



Adirondack/Glens Falls Transportation Council

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To: A/GFTC Municipalities and Partnering Organizations
From: Jack Mance
Date: October 16, 2025
Re: **Transportation Planning Program (UPWP) Solicitation**

The Adirondack/Glens Falls Transportation Council is currently developing its annual work program, a list of transportation planning projects for the upcoming State Fiscal Year (April 2026 – March 2027). Through the annual work program, A/GFTC collaborates with member municipalities to undertake transportation plans that consider all modes of travel, thereby maximizing the value and performance of the regional surface transportation system. By updating the planning project list each year, A/GFTC can entertain new priorities and reconsider candidates previously submitted but not executed due to resource limitations.

There is **no cash expense** to the municipality for transportation planning projects undertaken by A/GFTC. Sponsoring municipalities instead contribute to the required local share of the project costs in the form of in-kind labor on project steering committees and assistance from professional staff and municipal representatives.

Project candidates for SFY 2026-2027 should fall within the following program categories:

- **Traffic Studies** to examine the operation of a roadway or intersection(s), including traffic patterns, signal timing, lane and intersection configuration, on-street parking, land use, and may also include bicycle/pedestrian considerations. While traffic studies were previously typically conducted in anticipation of planned major investments such as a significant reconstruction of an existing highway, they can also be useful to identify smaller or incremental improvements that improve the operation of the roadway. A recent example is the [Warrensburg Main Street \(US 9\) Corridor Study](#).
- **Regional Transportation Studies** that address transportation issues which have a regional impact. A recent example is the [Rural Workforce Mobility Plan](#).
- **Local Transportation Planning and Engineering Assistance Program** utilizes A/GFTC on-call consultants for small-scale projects and analyses; project costs cannot exceed \$25,000. Previous studies include intersection safety and operations analyses, wayfinding and signage studies, and conceptual designs of bicycle/pedestrian improvements. This program may also be used to supplement technical analysis of projects undertaken by A/GFTC staff. A recent example is the [Grant Avenue Supplemental Analysis in Glens Falls](#).

- **Public Transit Planning** to identify potential improvements to the operation and/or infrastructure associated with public transit and must include the participation of the Capital District Transit Authority (CDTA).
- **Safety Analyses** which examine the safety performance of an existing or planned transportation facility. A/GFTC recently worked with the Lake Champlain – Lake George Regional Planning Board on a [Safe Streets 4 All \(SS4A\) plan](#), which outlined potential safety-based initiatives for the region. Municipalities may request additional detailed analyses or conceptual design for safety-related improvements to implement the plan. In addition, other safety analyses could include plans such as [Road Safety Audit \(RSAs\)](#).
- **Local Bicycle and Pedestrian Improvement Feasibility Studies** assess existing infrastructure and identify municipal bicycle and pedestrian improvements, providing municipalities with a realistic feasibility assessment including detailed cost estimates. A/GFTC assistance is also available for concept planning for complete street improvements such as bike lanes and road diets. These studies are not intended to act as design documents for construction. A recent example is the [Greenwich Bike and Pedestrian Connectivity Improvements](#) plan.
- **ADA Transition Plan** assistance for municipalities to comply with the requirements of accessibility in the public right-of-way under Title II of the Americans with Disabilities Act, especially with regards to GIS-based condition inventories of pedestrian facilities such as sidewalks, crosswalks, and curb ramps. An example is the [Town of Lake George ADA Transition Plan](#).
- **Complete Streets Policies and Transportation-Related Land Use Planning** determine the potential impacts and mitigation of land use decisions on the transportation system. This can include build-out analyses, parking analyses, access management planning, the identification of zoning or subdivision updates to address transportation issues, and/or Complete Street policy implementation. A recent example is the [Village of Greenwich Complete Street Zoning Updates](#).
- **Infrastructure Resiliency Plans** identify and quantify transportation infrastructure, including bridges and culverts, that may be vulnerable to severe weather events, flooding, or washouts, and to develop strategies to assist municipalities in pursuing related improvements. An example includes the [White Creek Watershed Infrastructure Flood Vulnerability and Mitigation Assessment](#).

The A/GFTC Planning Committee will consider program requests for eligibility and consistency with A/GFTC's [Planning Principles](#) prior to formulation of the work program. Any program requests **must** be received from the sponsoring municipality's chief elected official. For projects which cross jurisdictional boundaries, the participation of all involved agencies is required. Collaboration between municipalities, advocacy groups, and/or community organizations is encouraged.

Please submit any written requests or suggestions to A/GFTC staff via email to Aaron Frankenfeld (aaron@agftc.org) or Jack Mance (jack@agftc.org) by **Monday, December 8, 2025**.

Project requests should include the following, to the extent practicable:

1. A description of the geographic area to be included; maps are preferred but not required.
2. A description of the transportation issues to be addressed
3. An explanation of any relevant jurisdictional issues or anticipated collaboration
4. If available, an anticipated cost for consultant services. If no cost is available, A/GFTC staff will use professional judgement and experience with related projects to assign a budget to the project.
5. If multiple projects are requested, these should be listed in order of priority.

Previously submitted requests that have yet to be initiated should be resubmitted by the sponsoring municipality to affirm continued interest. Project requests received after December 8, 2025 will only be considered as time and remaining resources allow. Thank you for your consideration.