

Ulster County Transportation Council

FINAL SFY 2018 Unified Planning Work Program



For the Period April 1, 2018 – March 31, 2019

Approved by the UCTC Policy Committee on
February 28th, 2018

With Amendments:

June 12, 2018

July 18, 2018

Prepared By:
Ulster County Transportation Council
244 Fair Street
Kingston, NY 12402-1800

<http://www.co.ulster.ny.us/planning/tran.html>

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This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, divisions of the U.S. Department of Transportation. The views and opinions expressed herein do not necessarily reflect those of the U. S. Department of Transportation.

Ulster County Transportation Council

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Michael Hein, County Executive **UCTC Chair**

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City of Kingston

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Town of Marlborough

Terry Houck, Supervisor
Town of Wawarsing

John Valk Jr., Supervisor
Town of Shawangunk

Paul A. Karas, Acting Commissioner
NYS Department of Transportation

Dennis Doyle, Director
PO Box 1800
244 Fair Street, 3rd Floor
Kingston, New York 12402-1800

P: (845) 340-3340

F: (845) 340-3429

www.co.ulster.ny.us/planning/tran.html

RESOLUTION 2018-01

ULSTER COUNTY TRANSPORTATION COUNCIL

**ADOPT THE ULSTER COUNTY TRANSPORTATION COUNCIL'S SFY 2018/19 UNIFIED
PLANNING WORK PROGRAM**

WHEREAS, the Ulster County Transportation Council (UCTC) has been designated by the Governor of the State of New York as a Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Kingston Urbanized Area and a portion of the Poughkeepsie-Newburgh NY-NJ Urban Area; and,

WHEREAS, the development of a Unified Planning Work Program (UPWP) in conformance with Federal policy helps consolidate and coordinate the transportation planning activities conducted by member agencies by providing a mutually agreed upon document which summarizes all transportation planning activities to be performed in Ulster County; and

WHEREAS, federal surface transportation programs are the responsibility of the UCTC and authorized by the Fixing America's Surface Transportation (FAST) Act, and

WHEREAS, a portion of Ulster County is within the federally designated Mid-Hudson Valley, New York, Transportation Management Area (TMA), and shares regional transportation planning and programming responsibilities with Dutchess and Orange Counties and a portion of New Jersey, including the coordination of a congestion management process (CMP); and

WHEREAS, the New York State Department of Transportation has agreed to apply necessary program match funding for the Federal Transit Administration Section 5303 program funds and the Federal Highway Administration Metropolitan Planning (PL) funds in amounts consistent with this approved UPWP; and

WHEREAS, the Ulster County Transportation Council hereby certifies that the planning process complies with all applicable federal regulations and guidelines governing the Fixing America's Surface Transportation (FAST) Act, the Clean Air Act Amendments of 1990, Title VI of the Civil Rights Act of 1964, the Year 2040 UCTC Long Range Transportation Plan, and the UCTC 2014-2018 Transportation Improvement Program, among others; now therefore be it

RESOLVED, the attached UCTC SFY 2018/19 UPWP is hereby adopted by the Ulster County Transportation Council.

FURTHER RESOLVED, that the Policy Committee hereby authorizes and directs the MPO Director to execute and administer the SFY 2018/19 Unified Planning Work Program in accordance with MPO Operating Procedures and Federal and State requirements.



RESOLUTION 2018-01

ULSTER COUNTY TRANSPORTATION COUNCIL

CERTIFICATE, the undersigned, duly qualified Secretary of the Ulster County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by a vote on February 28, 2018.

2/28/18
Date

By 
Lance MacMillan, P.E., Acting Secretary,
Ulster County Transportation Council



UCTC 2018 UPWP was amended on June 12, 2018 as follows:

RESOLUTION 2018-07
ULSTER COUNTY TRANSPORTATION COUNCIL

AMENDMENT TO THE ULSTER COUNTY TRANSPORTATION COUNCIL STATE FISCAL YEAR (SFY) 2018/19 UNIFIED PLANNING WORK PROGRAM TO REPROGRAM PROJECT the Rte. 9W Corridor Management Plan As Shown in Attachment 1.

WHEREAS, the Ulster County Transportation Council (UCTC) has been officially designated as the Metropolitan Planning Organization for Ulster County and is authorized to amend the Unified Planning Work Program (UPWP) as needed to add or delete projects and modify costs for federally funded planning projects; and

WHEREAS, Federal rules and regulations require that a Unified Planning Work Program (UPWP) be developed and adopted by the designated Metropolitan Planning Organization; and

WHEREAS, the amendment to the UCTC 2018 UPWP has been requested by Ulster County Transportation Council in order to expand the scope of services for Project 44.23.02-03: Rte 9W Corridor Management Plan as detailed in Attachment 1; and

WHEREAS, for this proposed amendment, the UCTC, in cooperation with the New York State Department of Transportation (NYSDOT), has reviewed and documented compliance of its planning process with adopted *UCTC Operating Procedures*, UCTC public notice procedures, and all existing Federal rules and regulations, including *The Fixing America's Surface Transportation (FAST) Act* requirements.


NOW, THEREFORE BE IT RESOLVED, that the Ulster County Transportation Council adopts the Amendment to the UCTC 2018 UPWP as shown in Attachment 1; be it further

RESOLVED, that the Policy Committee hereby authorizes and directs the MPO Director to modify the UCTC 2018 Unified Planning Work Program as shown in Attachment 1.

CERTIFICATE, the undersigned, duly qualified Secretary of the Ulster County Transportation Council, certifies that the foregoing is a true and correct copy of a resolution adopted by a vote on June 12, 2018.

6/12/18

Date

By 
Lance MacMillan, P.E., Acting Secretary,
Ulster County Transportation Council



RESOLUTION 2018-07
ULSTER COUNTY TRANSPORTATION COUNCIL

ATTACHMENT 1

Reprogram the Following Project:

44.23.02-07: Route 9W Corridor Study – Part Consultant Study

The Route 9W Corridor Study will evaluate the US Route 9W corridor through the Town of Marlborough, including the hamlet of Milton. The project is intended to evaluate the current traffic levels, existing pedestrian and bicycle accommodations, and visual character of the corridor and hamlet areas and adjoining land use. The study area is part of a major commuter shed into Orange County and consists of both 4 lane and 2 lane configurations. The study will be used by the Town to develop mechanisms to enhance economic development, improve property values, improve the visual appeal of the corridor, enhance the sense of transition at the gateways to the hamlets, enhance the sense of place in the hamlets, improve traffic flow, enhance pedestrian and bicyclist safety, and provide better access management throughout the corridor. The study will draw from the previous UCTC study of the Marlboro hamlet completed in 2008 as well as community land use efforts within the corridor.

Funding to be Programmed:

44.23.02-03: Route 9W Corridor Study – Part Consultant Study				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Staff	\$571.00	\$107.06	\$35.69	\$713.75
Carryover	\$1,408.80	\$264.15	\$88.05	\$1761
Amended Costs	\$10,885	\$2,040.94	\$680.31	\$13,606.25
Total Project Cost	\$12,864.80	\$2,412.15	\$804.05	\$16,081.00
	<i>\$10,885 in contract amendment plus \$1409 in carryover available for consultant expenditure</i>			
Deliverables:	Report providing design sketches and detailed cost estimates for recommended actions to improve roadway function and access along Route 9W Marlboro			
Schedule:	June 2018 – July 2018			

Source of Funds:

Current 2018-2019 UPWP Un-programmed Balance:

Federal	Match	Total
\$405,926	\$101,482	\$507,408

Amended 2018-2019 UPWP Un-programmed Balance

Federal	Match	Total
\$393,061	\$98,265	\$491,327



A minor budget amendment was made on July 18, 2018 to transfer remaining FTA grant NY-80-X027 balance of \$2,067 to OCTC to support FTA Activity Line Item 44.26.15: Support Transit Capital Investment Decisions through Effective Systems Planning (Regional Transit Plan). This is a minor amendment under UCTC Operating Procedures and has the approval of the UCTC Chair and Administration Committee as set forth under Section 8 of the UCTC Operating Procedures.

TABLE OF CONTENTS

	Page
<i>UCTC Membership</i>	<i>iii</i>
<i>Adopting Resolution</i>	<i>iv</i>
<i>Amending Resolution</i>	<i>vi</i>
INTRODUCTION	1
Federal Requirements	1
Title VI and Environmental Justice Compliance	3
Disadvantaged Business Enterprise Program	4
UCTC Membership	5
2017-2018 Program Accomplishments	6
UPWP Framework	9
SFY 2018/19 FUNDING SUMMARY	10
Shared Cost Initiatives/Statewide Planning and Research Funds	11
UCTC Federal Aid	12
Matching Funds	12
UCTC Carryover Balance	12
SFY 2018/19 WORK PROGRAM	13
Program Support and Administration	14
General Development and Comprehensive Planning	17
Long Range Transportation Planning – System Level	20
Long Range Transportation Planning – Project Level	23
Short Range Planning	26
Transportation Improvement Program (TIP)	29
Planning Emphasis Areas	30
Other Activities	33
FIGURES	
Figure 1: Mid-Hudson Valley TMA	2
APPENDIX	
Table 1: Available Funds	I
Table 2: FTA 5303 Grant Status	II-V
Table 3: Funds Distribution	VI
Table 4: FHWA and FTA Object Budgets	VII
Table 5: Task Budget for SFY 2018	VIII





ULSTER COUNTY TRANSPORTATION COUNCIL 2018 UNIFIED PLANNING WORK PROGRAM

INTRODUCTION

The Ulster County Transportation Council (UCTC) is the designated Metropolitan Planning Organization (MPO) for the Kingston Urbanized Area and a portion of the Poughkeepsie-Newburgh-NY-NJ Urbanized Area. UCTC is required to carry out a continuing, cooperative and comprehensive multimodal transportation planning process. The UCTC is hosted by the County of Ulster within the Planning Department under a formal agreement with the State of New York.

Metropolitan Planning Organizations (MPOs) are designated for each urbanized area having a population of more than 50,000 by agreement between the Governor and local governments. As a result of Census 2000, it was determined that the greater Kingston area had achieved "metropolitan" status. On June 4, 2003, the Governor of the State of New York together with the County of Ulster and its municipalities formally designated the *Ulster County Transportation Council (UCTC)* as the MPO for the Kingston Urbanized Area. In 2004, the UCTC agreed to expand its Metropolitan Planning Area (MPA) boundary to all of Ulster County. In 2013, UCTC reviewed and adjusted its existing urbanized area and Metropolitan Planning Area boundary based on population figures associated with Census 2010, which was approved by the Federal Highway Administration (FHWA) in September 2013.

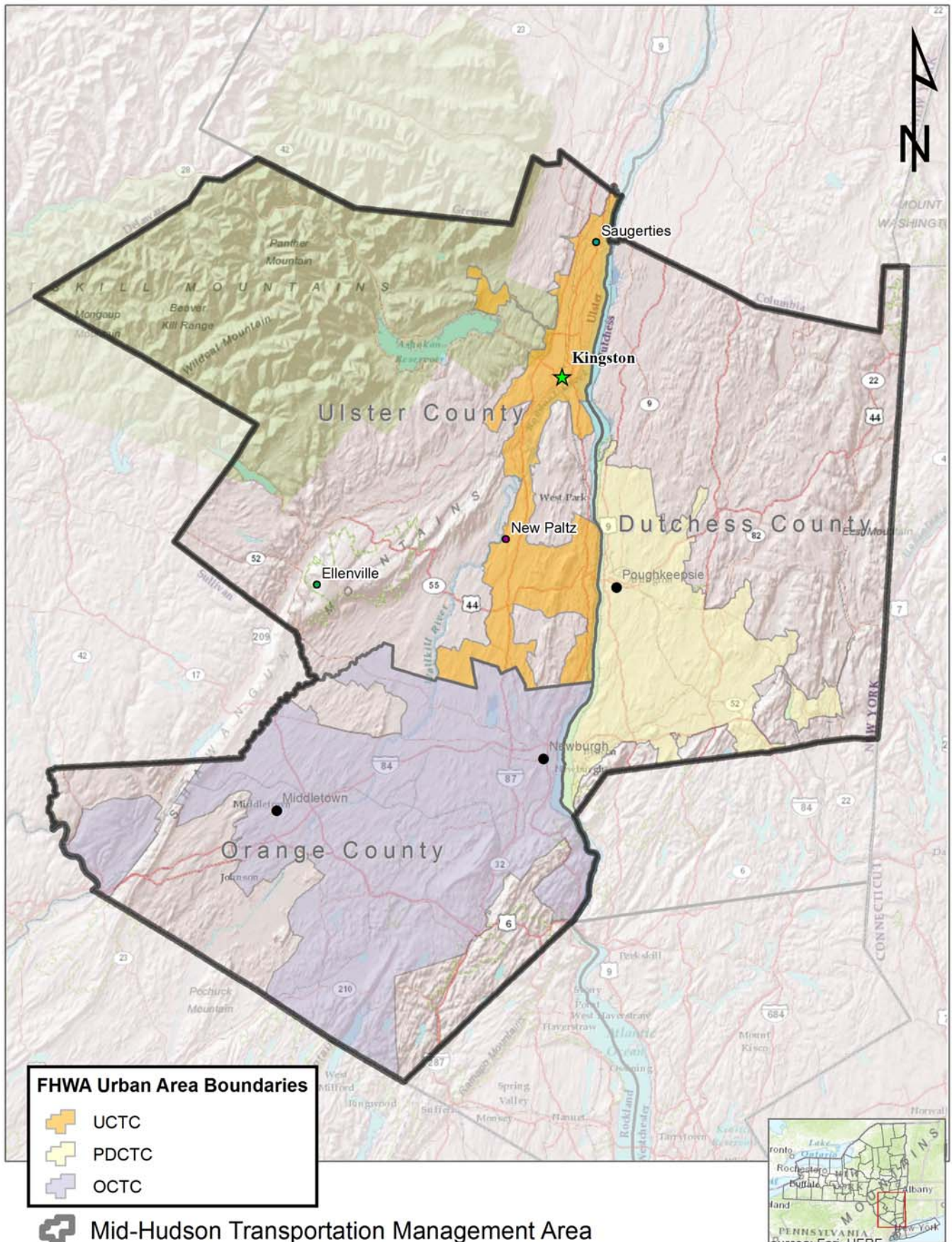
UCTC is responsible for the development of a **Metropolitan Transportation Plan (MTP)** and a **Transportation Improvement Program (TIP)** that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight in its planning area and the region. In addition, UCTC is responsible for the development of a **Unified Planning Work Program (UPWP)**. The intent of such a work plan is to coordinate all transportation-related planning activities that reflect the planning priorities facing the Metropolitan Planning Area.




FEDERAL REQUIREMENTS

The Fixing America's Surface Transportation Act (FAST Act) – signed in December of 2015 – is the latest surface transportation authorization act. The FAST Act will provide five years of funding for federal highway and transit programs beginning in FFY2016 and replaces the Moving Ahead for Progress in the 21st Century (MAP-21). The latest Metropolitan Planning Rule states that metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a Unified Planning Work Program (UPWP). A UPWP is a statement of work that identifies the planning priorities and activities to be carried out within the specific boundary of a designated Metropolitan Planning Area ("MPA"), the UCTC MPA encompasses the entire county and small portions of Greene County (refer to map on following page). The UPWP shall identify work proposed for the next one- or two-year period by major activity and



Figure 1: Mid-Hudson Valley Transportation Management Area (TMA)



- FHWA Urban Area Boundaries**
-  UCTC
 -  PDCTC
 -  OCTC

 Mid-Hudson Transportation Management Area



task, in sufficient detail to indicate:

- who will perform the work (e.g., MPO, State, public transportation operator, local government, or consultant);
- schedule for completing the work;
- resulting products;
- proposed funding by activity/task; and
- a summary of the total amounts and sources of Federal and matching funds.¹

The UPWP must also support the goals, objectives and recommendations of UCTC's Year 2040 Metropolitan Transportation Plan.

In addition to the Kingston Urbanized Area, Ulster County is part of a larger urbanized area known as the Poughkeepsie-Newburgh NY-NJ Urbanized Area or Mid-Hudson Valley Transportation Management Area ("TMA") (see Figure 1, page 2). A TMA is defined in Titles 23 and 49 U.S. Code as urbanized areas over 200,000 in population. Portions of Dutchess, Orange, and Ulster Counties as well as a small portion of New Jersey form the Mid-Hudson Valley TMA. As a result, the three MPO's receive additional Federal Highway Administration and Federal Transit Administration resources and are responsible for coordinating a Congestion Management Process (CMP) and integrating CMP strategies into the long range transportation plan. Specific short- and long-range CMP strategies were adopted in 2005 by the TMA and continued work on the CMP is included in this UPWP.

TITLE VI AND ENVIRONMENTAL JUSTICE COMPLIANCE

"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." - Title VI of the Civil Rights Act of 1964

In 1994, President Clinton issued Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order focused attention on Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." In support of Executive Order 12898, the United States Department of Transportation (DOT) issued an Order on Environmental Justice (DOT Order 5610.2) in 1997, followed by a Federal Highway Administration (FHWA) Order on Environmental Justice (FHWA Order 6640.23) in 1998.

There are three fundamental Environmental Justice principles:

¹ Title 23: Highways, Part 450 – Planning Assistance and Standards, Subpart C – Metropolitan Transportation Planning and Programming.



1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The UCTC remains committed to supporting Federal Environmental Justice requirements and maintaining compliance with Title VI of the Civil Rights Act. Examples of UCTC commitment include evaluation measures built into the UPWP and TIP project selection process, and the use of Geographic Information System (GIS) resources to illustrate the relationship between transportation investments programmed and areas with concentrated low-income, minority, age 65 and older, and mobility disability populations. In addition, the needs and interests of Limited English Proficiency (LEP) populations are taken into account during the project development and consultant solicitation phases of new UPWP projects. Recent examples include Spanish translation of project outreach materials associated with local corridor planning as well as inclusion of Spanish translators at public outreach events and meetings. In addition, UCTC's transit planning activities continue to focus on the need of underserved areas and populations.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

As a sub-recipient of US Department of Transportation financial assistance, which is administered through the New York State Department of Transportation (NYSDOT), UCTC is committed to the New York State Department of Transportation Disadvantaged Business Enterprise (DBE) Program as described in detail in the *New York State Department of Transportation Disadvantaged Business Enterprise (DBE) Program Plan*.² All sub-recipients that administer contracts with any USDOT funding assistance are required to fully conform to the Federal requirements in 49 CFR §26. Sub-recipients shall either develop their own DBE Program where required, or endorse and fully conform to the NYSDOT's DBE Program (49 CFR §26.21). NYSDOT will ensure the sub-recipients comply with all requirements. All sub-recipients shall place appropriate DBE clauses in their federally assisted contracts and assign local responsibility to ensure compliance with this policy (49 CFR §26.13). UCTC utilizes the State DBE participation targets in its contracting.

² For more information, visit the NYSDOT DBE Certification Program webpage, online at <https://www.dot.ny.gov/main/business-center/civil-rights/general-info/dbe-certification>



UCTC MEMBERSHIP

UCTC policy and decision making authority rests with its Policy Committee voting members. The Policy Committee is comprised of chief elected officials from urbanized and non-urbanized areas throughout Ulster County along with the New York State Department of Transportation and the New York State Thruway Authority. The Ulster County Executive serves as Chair of the Policy Committee. The Policy Committee is supported by non-voting Advisory and Technical Committees comprised of municipal and transportation agency officials. In addition to permanent voting members, the UCTC voting structure includes alternating two-year voting memberships. Less urbanized municipalities are paired together based upon geographic location and municipal population, and alternate voting membership on the Policy Committee every two years on June 4. In addition to permanent and two-year alternating voting members, the UCTC Operating Procedures identify seven (7) rural municipalities to collectively serve as one (1) rural voting member (also known as the "7 as 1" rural voter arrangement). In accordance with UCTC Operating Procedures, the Ulster County Association of Town Supervisors ("UCATS") appoints one Supervisor to represent the seven municipalities. Term limits for the individual serving in "7 as 1" rural voting seat is determined by UCATS. The UCTC meetings are scheduled and held "as needed" and typically occur every 2 months.

The UCTC Policy Committee is supported by a Technical Committee comprised of appointed municipal and transportation agency staff representing Ulster County municipalities and transportation agency interests. The Technical Committee serves as an advisory body to the Policy Committee. The Technical Committee monitors the operational aspects of the UCTC planning program for consistency with Federal, State, and local planning requirements, reviews



UCTC MEMBERSHIP

PERMANENT VOTING MEMBERS

Ulster County Executive, Chair
City of Kingston Mayor
Town of Saugerties Supervisor
Town of Ulster Supervisor
NYS Thruway Authority Executive Director
NYSDOT Commissioner, Secretary

TWO-YEAR VOTING MEMBERS

(Alternate biennially)

Village of Saugerties Mayor
Town of Hurley Supervisor*
Town of Rosendale Supervisor
Town of Esopus Supervisor*
Town of Lloyd Supervisor
Town of Marlborough Supervisor*
Town of Plattekill Supervisor
Town of Shawangunk Supervisor*
Village of Ellenville Mayor
Village of New Paltz Mayor*
Town of New Paltz Supervisor
Town of Wawarsing Supervisor*
Town of Woodstock Supervisor
Town of Kingston Supervisor*

**Current Voting Representative through June 4, 2019*

7 AS 1 RURAL VOTING MEMBERSHIP

(Appointed by Ulster County Association of Town Supervisors)

Town of Denning Supervisor
Town of Gardiner Supervisor
Town of Hardenburgh Supervisor
Town of Marbletown Supervisor*
Town of Olive Supervisor
Town of Rochester Supervisor
Town of Shandaken Supervisor

**Current Voting Representative through June 4, 2019*

NON-VOTING ADVISORY MEMBERS

Federal Highway Administration
Federal Transit Administration
Federal Railroad Administration
NYS Bridge Authority

technical and policy-oriented projects and programs, makes recommendations to the Policy Committee for consideration, and monitors the activities of staff.³

UCTC also has a joint cooperative transportation planning agreement with the public transit operators in its jurisdiction. In addition, UCTC is supported by Non-Voting Agency Advisory Members to assist with the planning process and help guide the Technical and Policy Committees with decision-making and policy formulation.

The day-to-day activities of UCTC are supported by 2.5 FTE staff to ensure the overall planning program is executed in a timely and efficient manner and in accordance with Federal regulations. Ulster County is the host agency for all UCTC-related staffing and planning studies. Staff is housed within Ulster County Planning Department located in the Ulster County Office Building in Uptown Kingston. UCTC's budget is embedded within the Ulster County Planning Department's budget and managed by the Director of the Ulster County Planning Department. Staff, equipment, supplies, rent, consulting studies, and other expenses used to support UCTC staffing operations are reimbursable to Ulster County by federal funds at 80% of the total amount. NYSDOT provides a 15% match, while Ulster County provides a five percent match. The State match for PL funding is accomplished through the use of toll credits: revenues generated by toll authorities (toll receipts and bonds) that are used to build and maintain highways and bridges that serve interstate commerce in New York State. The State match for MPP funding is provided through in-kind services.

2017-2018 PROGRAM ACCOMPLISHMENTS

The Ulster County Transportation Council (UCTC) continues to plan and implement programs and projects in support of the Year 2040 Long Range Plan's goals and recommendations. Major accomplishments during the 2017-2018 state fiscal year include the following:

Program Support and Administration

- Convened 8 meetings of the UCTC Technical and Policy Committees
- Managed the UPWP Call for Projects, accepting 5 proposals for review and consideration in the 2018/19 UPWP (City of Kingston, Town of New Paltz, Ulster County Area Transit, Village of New Paltz, Ulster County)
- Maintained and updated UCTC's web site and developed project pages to keep the public apprised of specific transportation-related projects, funding opportunities, events and activities
- Routinely processed GIS and other transportation-related data requests from local, state and Federal agencies as necessary
- Updated the UCTC email distribution list utilizing new email marketing support services
- Assisted the land use approval process managed by the Ulster County Planning Board through the review of **207** site plan and special permit referrals over the course of the 2017 calendar

³ See Ulster County Transportation Council Operating Procedures as approved June 4, 2003. Online at http://www.co.ulster.ny.us/planning/uctc/documents/mpo_op.pdf



- year, providing analysis and insight regarding impacts on the County transportation system
- Provided support to local communities and respective committees regarding transportation planning and land use, emphasizing the coordination of land use and transportation planning in an effort to promote sustainable and more orderly development
- Continued to present Council members with special information on relevant topics of interest including bridge conditions, Americans with Disabilities Act requirements, transportation performance management, and other subjects as warranted or applicable
- Prepared and submitted reports to NYSDOT, FHWA and FTA as required
- Attended and presented at multiple training seminars which addressed a variety of topics germane to transportation, land use planning, and community development held locally and across NYS, including the following:

Presentations:

- 4/7 Presentation to the Ulster County Board of Realtors on regional demographic and transportation trends
- 11/9 SUNY New Paltz Geography seminar presentation on the transportation planning process and MPOs,

Training Courses, Seminars and Conferences

- April 13 Overview of the Planning Board Referral Process
- April 19: Incorporating On-Road Bicycle Networks into Resurfacing Programs (FHWA in Binghamton)
- June 19 – 21: NYSAMPO Conference in Syracuse, NY
- June 28 : Webinar: Planning for Electric Vehicle Infrastructure: Tools, Results, and Lessons Learned from Tompkins County
- July 27: mandatory Ulster County staff training
- September 14: NACTO Urban Bikeway Design training in Albany, NY
- November 7, 2017: Wayfinding 101 GotoWebinar
- Regular participation in New York State Association of Metropolitan Planning Organization's (NYSAMPO) teleconferences and in-person Director's meetings

General Development and Comprehensive Planning

- Continued discussion and planning regarding regional and statewide needs for Americans with Disabilities Act training
- Collected and analyzed traffic count data for 76 locations throughout Ulster County in the spring and fall;
- Continued to present relevant issues associated with the Fixing America's Surface Transportation Act (FAST) and provided updates regarding new Notice of Proposed Rulemakings (NPRMs) to Council members
- September 19, the UCTC Policy Committee passed UCTC Resolution 2017-12 in support of the NYSDOT targets for safety performance measures
- Conducted significant Census data analysis of the UCTC MPA for use by various Ulster County public stakeholders upon request for the purposes of local area assessment and grant applications
- Re-evaluated scope of work for UCTC Project 44.22.04: Transportation Infrastructure Resiliency and Vulnerability Assessment Planning in an effort to provide a more regional focus

Transportation Improvement Program Administration

- Processed over 40 modifications and amendments to the 2017 – 2021 Transportation



Improvement Program

- Finalized a successful Call for New Projects utilizing FFYs 17 & 18 STP Flex and STP-OFF [system] bridge funds totaling \$3.711 million in federal aid for local bridge and paving projects
- Initiated the 2018 Call for New Projects utilizing remaining STP Flex and STP-OFF [system] bridge funds
- Completion of the FFY 2017 Annual Obligation Report
- Assisted local project sponsors with identification of capital offsets to address cost overruns or shortfalls as needed
- Facilitated multiple meetings between Ulster County communities and NYSDOT Local Projects Unit staff to assist with project implementation and problem solving

Transit and TMA Activities

- May 25, the UCTC Policy Committee passed UCTC Resolution 2017-07 in support of the UCAT Transit Asset Management Plan targets for the transit performance measures
- Assisted Ulster County Area Transit (UCAT) and Kingston Citibus with on-site transit planning and reporting tasks
- Worked closely with Ulster County transit operators and TMA staff to program FTA Section 5307, 5339, 5311 and 5310 funds
- Conducted a week-long parking utilization observation of the 8 commuter park and ride lots in Ulster County
- Developed funding source and procurement materials associated with a regional transit asset management plan for the TMA
- **Completed** Task 44.26.14: Planning for Transit Systems Management/Operations to Increase Ridership – City of Kingston/Ulster County Transit Systems Integration Study, including an exhaustive public outreach process that included both on-board and digital surveys and a series of public meetings to inform the public about the various scenarios associated with a merger between Ulster County Area Transit and Kingston Citibus
- Continued outreach and coordination activities with area human service transportation providers; this includes coordination and outreach associated with the FTA5310 grant application process that took place in the summer of 2017.
- Assumed the lead coordinator role for the Mid-Hudson TMA and assisted in meeting coordination and execution

Short and Long Range Planning Activities

- Community Transportation Planning Assistance, including participation on the following boards and committees:
 - Saugerties Complete Streets Advisory Committee
 - Ellenville/Wawarsing Complete Streets Advisory Committee
 - City of Kingston Complete Streets Advisory Committee
 - Kingston Sidewalk Task Force (subcommittee of the CSAC)
 - Bike Friendly Kingston
 - Kingston Land Trust
 - City of Kingston Department of Economic Development and Strategic Partnerships – TEP and NYSDERDA Cleaner/Greener grant administration and assistance with consultant selection process
 - Ulster County Trails Advisory Committee
 - Ulster County Traffic Safety Board
 - Assisting Trail Planning Efforts within the Planning Area



- Assisting in traffic safety analysis for the county and communities
- In addition, the following special meetings were held or attended during the reporting period:
- Various site visits throughout the region
 - Kingston Climate Adaptive Design project
 - Coordinated NYS Thruway Authority Route 32 Bridge over I87 reconstruction organizational meetings
 - NYSDOT I587 Redesign and Reconstruction process – design and aesthetics committee and participating in public outreach events
 - Empire State Trail meetings
- **Completed** the following UCTC UPWP projects:
 - 44.22.03: Traffic Count Program – conducted 76 counts and produced traffic county report
 - 44.23.02-06: Town of Marlboro Route 9W Corridor Study
 - 44.26.14: Planning for Transit Systems Management/Operations to Increase Ridership – UCAT/Citibus Transit Integration Study
 - **Initiated** the following UCTC UPWP projects and tasks:
 - 44.21.02: Unified Planning Work Program (UPWP) Development and issuance the 2018 UCTC UPWP Call for Projects;
 - 44.24.03: Kingston Wayfinding Plan – RFP drafted, issued and consultant selection process completed; initial kickoff meeting scheduled
 - 44.23.01-03: Mid Hudson TMA Congestion Management Process (CMP) by beginning a thorough review and update of the CMP document and process
 - 44.23.02-04: Regional Transit Plan including Asset Management
 - **Continued** the following UCTC UPWP projects:
 - 44.23.02-03: Analysis of Priority Investigation Location (PIL) Data among Congested Roadway Segments in Ulster County (original contract deliverables 100% completed; contract extended for additional sites)

UCTC staff wishes to thank all of its project partners – consultants, State and Federal officials, municipal staff, and private citizens – for their participation, assistance, and support of UCTC projects and initiatives during the 2017-2018 state fiscal year.

UPWP FRAMEWORK

The UCTC 2018-2019 UPWP has been developed in accordance with the stated goals of the UCTC Year 2040 Long Range Transportation Plan (as derived from Titles 23 (FHWA) and 49 (FTA) of the Code of Federal Regulations). As such, the UPWP supports a metropolitan planning process that includes projects and strategies that will:

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 the accessibility and mobility of people and for 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; and*
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.*

Projects that either directly or indirectly support these goals are identified accordingly.

Planning Emphasis Areas (PEAs)

At the discretion of the Secretary, a planning emphasis area (PEA) may be jointly established by FTA and FHWA to advance national goals as established by Federal law, to reflect FTA and FHWA priorities, and to respond to congressional direction established through the appropriations process. PEAs are intended to highlight subjects that should be addressed in FTA and FHWA funded planning programs and are designed to encourage the application of planning assistance to studies addressing national goals and priorities in addition to goals and priorities directly benefiting local transportation operations or otherwise serving State and local needs. PEAs are as follows:

- 44.26.12- Coordination of Non-Emergency Human Service Transportation
- 44.26.13- Participation of Transit Operators in Metropolitan and Statewide Planning
- 44.26.14- Planning for Transit Systems Management / Operations to Increase Ridership
- 44.26.15- Support Transit Capital Investment Decisions Through Effective Systems Planning
- 44.26.16- Incorporation Safety & Security in Transportation Planning

2018 -2019 (STATE FISCAL YEAR 2018) FUNDING SUMMARY

Funding for operations of UCTC are provided through the New York State Department of Transportation under the recently adopted Federal Fixing America's Surface Transportation Act (FAST Act), the most recent law amending and establishing Federal surface transportation policy and funding authorizations. Funds are allocated on a formula basis to the 14 MPOs that exist within New York State. The operating budget for UCTC is embedded within the Ulster County Planning Department's budget and managed by the Director of the Ulster County Planning Department.

The majority of funding included in the UCTC UPWP is provided by FHWA Metropolitan Planning Funds (PL) and FTA §5303 Metropolitan Planning Program (MPP) funds. The PL funds are used by MPOs for developing long-range metropolitan transportation plans, transportation improvement



programs, and to implement a planning process as described in 23 USC Section 134.

MPP funds are used for activities related to planning for transit systems. MPP funds are apportioned to states by a formula that includes each state's urbanized area population in proportion to the total urbanized area population for the nation, as well as other factors. States can receive no less than 0.5 percent of the amount apportioned. These funds, in turn, are sub-allocated by NYSDOT to MPOs by a formula that considers each MPO's urbanized area population, their individual planning needs, and a minimum distribution.

New York State's anticipated total allocation of Federal transportation planning funds for the 2018-2019 year is approximately \$31.9 million. This is comprised of \$23,813,998 in FHWA PL funds and \$8,182,356 in FTA MPP funds as well as \$250,000 in FHWA PL funds committed to shared cost initiatives (SCIs). A portion of the overall state allocation is set aside for joint planning activities, referred to as "shared cost initiatives." This UPWP has been developed using the FHWA and FTA funding allocations for FFY 2018-2019 as recommended by NYSDOT. These amounts are subject to change based on Congressional action on transportation funding. Should this occur, UCTC would, as required, amend the 2018 UPWP to reflect any changes in the authorized funding levels.

SHARED COST INITIATIVES/STATEWIDE PLANNING AND RESEARCH FUNDS

The New York State Association of MPOs (NYSAMPO) and NYSDOT routinely pool a portion of their federal metropolitan planning funds to undertake planning tasks of statewide significance. These projects, known as Shared Cost Initiatives (SCI), are funded through a combination of FHWA and FTA planning funds and NYSDOT Statewide Planning and Research (SPR) funds, depending on the subject and sponsor. The MPOs and the NYSDOT Policy and Planning Division jointly identify potential tasks, reach consensus on priorities for the year, and develop a scope of work for each selected task. Most of these projects are undertaken by a consultant under contract with one of the MPOs or NYSDOT. The SCI/SPR tasks that UCTC will participate in during the 2018-2019 fiscal year include the following tasks:

NYSAMPO Staff Support

- Objective: Provide admin. and tech. support for NYSAMPO efforts, incl. working groups.
- Cost: \$250,000 (\$150,000 FHWA PL and \$100,000 NYSDOT SPR)
- Lead Agency: Capital District Transportation Committee

NYSAMPO Staff Training

- Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.
- Cost: \$92,513 FHWA PL
- Cost: \$3,076 FTA MPP / \$769 State Match (IKS)
- Lead Agency: Genesee Transportation Council



AMPO Dues

- Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.
- Cost: \$41,292 FHWA PL
- Lead Agency: Binghamton Metropolitan Transportation Study

Mid Hudson Valley Transportation Management Area Transit Plan

- Objective: Identify ways to coordinate existing transit systems, internally between the three counties, and externally between the Albany and New York City metropolitan areas
- Cost: \$262,607 (\$30,486 FTA 5303 from UCTC utilizing FTA Grant NY-80-X027 (SFY 2017))
- Lead Agency: Orange County Transportation Council with direct support from Dutchess County Transportation Council and UCTC

UCTC FEDERAL AID

UCTC's 2018/19 Federal funding allocation for the period April 1, 2018 to March 31, 2019 is a total of **\$384,678 in FHWA (PL) funds** and a total of **\$58,226 in FTA Section 5303 (MPP) funds**. All of these funds (\$442,904) are available for programming in the 2018/2019 UPWP. UCTC also has federal funds available from previous years. These funds represent previous savings that are available to the Council for programming as needed. UCTC will program a total of **\$887,519** in federal funds for its 2018/2019 UPWP Program – **\$829,294** in FHWA PL funds and **\$58,226** in FTA 5303 funds.

MATCHING FUNDS

Matching funds are required for both the FHWA and FTA funding for UCTC in the amount of 20% of the total program. New York State Department of Transportation (NYSDOT) provides 15% of this share and Ulster County provides 5%. These non-Federal matching funds for PL and Section 5303 are provided through Toll Credits and in-kind service support for UCTC and are not available for programming as part of UCTC's contractual expenditures (see Table 3 page VII). NYSDOT provides the PL match through Toll Credits, the FTA MPP matching funds through in kind service and SPR through 20% cash match.

UCTC CARRYOVER BALANCE

The annual carryover or un-programmed balance refers to federal funds allocated to the MPO that have not been committed to a specific purpose and therefore represent savings for future use. MPOs require flexibility to reserve funds for a variety of reasons, such as large upcoming studies or tasks, staffing changes, billing fluctuations or other unforeseen circumstances when managing UPWP funds. UCTC estimates that an unprogrammed balance (estimated savings) of **\$393,061** in FHWA PL funds will remain available to assist in projects identified in the future. This represents a continued effort to draw down savings from previous years in order to limit the amount of carryover funding. A minimum of one full year of staff salary and fringe expenses are typically maintained as unexpended (roughly \$265,000) year to year. UCTC will continue to identify potential transportation planning needs for any remaining, additional funds over the course of the



state fiscal year. This may include additional dollars to be made available for new contracts that may emerge mid-year or for tasks identified below due to inaccurate budget estimates, cost overruns or the need for an expanded scope of services.

FTA 5303 funds are fully programmed in the SFY2018/19 UPWP; UCTC anticipates \$0 available in savings. This is primarily due to the successful completion of the Ulster County Transit Systems Integration Study in December 2017, which utilized a significant portion of backlogged FTA grants.

SFY 2018/19 WORK PROGRAM

The work program areas identified below are listed by FTA Task Code for SFY 2018/19.

PROGRAM AREA BY FTA TASK CODE

FTA Task Code	Program Area
44.21.00	PROGRAM SUPPORT AND ADMINISTRATION
44.22.00	GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING
44.23.00	LONG RANGE TRANSPORTATION PLANNING (LRTP – METROPOLITAN AND STATEWIDE) <ul style="list-style-type: none"> • 44.23.01 – LRTP SYSTEM LEVEL • 44.23.02 – LRTP PROJECT LEVEL
44.24.00	SHORT RANGE TRANSPORTATION PLANNING
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
44.26.00	PLANNING EMPHASIS AREAS (PEAS)
44.27.00	OTHER ACTIVITIES

The total task cost identified for each work item includes New York State and Ulster County funds as a local match. A summary budget for each FTA Task Code is provided in Table 4 (page III). The total UCTC program including all matching requirements is **\$1,109,399** for SFY 2018/19. Unless otherwise noted, UCTC is the lead agency for all projects undertaken within this UPWP.



44.21.00: PROGRAM SUPPORT AND ADMINISTRATION

Program Support and Administration includes basic overhead, program support, and general administrative costs directly chargeable to the FHWA or FTA project, i.e., direct program support, administration, interagency coordination, citizen participation, public information, local assistance, Unified Planning Work Program (UPWP) development, etc.

44.21.01: Program Support and General Administration

This task includes all program management and organizational development activities, staffing committees, planning and programming meetings, communicating and coordinating with local, County, Federal and State agencies, and general day-to-day operations of UCTC. Also included are capital needs such as office equipment, computer and software purchases, expenses such as travel and overhead, and supplies such as paper and ink cartridges. Other program support and coordination activities under this category include: routine website development and maintenance; attendance at NYSAMPO Director's meetings; preparing MPO meeting agenda and minutes; and preparation for committee and subcommittee meetings.

44.21.01: Program Support and General Administration				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$87,200	\$16,350	\$5,450	\$109,000
	<i>Includes \$75,000 for task total plus \$34,000 for indirect office expenses, travel and equipment/supplies as detailed in Tables IV & V of the Appendix</i>			
Deliverables:	Committee and subcommittee meeting agendas, minutes, contract documents, and web updates. All UCTC travel, training, supplies and indirect costs are included.			
Schedule:	This is an ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary).

44.21.02: Unified Planning Work Program (UPWP) Development

The Unified Planning Work Program (UPWP) is a summary of transportation planning tasks proposed annually in support of the goals, objectives, and recommendations of UCTC's Year 2040 Long Range Transportation Plan. This task involves the assessment of work completed in the previous year, anticipated tasks and projects needing completion in the next SFY, a financial analysis of planning funds available, staffing and work load assessment, meeting with local, State and Federal officials to discuss cooperative working partnerships, and the preparation, printing and distribution of the draft and final UPWP document. Administration of UPWP amendments is also included.



44.21.02: Unified Planning Work Program (UPWP) Development

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$8,800	\$1,650	\$550	\$11,000
Deliverables:	Draft and Final UPWP documents will be prepared and distributed for review and adoption. Amendments will be made as necessary			
Schedule:	This is an annual activity, October 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.21.03: Periodic Reporting

Periodic reporting is comprised of developing progress reports and the preparation of payment reimbursement requests. Staff provides other required information to Ulster County, NYSDOT, FHWA, and FTA for periodic audits of federally funded programs and grants.

44.21.03: Periodic Reporting

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$4,400	\$825	\$275	\$5,500
Deliverables:	Quarterly finance reports, semiannual DBE reports and semiannual narrative progress reports will be prepared and circulated periodically			
Schedule:	This is an ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.21.04: Public Participation Activities

The UCTC continues to implement and evaluate public involvement strategies throughout the year. This task includes activities such as the implementation of meetings and other events intended to engage and involve the public, web site development and maintenance, advertisement of public meetings in the local newspapers and on cable access television, and the development of press releases. In addition, UCTC will strive to expand its public outreach activities through the identification of innovative education programs and the formation of strategic partnerships with member organizations in an effort to leverage existing resources and expertise in the areas of traffic, bicycle and pedestrian safety.

44.21.04: Public Participation Activities

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$4,800	\$900	\$300	\$6,000
Deliverables:	Web site updates, press releases, public advertisements for upcoming UCTC activities will be performed periodically			
Schedule:	This is an ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.21.05: Transportation Management Area Coordination

UCTC staff will engage in TMA-related planning activities and meetings to ensure that the TMA



will be able to meet its Federal requirements. This task includes regular meetings with OCTC and DCTC representing Orange and Dutchess counties as well as other regional transportation planning activities. These efforts are focused on allocating FTA Section 5307, 5310, and 5311 funding for transit agencies, implementing the Congestion Management Process and coordination on regional studies. The Task also will include continued coordination of transit operations among the commuter and public carriers in the region toward the formulation of a regional transit strategy for the TMA.

Planning for regional freight movement will also continue to be a high priority of TMA members. Evaluation of a need for a regional freight plan will continue. Such a plan would include an inventory of existing freight activities across multiple modes of transportation (e.g. truck, rail, ship/barge, and air) and identify potential solutions to improve freight efficiency on facilities such as I-84/87, CSX rail lines in Orange and Ulster counties, Stewart International Airport in Orange County, and the Hudson River. This study would build upon the work being done by NYSDOT on its statewide freight plan.

The TMA classification requires that the MPOs jointly disburse FTA Section 5307 (Urbanized Area) and Section 5339 (Bus and Bus Facilities) transit funding, and undergo an in-person federal certification review every four years. The TMA underwent its most recent federal certification in September 2017, with the final certification report to be issued in 2018. TMAs are also required to develop a Congestion Management Plan (CMP) to identify strategies to reduce traffic congestion and improve operations.

44.21.05: Transportation Management Area Coordination				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$16,000	\$3,000	\$1,000	\$20,000
Deliverables:	TMA quarterly meetings, action on transit funding, and TMA planning activities in close coordination with NYSDOT, DCTC and OCTC			
Schedule:	This is an ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.21.06: Professional Development

Professional development and training helps to improve the performance of staff. Professional development opportunities periodically emerge throughout the year and UCTC benefits when staff works to enhance knowledge and skills needed to do the work of the UCTC effectively. Types of training opportunities staff may attend in the coming year include traffic count workshops, transportation planning seminars, statewide MPO staff meetings, statewide and national planning conferences, transportation modeling workshops, strategies for effective office management, and other specialized training opportunities.



44.21.06: Professional Development

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$3,200	\$600	\$200	\$4,000
Deliverables:	Staff attendance at conferences and training seminars hosted by agencies and organizations such as: Federal Highway Administration; Federal Transit Administration; New York State Department of Transportation (NYSDOT); the Association of Metropolitan Planning Organizations (AMPO); the National Association of Development Organizations (NADO); the New York State MPO association; New York State Chapters of the American Planning Association (APA); other regional transportation-related workshops; and training associated with transportation related software and applications utilized by staff.			
Schedule:	This is an ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.22.00: GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

General Development and Comprehensive Planning includes the costs of activities specifically emphasizing regional policy and system planning for non-transportation functional areas, including the development and maintenance of related data collection and analysis systems, demographic analysis and non-transportation modeling, and forecasting activity, e.g., land use, housing, human services, environmental and natural resources, recreation and open space, public facilities and utilities, etc.

44.22.01: Ensuring Compliance and Conformity with Federal and State Transportation Rules and Regulations

The purpose of this task is to continually review requirements of the MPO with regard to maintaining compliance with all applicable Federal and State transportation rules and regulations, including Federal performance-based planning targets, Title VI of the Civil Rights Act, and its own Operating Procedures. In doing so, staff will begin to review the latest Federal surface transportation authorization act – the Fixing America’s Surface Transportation (FAST Act). In addition, the MPO will continue to evaluate and respond to Federal requirements and regional needs regarding performance management compliance and other Federally-backed focus areas.

44.22.01: Ensuring Compliance and Conformity with Federal and State Transportation Rules and Regulations

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$1,600	\$300	\$100	\$2,000
Deliverables:	Functional classification map amendments as necessary; additional informational bulletins, presentations and updates as necessary or requested			
Schedule:	This is an ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)



44.22.02: Demographic and Economic Data Analysis and Forecasting

Staff will continue to monitor and analyze available demographic and economic news and data releases including the US Census and American Community Survey (ACS). Other relevant data warehouses such as the NYS Department of Labor, Global Insights, Hudson Valley Economic summary, etc will also be monitored to support UCTC-related planning initiatives. These data will inform ongoing studies and be utilized in the maintenance of the UCTC Transportation Model (TransCAD). Data requests from UCTC members and the general public specifically relevant to Census products will also be covered under this task.

44.22.02: Data Analysis and Forecasting				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$800	\$150	\$50	\$1,000
Deliverables:	Perform data analysis for new demographic data from the American Community Survey and interact with NYS Department of Labor on employment information			
Schedule:	This is an ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.22.03: Traffic Monitoring Program – Part Consultant Study

Staff will continue to work with Ulster County Department of Public Works, NYSDOT, and local municipalities to implement UCTC's Traffic Monitoring Program (TMP). The TMP is an important component of the overall transportation planning process. Traffic count data is used to help calibrate the Ulster County travel demand model (TransCAD), supports short- and long-range Congestion Management Process (CMP) goals and objectives, and assists in crash analysis and pavement management activities. An annual TMP report will be produced, distributed and made available on the UCTC web site. This work also includes crash analysis and data requests. Research and evaluation of possible bicycle/pedestrian counts of the non-motorized trail system will also be included.

44.22.03: Traffic Monitoring Program (Part Consultant Study)				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$27,200	\$5,100	\$1,700	\$34,000
	<i>\$24,000 available for consultant procurement</i>			
Deliverables:	Annual UCTC Traffic Monitoring Report and associated datasets			
Schedule:	This is an annual activity, May 2018 – February 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.22.03: Transportation Asset Planning and Coordination – Part Consultant Study

This task will focus on improving the maintenance, operation and preservation of regional transportation assets. Asset management is a continuous process that guides the acquisition, use, and disposal of infrastructure assets. The purpose of asset management is to optimize service delivery and minimize the cost of any given asset over its service life. Focus areas



include improvement of customer service, asset life cycles and risk management, and life cycle costing. Strategies focus on data inventory and management, including the acquisition and use of specialized software packages. The goal of an asset management strategy is to achieve desired levels of service and operational objectives at the best possible cost to the customer. This task can facilitate future transportation asset management planning, inventorying and assessment in municipalities within the UCTC MPA, as needed. Focus areas include pavement management, bridge maintenance, or other transportation infrastructure focus areas.

44.22.03: Transportation Asset Management				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$17,600	\$3,300	\$1,100	\$22,000
	<i>\$16,000 available for consultant procurement</i>			
Deliverables:	Guidance and methodology for data collection and implementation of a asset management databases; training of staff to conduct a asset management programs; hiring of 3 rd party consultants to conduct asset management planning and inventorying			
Schedule:	This project has not been initiated – no progress reported to date			

44.22.04: Transportation Infrastructure Resiliency and Vulnerability Assessment Planning – Part Consultant Study

Transportation resiliency refers to the transportation system’s ability to accommodate variable and unexpected conditions without catastrophic failure. The subject is particularly relevant in Ulster County as the frequency and severity of extreme weather events appears to be increasing. The purpose of this study effort is to determine the vulnerability of the region's various transportation infrastructure assets to natural and manmade hazards and propose solutions for preventing and/or mitigating the impacts of hazard events on those assets. The focus of this effort will begin by utilizing the county-wide large culvert inventory developed by the Ulster County Department of Public Works. The focus will be to determine culvert vulnerability to flooding and repetitive loss and develop recommendations for proper hydrologic capacity based on estimates of future rainfall and storm events.

44.22.04: Transportation Infrastructure Resiliency and Vulnerability Assessment Planning				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$46,800	\$8,775	\$2,925	\$58,500
	<i>\$44,000 available for consultant procurement</i>			
Deliverables:	Conduct assessments of transportation asset vulnerability to extreme weather events; study options for improving resiliency of transportation facilities or systems			
Schedule:	This project has not yet commenced; no progress reported to date. Project is expected to take approximately 12 months from date of contract execution.			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)



44.22.05: Americans with Disabilities Act Coordination and Compliance

The purpose of this effort is to assist UCTC members to better understand their roles and responsibilities to provide accessible transportation facilities under the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Section 504). Public rights-of-way and facilities are required to be accessible to persons with disabilities through Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans with Disabilities Act of 1990. These statutes mean that the agency must provide pedestrian access for persons with disabilities to the agency's streets and sidewalks, whenever a pedestrian facility exists. Regulations implement this requirement by imposing standards for accessible features such as curb cuts, ramps, continuous sidewalks, and detectable warnings. All State and local governmental agencies must provide pedestrian access for persons with disabilities in compliance with ADA Title II. 42 U.S.C. §12131(1). Federal, State, and local governments must provide pedestrian access for persons with disabilities in compliance with Section 504 standards (29 U.S.C. §794(a)). The ADA requires public agencies with more than 50 employees to make a transition plan (28 CFR §35.150(d)). Efforts will therefore be extended to assist members with the development of data and discourse that will aid in ADA compliance, including inventory of existing facilities and their present condition as well as critical gaps.

44.22.05: Americans with Disabilities Act Coordination and Compliance				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$1,600	\$300	\$100	\$2,000
Deliverables:	Conduct ADA assessments, training, and coordination of compliance as member demand warrants			
Schedule:	This is an ongoing activity; April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.23.00: LONG RANGE TRANSPORTATION PLANNING

44.23.01: LONG RANGE TRANSPORTATION PLANNING – SYSTEM LEVEL

System Level Long Range Planning includes the costs of activities specifically emphasizing long range transportation system planning and analysis, e.g., long range travel forecasting and modeling including appropriate database development and maintenance for transportation in the entire metropolitan area or State, system analysis, sketch planning, system plan development, reappraisal or revision, and all long-range, Transportation System Management (TSM) activities.

44.23.01-01: UCTC Year 2040 Long Range Transportation Plan

UCTC is required by Federal law to update its LRTP at least once every five (5) years; the most recent iteration – *Rethinking Transportation: Plan 2040* – was completed in September of 2015. The LRTP gives citizens and decision makers a structured means to be thoughtful about the role that transportation will play in the future. The LRTP is both a statement of policy and an



investment plan: it states how available funds are best used to meet regional priorities. The document establishes a regional vision and goals for transportation planning and programming, which thereby creates the framework for establishing the projects, strategies and actions that are necessary to realize that vision. This task will allow MPO staff to publicize and distribute the document, monitor MPO conformance to performance measures, evaluate how day-to-day activities meet the requirements of the Plan and prepare for the next Plan update in 2020.

44.23.01-01: UCTC Year 2040 Long Range Transportation Plan				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$1,920	\$360	\$120	\$2,400
Deliverables:	Maintenance, distribution and publication of LRTP document and monitoring to ensure conformance across all elements of the MPO			
Schedule:	This is an ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.23.01-02: Support Energy Planning - NYS Climate Action Plan and NYS Energy Plan

Executive Order No. 24 set a goal to reduce greenhouse gas emissions in New York State by 80 percent below the levels emitted in 1990 by the year 2050. The Executive Order also created the New York State Climate Action Council (CAC) with a directive to prepare a climate action plan.⁴ The NYS Climate Action Plan includes many activities that are related to the transportation system. In addition, changes to the NYSDEC SEQRA forms now require separate information related to green house gas emissions. In January 2014 the Draft State Energy Plan (SEP) was released for review. The SEP focuses on reliably meeting projected future energy demands while balancing economic development, climate change, environmental quality, health, safety and welfare, transportation, and consumer energy cost objectives.⁵ UCTC will play a role in these issues particularly as they relate to its transportation modeling efforts and impacts associated with major projects.

44.23.01-02: Support Energy Planning – NYS Climate Action Plan & NYS Energy Plan				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$1,920	\$360	\$120	\$2,400
Deliverables:	Participation in the NYSDEC Climate Action network, review and coordination of state planning policies and initiatives with UCTC plans and documents, particularly the 2015 update to the UCTC Long Range Transportation Plan			
Schedule:	This is an ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

⁴ Climate Action Planning. New York State Department of Environmental Conservation. Online at <http://www.dec.ny.gov/energy/80930.html>.

⁵ New York State Energy Plan. <http://energyplan.ny.gov/>.



44.23.01-03: Participate and Support the Congestion Management Planning Process (CMP)

UCTC, in conjunction with OCTC and DCTC, has adopted the Congestion Management Process for the Mid-Hudson Valley TMA. UCTC will work with TMA MPOs to develop an update to the Mid-Hudson Valley TMA Congestion Management Plan (CMP). First developed in 2005, and expanded upon in 2006 and 2011, the CMP establishes a four-step process to define, measure, and manage congestion, and then evaluate its overall effectiveness. The CMP recommends integrating results into local MPO planning efforts. As part of this update, the Transportation Council will work with the NYSAMPO Modeling Working Group, NYSDOT, the University Transportation Research Center (UTRC), and the University at Albany's AVAIL Team to gather and analyze travel time and speed data from the National Performance Management Research Data Set (NPMRDS). The NPMRDS data, based on wireless vehicle probe data, is procured by FHWA for the specific purpose of assisting states and MPOs with measuring travel performance on the National Highway System (NHS). It includes archived speed and travel time data, matched to associated location referencing data. In addition, supporting data development will occur as resources allow, including the annual *Commuter Parking Lots Capacity Analysis and Needs Assessment*.

44.23.01-03: Participate and Support the Congestion Management Process				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$16,000	\$3,000	\$1,000	\$20,000
Deliverables:	NPMRDS analysis (April – September 2018); CMP Update (October 2018 – March 2019) in conjunction with OCTC and DCTC			
Schedule:	This is an ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.23.01-04: Performance Monitoring

Gather and analyze transportation data necessary to monitor the performance of the local transportation system based on the measures identified in *Rethinking Transportation: Plan 2040*. UCTC will use the data to measure progress towards meeting short- and long range goals for specific issues such as highway and bridge conditions, transportation safety, walking and bicycling infrastructure, transit use, traffic congestion, project delivery, and natural resource protection. UCTC will also meet FAST Act rulemakings on various performance measures (e.g. safety, pavement, bridge, transit and other relevant subject-area performance measures).

44.23.01-04: Performance Monitoring				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$4,000	\$750	\$250	\$5,000
Deliverables:	Analysis and reporting of transportation data necessary to monitor the performance of the system; progression of any necessary UCTC policy items in support of federal performance monitoring mandates.			
Schedule:	This is an ongoing activity; April 2018 – August 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)



44.23.02: LONG RANGE TRANSPORTATION PLANNING – PROJECT LEVEL

Project Level Long Range Planning includes the costs of activities specifically emphasizing long range project level planning and analysis, e.g., corridor and subarea studies, cost effectiveness studies, feasibility and location studies, and the preparation of related draft environmental impact studies.

44.23.02-01: Community Transportation Planning Assistance

This task is designed to ensure that communities understand the fundamental link between transportation and land use. The task will provide planning and design assistance as well as educational training for communities in developing their comprehensive plans, establishing design parameters for major projects, establishing access management and pedestrian/bicycle provisions in land use controls, and assisting in decision-making for capital investments and designs that become part of or impact the transportation system. UCTC will provide support to local committees and the county which may include basic GIS analysis and map development for local and county offices, identification of and planning for regionally-significant new development proposals with likely transportation implications. In addition, UCTC will assist the traffic safety board in its efforts to promote safe transportation within the county under this category.

44.23.02-01: Community Transportation Planning Assistance				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$50,400	\$9,450	\$3,150	\$63,000
Deliverables:	Planning guide memoranda related to transportation and community development, attendance at local meetings and educational seminars on transportation planning			
Schedule:	Ongoing activity, April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.23.02-02: Conduct Roadway Safety Audits at Selected Locations throughout Ulster County– Part Consultant Study

The number of highway fatalities experienced annually is a basic quality of life indicator for communities and regions. Under NYSDOTs overall Highway Safety Improvement Program, the Department proactively identifies and treats high-accident locations, called, with proven engineering safety countermeasures. According to NYSDOT, PIL locations comprise approximately 5 percent of State highway mileage, but account for one-third of all accidents occurring on those highways. In a continual effort to reduce traffic fatalities and improve overall traffic safety, this study will seek to build upon existing NYSDOT PILs and other similar data sources. Formally titled “Analysis of Priority Investigation Location (PIL) Data among Congested Roadway Segments,” this project will continue the work outlined in previous UPWPs but will begin to focus on a wider variety of roadway segments and intersections rather than just those experiencing congestion or identified as Priority Investigation Locations (PILs). Project focus areas may include the US 209 corridor due to the onset of the Resorts World



Casino planned for opening in February 2018 in the Orange County town of Monticello, NY. This new attraction will likely generate significant new commuter and visitor traffic in and around the US 209 corridor in Ulster County and may therefore warrant detailed safety analysis.

The outcome of Roadway Safety recommendations may include simple non-capital work, such as site-specific traffic control and/or maintenance improvements, to capital safety projects and/or safety enhancements to other capital projects. The feasibility of programing this task as an annual/ongoing activity will also be considered after implementation. This project will function in close coordination with 44.23.02-03: Rural/Local Road Safety Planning.

44.23.02-02: Conduct Roadway Safety Audits at Selected Locations throughout Ulster County– Part Consultant Study

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$76,800	\$14,400	\$4,800	\$96,000
	<i>\$72,000 available for consultant procurement</i>			
Deliverables:	Roadway safety audits at selected locations with report outlining corrective actions to be performed at those locations. Technical advisory committee formation, public outreach, extensive site visitation, and data analysis are all required components.			
Schedule:	This activity will be renewed and continued April 2018 – March 2019			
Project Status	100% of original project deliverables have been completed; contract amendment in the amount shown above will be executed for additional work at new locations including possible multiple locations on the US 209 corridor			

Total project cost includes resources necessary to cover staff time, expenses and consultant procurement (if necessary)

44.23.02-03: Rural and Local Road Safety Planning – Part Consultant Study

A significant number of crashes occur on rural/local roads where it is often difficult to isolate high-crash locations. Issues such as narrow lanes, absence of shoulders, nonexistent clear zones, or worn or obsolete pavement markings and signage are not uncommon. Similarly, resources to address the problems are often limited. This project will utilize data-driven approaches to identify persistent roadway safety problems throughout Ulster County by examining crash trends and characteristics in an effort to focus on specific emphasis areas. Characteristics such as type of common crashes, contributing circumstances, and facility location will be taken into consideration. The result will be a detailed data analysis followed by a transportation safety plan based on the results of the data analysis. This project will function in close coordination with 44.23.02-02: Conduct Roadway Safety Audits at Selected Locations, which has been underway.



44.23.02-03: Rural and Local Road Safety Planning– Part Consultant Study

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$76,800	\$14,400	\$4,800	\$96,000
	<i>\$72,000 available for consultant procurement</i>			
Deliverables:	Data analysis and safety plan for rural and local roads in Ulster County			
Schedule:	Anticipated start date September 2018; this project is anticipated to take approximately 12 months for completion			
Project Status	New project; not commenced – execution target date September 2018.			

44.23.02-04: Traffic Control Signal Warrant Evaluation – Part Consultant Study

Traffic signals are one of the most restrictive forms of traffic control that can be used at an intersection. They are also elaborate and expensive pieces of equipment for municipalities to maintain. In order to ensure that the use of traffic signals is limited to favorable situations, this study will apply evaluative measures to existing traffic controls to confirm that the minimum traffic conditions are present to warrant the continued operation of a signal. The study will focus on traffic signals in the City of Kingston.

44.23.02-04: Traffic Control Signal Warrant Evaluation

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$54,190	\$10,161	\$3,387	\$67,737
	<i>\$51,790 available for consultant procurement</i>			
Deliverables:	Final report and plan on traffic signal warrant evaluation			
Schedule:	Draft Scope of Work completed but not yet issued as RFP; Project to be completed approx. 12 months from contract execution. execution target date June 2018.			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement

44.23.02-05: Wallkill Valley Rail Trail Enhancements – Part Consultant Study

The effort will include options to create a multimodal active transportation corridor with needed amenities on the heavily used part of the Wallkill Valley Rail Trail within the heart of the Village of New Paltz. This effort will provide concept level capital improvements, enhancements and mitigation to interconnect the Wallkill Valley Rail Trail to surrounding neighborhoods, individual properties, and important destinations within the greater New Paltz area such as SUNY New Paltz, the Main Street business district and other adjacent commercial and residential properties. Concepts such as Complete Streets, context sensitive design, green infrastructure, and crime prevention will be emphasized. It will pinpoint ways to optimize utilization, improve the user experience and provide strategies to manage this linear park.



44.23.02-05: Wallkill Valley Rail Trail Streetscape and Gateway Enhancements				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$67,200	\$12,600	\$4,200	\$84,000
	<i>\$64000 available for consultant procurement</i>			
Deliverables:	TAC formation, public outreach plan, and draft and final report and plans			
Schedule:	Project not yet commenced; to be completed approx. 12 months from contract execution			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement

44.23.02-06: New Paltz Connector– Part Consultant Study

A number of evolving circumstances predicate the need for an assessment of emerging opportunities in the area south of the Village of New Paltz with the potential for improvements to access the NYS Thruway at Exit 18. In 2017, Governor Cuomo announced the gradual phase out of traditional toll booths along the NYS Thruway in lieu of high-speed, open road, cashless tolling. In addition, the Governor’s creation of the NYS Empire State Trail system in 2016 includes connections through New Paltz, also adjacent to Exit 18. These circumstances along with improvements to South Putt Corners Road scheduled for construction in 2018 bring with them an opportunity to re-envision the design of Int. 87 Exit 18 at New Paltz. A re-design of this exit brings with it the potential to deliver significant public benefits in the form of reduced congestion, emissions reductions, travel-time savings, and improved travel reliability. Linking NYS Rt. 32 with an improved South Putt Corners Road may offer transportation advantages to all users in a manner that is in line with community land use goals. This effort will engage the community in these discussions along with appropriate state agencies.

44.23.02-06: New Paltz Connector– Part Consultant Study				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$83,200	\$15,600	\$5,200	\$104,000
	<i>\$80,000 available for consultant procurement</i>			
Deliverables:	TAC formation, public outreach plan, and draft and final report and plans			
Schedule:	New project; to be completed approx. 12 months from contract execution			

44.24.00: SHORT RANGE PLANNING

Short Range Planning includes activities specifically emphasizing short range transportation system or project planning and analysis proposed in the next three to five years, i.e., management analyses of internal operations such as management/administration, maintenance, personnel, and labor relations; service planning including appropriate data base development and maintenance; financial management planning, including alternative farebox policies; and all short range Transportation System Management (TSM) activities including vanpool/ridesharing, high occupancy vehicles, parking management, etc.



44.24.01: Encourage Sustainable Development Policies and Conduct Transportation Impact Reviews

Working with county and local planning boards, provide evaluations on the impact of proposed development projects on the transportation system. Coordinate meetings on proposed projects in a manner that allows all agencies to participate as early as possible on project design as it relates to the transportation system and sustainability factors. This “gateway agency” concept will provide early feedback to project sponsors and local governments. The work will also be utilized in presentations before local boards and in project reviews and referral responses by the County Planning Board.

44.24.01: Encourage Sustainable Development Policies and Conduct Transportation Impact Reviews				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$30,400	\$5,700	\$1,900	\$38,000
Deliverables:	Meetings with project sponsors and agencies, issuance of referral memoranda			
Schedule:	Ongoing activity; April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement

44.24.02: Route 9W Corridor Study – Part Consultant Study

The Route 9W Corridor Study will evaluate the US Route 9W corridor through the Town of Marlborough, including the hamlet of Milton. The project is intended to evaluate the current traffic levels, existing pedestrian and bicycle accommodations, and visual character of the corridor and hamlet areas and adjoining land use. The study area is part of a major commuter shed into Orange County and consists of both 4 lane and 2 lane configurations. The study will be used by the Town to develop mechanisms to enhance economic development, improve property values, improve the visual appeal of the corridor, enhance the sense of transition at the gateways to the hamlets, enhance the sense of place in the hamlets, improve traffic flow, enhance pedestrian and bicyclist safety, and provide better access management throughout the corridor. The study will draw from the previous UCTC study of the Marlboro hamlet completed in 2008 as well as community land use efforts within the corridor. The primary study area is north of the Hamlet of Marlboro.

44.24.02: Route 9W Corridor Study – Part Consultant Study				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$12,865	\$2,412	\$804	\$16,081
	<i>\$10,885 in contract amendment plus \$1409 in carryover available for consultant expenditure</i>			
Deliverables:	Report providing design sketches and detailed cost estimates for recommended actions to improve roadway function and access along Route 9W Marlboro			
Schedule:	June 2018 – July 2018			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement



44.24.03: Kingston Wayfinding Plan – Part Consultant Study

The primary objectives of the Kingston Wayfinding Plan (KWP) will be to 1) enable visitors and residents to navigate safely, easily, and efficiently through Kingston, 2) provide a family of wayfinding signage that creates a visual identity for the City and its distinct districts/area with a unifying, attractive graphic style that enhances Kingston's branding, and 3) encourage and support economic vitality by helping to increase motor vehicle, bicycle, and foot traffic to business districts, museums, parks, and other key community destinations. The KWP will serve people using various modes of travel and will include gateway, directional, and interpretive signage for automobile users, pedestrians, and bicyclists. KWP signage will be designed in a way that reflects the history, character, culture, and natural environment of Kingston supporting a unified sense of place as one travels through the City's unique neighborhoods. Preserving the identity of historic neighborhoods while also integrating with NYSDOT and county wayfinding systems are important considerations. Major attractions and destinations will be linked, while minor destinations will be interpreted in themed districts. Ultimately, it will support tourism and economic development throughout the city.

44.24.03: Kingston Wayfinding Plan – Part Consultant Study				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total Task Cost
Total Project Cost	\$ 68,000	\$ 12,750	\$ 4,250	\$ 85,000
	<i>\$64,000 available for consultant procurement</i>			
Deliverables:	Final signage and wayfinding program.			
Schedule:	Project RFP issued October 2017 and consultant selected. Approximate start date April 2018; to be completed approximately 14 months from date of contract execution			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement

44.24.04: Ellenville/Wawarsing Comprehensive Signage and Wayfinding Plan – Part Consultant Study

This project seeks to develop a comprehensive signage and wayfinding system in the Town of Wawarsing and Village of Ellenville to enhance safe and efficient access to and between municipal parks and recreation facilities and key community assets.

44.24.04: Ellenville/Wawarsing Comprehensive Signage and Wayfinding Plan				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$32,400	\$6,075	\$2,025	\$40,500
	<i>\$30,000 available for consultant procurement</i>			
Deliverables:	Final signage and wayfinding program			
Schedule:	This project has not commenced; no progress to report to date; to be completed approximately 10 months from date of contract execution			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement



44.25.00: TRANSPORTATION IMPROVEMENT PROGRAM

Every two to three years, UCTC initiates a *Transportation Improvement Program* (TIP) update process to evaluate project priorities against the goals, objectives and recommendations of the Year 2040 LRTP. The TIP is a five-year fiscally constrained financial plan for implementing prioritized transportation improvements in Ulster County.

44.25.01: Monitor and Amend the 2017 – 2021 Transportation Improvement Program (TIP)

The TIP will be monitored for progress of projects funded and UCTC staff will process TIP amendments and prepare and circulate required obligation reports. UCTC staff will organize and facilitate needed TIP Subcommittee meetings, facilitate public involvement efforts, and develop and distribute draft and final TIP documents. Among those documents is the *TIP Amendment Log*, an on-line spreadsheet that tracks changes to projects, thereby acting as an addendum to the most recent iteration of the TIP. TMA programming activities and project development activities are also included within this task.

44.25.01: Monitor and Amend the 2017 – 2021 Transportation Improvement Program

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$17,199	\$3,225	\$1,075	\$21,499
Deliverables:	Draft and final TIP amendment documents, Obligation Reports, and meetings with project sponsors to advance TIP projects			
Schedule:	Ongoing activity; April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement

44.25.02: Support Discretionary Transportation Grant Programs

Under the FAST Act, the Surface Transportation Block Grant Set-aside Program (formerly the Transportation Alternatives Program (TAP)) will fund non-traditional transportation related projects that include bicycle/pedestrian facilities, historic preservation of transportation related infrastructure, landscaping, environmental mitigation, and Safe Routes to School (SRTS) projects for infrastructure such as sidewalks and signalization as well as educational programs.

For general solicitations associated with these programs, UCTC will distribute and assist in the preparation of applications, provide access to its studies and recommendations, and convene its members to prioritize projects as needed. In addition, UCTC will provide technical assistance and support as prudent in instances when these and other discretionary state and Federal grant programs are identified, such as the New York State Energy Research and Development Authority Cleaner, Greener Communities Grant Program, NY Parks and Trails grant opportunities, the National Park Service Rivers, Trails and Conservation Assistance Program, and other programs that have relevance to the transportation system.



44.25.02: Support Discretionary Transportation Grant Programs				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$2,400	\$450	\$150	\$3,000
Deliverables:	Assistance to local governments and others relevant stakeholders for TAP and other similar applications; assisting NYSDOT with review and ranking of project applications			
Schedule:	Ongoing activity; April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement

44.26.00: PLANNING EMPHASIS AREAS (PEAS)

In past years, MPOs were encouraged by the Federal Highway Administration and the Federal Transit Administration to consider planning emphasis areas (PEAs) to promote priority themes in addition to the overall standard work program.

The SFY 2017 PEAs for MPOs to consider as priority themes include the following: 1) Coordination of Non-Emergency Human Service Transportation; 2) Participation of Transit Operators in Metropolitan & Statewide Planning; 3) Planning for Transit Systems Management/Operations to Increase Ridership; 4) Support Transit Capital Investment Decisions through Effective Systems Planning; and 5) Incorporating Safety & Security in Transportation Planning.

44.26.12: Coordination of Non-Emergency Human Service Transportation

This PEA effort will update the *UCTC Coordinated Public Transit – Human Services Human Service Transportation* refers to programs that provide for the basic mobility needs of certain groups. It refers, for example, to services that: transport people with disabilities; provide older citizens access to medical care, and; give access to transportation for people joining the labor market. On February 4, 2004, the White House signed the Executive Order on Human Service Transportation Coordination. Federal, State and local agencies are being encouraged to work together to ensure that transportation services are seamless and accessible to all citizens. Efforts under this PEA include implementation of recommendations of the recently updated *UCTC Coordinated Public Transit – Human Services Transportation Plan*, completed in January of 2017 under this task.

44.26.12: Coordination of Non-Emergency Human Services Transportation				
	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total Task Cost
Total Project Cost	\$3,200	\$600	\$200	\$4,000
Deliverables:	Implementation of the 2017 Coordinated Plan (completed January 2017)			
Schedule:	This is an ongoing activity: April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement



44.26.13: Participation of Transit Operators in Metropolitan & Statewide Planning

Efforts under this PEA include the close coordination of transit operators and transit operations in Ulster County. The UCTC has also established a Transit Advisory Committee to help coordinate public transit operations with public and private transit operators as well as provide transit operators a forum to discuss their concerns and needs.

44.26.13: Participation of Transit Operators in Metropolitan & Statewide Planning				
	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$3,200	\$600	\$200	\$4,000
Deliverables:	Transit system coordination, including organization of necessary meetings			
Schedule:	This is an ongoing activity; April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement

44.26.14: Planning for Transit Systems Management/Operations to Increase Ridership

Efforts under this PEA include transit planning support for the Ulster County and City of Kingston bus systems (Ulster County Area Transit and Kingston Citibus) as well as maintaining and fostering critical links to other regional transit providers.

Consultant-based activities formerly listed under this PEA related to Transit System Integration planning for Kingston Citibus and Ulster County Area Transit were completed in full during SFY17.

44.26.14: Planning for Transit Systems Management/Operations to Increase Ridership				
	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$3,200	\$600	\$200	\$4,000
Deliverables:	Transit system management/operations coordination			
Schedule:	Ongoing activity; April 2017 – October 2017			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement

44.26.15: Support Transit Capital Investment Decisions through Effective Systems Planning

Efforts under this PEA include coordinating with transit operators to identify capital projects necessary to improve transit service in Ulster County. UCTC will continue to support Kingston Citibus, UCAT and appropriate private carriers' capital investment decisions through the TIP Update and amendment process. During the previous SFY, considerable effort was put forth to accomplish the Ulster County Transit Systems Integration Plan, which was completed in full. In addition, two consultant-based studies will also be carried out as described below.



44.26.15: Support Transit Capital Investment Decisions through Effective Systems Planning

	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$3,200	\$600	\$200	\$4,000
Deliverables:	Staff time in support of PEA 44.26.15 in support of transit capital investment decisions through effective systems planning			
Schedule:	This is an ongoing activity; April 2018 – October 2019			

44.26.15.01: Shared Cost Initiative: Mid Hudson TMA Regional Transit Plan

Significant effort under this PEA will be made to support the development of a regional transit plan for the Mid-Hudson Valley TMA. The Regional Transit Plan will seek to identify ways to better coordinate and connect existing transit systems, internally between the three counties, and externally between the three counties and the Albany and New York City metropolitan areas. A major component of this regional effort will include a transit capital plan for the TMA, which will be based on an inventory of existing revenue equipment and an assessment of the region's future transit capital needs. The Plan will also determine how the TMA's transit systems can better connect major urban and employment centers to one another and to major transportation facilities such as train stations, park-and-ride lots, and airports through the possible expansion of express bus, commuter rail, and ferry services. The OCTC will manage this consultant-supported contract with administrative and financial support from the DCTC and UCTC. This task supports the PEA related to access to regional planning.

44.26.15.01: SCI: Mid Hudson TMA Regional Transit Plan

	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
Staff Cost	\$5,826	\$1,092	\$364	\$7,282
SCI*	\$33,049	\$ 6,197	\$2,066	\$41,311
<i>*\$33,049 will be transferred to OCTC for contractual obligations and project administration; federal funds taken directly from FTA grant NY-80-X027 (SFY 2017) Refer to Tables 2 & 2a in Appendix for further details</i>				
Deliverables:	Staff time in support of PEA 44.26.15 in support of transit capital investment decisions through effective systems planning ; draft and final transit plan.			
Lead Agency	Orange County Transportation Council (OCTC) with close coordination between DCTC and UCTC			
Schedule:	This is an ongoing activity; April 2018 – October 2019			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement

44.26.15.02: UCAT Storage Facility Site Selection – Part Consultant Study

Since the implementation of the recommendations of the County of Ulster's 2008 transit study. UCAT's ridership has increased by 150%. In turn, new buses were acquired to meet the needs of the riding public. Due to the growth and added buses, a majority of UCAT's



vehicles are without housing. Currently 50% of UCAT's fleet is being housed outdoors of its facility. During the winter months, maintenance costs have been increased for the fleet. Furthermore, the safety and security of the fleet and bus drivers has become a greater concern due to the proportion of buses being stored in the environment. In relation to UCAT's TAM service goals, UCAT has set a metric of extending the useful life of its vehicles by an additional year and to reduce the overall maintenance costs of our fleet. A study to examine facility needs and a preferred location based on analysis of available sites and constraints will be undertaken. Plan will develop a list of sites, facility options and alternatives; facility will be required to meet all FTA standards including security and environmental regulations.

44.26.15.01: UCAT Storage Facility Site Selection

	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$39,200	\$7,350	\$2,450	\$49,000
	<i>\$36,000 will be made available for consultant assistance</i>			
Deliverables:	Staff time in support of PEA 44.26.15 in support of transit capital investment decisions through effective systems planning			
Schedule:	This is an ongoing activity; April 2018 – October 2019			

44.26.16: Incorporate Safety and Security in Transportation Planning

Efforts under this PEA include participation in the New York State Association of Metropolitan Planning Organizations Safety Working Group activities. In addition, UCTC will conduct Safety Assessments to identify low cost improvements at high crash locations as identified under 44.23.02-05. UCTC will also seek to re-engage the Ulster County Traffic Safety Board and encourage cooperation and the sharing of data and resources.

44.26.16: Incorporate Safety and Security in Transportation Planning

	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$400	\$75	\$25	\$500
Deliverables:	Attendance at Ulster County Traffic and Safety Board meetings, PILs study initiation, NYSAMPO Safety Working Group participation			
Schedule:	This is an ongoing activity; April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement

44.27.00: OTHER ACTIVITIES

Other Activities includes only those activities unrelated to the specific types of activities described above



44.27.01: Support for Shared Cost Initiatives and Statewide Planning and Research Activities

UCTC will continue to support the New York State Association of Metropolitan Planning Organization (NYSAMPO) and Statewide Shared Cost Initiatives (SCIs) through contributions to Statewide Planning and Research (SPR) funds. SPR activities are planning activities that satisfy a specific NYSDOT planning responsibility to the FHWA or are of a statewide benefit. These are fulfilled through seven New York State Association of Metropolitan Planning Organizations (NYSAMPO) Working Groups, and UCTC is a participating member in each (Transit, Safety, Bike and Pedestrian, Freight, Climate Change, Modeling, and GIS). NYSAMPO and NYSDOT have agreed to set aside a combination of FHWA and FTA funds for agreed-upon SCIs. Funds which are set aside for SCIs and NYSAMPO dues are deducted before MPO funding allocations are awarded and thereby deducted from each MPO's allocation. As such, though not directly funded by UCTC, the Council indirectly supports all SCI projects. These include the following statewide or regional projects being pursued by NYSDOT that will assist UCTC in carrying out the metropolitan transportation planning process:

- National Household Travel Survey (NHTS) (\$6.5 million)
- Statewide Coordination of Metropolitan Planning Programs (\$100,000)
- Highway Oversize/Overweight Credentialing System (HOOCS) (\$5 million)
- Program and Project Management Software and Training (\$6.150 million)
- Global Inc. Trend Data, Analysis, and Forecasts (\$2 million)
- TDR Toolbox for New York Municipalities (\$105,000)
- Technical Support for Use of National Performance Management Research Data (NPMRDS) (\$884,000)
- Roadway Inventory System (RIS) Modifications (\$400,000)
- Short Count Traffic Count Program (\$7.7 million)
- Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management) (\$3 million)
- Bus Safety Inspection System (BusNET) (\$2 million)
- Continuous Count Traffic Count Program Zone 1(\$2.525 million)
- Continuous Count Traffic Count Program Zone 2(\$2.225 million)
- Pavement Condition Data Collection (\$20.5 million)
- Highway Work Permit System Development (\$1.2 million)

44.27.01: Support for Shared Cost Initiatives and Statewide Planning and Research Funds

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$4,800	\$900	\$300	\$6,000
Deliverables:	SCI project participation as necessary; NYSAMPO consultation and oversight, including Working Group participation and attendance at NYSAMPO meetings			
Schedule:	This is an ongoing activity; April 2018 – March 2019			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement



44.27.02: Ulster County Traffic and Pedestrian Safety Education and Outreach Program

This task will encompass a twofold approach to highway related risk reduction and improving the safety of the roadway environment in Ulster County. Components may include a public education/awareness outreach events and/or advertising campaigns that promote comprehensive highway safety and risk reduction through structured learning experiences and a coordinated media and marketing campaign. The effort will focus on locally specific high risk transportation concerns while also providing a backdrop for comprehensive traffic safety issues. The objective is to provide a high profile safety campaign series that will engage all age groups in risk reduction, injury prevention, transit use, and multifaceted highway safety. It will serve as a venue to partner with and support existing local traffic safety projects, to galvanize the County’s leadership in traffic safety, and to raise the public’s awareness of these critical concerns.

44.27.02: Ulster County Traffic and Pedestrian Safety Education and Outreach Program				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$8,800	\$1,650	\$550	\$11,000
	<i>\$8000 available for consultant procurement</i>			
Deliverables:	Coordination of public traffic safety program			
Schedule:	This progress has not been initiated; April 2018 – September 2019			

Total project cost includes resources necessary to cover staff time, expenses and, if necessary, consultant procurement



APPENDIX

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**Table 1
Available Funds
2018-2019 UPWP**

FHWA Funds (PL)	Federal	Match	Total
PL Funds Allocation (2018-2019)	\$384,678	\$96,170	\$480,848
PL Savings Programmed	\$444,616	\$111,154	\$555,770
Total FHWA (PL) Program Budget	\$829,294	\$207,323	\$1,036,617
Unprogrammed Balance	\$393,061	\$98,265	\$491,327
Total FHWA (PL) Funds Available	\$1,222,355	\$305,589	\$1,527,944
FTA Funds (MPP)	Federal	Match	Total
FTA 5303 Allocation Estimate (2018-2019)	\$58,226	\$14,557	\$72,783
FTA Carry Over Programmed (SFY 2017) ¹	\$0	\$0	\$0
Total FTA 5303 Program Budget	\$58,226	\$14,556	\$72,782
Unprogrammed Balance	\$0	\$0	\$0
Total FTA 5303 Funds Available	\$58,226	\$14,556	\$72,782
PROGRAM BUDGET TOTAL	\$887,519	\$221,880	\$1,109,399

¹ Carry Over funds are obligated funds unused in the previous fiscal year(s)



APPENDIX

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2 **Table 2**
3 **FTA 5303 Grant Status**
4 **2018-2019 UPWP**

FTA Grant Number	Allocation	Programmed	Expensed	Carry Over
NY-80-X016 (SFY 2007)	\$49,422	\$49,422	\$49,422	\$0
NY-80-X017 (SFY 2008)	\$51,926	\$51,926	\$51,926	\$0
NY-80-X018 (SFY 2009)	\$54,392	\$54,392	\$54,392	\$0
NY-80-X019 (SFY 2010)	\$54,471	\$54,471	\$54,471	\$0
NY-80-0020/21 (SFY 2011)	\$54,397	\$54,397	\$54,397	\$0
NY-80-X022 (SFY 2012)	\$54,397	\$54,397	\$54,397	\$0
NY-80-X023 (SFY 2013)	\$55,535	\$55,535	\$55,535	\$0
NY-80-X024 (SFY 2014)	\$56,328	\$56,328	\$56,328	\$0
NY-80-X025 (SFY 2015)	\$56,129	\$56,129	\$56,129	\$0
NY-80-X026 (SFY 2016)	\$56,666	\$56,666	\$56,666	\$0
NY-80-X027 (SFY 2017)*	\$57,431	\$24,382	\$24,382	\$0
NY-80-X028 (SFY 2018)	\$58,226	\$58,226	\$0	\$58,226
Total Available to UCTC				\$58,226

22 *NY-80-X027 - \$33,049 was deducted from the allocation and transferred to OCTC under project 44.26.15.01;
23 amount will not show as a reimbursable expense by UCTC. Refer to Table 2a below for more information
24
25

1
2 **Table 2a**
3 **Mid Hudson TMA Shared Cost Initiative**
4 **FTA 5303 Contributions**
5 **2018-2019 UPWP**

FTA Grant Status					
MPO	FTA Contribution	NYSDOT (20% Match)	Total	FTA Activity Line Item	Port Description
DCTC	\$79,600	\$19,900	\$99,500		Support
OCTC	\$149,958	\$37,490	\$187,448		Transit
UCTC	\$33,049	\$8,262	\$41,311	44.26.15	Capital
Total	\$262,607	\$65,652	\$328,259		Investment

14 Source of NYSDOT Funds: provided through in-kind services
15 Source of UCTC Funds: NY-80-X027



APPENDIX

Table 2b:: FFY 2018 FTA 5303 Grant Balances

FTA GRANT 2018-19 P218.16.80A OBLIGATION DATE 4/01/18	ULSTER COUNTY TRANSPORTATION COUNCIL			
APPROVED PROJECT BUDGET	TOTAL	C033461 CENTRAL STAFF	NYS DOT IKS	LOCAL MATCH
44.20.01 PERSONNEL	\$ 19,125	\$ 14,447	\$ 3,775	\$ 903
44.20.02 FRINGE/LEAVE	\$ 11,308	\$ 7,779	\$ 3,043	\$ 486
44.20.03 TRAVEL	\$ -	\$ -	\$ -	\$ -
44.20.04 EQUIPMENT	\$ -	\$ -	\$ -	\$ -
44.20.05 SUPPLIES/REPRODUCTION	\$ -	\$ -	\$ -	\$ -
44.20.06 CONTRACTUAL	\$ 38,250	\$ 36,000	\$ -	\$ 2,250
44.20.07 OTHER	\$ -	\$ -	\$ -	\$ -
44.20.08 INDIRECT CHARGES	\$ 4,100	\$ -	\$ 4,100	\$ -
TOTAL	\$ 72,783	\$ 58,226	\$ 10,917	\$ 3,639
APPROVED TASK BUDGET				
44.21.00 PROG. SUPPORT & ADMIN.	\$ -	\$ -	\$ -	\$ -
44.22.00 GEN. DEV. & COMP. PLNG.	\$ -	\$ -	\$ -	\$ -
44.23.01 LONG-RANGE PLNG. - SYS.	\$ -	\$ -	\$ -	\$ -
44.23.02 LONG-RANGE PLNG. - PROJ.	\$ -	\$ -	\$ -	\$ -
44.24.00 SHORT-RANGE TRANS. PLNG.	\$ -	\$ -	\$ -	\$ -
44.25.00 TRANSP. IMPROV. PROGRAM	\$ -	\$ -	\$ -	\$ -
44.26.12 COORD OF HUMAN SVC TRANS	\$ 4,000	\$ 3,200	\$ 600	\$ 200
44.26.13 TRANSIT OPER	\$ 4,000	\$ 3,200	\$ 600	\$ 200
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$ 4,000	\$ 3,200	\$ 600	\$ 200
44.26.15 SUPP TRANS CAP INV DECISIONS	\$ 60,282	\$ 48,226	\$ 9,042	\$ 3,014
44.26.16 INCORPORATE SAFETY & SECURITY	\$ 500	\$ 400	\$ 75	\$ 25
44.27.00 OTHER ACTIVITIES	\$ -	\$ -	\$ -	\$ -
50.20.00 TUITION/FEES	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 72,783	\$ 58,226	\$ 10,917	\$ 3,639
FEDERAL	\$ 58,226	80.00%		
STATE	\$ 10,917	15.00%		
LOCAL	\$ 3,639	5.00%		
TOTAL	\$ 72,783	100.00%		



APPENDIX

1
2 **Table 3**
3 **Funds Distribution**
4 **2018-2019 UPWP**

	Federal Dollars	FHWA (PL)	FTA (MPP)	TOTAL
Ulster County	\$829,294	\$58,226	\$887,519	
Total Federal Program	\$829,294	\$58,226	\$887,519	
	Match Dollars	FHWA (PL)	FTA (MPP)	TOTAL
Total Ulster County Match	\$51,831	\$3,639	\$55,470	
Total NYSDOT Match*	\$155,493	\$10,917	\$166,410	
Total Matching Funds	\$207,323	\$14,556	\$221,880	
TOTAL FEDERAL + MATCH	\$1,036,617	\$72,782	\$1,109,399	

* The NYSDOT non-federal share is provided via Toll Credits for FHWA PL costs and as an In-Kind Service for FTA MPP costs.



APPENDIX

1
2 **Table 4**
3 **Object Budgets**
4 **2018-2019 UPWP**

FHWA Object Budget

Expenses	FHWA	Ulster County	NYSDOT	Total
Salaries	\$172,635	\$10,790	\$0	\$215,793
Fringe Benefits	\$91,376	\$5,711	\$0	\$114,219
Travel	\$4,000	\$250	\$0	\$5,000
Equipment & Supplies	\$3,200	\$200	\$0	\$4,000
Existing Contract Obligations	\$76,294	\$4,768	\$0	\$95,368
New Contracts	\$461,790	\$28,862	\$0	\$577,237
Indirect Costs*	\$20,000	\$1,250	\$0	\$25,000
NYSDOT Toll Credits*			\$155,493	
TOTAL	\$829,294	\$51,831	\$155,493	\$1,036,617

*Indirect costs are calculated as 28.5 percent of administration hours worked.

FTA Object Budget

Expenses	FTA	Ulster County	NYSDOT	Total
Salaries	\$14,533	\$908		\$18,166
Fringe Benefits	\$7,692	\$481		\$9,616
Travel	\$0	\$0		\$0
Equipment & Supplies	\$0	\$0		\$0
Carry Over (Contract Obligation)	\$0	\$0		\$0
New Contracts	\$36,000	\$2,250		\$45,000
Indirect Costs*	\$0	\$0		\$0
NYSDOT Staff Match			\$19,433	
TOTAL	\$58,226	\$3,639	\$0	\$72,782

*Indirect costs are calculated as 28.5 percent of administration hours worked.

* The NYSDOT non-federal share is provided via Toll Credits for FHWA PL costs and as an In-Kind Service for FTA MPP costs.



APPENDIX

1
2 **Table 5**
3 **Task Budgets**
4 **2018-2019 UPWP**

FHWA PL Funds										
Task	UCTC Staff w /Fringe	Contracts Obligation	New Contracts	Travel	Equip/ Supplies	Indirect	UCTC PL Funds	UCTC PL Match (5%)	NYS DOT Match (15%)	TOTAL
44.21.00 - Program Support & Administration	\$97,200	\$0	\$0	\$4,000	\$3,200	\$20,000	\$124,400	\$7,775	\$23,325	\$155,500
44.22.00 - Development & Comp Planning	\$11,600	\$0	\$84,000	\$0	\$0	\$0	\$95,600	\$5,975	\$17,925	\$119,500
44.23.00 - Long Range Planning Sys. Level	\$23,840	\$0	\$0	\$0	\$0	\$0	\$23,840	\$1,490	\$4,470	\$29,800
44.23.00 - Long Range Planning Proj. Level	\$68,800	\$0	\$339,790	\$0	\$0	\$0	\$408,590	\$25,537	\$76,611	\$510,737
44.24.00 - Short Range Planning	\$37,371	\$76,294	\$30,000	\$0	\$0	\$0	\$143,665	\$8,979	\$26,937	\$179,581
44.25.00 - TIP/Capital Programming	\$19,599	\$0	\$0	\$0	\$0	\$0	\$19,599	\$1,225	\$3,675	\$24,499
44.26.00 - Planning Emphasis Areas	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
44.27.00 -	\$5,600	\$0	\$8,000	\$0	\$0	\$0	\$13,600	\$850	\$2,550	\$17,000
Total PL Program	\$264,010	\$76,294	\$461,790	\$4,000	\$3,200	\$20,000	\$829,294	\$51,831	\$155,493	\$1,036,617

16 * UCTC includes required 5% match

FTA 5303 Funds										
Task	UCTC Staff w/ Fringe	Contracts Obligation	New Contracts	Travel	Equip/ Supplies	Indirect	UCTC FTA Funds	UCTC FTA Match (5%)	NYS DOT Match (15%)	TOTAL
44.21.00 - Program Support & Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
44.22.00 - Development & Comp Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
44.23.00 - Long Range Planning Proj. Level	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
44.24.00 - Short Range Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
44.25.00 - TIP/Capital Programming	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
44.26.00 - Planning Emphasis Areas	\$22,226	\$0	\$36,000	\$0	\$0	\$0	\$58,226	\$3,639	\$10,917	\$72,782
Total FTA Program	\$22,226	\$0	\$36,000	\$0	\$0	\$0	\$58,226	\$3,639	\$10,917	\$72,782
	\$286,236	\$76,294	\$497,790	\$4,000	\$3,200	\$20,000	\$887,519	\$55,470	\$166,410	\$1,109,399

Summary of Program Tasks									TOTAL PROGRAM
	Admin. 44.21.00	Devel & Comp. 44.22.00	LR Plan. 44.23.00	SR Plan. 44.24.00	TIP 44.25.00	PEAs 44.26.00	Other 44.27.00		
FHWA PL Total Program	\$155,500	\$119,500	\$540,537	\$179,581	\$24,499	\$0	\$17,000		\$1,036,617
FTA 5303 Total Program	\$0	\$0	\$0	\$0	\$0	\$72,782	\$0		\$72,782
TOTAL PROGRAM	\$155,500	\$119,500	\$540,537	\$179,581	\$24,499	\$72,782	\$17,000		\$1,109,399