

UNIFIED PLANNING WORK PROGRAM

APRIL 1, 2019 – MARCH 31, 2020

ORANGE COUNTY
TRANSPORTATION COUNCIL



124 Main Street, Goshen, New York 10924
www.orangecountygov.com/octc

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UNIFIED PLANNING WORK PROGRAM (UPWP) 2019-2020

INTRODUCTION

The Unified Planning Work Program (UPWP) presents the annual work program of the Orange County Transportation Council (OCTC). It describes those planning and administrative activities programmed to be undertaken during the year. While the funding for the UPWP is from the Federal government, the annual cycle for the UPWP is based on the New York State fiscal year. OCTC is the Metropolitan Planning Organization (MPO) for Orange County, and is the entity responsible for coordinating federally-funded transportation activities within the County.

Preparation of this UPWP is required by the U.S. Department of Transportation (USDOT) as the basis for Federal transportation funding to state, regional and local agencies. The UPWP provides one way of coordinating different transportation activities, and to integrate countywide transportation programs into a regional transportation planning perspective. Federal funding for UPWP activities is appropriated to the States and is comprised of funding from the Federal Highway Administration (FHWA PL) and Federal Transit Administration (FTA MPP Section 5303). New York State allocates this funding between the fourteen MPOs in the state using a formula.

Like all other MPOs in the country, OCTC carries out its transportation responsibilities in accordance with the requirements of Federal transportation legislation, the most recent of which is the Fixing America's Surface Transportation Act or the FAST Act. MPOs must produce three major products: a Metropolitan Transportation Plan; a Transportation Improvement Program (TIP) that sets out a schedule of transportation capital projects; and a Unified Planning Work Program (UPWP). The UPWP includes planning activities that address issues related to maintaining and improving the County's transportation system and overall quality of life in accordance with the OCTC Metropolitan Transportation Plan.

Transportation Management Area (TMA)

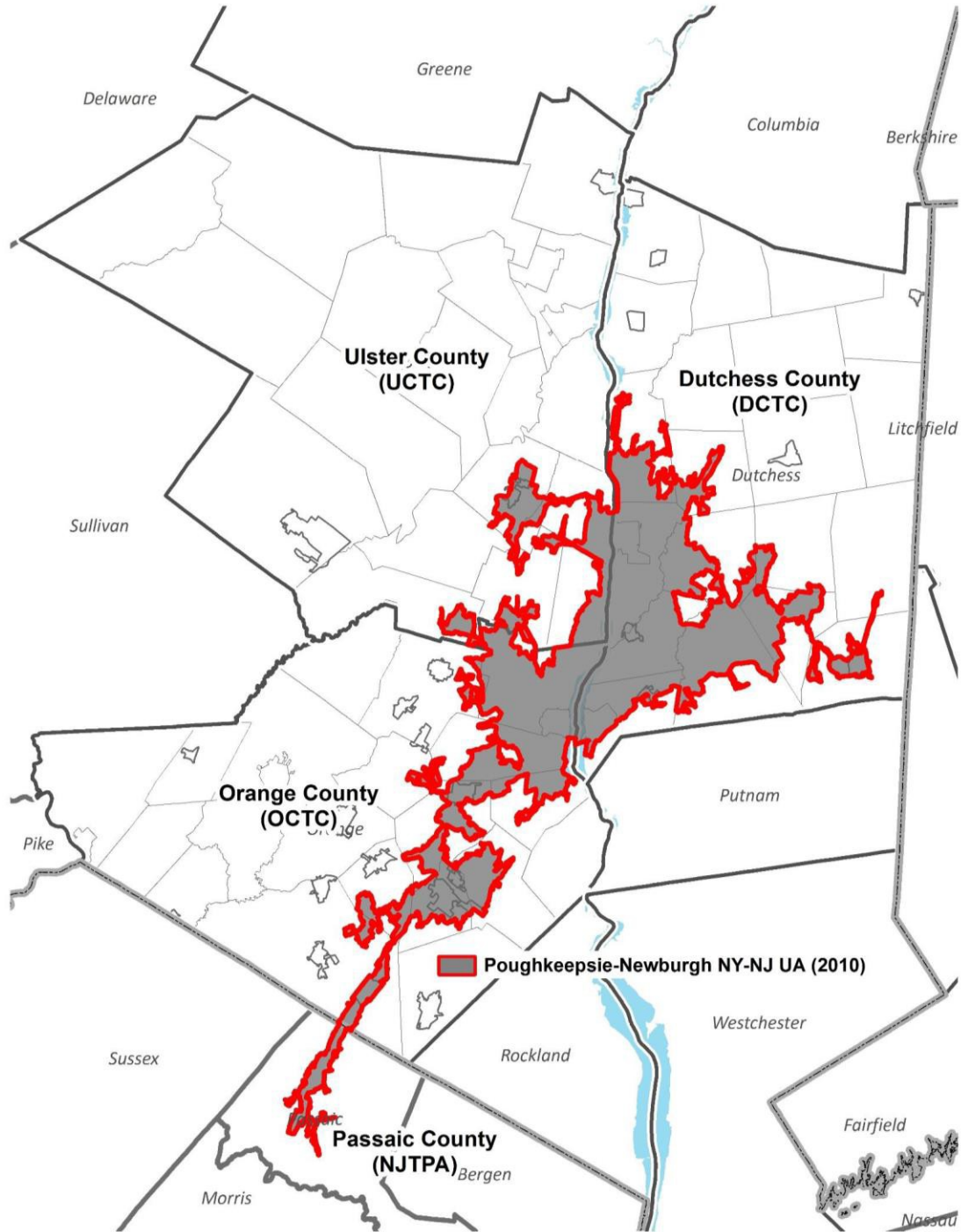
In addition to carrying out the metropolitan transportation planning process within Orange County, the Transportation Council also addresses regional transportation needs through its participation in the Mid-Hudson Valley Transportation Management Area (TMA). The TMA is a federal designation used to classify Urbanized Areas with populations of 200,000 or more. The Poughkeepsie-Newburgh NY-NJ Urbanized Area, with a population of over 423,000, includes parts of Dutchess, Orange, and Ulster Counties in New York, and Passaic County in New Jersey (see map below).

The Dutchess County Transportation Council (DCTC) and Ulster County Transportation Council (UCTC) manage the metropolitan transportation planning processes for their respective counties, while the North Jersey Transportation Planning Authority (NJTPA) is responsible for metropolitan planning for northern New Jersey including Passaic County.

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 2017, with the final

certification report issued in 2018. TMAs are also required to develop a Congestion Management Process (CMP) to identify strategies to reduce traffic congestion and improve operations.

Mid-Hudson Valley Transportation Management Area (TMA)



Orange County Transportation Council

The Orange County Transportation Council (OCTC) was formed in July 1982. An agreement with New York State and the OCTC Operating Procedures (last revised in June 2016) set forth the makeup of OCTC. The OCTC Policy Committee meets as necessary during the year. A Planning Committee comprised of staff from the various OCTC members meets monthly. The Policy Committee is comprised of the following members (note: all municipalities are OCTC members; they are represented as shown below for voting purposes):

1. Permanent Voting Members:
 - Orange County Executive, Permanent Chairperson
 - NYSDOT Region 8 Director, Permanent Secretary
 - Metropolitan Transportation Authority Executive Director
 - NYS Thruway Authority Executive Director
 - City of Middletown Mayor
 - City of Newburgh City Manager
 - City of Port Jervis Mayor
2. Two Town Supervisors from the following areas on a 2-year rotating basis:
 - Newburgh Urbanized Area (Cornwall, Montgomery, New Windsor, Newburgh)
 - Southern Area (Blooming Grove, Chester, Highlands, Monroe, Palm Tree, Tuxedo, Warwick, Woodbury)
 - Western Gateway Area (Crawford, Deerpark, Goshen, Greenville, Hamptonburgh, Minisink, Mt. Hope, Wallkill, Wawayanda)
3. Two Mayors from any two of Orange County's Villages for a 2-year rotating term.
[Co-located Villages and Towns cannot be voting members at the same time.]
4. Non-Voting Members
 - All other Towns and Villages
 - NYS Bridge Authority Director
 - Federal Transit Administration Regional Administrator
 - Federal Highway Administration Division Administrator
 - Port Authority of New York & New Jersey

The Orange County Transportation Council provides a forum for transportation planning and funding programming decisions. The overall goal of the planning process is to provide safe, balanced and efficient transportation in Orange County as well as complementary transportation connections to adjoining systems. The OCTC Planning Committee is responsible for assisting the Council and staff regarding proposed programs and projects to be addressed in the Metropolitan Transportation Plan, the UPWP and the TIP, and for making recommendations to the Policy Committee regarding policy issues.

Each of OCTC's members may send a representative to the committee's monthly public meetings. OCTC staff functions are performed by the Orange County Department of Planning in coordination with staff at NYSDOT Region 8. As a general rule, the OCTC County Planning Staff assumes primary responsibility for the development and administration of the UPWP, coordination of data collection activities, and update of the Metropolitan Transportation Plan.

2018-2019 Program Highlights

This summary of the 2018-2019 Work Program highlights the status of work activities in the previous UPWP year from April 1, 2018 to March 31, 2019.

- OCTC Staff and member agencies continued to carry out the ongoing activities of the MPO: monthly meetings of the Planning Committee, meetings as necessary of the Policy Committee. All meeting notices and mailings are distributed by email to the OCTC mailing list which includes newspapers, community contacts, transit operators, and other non-members. All notices and materials emailed to this OCTC list are also posted on the OCTC website, www.orangecountygov.com/octc.
- The Complete Streets interdepartmental working group, consisting of the OC Health Department and the OC Department of Public Works, was created to coordinate Complete Streets efforts in the County.
- Completed an inventory of the County park and ride system in coordination with NYSDOT Region 8, UCTC, and DCTC. This work included a license plate survey in lots that are over 100% capacity.
- Commenced work on the Regional Transit Study shared cost initiative between OCTC, UCTC, DCTC, and NYSDOT. OCTC is acting as the administrative lead.
- Staff worked on contract management and accounting so that reimbursements could be requested from NYSDOT (which is the grantee for FHWA and FTA planning funds).
- County staff worked as necessary with other County Government staff to carry out host agency functions, including coordination with Legislative Committees, the Capital Budget Committee, Finance Department, and the County Executive's Office.
- TMA staff formed a subcommittee to address congestion management in the region.
- On an ongoing basis, OCTC County Planning Staff worked to implement transportation policies through the New York State General Municipal Law §239 municipal development review referral process. Staff utilized existing plans, policies, and other elements in reviewing referrals and making recommendations to Orange County municipalities.
- Ongoing maintenance of the GIS system, including support for GIS server hardware and software in support of OCTC County Planning staff. This includes working with a consultant to update the GIS mapping webpage and training MPO staff on GIS software.
- Staff continued its overall coordination and management related to operation of the transit system in the county, including the formation of a transit subcommittee that consists of local and agency members and provides an avenue for ridership representation at the MPO level.
- Staff continued to participate in and worked with New York State's Association of Metropolitan Planning Organizations, including the MPO Directors group and staff working groups such as the Bicycle and Pedestrian, Safety, GIS, Travel Modeling, Transit, and Freight Working Groups.

Funding Outlook

The OCTC is funded through annual allocations from two primary sources: the Federal Highway Administration (FHWA) Planning Program (PL) and the Federal Transit Administration (FTA) Section 5303 Metropolitan Planning Program (MPP). The most recent federal surface transportation authorization, Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015.

A portion of the overall funding made available to New York State is set aside for a small number of joint planning activities by all New York MPOs, referred to as "shared cost initiatives," as well as NYSAMPO administration. Based on a FHWA and FTA approved formula developed by NYSDOT in consultation with the MPO directors, the funds are then apportioned for planning activities by the fourteen MPOs.

A portion of this allocation represents dedicated funding for planning activities related to the Mid-Hudson Valley Transportation Management Area (TMA). The TMA is a planning region comprising the

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county transportation planning areas of OCTC together with the Dutchess County Transportation Council (DCTC), the Ulster County Transportation Council (UCTC), and the North Jersey Transportation Planning Authority, which is responsible for transportation planning for northern New Jersey.

In addition to the new annual funding for the 2019-2020 UPWP budget year, OCTC has available funds for programming from prior UPWP budget years. These are funds which were apportioned and obligated for OCTC transportation planning activities but which were not expended during the UPWP budget year in which they were first made available. This funding, like other Federal transportation funding, is administered as a reimbursement program through NYSDOT. OCTC (through host agency Orange County) must first undertake the planning activities, after which it is reimbursed for the Federal share of the activity. The match rate overall is 80% Federal to 20% Local (15% State & 5% Local). OCTC staff in the Orange County Planning Department administers UPWP activities and submit reimbursement requests and activity reports to NYSDOT quarterly. The State match is provided at the State level through either toll credits (for FHWA funding) or in-kind services (for FTA funding) and does not constitute a portion of the reimbursements to the County for OCTC planning activities.

NYSDOT describes toll credits as “a reduction of the non-federal share by the percentage of the federal participation in the project”. More information can be found under 23 USC 120(i). Including previous allocation backlogs, OCTC’s 2019-2020 total UPWP funding level is expected to be \$4,552,576.

UPWP Organization

UPWP tasks are organized according to “activity codes” used by both the FTA and FHWA, as well as by New York State and many MPOs. There are two types of budgets in the UPWP. One type is a task budget organized by activity codes (in other words, what the tasks are). The other type is an auditable budget, organized by how the tasks are carried out (e.g., salaries, contract costs, and indirect costs). The major activity code categories are shown in task budgets and are the same categories used for reporting and reimbursement. There are seven main activity code groups (which have codes ending with two zeros). Of these seven, only two have been given sub-code numbers by FTA. Note that there is one main activity group (Planning Emphasis Area, 44.26.00) for which FTA has issued codes that are not consecutive. The FTA has assigned codes for transit coordination and planning activities under the title of “Long Range Transportation Planning”. In order to reduce confusion within this document, the local OCTC term “Transit Coordination & Planning” will be used for that category (44.23.00).

44.21.0 – Program Support Administration

General Administration

This ongoing activity includes the administrative tasks necessary to manage the activities of the Orange County Transportation Council (OCTC) while meeting Federal, State, and County requirements. These tasks consist of meeting preparation and support for committees; coordination with Federal, State, regional and local transportation agencies and providers; public participation, and the day-to-day operations of OCTC staff, including:

- Preparation of briefing packages (e.g., agendas, meeting summaries) for the OCTC Planning Committee and Policy Committee meetings; other OCTC administrative support as necessary
- Coordination with FTA, FHWA, NYSDOT, NYSAMPO, other MPOs and all other appropriate transportation entities
- Coordination with the Orange County Executive (OCTC Chairman), Orange County Legislature, and other County administrative departments to carry out OCTC activities including submission and administration of operating budget and capital budget items within host agency (Orange County Government) processes.
- Administration of the UPWP including submission of reimbursement requests and activity reports; Preparation of the annual UPWP
- Maintenance of OCTC internet presence (on County website)
- Consultation with local officials
- Compliance with applicable Federal and State regulatory requirements

Budget Estimate: Federal \$250,000, State \$39,474, Local \$13,158

Deliverables: Planning and Policy Committee meetings, agendas, summaries, other meeting materials

Schedule: Ongoing Activity; April 2019 – March 2020

TMA Coordination, Administration & Planning Initiatives

The Mid-Hudson Valley Transportation Management Area (TMA) is comprised of parts of Orange, Ulster, and Dutchess counties in New York, as well as Passaic County in New Jersey. Officials from the four MPOs and NYSDOT, in consultation with FHWA and FTA, coordinate planning activities within the urbanized areas of the TMA and within the overall planning areas of the four counties. The four TMA MPOs are the Orange County Transportation Council, Dutchess County Transportation Council, the Ulster County Transportation Council and the North Jersey Transportation Planning Authority. This ongoing activity includes:

1. General and Ongoing TMA Activities

- TMA staff meetings and conference calls
- Sharing of work products, meeting agendas, minutes, data
- Coordination on cooperative planning activities, including the Congestion Management Process.
- Coordination for FTA Large Urban formula funding distributions
- Coordination with FHWA and FTA regarding quadrennial recertification reviews.
- Other regional transportation planning coordination.

Budget Estimate: Federal \$50,000, State \$7,895, Local \$2,632

Deliverables: TMA meetings and conference calls, agendas, summaries, action on transit funding, TMA planning activities

Schedule: Ongoing Activity; April 2019 – March 2020

Geographic Information System & Demographic Analysis

Geographic information systems (GIS) and demographic data are used by the OCTC County Planning Staff as vital analytical and visualization tools for transportation, land use and most other planning functions. Not only is the mapping and analysis of transportation and land use information a foundation for plan production, use of the system provides inputs for the travel simulation model. In addition, census and demographic data can be displayed and analyzed to assess needs and service for our various communities, including specific examinations of populations identified in environmental justice policies. OCTC Planning Staff efforts will include maintaining transportation, environmental, land use, and demographic data for use in GIS in support of transportation planning and programming. A number of OCTC Planning Staff members have GIS skills and training, which utilizes ESRI ArcGIS products (one single use basic license and a concurrent use advanced license are provided by NYSDOT). For the most part, the cost of supporting these activities involves tracking staff time dedicated to undertaking the work. Additional support may be provided by the OC Department of Information Technology and the OC Office of Real Property. The use of consultant services is anticipated to conduct a review of the current GIS environment, capabilities, and targeted objectives including transportation related activities. Consultant services will: provide recommendations for potential growth and expansion of GIS and geospatial enabled workflows; identify an appropriate platform to satisfy the county's data management needs; provide technical support to assist with key enterprise applications; and grow foundational GIS knowledge for the County through focused workforce development and various levels of training as related to OCTC activities. To the extent that other costs are incurred (e.g., software upgrades, annual software maintenance fees, and hardware upgrades to support GIS activities), UPWP funding will be used to support these activities only as a share of the overall cost of operating and maintaining these systems.

Budget Estimate: Federal \$106,000, State \$16,737 Local \$5,579

Deliverables: Mapping in support of maintaining transportation, environmental, land use, and demographic data to support transportation planning and programming; consultant services to provide GIS system recommendations and updates and training as necessary; presentations and updates as necessary or requested.

Schedule: Ongoing Activity; April 2019 – March 2020; Contract executed February 2018 with an anticipated 12 month schedule

New York State Association of MPOs

OCTC is a member of the New York State Association of MPO's (NYSAMPO). As part of UPWP development each year, the 14 MPOs in New York State (NYSAMPO) collectively reserve a limited amount of federal transportation planning funds for a series of statewide shared cost initiatives (SCIs) and pay annual dues to the national Association of Metropolitan Planning Organizations (AMPO). When possible, NYSDOT has made FHWA Statewide Planning and Research (SPR) funds available to NYSAMPO to supplement SCIs funded with FHWA PL and FTA MPP funds. The New York State Department of Transportation participates in the selection of SCI projects and customarily provides half

of the funding for such initiatives. This UPWP task provides for participation of OCTC members and staff in NYSAMPO activities and the cost of NYSAMPO administration. Staff will participate in MPO Director's meetings or conference calls, participate in the various staff level working groups as necessary, training, assist and participate with the conduct of SCI's as necessary and able, and otherwise collaborate with other MPOs and NYSDOT. More information on the Shared Cost Initiatives is available at the NYSAMPO website (www.nysmpos.org) and as described below. OCTC will also participate in the following SCI/SPR activities:

- NYSAMPO Staff Support and Working Groups: NYSAMPO is supported by a consultant that provides administrative support for 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 total \$250,000 for 2019-2020, with \$100,000 coming from NYSDOT Statewide Planning and Research (SPR) funds and \$150,000 from the 2019-2020 NYSDOT PL set-aside
- Staff Training: The Council will participate in training efforts and statewide working groups that enable the NYSMPOs to learn from best practices and reach consensus on key aspects of the metropolitan transportation planning program. For the 2019-2020 program year, the Council will participate in the following NYSAMPO working groups: safety, bicycle and pedestrian, freight, GIS, travel demand modeling, climate change, operations and management, and transit. The contract is administered by the Genesee Transportation Council and these working groups will be supported by \$92,513 in FHWA PL funds, \$11,096 in FTA MPP, and \$2,774 in NYSDOT in-kind services.
- 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 \$41,292 for the NYSMPOs, which will be processed by the Binghamton Metropolitan Transportation Study (BMTS). OCTC's portion is deducted by NYSDOT prior to the 2019-2020 program allocation.

Budget Estimate: Federal \$10,000, State \$1,579, Local \$526

Deliverables: NYSAMPO staff director meetings and calls, NYSAMPO working group meetings and calls, shared cost initiative participation

Schedule: Ongoing Activity; April 2019 – March 2020

Public Participation Activities

Throughout the year, the OCTC will continue to implement and evaluate public involvement strategies. This includes activities such as meetings, website development/maintenance, public meeting advertisement in local newspapers and cable access television, press releases, and other events intended to involve and engage the public. The OCTC will look at ways to expand public outreach activities through best practices learned and other innovative programs that would benefit member organizations and the public, as well as evaluate the current public participation strategies and update the Public Participation Plan if necessary.

Budget Estimate: Federal \$25,000, State \$5,526, Local \$1,842

Deliverables: Website updates, public meeting announcements, press releases as necessary, a

Schedule: Ongoing Activity; April 2019 – March 2020

Professional Development

Attend professional development activities, trainings, meetings and conferences to help improve performance of the staff and incorporate best practices into the OCTC program. These activities may be in person or web-based.

Budget Estimate: Federal \$60,447, State \$9,544, Local \$3,181

Deliverables: Training sessions and conferences

Schedule: Ongoing Activity; April 2019 – March 2020

Other Activities

Participate in other transportation planning, programming, and implementation activities in support of the Metropolitan Transportation Plan, the Transportation Improvement Program, the Unified Planning Work Program and the various Federal statutes and regulations guiding the activities of Metropolitan Planning Organizations. This would include:

- Participation in important FTA and FHWA events, seminars, and web trainings
- Liaison and coordination regarding major planning projects, alternatives analyses, environmental assessments and other activities which may affect Orange County and its transportation systems.
- Coordinate with the Port Authority of New York & New Jersey (PANYNJ), NYSDOT and other agencies regarding planning and development at and near the airport. Participate in meetings of the Stewart Airport Commission as needed. Continue to participate in the analysis of viable alternatives to improve surface access to and within the airport, including the potential for new rail connections and enhanced bus service. During the 2019-2020 program year, OCTC will continue to coordinate with PANYNJ regarding implementation on the regional Goods Movement Action Program. MTA and its affiliate agency Metro-North Railroad are conducting the West of Hudson Regional Transit Access Study (WHRTAS) Alternatives Analysis. The study is looking at various transit alternatives to provide improved and more cost-effective commuter service between central Orange County and New York City and improved transit options to Stewart International Airport. Phase 1 of the study was completed in June 2012 and identified a short list of alternatives for further study. During the current Phase 2, Metro-North is narrowing the remaining alternatives to a Locally Preferred Alternative. The study is being advanced to, at a minimum, determine the most viable mode and alignment for future implementation. As part of Phase 2, Metro-North is evaluating options to increase capacity on the Port Jervis Line (PJL). This would be achieved through constructing a new train yard mid-way along the Line to store additional trains and restoring short sections of a second track at select locations to allow trains to pass each other. Capacity restrictions on the line, mostly single-track, with one yard located 95 miles away from Hoboken terminal, limit the extent of service improvements that can be provided to Orange County residents. The proposed PJL improvements would allow Metro-North to provide more frequent peak and off-peak services, and to introduce zonal, express and reverse peak services. The project would also allow Orange County residents to attain the full benefits of any potential future trans-Hudson connection. These improvements would also form the basis of the WHRTAS No Build alternative. Participation in development and implementation of State Transportation Plans, Strategic Highway Safety Plans, Priority Corridors planning, and other transportation activities of a regional or state nature.

Budget Estimate: Federal \$80,000, State \$12,632, Local \$4,211

Deliverables: FHWA and FTA events, seminars, web trainings; coordination regarding major planning projects; continued coordination with PANYNJ and the MTA

Schedule: Ongoing Activity; April 2019 – March 2020

44.22.00 – General and Long Range Planning

Metropolitan Transportation Planning

As a requirement of Federal funding, MPOs are required to prepare long range plans and to update them periodically; OCTC must update its plan every four years. The most recent update of the OCTC Metropolitan Transportation Plan was approved in November 2015 and will require an update in 2019. Staff will work with a qualified consultant to update the OCTC Long Range Transportation Plan (LRTP). This task also covers staff activities that support the implementation of the LRTP that are not addressed by other tasks.

Budget Estimate: Federal \$450,000, State \$71,053, Local \$23,684

Deliverables: Continued updates, as necessary, to the MTP,

Schedule: Contract not yet executed; contract completion expected by end of 2019

Mid & Western County Transportation & Land Use Study

The Mid and Western County Transportation and Land Use Study is to be a cooperative planning effort looking at the OCTC “Western Gateway” region. The project would begin with a comprehensive build-out analysis for the fast developing areas in and near Middletown & Wallkill, as well as the remainder of the study area. Based on the build-out analysis, the study would examine the potential impacts on transportation, transit, and land use if no changes are made to existing policies and programs, and develop recommendations for transportation, land use policies and related topics. As part of this study, the Travel Model will be brought up to date, including model validation, calibration, and sensitivity testing.

Budget Estimate: Federal \$400,000, State \$63,158, Local \$21,053

Deliverables: Travel model update, build-out analysis for study area, impacts and recommendations on transportation, transit, and land use networks, and related topics. Presentations and updates as necessary or requested.

Schedule: Contract not yet executed; approximately 12-24 months from date of contract execution

Cooperative Community Transportation Planning

OCTC Members and Staff will work to develop a new program through which the UPWP can enable municipal and inter-municipal transportation planning. Such a program could be modeled on elements of the Capital District Transportation Committee’s “Community and Transportation Linkage Planning Program” UPWP task and/or the Ulster County Transportation Council’s “Community Transportation Planning Assistance” UPWP task. Such a program has been recommended to OCTC by both the Federal Highway Administration and the Federal Transit Administration. In general, such a program would involve selecting one or more proposed planning efforts from a competitive call for projects. The initial effort during this UPWP year is to outline the program and its various elements such as:

- Types of studies, plans and other types of work that will be supported.

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- Process for carrying out a call for planning projects, including criteria for selection. Selection criteria would be based in part on the policies and desired outcomes outlined in OCTC plans.
- Process for procurement of qualified transportation planning professionals to assist municipalities and/or transportation agencies with carrying out the selected planning or studies. Such process must meet the various County, State and Federal procurement policies. In addition, the procurement process must be designed to minimize the impact on staff capacity. The procurement model might involve a single procurement process for a firm which could both assist in the call for projects and carrying out the planning studies.

Examples of cooperative planning efforts include: integrated transportation / land use planning for corridors or areas; intersection or corridor safety studies; pedestrian, bicycle, complete streets, and other non-motorized planning; planning for regionally-significant development proposals; freight movement planning and other such planning related to economic development; sustainability or resiliency planning. Given that this is a new effort which must be approved prior to being undertaken, the UPWP will be amended following preparation of a program plan and budget. It is desired that this be an ongoing, annual UPWP activity. The program will be assessed after the initial cycle of cooperative planning.

Budget Estimate: Federal \$300,000, State \$47,368, Local \$15,789

Deliverables: Developed program that will support members with transportation planning efforts

Schedule: Ongoing Activity; April 2019 – March 2020

Non-Motorized Transportation Planning

This ongoing activity supports overall bicycle, pedestrian and non-motorized transportation planning activities. This includes the work of the county's Non- Motorized Coordinator as well as overall OCTC staff support for: trail planning, Safe Routes to School promotion and coordination, liaison with other bicycle and pedestrian coordinators, support for the Surface Transportation Block Grant Program, education, sidewalk inventory pilot program, bicycle and pedestrian counts, and other related activities.

Work with the Orange County Parks Department, local municipalities, NYSDOT, and others on completion of the Heritage Trail from the Village of Goshen through the City of Middletown to Howells, as well as planning and implementation of other pedestrian transportation trails. This work could include a consultant supported study resulting in a bicycle and pedestrian plan.

Budget Estimate: Federal \$100,000, State \$15,789, Local \$5,263

Deliverables: Continued work efforts on non-motorized planning; draft scope of work for a Bicycle and Pedestrian Plan

Schedule: Ongoing Activity; April 2019 – March 2020

Complete Streets Planning and Implementation

This purpose of this task is to assist the County and local municipalities with the development of local Complete Streets policies and plans. This includes assisting as necessary with the planning, education, training (e.g. complete streets workshops, trainings, and related events) and related aspects of the non-motorized and complete streets elements of both the multi-year NYS Health Department-funded Creating Healthy Schools and Communities (CHSC) program in concert with the OC Health Department and the OC interdepartmental Complete Streets initiative aiming to educate and assist municipalities in understanding and adopting a Complete Streets policy. The inter-departmental Complete Streets

Committee will continue to meet and an advisory committee will be formed to help implement the County's Complete Streets Policy.

Budget Estimate: Federal \$100,000, State \$15,789, Local \$5,263

Deliverables: Implement County Complete Streets Policy. Assist with planning, education, and training municipalities on Complete Streets in coordination with the CHSC. Participate in the interdepartmental Complete Streets working group and advisory committee as necessary.

Schedule: Ongoing Activity; April 2019 – March 2020

Federal and State Transportation Rules and Regulation Compliance

Maintain the OCTC's compliance with all applicable Federal and State transportation rules and regulations. These include performance based planning targets and Title VI of the Civil Rights Act, as well as environmental justice requirements. This task supports the PEA to support the transportation planning goals as outlined in under the FAST Act.

Budget Estimate: Federal \$39,000, State \$6,158, Local \$2,053

Deliverables: Continued review and update to performance based planning targets, Title VI Plan, and environmental justice requirements

Schedule: Ongoing Activity; April 2019 – March 2020

Americans with Disabilities Act Coordination and Compliance

The OCTC staff will aid members in understanding their roles and responsibilities regarding the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973. Both the ADA and Rehabilitation Act requires that public rights of way and facilities to be accessible to persons with disabilities, with the ADA additionally requiring that public agencies with more than 50 employees create a transition plan.

Budget Estimate: Federal \$39,000, State \$6,158, Local \$2,053

Deliverables: Assist members with transition plans, facilitate trainings, and coordination of compliance as member demand warrants

Schedule: Ongoing Activity; April 2019 – March 2020

Performance Monitoring

The OCTC will meet the requirements on the FAST Act rulemakings on various performance measures such as safety, pavement, bridge, transit, and other relevant subject area performance measures. Transportation data will be gathered and analyzed as necessary to monitor the performance measures as described in the Orange County Complete Streets policy, the Congestion Management Process (pending adoption by the Council), as well as any other performance measures that will aid in measuring progress towards the short and long term goals outlined in the Long Range Transportation Plan.

Budget Estimate: Federal \$39,000, State \$6,158, Local \$2,053

Deliverables: Gather transportation data related to performance measures and begin measuring progress

Schedule: Ongoing Activity; April 2019 – March 2020

Congestion Management Process (CMP)

The Transportation Council will work in conjunction with DCTC and UCTC to finalize an update 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 its overall effectiveness. The CMP recommends integrating results into local MPO planning efforts. As part of this update, the Transportation Council will work with the NYSAMPO Modeling Working Group, NYSDOT, the University Transportation Research Center (UTRC), and the University at Albany's AVAIL Team to gather and analyze travel time and speed data from the National Performance Management Research Data Set (NPMRDS). The NPMRDS data, based on wireless vehicle probe data, is procured by FHWA for the specific purpose of assisting states and MPOs with measuring travel performance on the National Highway System (NHS). It includes archived speed and travel time data, matched to associated location referencing data. 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.

Budget Estimate: Federal \$39,000, State \$6,158, Local \$2,053

Deliverables: NPMRDS analysis and CMP technical memos

Schedule: Ongoing Activity; April 2019 – March 2020

Resiliency and Vulnerability Planning

The purpose of this task is to look at transportation resiliency and vulnerability throughout the County, including looking at ways to reduce or mitigate stormwater impacts. The OCTC staff will look at the transportation system's ability to accommodate variable and unexpected conditions and determine the vulnerability of the various transportation infrastructure assets located in the County. This task supports the FAST Act planning factor relating to resiliency and stormwater impacts.

Budget Estimate: Federal \$39,000, State \$6,158, Local \$2,053

Deliverables: Gather and analyze transportation infrastructure data as available and necessary

Schedule: Ongoing Activity; April 2019 – March 2020

Regional Freight Planning

This task includes staff efforts in commenting, reviewing, and distributing the Statewide Freight Plan. Upon the completion of the Statewide Freight Plan, the TMA will begin scoping work towards the development of a regional freight plan for the Mid-Hudson Valley TMA. The regional 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 likely not begin until 2021 at the earliest. This task supports the federal planning emphasis area related to promoting regional planning.

Budget Estimate: Federal \$35,000, State \$5,526, Local \$1,842

Deliverables: Review and comment on the State Freight Plan, draft TMA Regional Freight Plan Scope of Work

Schedule: Ongoing Activity; April 2019 – March 2020

Park and Ride Improvement Planning

Inventory, analysis and planning for the park a ride system in the County, which are heavily used for commuter bus transit. These lots are in addition to parking lots operated by MTA Metro-North at the

various train stations in the county. An inventory and assessment will be followed by an analysis of current and future needs for the system.

Budget Estimate: Federal \$33,949, State \$5,360, Local \$1,787

Deliverables: Inventory and assessment of current County park and ride system; analysis of current and future system needs. Presentations and updates as necessary or requested.

Schedule: Ongoing Activity; April 2019 – March 2020

44.23.00 & 44.26.00 – Transit Coordination & Planning

This is a local title; the Federal Transit Administration titles for these ALI codes are “Long Range Transportation Planning” (44.23.00) and “Planning Emphasis Area” (44.26.00). Because these activities are primarily transit oriented they have been combined under a single, local UPWP title. (However they are shown with the FTA ALI title in the budgets.)

Transit Systems Management – System Level

This ongoing activity comprises overall transit system management and transit planning activities carried out by OCTC County Planning staff. This includes liaison, transit staff coordination, collecting operating statistics, and other related activities. Implement recommendations of previously prepared transit plans and carry out transit planning efforts (including paratransit and marketing). The existing transit system will be continually evaluated in terms of schedules, routes, stops, amenities, service areas, frequency of service, service delivery statistics, types of vehicles used in the provision of services, maintenance schedules, compliance with Federal and State transit program requirements, and other factors. To accomplish this, Planning Department personnel will, as time permits and with assistance as necessary from qualified outside consultants, periodically ride the system, conduct surveys of transit riders, review schedules, develop and implement marketing strategies, collect operating statistics on a continuing basis, and visit the offices of the bus operators to review pertinent records and equipment. Staff will continue implementation and refinement of Orange County’s Joint Complementary Paratransit Plan to comply with the paratransit requirements of the Americans with Disabilities Act (ADA). In carrying out this work, particular attention will be paid to compliance with Federal Transit Administration (FTA) guidelines.

Budget Estimate: Federal \$272,103, State \$49,517, Local \$16,506

Deliverables: Transit system coordination and data collection as necessary

Schedule: Ongoing Activity; April 2019 – March 2020

Transit Systems Management – Project Level

This ongoing activity works to organize and carry out specific transit system planning, management and improvement activities, including securing funding for new or replacement buses and related equipment. Funding will be secured through the submission of Federal and State Transit Capital Assistance applications and identification of local capital funding sources.

Budget Estimate: Federal \$10,000, State \$1,579, Local \$526

Deliverables: Continued staff efforts to carry out transit system planning, management, and improvement activities, including new or replacement bus funding and related equipment

Schedule: Ongoing Activity; April 2019 – March 2020

Middletown Area Transit Planning

This project will examine the bus services provided in and around the City of Middletown and Town of Wallkill to determine how improvements can be made. Both the historical bus routes and scheduling will be studied as well as future transit needs in this area. This work will be coordinated as necessary with other municipal and private transit operators, other transit agencies, and the Mid & Western OCTC Transportation and Land Use Planning, intra-county transit planning, and park and ride planning efforts.

Budget Estimate: Federal \$112,400, State \$17,747, Local \$5,916

Deliverables: Coordinate with transit operators in Middletown/Wallkill area on future transit needs

Schedule: Ongoing Activity; April 2019 – March 2020

44.24.0 – Short Range Transportation Planning

Travel Demand Forecasting, Traffic Simulation Modeling, Air Quality Attainment Modeling & Analysis, and Functional Classification Administration

OCTC staff will continue to manage and update the County's travel demand model based on current development and travel characteristics throughout Orange County. Staff will also look into converting the travel model from VISUM software to an alternative travel modeling software due to cost and limited training opportunities accessible for VISUM users. This work includes the continual quantification and input of these changes into the VISUM travel model software in order to better duplicate travel patterns and traffic conditions so as to perform analyses. These ongoing activities include work to:

- Quantify housing and employment by type and location (traffic analysis zones)
- Input current PM peak hour traffic counts and development data
- Update land use information, traffic counts, and vehicle classification data
- Determine the percentage of vehicle traffic passing through the county
- Model calibration
- Housing and employment forecasting
- Update current 24-hour counts in order to improve the database regarding AM peak, midday and off-peak travel periods
- Annual VISUM software maintenance; update VISSIM software as necessary
- Maintain and improve travel model computer hardware as necessary
- Share the base data, planning assumptions and results of transportation models with the TMA and NYMTC to evaluate consistency and compatibility
- Review, coordination, and action as necessary regarding the update of Functional Highway Classifications for the Orange County roadway network
- Coordinate with NYSDOT ESB and NYSAMPO as necessary regarding the USEPA's Motor Vehicle Emission Simulator (MOVES), which is utilized for required calculation of fine particulate matter emissions
- Review and assessment of overall travel model and related activities
- Estimate existing and future vehicle miles traveled and vehicle hours traveled for use in determining air pollution emissions and energy consumption from motor vehicles in for the PM2.5 air quality conformity process; determine compliance of the TIP and LRTP with air quality regulations and prepare air quality determinations for acceptance and approval by OCTC, the State and the Federal Government; determine the impact of proposed development projects on the capacity of transportation facilities; identify future traffic congestion based on current land use policies, test the effect of alternative highway

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improvements on relieving traffic congestion, and demonstrate the travel model graphically.

Budget Estimate: Federal \$257,823, State \$40,709, Local \$13,570

Deliverables: Update travel demand model; develop scope of work to convert travel model software

Schedule: Ongoing activity April 2019 – March 2020; approximately 12-18 months from date of contract execution

Traffic Volume and Accident Data

This ongoing activity will continue to improve the reporting, collection and analysis of traffic volume, classification and accident data for input in the traffic simulation model. Identify other data resources for use in development of the TIP, short and long-range transportation plans, traffic corridor studies, individual projects, and in addressing the FAST Act planning requirements for safety. Traffic accident data for other modes of transportation such as bicycles and pedestrians will be analyzed as well. Traffic volume data will be obtained from NYSDOT, Orange County Department of Public Works (OCDPW), Orange County Planning Department, environmental impact studies and other sources. Traffic accident information will be obtained from NYSDOT and local police departments in Orange County. OCDPW undertakes the OCTC traffic count program for OC roads and bridges using the minimum NYS standards for traffic counts; roads and bridges are counted on a rotating every other year basis. Counts indicate hourly vehicular traffic by direction, vehicle classification and speed. Accident data will be collected/received throughout the year. Traffic volume data will be collected from March through November.

Budget Estimate: Federal \$60,000, State \$9,474, Local \$3,158

Deliverables: Continue to gather and analyze traffic data for use in transportation planning and travel modeling.

Schedule: Ongoing Activity; April 2019 – March 2020

County Pavement Management System

Continue to implement the pavement management system by Orange County DPW for all county roads (approximately 305 center line miles), the Orange County Airport under the authority and jurisdiction of Orange County, and examine how improvements to pavement surveillance technologies and pavement management software systems might be utilized to assess OCTC member roadways. The Pavement Management System utilizes condition coding of roadways coupled with the identification of strategies to determine maintenance or reconstruction activities. The definition for pavement management system is “a system which involves the identification of optimum strategies at various management levels and maintains pavements at an adequate level of serviceability. These include, but not limited to, systematic procedures for scheduling maintenance and rehabilitation activities based on optimization of benefits and minimization of costs”. A pavement management system is a planning tool that is able to model pavement and surface deterioration due to the effects of traffic and environmental aging, and contains a series of decision units used to determine how and when to repair the roads surface based on various tests. These tests can be simply visual or employ special software and databases to provide ranking for roads or road sections. This can be used to determine long-term maintenance funding requirements and to examine the consequences on network condition if insufficient funding is available. A goal is to maintain roads in good condition (at a relatively low cost) rather than allowing pavements to deteriorate to the point where extensive rehabilitation or reconstruction becomes necessary.

The current Orange County pavement management program is a two component system; the first of which is visual field inspection and asset inventory of specific segments of a road, to count the distresses on each mile of county road either by length or by area depending on the type of distress. Each distress has a severity level that is factored into the ratings. Data obtained from the survey determine structural

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integrity, functional surface condition and longevity warning used to identify and project pavement repair requirements.

Distresses by order and priority are:

1. Potholes/non-utility patching
2. Alligator or fatigue cracking
3. Distortion
4. Rutting
5. Weathering/block cracking
6. Transverse and longitudinal cracking
7. Bleeding/polished aggregate
8. Surface wear and raveling
9. Corrugation/shoving/slippage

The second component entails the data from the field inspections being entered into a database for analysis which results in a rating called “Pavement Condition Index” known as PCI. The rating is on a scale from 0 to 100. Orange County uses the “Road Manager GPMS” pavement management software for asset management and to help inform the decision making process for managing pavements to evaluate pavement treatment selection and to perform analysis of pavement conditions. It is a process of systematically collecting efficiently maintaining, and effectively utilizing data and information that are crucial to improving the performance of pavements for their lifespan duration. Fieldwork only occurs during warmer months, database development, deterioration rates, and treatment types and cycles are pursued throughout the year.

To the extent that other costs are incurred (e.g., software upgrades, annual software maintenance fees, and hardware upgrades to support pavement asset inventory data gathering activities), UPWP funding will be used to support these activities.

Budget Estimate: Federal \$50,000, State \$7,895, Local \$2,632

Deliverables: Continued implementation of the County pavement management program, including any updates to software or hardware or other associated asset data gathering activities

Schedule: Ongoing Activity; April 2019 – March 2020

Implementing Policies through Coordination with County & Municipal Land Use Actions

This ongoing activity works to implement OCTC policies through coordination with Orange County and Municipal land use processes, especially County Planning GML §239 reviews. This includes transportation specific recommendations on municipal land use decisions, especially those on lands within 500 feet of County and State Highways.

Utilize the required County Planning review of certain proposed municipal land use actions to implement OCTC transportation policies, especially in regard to access management. The County Planning Department is authorized by State law and County Charter to review certain municipal land use related actions. The referral of these proposed actions is triggered primarily by geographic location, especially the proximity of the proposed action to State and County Highways. This process provides an ideal opportunity to implement transportation plans and policies. Through this required referral process, local municipalities must follow County Planning recommendations to make changes to proposed development plans and proposed land use related regulations and plans, or they must override the recommendations with a supermajority vote (together with findings explaining why it was necessary to override the county recommendation). OCTC Planning Staff will work with the Planning Department

Land Use Team and others to update and improve the access management and other transportation/land use policy guidance which is used by staff to review such proposed actions. The County Planning Department will coordinate its reviews and recommendations through consultation as necessary with OCDPW and NYSDOT Region 8.

OCTC Planning Staff will also assist with efforts, if initiated during the UPWP year, to create and maintain County and Municipal level Official Maps which would protect future rights of way from incompatible development. Official Maps may be created under State General Municipal Law to show existing and proposed rights-of-way for roads established pursuant to the applicable provisions of state law to insure the proper location and economical acquisition of lands needed to maintain the adequacy of our roadway network for safe, convenient and efficient circulation of our population and the movement of goods.

Budget Estimate: Federal \$70,000, State \$11,053, Local \$3,684

Deliverables: GML 239 review recommendations pertaining to transportation. Create and maintain the County and municipal level official maps

Schedule: Ongoing Activity; April 2019 – March 2020

Transportation Demand Management (TDM)

The Transportation (or Travel) Demand Management (TDM) system is a set of strategies aimed at maximizing traveler choices. TDM activities include supporting the study, planning, implementation, and management of State, regional, and local TDM activities, including the 511NY Rideshare program and 511NY website, and other State and regional TDM strategies to reduce single occupant vehicle travel and, in turn, reduce traffic congestion and energy consumption.

Budget Estimate: Federal \$60,000, State \$9,474, Local \$3,158

Deliverables: Continue to support the 511NY program and other ride-sharing/car-sharing planning as necessary

Schedule: Ongoing Activity; April 2019 – March 2020

Electric Vehicle Initiative

Battery and plug-in hybrid electric vehicles (EVs) are becoming an important part of the transportation landscape. EVs offer clear environmental, economic, and energy benefits to communities of all sizes, and as consumers become aware of these benefits, EV purchases will rise. Anticipated growth in the EV sector creates a need to facilitate and encourage the development of a consistent and accessible network of EV charging infrastructure (EVSE) at home, on public streets, and in commercial settings.

This initiative includes a consultant supported study which will create a plan that provides guidance to local governments wishing to take action to implement EVSE deployment in their jurisdictions. It will provide recommendations regarding the steps to create, administer, and amend planning processes, rules, and regulations, and explore the potential for jurisdictions to encourage EV charging station installation and use. Tools to promote EV-friendly zoning regulations, model parking ordinances, building codes, permitting practices, and other best practices will be explored.

Budget Estimate: Federal \$60,000, State \$9,474, Local \$3,158

Deliverables: Develop scope of work; draft plan that provides guidance to local municipalities regarding EVSE implementation

Schedule: Ongoing Activity; April 2019 – March 2020; approximately 12 months from date of contract execution

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) help maximize the efficiency of the roadway network within the existing design capacity. The technology involved with ITS systems is constantly evolving. NYSDOT has been installing variable message signs in the greater New York Metropolitan Region to alert drivers of accidents and incidents on the roadway network so that they can choose the best route around congestion. It is not currently known when these signs will be installed in Orange County.

OCTC staff will be monitoring the local roll out of ITS signs. When the signs are scheduled to be installed in Orange County, OCTC staff may prepare a county-level ITS plan which would be integrated with the Regional ITS plan so as to hopefully improve the effectiveness of the ITS system. The goal of this plan would be to ensure that local needs are also considered with the roll out the regional system.

This task also supports OCTC staff efforts to support the update and deployment of the NYSDOT Region 8's ITS architecture within the County and TMA region. Staff will participate in ITS update workshops and meetings as necessary.

Private industry has also been working on technological advances to provide drivers with the same real-time information that the ITS system provides. GPS systems with live traffic updates as well as a comprehensive traffic camera network can be utilized to determine the most efficient routes around congestion. OCTC staff will be working to inform the public of all the currently available technologies to reduce congestion and there by improve air quality.

Budget Estimate: Federal \$60,000, State \$9,474, Local \$3,158

Deliverables: Support the update and implementation of the NYSDOT Region 8 ITS architecture

Schedule: Ongoing Activity; April 2019 – March 2020

44.25.00 – TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Improvement Program (TIP) Development & Management

This ongoing activity involves preparation and update as necessary of the Transportation Improvement Program (TIP) is a critical task for OCTC. This task includes the activities necessary to develop, adopt, and amend the TIP. This work includes the solicitation of project proposals, review by staff and Planning Committee, development of the five year program, and the coordination necessary for adoption of the TIP by OCTC for inclusion of its first four years into the four-year State TIP. OCTC will coordinate its air quality activities with the NYMTC, DCTC and other parties as necessary. OCTC will also undertake air quality analyses as required to determine if the TIP is in conformity with the State Implementation Plan. Development of the TIP also includes TIP amendments and administrative modifications that may occur during the year.

Budget Estimate: Federal \$35,920, State \$5,672, Local \$1,891

Deliverables: FFY 2017-2021 TIP Amendments and administrative modifications; annual TIP Questionnaire; Federal aid project coordination with NYSDOT Region 8 Local Projects Unit

Schedule: Ongoing Activity; April 2019 – March 2020;

44.26.00 Planning Emphasis Area

Coordination of Non-Emergency Human Service Transportation

An updated Coordinated Public Transit Human Service Transportation Plan (CPHSTP) was prepared and adopted by OCTC in 2017 to provide planning support for activities which may benefit from FTA funding. Staff will work on updating the CPHSTP as necessary with assistance from a qualified consultant. Work includes review and coordination as necessary with NYSDOT and local agencies in regard to applications to the state-managed, federally-assisted Section 5310 program.

Budget Estimate: Federal \$27,887, State \$4,847, Local \$1,616

Deliverables: Update the CPHSTP as necessary and coordinate with human service agencies to meet clients' mobility needs

Schedule: Ongoing Activity; April 2019 – March 2020

Participation of Transit Operators in Metropolitan & Statewide Planning

The OCTC staff will seek input and participation from transit operators in carrying out metropolitan and statewide planning.

Budget Estimate: Federal \$27,887, State \$4,847, Local \$1,616

Deliverables: Written and verbal communication with transit operators as well as any shared operation or financial data

Schedule: Ongoing Activity; April 2019 – March 2020

Planning for Transit System Management / Operations to Increase Ridership

The Federal Transit Administration created this ALI code regarding planning for transit system management / operations to increase ridership. This code is directly related to two foregoing activities: "Transit Systems Management – System Level" (44.23.01) and "Transit Systems Management – Project Level". While such planning activities were already carried out through UPWP supported efforts, this recently-created code provides an explicit FTA accounting code for this sort of work.

Budget Estimate: Federal \$27,887, State \$4,847, Local \$1,616

Deliverables: Transit system coordination

Schedule: Ongoing Activity; April 2019 – March 2020

Support Transit Capital Investment Decisions through Effective Systems Planning

The OCTC will work with the Mid-Hudson Valley TMA on a Regional Transit Plan. 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 is managing this consultant-supported contract with administrative and financial support from the DCTC and UCTC. The Council estimates that the project will be 40 percent complete by April 1, 2019.

Budget Estimate: Federal \$41,345, State \$7,752, Local \$2,584

Budget Estimate (Shared Cost Initiative):

OCTC Federal \$149,948, State \$28,115, Local \$9,372

DCTC Federal \$ 79,600, State \$14,925, Local \$4,975

UCTC Federal \$ 30,049, State \$ 6,197, Local \$2,066

Deliverables: Task 2 – Existing Conditions Analysis, Task 3 – Alternatives Analysis, Task 4 – Final Regional Transit Plan

Schedule: Consultant study; project completion expected in March 2020

Incorporating Safety & Security in Transportation Planning

The Federal Transit Administration created this ALI code to emphasize the need to incorporate safety and security in transportation planning. As with the other new ALI codes, the creation of this code simply provides an explicit location for tracking these sorts of planning activities, which were already federally required planning factors and which previously would have been accomplished and accounted for under the more general “Transit Systems Management” and related transit planning activities. This work may include safety and security planning analyses and recommendations, management systems & tools, guidance for safety and security decision-making, assistance in addressing federal goals related to these factors.

Budget Estimate: Federal \$27,888, State \$4,848, Local \$1,616

Deliverables: Safety and security data gathering, analysis, and recommendations

Schedule: Ongoing Activity; April 2019 – March 2020

Regional Transit Planning SCI Support

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 needs, capital and operational, across the region. The transit planning effort will seek ways to improve bus, rail, and ferry connections between adjacent counties, urban centers, housing concentrations, transit hubs, and major employment destinations. OCTC will manage this consultant-supported contract with administrative and financial support from the DCTC and UCTC. This task supports the federal planning emphasis area related to promoting regional planning. The responsible agencies for this effort include DCTC, OCTC, UCTC, NYSDOT, and MTA/Metro North.

Budget Estimate: Federal \$91,646, State \$16,295, Local \$5,432

Deliverables: Regional data plan gathering and analysis, public outreach, draft Regional Transit Plan

Schedule: Approximately 24 months from date of contract execution

The preparation of this document has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Table 1

SUMMARY TABLE FHWA PL & FTA \$5303 MPP FUNDS

AUDITABLE BUDGET	TOTAL	FEDERAL	STATE	LOCAL
44.20.01 PERSONNEL	\$577,058	\$440,573	\$37,809	\$98,675
44.20.02 FRINGE/LEAVE	\$294,374	\$213,755	\$23,215	\$57,404
44.20.03 TRAVEL	\$102,522	\$102,522	\$0	\$0
44.20.04 EQUIPMENT	\$133,510	\$133,510	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$133,510	\$133,510	\$0	\$0
44.20.06 CONTRACTUAL	\$2,569,993	\$2,504,341	\$65,652	\$0
44.20.07 OTHER	\$133,949	\$133,949	\$0	\$0
44.20.08 INDIRECT CHARGES	\$133,554	\$74,724	\$27,398	\$31,432
Toll Credits	\$474,108		\$474,108	\$0
TOTAL	\$4,552,577	\$3,736,883	\$628,183	\$187,511
TASK BUDGET				
44.21.00 PROG. SUPPORT & ADMIN.	\$690,479	\$570,396	\$90,063	\$30,021
44.22.00 GEN. DEV. & COMP. PLNG.	\$1,953,727	\$1,613,949	\$254,834	\$84,945
44.23.01 LONG-RANGE PLNG. - SYS.	\$338,126	\$270,729	\$50,548	\$16,849
44.23.02 LONG-RANGE PLNG. - PROJ.	\$148,168	\$122,400	\$19,326	\$6,442
44.24.00 SHORT-RANGE TRANS. PLNG.	\$747,891	\$617,823	\$97,551	\$32,517
44.25.00 TRANSP. IMPROV. PROGRAM	\$43,482	\$35,920	\$5,672	\$1,891
44.26.12 COORD OF HUMAN SVC TRANS	\$34,350	\$27,511	\$5,129	\$1,710
44.26.13 TRANSIT OPER	\$34,350	\$27,511	\$5,129	\$1,710
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$34,350	\$27,511	\$5,129	\$1,710
44.26.15 SUPP TRANS CAP INV DECISIONS	\$379,928	\$303,973	\$73,379	\$2,576
44.26.16 INCORPORATE SAFETY & SECURITY	\$34,351	\$27,512	\$5,129	\$1,710
44.27.00 OTHER ACTIVITIES	\$113,373	\$91,646	\$16,295	\$5,432
TOTAL	\$4,552,576	\$3,736,882	\$628,183	\$187,510

Table 2

P219.13.881

2019-20 FHWA PL

AUDITABLE BUDGET	TOTAL	FEDERAL	STATE	LOCAL
44.20.01 PERSONNEL	\$345,209	\$259,775	\$0	\$85,434
44.20.02 FRINGE/LEAVE	\$172,684	\$123,567	\$0	\$49,118
44.20.03 TRAVEL	\$101,538	\$101,538	\$0	\$0
44.20.04 EQUIPMENT	\$132,526	\$132,526	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$132,526	\$132,526	\$0	\$0
44.20.06 CONTRACTUAL	\$2,085,204	\$2,085,204	\$0	\$0
44.20.07 OTHER	\$132,437	\$132,437	\$0	\$0
44.20.08 INDIRECT CHARGES	\$58,599	\$35,115	\$0	\$23,484
Toll Credits	\$474,108	\$0	\$474,108	\$0
TOTAL	\$3,634,832	\$3,002,687	\$474,108	\$158,036
TASK BUDGET				
44.21.00 PROG. SUPPORT & ADMIN.	\$690,479	\$570,396	\$90,063	\$30,021
44.22.00 GEN. DEV. & COMP. PLNG.	\$1,953,727	\$1,613,949	\$254,834	\$84,945
44.23.01 LONG-RANGE PLNG. - SYS.	\$8,745	\$7,224	\$1,141	\$380
44.23.02 LONG-RANGE PLNG. - PROJ.	\$148,168	\$122,400	\$19,326	\$6,442
44.24.00 SHORT-RANGE TRANS. PLNG.	\$747,891	\$617,823	\$97,551	\$32,517
44.25.00 TRANSP. IMPROV. PROGRAM	\$43,482	\$35,920	\$5,672	\$1,891
44.26.12 COORD OF HUMAN SVC TRANS	\$1,204	\$995	\$157	\$52
44.26.13 TRANSIT OPER	\$1,204	\$995	\$157	\$52
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$1,204	\$995	\$157	\$52
44.26.15 SUPP TRANS CAP INV DECISIONS	\$1,204	\$995	\$157	\$52
44.26.16 INCORPORATE SAFETY & SECURITY	\$1,204	\$995	\$157	\$52
44.27.00 OTHER ACTIVITIES	\$36,316	\$30,000	\$4,737	\$1,579
TOTAL	\$3,634,831	\$3,002,687	\$474,108	\$158,036

Table 3

P219.13.80A

2019-20 FTA

AUDITABLE BUDGET	TOTAL	FEDERAL	STATE	LOCAL
44.20.01 PERSONNEL	\$62,246	\$48,031	\$11,500	\$2,715
44.20.02 FRINGE/LEAVE	\$29,525	\$22,429	\$4,996	\$2,100
44.20.03 TRAVEL	\$128	\$128	\$0	\$0
44.20.04 EQUIPMENT	\$128	\$128	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$128	\$128	\$0	\$0
44.20.06 CONTRACTUAL	\$49,200	\$49,200	\$0	\$0
44.20.07 OTHER	\$192	\$192	\$0	\$0
44.20.08 INDIRECT CHARGES	\$20,972	\$9,779	\$7,882	\$3,311
TOTAL	\$162,520	\$130,016	\$24,378	\$8,126
TASK BUDGET				
44.21.00 PROG. SUPPORT & ADMIN.	\$0	\$0	\$0	\$0
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$100,576	\$80,461	\$15,086	\$5,029
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG.	\$0	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0	\$0
44.26.12 COORD OF HUMAN SVC TRANS	\$10,458	\$8,366	\$1,569	\$523
44.26.13 TRANSIT OPER	\$10,458	\$8,366	\$1,569	\$523
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$10,458	\$8,366	\$1,569	\$523
44.26.15 SUPP TRANS CAP INV DECISIONS	\$20,114	\$16,091	\$3,017	\$1,006
44.26.16 INCORPORATE SAFETY & SECURITY	\$10,458	\$8,366	\$1,569	\$523
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0	\$0
TOTAL	\$162,520	\$130,016	\$24,378	\$8,126
FEDERAL	\$130,016	80%		
STATE	\$24,378	15%		
LOCAL	\$8,126	5%		
TOTAL	\$162,520	100%		

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Table 4

P218.13.80A
2018-19 FTA

AUDITABLE BUDGET	TOTAL	FEDERAL	STATE	LOCAL
44.20.01 PERSONNEL	\$46,724	\$38,107	\$6,463	\$2,154
44.20.02 FRINGE/LEAVE	\$24,457	\$17,795	\$4,996	\$1,666
44.20.03 TRAVEL	\$102	\$102	\$0	\$0
44.20.04 EQUIPMENT	\$102	\$102	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$102	\$102	\$0	\$0
44.20.06 CONTRACTUAL	\$39,034	\$39,034	\$0	\$0
44.20.07 OTHER	\$153	\$153	\$0	\$0
44.20.08 INDIRECT CHARGES	\$18,268	\$7,759	\$7,882	\$2,627
TOTAL	\$128,940	\$103,152	\$19,341	\$6,447
TASK BUDGET				
44.21.00 PROG. SUPPORT & ADMIN.	\$0	\$0	\$0	\$0
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$79,794	\$63,836	\$11,969	\$3,990
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG.	\$0	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0	\$0
44.26.12 COORD OF HUMAN SVC TRANS	\$8,296	\$6,637	\$1,244	\$415
44.26.13 TRANSIT OPER	\$8,296	\$6,637	\$1,244	\$415
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$8,296	\$6,637	\$1,244	\$415
44.26.15 SUPP TRANS CAP INV DECISIONS	\$15,959	\$12,767	\$2,394	\$798
44.26.16 INCORPORATE SAFETY & SECURITY	\$8,298	\$6,638	\$1,245	\$415
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0	\$0
TOTAL	\$128,939	\$103,152	\$19,341	\$6,447
FEDERAL	\$103,152	80%		
STATE	\$19,341	15%		
LOCAL	\$6,447	5%		
TOTAL	\$128,939	100%		

Table 5

P216.13.80A
2016-17 FTA

AUDITABLE BUDGET	TOTAL	FEDERAL	STATE	LOCAL
44.20.01 PERSONNEL	\$71,784	\$60,300	\$7,296	\$4,188
44.20.02 FRINGE/LEAVE	\$43,127	\$33,918	\$6,822	\$2,387
44.20.03 TRAVEL	\$754	\$754	\$0	\$0
44.20.04 EQUIPMENT	\$754	\$754	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$754	\$754	\$0	\$0
44.20.06 CONTRACTUAL	\$10,984	\$10,984	\$0	\$0
44.20.07 OTHER	\$754	\$754	\$0	\$0
44.20.08 INDIRECT CHARGES	\$25,205	\$15,075	\$8,999	\$1,131
TOTAL	\$154,116	\$123,293	\$23,117	\$7,706
TASK BUDGET				
44.21.00 PROG. SUPPORT & ADMIN.	\$0	\$0	\$0	\$0
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$77,059	\$61,647	\$11,559	\$3,853
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG.	\$0	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0	\$0
44.26.12 COORD OF HUMAN SVC TRANS	\$0	\$0	\$0	\$0
44.26.13 TRANSIT OPER	\$0	\$0	\$0	\$0
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$0	\$0	\$0	\$0
44.26.15 SUPP TRANS CAP INV DECISIONS	\$0	\$0	\$0	\$0
44.26.16 INCORPORATE SAFETY & SECURITY	\$0	\$0	\$0	\$0
44.27.00 OTHER ACTIVITIES	\$77,058	\$61,646	\$11,559	\$3,853
TOTAL	\$154,116	\$123,293	\$23,117	\$7,706
FEDERAL	\$123,293	80%		
STATE	\$23,117	15%		
LOCAL	\$7,706	5%		
TOTAL	\$154,116	100%		

Table 6

P215.13.80A

2015-16 FTA

AUDITABLE BUDGET	TOTAL	FEDERAL	STATE	LOCAL
44.20.01 PERSONNEL	\$51,095	\$34,361	\$12,550	\$4,184
44.20.02 FRINGE/LEAVE	\$24,581	\$16,046	\$6,401	\$2,134
44.20.03 TRAVEL	\$0	\$0	\$0	\$0
44.20.04 EQUIPMENT	\$0	\$0	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$0	\$0	\$0	\$0
44.20.06 CONTRACTUAL	\$57,312	\$57,312	\$0	\$0
44.20.07 OTHER	\$412	\$412	\$0	\$0
44.20.08 INDIRECT CHARGES	\$10,510	\$6,996	\$2,635	\$878
TOTAL	\$143,910	\$115,128	\$21,586	\$7,196
TASK BUDGET				
44.21.00 PROG. SUPPORT & ADMIN.	\$0	\$0	\$0	\$0
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$71,951	\$57,561	\$10,793	\$3,598
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG.	\$0	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0	\$0
44.26.12 COORD OF HUMAN SVC TRANS	\$14,392	\$11,513	\$2,159	\$720
44.26.13 TRANSIT OPER	\$14,392	\$11,513	\$2,159	\$720
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$14,392	\$11,513	\$2,159	\$720
44.26.15 SUPP TRANS CAP INV DECISIONS	\$14,392	\$11,513	\$2,159	\$720
44.26.16 INCORPORATE SAFETY & SECURITY	\$14,392	\$11,513	\$2,159	\$720
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0	\$0
TOTAL	\$143,910	\$115,128	\$21,586	\$7,195
FEDERAL	\$115,128	80%		
STATE	\$21,586	15%		
LOCAL	\$7,195	5%		
TOTAL	\$143,910	100%		

Table 7

2018-19 FTA - SHARED COST INITIATIVE (SCI)

AUDITABLE BUDGET	TOTAL	FEDERAL	STATE
44.20.01 PERSONNEL	\$0	\$0	\$0
44.20.02 FRINGE/LEAVE	\$0	\$0	\$0
44.20.03 TRAVEL	\$0	\$0	\$0
44.20.04 EQUIPMENT	\$0	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$0	\$0	\$0
44.20.06 CONTRACTUAL	\$30,649	\$24,519	\$6,130
44.20.07 OTHER	\$0	\$0	\$0
44.20.08 INDIRECT CHARGES	\$0	\$0	\$0
TOTAL	\$30,649	\$24,519	\$6,130
TASK BUDGET			
44.21.00 PROG. SUPPORT & ADMIN.	\$0	\$0	\$0
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$0	\$0	\$0
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG.	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0
44.26.12 COORD OF HUMAN SVC TRANS	\$0	\$0	\$0
44.26.13 TRANSIT OPER	\$0	\$0	\$0
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$0	\$0	\$0
44.26.15 SUPP TRANS CAP INV DECISIONS	\$30,649	\$24,519	\$6,130
44.26.16 INCORPORATE SAFETY & SECURITY	\$0	\$0	\$0
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0
TOTAL	\$30,649	\$24,519	\$6,130
	FEDERAL	\$24,519	80%
	STATE	\$6,130	20%
	TOTAL	\$30,649	100%

Table 8

2017-18 FTA - SHARED COST INITIATIVE (SCI)

AUDITABLE BUDGET	TOTAL	FEDERAL	STATE
44.20.01 PERSONNEL	\$0	\$0	\$0
44.20.02 FRINGE/LEAVE	\$0	\$0	\$0
44.20.03 TRAVEL	\$0	\$0	\$0
44.20.04 EQUIPMENT	\$0	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$0	\$0	\$0
44.20.06 CONTRACTUAL	\$297,610	\$238,088	\$59,522
44.20.07 OTHER	\$0	\$0	\$0
44.20.08 INDIRECT CHARGES	\$0	\$0	\$0
TOTAL	\$297,610	\$238,088	\$59,522
TASK BUDGET			
44.21.00 PROG. SUPPORT & ADMIN.	\$0	\$0	\$0
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$0	\$0	\$0
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG.	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0
44.26.12 COORD OF HUMAN SVC TRANS	\$0	\$0	\$0
44.26.13 TRANSIT OPER	\$0	\$0	\$0
44.26.14 TRANS SYS MGT/OPS INCR RIDERS	\$0	\$0	\$0
44.26.15 SUPP TRANS CAP INV DECISIONS	\$297,610	\$238,088	\$59,522
44.26.16 INCORPORATE SAFETY & SECURITY	\$0	\$0	\$0
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0
TOTAL	\$297,610	\$238,088	\$59,522
FEDERAL	\$238,088	80%	
STATE	\$59,522	20%	
LOCAL	\$0	0%	
TOTAL	\$297,610	100%	

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Table 9. Mid-Hudson Valley TMA Regional Transit Study Budget

MPO	FTA Section 5303 (MPP) Funding	NYS DOT (20% Match) ¹	Total	FTA Activity Code	Description
Dutchess County Transportation Council	\$79,600	\$19,900	\$99,500	44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning.
Orange County Transportation Council	\$149,958	\$37,490	\$187,448	44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning.
Ulster County Transportation Council	\$33,049	\$8,262	\$41,311	44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning.
Total	\$262,607	\$65,652	\$328,259		

¹ NYS DOT match for FTA funds provided through in-kind services.

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Table 10

		TOTAL	TOTAL FEDERAL	STATE	LOCAL
44.21.00	PROGRAM SUPPORT AND ADMINISTRATION				
	General Administration	\$302,632	\$250,000	\$39,474	\$13,158
	TMA Coordination, Administration and Planning Initiative	\$60,526	\$50,000	\$7,895	\$2,632
	Geographic Information System & Demographic Analysis	\$128,316	\$106,000	\$16,737	\$5,579
	New York State Association of MPOs	\$12,105	\$10,000	\$1,579	\$526
	Public Participation Activities	\$42,368	\$35,000	\$5,526	\$1,842
	Professional Development	\$73,173	\$60,447	\$9,544	\$3,181
	Other Activities	\$71,359	\$80,000	\$12,632	\$4,211
	Subtotal	\$690,479	\$591,447	\$93,386	\$31,129
44.22.00	GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING				
	Metropolitan Transportation Planning	\$544,737	\$450,000	\$71,053	\$23,684
	Mid and Western County Transportation and Land Use Study	\$484,211	\$400,000	\$63,158	\$21,053
	Cooperative Community Transportation Planning	\$363,158	\$300,000	\$47,368	\$15,789
	Non-Motorized Transportation Planning	\$121,053	\$100,000	\$15,789	\$5,263
	Complete Streets Planning and Implementation	\$121,053	\$100,000	\$15,789	\$5,263
	Federal and State Transportation Rules and Regulations Compliance	\$47,211	\$39,000	\$6,158	\$2,053
	ADA Transition Plan Assistance	\$47,211	\$39,000	\$6,158	\$2,053
	Performance Monitoring	\$47,211	\$39,000	\$6,158	\$2,053
	Congestion Management Planning	\$47,211	\$39,000	\$6,158	\$2,053
	Resiliency and Vulnerability Planning	\$47,211	\$39,000	\$6,158	\$2,053
	Regional Freight Planning	\$42,368	\$35,000	\$5,526	\$1,842
	Park and Ride Improvement Planning	\$41,096	\$33,949	\$5,360	\$1,787
	Subtotal	\$1,953,728	\$1,613,949	\$254,834	\$84,945
44.23.01	TRANSIT COORDINATION AND PLANNING				
	Long Range Planning - System Level	\$338,126	\$272,103	\$49,517	\$16,506
	Subtotal	\$338,126	\$272,103	\$49,517	\$16,506
44.23.02	LONG RANGE TRANSPORTATION PLANNING - PROJECT LEVEL				
	Long Range Planning - Project Level	\$12,105	\$10,000	\$1,579	\$526
	Middletown Area Transit Planning	\$136,063	\$112,400	\$17,747	\$5,916
	Subtotal	\$148,168	\$122,400	\$19,326	\$6,442
44.24.00	SHORT RANGE TRANSPORTATION PLANNING				
	Travel Demand Forecasting, Traffic Sim. Modeling, Air Quality & Func. Class Admin	\$312,102	\$257,823	\$40,709	\$13,570
	Traffic Volume and Accident Data	\$72,632	\$60,000	\$9,474	\$3,158
	County Pavement Management System	\$72,632	\$60,000	\$9,474	\$3,158
	Implementing Policies Thr Coord. With County & Municipal Land Use Action	\$72,632	\$60,000	\$9,474	\$3,158
	Transportation Demand Management	\$72,632	\$60,000	\$9,474	\$3,158
	Electric Vehicle Initiative	\$72,632	\$60,000	\$9,474	\$3,158
	Intelligent Transportation Systems	\$72,632	\$60,000	\$9,474	\$3,158
	Subtotal	\$747,891	\$617,823	\$97,551	\$32,517
44.25.00	TRANSPORTATION IMPROVEMENT PROGRAM				
	Transportation Improvement Program (TIP) Dev. & Mgmt	\$43,482	\$35,920	\$5,672	\$1,891
	Subtotal	\$43,482	\$35,920	\$5,672	\$1,891
44.26.12	COORDINATION OF NON-EMERGENCY HUMAN SERVICE TRANSPORTATION				
	Coordination of Non-Emergency Human Service Transp.	\$34,350	\$27,887	\$4,847	\$1,616
	Subtotal	\$34,350	\$27,887	\$4,847	\$1,616
44.26.13	PARTICIPATION OF TRANSIT OPERATIONS IN METROPOLITAN AND STATEWIDE PLANNING				
	Partic. Of Transit Operators in Metro. and Statewide Planning	\$34,350	\$27,887	\$4,847	\$1,616
	Subtotal	\$34,350	\$27,887	\$4,847	\$1,616
44.26.14	PLANNING FOR TRANSIT SYSTEMS MANAGEMENT/OPERATIONS TO INCREASE RIDERSHIP				
	Planning for Transit System Mgmt./Ops. To Increase Ridership	\$34,350	\$27,887	\$4,847	\$1,616
	Subtotal	\$34,350	\$27,887	\$4,847	\$1,616
44.26.15	SUPPORT TRANSIT CAPITAL INVESTMENT DECISIONS THROUGH EFFECTIVE SYSTEMS PLANNING				
	Support Transit Capital Investment Decisions Through Effective Systems Planning	\$51,681	\$41,345	\$7,752	\$2,584
	OCTC Regional Transit Planning (Shared Cost Initiative)	\$187,435	\$149,948	\$28,115	\$9,372
	DCTC Regional Transit Planning (Shared Cost Initiative)	\$99,500	\$79,600	\$14,925	\$4,975
	UCTC Regional Transit Planning (Shared Cost Initiative)	\$41,311	\$33,049	\$6,197	\$2,066
	Subtotal	\$379,928	\$303,942	\$56,989	\$18,996
44.26.16	INCORPORATE SAFETY & SECURITY IN TRANSPORTATION PLANNING				
	Incorporating Safety and Security in Transportation Planning	\$34,351	\$27,888	\$4,848	\$1,616
	Subtotal	\$34,351	\$27,888	\$4,848	\$1,616
44.27.00	Other Activities				
	Regional Transit Planning SCI Support	\$113,373	\$91,646	\$16,295	\$5,432
	Subtotal	\$113,373	\$91,646	\$16,295	\$5,432
	TOTAL PROGRAM	\$4,552,577	\$3,760,779	\$612,961	\$204,320