task 2.50 – Alternative Transportation Development and Promotion

- Provided mapping outputs to GGFT for use in publications and public displays. Continued to facilitate website hosting on behalf of GGFT. Continued initial investigation to improve GTFS data refinement (current UPWP task).

Schedule: Task 2.50 is ongoing.

Task 2.60 – Public Participation

- Completed a thorough revision and update to the A/GFTC Public Participation Plan.

Schedule: Task 2.60 is ongoing.

Task 2.90 – GIS Development

- Continued maintenance of interactive GGFT route map.

Schedule: Task 2.90 is ongoing, with further tasks and refinements considered as needed.

44.23.00 Long Range Planning

Task 3.30 – General Transit Planning

- Continued shared staffing agreement with GGFT.
- Continued to participate in regional mobility discussions.

Schedule: Task 3.30 is ongoing.

44.25.00 Transportation Improvement Program

Task 4.10 – 2019-2024 TIP Update and Maintenance

- 2019-2024 TIP Update was completed in June 2019. Maintenance of that document, including schedule and funding revisions, is ongoing as needed or requested by GGFT and /or NYSDOT.
- Coordinated FTA 5310 project candidate evaluation and prioritization.

Task 4.20 – 2022-2027 TIP Update and Maintenance

- Initiated solicitation of capital projects for 2022-27 TIP and developed draft. Approval of the final TIP is anticipated in May 2022.

Appendix D

SPR Projects

SPR Funded Projects that Impact Metropolitan Areas

| SPR # | Project Title | Projected End Date | SPR Funding | Short Description |
|-----------------|--|---------------------------|--------------------|---|
| SMTC | Region 3 | | | |
| C-19-53 | Dome Traffic Management and Events Strategic Plan | December 2022 | \$400,000 | The goal of this project is to provide detailed, site specific traffic management and operations documentation during various events at the Syracuse University Carrier Dome which is inclusive of broader, day-to-day management and operations relevant recommendations in light of new access to the University Hill area, and transportation network changes anticipated by the NYSDOT I-81 Viaduct being replaced with a community grid. |
| GBNRTC | Region 5 | | | |
| SP-19-02 | Scajaquada Community Forward | October 2021 | \$350,000 | The goal of this project is to create and utilize a community-based planning process to derive mutually acceptable transportation improvements in and around the Scajaquada Community. |
| NYMTC | Regions 8, 10 and 11 | | | |
| C-19-52 | Continuous Count Traffic Count Program, Zone 3 | December 2025 | \$5,500,000 | The goal of this project is to 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. |
| All MPOs | | | | |
| SP-20-02 | National Household Travel Survey (NHTS), Census Transportation Planning Program (CTPP), Intercity Travel (ATS) and Travel Patterns for NYS | February 2025 | \$3,580,616 | 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 (HOCS) | September 2021 | \$5,000,000 | The goal is to implement a Commercial Off-the-Shelf (COTS) HOCS 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 | November 2021 | \$2,712,796 | 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. |

SPR Funded Projects that Impact Metropolitan Areas

| SPR # | Project Title | Projected End Date | SPR Funding | Short Description |
|---------|--|--------------------|---------------------------------------|---|
| C-14-61 | Technical Support for Use of National Performance Management Research Data (NPMRDS) | September 2021 | \$1,654,357 | 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-19-51 | Short Count Traffic Count Program (2020-2024) | December 2025 | \$30,434,707 | 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) | June 2021 | \$3,725,000 | 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) | November 2020 | \$2,300,000 | 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 | June 2021 | \$2,525,000 | This initiative is the Continuous Count 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 | June 2021 | \$2,225,000 | This initiative is the Continuous Count 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-17-53 | Pavement Condition Data Collection Services | December 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 | March 2022 | \$100,000 2021-2022 UPWP period | 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. |

SPR Funded Projects that Impact Metropolitan Areas

| SPR# | Project Title | Projected End Date | SPR Funding | Short Description |
|-------------|--|---------------------------|--------------------|--|
| C-18-51 | Statewide Analysis of All Horizontal Curves and Associated Curve Warning Signs | February 2021 | \$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) | August 2023 | \$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 | December 2023 | \$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. |
| C-18-55 | New York State Transportation Master Plan | January 2023 | \$2,000,000 | The goal of this project is to produce an updated, statewide long-range transportation plan to coordinate federal and state transportation planning activities. |
| C-18-57 | BrM Implementation and Operations Support for Tunnel Inspections | September 2021 | \$50,000 | The goal of this project is to customize and implement Bridge Management software (BrM) for tunnel inspections and to support other bridge management functions. |