

ORANGE COUNTY TRANSPORTATION COUNCIL (OCTC)

UNIFIED PLANNING WORK PROGRAM (UPWP)

SFY 2022 - 2023

APRIL 1, 2022 - MARCH 31, 2023

DRAFT

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DISCLAIMER

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UNIFIED PLANNING WORK PROGRAM (UPWP)

SFY 2022-2023

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 (April 1st to March 31st of the following 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, including implementation of the Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA). 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.

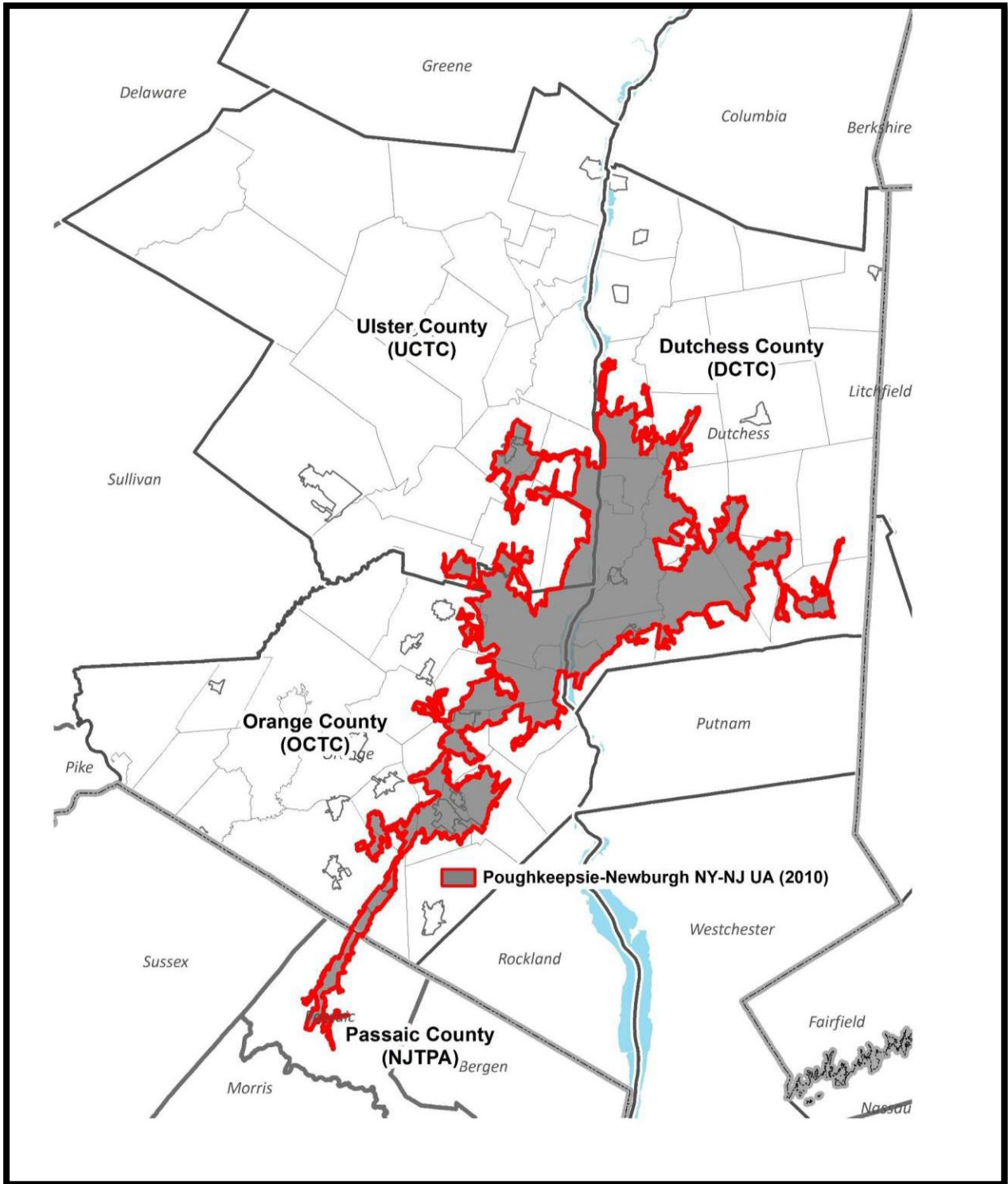
TRANSPORTATION MANAGEMENT AREA (TMA)

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; it is expected that this geographic area will be adjusted as a result of the 2020 Census).

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 2021, and the county is awaiting the final certification report. TMAs are also required to develop a Congestion Management Process (CMP) to identify strategies to reduce traffic congestion and improve operations.

Map of the current Mid-Hudson Valley Transportation Management Area (TMA) as of Census 2010



ORANGE COUNTY TRANSPORTATION COUNCIL

The Orange County Transportation Council (OCTC) was formed in July 1982. The County of Orange is the OCTC Host Agency. The host agency agreement with New York State as well as the OCTC Operating Procedures (last revised in June 2021) set forth the makeup of OCTC. The governing OCTC Policy Board meets as necessary during the year; as required by Federal law, OCTC takes action by consensus. A Planning Committee comprised of staff from the various OCTC members meets monthly. The Policy Board is comprised of the following members (note: all municipalities are OCTC members; they are represented as shown below for voting purposes):

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

Voting Members - Town Representation

- Two Town Supervisors from each of 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, Mount Hope, Wallkill, Wawayanda)

Voting Members - Village Representation

- *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.]*

Non-Voting Members

- All other Towns and Villages
- NYS Bridge Authority Director
- Port Authority of New York & New Jersey
- Federal Transit Administration Regional Administrator
- Federal Highway Administration Division Administrator

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 Board regarding policy issues.

Each of OCTC's members may send a representative to the Planning 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.

SFY 2021 – 2022 PROGRAM HIGHLIGHTS

This summary of the 2021 – 2022 Work Program highlights the status of work activities in the previous UPWP year from April 1, 2021 to March 31, 2022.

- Held six (6) Planning Committee and four (4) Policy Board meetings as of December 2021, including the approval of fourteen (14) Resolutions.
- The OCTC Transit Subcommittee met three (3) times and promoted coordination of transit planning and programming activities such as the completion of the Major Employer Transportation Study (METS), Transit Surveys, and the Transit Orange website update.
- Completed the Orange County Travel Demand Model (OC TDM) update, including updating the Base Year to 2018, updating the TAZs to align with census tract geographies, incorporating Location Based Service (LBS) data into the calibration and validation steps, and transitioning platforms to TransCAD.
- Participated in NYSDOT’s Planning and Environmental Linkages (PEL) Study for Route 17. This involved representation on the Advisory Committee and Inter-Agency Working Group, as well as facilitating presentations by the study’s project manager and consultant team with interested committee members. The project team also presented at the August 2021 OCTC Policy Board meeting. See the final Route 17 PEL report here: <https://www.dot.ny.gov/rt17pelstudy>.
- Approved two Air Quality / Transportation Conformity Determinations as part of the Poughkeepsie-Newburgh Ozone Nonattainment Area (PONA) and the NY-NJ-CT Fine Particulate Matter (PM 2.5) Maintenance Area. The Conformity Determinations can be found here: <https://www.orangecountygov.com/2060/Air-Quality>.
- OCTC adopted its first stand-alone Public Participation Plan (PPP), including updating the public participation procedures, incorporating virtual public involvement, identifying stakeholders and developing outreach strategies for hard-to-reach populations.
- With the DCTC and UCTC MPOs, OCTC established a Mid-Hudson Valley TMA Freight Working Group, developing a work program for regional freight planning in the Mid-Hudson Valley region.
- OCTC adopted the Title VI/Nondiscrimination Plan, which includes a signed assurance and policy statement, updates the Title VI Coordinator, and provides more information about OCTC’s commitment to nondiscrimination through the federal Environmental Justice, Americans with Disabilities Act (ADA), and Limited English Proficiency (LEP) programs.
- Anticipated completion of the West Central Transportation and Land Use Connection (West Central TLC) Study. See the project website here: <https://www.westcentraltlc.com>.
- Conducted data collection along the Orange County Heritage Trail, including bicycle and pedestrian counts at four trail locations; conducted park & ride utilization counts at fifteen (15) park & ride / transit hub locations throughout Orange County.

FUNDING OVERVIEW

The OCTC is funded through annual allocations to New York State from two primary sources: Federal Highway Administration (FHWA) Metropolitan Planning funds (PL) and Federal Transit Administration (FTA) Section 5303 Metropolitan Planning Program (MPP) funds. This funding was authorized by the Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021.

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 (SCIs), as well as for administration of the NYS Association of MPOs (NYSAMPO). Based on a formula developed by NYSDOT in consultation with the state's MPOs, FHWA and FTA, 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 planning region comprises the individual planning regions of the three Mid-Hudson MPOs (OCTC, DCTC, UCTC), plus a portion of the North Jersey Transportation Planning Authority (NJTPA) planning region, which is responsible for transportation planning for northern New Jersey.

In addition to the new annual funding for the 2022-2023 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). It is important to note that the State's match is in-kind from the perspective of Orange County as host agency.

FHWA (PL) Funds

NYSDOT, in consultation with New York's 14 MPOs, distributes the statewide apportionment of PL funds through a FHWA approved formula. In developing the formula, NYSDOT considers various factors such as population, lane miles, and agreed upon set-asides. In New York, the formula includes four steps:

1. Set-aside funds for Shared Cost Initiatives (SCIs) are reserved prior to the formula distribution of funds. For SFY 2022-2023, this set-aside totals \$150,000 statewide.
2. Each MPO is then provided an equal base allocation of PL funds to ensure an adequate funding level regardless of size. For SFY 2022-2023, this totals \$200,000 per MPO.
3. NYSDOT then distributes 20 percent of PL funds proportionally to MPOs in TMAs, based on their total population and lane miles. For the OCTC, this equals \$66,399 for SFY 2022-2023.
4. The fourth step distributes the remaining funds to all the MPOs proportionally by total population and lane miles. For the OCTC, this totals \$479,806 for SFY 2022-2023.

The formula is required to be reviewed and revised as applicable after each decennial Census. It is also updated when there are significant changes in federal law or when there is a change in the number of MPOs. Based on the NYSDOT formula, the OCTC's 2022-2023 UPWP FHWA PL funding estimate totals \$745,229.

FTA (MPP) Funds

FTA planning funds are secured annually through the Section 5303 Metropolitan Planning Program (MPP) and distributed using a similar formula that NYSDOT applies to FHWA PL funds, except that lane mileage is not used. The equal base MPO allocation is \$20,000 for SFY 2022-2023. The 20 percent distribution for TMAs is \$18,942. The remaining distribution of funds is \$93,675 for SFY 2022-2023. Based on the NYSDOT formula, the Council's FTA MPP funding estimate for SFY 2022-2023 is \$132,618.

State and Local Matches

As required by most federal transportation programs, a nonfederal match of 20 percent is required for the federal planning funds programmed in the UPWP. For PL funds, NYSDOT provides a 15 percent match to the combined federal share of 80 percent and Orange County share of five percent; for MPP funds, the state and local matches are based on the total project cost. The state match for PL funding is met through toll credits: revenues generated by toll authorities (toll receipts and bonds) that are used to build and maintain highways and bridges that serve interstate commerce in a state. The NYSDOT match for MPP funding is provided through in-kind services. More information can be found under 23 USC 120(i).

Carryover Funds

Carryover funds, or un-programmed funds, refer to federal funds allocated to the MPO which have not been committed to a specific task or purpose. These funds are still available for use in the current and future years. These reserve funds are important to the flexibility of the MPO including large upcoming studies or tasks, staffing changes, billing fluctuations, or other unforeseen circumstances when managing UPWP funds.

Total Funding

OCTC's annual allocation for FHWA PL and FTA MPP funding for SFY 2022-2023 is \$877,847. Including previous allocation backlogs, OCTC's 2022-2023 total UPWP funding level is expected to be \$3,222,420.

NATIONAL AND STATEWIDE ORGANIZATIONS

The OCTC participates in several planning organizations that benefit the local metropolitan planning process. The Association of Metropolitan Planning Organizations (AMPO) serves as the national association for MPOs, ensuring that MPOs are aware of and considered in the development of national transportation policy. The New York State Association of MPOs (NYSAMPO) consists of the 14 NYS MPOs and serves primarily as an information sharing organization. Collectively, the MPOs reserve a portion of federal transportation planning funds to pay annual dues and fund statewide Shared Cost Initiatives (SCI). SCIs are planning tasks that have a statewide significance and are jointly identified by the MPOs and NYSDOT. As available, NYSDOT has provided FHWA Statewide Planning and Research (SPR) funds to NYSAMPO to supplement the SCIs. OCTC will participate in the following activities during the 2022-2023 fiscal year:

OCTC is awaiting the final SCI information from the state and will update this section.

State Planning & Research (SPR) Projects

NYSDOT receives funds from FHWA under the State Planning and Research Program (SPR). The SPR Program is used to support strategic planning and research needs, and NYSDOT typically programs SPR funds for planning projects that may affect one or more MPOs. For SPR projects in a metropolitan area, the affected MPO includes the project in their UPWP for information purposes only. While there are no OCTC-specific SPR projects in SFY 2022-2023, NYSDOT is pursuing statewide SPR funded projects that will benefit the OCTC in carrying out its transportation planning process, as outlined in *Table 1: State Planning and Research Projects*.

Table 1: State Planning & Research Projects

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
C-15-52	Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management)	June 2022	\$3,725,000	Progress & support specific task-order based assignments related to planning, policy, technical assistance & research needs that may be inter-regional or statewide in scope & aim to reduce congestion, energy consumption & greenhouse gas emissions, improve mobility, increase transportation efficiency through multimodal measures & promote or foster a sustainable transportation system.
C-15-54	Bus Safety Inspection System (BusNET)	November 2022	\$2,300,000	Replace existing 25-year-old mainframe w/a new, modern, server-based IT system.
C-17-53	Pavement Condition Data Collection Services	December 2024	\$20,500,000	Collect pavement condition data as necessary to comply w/annual state & federal requirements & NYSDOT pavement management practices & develop & maintain a system to track location, dimension & condition of other highway related assets.
C-17-56	Statewide Coordination of Metropolitan Planning Programs	March 2023	\$100,000	Support & maintain the ongoing coordination of metropolitan planning programs in NYS for statewide benefit; ongoing collaboration of the 14 MPOs; & on-going coordination of metropolitan & statewide planning programs.
C-17-59	Traffic Data System	February 2029	\$3,890,100	Implement an automated traffic data management system application.
C-18-53	Probe Data: Floating Car (GPS-based)	August 2023	\$337,500	Purchase floating car probe data to establish performance targets to assess travel reliability, congestion & emissions & perform other analyses & visualizations of road performance for passenger cars & trucks. Data will be utilized by NYSDOT & MPOs.
C-18-55	NYS Transportation Master Plan	January 2023	\$2,000,000	Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities.
C-19-51	Short Count Traffic Count Program (2020-2024)	December 2024	\$25,613,607	Provide for collection of traffic data in NYSDOT Regions 1 - 11 (divided into Zones).
SP-20-02	NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS	February 2025	\$3,580,616	Establish a research & analysis capability w/Oak Ridge National Labs (ORNL), Center for Transportation Analysis, to assist NYS in analyzing national data.

Table 1: State Planning & Research Projects (continued)

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
SP-20-03	Research, Development & Support of an Integrated Planning & Performance Data & Analytics Framework (PPDAF)	September 2023	\$906,500	Leverage the current analysis tools to research & further integrate travel time datasets & available open-source analytics tools w/other transportation, economic & demographic data to support efficient & consistent planning & analysis.
SP-21-02	Program & Project Management System Support Services	September 2024	\$1,140,000	Provide support services for post-implementation of a Department-wide enhanced & improved enterprise level program & project management system to facilitate improvements to capital program delivery.
SP-21-04	Highway Oversize/Overweight Credentialing System (HOCS) Phase 2	September 2026	\$1,950,000	Implement a Commercial Off-the-Shelf (COTS) HOCS software solution & obtain accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements. Phase 2 will advance functionality of HOCS.
SP-21-05	Statewide Small Culvert Inventory & Inspection System Improvements	December 2023	\$4,000,000	Expand the number of small culverts contained w/in NYSDOT's Agile Assets Maintenance Management System (MMS) to create a complete statewide inventory & inspection of small culverts.
SP-21-06	Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management	December 2022	\$295,000	Demonstrate the ability of an enhanced IIMS to provide improved sharing of incident reporting between First/Secondary Response teams & operations centers to: improve situational awareness, enhance coordinated response to incidents & safety of incident scenes, reduce incident duration & impact (lane closures, delay, & occurrence of secondary incidents) using analytical tools that correlate IIMS w/vehicle sensor & other data sources.
SP-21-08	Continuous Count Traffic Count Program, Zone 1	February 2024	\$5,082,107	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
SP-21-09	Continuous Count Traffic Count Program, Zone 2	February 2024	\$4,824,525	For full performance-based maintenance & upgrade services to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.

LOCAL PLANNING PRIORITIES

OCTC is committed to fulfilling its core responsibilities and improving and enhancing the transportation system in Orange County. This includes working on a short- and long-term metropolitan transportation planning process that is continuous, cooperative, and comprehensive, and provides for consideration and implementation of projects, strategies, and services that will address the following federal planning factors:

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.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

The tasks in this UPWP all contribute to the implementation of these ten (10) planning factors, as outlined in *Table 2: 2022-2023 UPWP Tasks*.

Local planning priorities include planning to accommodate a safe, accessible, and connected multi-modal transportation system through motorized, non-motorized and transit planning, incorporating the growing population in Orange County and the impact of future housing developments on the transportation system, as well as how to integrate emerging technologies, such as electric vehicles, into the future infrastructure in Orange County. Due to the evolving role of the global supply chain during the COVID pandemic and the increase of recent warehouse developments in Orange County, OCTC will continue to look at the regional and local impacts of freight planning in the Mid-Hudson Valley. Other priorities include improving safety, resiliency, and congestion management and air quality, as well as supporting Performance-Based Planning and Programming targets adopted by OCTC.

OCTC will look to implement these tasks through a mix of staff-led efforts and consultant-supported studies. Staffing levels are anticipated to increase in the SFY 2022-2023 to better serve the transportation planning process in Orange County. OCTC is also anticipating consultant-supported studies, including the Sidewalk Improvement District Feasibility Study in the City of Newburgh, the Route 17M/6 Corridor Study in the Towns of Goshen and Wawayanda, as well as General Consulting Services to help implement UPWP tasks.

UPWP ORGANIZATION

UPWP tasks are organized according to Activity Line Item (ALI) codes used by both 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.

44.21.00 PROGRAM SUPPORT AND ADMINISTRATION

- 44.21.01 General Administration
- 44.21.02 Unified Planning Work Program
- 44.21.03 TMA Coordination, Administration, & Planning Initiatives
- 44.21.04 Public Participation Activities
- 44.21.05 Professional Development

44.22.00 GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

- 44.22.01 Geographic Information System & Data Management
- 44.22.02 Demographic Data and Forecasting
- 44.22.03 Traffic Volume and Crash Data
- 44.22.04 County Pavement Management System
- 44.22.05 Federal and State Transportation Rules and Regulation Monitoring and Compliance
- 44.22.06 Data Collection and Compilation

44.23.00 LONG RANGE TRANSPORTATION PLANNING (LRTP – METROPOLITAN AND STATEWIDE)

44.23.01 – LRTP SYSTEM LEVEL

- 44.23.01-01 Long Range Transportation Planning
- 44.23.01-02 Congestion Management Planning
- 44.23.01-03 Travel Demand Forecasting, Air Quality Attainment Modeling & Analysis, and Functional Classification Administration
- 44.23.01-04 Non-Motorized Transportation Planning
- 44.23.01-05 Complete Streets Planning and Implementation
- 44.23.01-06 Transportation Safety Planning
- 44.23.01-07 Resiliency and Vulnerability Planning
- 44.23.01-08 Regional Freight Planning
- 44.23.01-09 Regional Transit Planning
- 44.23.01-10 Local Transit Planning
- 44.23.01-11 State and Regional Transportation Liaison

44.23.02 – LRTP PROJECT LEVEL

- 44.23.02-01 West Central Transportation and Land Use Connection Study
- 44.23.02-02 Countywide Transit Feasibility Study
- 44.23.02-03 Cooperative Community Transportation Planning Assistance
- 44.23.02-04 Sidewalk District Feasibility Study
- 44.23.02-05 Coordination of Non-Emergency Human Service Transportation
- 44.23.02-06 New York State Route 17M and US Route 6 Corridor Study

44.24.00 SHORT RANGE TRANSPORTATION PLANNING

- 44.24.01 Implementing Policies through Coordination with County & Municipal Land Use Actions
- 44.24.02 Electric Vehicle Assistance
- 44.24.03 General Planning Consultant Services

44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- 44.25.01 Transportation Improvement Program (TIP) Development & Management

44.27.00 OTHER ACTIVITIES

- 44.27.01 New York State Association of MPOs
- 44.27.02 Other Activity

Table 2: SFY 2022-2023 UPWP Tasks

Task ALI Codes	Federal Planning Factors									
	Economic Vitality	Safety	Security	Accessibility & Mobility	Protect & Enhance the Environment	Connectivity	Efficient System Management	Preservation of Existing System	Resiliency & Reliability	Travel & Tourism
44.21.01										
44.21.02	x	x	x	x	x	x	x	x	x	x
44.21.03										
44.21.04										
44.21.05										
44.22.01										
44.22.02							x			
44.22.03		x					x			
44.22.04							x	x		
44.22.05										
44.22.06										
44.23.01-01	x	x	x	x	x	x	x	x	x	x
44.23.01-02				x		x	x		x	
44.23.01-03							x			
44.23.01-04	x	x		x	x	x	x		x	x
44.23.01-05	x	x		x		x				x
44.23.01-06		x								
44.23.01-07			x	x	x	x			x	
44.23.01-08	x	x					x			
44.23.01-09	x	x		x	x	x	x	x	x	x
44.23.01-10	x	x		x	x	x	x	x	x	x
44.23.01-11						x	x			
44.23.02-01	x	x		x		x			x	x
44.23.02-02	x			x		x	x			x
44.23.02-03	x	x	x	x	x	x	x	x	x	x
44.23.02-04				x		x	x	x		
44.23.02-05	x		x							
44.23.02-06	x	x		x	x	x	x		x	
44.24.01										
44.24.02					x	x	x			
44.24.03	x	x	x	x	x	x	x	x	x	x
44.25.01	x	x	x	x	x	x	x	x	x	x
44.27.01										
44.27.02										

44.21.00 – PROGRAM SUPPORT AND ADMINISTRATION

This task group includes basic overhead, program support, and general administrative costs directly chargeable to the planning effort. Examples include direct program support, administration, interagency coordination, citizen participation, public information, local assistance, and Unified Planning Work Program (UPWP) development.

44.21.01 General Administration

This ongoing activity includes the administrative work necessary to manage the activities of the Orange County Transportation Council (OCTC) while meeting Federal, State, and County requirements. This includes meeting preparation and support for committees; coordination with Federal, State, regional and local transportation agencies and providers, including participation in the Urban Area Boundary update; website maintenance; and the day-to-day operations of OCTC staff.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Planning and Policy Committee meetings, meeting materials, updated website

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.21.02 Unified Planning Work Program

This task includes work associated with the development and publication of the draft and final UPWP document, the administration of UPWP amendments, assessment of the previous year's completed work, work on anticipated tasks and projects for the next State fiscal year, and work on a year-end expenditure report issued once the final reimbursements are closed out at the end of the State FY.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Updated UPWP, UPWP amendments as necessary, reimbursements, expenditure report

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.21.03 TMA Coordination, Administration, & Planning Initiatives

This ongoing activity includes work performed by OCTC staff to meet the Federal TMA planning requirements for the Poughkeepsie-Newburgh NY-NJ Urbanized Area. Activities include meetings and calls with TMA partners, sharing work products, coordinating website updates, coordination on the expected update of the Poughkeepsie-Newburgh Urbanized Area boundary, and collaboration on regional transportation planning activities and studies. This includes the Congestion Management Process (CMP), Regional Freight Plan, and Regional Transit Plan, which are each detailed further in their respective tasks. This task also includes the coordination of funding allocations for the American Rescue Plan Act (ARPA) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), as well as the continued coordination of the allocation of FTA Section 5307, 5310, and 5339 funding to local transit providers.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: TMA meetings and conference calls, agendas, summaries, TMA federal certification, coordination on transit funding, TMA planning activities

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.21.04 Public Participation Activities

Staff will continue to engage in public participation activities virtually and in-person as appropriate. These activities include, but are not limited to, the creation of notices and announcements, public meetings, website and contact database update/maintenance, local media advertisement, press releases, visualizations, and other activities intended to inform, involve, engage, educate, and empower the public. Staff will continue to carry out the procedures and strategies identified in the Public Participation Plan (PPP), monitoring and evaluating the PPP and current strategies, as well as identifying best practices and other innovative programs that would benefit member organizations and the public. This task supports the purchase of items and materials to support in-person and virtual public participation activities, including but not limited to, virtual public involvement platforms, conferencing equipment to stream public meetings, and general outreach materials.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Public meetings as necessary, public notices/press releases, website maintenance, contact database maintenance, ESRI ArcHUB subscription.

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.21.05 Professional Development

Attend professional development activities, trainings, meetings, webinars, workshops, and conferences to help improve staff performance and incorporate best practices into OCTC programs. These activities may be virtual or in-person.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Staff attendance at training seminars, conferences, and webinars

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.22.00 -- GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

This task group includes the costs of activities specifically emphasizing regional policy and system planning generally, which may include looking beyond transportation-specific elements. This work may also include the development and maintenance of related data collection and analysis systems, demographic analysis and non-transportation modeling, and forecasting activity. Examples include land use, housing, human services, environmental and natural resources, recreation and open space, public facilities, and utilities.

44.22.01 Geographic Information System & Data Management

This task encompasses work on Geographic Information System (GIS) programs and demographic data, which are used by staff as analytical and visualization tools for transportation, land use, travel modeling, and other planning functions. GIS is an important planning tool that provides benefits to OCTC, its member agencies, and others by supporting state, regional, county, and local planning projects. Staff efforts will include managing transportation, transit, environmental, land use, and demographic data for use in GIS in support of transportation planning and programming, as well as administering data for public consumption through online data sharing platforms. Other related costs could include training, software and hardware upgrades and software maintenance fees. Additional support may be provided by the OC Department of Information Technology and the OC Office of Real Property. Consultant work for administration of the County GIS environment will continue to be supported.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Mapping in support of maintaining transportation, environmental, land use, and demographic data to support transportation planning and programming; management of datasets; supporting and/or maintaining online applications for public consumption of transportation data; presentations and updates as necessary or requested; consultant supported services

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.22.02 Demographic Data and Forecasting

Demographic data collection, compilation, and analysis is a critical part of understanding the population and travel trends in Orange County and throughout the Region. This task includes gathering and analyzing population, housing, and socio-economic data from the American Community Survey (ACS), Census Transportation Planning Products (CTPP) program, and other U.S. Census Bureau products. Staff also analyzes economic and employment data from the Bureau of Labor Statistics (BLS), InfoUSA, and Location Based Service (LBS) data to better understand commuter flows in the region. Staff will use data to forecast future socio-economic assumption, as well as review previous assumptions. The data also informs the Long-Range Transportation Plan (LRTP); the Travel Demand Model; and the Environmental Justice, Limited English Proficiency (LEP), and Title VI programs. Staff will provide municipal and county level data including demographics, and other transportation data for use in planning as requested.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Collect, compile, and analyze socio-economic data to inform planning programming and products; support and updates to the Title VI / Nondiscrimination Plan; forecast data for future travel trends to support Travel Demand Model, Long Range Transportation Plan, and Air Quality Conformity; share data with members, partner agencies, and public, as needed

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.22.03 Traffic Volume and Crash Data

This ongoing task addresses staff work in the collection, analysis and reporting of traffic volume, classification, and crash data for input in the travel model and as an important part of the transportation planning process. Work efforts to 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 are included. This work also includes crash data analysis and data requests.

OCTC staff will continue to work with the OC Department of Public Works (OCDPW), NYSDOT, and local municipalities to maintain the traffic count program. The traffic count program for OC roads and bridges is primarily facilitated by OCDPW and adheres to NYS traffic count standards. OC roads and bridges are counted on a rotating every other year basis. As necessary, updated software and hardware will be purchased to allow the traffic count program to keep up with current standards and technological advancements as this data is an important dataset for the travel model and other transportation planning analyses.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Continue to gather and analyze traffic and bridge data for use in transportation planning and travel modeling

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.22.04 County Pavement Management System

This task provides for the continuing support of the countywide pavement management program which is managed by the Orange County Department of Public Works. The pavement management program collects and analyzes pavement condition data for all county and local paved roads in Orange County. These condition ratings 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. 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. OCTC and OCDPW staff will also coordinate on potentially participating in the Cornell Asset Management Program which trains an intern and county employee on how to use and implement a Pavement Condition Index which was developed by the Cornell Local Roads Program.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Continued implementation of the County pavement management program; participation in the Cornell Asset Management Program as possible; updates to software or hardware; other asset data gathering activities as necessary

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.22.05 Federal and State Transportation Rules and Regulation Monitoring and Compliance

This task covers work performed to maintain the OCTC's compliance with all applicable Federal and State transportation rules and regulations. These include performance-based planning targets and performance measures, Title VI of the Civil Rights Act, environmental justice requirements, the preparation of obligation reports, and other reporting as necessary. This task also addresses staff education, research, and compliance efforts regarding the regulations and requirements of the federal transportation bill, and Federal performance measure setting and reporting. The OCTC will evaluate requirements from the Infrastructure Investment and Jobs Act (IIJA), as well as continue to evaluate the requirements of the FAST Act rulemakings on various performance measures such as safety, pavement/bridge, transit, congestion, reliability, CMAQ, and other relevant subject area performance measures.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Review and update performance-based planning targets, Title VI Plan, and environmental justice requirements as necessary

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.22.06 Data Collection and Compilation

Data collection is a critical component of OCTC's work program. Data is collected by GIS and GPS and includes, but is not limited to, bicycle and pedestrian counts, Park & Ride lot utilization, multi-modal network, accessibility of multi-modal system, sidewalk connectivity and rating, Average Annual Daily Traffic Counts (AADT) and Speed data from the National Performance Management Research Data Set (NPMRDS) tool, Crash Data, National Household Travel Survey (NHTS), transit routes and stops, intersection turning movements and vehicle speed/delay. This data informs the Congestion Management Process (CMP), American's with Disabilities Act (ADA), Congestion Management / Air Quality (CMAQ), Travel Demand Model, and transportation studies. This task includes the purchase of hardware, software, and equipment

to support data collection, as well as sharing datasets and public access through coordinating data with NYSDOT and developing shared web formats for use by members and public.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Create and maintain database for transportation and share with public and private partners; purchase of equipment to support data collection

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.23.01 -- LONG RANGE TRANSPORTATION PLANNING (SYSTEM LEVEL)

This task group includes the costs of activities specifically emphasizing long-range transportation system planning and analysis. Examples include long-range travel forecasting and modeling, including appropriate data base development and maintenance for transportation in the entire metropolitan area or State; system analysis; sketch planning; system plan development; reappraisal or revision; and all long-range Transportation System Management (TSM) activities.

44.23.01-01 Long Range Transportation Planning

The Long-Range Transportation Plan (LRTP) provides a long-range vision for improving the transportation system in the County by identifying goals, objectives, and strategies to best preserve the existing transportation system and meet future travel demands. The LRTP sets the basis for how future federal transportation funding will be programmed in future years. The OCTC is required by Federal law to update the LRTP once every 4 years. The most recent LRTP was adopted in November 2019; its planning horizon was 2045. The next LRTP will have a planning horizon to 2050 and is anticipated to be completed for adoption in Fall 2023, and will likely include updates to safety, freight, congestion management, resiliency, transit and bicycle and pedestrian planning. This work is anticipated to begin in Summer 2022 and will be undertaken by OCTC staff, with the potential for consultant assistance. OCTC staff will continue to support activities related to implementation of the LRTP and update of the travel model.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Work on LRTP 2050 update, potential for consultant services; implementation activities, including public outreach; amendments as needed

SCHEDULE: Ongoing activity; April 2022 – March 2023

44.23.01-02 Congestion Management Planning

Staff will continue work with DCTC and UCTC to publish follow-on technical reports in support of the Mid-Hudson Valley TMA Congestion Management Process (CMP). The CMP, approved by the MPOs in 2019, builds on previous CMP work by the TMA and establishes a four-step process to measure, define, locate, and manage congestion and travel time reliability for passenger vehicles, freight, and transit in the Mid-Hudson Valley TMA area. The CMP also calls for a periodic reassessment of congestion to measure the effectiveness of the TMA's coordination efforts; however, this may be delayed due to travel patterns impacted by the COVID pandemic.

As part of this ongoing CMP work, the TMA will work closely with the NYSAMPO Modeling Working Group and the University at Albany's AVAIL Team to improve the functionality of its portal to the National

Performance Management Research Data Set (NPMRDS). The NPMRDS, based on wireless vehicle probe data, is procured by FHWA to assist states and MPOs with measuring travel performance on the National Highway System (NHS), and includes archived speed and travel time data matched to location data.

Finally, this task addresses staff support of state, regional, and local Travel Demand Management (TDM) activities, including the 511NY Rideshare program, 511NY website, and other NYSDOT TDM strategies to reduce single occupant vehicle travel and, in turn, help reduce traffic congestion and energy consumption.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: NPMRDS analysis; CMP technical memos; TDM activities

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.23.01-03 Travel Demand Forecasting, Air Quality Attainment Modeling & Analysis, and Functional Classification Administration

OCTC staff, along with consultant assistance, will continue to manage and update the travel demand model based on current development and travel characteristics to support the planning needs of OCTC and its member agencies. This may include consultant support for travel model maintenance. Ongoing task activities include work to:

- Collect and analyze data from various public and private sources to understand current and future travel by location (traffic analysis zones), including the use of “big data” to estimate traffic generation, distribution of trips and trip lengths
- Assemble 24-hour weekday traffic counts for model validation
- Update and enhance the model by incorporation of the latest socio-economic and housing data, employment locations, land use information, traffic counts, vehicle classification data and model network
- Estimate the percentage of vehicle traffic passing through the county relying on available data sources
- Model calibration and validation
- Population, housing, and employment forecasting
- Ongoing staff training and support on travel demand modeling best practices, including participation in the NYSAMPO Travel Demand Working Group
- TransCAD software maintenance and support as necessary
- Maintain and improve travel model computer hardware as necessary
- Review, coordination, and action as necessary regarding the update of Functional Highway Classifications for the Orange County roadway network
- Collaboration with TMA, NYMTC and the Interagency Consultation Group (ICG) as needed to meet federal requirements
- Estimate existing and future vehicle miles traveled and vehicle hours traveled for use in determining air pollution emissions and energy consumption from motor vehicles for PM2.5 and PONA air quality conformity processes; 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 improvements on relieving traffic congestion, and demonstrate the travel model graphically.
- Coordinate with NYSDOT Environmental Services Bureau (ESB), New York Metropolitan Transportation Council (NYMTC), NYSAMPO, and other federal and state agencies as necessary

regarding the latest USEPA's Motor Vehicle Emission Simulator (MOVES), which is utilized for required calculation of fine particulate matter emissions.

- Support effort to run MOVES by post-processing model outputs. May include consultant supported development of a post-processor.
- Coordinate with federal, state, and local agencies to track air pollution emissions and energy consumption from motor vehicles, including Greenhouse Gas Inventories.
- Support planning needs of OCTC and its member agencies.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Update travel demand model as necessary; coordinate with NYMTC and DCTC on air quality conformity, procure travel model maintenance consultant

SCHEDULE: Ongoing activity April 2022 – March 2023

44.23.01-04 Non-Motorized Transportation Planning

This ongoing activity supports staff work on overall bicycle, pedestrian, non-motorized transportation, and trail planning activities. Staff will continue to coordinate with the County Parks Department, County Department of Public Works, local municipalities, NYSDOT, and others on, but not limited to:

- Developing a parks, trails, and open space GIS inventory to identify potential linkages between parks, trails, and the existing non-motorized network and assisting in the update of this element in the County Open Space Plan.
- Identify opportunities to access trails through multi-modal transportation options, including transit service.
- Work with outside and partner agencies to help plan, advocate and advance the planning and implementation of other non-motorized trails throughout the county.
- Continued analysis and evaluation of the non-motorized transportation system.
- Research best practices and evolving activities relating to bicycle and pedestrian needs, as well as the develop a scope of work for a potential consultant-supported Non-motorized or Bicycle and Pedestrian Plan for SFY 2023-2024.
- Developing Americans with Disabilities Act (ADA) Transition Plans for Orange County and providing technical assistance to local municipalities.
- Ongoing data collection and monitoring of the sidewalk inventory and assessment program.
- Coordination with the NYSAMPO Bike and Pedestrian Working Group, Vision Hudson Valley, Pathways Committee, and other private and public agencies to enhance local and regional non-motorized transportation planning.
- Safe Routes to School promotion and coordination, support for the Surface Transportation Block Grant Program, non-motorized education, research into shared mobility, and other related activities.
- Implementation of any alternative transportation recommendations from the West Central Transportation and Land Use Connection Study.
- Continued support for a connected, multi-modal trail network in Orange County, including:
 - Continued support and coordination regarding the completion of the Heritage Trail from the Village of Goshen through the City of Middletown to Howells.
 - Incorporation of the Heritage Trail, as well as other bike and pedestrian amenities, into the proposed Middletown Transit Hub; and
 - Continued support and coordination regarding the completion of the Schunneunk Rail Trail from the Village of Chester to the Town of Cornwall.

- Identifying new opportunities for non-motorized trail opportunities to support a comprehensive and connected non-motorized transportation network.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Continued work efforts on non-motorized planning including public education and outreach, coordination with partner agencies on trail development and planning; draft scope for bicycle and pedestrian plan for potential procurement in SFY 2023-2024

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.23.01-05 Complete Streets Planning and Implementation

The OCTC staff will continue to coordinate on countywide Complete Streets efforts through the facilitation of the interdepartmental Complete Streets Committee. Vision Zero strategies will also be explored as a complement to Complete Streets and how they can be folded into existing Complete Streets policy and implementation efforts. Work efforts include assisting in planning, education/public outreach, training (e.g. complete streets workshops, related events, etc.) and other 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 and the interdepartmental Complete Streets Initiative.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: County Complete Streets Policy implementation; adoption of new local level Complete Streets policies, continued participation in and facilitation of the interdepartmental Complete Streets working group

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.23.01-06 Transportation Safety Planning

OCTC staff and member agencies will work to implement the safety and security recommendations found in the LRTP, Safety Performance Measures, Transit Safety Performance Measures, NYSDOT’s Strategic Highway Safety Plan, and the Pedestrian Safety Action Plan. Staff will continue to gather and analyze safety data, as available, for the OCTC planning area and region. Participation in the NYSAMPO Safety Working Group, safety related education campaigns and other informational efforts are also included in this task.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Implementation of safety recommendations from County and State plans; Safety data analysis; NYSAMPO Safety Working Group participation; public safety education; coordination with the OC Traffic Safety Board

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.23.01-07 Resiliency and Vulnerability Planning

The purpose of this task is to look at transportation resiliency and vulnerability throughout the County, including evaluating ways to reduce harmful emissions, reduce or mitigate stormwater impacts, and prepare the transportation system to respond to the climate crisis. The OCTC staff will continue to 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. OCTC staff will also work collaboratively with OC Planning through 2023 in the development of a countywide resiliency plan, as it relates to impacts on transportation systems.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Gather and analyze transportation infrastructure data as available and necessary; OCTC Staff support of Transportation Task for Orange County Resilience Plan.

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.23.01-08 Regional Freight Planning

This task includes work on studying freight movement trends across the region and county. This includes continued coordination with the TMA, multi-state Metropolitan Area Planning (MAP) Forum, NYSAMPO Freight Working Group, and assisting agencies in implementing the Statewide Freight Plan.

In 2021-2022, the TMA created a freight subcommittee with staff from the three MPOs. Spearheaded by OCTC, the subcommittee developed a two-phased work program to study regional freight, beginning with an inventory of available freight data to understand existing freight travel patterns. The subcommittee subsequently began to analyze this data to understand freight travel patterns and began the development of county-specific freight fact sheets that we will finalize in 2022-2023. These fact sheets and freight data analysis will lay the groundwork for a regional freight planning product. Our work will also focus on better understanding freight's effects on the transportation systems, specifically as it relates to safety (crashes) and reliability (congestion). We will also look at access issues related to large warehouses and any impacts of local freight deliveries on the road network.

The TMA has developed an online mapping platform, using ESRI's ArcGIS Hub, that it will use to help engage the freight community and present information about freight to the public. We will continue to update this platform in 2022-2023 and broaden it to serve as a central clearinghouse for other TMA planning products such as the CMP and regional transit plan. The new platform will be used to introduce freight stakeholders to the MPO's and the TMA planning process. The three MPOs will continue to build their contact database of freight operators and begin to engage them during the year.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Mid-Hudson Valley TMA ArcGIS Hub website; freight fact sheets for TMA counties; analysis of regional freight flows and trends; freight stakeholder outreach; MAP Forum Freight coordination planning

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.23.01-09 Regional Transit Planning

Staff will work with the other MPOs and agencies in the Mid-Hudson Valley TMA, in coordination with Mid-Hudson Valley transit operators, to implement the new regional transit plan, Connect Mid-Hudson. The transit plan identifies ways to better coordinate and connect existing transit systems between Dutchess, Orange, and Ulster counties, as well as between the three counties and the New York City and Albany metropolitan areas. The recommendations focus on improving connections in urban centers, major residential and job centers, and transportation hubs such as train stations and park-and-ride lots. The plan includes an analysis of the future transit capital needs for the region, both for equipment and facilities, and estimates of the amount of funding needed to maintain and expand the regional transit system. Work during the 2022-2023 program year will focus implementing recommendations from the plan and determining how the TMA can address unmet transit needs identified in the plan, both operational and capital, with consideration of changing travel patterns due to COVID and available funding.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Implement recommendations from the Regional Transit Plan; Regional transit operational and capital planning

SCHEDULE: April 2022 – March 2023

44.23.01-10 Local Transit Planning

Staff will continue to coordinate with and seek out the participation of the transit operators in the transportation planning process. This includes the implementation of transit recommendations from the West Central Transportation and Land Use Connection Study; support for the Transit Subcommittee, which is comprised of OCTC members, County transit planners, transit operators, rider representatives, elected officials, and organizations such as civic and advocacy groups; and continuing to provide planning support to Metro-North Railroad and Transit Orange initiatives, including participating in the Metro North Accessibility Committee, as well as other local transit planning efforts.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Transit Subcommittee meetings, participate in the Metro North Accessibility Committee meetings, ongoing planning support to Transit Orange and Metro-North Railroad.

SCHEDULE: April 2022 – March 2023

44.23.01-11 State and Regional Transportation Liaison

This task includes staff support of planning efforts regarding Statewide Planning and Research Projects (SPR), as well as participation in regional coordination efforts with the Metropolitan Area Planning (MAP) Forum. SPR funded projects are consultant planning products and staff activities which have been identified as having a benefit to many or all the MPO's in the State. The MAP Forum is a consortium of MPOs in NY, NJ, CT, and PA that are focused on coordinating planning activities throughout the region. OCTC is a signatory member via the Memorandum of Understanding that established the consortium. As the sole representative of the New York Mid-Hudson Valley, staff work closely with NYMTC and the whole of the MAP Forum, to advance multijurisdictional planning projects, as well as engage in regular communication and collaboration on transportation issues affecting the region.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Participate and review state and regional planning efforts as necessary; participate in MAP Forum meetings, working groups, and other regional planning as appropriate

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.23.02 -- LONG RANGE TRANSPORTATION PLANNING **(PROJECT LEVEL)**

This task group includes only the costs of activities emphasizing corridor and subarea studies, cost effectiveness studies, feasibility and location studies, and the preparation of related draft environmental impact studies.

44.23.02-01 West Central Transportation and Land Use Connection Study

The West Central Transportation and Land Use Connection Study is a continuing cooperative planning effort looking at the OCTC "Western Gateway" region. The study analyzes several "hot spot" areas as determined by an analysis of the traffic flows, traffic congestion, transit, and land uses within the study area. Potential impacts on transportation, transit, and land use will be examined based on existing policies and programs, as well as historical trends; recommendations will be developed on transportation

and land use policies and related topics. This study will also include an assessment on the existing active transportation system and develop improvement recommendations.

As part of this study, the bus services provided in and around the City of Middletown and Town of Wallkill will be examined 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 transit planning efforts.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Impacts and recommendations on motorized and non-motorized transportation, transit, and land use networks, and related topics; presentations and updates as necessary or requested; final study report

SCHEDULE: Study completion anticipated in spring 2022

44.23.02-02 Countywide Transit Feasibility Study

This task encompasses planning and research in preparation for a consultant-supported countywide transit feasibility study. The proposed study will assess the feasibility for expanding services and linkages throughout Orange County and determine which transit operational models best satisfy the mobility needs of the residents of Orange County while being financially feasible to operate and maintain. Staff will research best practices and evolving activities relating to county level transit operations and coordination. This task will be scoped in the 2022-2023 UPWP year. Solicitation for consulting services also may be pursued in this period. It is likely that the actual consulted-assisted study effort will begin (and be described more fully) in the next 2023-2024 UPWP.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Planning and research of countywide transit initiatives; draft scope for countywide transit feasibility study for potential procurement for study to begin in SFY 2023-2024

SCHEDULE: April 2022 – March 2023

44.23.02-03 Cooperative Community Transportation Planning Assistance

This task addresses transportation planning and design assistance for member communities looking to promote and implement sustainable transportation practices. OCTC staff, with support from the OC Planning Department, will assist local communities with tasks such as GIS analysis and map development, comprehensive plan update assistance, identification and planning for significant new development proposals that anticipate transportation system impacts, non-motorized transportation connection identification, CMAQ analysis, electric vehicle infrastructure guidance, environmental justice area analysis, and other land use and transportation tasks which seek to improve mobility needs in a sustainable manner.

Other work efforts may include a Cooperative Community Program Call for Projects, which would offer more in-depth community support in the form of studies, plans, and technical assistance. This would involve a competitive OCTC process to identify potential projects. Following such a process, OCTC staff and the applicant(s) would work to develop an appropriate scope of work and move forward with the process for engaging (a) qualified consultant(s) to assist in undertaking the cooperative planning efforts.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Community assistance as necessary; potential program solicitation for planning projects to be undertaken in the next SFY 2023-24 UPWP

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.23.02-04 Sidewalk District Feasibility Study

This consultant-supported study aims to examine the feasibility creating a sidewalk district in the City of Newburgh. Sidewalk repairs are the responsibility of the property owner and are currently not enforced. The lack of a maintained and cohesive sidewalk network creates a barrier for residents and visitors, particularly those who are disabled or elderly, in accessing jobs, transit, and recreational opportunities. Staff will draft a scope of work and establish a Technical Advisory Committee in coordination with the City. Study efforts will include, but are not limited to identifying key stakeholders, a public participation plan, evaluating the current condition of the administration and operation of the sidewalk program, reviewing and analyzing the City sidewalk inventory (completed by OCTC in 2019), and providing recommendations and strategies on implementation and adoption, including the administration and operational structure of the sidewalk district program. This also includes public outreach in the form of virtual/in-person public meetings (when appropriate), materials in Spanish and English, liaison with local community leaders, and maintaining and updating the project web presence. [This project arose out of a prior call for Cooperative Community Transportation Planning projects.]

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Final study report detailing all work efforts

SCHEDULE: April 2022 – March 2023

44.23.02-05 Coordination of Non-Emergency Human Service Transportation

OCTC, in coordination with human service transportation providers, will continue to look at ways to improve the mobility of special needs populations such as the elderly and disabled. This includes participation and support of efforts to implement the Coordinated Public Transit Human Service Transportation Plan and to assist in securing funding, such as FTA Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) funds. Staff will attend Coordination Council meetings as appropriate. The Coordination Council meets monthly and consists of human service transportation providers looking to share resources, identify barriers, and advocate to bridge gaps in transportation for those with access and functional needs.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Update CPTHSTP as necessary; coordinate with human service agencies; participate on the Coordination Council; assist with FTA Section 5310 funding

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.23.02-06 New York State Route 17M and US Route 6 Corridor Study

The New York State (NYS) Route 17M and US Route 6 Corridor Study will be a consultant-supported cooperative planning effort looking at the Rt. 17M/Rt. 6 corridor from the Town of Goshen to the Town of Wawayanda. The corridor has, and continues to undergo, development that includes large scale projects expected to bring a significant increase in travel demand. The purpose of the Study is to assist the municipalities within the study area in balancing and managing future development, growth and transportation needs along the corridor. The Study will include a needs assessment of both existing and future transportation conditions and make recommendations for transportation infrastructure

improvements in order to meet the following objectives: Improved safety along the corridor and critical intersections; improved traffic flow; making it easier to walk and bike along the corridor; recommending design concepts that improve the form and function of the roadway and critical intersections; anticipate impacted travel patterns and needs; and identify costs. The latter would include specific short-and-long term capital improvements that could be incorporated into long-range capital plans. In addition to public participation, stakeholder participants would include NYSDOT, Orange County, OCTC member municipalities, and transit providers.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Scope of work and consultant procurement; creation of a Technical Advisory Committee and public participation plan; kickoff meetings; data collection; define goals and objectives; existing conditions analysis

SCHEDULE: Approximate study completion within 18-24 months following completion of the scope of work or following consultant procurement if such assistance is part of the scope of work.

44.24.00-- SHORT RANGE TRANSPORTATION PLANNING

This task group includes the costs of activities specifically emphasizing short-range transportation system or project planning and analysis proposed in the next three to five years. Examples include management analyses of internal operations such as management/administration, maintenance, personnel, and labor relations; service planning including appropriate data base development and maintenance; Transportation Development Plan (TDP) preparation; financial management planning, including alternative fare box policies; and all short-range Transportation System Management (TSM) activities including vanpool/ridesharing, high occupancy vehicles, parking management.

44.24.01 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. This includes an emphasis on County Planning General Municipal Law Section 239 (GML §239) reviews. OCTC 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 and language 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. Staff will also coordinate with the Land Use Team on other transportation/land use planning efforts that impact the planning area and the transportation system.

OCTC 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 ensure 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 \$X, State \$X, Local \$X

DELIVERABLES: Transportation related GML §239 review recommendations; creation and maintenance of Official Maps if requested

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.24.02 Electric Vehicle Assistance

Battery and hybrid battery-electric vehicles (EVs) are becoming an important part of the transportation landscape. EVs offer environmental, economic, and energy benefits to communities of all sizes, and as consumers become aware of these benefits, EV purchases will rise. This transition is of course also being fostered via Federal and State legislation, as well as private sector actions. Anticipated growth in the EV sector creates a need to facilitate and encourage the development of a consistent and accessible network of EV supply equipment (EVSE) at home, on public streets, and in commercial settings.

Staff will provide guidance to local governments wishing to take action and implement EVSE deployment in their jurisdictions. Staff will employ existing best practices to provide recommendations regarding the steps to create, administer, and amend planning processes, rules, and regulations, and explore the potential for jurisdictions to encourage and expand EV charging station installation and use.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Draft work plan that provides guidance to local municipalities regarding EVSE implementation.

SCHEDULE: April 2022 – March 2023

44.24.03 General Planning Consultant Services

OCTC intends to hire a consultant to provide general planning services in support of UPWP activities on a task order basis. The consultant will provide technical expertise and support for MPO transportation planning activities mandated by state and federal law and outlined in the Unified Planning Work Program (UPWP). The consultant will be assigned work by individual tasks as needed. Staff will develop a scope of services and request for proposals during this UPWP year, to be followed by the solicitation process and contracting (also hopefully in this UPWP period).

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: Consultant procurement; tasks as assigned

SCHEDULE: April 2022 – March 2023

44.25.00 -- TRANSPORTATION IMPROVEMENT PROGRAM

This task includes the costs of activities specifically emphasizing TIP development and monitoring.

44.25.01 Transportation Improvement Program (TIP) Development & Management

This ongoing task includes all necessary activities to maintain the current FFY 2020-2024 TIP and develop (and maintain) the future FFY 2023-2027 TIP. Maintenance activities mainly include administrative modifications and amendments. This task also includes coordination with NYSDOT and local project sponsors, the facilitation of public involvement relating to the TIP and other activities as required.

OCTC will coordinate its air quality activities with NYMTC, DCTC and other parties as necessary and undertake air quality analyses as required to determine if the TIP is in conformity with the State Implementation Plan.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: FFY 2020-2024 TIP Amendments and administrative modifications as necessary; FFY 2023-2027 TIP Update; Amendments and administrative modifications as necessary; annual TIP Questionnaire; Federal aid project coordination with NYSDOT Region 8 Local Projects Unit

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.27.00 -- OTHER ACTIVITIES

This task group includes only the costs of those activities whose primary emphasis is unrelated to the specific types of activities described above.

44.27.01 New York State Association of MPOs

This task provides for participation of OCTC members and staff in NYSAMPO activities, as well as the cost of NYSAMPO administration. 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. NYSDOT participates in the selection of SCI projects and customarily provides half of the funding for such initiatives. 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.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: NYSAMPO staff director meetings and calls, NYSAMPO working group meetings and calls, shared cost initiative participation; AMPO membership; NYSAMPO administrative support.

SCHEDULE: Ongoing Activity; April 2022 – March 2023

44.27.02 Other Activities

This task covers the miscellaneous planning, programming, and implementation activities that staff may be required to perform throughout the year which are not otherwise covered by other task descriptions. These tasks are limited-time activities and do not warrant a separate UPWP task designation. Such tasks could include liaison, coordination, and technical assistance regarding various regional or local planning projects, alternatives analyses, environmental assessments and other activities which may affect Orange County and its transportation systems.

BUDGET ESTIMATE: Federal \$X, State \$X, Local \$X

DELIVERABLES: To be determined throughout the year as necessary

SCHEDULE: Ongoing Activity; April 2022 – March 2023

FUNDING TABLES

To be updated.