

Ulster County Transportation Council

DRAFT SFY 2016 Unified Planning Work Program



**Approved by the UCTC Policy Committee on
[INSERT DATE]
For the Period April 1, 2016 – March 31, 2017**

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

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DRAFT SFY 2016 Unified Planning Work Program

For the Period April 1, 2016 – March 31, 2017

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NOTE: ALL FIGURES ARE PRELIMINARY/DRAFT AND SUBJECT TO FURTHER REFINEMENT BY UCTC STAFF. FINAL DRAFT FIGURES TO BE COMPLETED FOR PUBLIC REVIEW BY MARCH 1, 2016

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[insert supporting resolution here]

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DRAFT ULSTER COUNTY TRANSPORTATION COUNCIL 2016 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 designated 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.

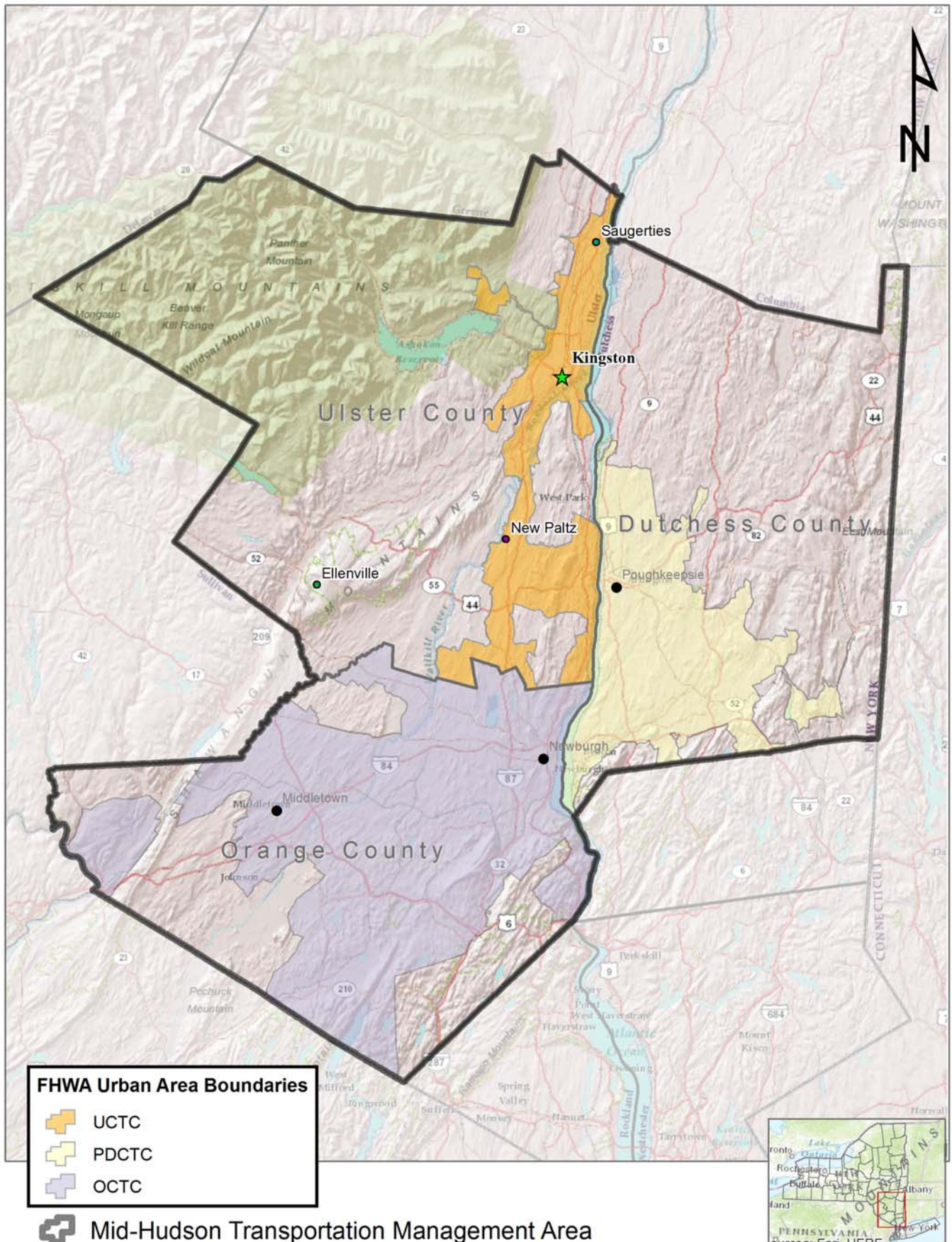
UCTC is responsible for the development of a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP) that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight in the county 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 in Ulster County that reflects 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



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



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

 Mid-Hudson Transportation Management Area



shall identify work proposed for the next one- or two-year period by major activity and task, in sufficient detail to indicate:

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

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

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

TITLE VI AND ENVIRONMENTAL JUSTICE COMPLIANCE

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

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

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



There are three fundamental Environmental Justice principles:

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 the Broadway Corridor Conceptual Design Project as well as inclusion of Spanish translators at public outreach events and meetings. In addition, UCTC's transit planning activities continue to focus on the need of underserved areas and populations.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

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

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



UCTC MEMBERSHIP

UCTC policy and decision making authority rests with its Policy Committee voting members. The Policy Committee is comprised of chief elected officials from urbanized and non-urbanized areas throughout Ulster County along with the New York State Department of Transportation and the New York State Thruway Authority. The Ulster County Executive serves as Chair of the Policy Committee. The Policy Committee is supported by non-voting Advisory and Technical Committees comprised of municipal and transportation agency officials. In addition to permanent voting members, the UCTC voting structure includes alternating two-year voter membership. Less urbanized municipalities are paired together based upon geographic location and municipal population, and alternate every two years on June 4. In addition to permanent and two-year alternating voter 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. 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 technical and policy-oriented projects and programs,

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, 2017*

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, 2017*

NON-VOTING ADVISORY MEMBERS

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



makes recommendations to the Policy Committee for consideration, and monitors the activities of staff.³

UCTC also has a joint cooperative transportation planning agreement with the public transit operators in its jurisdiction. In addition, UCTC is supported by Non-Voting 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 in-kind services for 15% of this total leaving Ulster County with a required 5% match.

2015-2016 PROGRAM ACCOMPLISHMENTS

The Ulster County Transportation Council (UCTC) continues to plan and implement programs and projects in support of the Year 2035 Long Range Plan's goals and recommendations. Major accomplishments during the 2014 calendar year include the following:

Program Support and Administration

- Convened 7 meetings of the UCTC Technical and Policy Committees;
- Managed the UPWP Call for Projects, accepting 3 proposals for review and consideration in the 2016/17 UPWP.
- Maintained and updated UCTC's web site and developed project pages to keep the public apprised of specific transportation-related projects, funding opportunities, events and activities;
- Routinely processed GIS and other transportation-related data requests from local, state and Federal agencies as necessary;
- Updated the UCTC email distribution list utilizing new email marketing support services;
- Assisted the land use approval process managed by the Ulster County Planning Board through the review of 156 site plan and special permit referrals over the course of the 2014 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;

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



- Continued to present Council members with special information on relevant topics of interest including bridge conditions, emergency preparedness, emerald ash borer preparedness, and other subjects as warranted or applicable;
- Prepared and submitted reports to NYSDOT, FHWA and FTA as required;
- Attended multiple training seminars held locally throughout Ulster County by partner agencies which addressed a variety of topics germane to transportation, land use planning, and community development, including: FHWA pedestrian and intersection safety design workshops;
- Regular participation in New York State Association of Metropolitan Planning Organization's (NYSAMPO) teleconferences and in-person Director's meetings.

General Development and Comprehensive Planning

- Conducted amendments to UCTC Operating Procedures;
- Collected and analyzed traffic count data for 69 locations throughout Ulster County in the spring and fall;
- Continued to present relevant issues associated with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and provided updates regarding new authorization bills to Council members.
- Conducted significant Census data analysis of the UCTC MPA for publication in the Year 2040 LRTP, including development of 6 new Environmental Justice analysis maps for use for future planning projects;
- Initiated UCTC Project 44.22.04: Transportation Infrastructure Resiliency and Vulnerability Assessment Planning

Transportation Improvement Program Administration

- Completion of the FFY 2015 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;
- Prepared and processed 26 Administrative Modifications and/or Amendments to the UCTC 2014-2018 TIP through eSTIP;

Transit and TMA Activities

- Supported the FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities statewide solicitation and distribution of funds among eligible Ulster County recipients for various projects.
- Assisted Ulster County Area Transit (UCAT) and Kingston Citibus with on-site transit planning and reporting tasks;
- Worked closely with Ulster County transit operators and TMA staff to program FTA Section 5307 TMA funds;
- Continued discussion on the need for a transit asset management plan for the TMA

Short and Long Range Planning Activities

- Community Transportation Planning Assistance, including participation on the following boards and committees:
 - Ulster County Traffic Safety Advisory Committee



- Kingston Complete Streets Advisory Committee
- Saugerties Transportation Advisory Committee
- Wawarsing/Ellenville Transportation Advisory Committee
- City of Kingston/Kingston Land Trust Greenline planning initiatives
- **Completed** the following UCTC UPWP projects:
 - 44.22.03: Traffic Count Program – conducted 89 counts and produced traffic county report
 - 44.23.01-01: Development of the UCTC Year 2040 Long Range Transportation Plan
 - 44.23.02-08: Study of the Need and Location for an Intermodal Facility to Serve the Greater New Paltz Area
 - 44.23.02-01 – Ulster County Safe Routes to School (SRS) Demonstration Project
 - 44.23.01-04: Pavement Management Program in Ulster County – Ulster County DPW staff scheduled for attendance at annual Cornell Local Roads training program
 - 44.23.02-04: Kingston Broadway Corridor Conceptual Design Project
 - 44.23.02-05: Rosendale Circulation Study
- **Initiated** the following UCTC UPWP projects and tasks:
 - 44.21.02: Unified Planning Work Program (UPWP) Development and issuance the 2015 UCTC UPWP Call for Projects;
 - 44.23.02-06: Town of Marlboro Route 9W Corridor Study
 - 44.26.12: Ulster County Coordinated Public Transit/Human Services Transportation Plan
- **Continued** the following UCTC UPWP projects:
 - 44.23.02-03: Analysis of Priority Investigation Location (PIL) Data among Congested Roadway Segments in Ulster County

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 2015-2016 state fiscal year.

UPWP FRAMEWORK

The UCTC 2016/17 UPWP framework 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.*

On April 23, 2014, the FHWA and FTA Offices of Planning jointly issues Planning Emphasis Areas (PEAs), and asked that MPOs identify work tasks associated with the PEAs for inclusion in UPWPs. These PEAs include:

- *Map-21 Implementation: Transition to Performance Based Planning and Programming.* The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
- *Models of Regional Planning Cooperation:* Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.
- *Ladders of Opportunity:* Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation.

UCTC has integrated these PEAs into its planning framework and annual program of planning projects and will continue to explore options to further their implementation in the 2016/17 UPWP cycle.

SFY 2016/17 FUNDING SUMMARY

Funding for operations of UCTC are provided through the New York State Department of Transportation under the 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. Any remaining funds previously allocated under the expired Federal surface transportation authorization acts will continue to be drawn down during SFY2016.

The majority of funding included in the UCTC UPWP can be split into two categories – FHWA Metropolitan Planning Funds (PL) and FTA §5303 Metropolitan Planning Program (MPP) funds. PL funds are used by MPOs for developing long-range metropolitan transportation plans, transportation improvement programs, and to implement the planning process in general 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 2016/17 year is approximately \$31.4 million. This is comprised of \$23,627,617 in FHWA PL funds and \$7,751,150 in FTA MPP funds. These figures represent no change from the previous year. A portion of the overall state allocation is set aside for joint planning activities, referred to as "shared cost initiatives." This UPWP uses the FHWA and FTA funding allocations for FFY 2016/17 as recommended by NYSDOT. These amounts are subject to change based on Congressional action on transportation funding. Should this occur, UCTC would be required to amend the 2016 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 Strategy 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 2016/17 fiscal year include the following tasks:

- NYSAMPO Staff Services: NYSAMPO is supported by a consultant that provides administrative support for activities associated with the Association, including organizing and documenting MPO director meetings and facilitating working group meetings. The contract is administered by the Capital District Transportation Council and will total \$150,000 for the 2016/17 program year.
- NYSAMPO Working Groups: The Council will participate in statewide working groups that better enable the NYSMPOs to learn from best practices and reach consensus on key aspects of the metropolitan transportation planning program. For the 2016/17 program year, UCTC will participate in the following working groups: safety, bicycle and pedestrian, climate change, travel demand modeling, transit, operations and management, and climate.
- Association of Metropolitan Planning Organizations (AMPO): AMPO is a national association that provides technical services and advocacy for MPOs. AMPO provides a discounted dues structure for statewide MPO associations with a single statewide payment. The dues total \$40,487 for the NYSMPOs, which will be processed by the Binghamton Metropolitan



Transportation Study (BMTS). The Council will support the Association through an \$6749 allocation of FHWA (PL) funds, deducted by NYSDOT from the Council's 2015/6 program.

- Other Statewide Planning Projects: Though not funded by the Council, the State is pursuing a number of projects that will assist the Council in carrying out the metropolitan transportation planning process. These projects are summarized under task **44.27.01 on page 33** of the UPWP. In addition to these SCI/SPR projects, UCTC will participate in other projects supported by NYSDOT SPR funds as needed.

UCTC FEDERAL AID

UCTC's *estimated* 2016/17 UPWP Federal funding allocation for the period April 1, 2016 to March 31, 2017 is a total of **\$385,261 in PL funds** and a total of **\$56,129 in FTA Section 5303 funds** (see Table 1 page I). This represents no change from the previous year allocations.

In addition to the annual allocation for the 2016/17 UPWP, UCTC has funds available from previous years. These funds represent **previous savings** that are available to the Council for programming as needed. UCTC will program **\$492,000** of these funds to support projects that require consultant assistance. Remaining unprogrammed balance (estimated savings) will be used to assist in projects identified in the future.

UCTC currently has a total **of \$123,788 available** from FTA grants (see Table 2 page II), **\$27,788** of which is available for future programming.

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, State Planning and Research (SPR), 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 II). NYSDOT provides the PL match through Toll Credits, the FTA MPP matching funds through in kind service and SPR through 20% cash match.

OPERATING BUDGET

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.



SFY 2016/17 WORK PROGRAM

The work program areas identified below are listed by FTA Task Code for SFY 2016/17.

PROGRAM AREA BY FTA TASK CODE

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

The total task cost identified for each work item includes New York State and Ulster County funds as a local match. A summary budget for each FTA Task Code is provided in Table 4 (page III). The total UCTC program including all matching requirements is **\$1,098,080** for SFY 2016/17.

NOTE: ALL FIGURES SHOWN BELOW ARE PRELIMINARY/DRAFT AND SUBJECT TO FURTHER REFINEMENT BY UCTC STAFF. FINAL DRAFT FIGURES TO BE COMPLETED FOR PUBLIC REVIEW BY MARCH 1, 2016



44.21.00: PROGRAM SUPPORT AND ADMINISTRATION

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

44.21.01: Program Support and General Administration

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

44.21.01: Program Support and General Administration				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$71,200	\$13,350	\$4,450	\$89,000
Deliverables:	Committee and subcommittee meeting agendas, minutes, contract documents, and web updates			
Schedule:	Ongoing activity, April 2016 – March 2017			

44.21.02: Unified Planning Work Program (UPWP) Development

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

44.21.02: Unified Planning Work Program (UPWP) Development				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$4,800	\$900	\$300	\$6,000
Deliverables:	Draft and Final UPWP documents will be prepared and distributed for review and adoption. Amendments will be made as necessary			
Schedule:	Annual activity, October 2016 – March 2017			



44.21.03: Periodic Reporting

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

44.21.03: Periodic Reporting				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$4,000	\$750	\$250	\$5,000
Deliverables:	Quarterly finance reports, semiannual DBE reports and semiannual narrative progress reports will be prepared and circulated periodically			
Schedule:	Ongoing activity, April 2016 – March 2017			

44.21.04: Public Participation Activities

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

44.21.04: Public Participation Activities				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$4,320	\$810	\$270	\$5,400
Deliverables:	Web site updates, press releases, public advertisements for upcoming UCTC activities will be performed periodically			
Schedule:	Ongoing activity, April 2016 – March 2017			

44.21.05: Transportation Management Area

UCTC staff will participate 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 PDCTC 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. UCTC will continue to recommend the development of a unified transit capital asset plan for the TMA that includes all



of the parties receiving or requesting federal funds as well as recommended projects contained in studies by the MPO's in the TMA. Planning for regional freight movement will also continue to be a high priority of TMA members. The freight 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 consultant supported study would build upon the work being done by NYSDOT on its statewide freight plan. This task supports the PEA related to promoting regional planning.

44.21.05: Transportation Management Area				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$12,000	\$2,250	\$750	\$15,000
Deliverables:	TMA quarterly meetings, Council action on transit funding, and TMA planning activities			
Schedule:	Ongoing activity, April 2016 – March 2017			

44.21.06: Professional Development

Professional development and periodic 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, and other specialized training opportunities.

44.21.06: Professional Development				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$3,600	\$675	\$225	\$4,500
Deliverables:	Staff attendance at conferences and training seminars hosted by agencies and organizations such as: Federal Highway Administration; Federal Transit Administration; New York State Department of Transportation (NYSDOT); the Association of Metropolitan Planning Organizations (AMPO); the National Association of Development Organizations (NADO); the New York State MPO association; New York State Chapters of the American Planning Association (APA); other regional transportation-related workshops; and training associated with in house transportation related software.			
Schedule:	Ongoing activity, April 2016 – March 2017			



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 performance-based planning targets and updated UCTC Operating Procedures. In doing so, staff will begin to review the latest Federal surface transportation authorization act – Fixing America’s Surface Transportation Act (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, such as planning for freight movement originating in and traveling through the MPA and TMA. This task supports the PEA to support the transportation planning goals outlined under FAST Act.

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

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$3,200	\$600	\$200	\$4,000
Deliverables:	Functional classification map amendments as necessary; additional informational bulletins, presentations and updates as necessary or requested			
Schedule:	Ongoing activity, April 2016 – March 2017			

44.22.02: Census Data Analysis and Forecasting

Staff will continue to monitor and analyze U.S. Census Bureau news and data releases and other relevant data warehouses including the NYS Department of Labor in support of UCTC-related planning initiatives. Census data will be needed when updating the UCTC Transportation Model (TransCAD) and as part of the Long Range Transportation Plan.

44.22.02: Census Data Analysis and Forecasting

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$800	\$150	\$50	\$1,000
Deliverables:	Perform Census data analysis for new demographic data from the 2010 Census and American Community Survey and interact with NYS Department of Labor on employment information			
Schedule:	Ongoing activity, April 2016 – March 2017			



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) and also helps to support short- and long-range Congestion Management Process (CMP) goals and objectives. An annual TMP report will be produced, distributed and made available on the UCTC web site.

Concurrently, FHWA is soliciting MPO participants to be part of their “Bicycle-Pedestrian Count Technology Pilot Program.” Specifically, the FHWA Office of Planning, Environment and Realty (HEP) is initiating a pilot program to deploy automated pedestrian and bicycle counting equipment and encourage non-motorized monitoring efforts. The pilot program will target up to 10 selected Metropolitan Planning Organizations (MPOs) who do not currently have non-motorized travel monitoring programs. UCTC in conjunction with PDCTC has applied for participation.

44.22.03: Traffic Monitoring Program (Part Consultant Study)				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
<i>Task Cost:</i>	\$21,600	\$4,050	\$1,350	\$27,000
<i>Staff Cost:</i>	\$2,400	\$450	\$150	\$3,000
Total Project Cost	\$24,000	\$4,500	\$1,500	\$30,000
Deliverables:	Annual UCTC Traffic Monitoring Report and associated datasets			
Schedule:	Annual activity, May 2016 – February 2017			

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. Assets in such an analysis may include roads, bridges, culverts, railroads, highway garages and associated facilities, fuel supply and storage facilities, operations centers, intermodal transfer facilities, and other surface transportation infrastructure. Given the size of Ulster County’s geographic area and the enormous breadth of possible facilities that could undergo analysis, the scope of this study will concentrate on one or more geographic focus areas or facility types –such as a municipality, watershed, road segment, roadway classification, or bridges/culverts – in an effort to limit project scope yet encourage transferability of key assessment frameworks across the entire MPA.



44.22.04: Transportation Infrastructure Resiliency and Vulnerability Assessment Planning

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
<i>Task Cost:</i>	\$40,000	\$7,500	\$2,500	\$50,000
<i>Staff Cost:</i>	\$3,600	\$675	\$225	\$4,500
Total Project Cost	\$43,600	\$8,175	\$2,725	\$54,500
Deliverables:	Conduct assessments of transportation asset vulnerability to extreme weather events; study options for improving resiliency of transportation facilities or systems			
Schedule:	April 2016 – March 2017			

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.

44.22.05: Americans with Disabilities Act Coordination and Compliance

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	25,000	\$4,688	\$1,563	\$31,250
Deliverables:	Conduct ADA assessments, training, and coordination of compliance as member demand warrants			
Schedule:	April 2016 – March 2017			



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.

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

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

44.23.01-02: Support Energy Planning – NYS Climate Action Plan & NYS Energy Plan

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$4,000	\$750	\$250	\$5,000
Deliverables:	Participation in the NYSDEC Climate Action network, review and coordination of state planning policies and initiatives with UCTC plans and documents, particularly the 2015 update to the UCTC Long Range Transportation Plan			
Schedule:	Ongoing activity, April 2016 – March 2017			

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

UCTC, in conjunction with OCTC and PDCTC, has adopted the Congestion Management Process for the Mid-Hudson Valley TMA. The CMP establishes a process to locate, measure, and manage recurring congestion in the TMA. In addition, UCTC has applied the process to areas outside the TMA boundaries. This task includes coordination within the TMA and work on congestion

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

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



that was located by the completed travel time survey in other portions of the county. Updating of the *Commuter Parking Lots Capacity Analysis and Needs Assessment* (last surveyed in 2015) to be conducted as staff resources allow.

44.23.01-03: Participate and Support the Congestion Management Process				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$4,000	\$750	\$250	\$5,000
Deliverables:	Review of existing studies and development of an action agenda for the results of the travel time survey outside the TMA and update of the CMP as needed			
Schedule:	Ongoing activity, April 2016 – March 2017			

44.23.01-04: Continue a Pavement Management Program in Ulster County

In 2015 UCTC sent Ulster County Department of Public Works (DPW) staff for pavement management training. Utilizing intern assistance through the Cornell Local Roads Pavement Management Training Program, DPW has built on its existing pavement management program and data development. Pavement Management involves complex decisions about how and when to resurface or apply other treatments to keep highway performance and operating costs at a reasonable level. As such, data collected can be used to help identify and prioritize TIP projects and local investment decisions. Staff has developed a database framework that will be used to record and integrate pavement data with existing GIS data and resources. The established framework and products will be used in the creation of a continuing Pavement Management Program to be extended to other municipalities in Ulster County.

44.23.01-04: Initiate a Pavement Management Program in Ulster County				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$4,800	\$900	\$300	\$10,000
Deliverables:	Guidance and methodology for data collection and implementation of a pavement management database; training of staff to conduct a pavement management program			
Schedule:	Ongoing activity; April 2016 – August 2017			

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 and in establishing design parameters for major projects in an effort to ensure pedestrian, bicycle, vehicle and transit-friendly outcomes. UCTC will provide support to local committees in an effort to build local capacity, which may include basic GIS analysis and map development for local and county offices. UCTC will also assist Ulster County and its municipalities with the identification of and planning for regionally-significant new development proposals with likely transportation implications. In addition, UCTC will assist the traffic safety board in its efforts to promote safe transportation within the county under this category.

44.23.02-01: Community Transportation Planning Assistance				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost:	\$17,600	\$3,300	\$1,100	\$22,000
Deliverables:	Planning guide memoranda related to transportation and community development, attendance at local meetings and educational seminars on transportation planning			
Schedule:	Ongoing activity, April 2016 – March 2017			

44.23.02-02: Analysis of Priority Investigation Location (PIL) Data among Congested Roadway Segments in Ulster County – Part Consultant Study

The number of highway fatalities experienced annually is a basic quality of life indicator for communities and regions. Under NYSDOT's overall Highway Safety Improvement Program, the Department proactively identifies and treats high-accident locations, called Priority Investigation Locations (PILs), with proven engineering safety countermeasures. According to NYSDOT, PIL locations comprise approximately 5 percent of State highway mileage, but account for one-third of all accidents occurring on those highways. In a continual effort to reduce traffic fatalities in Ulster County and improve overall traffic safety, this study will seek to build upon existing NYSDOT PILs and other similar data sources. PIL data will be combined with data from UCTC's Congestion Management Process and related/subsequent Travel Time Survey to identify and measure correlations between highly-congested areas and frequent accident occurrence. Where such correlations are identified, recommendations may include simple non-capital work, such as site-specific traffic control and/or maintenance improvements, to capital safety projects and/or safety enhancements to other capital projects.

44.23.02-02: Analysis of PIL Data Among Congested Roadway Segments				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
<i>Task Cost:</i>	\$52,000	\$9,750	\$3,250	\$65,000
<i>Staff Cost:</i>	\$4,800	\$900	\$300	\$6,000
Total Project Cost	\$56,800	\$10,650	\$3,550	\$71,000
Deliverables:	Report outlining corrective actions for locations with demonstrated correlations between PILs and congested road segments			
Schedule:	April 2016 – March 2017			



44.23.02-03: Town of Marlboro Route 9W Corridor Study – Part Consultant Study

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

44.23.02-03: Town of Marlboro Route 9W Corridor Study – Part Consultant Study				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
<i>Task Cost:</i>	\$76,000	\$14,250	\$4,750	\$95,000
<i>Staff Cost:</i>	\$4,800	\$900	\$300	\$6,000
Total Project Cost	\$80,800	\$15,150	\$5,050	\$101,000
Deliverables:	Report providing design sketches and detailed cost estimates for recommended actions to improve roadway function and access along Route 9W Marlboro			
Schedule:	January 1, 2016 – March 31, 2017			

44.23.02-04: TMA Transit Asset Management Analysis – Part Consultant Study

UCTC, in cooperation with Poughkeepsie-Dutchess Transportation Council and Orange County Transportation Council, will program funds to support the development of a regional transit plan for the Mid-Hudson Valley TMA. This effort would include an inventory of existing transit services and an assessment of future transit capital needs across the region. The transit plan would seek ways to improve bus, rail, and ferry connections between adjacent counties, urban centers, housing concentrations, transit hubs, and major employment destinations. The transit plan would also offer conceptual designs for transit-oriented developments in cities and other major centers where jobs, housing, and transportation could work together to create transit-friendly neighborhoods. This task also supports the PEA related to promoting regional planning.



44.23.02-04: TMA Transit Asset Management Analysis – Part Consultant Study

	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
<i>Task Cost:</i>	\$20,000	\$3,750	\$1,250	\$25,000
<i>Staff Cost:</i>	\$2,000	\$375	\$125	\$2,500
Total Project Cost	\$22,000	\$4,125	\$1,375	\$27,500
Deliverables:	TMA Transit asset management plan and/or plan components			
Schedule:	April 1, 2016 – March 31, 2017			

44.23.02-05: 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 in the City of Kingston.

44.23.02-05: Traffic Control Signal Warrant Evaluation

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
<i>Task Cost:</i>	\$52,000	\$9,750	\$3,250	\$65,000
<i>Staff Cost:</i>	\$4,000	\$750	\$250	\$5,000
Total Project Cost	\$56,000	\$10,500	\$3,500	\$70,000
Deliverables:	Final report and plan on traffic signal warrant evaluation			
Schedule:	New Project; April 2016 – March 2017			

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

This plan will define capital improvements, enhancements and mitigation that can be applied by local government and property owners to improve form and ambiance and achieve complete streets in the main corridor and connecting streets surrounding the Wallkill Valley Rail Trail in New Paltz. The study will begin to define options to optimize multimodal active transport and open space and recreation level of service on the heavily used part of the trail within the heart of the Village of New Paltz, with focus on how to establish one of the main hubs within the burgeoning regional trail system. It will pinpoint ways to optimize resource utilization and provide strategies to manage this linear park. Evaluation of future connections with the Hudson Valley Rail Trail will be addressed to establish detailed plans to achieve a safe and cost effective cross-town connection between these two important regional trail corridors. The project will provide planning to help facilitate complementary and supportive adjacent land uses, such as connections to the Route 32 North corridor, Historic Huguenot Street, Henry



W. Dubois Drive, mixed uses, outdoor dining, and parking.

44.23.02-05: Walkkill Valley Rail Trail Streetscape and Gateway Enhancements				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
<i>Task Cost:</i>	\$125,000	\$23,438	\$7,813	\$156,250
<i>Staff Cost:</i>	\$4,000	\$750	\$250	\$5,000
Total Project Cost	\$129,000	\$24,188	\$8,063	\$161,250
Deliverables:	TAC formation, public outreach plan, and draft and final report and plans			
Schedule:	New Project; April 2016 – March 2017			



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: Bridge Preservation Repair and Replacement Analysis Priorities for Capital Expenditures – Part Consultant Study

UCTC has significant number of non-state bridges that are considered deficient based on their last inspection. Recent experience by Ulster County in having to close 2 bridges to effectuate repairs and the move by both the state and federal funding sources to shift from replacement to preservation have raised concerns about the need for ability to timely identify the needs and costs associated with bridge repairs that could benefit from a preservation strategy. The analysis will utilize the existing bridge inspection reports from NYSDOT as well as additional information on AADT and detour routes to create a priority list of structures. Specific candidate structures will be identified from this list and the analysis will provide preservation treatments and costs for these structures. UCTC staff will work closely with local municipalities to conduct the analysis.

44.24.01: Cost Benefit Analysis of County Bridge Inspection Program				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
<i>Task Cost:</i>	\$52,000	\$9,750	\$3,250	\$65,000
<i>Staff Cost:</i>	\$2,080	\$390	\$130	\$2,600
Total Project Cost	\$54,080	\$10,140	\$3,380	\$67,600
Deliverables:	Draft and Final Reports Lists of priority bridges best repair scenario and anticipated costs.			
Schedule:	May 2016 – October 2017			

44.24.02: Encourage Sustainable Development Policies and Conduct Transportation Impact Reviews

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



44.24.02: Encourage Sustainable Development Policies and Conduct Transportation Impact Reviews

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$24,000	\$4,500	\$1,500	\$30,000
Deliverables:	Meetings with project sponsors and agencies, issuance of referral memoranda			
Schedule:	April 2016 – March 2017			

44.24.03: Town of Ulster Intersection Safety Study – Neighborhood Road and Seremma Court– Part Consultant Study

The intersection of Seremma Court and Neighborhood Road in the Town of Ulster has been an area of concern among local officials. Strategies to address intersection safety at this location will be explored, including geometric design and evaluation of various traffic control devices (such as signs, markings and signals). A comprehensive analysis of available traffic data will be conducted at the location to inform the process (including traffic counts and crash history). Local officials will inform and guide the effort.

44.24.03: Town of Ulster Neighborhood Road and Seremma Court Intersection Study

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total Task Cost
<i>Task Cost:</i>	\$15,000	\$2,813	\$938	\$18,750
<i>Staff Cost:</i>	\$2,080	\$390	\$130	\$2,600
Total Project Cost	\$17,080	\$3,203	\$1,068	\$21,350
Deliverables:	Report outlining intersection safety issues, mitigation recommendations and associated costs.			
Schedule:	April 2016 – March 2017			



44.25.00: TRANSPORTATION IMPROVEMENT PROGRAM

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

44.25.01: Monitor and Amend the FFY 2014-2018 Transportation Improvement Program (TIP) and 2017 – 2021 Transportation Improvement Program

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 FFY 2014-2018 Transportation Improvement Program (TIP) and 2017 – 2021 Transportation Improvement Program

	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$20,000	\$3,750	\$1,250	\$25,000
Deliverables:	Draft and final TIP amendment documents, Obligation Reports, and meetings with project sponsors to advance TIP projects			
Schedule:	Ongoing activity; April 2016 – March 2017			

44.25.02: Support Discretionary Transportation Grant Programs

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

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



Program, and other programs that have relevance to the transportation system.

44.25.02: Support Discretionary Transportation Grant Programs				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$1,840	\$345	\$115	\$2,300
Deliverables:	Assistance to local governments and others relevant stakeholders for TAP and other similar applications; assisting NYSDOT with review and ranking of project applications			
Schedule:	Ongoing activity; April 2016 – March 2017			



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 2016 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 – Part Consultant Study

This PEA effort will update the *UCTC Coordinated Public Transit – Human Services Transportation Plan* (last updated in 2010 followed by a brief update in 2015) and assisting Ulster County Area Transit (UCAT) and Kingston Ictinus with Plan implementation. Among the many changes to Federal programs included in MAP-21 and the subsequent FAST Act were the consolidation of various funding sources for specialized transportation services, such as JARC, New Freedom and Elderly and Individuals with Disabilities programs. The FAST Act retains the requirement for Metropolitan Planning Organizations (MPOs) to maintain a Coordinated Plan that must be used to guide funding decisions for the new Section 5310 Enhanced Mobility program. The Federal Transit Administration proposed that the Human Services Coordinated Plan follow the update cycles for metropolitan transportation plans (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas). The Ulster County Transportation Council conducted a brief update of its Coordinated Plan in August 2015 in line with the completion of its Year 2040 Long Range Transportation Plan (also completed in August 2015). In accordance with FTA guidance, the UCTC Coordinated Plan is scheduled for a full, comprehensive update in FFY 2016.

44.26.12: Coordination of Non-Emergency Human Services Transportation				
	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total Task Cost
<i>Task Cost:</i>	\$54,400	\$10,200	\$3,400	\$68,000
<i>Staff Cost:</i>	\$3,600	\$675	\$225	\$4,500
Total Project Cost	\$58,000	\$10,875	\$3,625	\$72,500
Deliverables:	Update of the 2010 Coordinated Plan including a continued public outreach process			
Schedule:	Ongoing activity/carried over; April 2016 – March 2017			



44.26.13: Participation of Transit Operators in Metropolitan & Statewide Planning

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

44.26.13: Participation of Transit Operators in Metropolitan & Statewide Planning				
	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$1,600	\$300	\$100	\$2,000
Deliverables:	Transit system coordination, including organization of necessary meetings			
Schedule:	Ongoing activity; April 2016 – March 2017			

44.26.14: Planning for Transit Systems Management/Operations to Increase Ridership – Part Consultant Study

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.

In addition, consultant assistance will be sought to develop an integration plan to explore issues which affect the current nature of transit service in Ulster County and opportunities for the future. This includes the development of proposals to improve public transportation of the Ulster County and City of Kingston bus systems. Joint purchasing agreements, economies of scale from consolidating functions, and reduced administrative costs from coordination all are effective methods of reducing cost without cutting service. Given the overlapping service areas of UCAT and Citibus, integrating the two systems in the future makes sense from a financial and service operations perspective. This effort will build upon similar studies completed in 2005 and 2012.

44.26.14: Planning for Transit Systems Management/Operations to Increase Ridership				
	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
<i>Task Cost:</i>	<i>\$45,000</i>	<i>\$8,438</i>	<i>\$2,813</i>	<i>\$56,250</i>
<i>Staff Cost:</i>	<i>\$3,600</i>	<i>\$675</i>	<i>\$225</i>	<i>\$4,500</i>
Total Project Cost	\$48,600	\$9,113	\$3,038	\$60,750
Deliverables:	Transit system coordination including development of a study exploring integration of the two public transit systems in Ulster County			
Schedule:	April 2016 – March 2017			



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.

44.26.15: Support Transit Capital Investment Decisions through Effective Systems Planning				
	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$4,000	\$750	\$250	\$5,000
Deliverables:	TIP amendments; other communication and coordination as necessary			
Schedule:	Ongoing activity; April 2016 – March 2017			

44.26.16: Incorporate Safety and Security in Transportation Planning

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

44.26.16: Incorporate Safety and Security in Transportation Planning				
	<i>Federal Share (5303)</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$3,200	\$600	\$200	\$4,000
Deliverables:	Attendance at Ulster County Traffic and Safety Board meetings, PILs study initiation, NYSAMPO Safety Working Group participation			
Schedule:	Ongoing activity; April 2016 – March 2017			



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 Funds

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:

- Continuation with Interoperable Coordinated Signal System (ICSS) Deployment in Region 8
- Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management)
- Transearch & Related Freight Data Procurement
- Traffic Count Program Zone 1 [NYSDOT Regions 1,2,7,8,9]
- VMT Base-line Traffic Count Project
- Statewide Coordination of Metropolitan Planning Programs
- Roadway Inventory System Modifications in Support of the Statewide GIS Network Project
- Statewide GIS Network Creation
- Highway Oversize/Overweight Credentialing System (HOOCS)
- AASHTO Census Transportation Planning Products (CTPP) Technical Services Program
- Program & Project Management Software and Training
- NYS Freight Transportation Plan
- Program and Project Management Software and Training
- Global Inc. Trend Data, Analysis and Forecasts
- Electric Vehicle Supply Equipment Plans for Upstate New York
- Technical Support for Use of National Performance Management Research Data (NPMRDS)
- Short Count Traffic County Program (2015-2019)



44.27.01: Support for Shared Cost Initiatives and Statewide Planning and Research Funds				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
Total Project Cost	\$4,800	\$900	\$300	\$6,000
Deliverables:	SCI project participation as necessary; NYSAMPO consultation and oversight, including Working Group participation and attendance at NYSAMPO meetings			
Schedule:	Ongoing activity; April 2016 – March 2017			

44.27.02: Ulster County Community Outreach for the Driving Environment and Youth Education Series (CODE YES)

The Ulster County Community Outreach for the Driving Environment and Youth Education Series (CODE YES) Project will encompass a twofold approach to highway related risk reduction and improving the safety of the roadway environment in Ulster County. The first component is a public education/awareness outreach event open to the general population that promotes comprehensive highway safety and risk reduction through structured learning experiences. This 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 event or event series that would engage all age groups in risk reduction, injury prevention 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. The second component will include an ongoing distracted driving and teen driver safety education/awareness school based campaign targeting the highest risk youth populations throughout Ulster County. The component will begin in the City of Kingston and move throughout other county school districts. Computerized driving simulators will be acquired and used in conjunction with high school health classes. The campaign curriculum will address all major behavioral causes for teen crashes including a specific focus on the increasing dangers of distracting electronic devices. The objective is to provide young adults with hands on experiential learning that can be transferred to the driving environment. Simulator practice is intended to inform both driving and passenger behavior choices and assist in the commitment to low risk choices on the highway. Simulators will be available for public demonstrations at health fairs, the county fair at the Sheriff's location, and other appropriate venues and will be available for long-term use by public agencies throughout the county.

44.27.02: Ulster County Community Outreach for the Driving Environment and Youth Education Series (CODE YES)				
	<i>Federal Share</i>	<i>State Share</i>	<i>Local Share</i>	Total
<i>Task Cost:</i>	\$72,000	\$13,500	\$4,500	\$90,000
<i>Staff Cost:</i>	\$3,200	\$600	\$200	\$4,000
Total Project Cost	\$75,200	\$14,100	\$4,750	\$94,000
Deliverables:	Coordination of public event; distracted driving/teen driving safety program;			
Schedule:	April 2016 – September 2018			



Final figures under development

FINAL DRAFT



FINAL DRAFT



APPENDIX

Table 2a: FFY 2013 FTA 5303 Grant Balances

Table 2b: FFY 2014 FTA 5303 Grant Balances

Table 2c: FFY 2015 FTA 5303 Grant Balances

FINAL DRAFT



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