



A/GFTC

Adirondack/Glens Falls Transportation Council

Unified Planning Work Program

State Fiscal Year 2023 – 2024

**Resolution 23-01 of the Adirondack / Glens Falls Transportation Council to Adopt its
2023-2024 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 2023-2024 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 2023-2024 UPWP;
so

Now Be It Therefore Resolved, that the Adirondack/Glens Falls Transportation Council endorses the 2023-2024 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

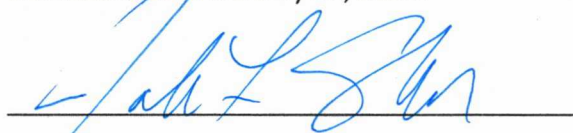
Be It Further Resolved, that the Adirondack/Glens Falls Transportation Council authorizes its Secretary to transmit this 2023-2024 UPWP to the New York State Department of Transportation for submission to the Federal Highway Administration to secure highway planning funds; and

Be It Further Resolved, that the Council also authorizes transmittal of this 2023-2024 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 2023-2024 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 2023-2024 draft Unified Planning Work Program Update was approved by the A/GFTC Planning Committee on January 18, 2023 for public review and comment. Following the close of the public comment period on February 20, 2023, the UPWP was adopted by the Policy Committee on February 27, 2023.



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



Date

Policy Committee

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 Robert Henke, Vice-Chairman
 Patrick Barnes, A/GFTC Secretary
 John E. Barton
 Bob Blais
 Nick Bodkin
 Bill Collins
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Supervisor, Town of Queensbury
 Chairman, Washington County Board of Supervisors
 Regional Director, NYSDOT Region 1
 Mayor, Village of Hudson Falls
 Mayor, Village of Lake George
 Mayor, Village of South Glens Falls
 Mayor, City of Glens Falls
 Supervisor, Town of Lake George
 Supervisor, Town of Cambridge
 Supervisor, Town of Fort Edward
 Supervisor, Town of Horicon
 Chairman, Warren County Board of Supervisors
 Supervisor, Town of Kingsbury
 Chairman, Saratoga County Board of Supervisors and
 Supervisor, Town of Moreau

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Senior Planner, Saratoga County
 Senior Planner, Town of Queensbury
 Director, Town of Lake George Planning and Zoning
 Mayor, Village of South Glens Falls
 Superintendent of Highways, Town of Fort Edward
 Trails Manager, NYS Canal Corporation
 Superintendent of Public Works, Washington County
 Superintendent of Public Works, Village of Hudson Falls
 Economic Development Director, City of Glens Falls
 Executive Director, LC-LG Regional Planning Board
 Superintendent, Warren County DPW
 Supervisor, Town of Kingsbury
 Supervisor, Town of Moreau
 Director, Warren County Planning Department
 Superintendent of Public Works, Village of Lake George
 Director, Washington County Economic Development
 RPPM, NYSDOT Region 1
 City engineer, City of Glens Falls
 Director, Greater Glens Falls Transit
 Mayor, Village of Fort Edward

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NYSDOT, Statewide Planning Bureau
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 FHWA NY Division
 FHWA NY Division
 NYSDOT Region 1
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A/GFTC Staff

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Director, Planning Committee Co-Chair
 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 area 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 activities 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.

2023 – 2024 UPWP

The 2023-2024 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, 2023 and March 31, 2024.

This comprehensive work program is developed to advance the coordination of transportation 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. Additional technical assistance will be provided by staffs at the Lake Champlain – Lake George Regional Planning Board, 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.

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)*, including the requirement 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 FLMA's 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 local emphases on safety, multimodal connectivity, the enhancement of travel and tourism, and efficiency. Specifically,

- A/GFTC offers climate and resiliency planning assistance to its member municipalities as part of its Environmental Planning and provides staff assistance to County-based hazard mitigation planning efforts
- A/GFTC staff has updated its Environmental Justice review as a reference to guide distribution of A/GFTC work products and projects
- A/GFTC routinely provides staff and consultant assistance to member municipalities for conceptual planning for system upgrades to benefit non-motorized transportation users
- A/GFTC recently updated and modernized its Public Participation Policy to optimize access and transparency

Planning factors addressed by specific UPWP tasks are noted in the narrative alongside those task listings.

Other priorities articulated in previous UPWP Call Letters 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 2022-23 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 31 will be closed out during SFY 2022-23.
6. Timetable (final UPWP is scheduled for approval by 2/22/23).

A/GFTC Accomplishments: SFY 2022 – 2023

- o Completed the Town of Salem Pedestrian Improvement Plan.
- o Completed the 2022-2027 Transportation Improvement Program update.
- o Completed an update to the Environmental Justice assessment.
- o Completed an assessment of contemporary access and future buildout estimates for the Carey Road Industrial park in the Town of Queensbury.
- o Completed a conceptual plan for pedestrian-related improvements at the intersection of Glen Street with Grant Avenue and Sanford Street in the City of Glens Falls.
- o Completed a conceptual plan for pedestrian improvements around Mill Pond in the Town of Horicon.
- o Completed an update to the Coordinated Human Services Transportation Plan.
- o Completed the annual FTA 5310 project review and selection process.
- o 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. Work is ongoing. This project may carry over to SFY 2022-23.
- o Initiated the 2045 Long Range Plan update.
- o Initiated project to provide conceptual design for bicycling improvements to Maple Street in Glens Falls.
- o Initiated a Rural Workforce Transportation Plan.
- o Initiated a pedestrian connection and parking study in the Town of White Creek
- o Continued to collect, maintain, and disseminate transportation related data.
- o Provided transportation-related planning assistance to member municipalities as needed or requested.
- o Continued to participate in NYS Association of MPOs.



Unified Planning Work Program 2023-2024

Tasks

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2. General Development and Comprehensive Planning	Pg. 14
3. Long Range Transportation Plan Activities	Pg. 19
4. Transportation Improvement Program Development	Pg. 23

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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.

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, equipment and 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 A/GFTC Planning Committee and the Policy Committee. Regular scheduling and documentation of A/GFTC committee meetings will be provided. For Calendar Year 2023, in recognition of the improved access and participation facilitated by contemporary online meeting technology, A/GFTC will continue to conduct online virtual meetings in place of in-person meetings.
 - 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 2023-24, A/GFTC staff will continue to 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 administrative and planning staff support that are necessary for the continued operation of the MPO.
- **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 2023-24, 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: \$55,615 FHWA PL and \$104,345 FTA 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: \$53,605 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-LGRPBB Staff
NYSDOT Staff
Consultant Services (NYSAMPO Staff Support)
Staff from MPOs throughout NYS

Planning Factors: supports all
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*
NYSDOT Staff
Warren County Planning and GIS staff

Planning Factors: supports all
Timeframe: Ongoing; Environmental Justice report update was completed in Calendar Year 2022

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. Conduct a project solicitation to A/GFTC member municipalities. Available resources and emerging planning needs will be examined to incorporate necessary changes as appropriate. The resulting product will be the 2024-2025 A/GFTC UPWP.

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

Planning Factors: supports all
Timeframe: November 2023 - March 2024

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 and Land Use Data

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, including data collection. For 2023-2024, A/GFTC anticipates continued assistance from NYSDOT in supplementing and updating the local system traffic counting program.
 - Disseminate regional transportation system characteristics and information for the planning area as requested.
 - Maintain performance targets as warranted by reporting cycles and data updates.
 - Communicate and interact with local planning officials, including staff presence at municipal meetings when relevant and feasible.
 - 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.
 - Assist the City of Glens Falls with collecting and tabulating sidewalk and pavement condition data.

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

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

Timetable: Ongoing; City of Glens Falls data collection – Summer 2023

Task 2.20 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 as needed and requested by GGFT. 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

Task 2.30

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, 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.
 - Assist the Village of Cambridge with a Traffic Safety and Pedestrian Study of the NYS Route 313 corridor within the village.

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

Planning Factors: **2, 3, 4, 5, 7**
Timeframe: Ongoing; Village of Cambridge Traffic Safety Study – Spring 2024

A/GFTC staff will:

- Continue working with GGFT, local municipalities, and area bicycle/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.
 - Assisting the Village of Fort Edward with the conceptual design of the Old Fort Edward Junction Locks Trail Extension
 - 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.
 - Assisting with the collection of user volume data along the multi-use trail system at municipal request.
 - Mapping and communications support services to GGFT, including website hosting.
 - Continued participation with Bike Glens Falls, 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.
 - 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*
LC-LGRP staff
Local Agency Staff
GGFT Staff
NYSDOT Staff
Consultant Services

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

Timeframe: Ongoing; Village of Fort Edward trail extension – Spring 2023

Task 2.41 Increasing Safe & Accessible Transportation Options PL Setaside

A/GFTC staff will:

- Identify a qualifying project or projects from its annual program solicitation that advance the planning and eventual implementation of improvements for non-motorized transportation. Initial project candidates are:
 - Empire State Trail - Complete Streets Connection to the Village of Fort Ann
 - Hudson Avenue Pedestrian Crossings Improvements – City of Glens Falls
- Solicit professional consulting assistance services from within A/GFTC's Local Transportation Planning and Engineering Assistance Program to administer this work
- Direct the FFY 22-23 annual FHWA PL setaside total of \$10,546 in its entirety to professional planning and engineering consulting fees associated with the completion of those projects.
- Supplement any additional funding needs beyond the setaside amount by directing FHWA PL and FTA MPP as applicable

Major Participants: *A/GFTC Staff*
LC-LGRPB staff
Local Agency Staff
GGFT Staff
NYS DOT Staff
Consultant Services

Planning Factors: 1, 2, 5, 6,10

Timeframe: Empire State Trail / Fort Ann – Spring 2023
Hudson Avenue Pedestrian Crossings – Fall 2023

Task 2.50

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 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*

Task 2.60 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 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 2023 (carryover task)

Task 2.70 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. Specific projects include:
 - Town of White Creek Pedestrian Connection and Parking Study

- 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 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*
LC-LGRP 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. RFP from interested consultants distributed in January 2023.
 White Creek Ped. Connection/Parking Study – spring 2023 (carryover)

Task 2.80 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 2023-24.

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

Planning Factors: **5, 7**

Timeframe: Ongoing

3.0 Long Range Transportation Planning

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.
- Complete the necessary 5-year update to the LRP, *2045 Ahead*

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

Planning Factors: **all**

Timeframe: Ongoing; 2045 LRP update will be completed in fall 2023.

Task 3.20

General Transit and Mobility Planning

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, and the Rural Workforce Mobility Plan, currently under development and jointly administered by A/GFTC, LC-LGRP, and GGFT staff.
- 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.

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, completion of Rural Workforce Mobility Plan anticipated by Spring 2023

Task 3.30 Rural Warren County EV Charging Station Siting Assessment

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 2023 (carryover project)

Task 3.40 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:
 - Bicycle and pedestrian plan for the Village of Argyle
 - Bicycle and pedestrian plan for the Town and Village of Greenwich

Major Participants: *A/GFTC Staff*
LC-LGRP 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 3.50

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

Task 3.60

Glens Falls Middle School / High School Access Study Update

A/GFTC staff will:

- Work with City of Glens Falls and Glens Falls School District officials to identify existing and anticipated issues associated with school-bound vehicle and non-motorized access and circulation
- Procure qualified transportation engineering assistance via RFP to conduct an assessment of existing conditions and formulate enhancement and mitigation recommendations.
- Coordinate committee review and public outreach associated the work effort
- Oversee issuance of a final report

Major Participants: *A/GFTC Staff*
GFSD staff
City of Glens Falls staff
Consultant Services

Planning Factors: **2, 3, 4, 5, 7, 8**

Timeframe: Winter / Spring 2023 (carryover project)

Task 3.70 Main Street / Route 9 Corridor Study – Town of Warrensburg

A/GFTC staff will:

- Work with NYSDOT and Town of Warrensburg officials to formulate scope of project
- Procure qualified transportation engineering assistance via RFP
- Oversee technical analysis of existing conditions including traffic, parking characteristics, Complete Streets elements, and ADA accessibility
- Coordinate committee review and public outreach associated the work effort
- Oversee issuance of a final report to include recommended mitigations

Major Participants: *A/GFTC Staff*
 Town of Warrensburg
 LC-LGRP staff
 NYSDOT staff
 Consultant Services

Planning Factors: **2, 3, 4, 5, 7, 8**

Timeframe: Spring 2024 (carryover project)

4.0 Transportation Improvement Program (TIP)

The current **2022-2027 TIP** was adopted in August 2022. Development of the **2024-2029 TIP** is anticipated to commence in early 2024.

Task 4.10 2022-2027 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 relevant competitive funding opportunities as those emerge,

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

Planning Factors: **all**

Timeframe: Ongoing

A/GFTC staff will:

- Coordinate the process of soliciting, evaluating, and prioritizing capital project candidates for inclusion in the 2024-2029 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: Possible Initiation in fall 2023 or early 2024. Should that occur, completion in summer 2024 with an effective date of October 1, 2024.

Appendix A

Financial Update

2023-2024 Planning Grants Available to A/GFTC

FHWA:

	<u>Available</u>	<u>2023/2024 Programmed</u>
New \$ (PL)	410,636	410,636
PL - Safe and Accessible Trans. Options	11,303	11,303
Available PL Savings (est)	71,676	71,676
FHWA PL Funds Programmed		493,615
NYSDOT Match		77,939
Local Match		25,980
TOTAL FHWA Program		597,534

FTA:

*

	<u>Programmed Through 3-31-23</u>	<u>Est. Expended Through 3-31-23</u>	<u>Est. Unspent Balance</u>	<u>Programmed 2023-2024</u>
Grant No. X031 (2021-2022)				
Federal	17,000	17,000	0	0
State	3,188	3,188	0	0
Local	-	-	0	0
TOTAL	20,188	0	0	0
Grant No. X032(2022-23)				
Federal	55,196	32,953	22,243	22,243
State	10,349	6,179	4,171	4,171
Local	3,450	3,450	0	0
TOTAL	68,995	42,582	26,413	26,413
Grant No. X032 (2023-24)				
Federal	55,938	0	0	55,938
State	10,488	0	0	10,488
Local	3,496	0	0	3,496
TOTAL	69,923	0	0	69,923
TOTAL FTA Available & Programmed (federal \$) 2023-2024				78,181
TOTAL NYSDOT Match				14,659
TOTAL LOCAL Match				3,496
TOTAL FTA PROGRAM				96,336

Total Combined Program 2023-2024 (federal \$)

571,796

Total Matched Program 2023-2024

693,871

A/GFTC Auditable Budget

Obligation Date 4/01/23

2023-2024**FHWA PL Budget****(including Safe and Accessible Transportation Options Setaside)****Approved Project Budget****PH21.11.881**

		TOTAL	MPO / Shared Staff	NYS DOT Match*	Local Match
44.20.01	Personnel	\$191,410	\$174,091		\$17,320
44.20.02	Fringe	\$87,601	\$78,941		\$8,660
44.20.03	Travel and Training	\$1,765	\$1,765		
44.20.04	Equipment	\$4,414	\$4,414		
44.20.05	Supplies / Toner	\$1,059	\$1,059		
44.20.06	Contractual **	\$183,263	\$183,263		
44.20.07	Utilities	\$971	\$971		
44.20.08	Phone, Postage	\$3,707	\$3,707		
44.20.09	Indirect	\$45,405	\$45,405		
	Toll Credits	\$77,939		\$77,939	
	Total	\$597,534	\$493,615	\$77,939	\$25,980

TOTAL

Federal	\$493,615	\$493,615		
State	\$77,939		\$77,939	
Local	\$25,980			\$25,980
Total	\$597,534	\$493,615	\$77,939	\$25,980

APPROVED	TASK BUDGET	TOTAL			
44.21.00	Program Administration	\$168,791	\$142,812	\$23,382	\$2,598
44.22.00	General Development / Comp. Planning	\$189,806	\$158,631	\$23,382	\$7,794
44.23.00	Long Range Transportation Planning	\$173,987	\$142,812	\$23,382	\$7,794
44.25.00	Transportation Improvement Program	\$64,949	\$49,362	\$7,794	\$7,794
	Total	\$597,534	\$493,615	\$77,939	\$25,980

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

** Includes entirety of Safe and Accessible Transportation Options PL Setaside per Task 2.41

A/GFTC Auditable Budget**FTA Grant 032****(carryover)****2022-2023 FTA MPP Budget
P219.11.80A**

		TOTAL	MPO / Shared Staff	NYSDOT Match*	Local Match
44.20.01	Personnel	\$7,929	\$6,582	\$1,347	
44.20.02	Fringe	\$4,198	\$2,985	\$1,214	
44.20.03	Travel and Training	\$67	\$67		
44.20.04	Equipment	\$167	\$167		
44.20.05	Supplies / Toner	\$40	\$40		
44.20.06	Contractual	\$6,570	\$6,570		
44.20.07	Utilities	\$37	\$37		
44.20.08	Telephone / Postage	\$140	\$140		
44.20.09	Indirect	\$7,266	\$5,656	\$1,610	
TOTAL		\$26,414	\$22,243	\$4,171	\$0
TOTAL					
	Federal	\$22,243	\$22,243		
	State	\$4,171		\$4,171	
	Local	\$0			\$0
TOTAL		\$26,414	\$22,243	\$4,171	\$0

**APPROVED TASK BUDGET
CODE(FTA)**

		TOTAL			
44.21.00	Program Administration	\$7,924	\$6,673	\$1,251	\$0
44.22.00	General Development and Comp. Planning	\$7,924	\$6,673	\$1,251	\$0
44.23.00	Long Range Transportation Planning	\$7,924	\$6,673	\$1,251	\$0
44.25.00	Transportation Improvement Program	\$2,641	\$2,224	\$417	\$0
TOTAL		\$26,414	\$22,243	\$4,171	\$0

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

A/GFTC Auditable Budget**2022-23 FTA MPP****PT22.11.81A****FTA Grant 033****(new)**

		TOTAL	MPO Staff	NYSDOT Match*	Local Match
44.20.01	Personnel	\$22,271	\$16,553	\$3,388	\$2,331
44.20.02	Fringe	\$11,723	\$7,506	\$3,052	\$1,165
44.20.03	Travel and Training	\$168	\$168		
44.20.04	Equipment	\$420	\$420		
44.20.05	Supplies / Toner	\$101	\$101		
44.20.06	Contractual	\$16,523	\$16,523		
44.20.07	Utilities	\$92	\$92		
44.20.08	Telephone / Postage	\$352	\$352		
44.20.09	Indirect	\$18,272	\$14,224	\$4,048	
TOTAL		\$69,922	\$55,938	\$10,488	\$3,496
TOTAL					
	Federal	\$55,938	\$55,938		
	State	\$10,488		\$10,488	
	Local	\$3,496			\$3,496
TOTAL		\$69,922	\$55,938	\$10,488	\$3,496

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

44.21.00	Program Administration	\$20,977	\$16,781	\$3,146	\$1,049
44.22.00	General Development and Comp. Planning	\$20,977	\$16,781	\$3,146	\$1,049
44.23.00	Long Range Transportation Planning	\$20,977	\$16,781	\$3,146	\$1,049
44.25.00	Transportation Improvement Program	\$6,992	\$5,594	\$1,049	\$350
TOTAL		\$69,922	\$55,938	\$10,488	\$3,496

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

2023-2024 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	197,692	168,791	142,812	23,382	2,598	28,901	23,454	4,398	1,049
1.10	General Administration									
1.20	Reporting and Compliance									
1.30	UPWP Updates 2024-2025									
2.00	General Development and Comprehensive Planning	218,707	189,806	158,631	23,382	7,794	28,901	23,454	4,398	1,049
2.10	Transportation Data Inventory									
2.20	Transit Service Monitoring and Analysis									
2.30	Safety Planning									
2.40	Alternative Transportation Promotion and Development									
2.41	Increasing Safe and Accessible Trans. Options									
2.50	Public Participation									
2.60	Program Coordination / Local Govt. Assistance (staff)									
2.70	Local Transportation Planning & Engineering Assistance									
2.80	GIS Support and Operation									
3.00	Long Range Transportation Planning	202,888	173,987	142,812	23,382	7,794	28,901	23,454	4,398	1,049
3.10	Long Range Plan Update									
3.20	General Transit and Mobility Planning									
3.30	Rural Warren County EV Charging Station Siting									
3.40	Bicycle and Pedestrian Planning									
3.50	Environmental Planning									
3.60	Glens Falls HS/MS Access Plan update									
3.70	Warrensburg / Main Street Route 9 Corridor Plan									
4.00	Transportation Improvement Program	74,583	64,949	49,362	7,794	7,794	9,634	7,818	1,466	350
4.10	2022-2027 TIP Maintenance and Implementation									
4.20	2024-2029 TIP Development and Implementation									
TOTAL		693,870	597,534	493,615	77,939	25,980	96,336	78,181	14,659	3,496
A/GFTC Program										
FEDERAL FUNDS		571,796								
FHWA PL Funds		493,615								
FTA MPP funds		78,181								
NYSDOT Match		92,598								
Local in-kind services match		29,476								
Total match		122,074								

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 2022-23

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

Balance (begin SFY- 2022-23 1 st Quarter)	\$ 23,887
<u>Projected</u> Balance (projected end SFY 2022-23 4 th Quarter)	\$ 0
<u>Projected</u> Expenditures 2022-2023	\$ 23,887

Total Projected Expenditures Summary by ALI Code

44.21.00 (Administration) –	\$ 7,166
44.22.00 (General Development / Comprehensive Planning) –	\$ 7,166
44.23.00 (Long Range Planning) –	\$ 7,166
44.25.00 (Transportation Improvement Program) -	\$ 2,389

FTA Section 5303 Grant NY-80-0032	\$ 55,196
Local Share	\$ 3,450
Total	<u>\$ 58,646</u>

Balance (begin SFY- 2022-23 1 st Quarter)	\$ 58,646
<u>Projected</u> Balance (end SFY 2022-23 4 th Quarter)	\$ 22,243
<u>Projected</u> Expenditures 2022-2023	\$ 36,403

Total Projected Expenditures Summary by ALI Code

44.21.00 (Administration) –	\$ 10,921
44.22.00 (General Development / Comprehensive Planning) –	\$ 10,921
44.23.00 (Long Range Planning) –	\$ 10,921
44.25.00 (Transportation Improvement Program) -	\$ 3,640

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. 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. Completed Environmental Justice analysis update (will carry over in to SFY 22-23).

Task 1.30 – 2022-23 UPWP Update

- Completion and adoption of the 2022-2023 UPWP Update is anticipated by February 22, 2022.

44.22.00 General Development and Comprehensive Planning

Task 2.30 – Transit Service Monitoring and Analysis

- 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.

Schedule: Task 2.50 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.
- Initiated Rural Workforce Mobility Study. Task will carry over into SFY 23-24.

Schedule: Task 3.30 is ongoing.

44.25.00 Transportation Improvement Program

Task 4.20 – 2018-2023 TIP Update and Maintenance

- Coordinated FTA 5310 project candidate evaluation and prioritization.

Task 4.20 – 2022-2027 TIP Development

- 2022-2027 TIP Update was completed in August 2022. Maintenance of that document, including schedule and funding revisions, is ongoing as needed or requested by GGFT and /or NYSDOT.

Appendix D

SPR Projects

SPR Funded Projects that Impact Metropolitan Areas

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
HOCTC	Region 2			
SP-21-07	Interstate 90 Exit 31 Interchange Reconstruction Feasibility Planning Study	December 2023	\$300,000	HOCTC & NYSDOT are undertaking a Transportation Scoping/Planning & Environmental Linkages (PEL) Study for an I-90 Exit 31 Interchange Reconstruction Project in the City of Utica. In accordance w/the National Environmental Policy Act (NEPA) & NYSDOT procedures for implementation of the State Environmental Quality Review Act (SEQR), engineering scoping/PEL study will assess engineering feasibility & impacts to the community, economy, & the safety & mobility of adjacent roadway network: I-790, NY 49, NY 5 & North Genesee St. (921C).
SMTC	Region 3			
C-19-53	Dome Traffic Management and Events Strategic Plan	December 2023	\$400,000	Provide detailed, site specific traffic management & operations documentation during various events at the Syracuse University Carrier Dome which is inclusive of broader, day-to-day management & operations relevant recommendations in light of new access to the University Hill area, & transportation network changes anticipated by NYSDOT I-81 Viaduct being replaced w/a community grid.
NYMTC	Regions 8, 10 and 11			
C-19-52	Continuous Count Traffic Count Program, Zone 3	December 2025	\$10,321,100	For full performance-based maintenance & upgrade services in Zone 3 (Metro NYC/Long Island) over a 5-year term to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
All MPOs				
C-17-53	Pavement Condition Data Collection Services	December 2024	\$20,500,000	Collect pavement condition data as necessary to comply w/annual state & federal requirements & NYSDOT pavement management practices & develop & maintain a system to track location, dimension & condition of other highway related assets.
C-17-56	Statewide Coordination of Metropolitan Planning Programs	March 2024	\$100,000	Support & maintain the ongoing coordination of metropolitan planning programs in NYS for statewide benefit; ongoing collaboration of the 14 MPOs; & on-going coordination of metropolitan & statewide planning programs.
C-17-59	Traffic Data System	February 2029	\$3,890,100	Implement an automated traffic data management system application.
C-18-53	Probe Data: Floating Car (GPS-based)	August 2023	\$337,500	Purchase floating car probe data to establish performance targets to assess travel reliability, congestion & emissions & perform other analyses & visualizations of road performance for passenger cars & trucks. Data will be utilized by NYSDOT & MPOs.
C-18-55	NYS Transportation Master Plan	January 2023	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities.

SPR Funded Projects that Impact Metropolitan Areas

C-19-51	Short Count Traffic Count Program (2020-2024)	December 2024	\$25,613,607	Provide for collection of traffic data in NYSDOT Regions 1 - 11 (divided into Zones).
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	February 2025	\$3,580,616	Establish a research & analysis capability w/Oak Ridge National Labs (ORNL), Center for Transportation Analysis, to assist NYS in analyzing national data.
SP-20-03	Research, Development & Support of an Integrated Planning & Performance Data & Analytics Framework (PPDAF)	September 2023	\$906,500	Leverage the current analysis tools to research & further integrate travel time datasets & available open-source analytics tools w/other transportation, economic & demographic data to support efficient & consistent planning & analysis.
SP-21-02	Program & Project Management System Support Services	September 2024	\$1,208,328	Provide support services for post-implementation of a Department-wide enhanced & improved enterprise level program & project management system to facilitate improvements to capital program delivery.
SP-21-04	Highway Oversize/Overweight Credentialing System (HOOCS) Phase 2	September 2027	\$1,950,000	Implement a Commercial Off-the-Shelf (COTS) HOOCS software solution & obtain accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements. Phase 2 will advance functionality of HOOCS.
SP-21-05	Statewide Small Culvert Inventory & Inspection System Improvements	December 2024	\$4,000,000	Expand the number of small culverts contained w/in NYSDOT's AgileAssets Maintenance Management System (MMS) to create a complete statewide inventory & inspection of small culverts.
SP-21-06	Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management	December 2023	\$295,000	Demonstrate the ability of an enhanced IIMS to provide improved sharing of incident reporting between First/Secondary Response teams & operations centers to: improve situational awareness, enhance coordinated response to incidents & safety of incident scenes, reduce incident duration & impact (lane closures, delay, & occurrence of secondary incidents) using analytical tools that correlate IIMS w/vehicle sensor & other data sources.
SP-21-08	Continuous Count Traffic Count Program, Zone 1	February 2024	\$5,082,107	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
SP-21-09	Continuous Count Traffic Count Program, Zone 2	February 2024	\$4,824,525	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.

SPR Funded Projects that Impact Metropolitan Areas

SP-22-02	CLEAR (Crash Location & Engineering Analysis Repository) Safety Management Data System Transfer	January 2025	\$500,000	To improve the transfer of crash data and images to support the CLEAR applications. This projects builds off of the work from another project with a focus on assessing the Department's safety analysis methods and safety programs and implementing new strategies using updated technologies and enterprise platforms.
SP-22-03	Statewide Mobility Services Program	December 2027	\$3,941,160	To continue and expand on NYSDOT's agency-wide efforts to support and encourage the use of sustainable and efficient modal options for travel, while addressing the goals of the NYS Climate Leadership and Community Protection Act (CLCPA) to reduce GHGs 85% and achieve economy-wide carbon neutrality by 2050. It will build on the efforts of the existing Statewide Active Transportation Demand Management (ATDM) and will include additional technical assistance program elements, policy research, pilot initiatives and partnerships with employers, large institutions, destination, neighborhood and community organizations, local governments, and mobility providers. Work products are expected to result in products that specifically integrate mobility into existing NYSDOT policies, programs, projects, and protocols. This will include but is not limited to: regional and state-wide project development, prioritization, and programming; corridor plans; integrated multi-modal systems management and transportation management center (TMS) operations; and freight analysis.