

# Ulster County Transportation Council

## **FINAL SFY 2019 Unified Planning Work Program**



**For the Period April 1, 2019 – March 31, 2020**

**Approved by the UCTC Policy Committee on  
February 26<sup>th</sup>, 2019**

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

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**FINAL SFY 2019 Unified Planning Work Program**

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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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**RESOLUTION 2019-01**

**ULSTER COUNTY TRANSPORTATION COUNCIL**

**ADOPT THE ULSTER COUNTY TRANSPORTATION COUNCIL'S SFY 2019/20 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 2017-2021 Transportation Improvement Program, among others.

**NOW, THEREFORE BE IT RESOLVED**, the attached UCTC SFY 2019/20 UPWP is hereby adopted by the Ulster County Transportation Council; be it further

**RESOLVED**, that the Policy Committee hereby authorizes and directs the MPO Director to execute and administer the SFY 2019/20 Unified Planning Work Program in accordance with MPO Operating Procedures and Federal and State requirements.

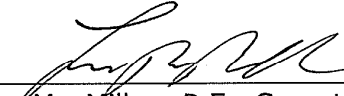


**RESOLUTION 2019-01**

**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 26, 2018.

2/26/19  
Date

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



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## ULSTER COUNTY TRANSPORTATION COUNCIL 2019 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.

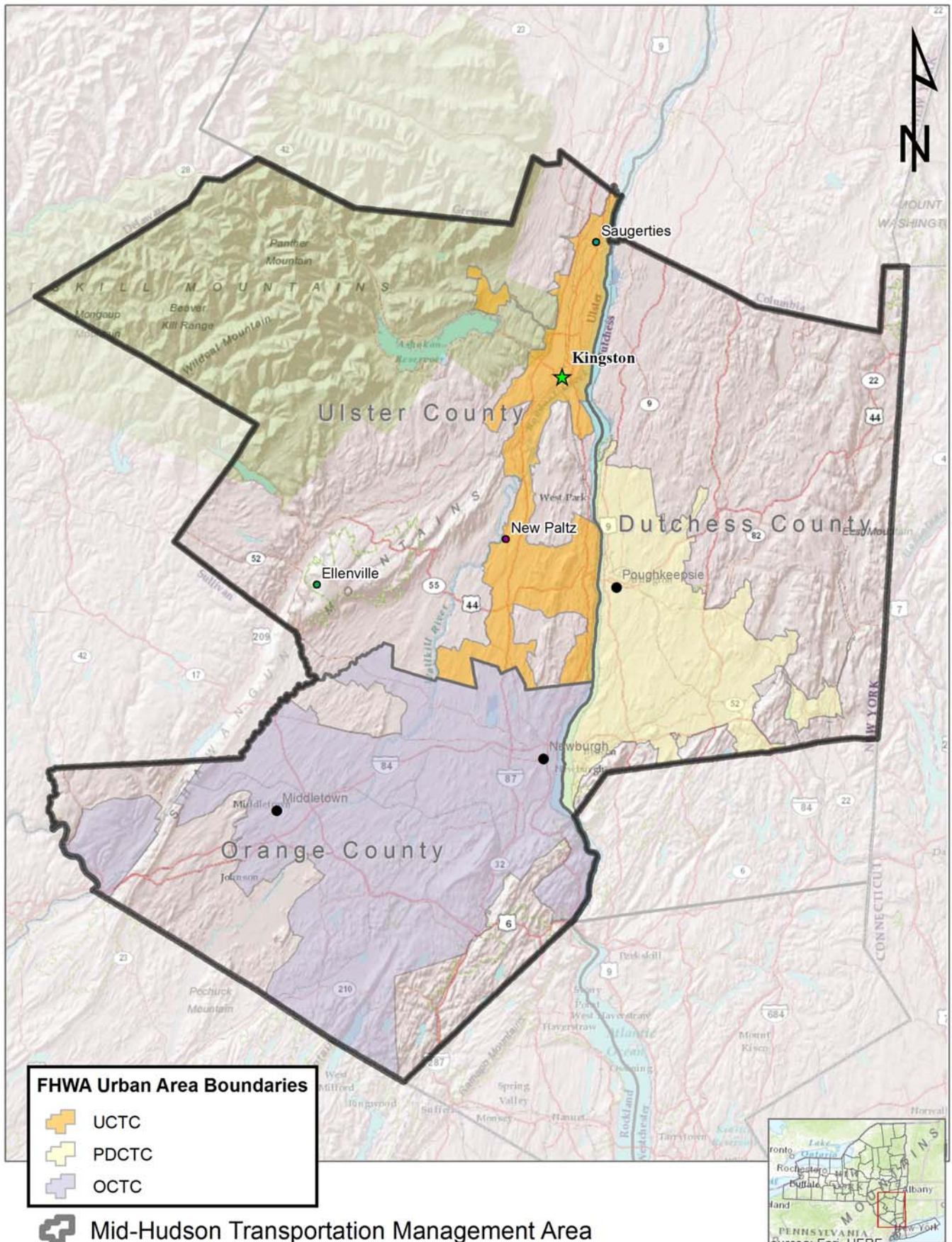
### FEDERAL REQUIREMENTS




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.<sup>1</sup>

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:

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<sup>1</sup> 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*.<sup>2</sup> 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.

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<sup>2</sup> 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.<sup>3</sup>

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.

## 2018-2019 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 2018-2019 state fiscal year include the following:

### **Program Support and Administration**

- Convened 8 meetings of the UCTC Technical and Policy Committees during which the respective Technical and Policy Committees reviewed and approved 27 resolutions addressing various transportation funding, performance management and planning issues;
- Managed the UPWP Call for Projects, accepting 4 proposals for review and consideration in the 2018/19 UPWP (City of Kingston, Town of New Paltz, Ulster County DPW, 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; registered 546 subscribers at the close of 2018, up 25 from January 1, 2018

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<sup>3</sup> 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](http://www.co.ulster.ny.us/planning/uctc/documents/mpo_op.pdf)



- 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 2018 calendar 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, transportation safety trends and statistics, 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:

#### **Training Courses, Seminars and Conferences**

- 4/24/18 FHWA UNC Webinar – Measuring Multimodal Network Connectivity
- 4/25/18 FHWA UNC Webinar – Bicycle Signals
- 4/30/18 FHWA UNC Webinar - Using Crash Types to Understand Pedestrian and Bicyclist Safety
- 7/25/18 NYSERDA Funding for Public Transit Technology
- 8/16/18 Local Road Safety Peer Exchange - Utica
- 9/28/18 NYBC Bike Summit - Saratoga Springs
- 10/3-10/5/18 – Upstate American Planning Association Conference, Ithaca, NY

#### **General Development and Comprehensive Planning**

- Continued discussion and planning regarding regional and statewide needs for Americans with Disabilities Act training and compliance; arranged to secure a geography intern for 2019/20 to conduct digital inventory of public facilities;
- Collected and analyzed traffic count data for 84 locations throughout Ulster County during a four week period in September and October 2018;
- 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
- Put forth and approved the following resolutions in support of FAST Act Performance Management requirements:
  - Resolution 2018-08: Performance Management Agreement between the Ulster County Transportation Council, New York State Department of Transportation (NYSDOT), and Ulster County Area Transit and Kingston Citibus
  - Resolution 2018-09: Resolution to Support NYSDOT Targets for Performance Measures Related to Bridge and Pavement Conditions on the NHS and System and Freight Performance
  - Resolution 2018-15: Resolution to Support NYSDOT Targets for Performance Measures Related to Bridge and Pavement Conditions on the NHS and System and Freight Performance
- Conducted 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



### **Transportation Improvement Program Administration**

- Processed 45 modifications and amendments to the 2017 – 2021 Transportation Improvement Program
- Finalized a successful Call for New Projects utilizing FFYs 18 & 19 STP Flex and STP-OFF [system] bridge for local paving projects in Kingston and 3 bridges in Ulster County
- Completed the FFY 2018 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
- Participated in the 2018 Transportation Alternatives Program rating and ranking committee for NYSDOT Region 8

### **Transit and TMA Activities**

Working in close partnership with Dutchess Transportation Council and Orange Transportation Council staff, UCTC staff completed the following:

- Fully satisfied two corrective actions raised during the 2017 Certification Review (regarding Congestion Management Process and UPWP fiscal reporting procedures);
- Convened and participated in the MHV Congestion Management Process Subcommittee to address the CMP update.
  - Developed work plan to address necessary tasks
  - Submitted work plan to FHWA and FTA certification review committee for review and approval
  - Completed a draft final narrative report
  - Continued performance measurement analysis, which will be detailed in separate technical memoranda once the subcommittee is able to run successful analyses for each measure
  - Presented at the 9/11 meeting of the NYSAMPO Modeling Working Group at SUNY Albany on preliminary NPMRDS findings
- Worked closely with Ulster County transit operators and TMA staff to program FTA Section 5307, 5339, 5311 and 5310 funds allocated for FFYs 2017 and 2018;
- Initiated the Connect Mid Hudson regional transit study to identify opportunities to streamline existing services by reducing overlaps and increasing coordination between providers
- UCTC also continued to assume the lead coordinator role for the Mid-Hudson TMA and assisted in meeting coordination and execution

Other transit and TMA-related accomplishments included:

- Assisted Ulster County Area Transit (UCAT) and Kingston Citibus with on-site transit planning and reporting tasks
- Conducted a week-long parking utilization observation of the 8 commuter park and ride lots in Ulster County during October 2018
- Continued to provide assistance and data collection pertaining to the upcoming City of Kingston/Ulster County Transit Systems Integration. Coordinated and facilitated communication between FTA Region II administrative staff, NYSDOT staff, City of Kingston and Ulster County regarding eventual systems integration in SFY 2019.
- Continued outreach and coordination activities with area human service transportation providers;





### **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 – grant application and administrative assistance
  - 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 US 209 bridge reconstruction contract meetings
  - NYSDOT I587 Redesign and Reconstruction process – design and aesthetics committee and participating in public outreach events
  - Empire State Trail meetings
  - Meetings with project sponsors to discuss transportation impacts and solutions during the land use approval process
- **Completed** the following UCTC UPWP projects:
    - 44.23.02-06: Town of Marlboro Route 9W Corridor Study
    - 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)
  - **Initiated** the following UCTC UPWP projects and tasks:
    - 44.23.02-03: Rural and Local Road Safety Planning – Part Consultant Study
    - 44.23.02-04: Traffic Control Signal Warrant Evaluation
    - 44.23.02-05: Wallkill Valley Rail Trail Enhancements
    - 44.24.03: Kingston Wayfinding Plan
    - 44.24.04: Ellenville/Wawarsing Comprehensive Signage and Wayfinding Plan
  - **Continued** the following UCTC UPWP projects:
    - 44.24.03: Kingston Wayfinding Plan – Project near completion; final public meeting scheduled for February 2019
    - 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

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 2018-19 state fiscal year.



## UPWP FRAMEWORK

The UCTC 2019-2020 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



## 2019 -2020 (STATE FISCAL YEAR 2019) 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 2019-2020 year is approximately \$32 million. This is comprised of \$23,731,306 in FHWA PL funds and \$8,354,186 in FTA MPP funds. A portion of the overall state allocation is set aside for joint planning activities, referred to as "shared cost initiatives;" \$150,000 in FHWA PL funds are committed directly to such projects. This UPWP has been developed using the FHWA and FTA funding allocations for FFY 2019-2020 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 2019 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 2019-2020 fiscal year include the following tasks:



### **NYSAMPO Staff Support**

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

### **NYSAMPO Staff Training**

- Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.
- Cost: \$92,513 FHWA PL and \$11,096 FTA MPP/\$2,774 NYSDOT IKS
- Lead Agency: Genesee Transportation Council

### **AMPO Dues**

- Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.
- Cost: \$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 2019/20 Federal funding allocation for the period April 1, 2019 to March 31, 2020 is a total of **\$386,211 in FHWA (PL) funds** and a total of **\$59,061 in FTA Section 5303 (MPP) funds**. All of these funds (\$445,272) are available for programming in the 2019/2020 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 **\$960,452** in federal funds for its 2019/2020 UPWP Program – **\$885,452** in FHWA PL funds and **\$75,000** 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 calculates that an un-programmed balance (savings) of **\$328,362** 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 SFY2019/20 UPWP; UCTC anticipates **\$35,680** available in savings.

## SFY 2018/19 WORK PROGRAM

The work program areas identified below are listed by FTA Task Code for SFY 2019/20.

### **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"> <li>• 44.23.01 – LRTP SYSTEM LEVEL</li> <li>• 44.23.02 – LRTP PROJECT LEVEL</li> </ul>
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 **\$1,165,613** for SFY 2019/20. 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.

<b>44.21.01: Program Support and General Administration</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$86,341	\$14,413	\$4,804	\$105,558
	<i>Includes \$60,000 for task total plus \$26,341 for indirect office expenses, travel and equipment/supplies as detailed in Tables IV &amp; V of the Appendix</i>			
<b>Deliverables:</b>	Committee and subcommittee meeting agendas, minutes, contract documents, and web updates. All UCTC travel, training, supplies and indirect costs are included.			
<b>Schedule:</b>	This is an ongoing activity, April 2019 – March 2020			

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.

<b>44.21.02: Unified Planning Work Program (UPWP) Development</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$8,000	\$1,263	\$421	\$9,684
<b>Deliverables:</b>	Draft and Final UPWP documents will be prepared and distributed for review and adoption. Amendments will be made as necessary			
<b>Schedule:</b>	This is an annual activity, October 2019 – March 2020			

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.

<b>44.21.03: Periodic Reporting</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$4,400	\$695	\$232	\$5,326
<b>Deliverables:</b>	Quarterly finance reports, semiannual DBE reports and semiannual narrative progress reports will be prepared and circulated periodically			
<b>Schedule:</b>	This is an ongoing activity, April 2019 – March 2020			

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.

<b>44.21.04: Public Participation Activities</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$4,000	\$632	\$211	\$4,842
<b>Deliverables:</b>	Web site updates, press releases, public advertisements for upcoming UCTC activities will be performed periodically			
<b>Schedule:</b>	This is an ongoing activity, April 2019 – March 2020			

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.

<b>44.21.05: Transportation Management Area Coordination</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$12,000	\$1,895	\$632	\$14,526
<b>Deliverables:</b>	TMA quarterly meetings, action on transit funding, and TMA planning activities in close coordination with NYSDOT, DCTC and OCTC			
<b>Schedule:</b>	This is an ongoing activity, April 2019 – March 2020			

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.

<b>44.21.06: Professional Development</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$3,200	\$505	\$168	\$3,874
<b>Deliverables:</b>	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.			
<b>Schedule:</b>	This is an ongoing activity, April 2019 – March 2020			



## 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.

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

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	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$2,000	\$316	\$105	\$2,421
<b>Deliverables:</b>	Functional classification map amendments as necessary; additional informational bulletins, presentations and updates as necessary or requested			
<b>Schedule:</b>	This is an ongoing activity, April 2019 – March 2020			

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.



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**44.22.02: Data Analysis and Forecasting**

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	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$800	\$126	\$42	\$968
<b>Deliverables:</b>	Perform data analysis for new demographic data from the American Community Survey and interact with NYS Department of Labor on employment information			
<b>Schedule:</b>	This is an ongoing activity, April 2019 – March 2020			

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.

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**44.22.03: Traffic Monitoring Program (Part Consultant Study)**

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	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$27,200	\$4,295	\$1,432	\$32,926
	<i>\$24,000 available for consultant procurement</i>			
<b>Deliverables:</b>	Annual UCTC Traffic Monitoring Report and associated datasets			
<b>Schedule:</b>	This is an annual activity, May 2019 – February 2020			

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

**44.22.03: Transportation Asset Planning and Coordination**

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.



<b>44.22.03: Transportation Asset Management</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost:</b>	\$17,500	\$2,763	\$921	\$21,184
	<i>\$16,000 available for consultant procurement</i>			
<b>Deliverables:</b>	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 <sup>rd</sup> party consultants to conduct asset management planning and inventorying			
<b>Schedule:</b>	This is an annual activity, May 2019 – February 2020			

#### **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.

<b>44.22.04: Transportation Infrastructure Resiliency and Vulnerability Assessment Planning</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$67,200	\$10,611	\$3,537	\$81,347
	<i>\$64,000 available for consultant procurement</i>			
<b>Deliverables:</b>	Conduct assessments of transportation asset vulnerability to extreme weather events; study options for improving resiliency of transportation facilities or systems			
<b>Schedule:</b>	This project has not yet commenced; only background research has been conducted 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.

<b>44.22.05: Americans with Disabilities Act Coordination and Compliance</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost:</b>	\$1,600	\$253	\$84	\$1,937
<b>Deliverables:</b>	Conduct ADA assessments, training, and coordination of compliance as member demand warrants			
<b>Schedule:</b>	This is an ongoing activity; April 2019 – March 2020			

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

#### **44.22.06: Trail Intersection Safety Study**

At-grade trail crossings have frequently been the sites of bicycle, pedestrian, and snowmobile crashes throughout the nation. To date, many resources exist for use in the design of trails and intersections, while guidelines of traffic control at roadway-trail crossings are covered in the NYSDOT Highway Design Manual. Resources on comprehensive guidance for safety treatments at roadway-trail crossings, however, are limited. The goal of this document is to synthesize best practices observed statewide in New York and nationally in order to provide engineers and other transportation professionals with guidance on safety treatment applications at trail crossings. The effort will examine the intersections of the nearly 50 miles of existing, active trails throughout Ulster County with public roads; document the safety of crossing locations; inventory baseline conditions; and develop recommendations for improvements. A review of best practices and standards and specifications for crossing facilities will be conducted to guide the review process. A final report will document project findings. UCTC staff will conduct this study.

<b>44.22.06: Trail Intersection Safety Study</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost:</b>	\$24,000	\$3,789	\$1,263	\$29,053
<b>Deliverables:</b>	Rail trail crossing inventory and analysis; final report with recommendations			
<b>Schedule:</b>	New project; April 2019 – March 2020			





## 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 and 2045 Plan Update – Part Consultant Study**

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, due for completion in 2020. Potential contractual expenses include the development of Performance Management Plan.

<b>44.23.01-01: UCTC Year 2040 Long Range Transportation Plan</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost:</b>	\$56,000	\$8,842	\$2,947	\$67,789
	<i>\$56,000 available for consultant procurement</i>			
<b>Deliverables:</b>	Maintenance, distribution and publication of LRTP document and monitoring to ensure conformance across all elements of the MPO; development of necessary scope of work for Year 2045 update; Performance Management Plan			
<b>Schedule:</b>	This is an ongoing activity, April 2019 – March 2020; potential issuance of PMP RFP in September 2019			

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

#### **44.23.01-02: Participate and Support the Congestion Management Planning Process (CMP)**

The Transportation Council will work in conjunction with OCTC and UCTC to finalize an update to the Mid-Hudson Valley TMA Congestion Management Process (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 the plan’s overall effectiveness. The CMP recommends integrating results into local MPO planning efforts.

As part of the CMP update, the Council has worked closely with the NYSAMPO Modeling Working Group 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, based on wireless vehicle probe data, is procured by FHWA to assist 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. The MPOs completed a major portion of the CMP update in 2018-2019, and expect to work on technical reports detailing various CMP-related analyses in 2019-2020.

<b>44.23.01-02: Participate and Support the Congestion Management Process</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost:</b>	\$8,000	\$1,263	\$421	\$9,684
<b>Deliverables:</b>	NPMRDS analysis, CMP technical memos: April – September 2019 in conjunction with OCTC, DCTC and NYSDOT			
<b>Schedule:</b>	This is an ongoing activity, April 2019 – March 2020			

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).

<b>44.23.01-04: Performance Monitoring</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost:</b>	\$2,000	\$316	\$105	\$2,421
<b>Deliverables:</b>	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.			
<b>Schedule:</b>	This is an ongoing activity; April 2019 – August 2020			

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.

<b>44.23.02-01: Community Transportation Planning Assistance</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost:</b>	\$50,400	\$7,958	\$2,653	\$61,011
<b>Deliverables:</b>	Planning guide memoranda related to transportation and community development, attendance at local meetings and educational seminars on transportation planning			
<b>Schedule:</b>	Ongoing activity, April 2019 – March 2020			

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.



<b>44.23.02-03: Rural and Local Road Safety Planning– Part Consultant Study</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$76,800	\$12,126	\$4,042	\$92,968
	<i>\$72,000 available for consultant procurement</i>			
<b>Deliverables:</b>	Data analysis and safety plan for rural and local roads in Ulster County			
<b>Schedule:</b>	Anticipated start date May 1, 2019; this project is anticipated to take approximately 12 months for completion			
<b>Project Status</b>	Scope of work under development; anticipated RFP issuance April 1, 2019.			

#### **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.

<b>44.23.02-04: Traffic Control Signal Warrant Evaluation</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$49,000	\$7,737	\$2,579	\$59,316
	<i>\$45,000 available for contract continuation</i>			
<b>Deliverables:</b>	Final report and plan on traffic signal warrant evaluation			
<b>Schedule:</b>	Anticipated date of completion December 30, 2019.			
<b>Project Status</b>	A contract was executed with Creighton Manning Engineers effective September 1, 2018. To date, 10% of the project has been completed, including the project kickoff meeting and identification of traffic signals to be evaluated. Project was put on temporary hold in October 2018 due to extensive construction and detours in the City of Kingston which would adversely affect ability to perform accurate traffic counts. Project will re-commence in March 2019 when local traffic patterns return to normal.			

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.

<b>44.23.02-05: Wallkill Valley Rail Trail Streetscape and Gateway Enhancements</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$76,407	\$12,064	\$4,021	\$92,493
<i>\$72,407 available for consultant procurement</i>				
<b>Deliverables:</b>	TAC formation, public outreach plan, and draft and final report and plans			
<b>Schedule/Project Status:</b>	RFP issued and consultant selected; contract under preparation. Anticipated contract period April 1, 2019 – March 30, 2020.			

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

## 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.

<b>44.24.01: Encourage Sustainable Development Policies and Conduct Transportation Impact Reviews</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$16,000	\$2,526	\$842	\$19,368
<b>Deliverables:</b>	Meetings with project sponsors and agencies, issuance of referral memoranda			
<b>Schedule:</b>	Ongoing activity; April 2019 – March 2020			

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



#### 44.24.02: Marlboro Hamlet Strategic Engagement Plan – Part Consultant Study

Pivoting off of the successful Route 9W Corridor Study, the Marlboro Hamlet Strategic Engagement Plan will seek to establish consensus regarding parking, circulation and access alternatives within the Marlboro hamlet area. Project staff will engage with local officials, business and other property owners within the study area to inform them about various alternatives that exist to improve traffic flow and pedestrian safety within the hamlet area. If consensus can be reached, it is anticipated that recommendations could readily be used to encourage state and local officials to take action on needed roadway maintenance within the hamlet.

<b>44.24.02: Route 9W Corridor Study – Part Consultant Study</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$27,000	\$4,263	\$1,421	\$32,684
	<i>\$25,000 available for consultant procurement</i>			
<b>Deliverables:</b>	Report providing design sketches and detailed cost estimates for recommended actions to improve roadway function and access along Route 9W Marlboro			
<b>Schedule:</b>	April 1, 2019 – September 2019			

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>	<b>Total Task Cost</b>
<b>Remaining Project Cost</b>	\$40,545	\$6,402	\$2,134	\$49,081
	<i>\$40,145 remaining in consultant contract</i>			
<b>Deliverables:</b>	Final signage and wayfinding program.			
<b>Schedule:</b>	Anticipated date of completion: June 30, 2019			
<b>Status</b>	Project is presently on schedule; 75% complete. Draft wayfinding sign development complete; public engagement complete; development of documentation for implementation and orientation mapping pending.			

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>	<b>Total</b>
<b>Total Project Cost</b>	\$32,400	\$5,116	\$1,705	\$39,221
	<i>\$30,000 available for consultant procurement</i>			
<b>Deliverables:</b>	Final signage and wayfinding program			
<b>Schedule:</b>	This project has not commenced; no progress to report to date; to be completed approximately 10 months from date of contract execution			
<b>Status:</b>	RFP issued in January 2019; project commencement anticipated April 1, 2019			

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

**44.24.05: Ulster and Delaware Corridor Revitalization Study – Part Consultant Study**

The Project will study re-use of the County-owned Ulster & Delaware (“U&D”) Corridor in the Town of Shandaken on an approximately 5-mile long segment located between the hamlets of Highmount and Big Indian. This segment was designated for conversion to a pedestrian and bicycle trail by the Ulster County Legislature in 2015, and the Study will examine the opportunities, challenges, existing conditions, and potential connections to existing NYSDEC public property and Belleayre Mountain. The study will examine alternatives for future trail termini and examine areas where the public could access the trail and utilize parking and other support facilities, including in the hamlets of Highmount, Pine Hill and Big Indian. The Study would include input from and coordination with key stakeholders, including the NYS DEC (which owns 1200 acres of land adjoining the U&D Corridor, NYS Olympic Regional Development Association (ORDA) (which owns and manages the adjoining Belleayre Mountain and Belleayre Day Use Area in Pine Hill), the Town of Shandaken officials, and local non-profit organizations involved in Catskill Park trail development and tourism.



<b>44.24.05: Ulster and Delaware Corridor Revitalization Study</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$90,400	\$14,274	\$4,758	\$109,432
	<i>\$85,600 available for consultant procurement</i>			
<b>Deliverables:</b>	Final revitalization study			
<b>Schedule:</b>	New project; to be completed approximately 8 months from date of contract execution			

#### **44.24.06: City of Kingston Parking Management Program – Part Consultant Study**

Interest and public discussion regarding parking management in Kingston has been heightened in recent years as changes to the parking system and transportation corridors have been suggested and/or implemented by the County and City. Also, as the vibrancy of business districts has increased in recent years, the debate regarding how to accommodate more motor vehicle visitors has been robust. To address current parking concerns and plan for a revitalized Kingston, which will likely have shifting parking needs, the City proposes to develop a strategic parking management program plan that will maximize the potential of our business areas for growth, enable the city to maintain its parking assets in the future, create sound land use policies for parking, and consider the needs of residents.

The main objectives of the project will be to: 1) assess the supply and demand for parking in the three business districts of Kingston and immediate surrounding neighborhoods; 2) educate the public on viable options for parking management; 3) develop strategies for maintenance and management of existing parking assets for both motor vehicles and bicycles; 4) evaluate existing operations and parking enforcement and recommend changes if needed; 5) determine the pricing structure for parking that will best fit Kingston's needs; 6) recommend improvements or changes to existing parking asset design and locations for future possible assets; 7) evaluate existing land use policies as they relate to parking and recommend changes if needed; 8) make recommendations for how parking assets can be integrated into a multi-modal transportation system and coordinated with existing transportation and development projects as plans such as the Broadway Streetscape Project, the Kingston Wayfinding Plan, waterfront development projects, the Kingston Greenline, the Kingstonian, and more.

<b>44.24.06: City of Kingston Parking Management Program</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$100,000	\$15,789	\$5,263	\$121,053
	<i>\$96,000 available for consultant procurement</i>			
<b>Deliverables:</b>	Final parking management study			
<b>Schedule:</b>	New project; to be completed approximately 14 months from date of contract execution			



## 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. 2019 will see the need to adopt a 2020-2024 TIP. 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 and adopt and amend the 2020-2024 Transportation Improvement Program

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$17,000	\$2,684	\$895	\$20,579
<b>Deliverables:</b>	Draft and final TIP amendment documents, Obligation Reports, and meetings with project sponsors to advance TIP projects			
<b>Schedule:</b>	Ongoing activity; April 2019 – March 2020			

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.

<b>44.25.02: Support Discretionary Transportation Grant Programs</b>				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	<b>Total</b>
<b>Total Project Cost</b>	\$2,400	\$379	\$126	\$2,905
<b>Deliverables:</b>	Assistance to local governments and others relevant stakeholders for TAP and other similar applications; assisting NYSDOT with review and ranking of project applications			
<b>Schedule:</b>	Ongoing activity; April 2019 – March 2020			

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 2019 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>	<b>Total Task Cost</b>
<b>Total Project Cost</b>	\$3,200	\$600	\$200	\$4,000
<b>Deliverables:</b>	Implementation of the 2017 Coordinated Plan (completed January 2017)			
<b>Schedule:</b>	This is an ongoing activity: April 2019 – March 2020			

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>	<b>Total</b>
<b>Total Project Cost</b>	\$3,200	\$600	\$200	\$4,000
<b>Deliverables:</b>	Transit system coordination, including organization of necessary meetings			
<b>Schedule:</b>	This is an ongoing activity; April 2019 – March 2020			

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.

**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>	<b>Total</b>
<b>Total Project Cost</b>	\$4,800	\$900	\$300	\$6,000
<b>Deliverables:</b>	Transit system management/operations coordination			
<b>Schedule:</b>	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: 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>	<b>Total</b>
<b>Total Project Cost</b>	\$6,400	\$1,200	\$400	\$8,000
<b>Deliverables:</b>	Staff time in support of PEA 44.26.15 in support of transit capital investment decisions through effective systems planning			
<b>Schedule:</b>	This is an ongoing activity; April 2018 – October 2019			

**44.26.15.01: Shared Cost Initiative: Mid Hudson TMA Regional Transit Plan, “Connect Mid Hudson”**

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>	<b>Total</b>
<b>Staff Cost</b>	\$5,800	\$1,088	\$363	\$7,250
<b>SCI*</b>	\$33,049	\$ 6,197	\$2,066	\$41,311
	<i>*\$33,049 was 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 &amp; 2a in Appendix for further details</i>			
<b>Deliverables:</b>	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.			
<b>Lead Agency</b>	Orange County Transportation Council (OCTC) with close coordination between DCTC and UCTC			
<b>Status:</b>	Approximately 40% of contract completed			
<b>Schedule:</b>	Anticipated date of project completion			

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>	<b>Total</b>
<b>Total Project Cost</b>	\$51,200	\$9,600	\$3,200	\$64,000
	<i>\$48,000 will be made available for consultant assistance</i>			
<b>Deliverables:</b>	UCAT Storage Facility Site Selection report			
<b>Schedule:</b>	Project has not been initiated; to be completed approximately 8 months from date of contract execution			

**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>	<b>Total</b>
<b>Total Project Cost</b>	\$400	\$75	\$25	\$500
<b>Deliverables:</b>	Attendance at Ulster County Traffic and Safety Board meetings, PILs study initiation, NYSAMPO Safety Working Group participation			
<b>Schedule:</b>	This is an ongoing activity; April 2019 – March 2020			

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:

Project Title	Begin/Projected End Date	SPR Funding
Continuous Count Traffic Count Program, Zone 3	Jan 2016 - Jan 2020	\$5,500,000
National Household Travel Survey (NHTS), Census Transportation Planning Program (CTPP), Intercity Travel (ATS) and Travel Patterns for NYS	Sept 2017 - Sept 2023	\$6,500,000
Highway Oversize/Overweight Credentialing System (HOOCs)	Jan 2015 - Sept 2021	\$5,000,000
Program & Project Management Software and Training	Aug 2014 - May 2019	\$1,850,000
Technical Support for Use of National Performance Management Research Data (NPMRDS)	Jan 2015 - Sept 2019	\$884,068
Short Count Traffic Count Program (2015-2019)	Aug 2015 - Sep 2020	\$7,650,308
Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management)	Aug 2015 - June 2019	\$3,000,000
Bus Safety Inspection System (BusNET)	Sept 2015 - Oct 2019	\$2,000,000
Continuous Count Traffic Count Program Zone 1	Dec 2016 - June 2021	\$2,525,000
Continuous Count Traffic Count Program Zone 2	Feb 2017 - June 2021	\$2,225,000
Improvement of Safety Management System Planning and Implementation	Nov 2017 - Nov 2019	\$3,500,000
Pavement Condition Data Collection Services	Feb 2018 - Dec 2024	\$20,500,000
Statewide Coordination of Metropolitan Planning Programs	Apr 2019 - Mar 2020	\$100,000
Statewide Analysis of All Horizontal Curves and Associated Curve Warning Signs	Sept 2018 - Sept 2019	\$2,000,000
Probe Data: Floating Car (GPS-based)	Aug 2018 - Aug 2019	\$337,500
Statewide Small Culvert Inventory & Inspection System Improvements	Jan 2019 - May 2022	\$4,000,000



**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>	<b>Total</b>
<b>Total Project Cost</b>	\$4,800	\$758	\$253	\$5,811
<b>Deliverables:</b>	SCI project participation as necessary; NYSAMPO consultation and oversight, including Working Group participation and attendance at NYSAMPO meetings			
<b>Schedule:</b>	This is an ongoing activity; April 2019 – March 2020			

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>	<b>Total</b>
<b>Total Project Cost</b>	\$4,400	\$695	\$232	\$5,326
	<i>\$4000 available for consultant procurement</i>			
<b>Deliverables:</b>	Coordination of public traffic safety program			
<b>Schedule:</b>	This project has not been initiated; April 2019 – September 2020			

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**  
**2019-2020 UPWP**

FHWA Funds (PL)	Federal	State Match	Local Match	Total
PL Funds Allocation (2019-2020)	\$386,211	\$60,981	\$20,327	\$467,519
PL Savings Programmed	\$499,241	\$78,828	\$26,276	\$604,344
<b>Total FHWA (PL) Program Budget</b>	<b>\$885,452</b>	<b>\$139,808</b>	<b>\$46,603</b>	<b>\$1,071,863</b>
Total FHWA (PL) Funds Available	\$1,213,814	\$191,655	\$63,885	\$1,469,354
Unprogrammed Balance	\$328,362	\$51,847	\$17,282	\$397,491
FTA Funds (MPP)	Federal	State Match	Local Match	Total
FTA 5303 Allocation Estimate (2019-2020)	\$59,061	\$ 11,074	\$3,691	\$73,826
FTA Carry Over Programmed (SFY 2018) <sup>1</sup>	\$0	\$ -	\$0	\$0
<b>Total FTA 5303 Program Budget</b>	<b>\$75,000</b>	<b>\$ 14,063</b>	<b>\$4,688</b>	<b>\$93,750</b>
Total FTA 5303 Funds Available	\$110,680	\$ 20,753	\$6,918	\$138,350
Unprogrammed Balance	\$35,680	\$ 6,690	\$2,230	\$44,600
<b>PROGRAM BUDGET TOTAL</b>	<b>\$960,452</b>	<b>\$153,871</b>	<b>\$51,290</b>	<b>\$1,165,613</b>

<sup>1</sup> Carry Over funds are obligated funds unused in the previous fiscal year(s)



## APPENDIX

1  
2 **Table 2**  
3 **FTA 5303 Grant Status**  
4 **2019-2020 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	\$6,607	\$51,619
NY-80-X029 (SFY 2019)	\$59,061	\$59,061	\$0	\$59,061
<b>Total Available to UCTC</b>				<b>\$110,680</b>

23 \*NY-80-X027 - \$33,049 was deducted from the allocation and transferred to OCTC under project 44.26.15.01;  
24 amount will not show as a reimbursable expense by UCTC. Refer to Table 2a below for more information  
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1  
2 **Table 2a**  
3 **Mid Hudson TMA Shared Cost Initiative**  
4 **FTA 5303 Contributions**  
5 **2019-2020 UPWP**

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

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**

<b>FTA GRANT 2018-19 P218.16.80A OBLIGATION DATE 4/01/18</b>	<b>ULSTER COUNTY TRANSPORTATION COUNCIL</b>			
<b>APPROVED PROJECT BUDGET</b>	<b>TOTAL</b>	<b>C033461 CENTRAL STAFF</b>	<b>NYS DOT IKS</b>	<b>LOCAL MATCH</b>
44.20.01 PERSONNEL	\$ 15,134	\$ 11,094	\$ 3,347	\$ 693
44.20.02 FRINGE/LEAVE	\$ 10,654	\$ 7,489	\$ 2,697	\$ 468
44.20.03 TRAVEL	\$ -	\$ -	\$ -	\$ -
44.20.04 EQUIPMENT	\$ -	\$ -	\$ -	\$ -
44.20.05 SUPPLIES/REPRODUCTION	\$ -	\$ -	\$ -	\$ -
44.20.06 CONTRACTUAL	\$ 35,101	\$ 33,036	\$ -	\$ 2,065
44.20.07 OTHER	\$ -	\$ -	\$ -	\$ -
44.20.08 INDIRECT CHARGES	\$ 3,635	\$ -	\$ 3,635	\$ -
<b>TOTAL</b>	<b>\$ 64,524</b>	<b>\$ 51,619</b>	<b>\$ 9,679</b>	<b>\$ 3,226</b>
<b>APPROVED TASK BUDGET</b>				
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	\$ 2,753	\$ 2,202	\$ 413	\$ 138
44.26.13 TRANSIT OPER	\$ 2,753	\$ 2,202	\$ 413	\$ 138
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$ 4,130	\$ 3,304	\$ 619	\$ 206
44.26.15 SUPP TRANS CAP INV DECISIONS	\$ 54,545	\$ 43,636	\$ 8,182	\$ 2,727
44.26.16 INCORPORATE SAFETY & SECURITY	\$ 344	\$ 275	\$ 52	\$ 17
44.27.00 OTHER ACTIVITIES	\$ -	\$ -	\$ -	\$ -
50.20.00 TUITION/FEES	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 64,524</b>	<b>\$ 51,619</b>	<b>\$ 9,679</b>	<b>\$ 3,226</b>
FEDERAL	\$ 51,619	80.00%		
STATE	\$ 9,679	15.00%		
LOCAL	\$ 3,226	5.00%		
<b>TOTAL</b>	<b>\$ 64,524</b>	<b>100.00%</b>		





**APPENDIX**

**Table 2c: FFY 2019 FTA 5303 Grant Balances**

<b>FTA GRANT 2019-20 P219.16.80A OBLIGATION DATE 4/01/19</b>	<b>ULSTER COUNTY TRANSPORTATION COUNCIL</b>			
<b>APPROVED PROJECT BUDGET</b>	<b>TOTAL</b>	<b>C033461 CENTRAL STAFF</b>	<b>NYS DOT IKS</b>	<b>LOCAL MATCH</b>
44.20.01 PERSONNEL	\$ 9,168	\$ 5,025	\$ 3,829	\$ 314
44.20.02 FRINGE/LEAVE	\$ 6,690	\$ 3,392	\$ 3,086	\$ 212
44.20.03 TRAVEL	\$ -	\$ -	\$ -	\$ -
44.20.04 EQUIPMENT	\$ -	\$ -	\$ -	\$ -
44.20.05 SUPPLIES/REPRODUCTION	\$ -	\$ -	\$ -	\$ -
44.20.06 CONTRACTUAL	\$ 15,899	\$ 14,964	\$ -	\$ 935
44.20.07 OTHER	\$ 37,910	\$ 35,680	\$ -	\$ 2,230
44.20.08 INDIRECT CHARGES	\$ 4,158	\$ -	\$ 4,158	\$ -
<b>TOTAL</b>	<b>\$ 73,826</b>	<b>\$ 59,061</b>	<b>\$ 11,074</b>	<b>\$ 3,691</b>
<b>APPROVED TASK BUDGET</b>				
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	\$ 1,247	\$ 998	\$ 187	\$ 62
44.26.13 TRANSIT OPER	\$ 1,247	\$ 998	\$ 187	\$ 62
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$ 1,870	\$ 1,496	\$ 281	\$ 94
44.26.15 SUPP TRANS CAP INV DECISIONS	\$ 24,705	\$ 19,764	\$ 3,706	\$ 1,235
44.26.16 INCORPORATE SAFETY & SECURITY	\$ 156	\$ 125	\$ 23	\$ 8
44.27.00 OTHER ACTIVITIES	\$ 44,601	\$ 35,680	\$ 6,690	\$ 2,230
50.20.00 TUITION/FEES	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 73,826</b>	<b>\$ 59,061</b>	<b>\$ 11,074</b>	<b>\$ 3,691</b>
<b>FEDERAL</b>	<b>\$ 59,061</b>	<b>80.00%</b>		
<b>STATE</b>	<b>\$ 11,074</b>	<b>15.00%</b>		
<b>LOCAL</b>	<b>\$ 3,691</b>	<b>5.00%</b>		
<b>TOTAL</b>	<b>\$ 73,826</b>	<b>100.00%</b>		



# APPENDIX

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1  
2 **Table 3**  
3 **Funds Distribution**  
4 **2019-2020 UPWP**

Federal Dollars	FHWA (PL)	FTA (MPP)	TOTAL
Ulster County	\$885,452	\$75,000	\$960,452
Total Federal Program	\$885,452	\$75,000	\$960,452
Match Dollars	FHWA (PL)	FTA (MPP)	TOTAL
Total Ulster County Match	\$46,603	\$4,688	\$51,290
Total NYSDOT Match*	\$139,808	\$14,063	\$153,871
Total Matching Funds	\$186,411	\$18,750	\$205,161
TOTAL FEDERAL + MATCH	\$1,071,863	\$93,750	\$1,165,613

\* 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 **2019-2020 UPWP**

## FHWA Object Budget

Expenses	FHWA	Ulster County	NYSDOT	Total
Salaries	\$169,032	\$10,564	\$0	\$211,289
Fringe Benefits	\$89,468	\$5,592	\$0	\$111,836
Travel	\$4,000	\$250	\$0	\$5,000
Equipment & Supplies	\$3,200	\$200	\$0	\$4,000
Existing Contract Obligations	\$157,552	\$9,847	\$0	\$196,940
New Contracts	\$469,400	\$29,338	\$0	\$586,750
Indirect Costs*	\$20,000	\$1,250	\$0	\$25,000
NYSDOT Toll Credits*			\$139,808	
<b>TOTAL</b>	<b>\$912,652</b>	<b>\$57,041</b>	<b>\$139,808</b>	<b>\$1,140,815</b>

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

## FTA Object Budget

Expenses	FTA	Ulster County	NYSDOT	Total
Salaries	\$17,655	\$1,103		\$22,069
Fringe Benefits	\$9,345	\$584		\$11,681
Travel	\$0	\$0		\$0
Equipment & Supplies	\$0	\$0		\$0
Carry Over (Contract Obligation)	\$0	\$0		\$0
New Contracts	\$48,000	\$3,000		\$60,000
Indirect Costs*	\$0	\$0		\$0
NYSDOT Staff Match			\$19,433	
<b>TOTAL</b>	<b>\$75,000</b>	<b>\$4,688</b>	<b>\$0</b>	<b>\$93,750</b>

\*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 **2019-2020 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	\$91,600	\$0	\$0	\$4,000	\$3,200	\$20,000	\$91,600	\$4,821	\$14,463	\$110,884
44.22.00 - Development & Comp Planning	\$36,300	\$0	\$104,000	\$0	\$0	\$0	\$140,300	\$7,384	\$22,153	\$169,837
44.23.00 - Long Range Planning Sys. Level	\$18,000	\$0	\$48,000	\$0	\$0	\$0	\$66,000	\$3,474	\$10,421	\$79,895
44.23.00 - Long Range Planning Proj. Level	\$63,200	\$117,407	\$72,000	\$0	\$0	\$0	\$252,607	\$13,295	\$39,885	\$305,787
44.24.00 - Short Range Planning	\$29,600	\$40,145	\$236,800	\$0	\$0	\$0	\$306,345	\$16,123	\$48,370	\$370,839
44.25.00 - TIP/Capital Programming	\$19,400	\$0	\$0	\$0	\$0	\$0	\$19,400	\$1,021	\$3,063	\$23,484
44.26.00 - Planning Emphasis Areas	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
44.27.00 - Other	\$400	\$0	\$8,800	\$0	\$0	\$0	\$9,200	\$484	\$1,453	\$11,137
<b>Total PL Program</b>	<b>\$258,500</b>	<b>\$157,552</b>	<b>\$469,400</b>	<b>\$4,000</b>	<b>\$3,200</b>	<b>\$20,000</b>	<b>\$885,452</b>	<b>\$46,603</b>	<b>\$139,808</b>	<b>\$1,071,863</b>

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	\$27,000	\$0	\$48,000	\$0	\$0	\$0	\$75,000	\$4,688	\$14,063	\$93,750
<b>Total FTA Program</b>	<b>\$27,000</b>	<b>\$0</b>	<b>\$48,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000</b>	<b>\$4,688</b>	<b>\$14,063</b>	<b>\$93,750</b>
	<b>\$285,500</b>	<b>\$157,552</b>	<b>\$517,400</b>	<b>\$4,000</b>	<b>\$3,200</b>	<b>\$20,000</b>	<b>\$960,452</b>	<b>\$51,290</b>	<b>\$153,871</b>	<b>\$1,165,613</b>

									TOTAL PROGRAM
Summary of Program Tasks	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		
<b>FHWA PL Total Program</b>	\$110,884	\$169,837	\$385,682	\$370,839	\$23,484	\$0	\$11,137		\$1,071,863
<b>FTA 5303 Total Program</b>	\$0	\$0	\$0	\$0	\$0	\$93,750	\$0		\$93,750
<b>TOTAL PROGRAM</b>	<b>\$110,884</b>	<b>\$169,837</b>	<b>\$385,682</b>	<b>\$370,839</b>	<b>\$23,484</b>	<b>\$93,750</b>	<b>\$11,137</b>		<b>\$1,165,613</b>