LONG RANGE TRANSPORTATION PLAN

SEPTEMBER 29, 2023

A/GFTC

Adirondack/Glens Falls Transportation Council

A/GFTC Resolution 23-04
Approving the A/GFTC Long Range Transportation Plan (*2045 Ahead*) and Albany – Schenectady - Troy Air Quality Conformity Determination

WHEREAS, the Adirondack/Glens Falls Transportation Council is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the Glens Falls Urbanized Area; and

WHEREAS, the Planning and Programming area of the Adirondack / Glens Falls Transportation Council includes the entirety of Warren and Washington Counties and the Town of Moreau in northern Saratoga County; and

WHEREAS, Title 23 CFR Part 450.324 and Title 49 CFR Part 613 require that a metropolitan transportation plan, with a horizon date of no less than 20 years from the effective date, be developed and adopted by the Metropolitan Planning Organization at an interval that is no greater than every five years; and

WHEREAS, the A/GFTC Planning Committee has developed the draft Long Range Plan (LRP), *2045 Ahead,* as the required metropolitan transportation plan for the A/GFTC area; and

WHEREAS, the Planning Committee has reviewed and approved the draft version of *2045 Ahead,* a public meeting was held to present and discuss the draft, and the Planning Committee has released it for a public comment period that exceeded the minimum of 30 days prior to consideration by the Policy Committee; and

WHEREAS, comments received from the public outreach process have been incorporated within the final version of *2045 Ahead;* and

WHEREAS, previous A/GFTC TIPs and Long Range Plans have been found to be in conformity with the State Implementation Plan for air quality (SIP), and included the required TIP/SIP conformity assessments to meet the Clean Air Act Amendments of 1990, and the EPA's final rules on conformity published in the Federal Register on 8/15/97 (40 CFR parts 51 & 93); and

WHEREAS, in conjunction with the development of the *2045 Ahead* LRP update, adoption of a new transportation air quality conformity determination for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area is also required; and,

WHEREAS, A/GFTC collaborated with the New York State Department of Transportation Regions 1, 2 and 9 and the Capital Region Transportation Council to develop the requisite draft air quality conformity determination to accompany *2045 Ahead;* and,

WHEREAS, that determination included no air quality non-exempt projects within the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area; and,

WHEREAS, the Adirondack/Glens Falls Transportation Council Planning Committee , the Capital Region Transportation Council Planning Committee, and the New York State Department of Transportation reviewed and approved the draft air quality conformity determination, releasing it for a thirty-day public comment period; and

WHEREAS, *2045 Ahead* , as the Long Range Plan for the A/GFTC Planning and Programming Area, will serve to inform and guide future federally-funded investments in the surface transportation system; and

WHEREAS, *2045 Ahead,* includes conservative financial estimates consistent with satisfying while satisfying requirements for fiscal constraint;

NOW BE IT THEREFORE RESOLVED, that the Adirondack/Glens Falls Transportation Council endorses *2045 Ahead* as the metropolitan transportation plan; and

BE IT FURTHER RESOLVED, that the Adirondack/Glens Falls Transportation Council certifies that the requirements of 23 CFR Part 450.324 (c) and Title 49 CFR Part 613 Subpart A have been met; and

BE IT FURTHER RESOLVED, that the Adirondack/Glens Falls Transportation Council Policy Committee hereby delegates any necessary amendments or modifications to this Plan that result from the ongoing performance based planning process to the Planning Committee; and

BE IT FURTHER RESOLVED, that the Council Secretary is directed to transmit *2045 Ahead* to the appropriate State and Federal agencies.

John Strough
Supervisor, Town of Queensbury
Chairman, Adirondack / Glens Falls Transportation Council

9.29.23
Date

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Maps, Figures, and Tables

INTRODUCTION

The Adirondack/Glens Falls Transportation Council (A/GFTC) is the Metropolitan Planning Organization (MPO) for Warren, Washington, and northern Saratoga County (including the Town of Moreau and the Village of South Glens Falls). Originally designated by the New York State Governor in 1982, A/GFTC is a regional association of governments, public agencies, and transportation providers responsible for conducting a continuing, cooperative, and comprehensive transportation planning process as required by federal transportation law.

As an MPO, A/GFTC produces and maintains three core planning documents. The foundation document is this Long Range Transportation Plan (LRP). Updated every five years, the LRP sets the course for future transportation system investments by detailing a vision of the desired direction and evolution of the transportation system as described by area residents, businesses, and municipal leaders. The priorities and projects identified and supported within this plan will then be incorporated into a realistic program of action through the annual Unified Planning Work Program (UPWP) and the biennial Transportation Improvement Program (TIP). The UPWP is a list of planning activities undertaken by A/GFTC in support of goals and objectives contained in the LRP, while the TIP is a five-year listing of federally funded capital projects that result from the transportation planning process.

To be effective, transportation plans must be flexible and adaptive. This LRP, *2045 Ahead,* has taken into account changing travel characteristics, evolving land use patterns, emerging technologies, and other significant modifications to the surrounding environment that may occur in the next twenty years.

2045 Ahead brings together public input, the perspective of local officials, and technical analyses undertaken by A/GFTC staff. The Plan describes existing system conditions, measures performance, identifies transportation priorities, and recommends projects and strategies to maintain and improve the system in the short- and long-term.

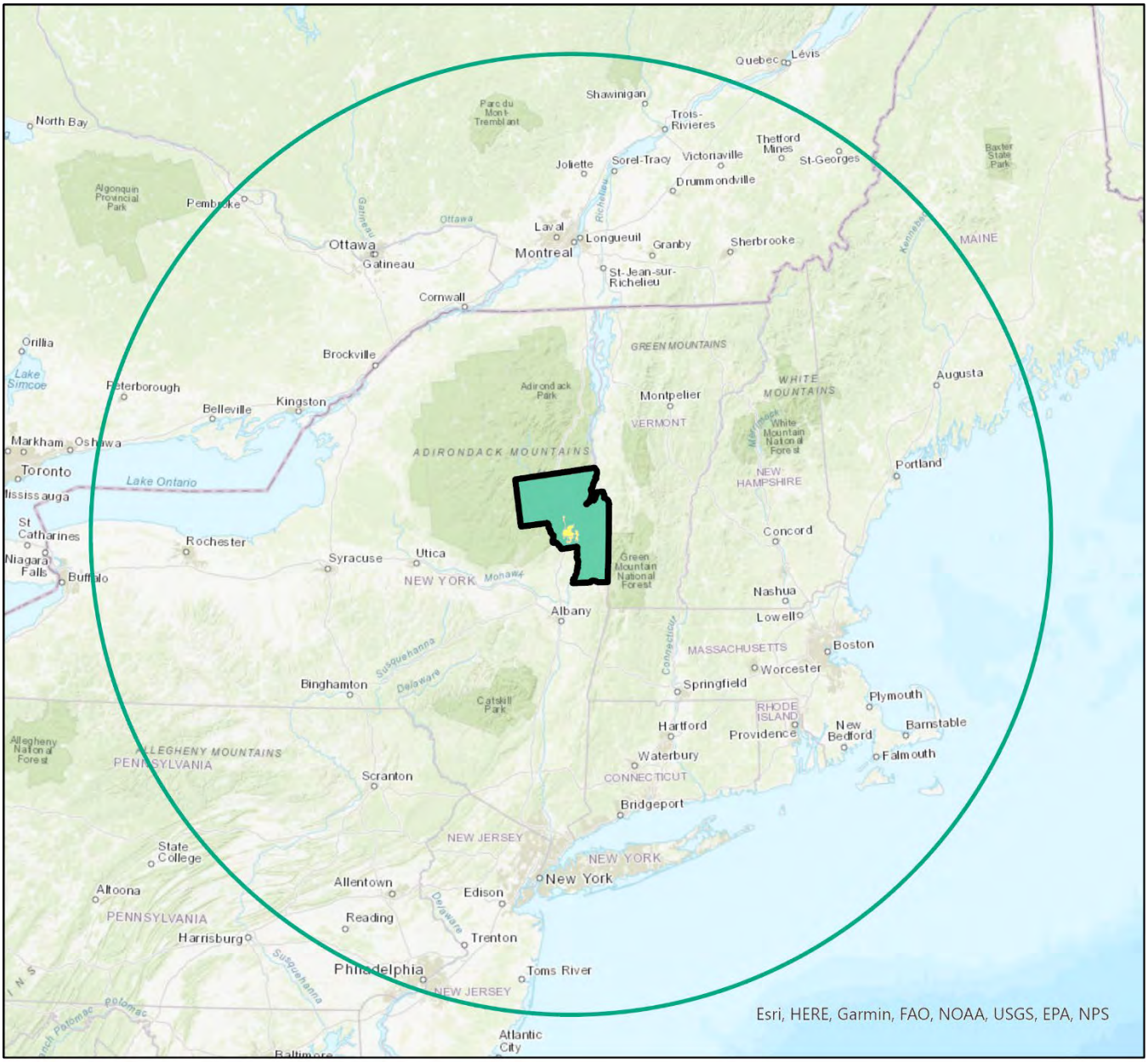
Setting

The A/GFTC Planning and Programming Area of Warren County, Washington County, and northern Saratoga County is located between the metropolitan Capital Region to the south and the Adirondack Park to the north, as shown in Map 1.

Transportation infrastructure was critical to the evolution of the region. During the late 1700s, the area was a base of military activity. In the century that followed, the Hudson River provided both a major energy source for industrial development and a mode of transportation. The 1800s saw the expansion of the state canal system and railroads which enabled industrial activity and increased settlement. During the 20th century, there was a modal shift away from canals in favor of railways to roads and highways. However, the area's significance as a regional transportation link has not diminished; the A/GFTC region was, and continues to be, dependent upon a safe and efficient transportation system.

The A/GFTC area is known for the quality of life enjoyed by its residents. Factors such as a diverse economy, cultural and recreational resources, and affordable housing in a variety of residential settings all contribute to the significant appeal of the region, as does the proximity of the Glens Falls urban area to Saratoga Springs and the Capital Region (including Albany, Schenectady, and Troy). The area is also centered within feasible driving distance of New York City, Boston, and Montréal.

Map 1: 250 mile radius around the A/GFTC Area



Jurisdictional Responsibilities

In terms of roadways, most of the funding sources administered by A/GFTC are generally limited to the Federal aid eligible network, comprised of roads and highways with the following functional classifications: principal and minor arterials, urban collectors, and major rural collectors. All public bridges within the region are also eligible for federal funding through A/GFTC. Similarly, state funds are limited to use along state highways and bridges. The total centerline mileage (689.6) of regional streets and highways that are eligible to receive federal and state funds is less than 30% of the overall mileage total. (See Map 2.) As a result, federal and state funds are a

comparatively small element of the transportation funding equation. Cities, villages, towns, and counties also contribute considerable resources to maintain their respective infrastructure while working to preserve local and regional mobility.

Functional Classification and the Federal aid eligible network

Functional Classification is defined by the role that a road or street plays in the network. Selection criteria for the various categories, as well as eligibility for most forms of federal aid, are listed below.

Federal Aid Eligible:

Principal Arterials – Rural and Urban

- Connected network of continuous routes that serve substantial statewide or interstate travel
- Carry the major portion of trips entering and leaving the area

Minor Arterials – Rural and Urban

- Work in conjunction with Principal Arterials to link cities and larger towns
- Spaced at logical intervals so that developed areas are within reasonable distance of an arterial highway
- Designed to provide for relatively high overall travel speeds with minimum interference to movements
- Carry significant intra-area travel, such as between business districts and outlying residential areas
- May link major suburban centers and carry bus routes

Collectors - Urban

- Provides land access and traffic circulation within residential neighborhoods, commercial and industrial areas.
- Accumulates traffic from local streets in residential neighborhoods and channels it into the arterial system
- Normally follows a grid pattern which is the most logical form for traffic circulation
- Integrates interstates with the arterials and augments the principal system with a lower level of mobility

Major Collector - Rural

- Routes on which the predominant travel distances are shorter than on arterials; speeds may be more moderate
- Connect towns not otherwise served by highways and other traffic generators such as schools or county parks

Not Federal Aid Eligible:

Minor Collectors - Rural

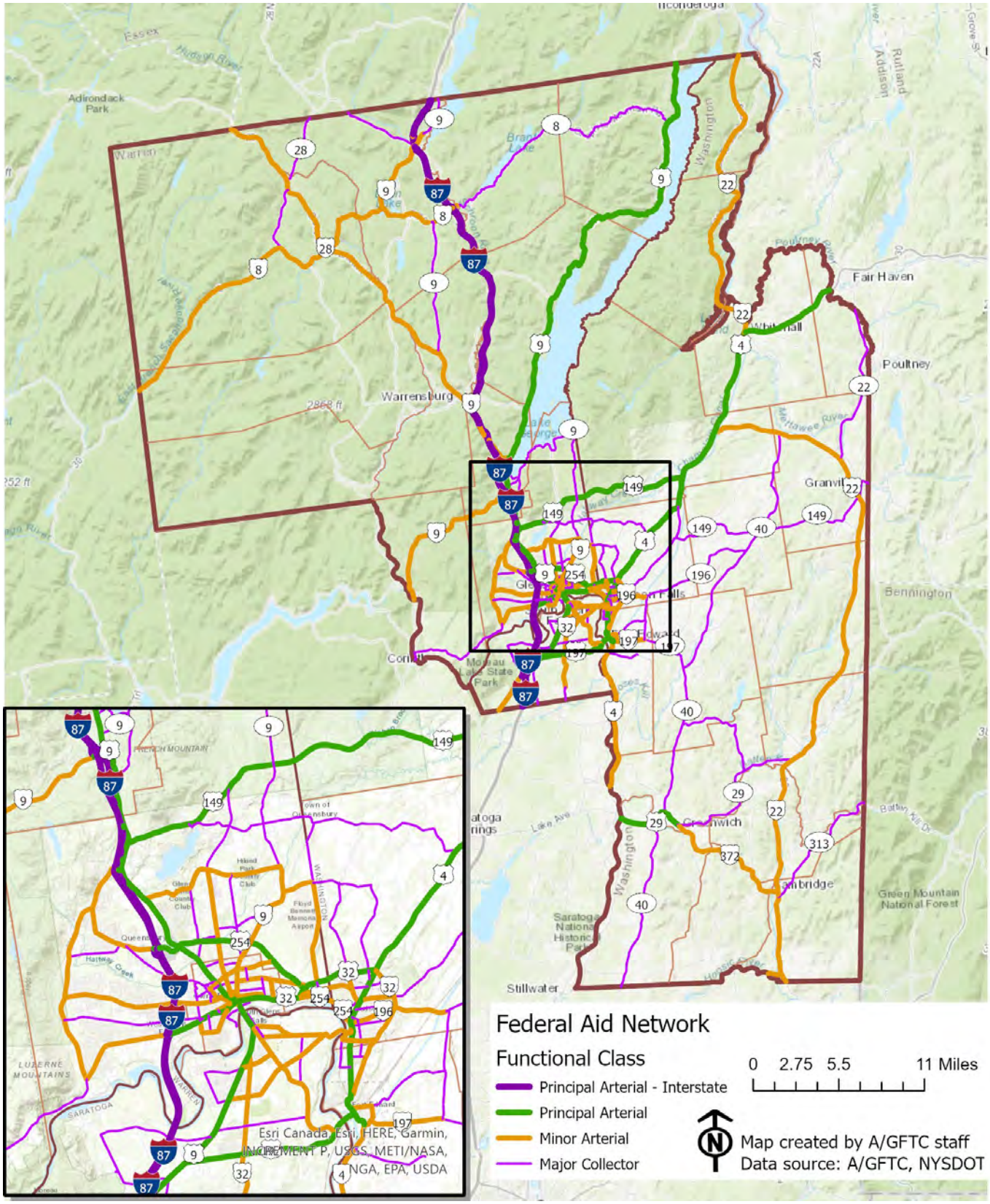
- Provide service to smaller communities
- Bring traffic to developed areas and link locally important traffic generators within their rural areas

Local Streets - Urban/Rural

- Provide direct access to land and higher ordered systems
- Lowest level of mobility; through traffic movements are usually deliberately discouraged

It is important to note that air transportation is outside of the federally mandated jurisdictional responsibility of A/GFTC, and therefore not directly addressed by this document. However, the Floyd Bennett Memorial Airport (GFL), located in the A/GFTC area, is an important driver of the area's economy, both in terms of the movement of people and goods. A/GFTC has participated in planning projects that address roadway access to/from the airport; however, the MPO is not involved in the planning or operations of the airport itself.

Map 2: Federal-Aid Eligible Roadways



A/GFTC Committee Structure

The Adirondack/Glens Falls Transportation Council consists of two principal working groups. The **Policy Committee** is responsible for reviewing and approving all A/GFTC planning activities and documents, including the TIP, UPWP, and the Long Range Plan. Policy Committee voting membership includes:

- Chairmen of the Boards of Supervisors of Warren, Washington, and Saratoga Counties
- Mayors of the City of Glens Falls and the Villages of South Glens Falls, Fort Edward, Hudson Falls, and Lake George
- Supervisors of the Towns of Moreau, Fort Edward, Kingsbury, Queensbury, and Lake George[1]
- One rural supervisor from Warren County and one from Washington County
- The Chairman of the Lake Champlain/Lake George Regional Planning Board
- The Chief Executive Officer of the Capital District Transportation Authority
- The Commissioner of The New York State Department of Transportation
- Eastern Division Canal Engineer of the New York State Canal Corporation

In addition, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the United States Environmental Protection Agency (EPA) serve as advisory members to the Council.

The **Planning Committee** serves as the recommending body to the Policy Committee. It is responsible for oversight of ongoing staff activities and reviews all major documents and actions in advance of Policy Committee consideration. The Planning Committee is made up of local highway superintendents, planning officials, and other representatives from the municipalities that vote on the Policy Committee.

Local and regional transportation issues are considered through the A/GFTC committee process. Transportation policies, programs, and projects are developed and prioritized for the area's highway, bridge, and public transportation facilities. The Council also ensures and promotes public involvement in the decision-making process as set forth in the Public Involvement Policy, (https://agftc.org/publications/public-involvement-policy/), most recently updated in 2021.

Host Agency and Staffing Arrangement

The host agency for A/GFTC is the Lake Champlain-Lake George Regional Planning Board (LC-LGRPB), which provides first-instance funding for expenses incurred by the operation of the Council.

As one of nine regional planning and development agencies in New York State, the LC-LGRPB promotes sustainable economic development that strengthens our communities and provides quality jobs, while preserving the unique natural, historical, and cultural characteristics for Clinton, Essex, Hamilton, Warren, and Washington Counties. The LC-LGRPB is also the designated area-wide clearinghouse for the intergovernmental review process. As such, it provides early notification and additional review opportunities to local governments for a wide range of federally funded projects.

[1] Pending the expansion of the Glens Falls Urban Area and associated Adjusted Urban Boundary due to the 2020 Census, the supervisors of Bolton and Fort Ann will also be included as members of the Policy Board.

Federal Legislation and Requirements

Infrastructure Investment and Jobs Act

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") was signed into law. The legislation provides $550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, mass transit, water infrastructure, resilience, and broadband.

The IIJA builds on the changes made by the previous surface transportation program, Fixing America's Surface Transportation Act (FAST Act). Enacted in 2015, the FAST Act included provisions to make the Federal surface transportation program more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving mobility, supporting economic growth including tourism, accelerating project delivery, promoting innovation, increasing safety and security for all road users, promoting system efficiency, and preserving the existing transportation infrastructure network.

In addition to continuing to support the foundational programs of the FAST Act, the IIJA established more opportunities for MPOs, tribal agencies, and local governments and introduced more than a dozen new highway programs. Relevant to A/GFTC, these include:

- Safe Streets and Roads for All (SS4A): Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).
- Carbon Reduction Program: Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
- Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT): Funds planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
- Charging and Fueling Infrastructure Program: Deploy electric vehicle (EV) charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.
- National Electric Vehicle Formula (NEVI): Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability.
- Reconnecting Communities Pilot Program: Restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.

Clean Air Act Amendments of 1990

The Clean Air Act Amendments are intended to significantly affect transportation planning, not only to achieve air quality goals but also to affect broader environmental goals related to land use, greater availability of mode choice, and reductions in vehicle miles traveled. As the designated MPO, A/GFTC is the lead agency for air quality planning in the urban area. It must ensure consistency of the TIP with regional and Statewide Implementation Plans for Air Quality. If air quality standards are not attained, A/GFTC must evaluate and adopt reasonable transportation strategies so that these standards are attained.

The Town of Moreau, in Saratoga County, had been included within the Albany-Schenectady-Troy air quality nonattainment area for ozone in 1997. In 2012, that same area achieved attainment for the 2008 ozone standard. However, even though attainment had been achieved for the newer, more stringent National Ambient Air Quality Standards, the February, 16, 2018 ruling of the DC Circuit of the United States Court of Appeals affirmed that anti-backsliding provisions within the EPA's implementation requirements prevent relief from prior requirements

if those areas have not formally been re-designated as being in attainment. The programming and reporting implications of that decision are unclear; A/GFTC will continue its collaborative relationship with the Capital Region Transportation Council to fulfill requirements as those are identified.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (1990) prohibits discrimination against anyone who has physical or mental disabilities in the areas of employment, public services, public accommodations, and telecommunications. With regard to transportation, ADA prohibits State and local governments from discriminating against people with disabilities in all programs, services, and activities, including but not limited to public transportation services provided by public entities.

New York State Legislation and Requirements

Statewide Planning Emphasis Areas

In conjunction with the development of the New York State Transportation Master Plan, the New York State Department of Transportation has identified four forward-looking principles (known as the "Forward Four"):

- Preservation First
- System not Projects
- Maximize Return on Investments
- Make It Sustainable

In addition, the Department has established a "Hierarchy of Priorities" which all actions should satisfy:

a) Demand response: Safety of the system is the key component. Keep the system safe and reliable through: demand and corrective maintenance to structures; demand maintenance to pavement and roadside appurtenances; and response and restitution of system closures/restrictions due to human and/or natural emergencies.

b) Preservation: Preserve the system through preventive maintenance and additional corrective maintenance actions.

c) Enhance Safety: Enhance the safety of the system through nominal and substantive safety countermeasures, including “systematic” improvements and spot locations.

d) System renewal: Strategically address system critical bridge replacements/major rehabs, pavement rehabs and reconstructions. System Renewal projects are considered “Beyond Preservation” projects.

e) Modernization: Improve the system through strategic added capacity projects (e.g., HOV lanes), major widening, addition of lanes, rest areas, or other enhancements to existing facilities. Modernization projects are considered “Beyond Preservation” projects.

New York State Energy Plan

The New York State Energy Plan was adopted in 2015 and amended in 2020. One focus of the plan is clean, reliable transportation. The plan includes several initiatives to support the overall goals:

- ChargeNY: seeks to build a bridge to a self-sustaining market for plug-in vehicles (PEVs)
- Clean Fleets NY and Innovative Ownership Models: works to increase the number of zero-emission vehicles in the statewide transportation fleet

- Financial Mechanism to Capture Value of Alternative Transportation: looks to increase investment in alternative clean transportation infrastructure that supports increased use of bicycle, pedestrian, public transit, and intercity passenger rail modes can reduce the consumption of petroleum imported from out-of-state
- Smart Mobility through Improved Information and Communication: seeks to develop and demonstrate new technologies through collaborations with private sector leaders to build smart and efficient mobility into the State's transportation system

Community Risk and Resiliency Act

New York State enacted the Community Risk and Resiliency Act (CRRA) in 2014. The purpose of the law is to ensure that certain state monies, facility-siting regulations, and permits include consideration of the effects of climate risk and extreme-weather events. CRRA includes five major provisions:

1. Adoption of science-based sea-level rise projections
2. Consideration of sea-level rise, storm surge and flooding (coastal and inland)[1] in facility siting, permitting and funding
3. Inclusion of mitigation of sea-level rise, storm surge and flooding in the list of Smart Growth Public Infrastructure Policy Act criteria
4. Development of model local laws to enhance community resiliency
5. Development of guidance on the use of natural resources and natural processes to reduce risk

The Smart Growth Public Infrastructure Policy Act (SGPIPA)

The SGPIPA, enacted in 2010, was intended to shift state spending on transportation, sewer/water treatment, water, education, housing, and other publicly supported infrastructure projects away from sprawl and toward compact development that conserves resources. To that end, the SGPIPA originally established ten smart-growth criteria to be used by state public-infrastructure agencies when approving, undertaking, supporting or financing public-infrastructure projects. CRRA amended this law to add mitigation of risk due to sea-level rise, storm surge and flooding to the list of smart-growth criteria used to evaluate public-infrastructure projects.

The ten criteria originally included in the SGPIPA are as follows:

1. To advance projects for the use, maintenance or improvement of existing infrastructure
2. To advance projects located in municipal centers
3. To advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan
4. To protect, preserve and enhance the state's resources, including agricultural land, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and significant historic and archaeological resources
5. To foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income and age groups
6. To provide mobility through transportation choices including improved public transportation and reduced automobile dependency
7. To coordinate between state and local government and intermunicipal and regional planning
8. To participate in community based planning and collaboration
9. To ensure predictability in building and land use codes
10. To promote sustainability by strengthening existing and creating new communities that reduce greenhouse gas emissions and do not compromise the needs of future generations, by, among other means,

encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation

CRRA added an eleventh smart-growth criterion to the SGPIPA:

11. To mitigate future physical climate risk due to sea-level rise, storm surges and flooding, based on available data predicting the likelihood of future extreme weather events, including hazard risk analysis data, if applicable

Planning Principles for A/GFTC

As the document which will guide all MPO activities for the next twenty years, *2045 Ahead* seeks to synthesize the priorities of residents, workers, and visitors in the A/GFTC area with national, statewide, and regional priorities for transportation. As part of previous long-range planning efforts, A/GFTC established principles to guide the planning and programming activities in the MPO. These have been updated for the *2045 Ahead* plan. The principles are:

Strengthen and support regional character and economic vitality

- Maintain or improve the features that make the area an attractive place to live, work, and visit
- Coordinate land use planning, economic development, and transportation planning
- Build and strengthen opportunities for collaboration at the local, regional, and statewide level
- Support a diverse freight network including rail and water-borne modes
- Continually improve public participation and integrate equity into the planning process

Integrate all transportation modes

- Support and promote multimodal access for users of all ages and abilities through Complete Streets principles
- Prioritize capital projects that include meaningful accommodations for bicyclists and pedestrians
- Improve the span, scope, and coordination of public transportation services

Balance system maintenance and expansion

- Maintain and maximize the utility of the existing transportation system through improvements that address pavement condition, safety, intersection operation, access, and multimodal accommodations
- Address recurring vehicle congestion while incorporating meaningful demand management measures

Protect the environment

- Integrate measures to reduce greenhouse gas emissions by improving congestion and reducing single-occupancy vehicle trips
- Support the expanded feasibility of alternative fuel vehicles
- Encourage infill development and redevelopment through the prioritization of system investments

Adapt to innovation

- Improve and expand technological and analytical capabilities
- Monitor new programs and funding streams as needed
- Identify opportunities for innovative transportation planning

Demographic Trends

When setting forth priorities for transportation planning, it is important to examine demographic trends to reveal potential demand for transportation infrastructure and services. In addition, age, employment patterns, and other factors can affect travel behavior and thereby influence the priorities for the transportation network.

Population and Housing Data

The growth of the population at the town and county level are shown in Table 1 and Map 3. In general, there was a decline in most of the municipalities in the A/GFTC area; only five municipalities had increases in population over 2010 levels. Overall, the population of the A/GFTC area declined by -0.3% from 2010-2020.

Table 1: Population Growth, 2000-2020

Data source: US Decennial Census via https://data.census.gov/

Name	2000 Pop.	2010 Pop.	2020 Pop.	2000-2010	2010-2020
Bolton	2,117	2,326	2,012	9.9%	-15.6%
Chester	3,614	3,355	3,086	-7.2%	-8.7%
Glens Falls	14,354	14,700	14,830	2.4%	0.9%
Hague	854	699	633	-18.1%	-10.4%
Horicon	1,479	1,389	1,471	-6.1%	5.6%
Johnsburg	2,450	2,395	2,143	-2.2%	-11.8%
Lake George	3,578	3,515	3,502	-1.8%	-0.4%
Lake Luzerne	3,219	3,347	3,079	4.0%	-8.7%
Queensbury	25,441	27,901	29,169	9.7%	4.3%
Stony Creek	743	767	758	3.2%	-1.2%
Thurman	1,199	1,219	1,095	1.7%	-11.3%
Warrensburg	4,255	4,094	3,959	-3.8%	-3.4%
Warren County	**63,303**	**65,707**	**65,737**	**3.8%**	**0.0%**
Argyle	3,688	3,782	3,644	2.5%	-3.8%
Cambridge	2,152	2,021	1,952	-6.1%	-3.5%
Dresden	677	652	537	-3.7%	-21.4%
Easton	2,259	2,336	2,279	3.4%	-2.5%
Fort Ann	6,417	6,190	5,812	-3.5%	-6.5%
Fort Edward	5,892	6,371	5,991	8.1%	-6.3%
Granville	6,456	6,669	6,215	3.3%	-7.3%
Greenwich	4,896	4,942	4,868	0.9%	-1.5%
Hampton	871	938	857	7.7%	-9.5%
Hartford	2,279	2,269	2,193	-0.4%	-3.5%
Hebron	1,773	1,853	1,786	4.5%	-3.8%
Jackson	1,718	1,800	1,723	4.8%	-4.5%
Kingsbury	11,171	12,671	12,968	13.4%	2.3%
Putnam	645	609	567	-5.6%	-7.4%
Salem	2,702	2,715	2,612	0.5%	-3.9%
White Creek	3,411	3,356	3,275	-1.6%	-2.5%
Whitehall	4,035	4,042	4,023	0.2%	-0.5%
Washington County	**61,042**	**63,216**	**61,302**	**3.6%**	**-3.1%**
Saratoga County (Moreau)	**13,826**	**14,728**	**16,202**	**6.5%**	**9.1%**
A/GFTC Area	**138,171**	**143,651**	**143,241**	**4.0%**	**-0.3%**

To gain an understanding of future population projections, data from the Cornell Program on Applied Demographics (PAD) was utilized. This dataset provides population projections on a county-, region-, and state-wide basis through the year 2020. As seen in Figures 1 and 2, Warren and Washington County are projected to continue to decline in population (negative population growth) through 2040, while Saratoga County, the Capital District, and New York State will continue to gain population. As a result, by 2040 Warren County is projected to have a population of 62,314 (down from a 2023 estimate of 63,938), Washington County is projected to have a population of 59,196 (down from a 2023 estimate of 61,029), and Saratoga County is projected to have a population of 252,521 (up from a 2023 estimate of 238,304).

Figure 1: Population Projections by County

Data Source: Cornell Program on Applied Demographics via https://pad.human.cornell.edu/counties/projections.cfm

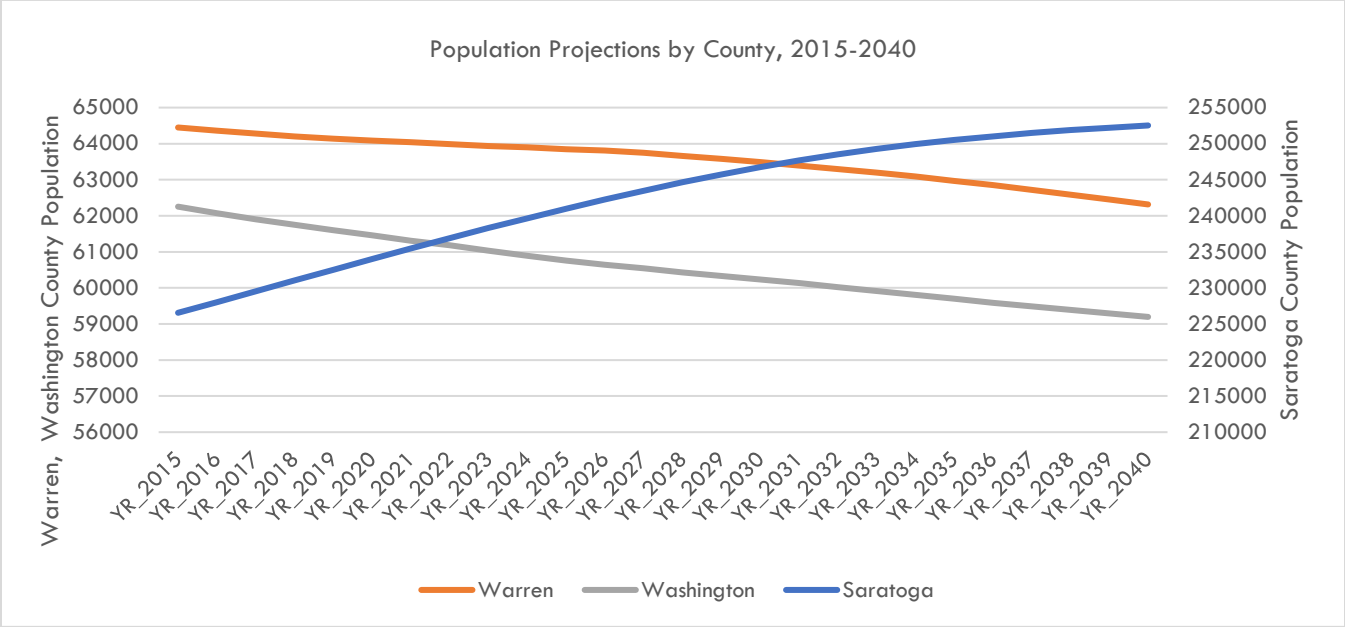
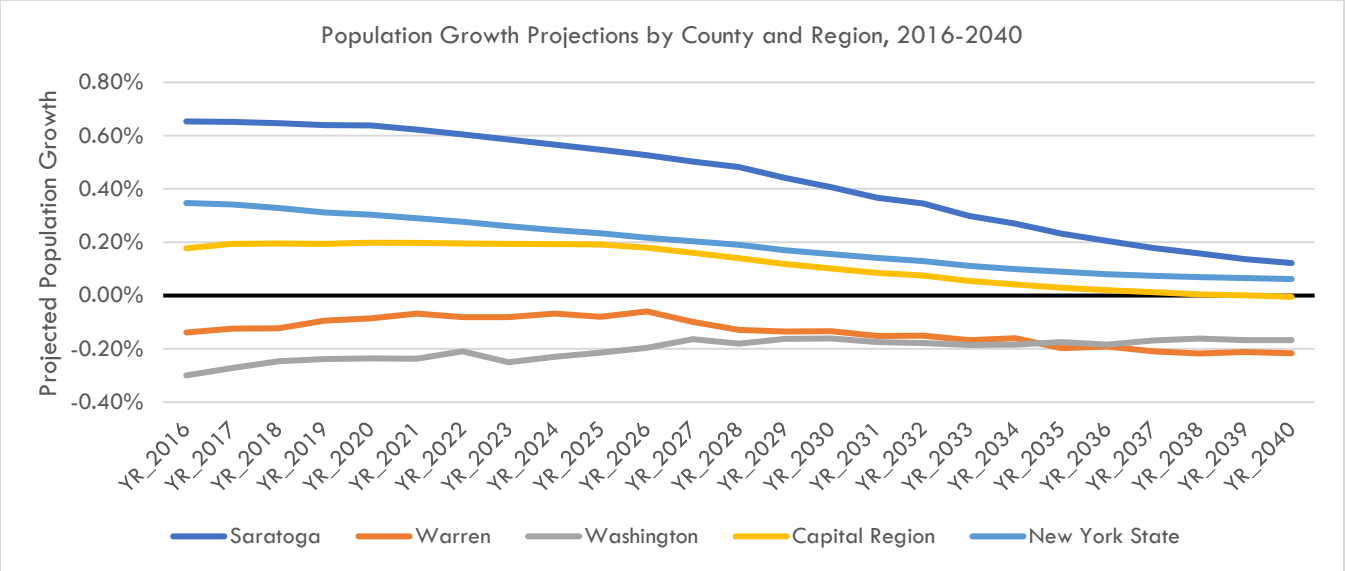
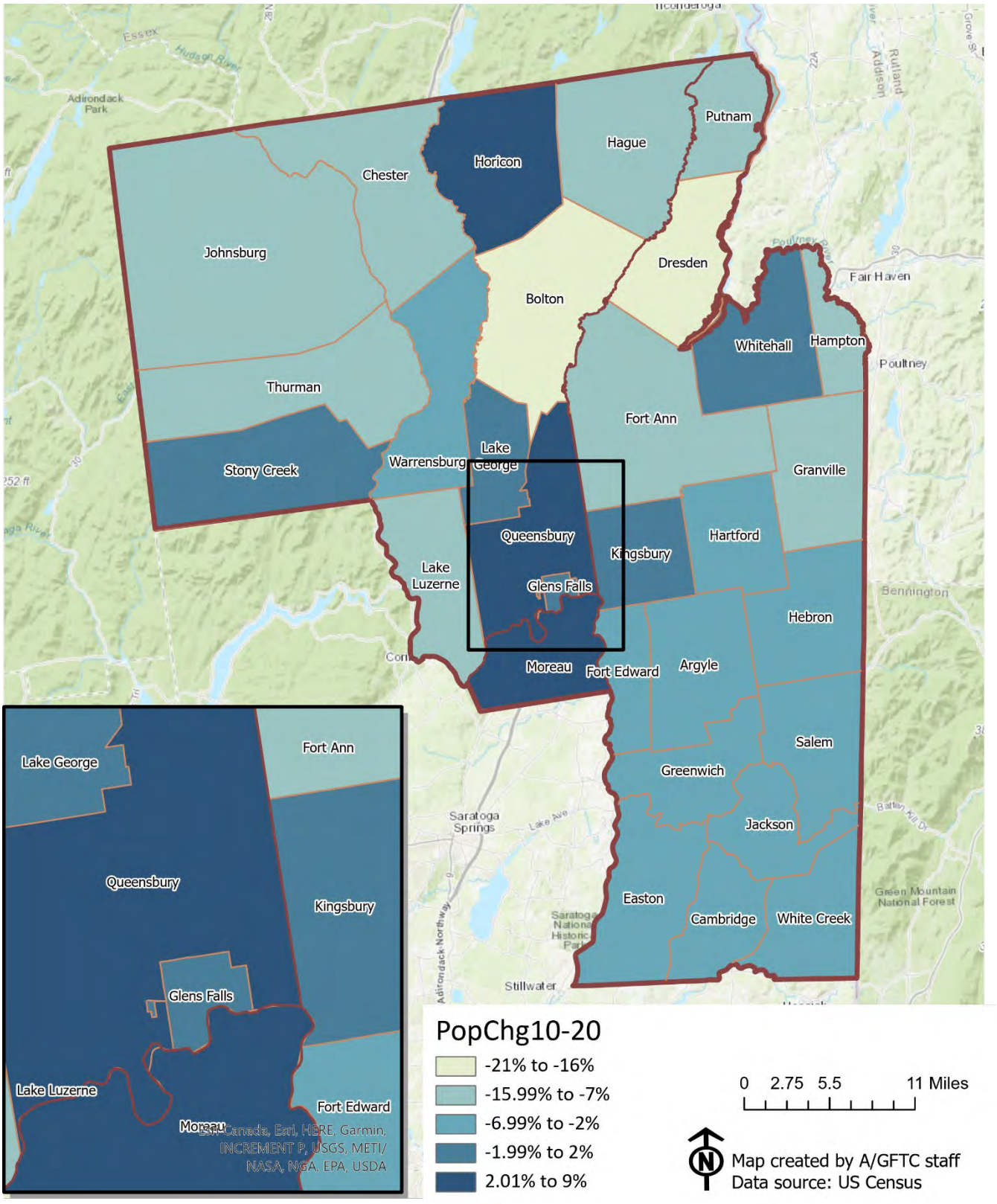


Figure 2: Population Growth Projections by County and Region

Data Source: Cornell Program on Applied Demographics via https://pad.human.cornell.edu/counties/projections.cfm



Map 3: Rate of Population Change, 2010-2020



Housing and Transportation Insecurity

Housing and transportation represent a reciprocal relationship: the location of houses affects travel patterns and traffic, while access to transportation can in turn affect housing location. In the A/GFTC area, this issue is complicated by the significant number of seasonal homes, especially in northern Warren and Washington County. Recent changes to data collection methods at the US Census also have made it difficult to ascertain where housing is growing in the region. As such, mapping the number or change in housing units does not provide sufficient context for the purposes of long range transportation planning.

Instead, the link between housing and transportation has been examined through the lens of equity - specifically, metrics concerning housing affordability and transportation accessibility as provided by the USDOT Climate and Economic Justice Screening Tool (CEJST). In terms of housing, Map 2 shows the percentage of households that are both earning less than 80% of Housing and Urban Development's Area Median Family Income and are spending more than 30% of their income on housing costs. Conversely, Map 3 quantifies transportation insecurity, or the average relative cost and time spent on transportation relative to all other tracts; in simpler terms, a higher index rating identifies tracts where residents spend more and take longer to get where they need to go. This disproportionately affects the communities in Chester, Johnsburg, Thurman, Stony Creek, Warrensburg, Fort Ann, Hartford, and Argyle.

This analysis shows that, with the exception of the Hartford area, many of the residents impacted by high housing costs are located in and around the urbanized area. Conversely, these locations have the lowest transportation insecurity. This creates a dynamic in which lower-income individuals and families may be faced with the choice between affordable housing and access to transportation resources. In addition, by being forced to move to more rural areas in order to afford housing, access to employment and needed human services may also be much more difficult.

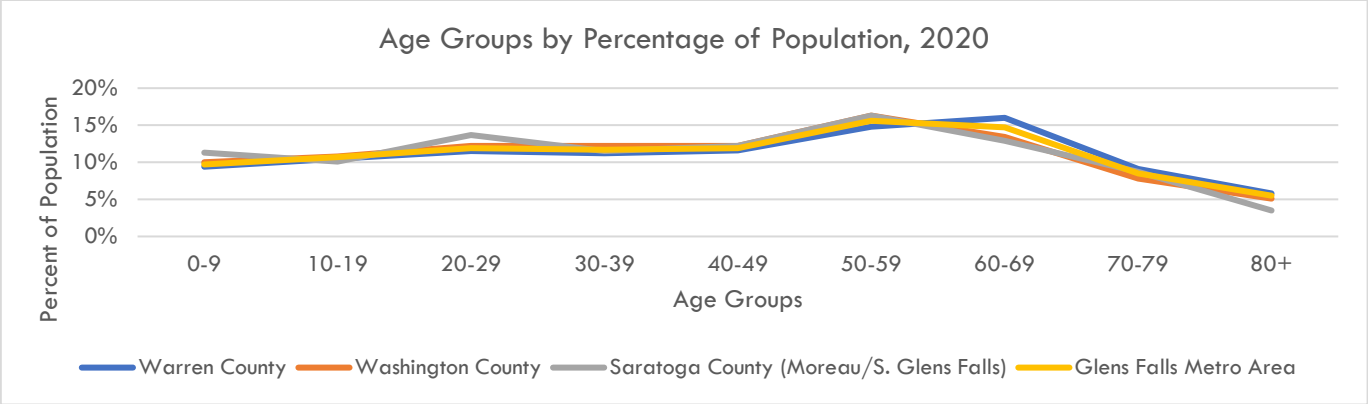
Age

Like many areas of New York, certain portions of the A/GFTC area have a high concentration of senior residents. This affects the transportation system in a variety of ways; for example, travel patterns shift as people retire and no longer commute to work on a daily basis. In addition, aging can reduce the ability to drive, thus increasing reliance on friends, family, or public transportation to meet mobility needs. Map 5 shows the distribution of the senior population; northern Warren and Washington county in particular have high concentrations of individuals over 65.

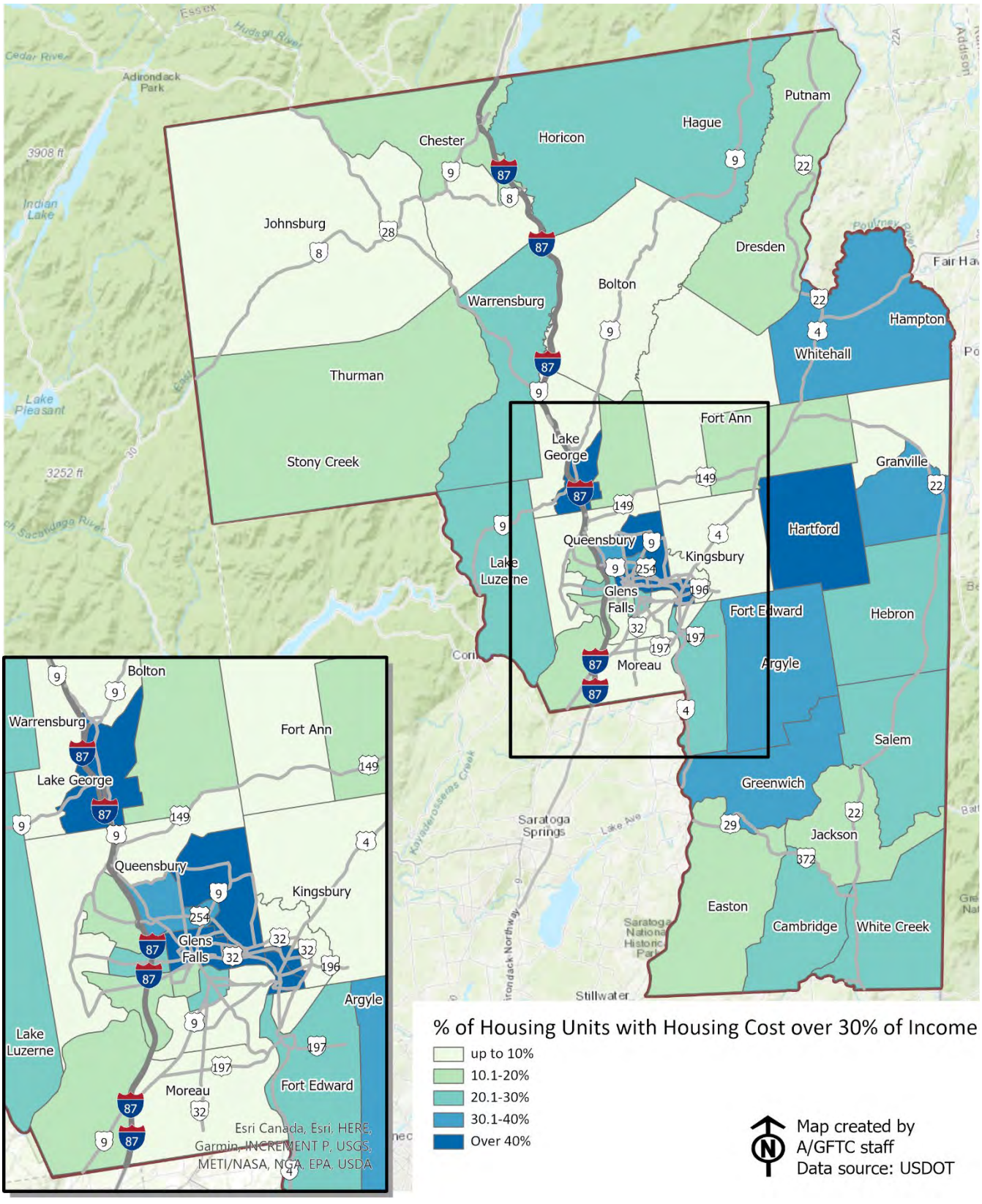
The distribution of age cohorts for each county and the urbanized area are shown in Figure 3. The distribution is relatively uniform apart from the 20-29 age group, which has a higher concentration in Moreau and South Glens Falls, and the 60-69 age group, which is found in higher numbers in Warren County.

Figure 3: Age by County/Urban Area

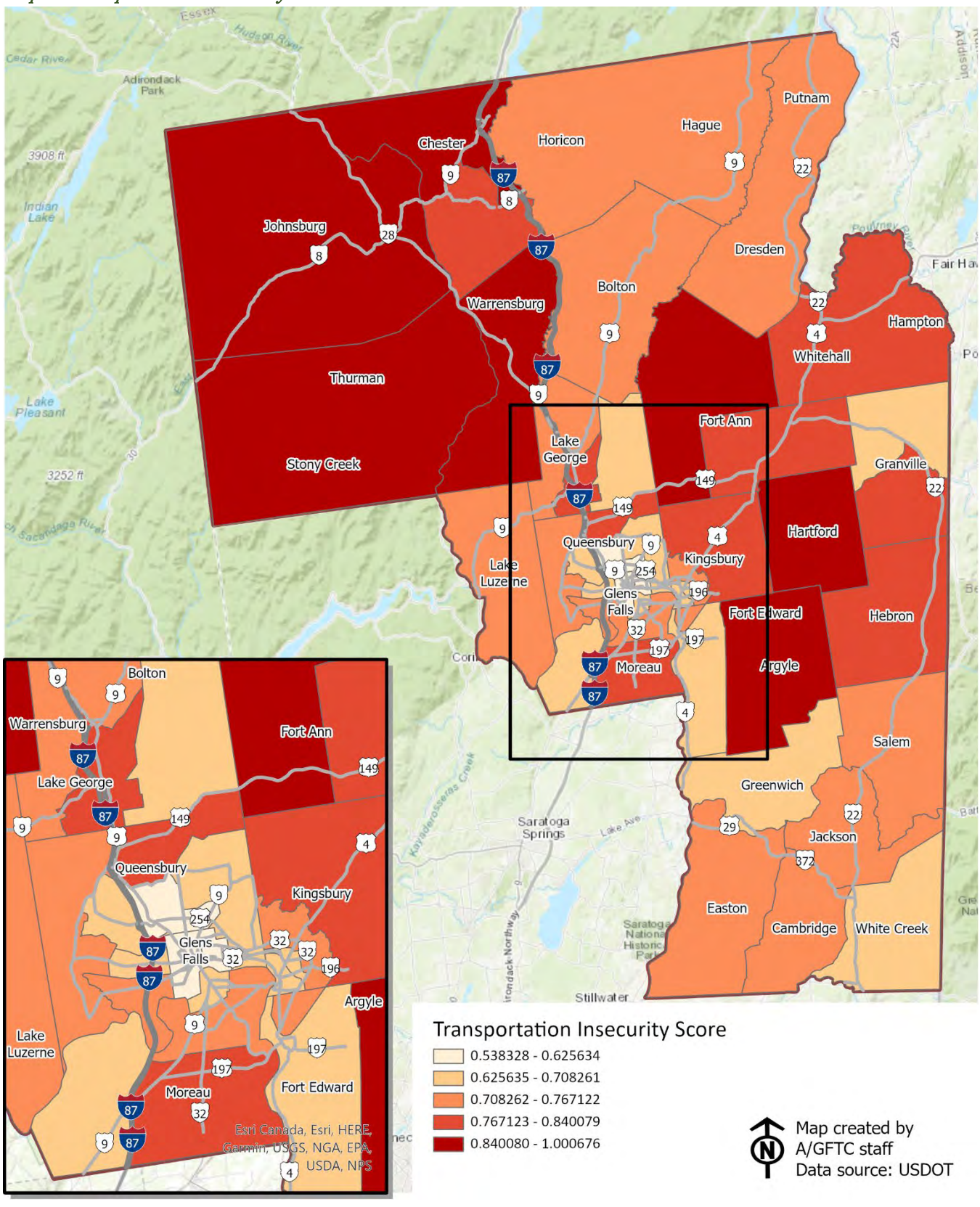
Data source: US Census via https://data.census.gov/



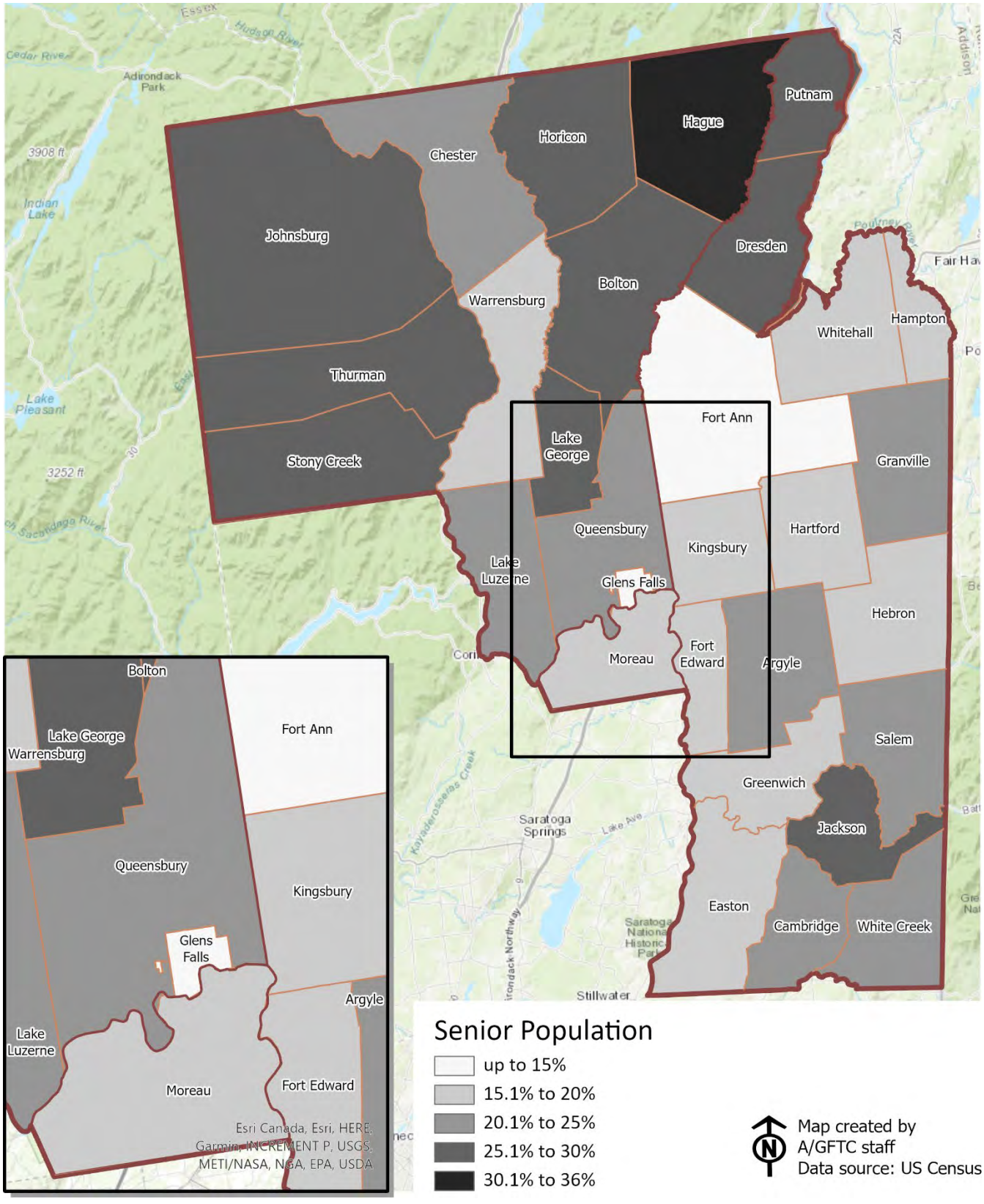
Map 4: Housing Burden



Map 5: Transportation Insecurity Index



Map 6: Senior Population



Employment

Like much of the country, the A/GFTC area experienced a rise in unemployment due to the COVID-19 pandemic. However, according to data from the NYS Department of Labor Current Employment Statistics (CES), the region has largely recovered and current unemployment rates are comparable to 2019 levels. (See Figure 4). Data also shows that overall, there are fewer jobs in 2022 compared to 2019 in many sectors, most notably in the Leisure & Hospitality and Trade, Transportation & Utilities sectors (Figure 5). This data set pertains to the Glens Falls Metropolitan Statistical Area, which does not include the Town of Moreau or the Village of South Glens Falls.

Figure 4: Unemployment Rates, 2019-2022

Data Source: NYS Department of Labor Current Employment Statistics via https://dol.ny.gov/current-employment-statistics-0

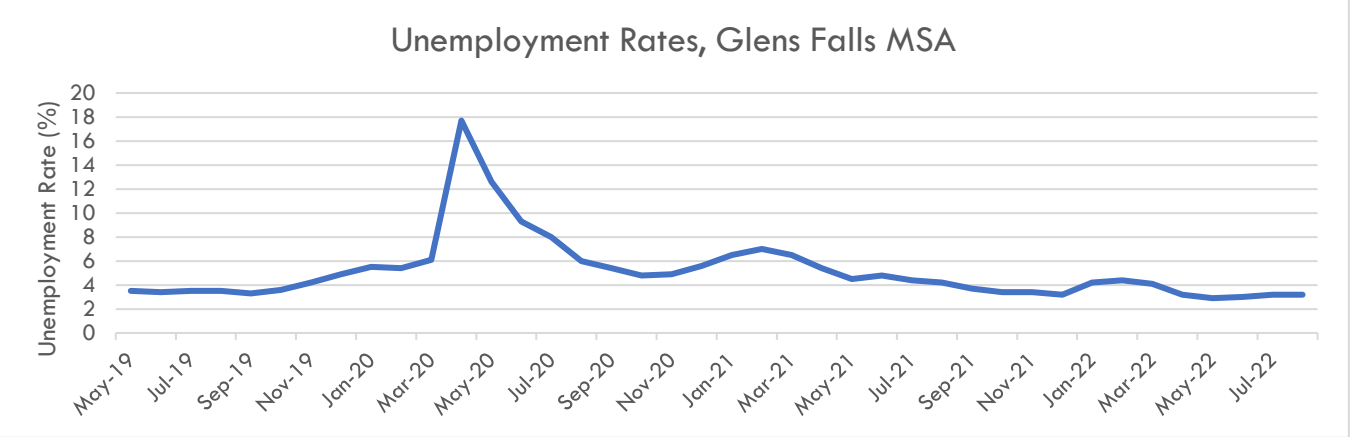
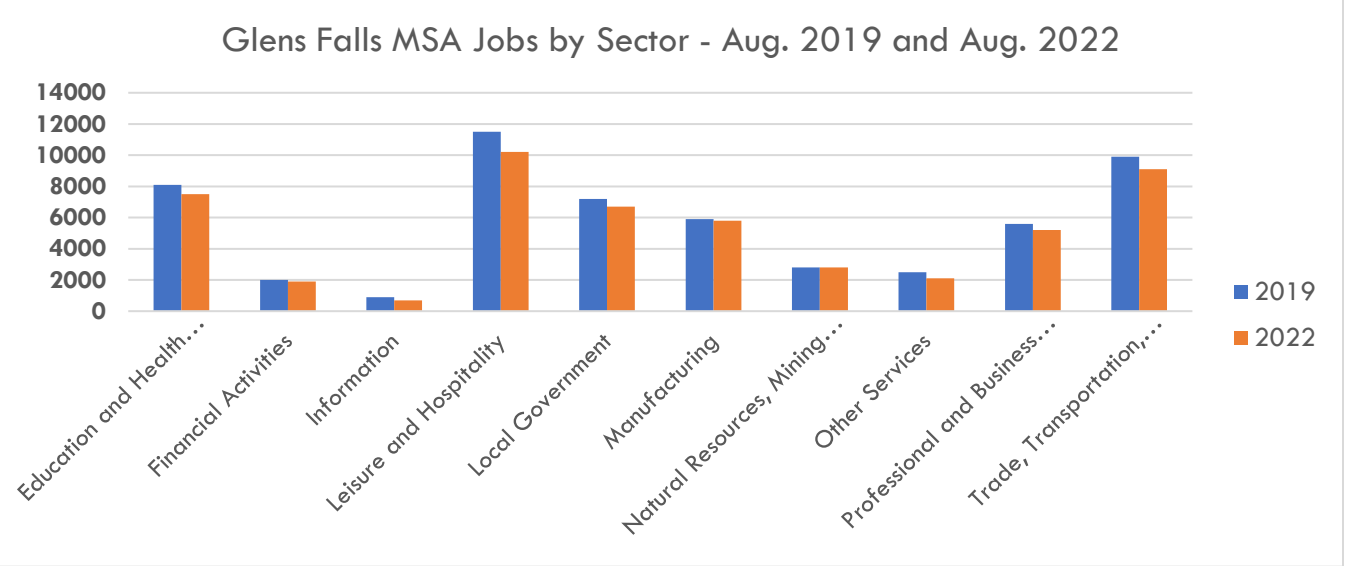


Figure 5: All Jobs by Industry Sector, 2019-2022

Data Source: NYS Department of Labor Current Employment Statistics via https://dol.ny.gov/current-employment-statistics-0



Although analyzing the types of jobs held by residents of the A/GFTC area is important, for the purposes of this plan it is perhaps more relevant to examine where these jobs are located. Job location affects transportation systems, both in terms of commuting and public transportation.

According to the U.S. Census[2], about two-thirds of the employed residents of the A/GFTC area work 24 miles or less from their home. (See Figure 6.) For workers who travel outside of the area, the most common commuting pattern is southbound to Saratoga, Wilton, and the Albany area. See Map 7 for the distribution of A/GFTC resident employment throughout the region.

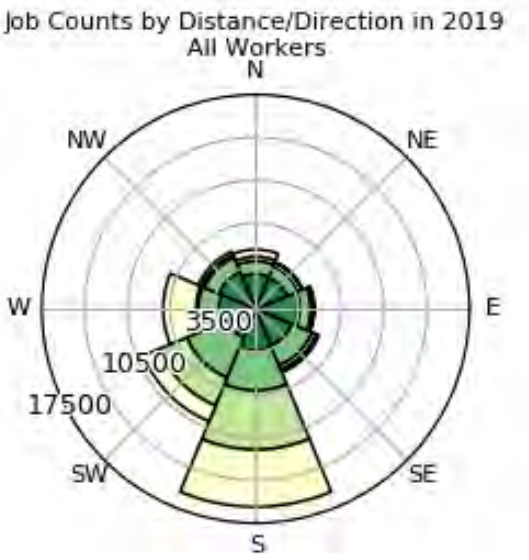
The location of jobs inside and outside the A/GFTC area is another important consideration. According to the U.S. Census, in 2019 about 55% of employed residents in the A/GFTC area also worked within the MPO boundary. Conversely, about 45% of working residents travel outside the area for employment, while just over 33% of people working in the A/GFTC area live outside the MPO boundary. (See Figure 7.)

Figure 7: Employment Inflow/Outflow

Data Source: US Census via https://onthemap.ces.census.gov/

Figure 6: Employment Distance & Direction

Data Source: US Census via https://onthemap.ces.census.gov/

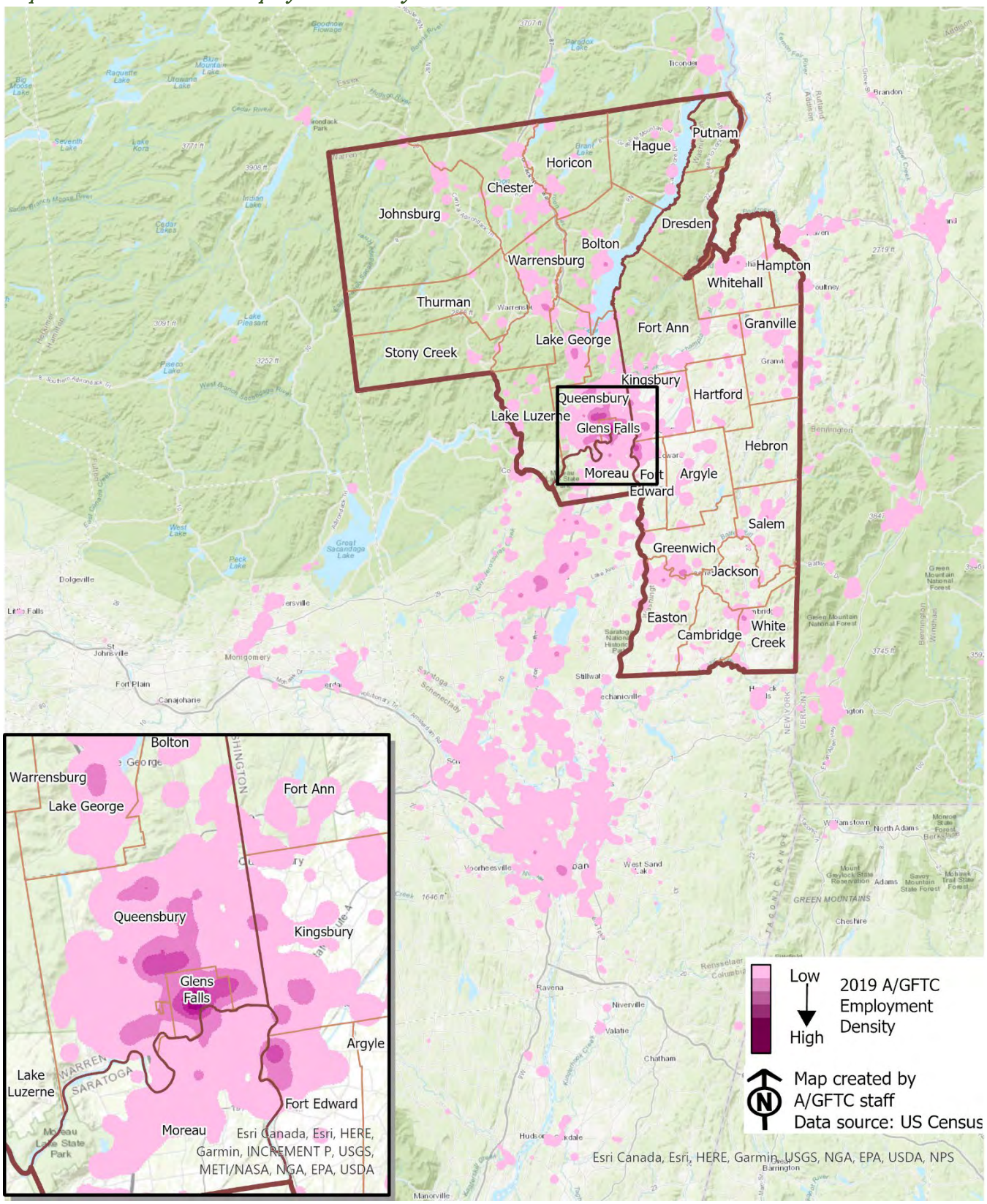


Jobs by Distance - Home Census Block to Work Census Block

	2019 Count	2019 Share
Total All Jobs	58,170	100.0%
Less than 10 miles	24,793	42.6%
10 to 24 miles	14,300	24.6%
25 to 50 miles	9,054	15.6%
Greater than 50 miles	10,023	17.2%

[2] Data from 2019 was selected to account for pre-COVID conditions.

Map 7: A/GFTC Resident Employment Density



Public Outreach and Input

A/GFTC has demonstrated a continued commitment to conducting meaningful public outreach and input in all MPO products. Since the Long Range Plan sets the course for the next twenty years, public input is crucial to shape the content of the document and to provide comments on the final plan. This planning effort builds on the framework set forth for the last LRP update, which included a public survey and a public meeting on the draft plan held on August 9, 2023. In addition, a copy of the plan itself and a digital recording of the presentation were made available throughout the public comment period.

Public Survey

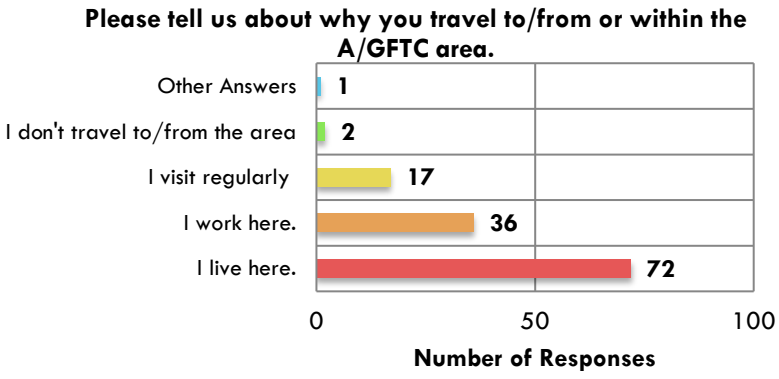
The core of the public outreach effort was an online survey and mapping platform, with a paper format available on request. Press releases were submitted to all local media. The survey was also made available on the A/GFTC website and Facebook page. In addition, the survey was promoted on Facebook, with a geographically oriented market roughly equal to the A/GFTC planning area. The survey links were available from 5/5/2023 to 6/5/2023. In that time, 85 survey responses were received.

The survey questions were formulated to provide input at a scale appropriate for a Long Range Plan. By design, the questions were general and intended to gather information at the regional level. In addition, questions were formulated to provide data in a useable format; open-ended questions were minimized in favor of multiple-choice options. An interactive map was also created which allowed users to note the locations of issues relating to safety, pavement/bridge condition, traffic congestion, and bicycle/pedestrian modes. A total of 77 map comments were received, reflecting the input of 26 respondents. A mock budgeting tool was also deployed; however, with only 11 responses, the input received is not reflective of the overall survey.

It is important to note that the Long Range Plan Survey was elective; although useful for planning purposes, the results of the survey should not be extrapolated to represent a broader population.

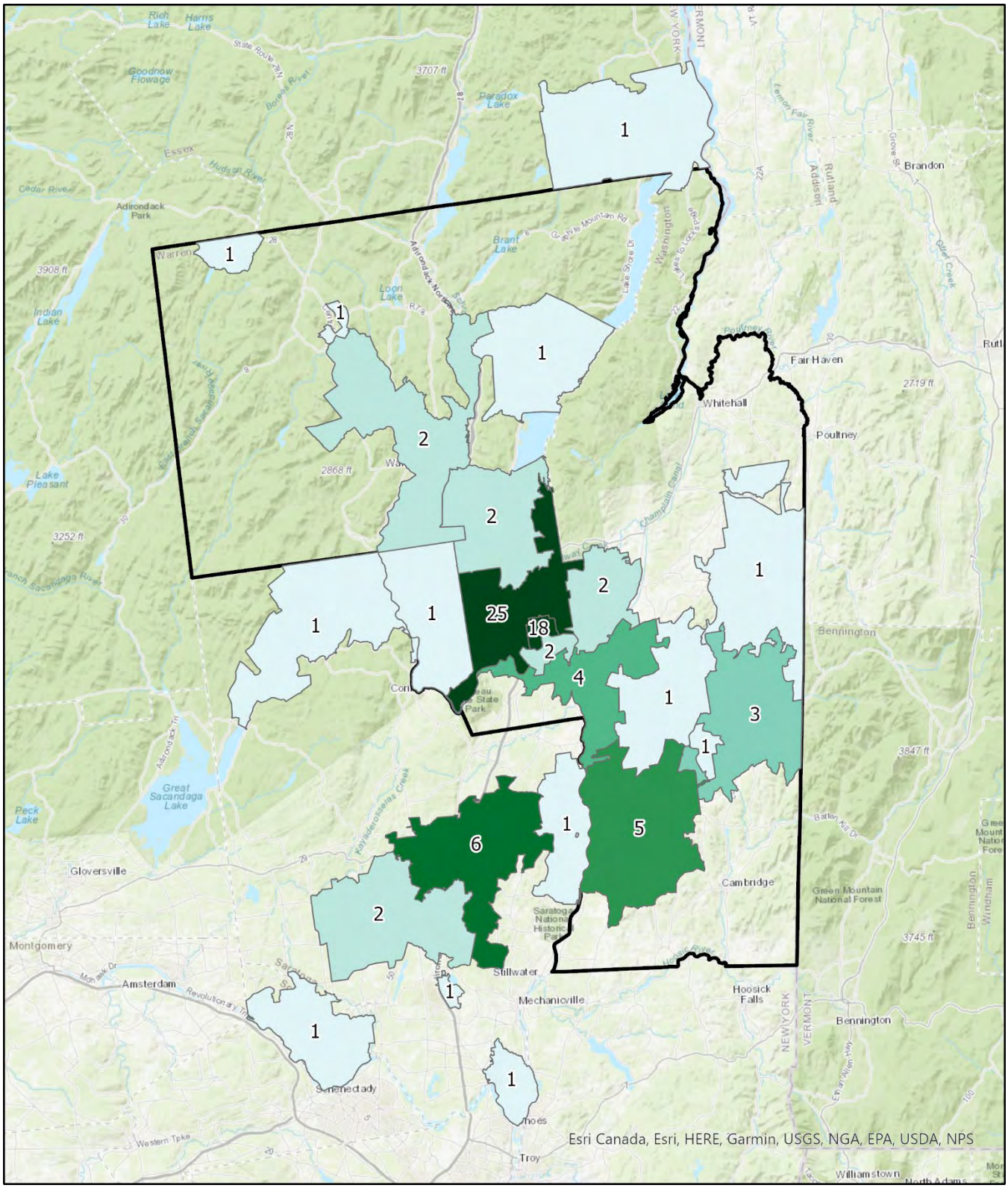
Geographic representation

Figure 8: Relationship to A/GFTC Area



The survey was targeted to residents, employees, and and/or regular visitors to the A/GFTC area. Figure 8 illustrates the geographic representation of the responses, indicating that the majority of respondents either live or work in the region, or both. The geographic distribution of survey respondents by home zip code can be seen in Map 8, which confirms that most responses came from people living within or adjacent to the MPO planning and programming area.

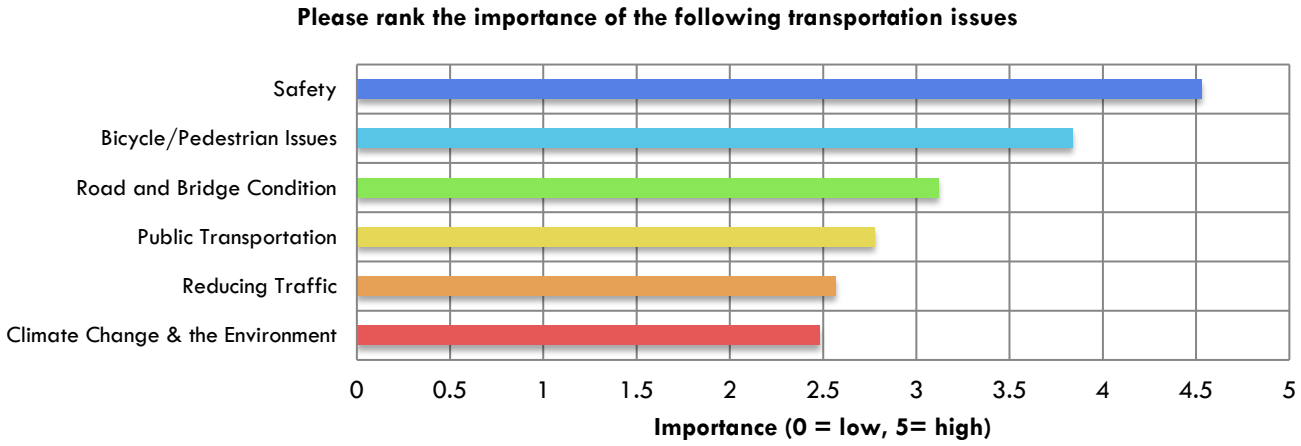
Map 8: Survey Response Locations by Zip Code



Survey Questions

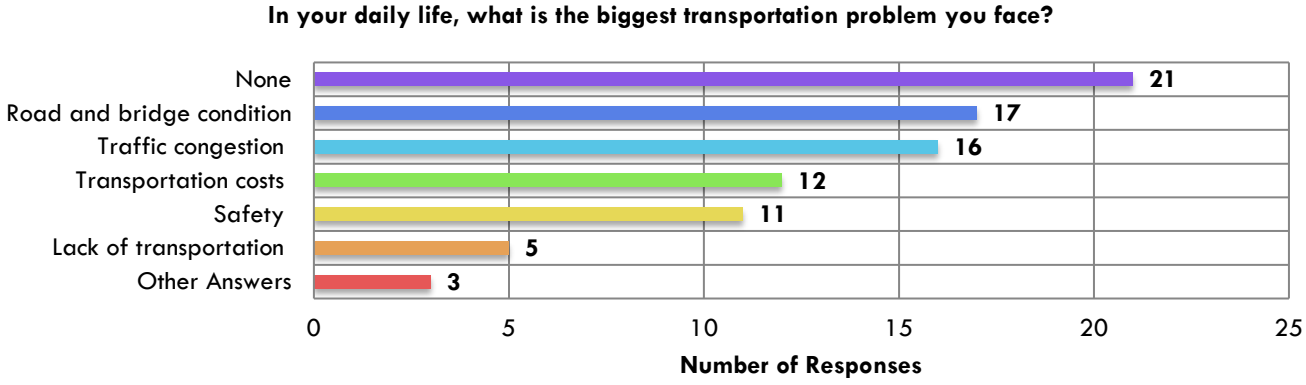
To determine which topic areas are of greatest concern, the survey respondents were asked to rank transportation considerations from least to most important (Figure 9). Overall, safety was the most important, followed by bicycle/pedestrian issues. Road and bridge condition ranked third and public transportation was fourth. Reducing traffic congestion and addressing climate change/environmental issues were the bottom ranked at fifth and sixth, respectively.

Figure 9: Transportation Priorities



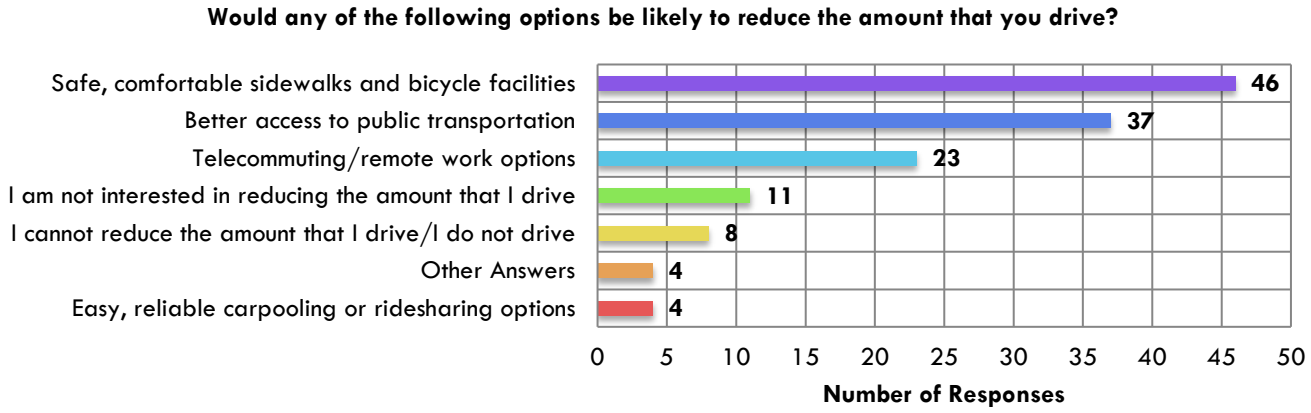
The survey also asked about transportation problems faced by respondents on a regular basis (see Figure 10). For this question, respondents could select only one option. The most common response was "none". Road/bridge conditions and traffic congestion were cited almost equally, with seventeen and sixteen responses respectively. Transportation costs and safety were almost tied at twelve and eleven responses. Lack of transportation was an issue for five respondents, while the final three faced other issues.

Figure 10: Transportation Problems



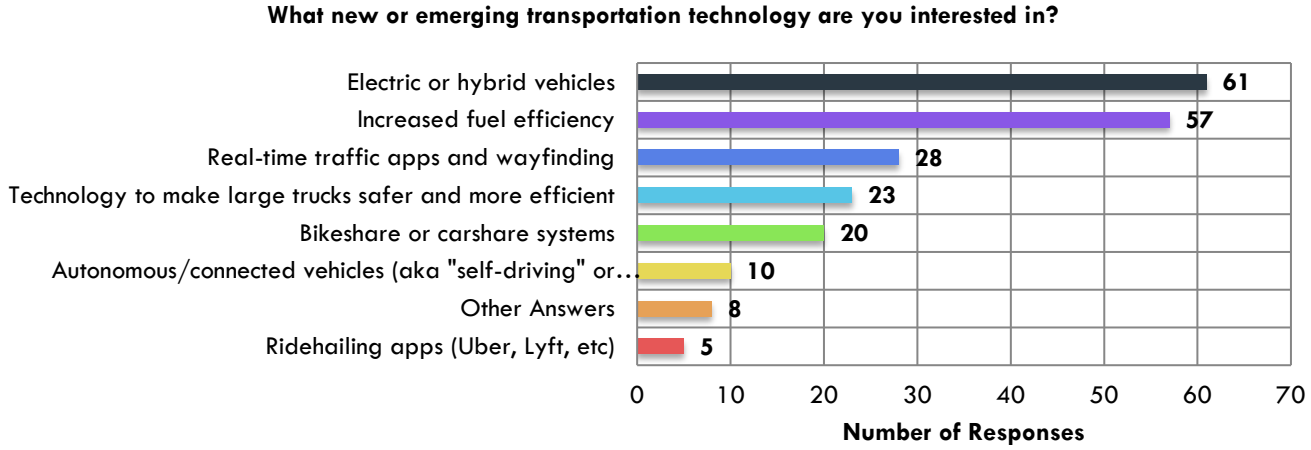
Respondents were also asked whether certain factors would be likely to reduce the amount they drive. For this question, multiple selections were permitted. As can be seen in Figure 11, over 50% of respondents indicated improved sidewalks and bicycle facilities would get them to drive less. Of the remaining options, 37 people said that better access to public transportation would make an impact, while telecommuting would influence twenty three people. A total of 19 respondents indicated they could not or were not interested in driving less. Ridesharing and other answers each had four responses.

Figure 11: Alternatives to Driving



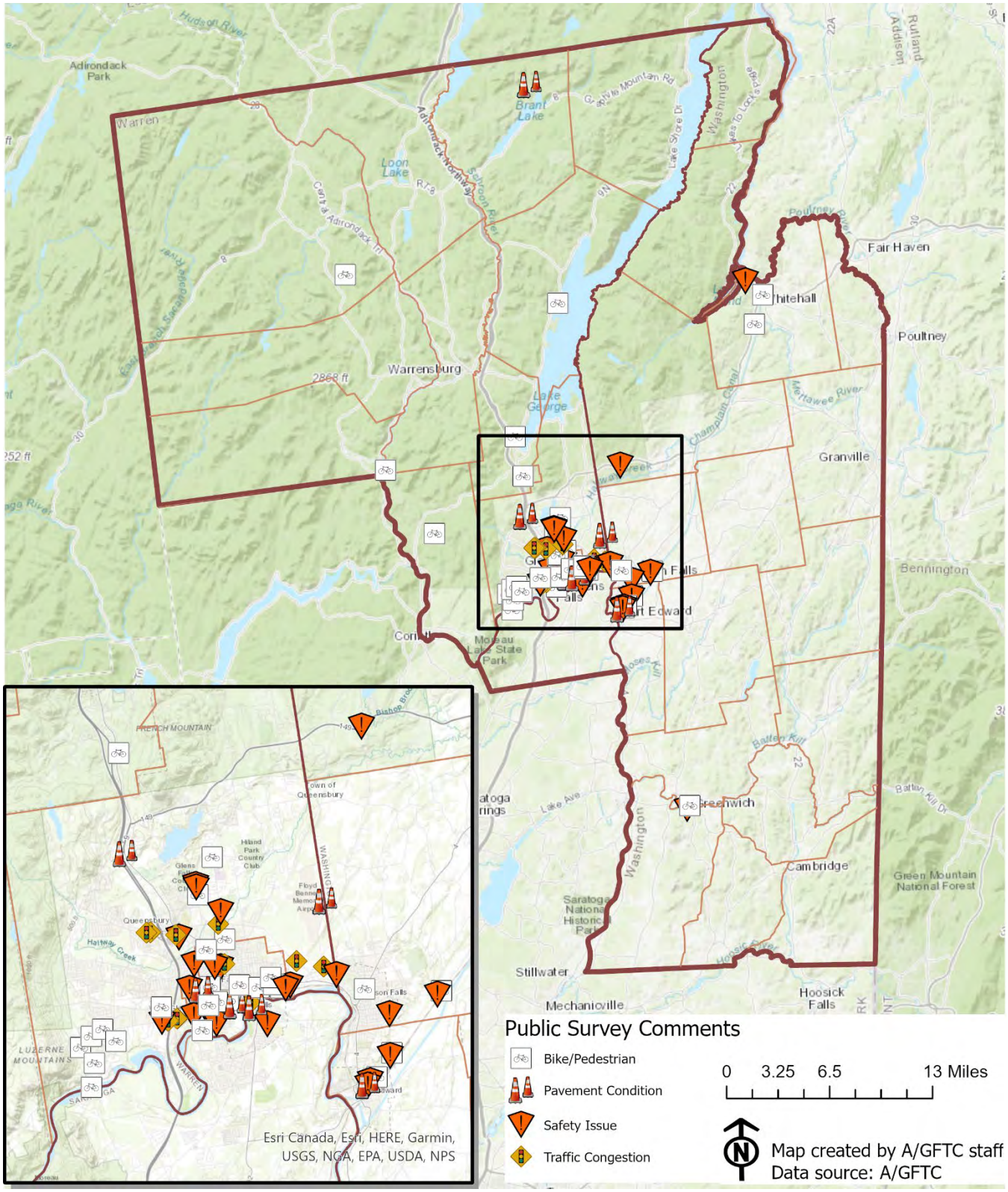
Finally, the survey gauged interest in new and emerging transportation technologies (Figure 12). For this question, multiple selections were permitted. The most popular technology was electric/hybrid vehicles, followed by increased fuel efficiency. Real-time traffic apps/wayfinding (28 responses), freight safety (23 responses), and bikeshare/carshare systems (20 responses) were the next most popular choices. Near the bottom of the list were autonomous/connected vehicles (10 responses), other answers (8 responses) or ridehailing apps such as Uber and Lyft (5 responses).

Figure 12: Interest in New/Emerging Transportation Technologies



In addition to the survey, an interactive map was established to allow respondents to identify specific locations of issues related to bicycle/pedestrian travel, safety, traffic congestion, and pavement condition. The distribution of the comment locations by type can be seen in Map 9. The specific comments have been included in Appendix C.

Map 9: Public Survey Map Comments



SAFETY

Safety is a paramount consideration in transportation planning. A/GFTC has a continuing commitment to improving the safety of the transportation system. Historically, efforts to address safety issues in the MPO have included planning and capital projects at a variety of scales. This includes:

- Intersection-Specific Assessments. Using staff assistance and its Transportation Planning and Engineering Assistance Program, A/GFTC has examined several intersections throughout the planning area. The completed projects allowed the municipalities to pursue and implement low-cost striping, signage, and traffic signal timing/upgrade solutions at each intersection.
- Road Safety Assessments (RSA). An RSA is a safety performance examination by an independent team of engineers, planners, and highway professionals. Rather than relying solely on crash statistics, an RSA allows the assessment team to qualitatively identify potential road safety issues and opportunities for improvements. Road safety audits can be used in any phase of project development or on existing infrastructure. RSAs can also be used on any sized project, including minor intersections and roadway retrofits. Although the MPO has not conducted a Road Safety Assessment (RSA) in recent years, this tool is available as a Unified Planning Work Program task upon request of a member municipality.
- Comprehensive Safety Action Plan. In early 2023, the LC-LGRPB was awarded funding through the Safe Streets for All program (SS4A). As part of this effort, the A/GFTC area will be the focus of a Comprehensive Safety Action Plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to reduce or eliminate roadway fatalities and serious injuries in a locality or region. The Action Plan will serve as a resource document for future state and local government implementation of safety improvements, including funding requests to the Federal Highway Administration for SS4A implementation funds. The Action Plan will identify and prioritize safety strategies and project types utilizing a comprehensive approach to roadway safety, emergency response, and enforcement improvement in the study area.

In addition to local projects, there are numerous efforts to increase safety at the state and national level. Notably, the New York State Strategic Highway Safety Plan is in the process of being updated in 2023. This plan, prepared and updated by NYSDOT, promotes best practices and strategies that are intended to make a substantial reduction in fatal and injury crashes. The emphasis areas include intersections, lane departures, vulnerable road users, age-related incidents, road user behavior, aggressive driving, and alternate road vehicles. The companion documents to this are the Pedestrian Safety Action Plan (PSAP), prepared by NYSDOT, and the New York State Highway Safety Strategic Plan, prepared and updated by the Governor's Traffic Safety Committee (GTSC). This plan is focused on enforcement and behavior-related campaigns than on infrastructure improvements. As an MPO, A/GFTC participates in the preparation and implementation of these plans at the local level.

Performance Measures

FHWA established performance measures and targets for a variety of transportation planning considerations including safety. The A/GFTC Planning Committee periodically adopts NYSDOT's targets for the five safety performance targets as described below and in Appendix 1.

These measures include:

- Number of fatalities
- Fatality rate, as expressed in million vehicle miles traveled (MVMT)
- Number of serious injuries
- Serious injury rate, as expressed in million vehicle miles traveled (MVMT)
- Number of non-motorized fatalities and serious injuries

The recent trends and statistics for each performance measure within the A/GFTC planning area can be seen in Figures 13-17. Although the 5-year moving average for the number of fatalities has declined since 2017, in all other cases, the statistics have increased.

Figure 13:Total Fatalities

Data source: ITSMR via https://www.itsmr.org/traffic-safety-statistical-repository/

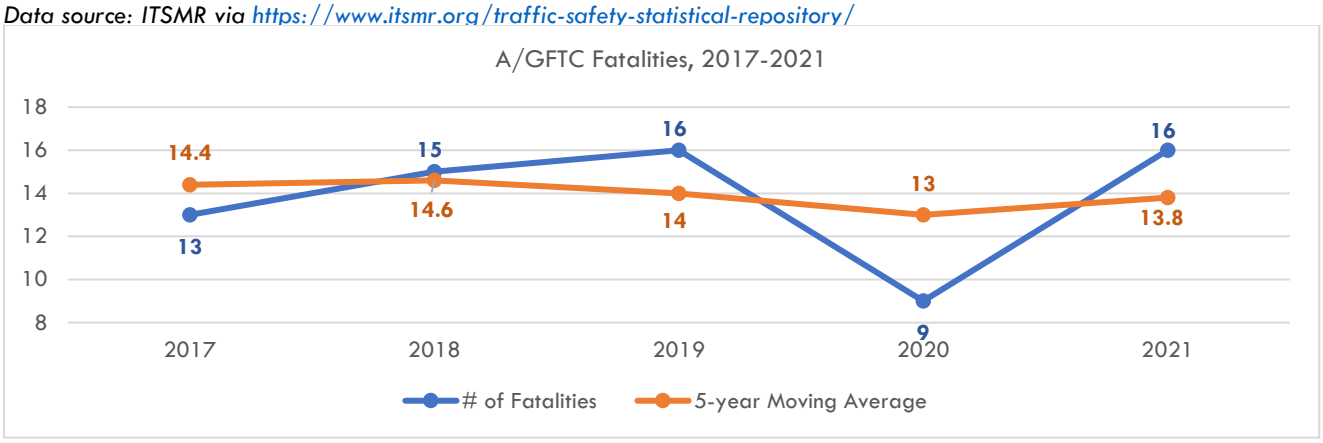


Figure 14:Fatality Rate

Data source: ITSMR via https://www.itsmr.org/traffic-safety-statistical-repository/

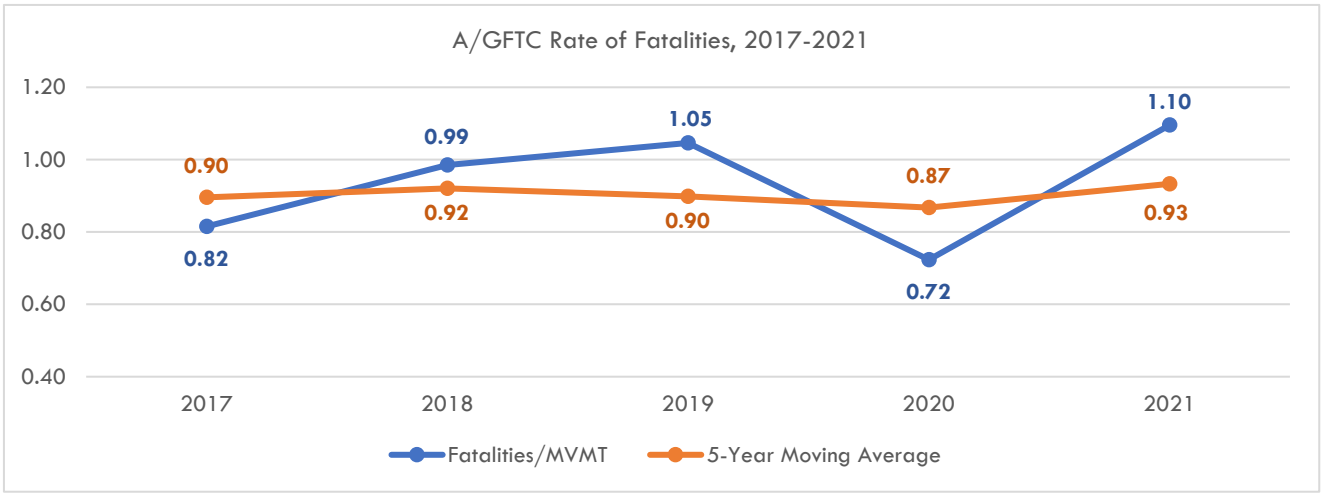


Figure 15: Total Serious Injuries

Data source: ITSMR via https://www.itsmr.org/traffic-safety-statistical-repository/

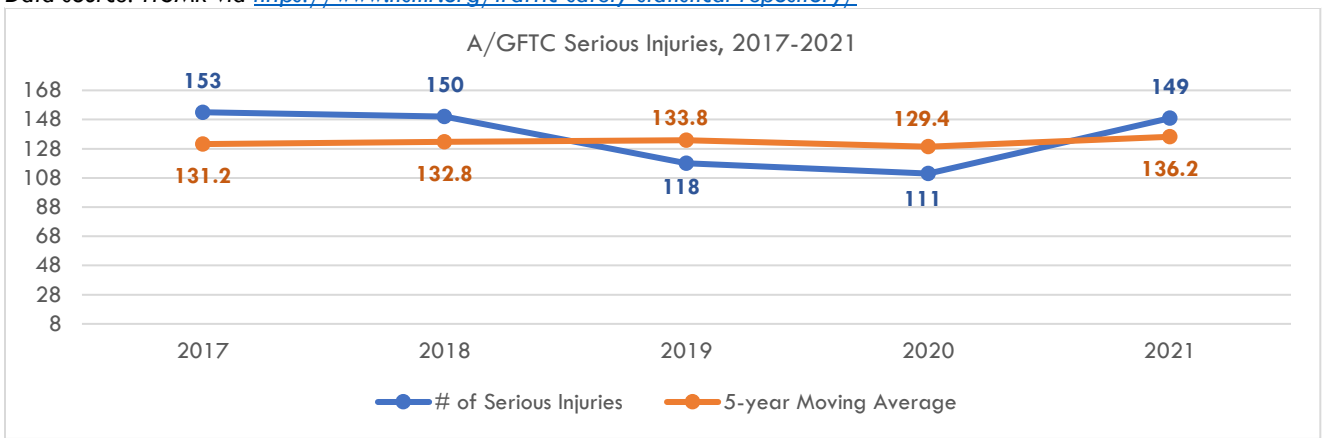


Figure 16: Serious Injury Rate

Data source: ITSMR via https://www.itsmr.org/traffic-safety-statistical-repository/

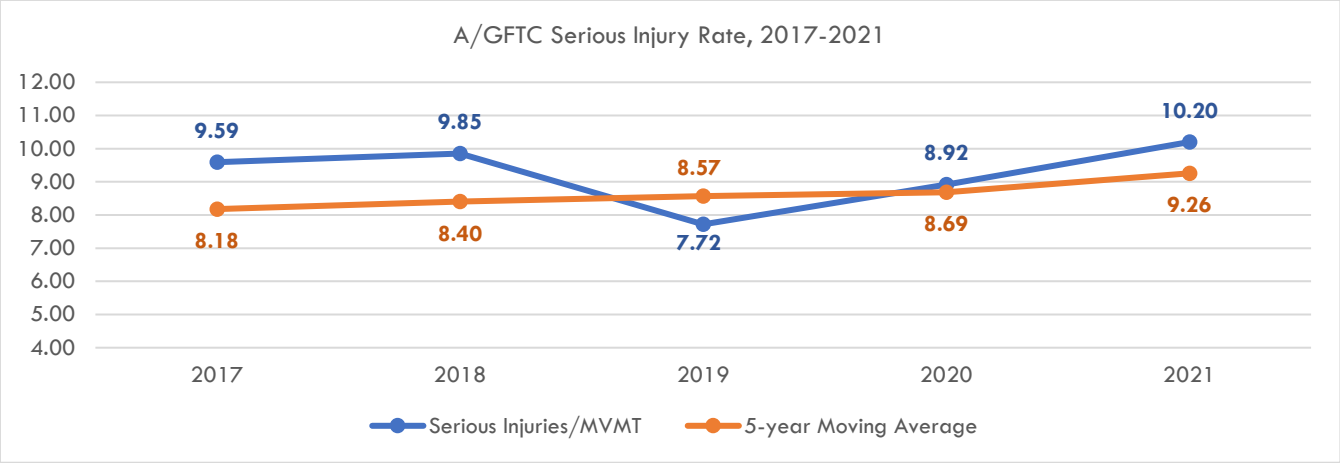
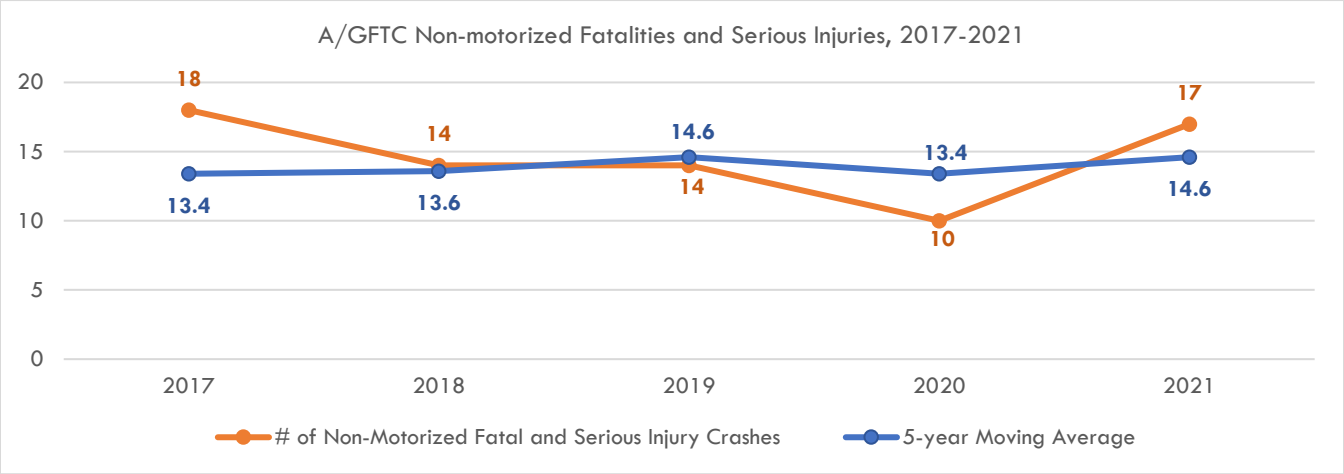


Figure 17: Non-Motorized Fatalities and Serious Injuries

Data source: ITSMR via https://www.itsmr.org/traffic-safety-statistical-repository/



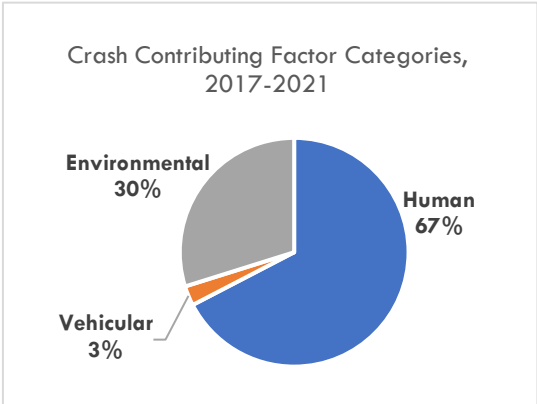
Other Safety Trends

For the purposes of a long range transportation plan, sources of safety-related information other than crash rates and number of crashes are useful can also inform the activities of the MPO. As such, the contributing factors for crashes from 2017-2021 were examined.

Contributing factors are noted by law enforcement officials in crash reports; up to four factors can be assigned for each crash. These are categorized as environmental, human, or vehicular factors. As can be seen in Figure 18, human factors make up two-thirds of the contributing factors, followed by environmental factors at 30% and vehicular factors at 3%.

Figure 18: Crash Contributing Factors

Data source: ITSMR via https://www.itsmr.org/traffic-safety-statistical-repository/



Challenges/Opportunities

There are a number of transportation safety challenges and opportunities facing A/GFTC over the next twenty years. These include:

- Difficulty in addressing safety related to human behavior. It can be a challenge for transportation planning agencies such as A/GFTC to make measurable changes to driver behavior. However, there are infrastructure solutions, such as safety countermeasures, which can be deployed to help drivers to regain control of a vehicle or to reduce the severity of a crash once it occurs.
- Historic limitations on the HSIP funding mechanism. The HSIP funding mechanism offers reduced MPO setasides in favor of increasing a larger, competitive statewide solicitation for safety-related projects with a focus on systemic treatments. Given the large scope of the competitive program, the high minimum project cost, and the focus on systemic treatments, no local HSIP projects have been sponsored in the A/GFTC area since the program changes have taken effect. This approach may make it difficult for smaller municipalities, which do not have access to technical expertise, to compete for statewide funding. Conversely, the funding available to A/GFTC as a sub-allocation is too small to allow for effective annual solicitations, further making it difficult to construct safety-related projects.
- Expanded access to data and analysis tools. Historically, efforts to conduct local system safety screening have been hampered by a lack of relevant data and cumbersome analysis tools. Since the last LRP, A/GFTC has drastically expanded the collection of traffic counts on the county roadways in Warren and Washington counties. This data is crucial to conduct certain network screening analyses, such as calculating crash rates. In addition, NYSDOT has developed a new software platform called the Crash Location & Engineering Analysis & Reporting, or CLEAR. This platform replaces the previous Accident Location Information System (ALIS) and provides access to crash data downloads as well as network analysis tools. This will significantly expand the ability of A/GFTC staff to conduct safety analyses as part of ongoing UPWP projects.
- Expanded access to safety funding through SS4A. As mentioned previously, the SS4A program provides new opportunities for safety planning and capital improvements. It is anticipated that the Comprehensive Safety Action Plan (see below) will replace and improve upon the county-level local system safety screening efforts which A/GFTC has undertaken in the past. In addition, this program will make it easier for local project sponsors to access funding for safety-related projects, once the CSAP is complete.

Priorities & Projects

This plan identifies several projects and priorities intended to increase safety while taking into account the challenges facing the MPO. These priorities and projects will also support the NYSDOT performance targets.

1. Continue to use engineering assistance to identify safety improvements. A/GFTC has demonstrated success in applying engineering assistance contracts towards site-specific safety improvements. As such, the MPO is committed to continuing to make this tool available to member municipalities.
2. Collaborate with the LC-LGRPB on the development of a Comprehensive Safety Action Plan. As stated previously, this planning effort will result in a holistic, well-defined strategy to reduce or eliminate roadway fatalities and serious injuries in a locality or region. The Action Plan will serve as a resource document for future state and local government implementation of safety improvements, including funding requests to the Federal Highway Administration for SS4A implementation funds. The Action Plan will identify and prioritize safety strategies and project types utilizing a comprehensive approach to roadway safety, emergency response, and enforcement improvement in the study area. Once the plan is complete, A/GFTC will assist member municipalities to obtain funding for implementation projects as needed.

3. Continue to provide safety data. In addition to providing crash and safety statistics to member municipalities as requested, A/GFTC will continue to work with NYSDOT to collect traffic counts on county highways so that safety analyses can be progressed in the future.
4. Continue to pursue partnerships with Traffic Safety Boards. Historically, A/GFTC has had a positive, beneficial relationship with both the Warren and Washington County Traffic Safety Boards. This collaboration should continue in the future, so that all involved agencies can maximize the safety benefits for the region.

Infrastructure Condition

Roads and bridges make up the majority of the region's transportation infrastructure, just as private automobiles and commercial vehicles continue to be the dominant method for moving goods and people. A reliable, predictable, and functional surface transportation system not only provides basic mobility, but also contributes to sustained and expanded economic development, tourism and recreation, safety and emergency response, and quality of life. As such, infrastructure maintenance is a crucial consideration.

Pavement Condition

Since the last LRP, NYSDOT has taken over the responsibility for collecting pavement condition data for locally-owned federal aid roadways to more efficiently fulfill Federal performance metric requirements. This data is collected every two years. NYSDOT uses a 10-point surface score rating, with scores 8 or above being considered "good" while scores 5 or below are considered "poor".

The breakdown of pavement condition is located in table 2. According to the most recent data available, 26.68% of locally-owned federal-aid roads were rated good or better.

Table 2: Local FAR Pavement Conditions, 2020-2021
Data Source: NYSDOT via Highway Data Services

Pavement Score	Lane Miles	% of Total
5	14.1	4.51%
6	125.05	40.00%
7	90.09	28.82%
8	38.18	12.21%
9	26.5	8.48%
10	18.72	5.99%
Grand Total	312.64	100.00%
Good or better	83.4	26.68%
Poor or worse	14.1	4.51%

Bridge Condition

In the A/GFTC area, there are 334 public bridges; 193 are owned by the local municipalities, with the remaining 141 owned by NYSDOT.

The responsibility for inspecting and evaluating all bridges in New York State lies with NYSDOT. This includes assigning a condition score and associated quantities and documenting the condition of structural elements on a span basis, as well as general components common to all bridges. NYSDOT computes an overall condition rating for each bridge by combining the ratings of individual components using a weighted average formula. This formula assigns greater weights to the ratings of the bridge elements having the greatest structural importance and lesser weights for minor structural and non-structural elements. The NYSDOT condition rating scale ranges from 1 to 7, with 7 representing new condition. A rating of 5 or greater is considered "good" condition according to NYSDOT

standards. The average bridge condition rating in the A/GFTC area is 5.375. See Table 3 for the breakdown of NYSDOT ratings according to jurisdiction.

Table 3: NYSDOT Bridge Condition Ratings, 2022

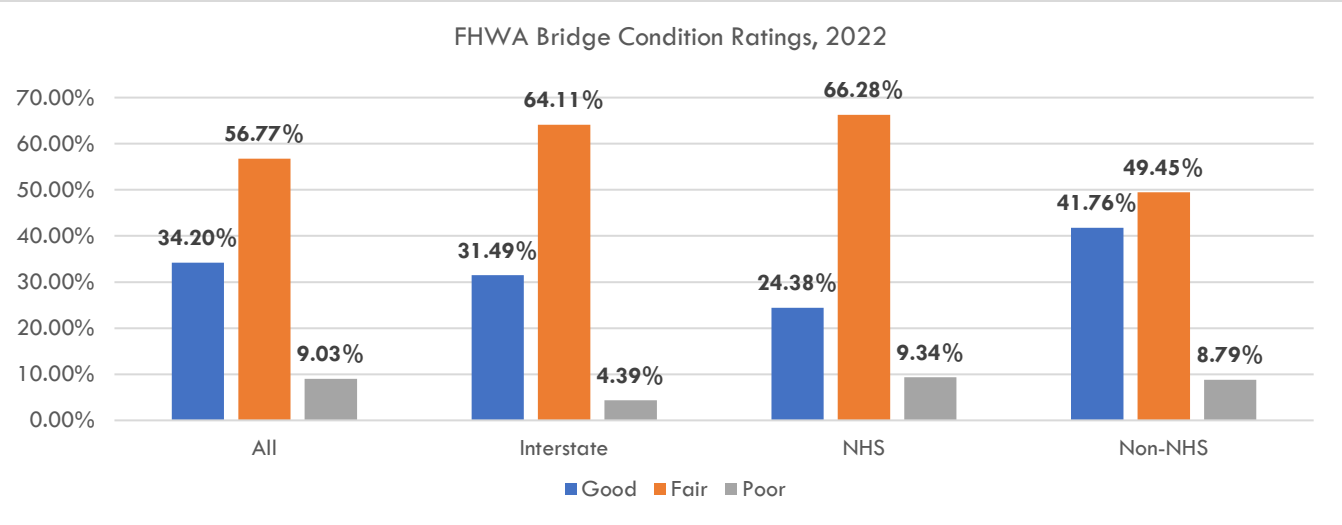
Data source: NYSDOT via Region 1

Bridge Ownership/Jurisdiction	Count	Avg. NYSDOT Rating
Overall	334	5.375
Local	193	5.379
State	141	5.369
NHS	58	5.371
Non-NHS	276	5.376

In addition to the ratings collected by NYSDOT, FHWA assigns a rating of "Poor", "Fair", or "Good" based on a variety of factors including deck area and the condition of certain elements of each bridge. These ratings are used to inform the performance measures which are set by FHWA. Although these performance measures are required only for NHS bridges, the ratings for non-NHS bridges has also been included for reference purposes. As illustrated in Figure 19 below, in 2022 approximately 9.3% of NHS bridges and 8.8% of non-NHS bridges were rated as "poor" according to the FHWA standards. Conversely, 24.4% of NHS bridges and 41.8% of non-NHS bridges were rated as "good".

Figure 19: FHWA Bridge Condition Ratings, 2022

Data source: FWHA via https://infobridge.fhwa.dot.gov/Data/Dashboard



Performance Measures

The FAST Act established performance measures for pavement and bridge condition, including:

- % of Interstate Roadway Pavement in Good Condition
- % of Interstate Roadway Pavement in Poor Condition
- % Non-Interstate NHS Roadway Pavement in Good Condition
- % Non-Interstate NHS Roadway Pavement in Poor Condition
- % of NHS Bridge Condition in Good Condition (by deck area)
- % of NHS Bridge Condition in Poor Condition (by deck area)

It should be noted that the Federal measure of "Good", "Fair", and "Poor" are defined separately from the NYSDOT condition measures. Pavement condition is dependent on roughness, cracking, rutting, and faulting data elements. For a section of pavement to be rated in Good condition, the absolute values for all relevant metrics need to exceed thresholds specified in the NPRM. Bridge condition is determined by the lowest component condition rating for the bridge, based on the NBI condition ratings for deck, superstructure, substructure, and culverts. For a bridge to be classified as in Good condition, all the relevant metrics need to equal the values specified in the NPRM. including:

The most recent available statistics for these targets and baseline conditions are located in Appendix 1 of this document. For the most part, within the A/GFTC planning area, the infrastructure which falls under these targets is controlled by NYSDOT. A/GFTC is committed to supporting NYSDOT Region One in their efforts to meet their targets for infrastructure condition.

Challenges/Opportunities

- In the A/GFTC area, of the 212.40 miles of NHS highways, only 8.85 miles are under local jurisdiction (5.04 miles under County jurisdiction, 3.81 miles under City jurisdiction). There are no NHS bridges under local jurisdiction. This limits the ability of local programming to directly improve the pavement and bridge conditions as measured under Federal standards.
- Changes in federal funding programs have resulted in reduced resources dedicated to repairing and replacing deficient bridges on the local system. Most local bridges fall under the jurisdiction of the counties. In order to implement bridge work, the counties in turn have to rely on Surface Transportation Block Grant funds or the state's Bridge NY program. Bridge NY was developed as a state-wide competitive process. While the program has been revised to allow for more MPO-level input in terms of project prioritization, the statewide distribution program is not a direct substitute for the traditional MPO programming process.

Priorities & Projects

Maintaining existing transportation facilities is of primary concern to the A/GFTC transportation planning process. The following priorities and projects are intended to maximize the limited funding available while providing local municipalities with the flexibility to address infrastructure needs and performance targets.

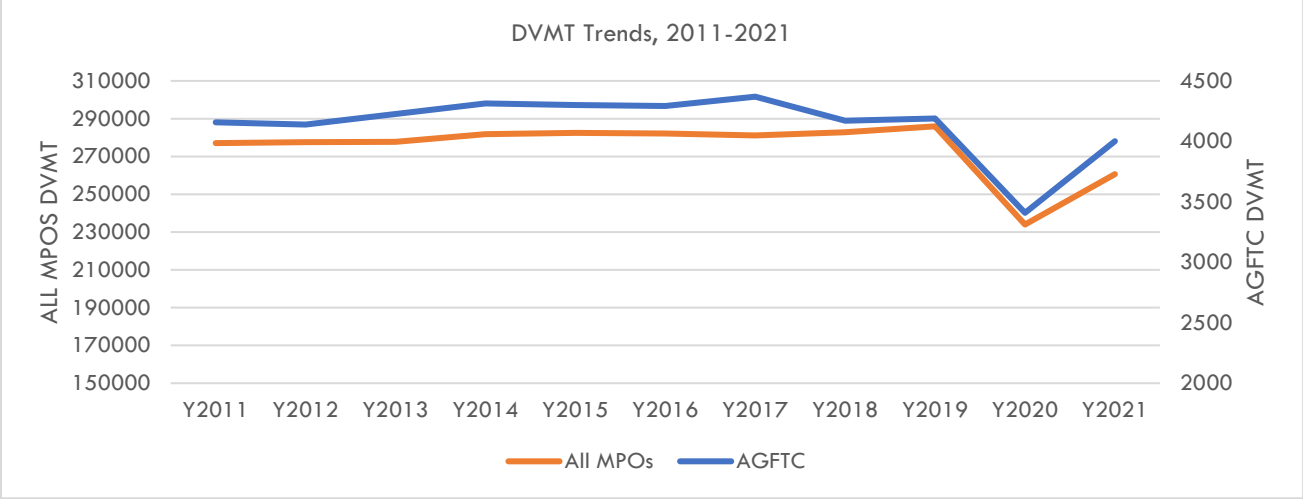
- Continue to assist local sponsors to maximize the potential of the Surface Transportation Block Grant (STBG) Flex and STBG Off-System Bridge funding programs. The current TIP includes regional setasides for preservation/maintenance projects, including activities such as element-specific bridge repair and pavement repairs and rehabilitations.
- Continue to support bridge and pavement preservation projects through planning initiatives to allow local sponsors to make informed decisions. This includes maintaining and updating the Bridge Preservation Analysis tool as well as providing access to pavement condition ratings. Pavement scores will be collected by NYSDOT in each region every other year. A/GFTC will work with NYSDOT to establish access to bridge and pavement condition data for distribution to the MPO.

One of the most significant factors in transportation planning is the amount that people drive. This is usually measured in Vehicle Miles Traveled (VMT), which can be calculated on an annual or daily (DVMT) basis. VMT is influenced by a wide variety of factors such as employment and housing location, economic growth or decline, technological advances, the availability of transit or alternative transportation, and/or gas prices. Global events such as the Covid-19 pandemic also affect VMT. The recent unpredictability of these factors makes it difficult to create accurate projections for future conditions on a regional scale.

According to estimates provided by NYSDOT, the A/GFTC area experienced a sharp decline in VMT during the Covid-19 related shutdowns of 2020, as did all MPOs across New York state. As can be seen in Figure 20, by 2021 DVMT was still lower than pre-Covid levels, both for the A/GFTC region and for the MPOs across the state. It remains to be seen whether DVMT will continue to rise beyond 2019 benchmarks or if the trend will result in a plateau at or near pre-Covid levels.

Figure 20: DVMT Estimates, 2011-2021

Data Source: NYSDOT via Highway Data Services



Capacity and Congestion

Although prior to 2020 VMT was relatively stable, recurring congestion was and continues to be an issue in localized areas. One tool to identify congested areas is the National Performance Management Research Data Set (NPMRDS). This data is used by states and MPOs to monitor transportation system performance and consists of aggregated travel time information gathered from GPS-enabled technology. This data is highly useful because it measures actual conditions (as opposed to a simulated computer model). The NPMRDS data in New York State has been used to analyze several different measures of performance. One of these is a measure of "bottleneck" conditions, as set forth by methodology created by the American Transportation Research Institute (ATRI). Map 10 and Table 4 contain the locations of noted congestion-related bottlenecks for the PM Peak hour within the A/GFTC region. It is important to note that the NPMRDS data is only available for portions of the National Highway System; therefore, potential non-NHS bottlenecks may not be apparent. In addition, factors such as construction detours may affect the data. For example, the Exit 17/NYS Route 9/NYS Route 197 area in the Town of Moreau has long been identified as a significant source of congestion in the region; however, this location did not appear as a top bottleneck in 2022, which may be due to the reconfiguration project which was ongoing at the time.

Capacity issues have become increasingly difficult to accommodate within capital programs as infrastructure conditions deteriorate and the buying power of public funds continues to decline. As a consequence, A/GFTC's 2022-2027 Transportation Improvement Program contains no programmed highway improvement projects solely intended to address capacity or congestion issues.

Table 4: PM Peak Hour Bottlenecks, 2022

Data Source: NPMRDS via https://npmrds.availabs.org

Rank	Municipality	Route #	Road	From	To
1	Glens Falls	N/A	Hudson Ave	Broad St.	Murray St.
2	Queensbury	NY-254	Aviation Rd	I-87 Exit 19 East	I-87 Exit 19 West
3	Queensbury	NY-254	Aviation Rd	I-87 Exit 19 East	Upper Glen St
4	Queensbury	US-9	US 9	I-87 Exit 20 North	NYS Route 149
5	Glens Falls	US-9	Glen St	Centennial Circle	Horicon Ave
6	Glens Falls	N/A	Hudson Ave	Murray St	Centennial Circle
7	Queensbury	CR-28	Main/Broad St	I-87 Exit 18 East	Hudson Ave
8	Queensbury	CR-28	Corinth Rd	I-87 Exit 18 East	I-87 Exit 18 West
9	S. Glens Falls	NY-32	Saratoga Ave	Centennial Circle	Gansevoort Rd (NYS 32)
10	Kingsbury	NY-32	Dix Ave	NYS 4 Intersection	Burgoyne Ave
11	Queensbury	US-9	Upper Glen St	Horicon Ave	Quaker Rd
12	Queensbury	US-9	US 9	I-87 Exit 20 North	Gurney Ln
13	Glens Falls	NY-32	Warren St	Centennial Circle	Highland Ave
14	Lake George	US-9	US 9	E Shore Dr	Lake Shore Dr
15	Glens Falls	CR-28	Broad St/South St	Hudson Ave	Elm St

Performance Measures

IIJA carries forward two measures to assess the reliability of the National Highway System. These include:

- Percent of the person-miles traveled on the Interstate that are reliable (referred to as the Interstate Travel Time Reliability measure); and
- Percent of person-miles traveled on the non-Interstate NHS that are reliable (referred to as the Non-Interstate Travel Time Reliability measure).

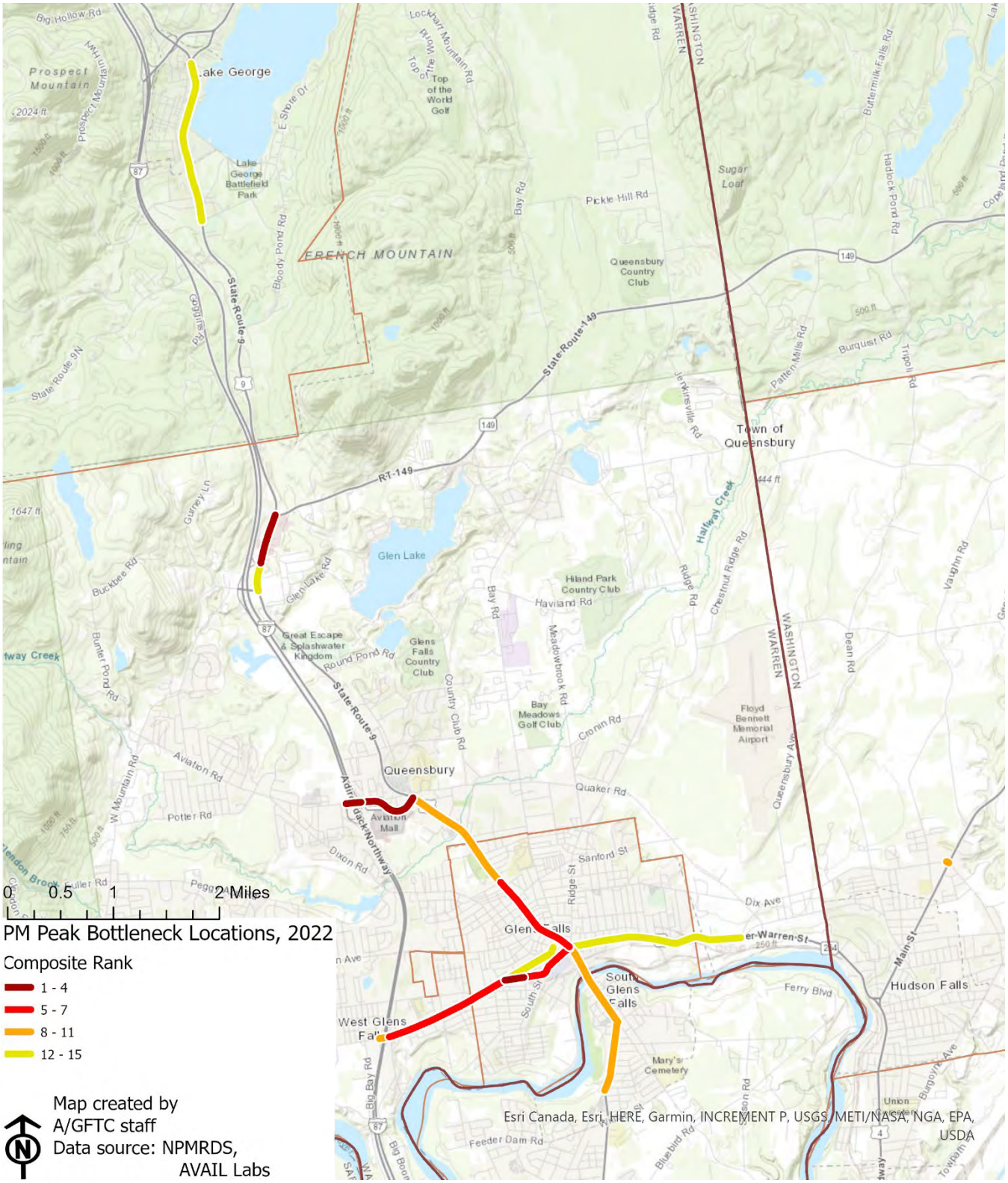
The most current targets and baseline data for these performance measures are located in Table 5; the A/GFTC region meets or exceeds all relevant performance measures. As noted previously, the majority of the NHS is under the jurisdiction of NYSDOT. A/GFTC is committed to supporting NYSDOT Region One in their efforts to meet their targets for travel time reliability and will continue to monitor and document data trends for travel time reliability as required.

Table 5: System Reliability Performance Measures

Data Source: NYSDOT, NPMRDS via https://npmrds.availabs.org

Performance Measure	NYS 2022 Baseline	A/GFTC (2022)	NYS 2-year Target	NYS 4-year Target
% of the Interstate System Providing for Reliable Travel	81.6%	100.0%	75.0%	75.0%
% of the Non-Interstate NHS Providing for Reliable Travel	85.7%	97.3%	70.0%	70.0%

Map 10: PM Peak Bottlenecks, 2022



Challenges/Opportunities

- The unpredictable nature of recent VMT trends makes it difficult to predict future system performance; however, it is anticipated that existing congestion issues will only become worse over time. Competing system maintenance demands will impede A/GFTC's ability to program capital projects intended to address these issues through capacity improvements.
- Advances in technology such as Adaptive Signal Control Technology (ASCT) and connected/autonomous vehicles could create opportunities to address congestion without adding capacity or reconfiguring roadways. In particular, ASCT can be implemented with a much lower cost than roadway reconfiguration while still providing significant improvements to travel time, delay, and greenhouse gas emissions.

Priorities & Projects

- Continue to complete corridor-based planning studies, especially targeted towards high-priority congestion areas. Large-scale transportation plans such as the recent Aviation/Quaker Road Adaptive Signal Control Technology Analysis[3] provide local municipalities with the necessary background to pursue congestion and capacity improvements at such time that funding becomes available. In addition, these types of studies often identify low-cost improvements, such as signal timing and striping, which can provide incremental improvements to system performance without a major capital project. Demand-management and land use strategies can also provide solutions independent of the availability of capital funding.
- Continue to monitor emerging transportation technology, including C/AV and alternative fuels, and provide relevant information to member municipalities as appropriate. In addition, A/GFTC staff should continue to pursue UPWP projects, such as the recent Warren County Rural Electric Vehicle Charging Station Analysis, which assist communities to adopt emerging transportation technologies.
- Explore methods to monitor and forecast travel patterns in the A/GFTC planning area. Given recent advances in technology, the potential for rapid shifts in travel patterns, and funding restrictions which have limited the number of capital projects focused on congestion and capacity, a traditional traffic model no longer provides regional benefit. A/GFTC will continue to explore the most efficient and effective methods to monitor travel patterns and impacts through emerging data platforms.

[3] This study was conducted by the Town of Queensbury in conjunction with A/GFTC staff through a NYSERDA program.

Freight Movement

Although rail and waterways play do play a role in goods movement, freight travels through the A/GFTC area primarily on highways. The provision of adequate freight facilities is of prime importance for local and regional economic development interests. However, in most cases, the same transportation facilities used for freight are also shared by passenger vehicles, which creates the potential for competing demands upon those shared facilities and limited resources.

Freight Facilities: Highways

In New York State, about 75-90% of shipments traveling to, from, or within the state (by weight) are shipped via truck. (See Table 6.) With the exception of local deliveries and commodities generated or consumed by the local economy, the majority of regional truck trips utilize the National Highway System. Within the urban area, most of these NHS components are built and designed to handle considerable volumes of heavy truck traffic. However, some rural Principal Arterials, including U.S. Route 4 and NYS 149, are strained by the volume of truck traffic.

Table 6: 2021 Modes of Transportation for Shipments in New York, % of Weight

Data Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics

Freight Mode	% of Shipments to NYS	% of Shipments Within NYS	% of Shipments from NYS
1-Truck	76.6%	89.9%	80.7%
2-Rail	4.4%	3.0%	4.2%
3-Water	0.7%	0.7%	0.9%
4-Air (include truck-air)	0.1%	0.0%	0.1%
5-Multiple modes & mail	2.9%	0.5%	1.4%
6-Pipeline	15.4%	5.9%	12.8%
7-Other and unknown	0.0%	0.0%	0.0%

Freight movement on the highway system is subject to the same congestion issues that affect all vehicles. As such, the challenges, opportunities, and priority projects in the System Performance section of this plan also apply to freight movement as well.

In addition, trucks are also affected by geometric limitations and local limits on truck traffic along certain roadways. The following locations, identified through the course of planning studies undertaken by A/GFTC, have geometric issues that limit the regional mobility of larger vehicles.

NYS 197 Bridge over Hudson River, Village of Fort Edward

The bridge carrying NYS 197 over the east branch of the Hudson River was once classified as functionally obsolete, having inadequate lane width and no shoulder. To the east of the bridge, the geometry of the Route 4 intersection limits truck movements, although a recent reconstruction of that intersection has improved those restrictions. Existing adjacent land uses limit right-of-way availability for larger, more functional design alternatives.

Route 4 / NYS Route 32 Intersection, Town of Kingsbury

The Route 4 & 32 intersection features approach angles that impede larger truck movements. Additionally, this location is subject to peak hour congestion, particularly on the east and west approaches. In 2016, NYSDOT made

modifications to the striping and curb configuration of the intersection, to allow for better truck turning movements. However, capacity issues are anticipated to worsen.

NYS Route 149 Geometry/Alignment Improvements, Washington County

Although NYSDOT reconstructed the westernmost portion of Route 149 in the last twenty years, the remaining portions of this roadway in Washington County, notably between Route 4 and Warren County, are a source of significant local concern. This includes constraints to width and various vertical and horizontal curves which could be improved to better accommodate heavy vehicle traffic.

US Route 4, various municipalities in Washington County

As the link between Interstate 87 and Washington County, Vermont, and northern New England, Route 4 is a major component of the freight routing for the region and beyond. In the rural areas, truck volumes can exceed 30% of overall traffic for certain sections of this roadway. Within the urban area, Phase I of the Route 4 reconstruction project (Village and Town of Fort Edward) was completed in 2010. As part of this project, the geometry of several intersections was improved for large trucks. Phase II (Village of Hudson Falls/Town of Kingsbury) was completed in 2014 but the project's physical scope did not include the intersection of Route 4 with NYS 32. NYSDOT completed minor striping and curb re-location work on this intersection in 2016.

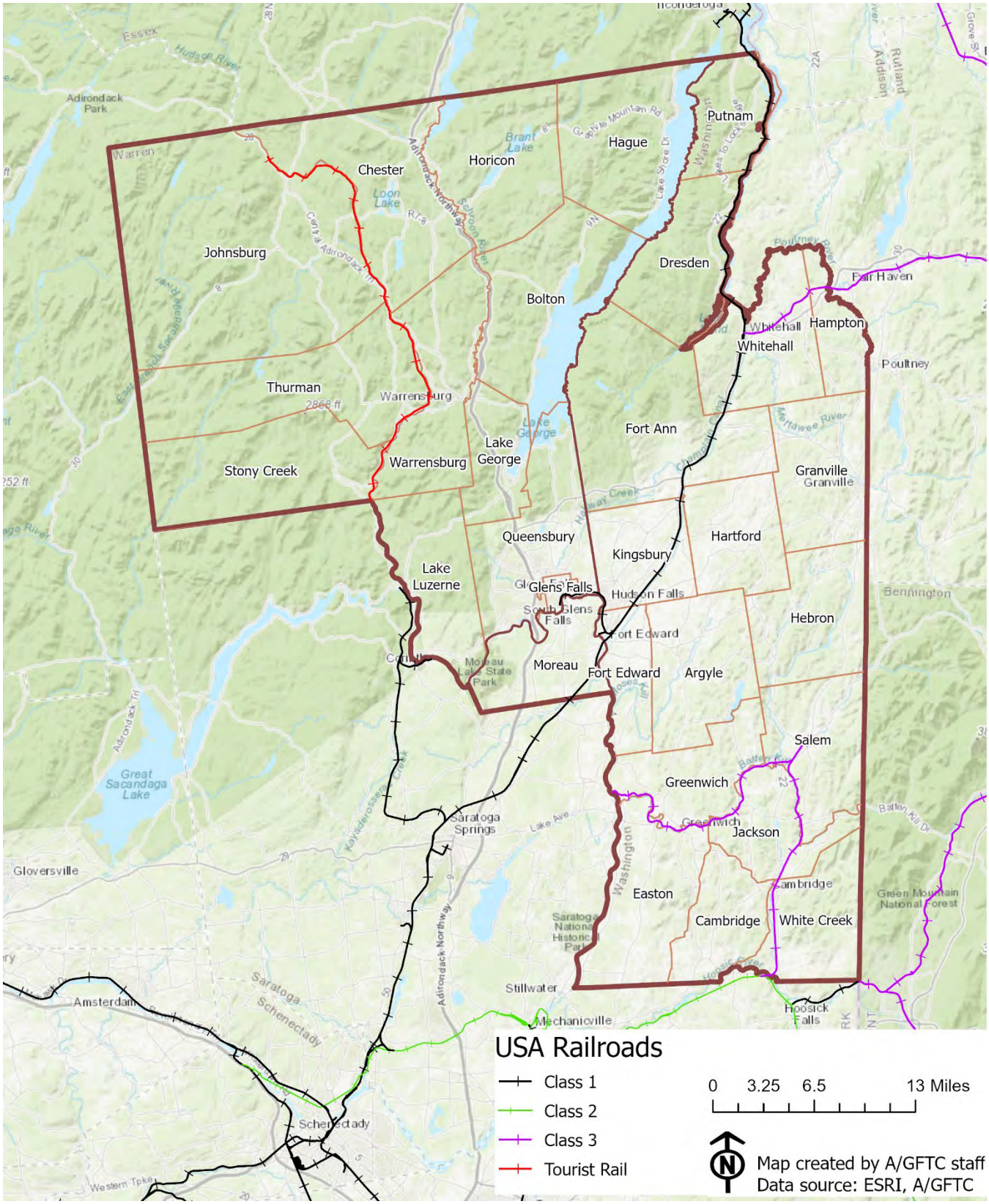
The rural section of U.S. Route 4, north and east from the Town of Kingsbury to the State of Vermont boundary, features several substandard intersection angles, horizontal and vertical sight distance issues, varying shoulder widths, and abrupt rural-to-village transitions. NYSDOT has taken some steps to address these issues, for example at the intersection of Route 4 and NYS 149 in the Village of Fort Ann.

Freight Facilities: Railroads

Although a majority of freight shipments utilize the highway system, rail transport remains a viable alternative for the movement of high volume bulk goods that are not sensitive to time demands. To sustain the businesses which currently use rail freight, as well as encourage new economic activity within the region, existing rail infrastructure should be maintained in a state of good repair. Not only is this vital to the current and future economic security of the United States, but regional efforts to alleviate rail congestion issues could lead to further use of rail in the A/GFTC area.

The A/GFTC region contains five railway systems of varying ownership, condition and function (see Map 11). More detailed information for the major active rail lines is listed below. Please note that these are listed in terms of ownership of the rail lines and the name of the rail service operated.

Map 11: Rail Lines, A/GFTC Area



Delaware & Hudson Railway Company - Canadian Pacific Railroad

Of the rail lines in the MPO, the Canadian Pacific Railway (CP) is the most significant in terms of the economic activity, movement of goods, and connectivity to major ports and terminals. Outside of the A/GFTC area, CP tracks connect to Montreal, New York City, and Philadelphia. CP is one of seven remaining Class I railroads still operating in North America (See sidebar for rail class thresholds.)

Railway Classes – Surface Transportation Board

For regulatory purposes, railroads are classified as Class I, II, or III based on their annual operating revenues. A carrier's class is determined by its inflation-adjusted operating revenues, for three consecutive years.

STB Freight Rail Class	Adjusted Revenues, 2016 Dollars
Class I	$447,621,226 or more
Class II	$35,809,698 - $447,621,226
Class III	$35,809,698 or less

Industrial employers including Finch, Pruyn and Company and Irving Tissue rely upon CP rail service for shipments of coal, pulp paper, cement, industrial chemicals, and other commodities. Smaller operations in the area rely on CP rail for the transport of feedstock, scrap materials, and rock salt.

Intermodal service optimizes the competitiveness of rail as a means of shipping. The regional intermodal terminal for CP is located at Kenwood Yard in Albany, with a recently upgraded rail switching yard in Mechanicville. Within the A/GFTC area, significant rail infrastructure improvements at the dewatering facility in Fort Edward were constructed to facilitate the outbound shipment of PCB-contaminated sediment removed from the Hudson River. This infrastructure represents an important opportunity as the post-dewatering industrial park is developed.

Vermont Rail System - Clarendon and Pittsford Railroad

Acquired by the Vermont Rail System in 1972, the Clarendon and Pittsford Railroad, a Class III line, has 6.8 miles of track in Washington County. Crossing the towns of Whitehall and Hampton, the railway connects the CP mainline to the Vermont Railway in Rutland, VT. Commodity shipments along this line include fuel, rock salt, and slurry (mixtures of water and insoluble solids such as cement); AMTRAK also operates the Ethan Allen passenger service to Rutland and Burlington along this rail section. The Vermont Rail System continues to invest in both track infrastructure and their fleet of locomotives and is committed to providing a high level of service to its customers.

NE Rail - Batten Kill Railroad

The Batten Kill Railroad is a Class III line, comprised of 34 miles of track in southern Washington and northern Rensselaer Counties, with an eventual connection to the CP network via Guilford Transportation Industries trackage that leads to Mechanicville, NY. Once servicing Cambridge, Salem, Greenwich and Clarks Mills, existing operations along the Batten Kill are limited to bulk shipments of animal feed and fertilizer to East Greenwich. The 500 annual carloads shipped along the track result in transportation and commodity cost savings for local farmers. Previous efforts by the State resulted in the improvement of trackage and the rehabilitation or replacement of several rail bridges in the last decade. Most recently, in 2016 the railroad received $1.6 million to pursue 4 miles of track repairs.

Freight Facilities: Canals

Although barge shipping is far more fuel efficient, truck and rail-based shipments dominate contemporary commodity movements. The slow travel rate of barge travel does not support the movement of low-volume high-value consumer goods that are in continued demand. However, recent interest in commercial shipping has increased, especially for low-value, high-volume products such as stone and aggregate. In the future, fuel

shortages and price fluctuations could trigger additional demand for water-borne shipping. Increases in barge traffic may contribute to the spread of invasive species; see the Environmental Sustainability section for more information.

Champlain Canal

With 49 miles of waterway in Washington County, the Champlain Canal connects Lake Champlain in the north to the Hudson River and Erie Canal to the south. Besides speed, another constraint that limits the viability of barge shipments is canal depth. As a legacy of historic PCB contamination in the Champlain Canal, the controlling depth of the Champlain Canal in the A/GFTC area is generally too shallow to accommodate larger vessels. Through continued capital investments by the New York State Canal Corporation, the Champlain Canal remains operational and supports recreational boating as well as the recent resurgence of commercial shipping.

The alignment of the Champlain Canal effectively parallels the Canadian Pacific Railway mainline. Both provide unique modal access to hundreds of acres of industrial-zoned property in the Towns of Fort Edward and Kingsbury. The construction of a state of the art wharf at the dredge dewatering facility could prove to be an asset to redevelopment of these properties in the future, especially given other investments to on-site rail trackage. While most of that property is located less than 20 minutes from Interstate 87, there are a number of vehicle access issues relating to intersection alignment, capacity restrictions, and deficient structures along the major connecting National Highway System routes. The Town and Village of Fort Edward have worked to identify potential solutions to the issue of truck access and have pursued public-private partnerships to establish improved vehicle connectors to this area, most recently in regard to access from Route 196. The proximity to both rail and waterway modes for shipping is an asset of regional importance for this site.

Performance Measures

The FAST Act established the Truck Travel Time Reliability Index, which compares the 95th percentile truck travel time to the 50th percentile truck travel time for the interstate highway system, to assess the performance of freight movement. The baselines and target set by NYSDOT are listed in Table 7. A/GFTC is committed to supporting NYSDOT Region One in their efforts to meet their targets for truck travel time.

Table 7: Truck Travel Time Reliability Index

Data Source: NPMRDS via https://npmrds.availabs.org/

Performance Measure	NYS 2022 Baseline	A/GFTC (2022)	NYS 2-year Target	NYS 4-year Target
Truck Travel Time Reliability Index	1.39	1.19	2.00	2.00

Challenges and Opportunities

The A/GFTC Planning and Programming Area is situated at a regional transportation crossroads between the New York City – Montreal corridor and northern New England. The existing regional NHS network features generally adequate system redundancy that can temporarily absorb non-recurring congestion events, but the level of anticipated growth in truck traffic will create future capacity issues in locations where they do not exist today.

Unstable fossil fuel prices and supplies could potentially result in a shift of transport demand proportionally away from trucks to more fuel efficient but less timely modes like barges and railcars. Unique and diverse infrastructure assets advantageously position the A/GFTC area to accommodate modal shifts in commodity transport, but continued investments in new accesses, system maintenance and intersection capacity mitigations are required if the region is to capitalize fully upon the inevitable increase in the regional, national, and international movement of goods.

Impediments to the multimodal accommodation of freight shipments in and through the A/GFTC Planning and Programming Area include the following:

- Geometric deficiencies at intersections of NHS components
- Capacity issues along major freight routes (see System Performance and Reliability)
- NHS components that bisect established villages and activity centers
- Anticipated continued growth in truck traffic, counter to other automobile usage trends
- Substandard access to existing and planned industrial parks and industrially zoned property throughout the urban area
- Aging rail infrastructure
- Water depth limitations in the Champlain Canal

For a small urban area, the A/GFTC region features a number of unique freight transportation assets that collectively comprise a system that can likely adapt to the anticipated increases in freight traffic, including:

- Access to Interstate 87
- A comprehensive NHS network featuring system redundancy and generally adequate arterial link capacity
- Diverse non-highway shipping infrastructure that includes active rail, a regional airport, and the Champlain Canal
- Sites positioned for future development or redevelopment as intermodal transfer centers
- Hundreds of acres of vacant industrial property located in close proximity to major transportation facilities

Priorities & Projects

Given the importance of freight to the economic welfare of the region, as well as the potential to impact the transportation network, A/GFTC has identified the following priorities and projects relating to freight.

- Continue to collaborate with local and regional agencies to implement innovative solutions to identified surface transportation freight obstacles:
  - US 4/NYS 32 Intersection Improvements (Kingsbury)
  - US 9/Exit 20/NYS 149 Congestion Improvements (Queensbury)
  - NYS 197 over the Hudson River (Fort Edward)
- Continue to collaborate on local, regional, and statewide planning efforts related to rail- and water-based freight. This includes participation in regional planning efforts as well as providing technical assistance as needed.

PUBLIC TRANSPORTATION

Whether considering the economic, community, or environmental health of a region, a vital and utilized public transportation system has many well-documented benefits, including:

- Providing the population and workforce with essential mobility services
- Increasing capacity of key transportation corridors, particularly during the peak summer tourist season
- Reducing air pollution and greenhouse gas emissions from single-occupant vehicles
- Expanding the range of bicycle and pedestrian transportation
- Attracting tourists and other visitors traveling without automobiles

In sum, regional mobility and quality of life are dependent upon the continued success and potential expansion of public transportation operation.

Current and Future Transit Providers

Greater Glens Falls Transit

Within the A/GFTC region, public transportation services have historically been provided by Greater Glens Falls Transit (GGFT) which offered fixed route bus service, seasonal trolley service, and demand responsive paratransit service throughout most of the urbanized area. (See Map 12). In 2021, bikeshare services were also added in collaboration with the Capital District Physicians' Health Plan (CDPHP) *Cycle!* program. As a department of the City of Glens Falls, services were funded in part with funds from the Federal Transit Administration and the NYS Department of Transportation, in addition to fares and local government support.

As indicated in Table 8, GGFT suffered a drastic loss of ridership during the Covid-19 related shutdowns of 2020, in line with transit providers across the country. Ridership has steadily grown in the past three years but has not yet reached pre-Covid levels.

Table 8: GGFT Ridership Trends and Projections

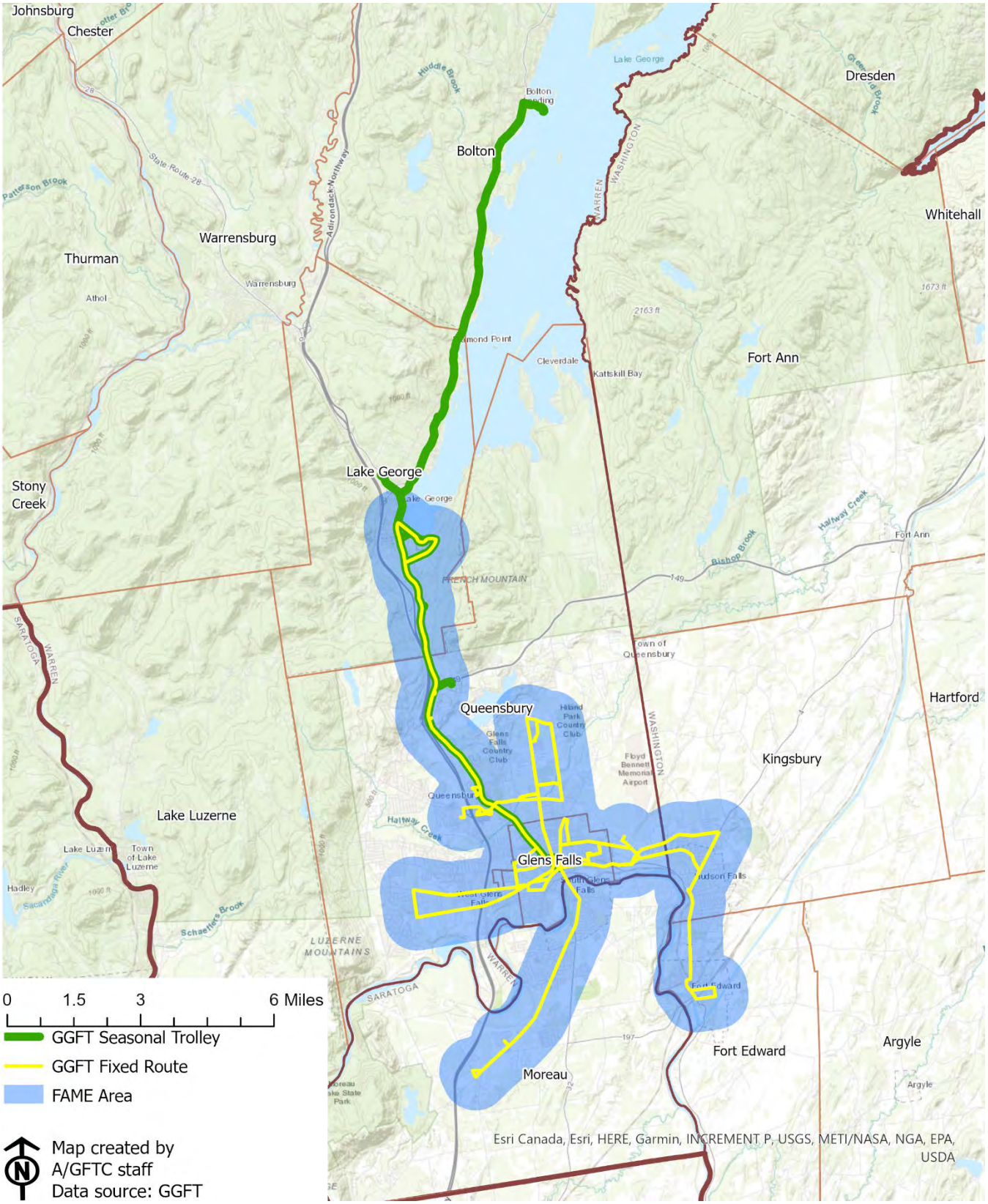
Data Source: GGFT

Year	Fixed Route	Trolley	FAME	Total Passengers	% Change - Annual	Actual/Estimate
2013	226,792	104,876	2,324	333,992	-2.4%	Actual
2014	238,801	100,095	2,513	341,409	2.2%	
2015	252,609	121,215	2,393	376,217	9.3%	
2016	234,459	115,055	2,362	351,876	-6.9%	
2017	208,254	107,056	2,023	317,333	-10.9%	
2018	210,337	108,127	2,023	320,486	0.98%	
2019	206,158	86,498	2,466	295,122	-8.59%	
2020	118,361	30,447	1,241	150,049	-96.68%	
2021	128,388	50,826	1,908	177,804	15.61%	
2022	137,537	67,491	1,865	206,893	14.06%	
2023	144,965	71,135	1,965	218,065	5.40%	Estimate

Capital District Transportation Authority

In May 2023, the Warren County Board of Supervisors voted to join the Capital District Transportation Authority (CDTA), the mutli-modal public transportation provider based in the Albany area that now serves Albany, Schenectady, Rensselaer, Saratoga, Montgomery, and Warren Counties. This agreement effectively merges GGFT's assets and operations within those of CDTA. As part of the merger with GGFT, it is anticipated that agreements will be made on the municipal or county level to allow for continued service in Fort Edward, Hudson Falls, and Kingsbury, which are located in Washington County.

Map 12: GGFT Service Area



With a six-county service area and a ridership of nearly 10M annually, CDTA offers a robust array of public transportation services and modes, including:

- Fixed Route service, including Bus Rapid Transit (BRT), express routes, neighborhood routes, and commuter routes
- Paratransit service
- Seasonal trolley routes
- FLEX On Demand microtransit
- Electric carshare
- Bikeshare (in collaboration with CDPHP Cycle! Program)

Since the merger of CDTA and GGFT is in the earliest stages, it is too soon to make projections regarding service levels or ridership. Current information regarding overall CDTA ridership and operational statistics as well as up-to-date service advisories can be found at https://www.cdta.org/.

Performance measures: Transit Asset Management

Transit operators are required to promulgate performance targets for the condition of certain assets, including:

- Age of buses and revenue vehicles: 10% or less of these vehicles may be at or have exceeded their useful life benchmark (ULB), and 90% or greater will be at an age less than their ULB.
- Age of major equipment and service vehicles: 25% or less of these components may be at or have exceeded their ULB, and 75% or greater will be at an age less than their ULB.
- Condition of major transit facility components: 25% or less of these components may be at or have exceeded their ULB, and 75% or greater will be at an age less than their ULB.

In this case, these targets were historically set by Greater Glens Falls Transit and were supported by A/GFTC on an annual basis; see table 9. As the merger with CDTA continues to develop, it is anticipated that A/GFTC will support the agency's performance targets as required.

Table 9: 2022 Transit Asset Performance Measures (GGFT)

Data source: GGFT

Performance Measure (GGFT)	2022 Baseline	Target
Rolling Stock % that exceeds Useful Life Benchmark (ULB)	0%	0%
Equipment % that exceeds ULB	0%	0%
Facilities rated less than 3.0 on the Transit Economic Requirements Model scale	0%	0%

Other Agency Services

Several area public departments and social service agencies (including Offices for the Aging, Veterans Services, and public senior health care facilities) as well as private organizations (examples include the Conkling Center, Community Work and Independence Inc, Southern Adirondack Independent Living, and others) offer varying levels of transportation services to their respective clients. Although these services are not truly public in that they are only available to limited segments of the population or specific clients, they do serve particular mobility needs for eligible residents and often operate in areas where sustained public transit is not feasible. While many of these operators cater to unique clients or geography, some services overlap. Coordination of human services transportation has the potential to increase significantly the efficiency and range of area transportation services.

Intercity Bus

Adirondack Trailways and Greyhound

These buses operate intercity and commuter services six days a week from a terminal on Hudson Avenue in the City of Glens Falls. An average of six bus trips per day operate between Glens Falls, the Albany area and points south including New York City; one regular bus per day travels north from Glens Falls to Canton, NY. Major local service destinations include Warrensburg, Lake George, and Bolton Landing. Adirondack Trailways does offer a commuter-oriented fare package from Warrensburg and Glens Falls to Albany. However, the fares are significantly higher than the Northway Xpress and would not be a viable daily transportation option for most people.

Intercity Rail

AMTRAK

Passenger train service to the Glens Falls area is accessed by way of the AMTRAK station located in the Village of Fort Edward. Currently, only the Ethan Allen Express route services this station, connecting New York City to Burlington, Vermont. Due to issues with track conditions in Canada, the Adirondack route, which links New York City to Montreal, currently terminates at Albany. AMTRAK services to the Fort Edward/Glens Falls station are not practical for regular commuting based upon departure and arrival times. However, the service is utilized and provides an alternative travel mode to Albany, Burlington, and New York City.

Regional Transit Issues

Although an inventory of current transportation services is useful, for the purposes of this Plan it is of greater importance to identify future transit needs and potential solutions. A precise prediction of future need is not possible, but several key factors influence public transportation usage and demand, including land use patterns, commuter travel demand, rural mobility, economic development, human service agency transportation systems, and new technology.

Land Use Patterns

Existing fixed route transit services provide reasonably convenient access to many area employers, shopping, and older residential areas within established urbanized areas, but development of residential and commercial centers has continued to occur in outlying suburban and rural areas. In addition, demand in outlying hamlets and villages outside of the transit service area has continued.

Although existing services can sometimes be adapted to respond to changes in demand, expanding service to new areas often entails considerable costs. For transit to be a truly viable alternative to private vehicles, an adequate frequency of service is necessary. Establishing new services should be balanced with the need to continue predictable and reliable services to existing service areas.

At the local municipal level, consideration should be given to transit-related access during planning and land use development decisions. In addition, allowing transportation providers to review and comment on the design of major land use developments in and around the fixed-route service area would be beneficial.

Commuter Travel Demands

Commuting patterns between residential and employment areas are somewhat fluid, depending on the location of homes and businesses. Public and private transit capabilities can have a positive impact on reducing road congestion, increasing road capacity, and maintaining air quality. Local public and intercity private commuter systems should work together to improve the transferability between systems and jointly market their services to encourage maximum usage.

The commuter dynamic between the A/GFTC Planning and Programming Area and the greater Capital District (including the Albany and Saratoga areas) is expected to strengthen as large-scale employment centers continue to develop along Interstate 87 between the urban areas. As fuel prices fluctuate, there may be associated shifts in demand for park and ride lots near Glens Falls area Northway exits, expanded bus commuter options, ridesharing services, and vanpooling services. Among these new demands will likely be the need for new and expanded commuter transit services from the A/GFTC area.

Rural Mobility

The Glens Falls area is the primary center for the location and delivery of many services, employers, and shopping for large areas of Warren, Washington, and other outlying counties. Currently, most public transit services are limited to the urbanized area. Transportation services to outlying rural areas are generally limited to private intercity carriers, taxis/rideshare apps, and various public human service agencies.

In 2018, A/GFTC completed a Rural Transportation Needs Assessment and Options Analysis to identify unmet rural transportation gaps and potential alternatives to meet these needs. This was followed by the draft Rural Workforce Transportation Analysis, currently under development and anticipated to be finalized in late 2023. This plan identifies a number of opportunities for increased collaboration, potential pilot projects to rural centers such as Granville and Warrensburg, commuter incentives such as the Wheels-to-Work program, and strengthening land use and transit connections.

Economic Development and Tourism

Effective transportation, inclusive of all modes, is critical to sustaining and growing the local and regional economy. Transit provides inexpensive transportation to the work force. In addition to providing access to jobs, tourism plays a major role in the area economy. The GGFT trolley service has seen increased ridership trends over the last few years, indicating that demand for transit to tourist centers such as Lake George and Bolton Landing continues to grow.

Coordination of Human Services Transportation Programs

The need for public transportation is vital and continues to grow, especially among particular segments of the population such as the elderly and persons with disabilities. Given the aging population noted in this plan, a significant amount of the future growth in demand for transportation services is likely to be in these specialized areas of service.

Historically, much of this need has been addressed on a case-by-case basis by a variety of local agencies providing services to their specific clients. As a result, there are a number of area government agencies and not-for-profit organizations that either operate or sponsor client transportation services. Many of the vehicles used for these transportation services have been purchased with assistance of State and Federal funds. While each of these services are important and make valuable contributions to the local and regional mobility, service gaps persist. While no one operator can assume the role of sole mobility provider for the entire region, transportation coordination between agencies can yield increased efficiencies and greater extent of services. It is important that future planning efforts work to promote the coordination of services wherever feasible so that available public resources are used as effectively and efficiently as possible. A/GFTC maintains a Coordinated Human Services Transportation Plan for the area to address Federal requirements for FTA-funded programs. Recommendations of that Plan are focused on finding feasible, meaningful opportunities for the many human service agencies to come together to coordinate transportation needs.

Challenges and Opportunities

Significant challenges and opportunities facing public transportation operators in the next 20 years are expected to include:

- Strengthening of north-south commuting patterns and the resultant transit demand may be more easily addressed under the single operating authority of CDTA
- Continued pressure to expand services to outlying rural areas, both in terms of increasing percentages of elderly and disabled residents as well as workforce transportation needs, may require innovative transit solutions such as microtransit or other modes not yet established in the A/GFTC area
- Coordinating the varied public and private transportation providers as is needed for the region to effectively address its transportation needs

Priorities and Projects

Although A/GFTC does not operate a transit system, the MPO takes an active role in supporting public transportation for the residents and employees in the area. The following priorities and projects are intended to continue this commitment to improving public transportation.

- Continue to manage the Coordinated Human Services Transportation process through stakeholder meetings and regular plan updates, as well as participation with existing human service agency coalitions. The MPO will continue to seek input and participation from stakeholders when updating the Coordinated Human Services Transportation Plan, as well as during solicitations and selection of FTA competitive programs.
- Establish and maintain a strong working relationship with CDTA. The MPO will continue to support CDTA as needed through adoption of performance measures, planning assistance and collaboration, capital programming, and CDTA participation on the Planning Committee and Policy Committee.
- Continue to support innovative efforts to address rural mobility needs through technical assistance, collaboration, and coordination with relevant partners and stakeholders.

COMPLETE STREETS

Although much of the focus of this plan is on vehicular transportation, A/GFTC is committed to promoting a balanced transportation network, including streets and roadways that accommodate cyclists and pedestrians – also known as Complete Streets. Maintaining and expanding bicycle and pedestrian infrastructure has long been a key priority for A/GFTC. Safe, functional, and accessible bicycle and pedestrian facilities provide essential transportation choices for those without practical access to private vehicles and for the increasing number of residents seeking to drive less. Non-motorized transportation modes provide multiple benefits to communities, including:

- Reduced vehicular congestion
- Reduced environmental consequences, such as air quality impacts, noise levels, resource consumption and neighborhood disruptions
- Improved health and fitness for participants
- Increased economic activity through better access to urban commercial areas and tourist spending, as well as increased personal capital from reduced vehicle-related costs
- Reduced reliance upon social services to provide transportation alternatives and a heightened sense of independence for those with disabilities
- Increased accessibility to and usage of public transportation
- Increased interpersonal interaction within the community

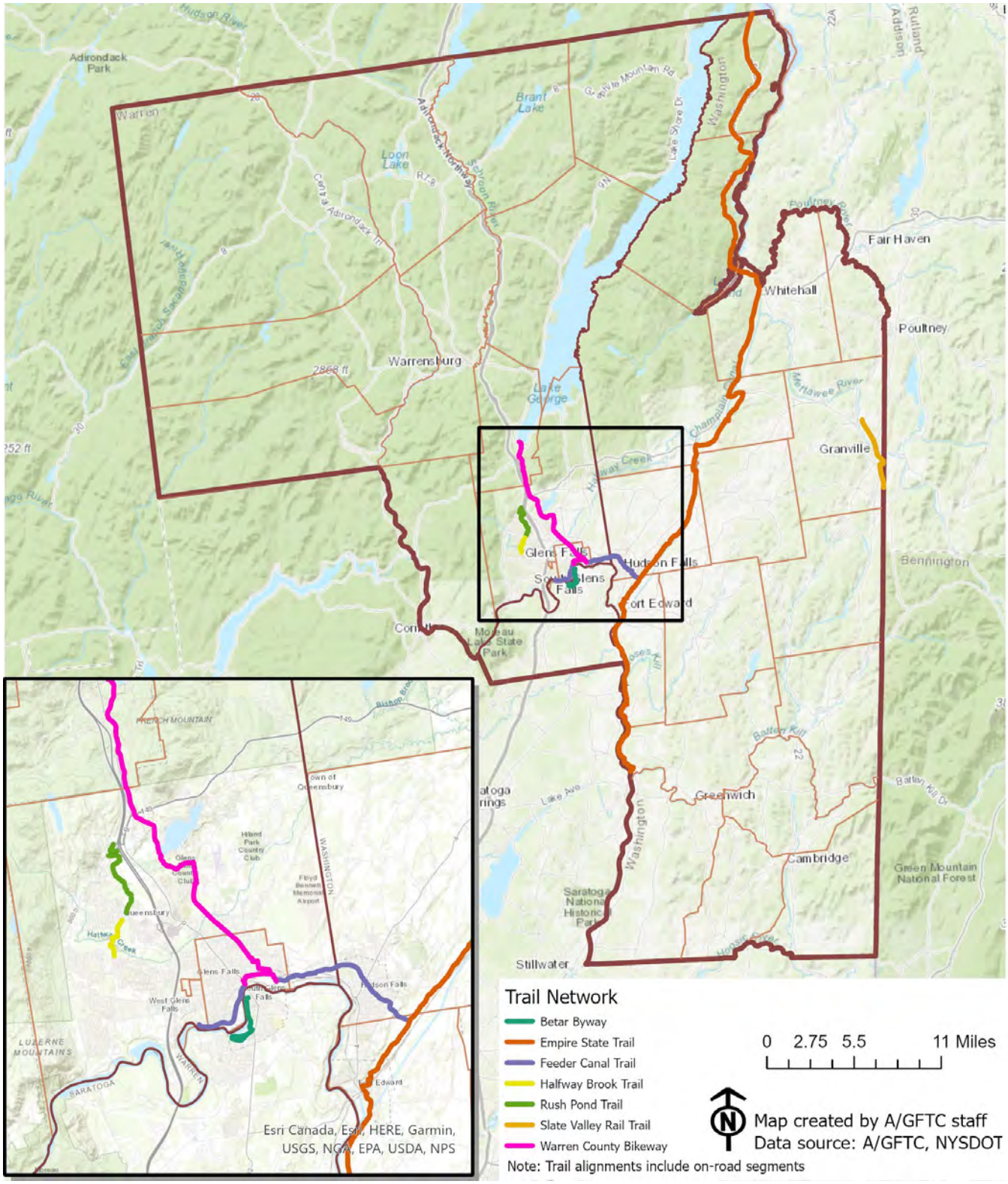
Bicycle and pedestrian infrastructure in the A/GFTC area contributes to the quality of life for residents and workers as well as seasonal visitors. In addition to having numerous tourist destinations and attractions, the A/GFTC region serves as a gateway to the Adirondack Park, Lake Champlain, and Vermont. Tourism is a vital component to the continued economic vitality of the region. Promotion of existing recreational opportunities can enhance the profile of the region as an attractive vacation destination.

Existing Bicycle & Pedestrian Infrastructure

The A/GFTC region currently is home to a growing bicycle and pedestrian network, including:

- Separated right-of-way trails: The A/GFTC area has several facilities which accommodate non-roadway travel. (See Map 13). This extensive network consists of the Warren County Bikeway and Feeder Canal Trails, which link the City of Glens Falls to the Villages of Fort Edward, Hudson Falls, South Glens Falls, and Lake George, and the Towns of Queensbury, Fort Edward, and Kingsbury, and the Champlain Valley Trail, a local component of the 750-mile Empire State Trail that follows the alignment of the Champlain Canal and connects several communities in Washington County. In addition, there are almost 5 miles of trail located in the Village and Town of Granville. This trail is located along the D&H rail bed and extends into Vermont. The Town of Queensbury has also recently expanded its off-road trail network, most recently in 2020 with the completion of the Halfway Brook Trail.
- Designated cycling routes: There are currently about 100 miles of on-road bicycle routes located on State highways and local roads throughout the area. These include US Route 9 in Saratoga County, NYS Route 197 in the Town of Moreau, US Route 4 and NYS 22 (both are elements of the Empire State Trail), as well as local roads in the Towns of Queensbury, Lake Luzerne, and the City of Glens Falls. It is anticipated that this network of on-road bicycle routes will continue to grow as local communities adopt policies in support of the A/GFTC Bicycle Plan and NYS Complete Streets legislation.

Map 13: A/GFTC Trail Network



In addition, many of the villages, hamlets, and the City of Glens Falls within the A/GFTC area feature neighborhood-scale roads with sidewalks. However, conditions of these pedestrian networks vary widely. Many communities struggle to maintain, repair, and replace older facilities that have degraded in condition and were not constructed to ADA standards.

Since the last LRP, A/GFTC has worked steadily to improve bicycle and pedestrian conditions throughout the MPO. These efforts have included:

- Updating the Regional Bike Plan. In 2021, A/GFTC completed an update for the Regional Bicycle Plan. This set forth priorities for the location and design of bicycle infrastructure in the A/GFTC area, as well as providing guidance for the implementation of bicycle and complete streets projects at the local level. In addition, an interactive GIS map was included to inventory local bicycle priority projects throughout the region.
- Supporting local efforts to improve bicycle and pedestrian conditions. A/GFTC staff has participated in several planning efforts sponsored by local municipalities and advocacy groups. This includes:
    - GIS inventory of signage on the Warren County Bikeway and Feeder Canal Trails
    - Feasibility studies for trail connections or complete street projects in Horicon, Salem, Glens Falls, Greenwich, Chestertown, Johnsburg, Lake George, Argyle, Fort Edward, Fort Ann, and Queensbury
    - Participation with the Adirondack Cycling Advocates, Champlain Canalway Trail Working Group, and Bike Glens Falls groups
- Assisting ADA Transition Planning efforts, including mapping and rating pedestrian infrastructure for use by local municipalities in the entire A/GFTC area.

Challenges and Opportunities

The projects above have made considerable progress in improving bicycle and pedestrian conditions, but much work remains. The following are some of the challenges and opportunities that will inform this work.

- A continued focus on project deliverability has made it more difficult to pursue small projects. Historically, smaller bike/ped projects have been difficult to construct, as lack of right-of-way, inaccurate cost estimates at the planning level, and complicated administration have impeded project delivery. As a result, many grant programs have increased project minimums which restrict access to funding for small projects. However, a newer emphasis on systemic safety planning may allow for bundling of small, similar projects, as was promoted in the NYS Pedestrian Safety Action Plan. This funding model may allow for a community to access funding for spot improvements if the proposed projects fall into certain categories.
- Community support has continued to grow for bicycle and pedestrian issues, increasing opportunities for partnerships and collaboration. However, funding availability continues to be highly competitive, especially for small-scale projects (see above). This can create frustration for residents who are seeking to implement complete streets projects in their community.

Priorities and Projects

A/GFTC has identified the following projects and priorities which are intended to continue the MPO commitment to bicycle and pedestrian transportation.

- Continue to provide staff support for local municipalities and agencies in plans involving bike/pedestrian issues. As stated above, A/GFTC staff currently supports numerous bicycle and pedestrian focused efforts

on the local, regional, and statewide level. This assistance will continue to be provided as staff resources allow.

- Continue to update the Regional Bicycle Plan as needed. Updates should take into account new facilities, changes to funding mechanisms, and any relevant design guidance based on best practices.
- Update the Regional Pedestrian Plan. The most recent effort to promote pedestrian improvements at the regional level was completed in 2014 through the Regional Bicycle/Pedestrian Plan. The bicycle portion of this plan was updated as a standalone plan in 2021; a companion effort to update the pedestrian portion of the plan should be undertaken after the SS4A Comprehensive Safety Action Plan is completed.
- Utilize the UPWP and Engineering Assistance Program for bicycle and pedestrian improvement planning. A/GFTC's Engineering Assistance task allows local sponsors to utilize on-call engineers to create concept plans which can address small-scale bike/ped needs. Similarly, the UPWP should be used for larger-scale projects such as corridor studies which include bike/ped components as part of a larger plan.
- Continue to prioritize the maintenance/expansion of bicycle/pedestrian facilities in pavement preservation and rehabilitation projects. Given the choice between two equal candidates for preservation funding, one which accommodates bicycles adequately and one which does not, it is logical to give priority to the project which will benefit more than one mode. As such, project sponsors should be encouraged to integrate bike/ped improvements such as wider shoulders or improved curb ramps/crosswalks as a routine part of pavement preservation/rehabilitation projects which are included in the TIP.
- Continue to support micromobility efforts in the region. In 2021, a joint effort between GGFT and CDPHP resulted in the expansion of the CDPHP *Cycle!* bikeshare program into the A/GFTC area. Focused on the Warren County bikeway, this service allows short-term bike rental for residents and visitors. After a successful initial season, additional capacity was added to the system in 2022. A/GFTC continues to support this micromobility service and is available to provide technical assistance if needed.

Environmental Sustainability

The establishment, maintenance, and operation of transportation facilities have the potential to impact the environment. This includes impacts to air and water quality, noise and vibration, historic and cultural properties, parklands, contaminated lands, displacement of indigenous species, and community preservation.

As an MPO core document, this LRP is required to consider environmental issues as well as undertake consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies. In addition, the LRP must contain a list of potential environmental mitigation activities, including activities that may have the greatest potential to restore and maintain affected environmental functions.

As part of the required consultation process, A/GFTC will solicit input from a wide variety of agencies at all levels of government to identify those issues that are of greatest significance or sensitivity on a regional scale. The following includes a description of the air quality/greenhouse gas (GHG) issues, climate change and vulnerability, as well as a summary of the other environmental factors identified by stakeholders in previous planning efforts.

Air Quality/GHG

The Clean Air Act, amended in 1990, required the United States Environmental Protection Agency (EPA) to establish national ambient air quality standards (NAAQS) for various air pollutants. Areas not in compliance with those standards are designated as "non-attainment."

The Town of Moreau in Saratoga County was included within the Albany-Schenectady-Troy air quality nonattainment area for ozone in 1997. In 2012, that same area achieved attainment for the 2008 ozone standard. However, even though attainment had been achieved for the newer, more stringent National Ambient Air Quality Standards, the DC Circuit of the United States Court of Appeals ruled on February 16, 2018 that anti-backsliding provisions within the EPA's implementation requirements prevent relief from prior requirements if those areas have not formally been redesignated as being in attainment. As such, a conformity determination is required for the purpose of approving this Plan (see Appendix B).

Climate Change and Resiliency

The link between transportation and climate change is well-established. According to the *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990–2021*, the transportation sector accounted for about 29% of total U.S. greenhouse gas (GHG) emissions in 2021; 58% of transportation emissions are created by light-duty vehicles. Transportation agencies at the local, regional, statewide, and national level are actively seeking to reduce the level of GHG emissions from the transportation sector.

Warming trends and severe weather impacts can already be observed in the A/GFTC region. Current and future climate change impacts relevant to this area include:

- Increases in annual average temperature: Warmer winters may reduce snow removal costs and extend the construction season. However, with warmer winters, ice accretion on roads is more common, thereby necessitating additional salt or brine applications. In addition, the increased frequency of freeze/thaw cycles can cause potholes, cracks, and frost heaves in pavement.
- Increases in annual average precipitation, especially during the winter: When combined with warmer winters and more extreme storms, this may lead to an increase in icing events, which affect vehicular

traffic, on-road freight movements, and aviation. Ice jams can lead to winter flooding and road closures. This not only causes significant effects on transportation facilities, but to the surrounding environment as well.

- Extreme heat events: This can lead to damage of asphalt pavement and railroad tracks.
- Increased storm intensities: Extreme storms can overload stormwater systems, leading to flash flooding, temporary road closures, and road washouts. Stormwater runoff from pavement can become super-heated, which has significant impacts to streams and other waterbodies and can alter ecology, especially those of cold water streams. These events can also increase the potential for scouring of bridge foundations and impacts to receiving streams, which when eroded or destabilized can continue a pattern of channel instability and continue impacts on our nearby infrastructure. Erosion of the downstream channel will increase the potential for upstream erosion. Finally, high winds and intense storms can affect air transportation.

Consultation with involved agencies

As stated previously, long range transportation plans are required to include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. As such, A/GFTC has conducted outreach to environmental agencies at the local, county, regional, and State level to solicit priorities, opinions, and suggestions on how to best incorporate environmental preservation and mitigation activities within the context of transportation planning. Past outreach with responding agencies emphasized corridor management as a mechanism to address three primary negative impacts that result from transportation projects:

- Degradation of water quality due to runoff
- Proliferation of invasive species
- Disruption of wildlife habitat continuity

Water Quality Preservation

The construction and maintenance of roadways can cause significant impacts on nearby waterbodies and the surrounding watershed. Soil erosion during construction can cause sedimentation in waterbodies that decrease wildlife habitat and contribute to the overall eutrophication of the waterbody. These impacts can also continue post-construction if the road corridor has not been properly graded and stablilized. Once the roadway is constructed, the impermeable surface of the pavement collects contaminants such as soil, oil, grease, and litter, which is then carried to local waterbodies during storm events.

Road maintenance can also cause negative impacts to water quality. Salt and sand are commonly deployed during the winter months to improve driving conditions; this can affect the quality of adjacent soils and water bodies. The Adirondack Road Salt Reduction Task Force Assessment and Recommendations report[4], released in 2023, contains recommendations and best practices which may apply to much of the A/GFTC region.

As discussed in the Climate Change section of this plan, flooding from storm events can also cause considerable damage. Excessive runoff can wash out roads and bridges, cutting off crucial transportation routes and requiring extensive repairs.

To address these concerns, a stormwater study is conducted in conjunction with all new road projects. Best management practices will be selected based on the most current relevant standards as required by the NYS Department of Environmental Conservation, Adirondack Park Agency, and/or Army Corps of Engineers.

[4] https://www.dec.ny.gov/docs/administration_pdf/adirondackroadsaltreport.pdf

Invasive Species

Controlling the proliferation of invasive species continues to be a concern in the A/GFTC area and beyond. These species spread rapidly and often cause severe and irreversible impacts on agriculture, recreation, and natural resources by threatening biodiversity, habitat quality, and ecosystem function. Some common invasive plant species along roadsides include Phragmites, Purple loosestrife, and Japanese knotweed.

Surface transportation activities can hasten the spread of invasive species. Road maintenance activities such as mowing, dredging of swales, and plowing can disperse seeds and roots of invasive plants. In particular, highway departments often share the soil which is dredged from drainage ditches with local homeowners. Properly disposing of soils contaminated with invasive species can slow the propagation of plants that are choking the habitation of native species. In addition, construction equipment can be a vector for the spread of invasive species, as seeds or other plant material can be carried within vehicle undercarriages or tires.

Another potential vector for the expansion of invasive species is the movement of freight by road, rail, or canal, as well as by passenger vehicles. Seeds can be carried in cargo or the wheels of vehicles and pests such as the Asian long horn beetle can travel via wood pallets and wood packing material in cargo shipments. Other pests can travel in the cargo itself, especially in produce and livestock. Transportation of firewood is especially problematic, to the degree that untreated firewood may not be transported more than 50 miles from its origin or source, as prohibited by the NYS Firewood Regulation.

Aquatic invasive species are also easily distributed via transportation methods. Plant fragments, seeds, and animals such as zebra mussels attached to a boat hull travel miles beyond their current range. New invasive species are introduced in this manner and current invasive species spread even further. Boat inspections and washing stations, such as those on Lake George, can help curb the expansion of aquatic invasives.

Recognition of invasive species is a key element to slowing their spread. Once identified, a management strategy can help to contain and minimize their impact; however, eradication is rarely obtainable. Identifying potential vectors, such as contaminated soils and vehicles, should also be considered when undertaking roadway construction projects.

Habitat Continuity

Roadways, especially limited access highways, can obstruct the natural migration and territory of wildlife. This especially impacts amphibians, reptiles, and scavenger species which may be attracted to food sources on or along roadways. Additionally, animal/vehicle collisions are a common cause of crashes in the A/GFTC region. The following are examples of wildlife-supportive highway design elements that can reduce negative impacts on breeding cycles and habitat, heighten motorist awareness of the presence of animals, and enhance territorial connectivity across a given highway corridor:

- Breaks in medians and fencing
- Visible and scalable fencing for larger mammals
- Construction of culverts, underpasses, and fencing specifically for wildlife and aquatic organism passage
- Recreation of native habitats along newly constructed roadways

Quality of Life/Environmental Justice

Although much of the focus on sustainability relates to the impacts of transportation on the natural world, it is crucial to take human impacts into consideration as well. Transportation systems can affect quality of life and human health through air, noise, water pollution, hazardous waste, aesthetic values, community cohesion, economic vitality, employment effects, displacement of persons or businesses, farms, accessibility, traffic congestion, relocation impacts, safety, and construction/temporary impacts. Many of these potential effects are addressed elsewhere in this document, but others, such as noise, represent an ongoing concern to the public. Many of the issues relating to

noise impacts are outside of A/GFTC's ability to control. However, mitigation opportunities such as noise-compatible planning or traffic management techniques, could offset or reduce impacts.

Historically, noise and other quality of life impacts have disproportionately affected disadvantaged populations, which is a matter of environmental justice. As a matter of course, A/GFTC seeks to identify and address disproportionately high and adverse effects on minority populations and low-income populations during planning projects. In addition, A/GFTC maintains an Environmental Justice/Title VI plan to ensure an equitable distribution of the benefits and burdens of the transportation system.

Challenges/Opportunities

- Identifying meaningful ways to reduce GHG emissions can be a challenge for MPOs. The most effective methods to reduce GHGs, such as an increase in fuel efficiency standards, are not within the purview of A/GFTC. In addition, it can be difficult to directly influence driver behavior with regards to reducing single-occupancy vehicle trips.
- Although advances in climate science have helped to reveal the specific risks facing the A/GFTC region, the actual incidence of these events (such as severe storms) is impossible to predict. However, as new data becomes available, systematic planning efforts to increase resiliency and adaptation to a changing environment become more feasible.
- Regional planning efforts have provided support and potential funding streams for resiliency related plans at the local level. This may allow the MPO to partner with other agencies to complete studies, such as vulnerability assessments, which can lead to improved infrastructure resiliency.
- As an MPO, A/GFTC is not directly involved in the design or construction of roadway projects. As such, it is difficult to introduce countermeasures to these project phases. However, there are many opportunities to consider environmental issues during the planning projects undertaken by A/GFTC.
- Increases in funding through the IIJA, such as the establishment of the Carbon Reduction Program, have expanded the opportunity to directly address climate change issues through the UPWP and the TIP. A/GFTC member municipalities have already begun to explore and utilize these new funding programs within the region.

Priorities & Projects

Many of the activities that A/GFTC is currently engaged in have climate change and environmental co-benefits. The following is a list of current or proposed priorities or projects which will help the A/GFTC area mitigate or adapt to climate change impacts in the future.

- Alternative Transportation: A/GFTC will continue its commitment to increasing the use of alternative modes of transportation, including public transportation, bicycle and pedestrian infrastructure, and ridesharing options. In addition, A/GFTC will continue to pursue projects and collaborations which encourage climate-smart behavior, such as reducing automobile trips, distances traveled, and idle times, increasing the number of people per vehicle, using alternative fuels, and increasing fuel efficiency. These efforts not only contribute incremental benefits to reducing GHG emissions, but also have numerous financial and health-related co-benefits.
- Congestion/Idle Time: The longer a vehicle sits in traffic, the more greenhouse gases are emitted. The A/GFTC planning area does not currently suffer from widespread congestion, although this is an issue in specific locations. A continuing commitment to keep levels of congestion low by seeking ways to reduce VMT is one way that A/GFTC will address this issue. More directly, the MPO will identify ways to improve intersection efficiencies, by installing roundabouts or coordinating traffic signals. In particular, Adaptive

Signal Control Technology feasibility studies, such as the analysis recently completed in the Town of Queensbury, could be an ideal method to encourage congestion-related improvements which benefit the region.

- Access Management: Access management, at the system-wide level, can contribute to a logical and efficient flow of vehicles between local streets, collectors, arterials, and the freeway system. This results in decreased congestion and reduced travel times and can therefore decrease the amount of carbon output. A/GFTC has a strong track record of encouraging sound access management techniques and is committed to maintaining this effort in the future.
- Land Use and Design: The pattern of development can have a direct impact on GHG emissions. In general, dense urban neighborhoods with a grid street network are associated with fewer vehicle miles traveled and less travel time, and therefore less GHG emissions, than neighborhoods with a less compact development pattern. Encouraging Complete Streets principles can improve the likelihood of biking and walking, while the integration of transit into land use decision making can further lead to reductions in single-occupancy vehicle use. A/GFTC will continue to pursue projects which encourage efficient development patterns, which can also improve livability, economic vitality, and public health.
- Alternative Fuels: The usage and availability of alternative fuel vehicles (AFV) and associated refueling infrastructure can supplement the goal of energy independence while providing economic benefits. In particular, A/GFTC has completed Electric Vehicle (EV) Charging Station assessments for the Glens Falls urban area and the rural portions of Warren County. These planning efforts can help municipalities and local businesses to evaluate EV feasibility as well as access the many new funding streams intended to expand charging stations throughout the state.
- Infrastructure Resiliency/Vulnerability Assessments: In addition to finding ways to reduce greenhouse gases, it is important to identify ways that existing infrastructure can be adapted to the changes which are already occurring. One method is to complete a vulnerability assessment, which identifies opportunities to adapt transportation infrastructure and operations to climate change events, including more frequent severe storms, road washouts, and flooding. An example of this type of project was conducted in the White Creek watershed in 2016. A/GFTC will continue to make this project type available to members by including it as a potential UPWP item.
- Explore design alternatives that are less disruptive to the natural and built environment. The federal aid design process already includes a thorough environmental review process, including evaluation of alternatives. In addition, A/GFTC will continue to include environmental considerations within all relevant planning projects, to ensure that these issues are considered at all levels of project development.
- Explore opportunities to make incremental improvements during roadway paving and maintenance projects. Not every improvement needs to take place at the regional level in order to be effective. For example, replacing culverts with open-bottom arch or box designs at 1.25 bankfull width can bolster climate resiliency and improve aquatic organism passage.
- Continue to improve outreach, communication, and coordination with relevant environmental organizations. As an MPO, A/GFTC does not have a formally established relationship with environmental organizations. However, improvements in communication have been made as staff continues to explore regional collaboration, including county Soil & Water agencies, the Adirondack Park Agency, NYSERDA, the LC-LGRPB, and various climate-related working groups. A/GFTC is committed to expanded coordination in the future as opportunities arise.

SECURITY

Federal regulations require MPOs to consider projects, strategies, and services that increase the security of the transportation system for motorized and non-motorized users. For this LRP, security is defined as actions which deal with significant and unforeseen disruptions to the transportation system. In this region, this can include disruptions caused by weather events as well as the more traditional security-related issues. NYSDOT and the County Departments of Public Works in the A/GFTC area have a successful track record of responding to major flooding events and resulting road washouts, as well as incidents with hazardous material transportation crashes.

Presently, the primary responsibility for mobilization and operations rests with other organizations and municipalities that A/GFTC interacts with on a regular basis and that are currently involved in the coordinated regional transportation planning process.

Challenges/Opportunities

For smaller MPOs such as A/GFTC, security is a difficult concept to integrate into the planning process. The A/GFTC Planning and Programming Area does not contain a major intermodal passenger center, such as an international airport or large-scale rail station, or any intermodal transfer centers like a large port. Further, A/GFTC does not own or operate any transportation infrastructure, nor does it have any direct influence over the management or operations of any transportation facility. The regional surface transportation system is generally devoid of access control and thus cannot easily be "secured" in the traditional sense. That being said, A/GFTC does have the capacity to engage targeted engineering resources to improve disaster planning efforts if such efforts are identified by A/GFTC Policy and/or Planning Advisory Committees.

The MPO regularly engages in activities that are relevant to the issue of security. Most of those related activities are listed in the current Unified Planning and Work Program and include:

Task 2.10 - Transportation and Land Use Data: A/GFTC routinely collects data on transportation facility characteristics and surrounding land uses that could be of potential value to emergency response and mitigation efforts.

Task 2.60- Program Coordination and Local Government Assistance: As a regional planning organization, A/GFTC offers staff assistance to area-wide planning efforts which include transportation considerations, should the need arise.

Task 2.70 - Local Traffic Engineering and Assistance: A/GFTC retains contracts with up to three transportation planning and engineering firms for the purpose of availing those firms' services to its member municipalities. These agreements, although limited in scope so as not to circumvent the coordinated planning process, could be utilized to review transportation-specific operational elements of existing plans or to aid municipalities in developing plan updates.

Task 2.80 - GIS Support and Operation: A/GFTC staff is available to supplement existing municipal GIS resources if called upon to do so in the event of a significant regional disruption.

Task 4.20 - Transportation Improvement Program Update: The Transportation Improvement Program is the capital programming document that identifies priority projects for federal transportation funding. Through judicious application of the planning process, facilities that are subjected to recurring disruption (eg: a flood-prone

roadway) can be addressed through the coordinated planning process. Additionally, in the event of infrastructure replacement, the type of facility that is desired could potentially evolve through MPO discussions.

Priorities/Projects

As stated above, addressing security within the context of a small MPO can be a challenge. In time, the anticipated role of A/GFTC in security planning could change due to unforeseen events or legislative action. As security planning is a comparatively new requirement for MPOs, it is expected that further guidance and responsibilities will emerge over time. The following are the priorities and projects which have been identified as feasible ways to address transportation security within the A/GFTC area.

- Continue outreach to the emergency planning and response community. In 2022, A/GFTC staff agreed to participate as a stakeholder in the update of Warren County's Hazard Mitigation Plan. This will allow for collaboration between many agencies such as the Soil and Water Conservation District and the Office of Emergency Services. A/GFTC should continue to expand this coordination and outreach to other member counties as appropriate.
- Complete the ITS Architecture Development task. The initiative to prepare an ITS architecture for the A/GFTC Planning and Programming Area has stalled for a variety of reasons. As part of this effort, NYSDOT and A/GFTC staff had previously conducted outreach to regional highway departments and emergency coordinators, but those efforts should likely be revisited. Working towards the implementation of a regional ITS provides a natural vehicle to re-engage those responsible for emergency response.
- Undertake a criticality assessment of road network to determine network robustness. A criticality assessment reveals which transportation network links are most crucial to the operations of the network as a whole. Traditionally, these were identified by examining traffic patterns and capacity. However, new modeling techniques are available which could identify links which, due to connectivity and lack of redundancy, would result in a "domino effect" of backups and issues in the network as a whole. Gaining an understanding of network criticality can be a powerful tool for emergency planning as well as capital improvement plans.

FINANCIAL PLAN

As required by the Infrastructure Investment and Jobs Act, all Long Range Plans (or Metropolitan Transportation Plans) produced by Metropolitan Planning Organizations must include a financial plan. Previous A/GFTC Long Range Plans were developed under anticipation that reauthorizations of federal transportation law would introduce new revenue sources and funding programs that would help to address declining transportation infrastructure conditions and performance. IIJA carries forward all FAST Act programs in addition to new federal programs, but the revenue mechanisms that contribute to the Highway Trust Fund were not substantially altered by the bill. Despite historically high levels of funding for highways and bridges, system needs and associated costs continue to outpace available resources. Most municipalities do not have the requisite funding to keep pace with growing infrastructure maintenance needs even with the availability of federal funding assistance, and merely increasing the share of the existing federal transportation program will not solve this issue.

Federal Transportation Funding Programs Available to A/GFTC

The 2022-2027 A/GFTC Transportation Improvement Program (TIP) serves as the near-term capital programming plan for the investment of federal transportation funding within the planning and programming area. A/GFTC administers the assignments of the following federal transportation funding sources (known as the core program) through maintenance and biennial updates to the TIP.

- Highway Safety Improvement Program (HSIP): funding for improvements designed to achieve a significant reduction of traffic-related fatalities and serious injuries on public roads.
- National Highway Performance Program (NHPP): funding for improvements to rural and urban roads and bridges that are part of the National Highway System, including the Interstate System, Principal Arterials and designated connections to major intermodal terminals.
- Surface Transportation Block Grant Program (STBG): funding for projects on any Federal- aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.
- Transportation Alternatives Program (TAP): funding for alternative transportation projects, including bicycling and pedestrian facilities, access to public transportation, transportation enhancement projects, recreation trails, scenic byways, safe routes to schools, community improvement, and environmental mitigation.
- Large Urban Cities (FTA 5307): funding for transit capital and operating assistance in urbanized areas and for transportation related planning.
- Rural and Small Urban Areas (FTA 5311): funding for supporting public transportation in areas of less than 50,000 populations.
- Transportation for Elderly Persons and Persons with Disabilities (FTA 5310): funding for assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the existing transportation services provided are unavailable, insufficient, or inappropriate to meeting these needs.

Additionally, IIJA creates new federal programs, both formula-funded and discretionary, to support investments in safety, climate resiliency, electric vehicle infrastructure, and carbon reduction.

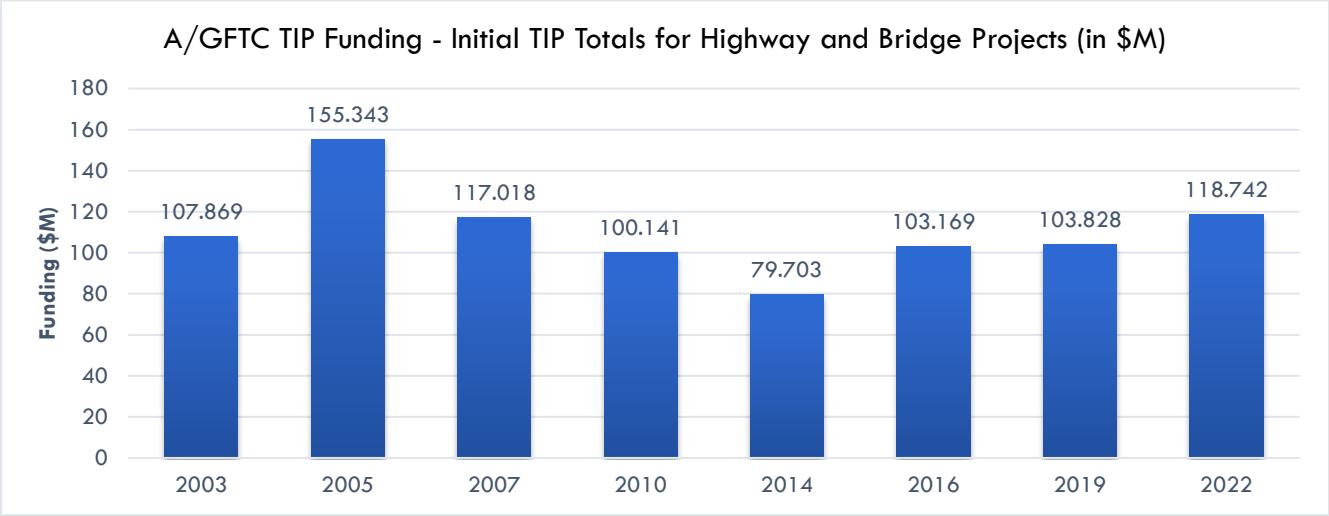
Short-term Core Program Funding History at A/GFTC

Capital programming at A/GFTC has been a collaborative process with Greater Glens Falls Transit and New York State Department of Transportation. Typically, A/GFTC is provided with suballocated program targets for the

core highway transportation programs: NHPP and STBG. Transit programming is largely driven by formula and availability of local matching funds.

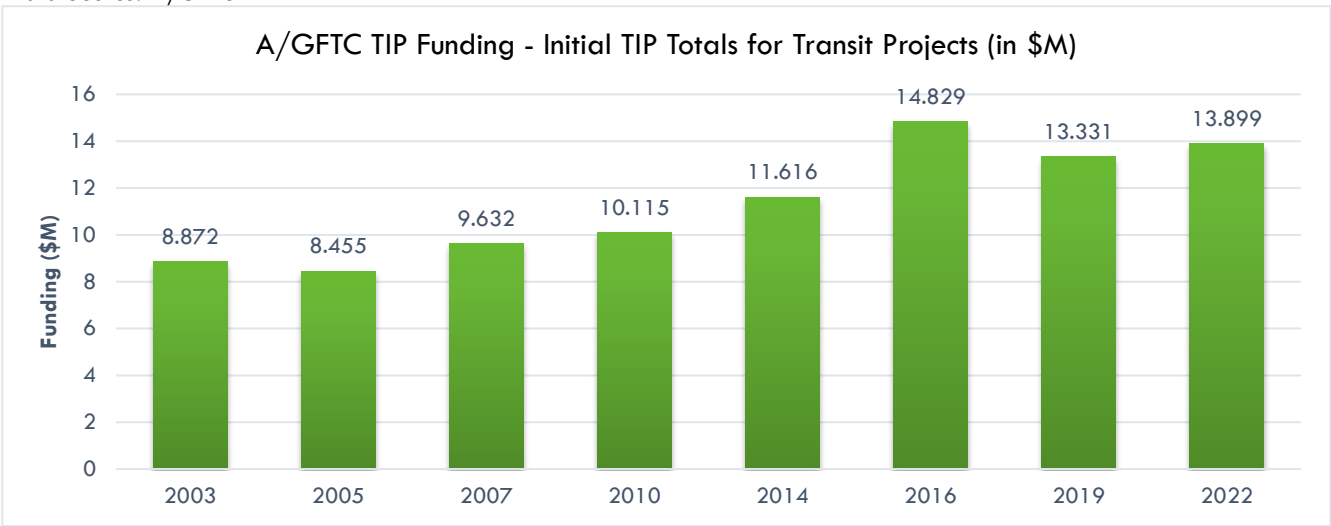
Federal transportation funding levels within the A/GFTC area have shown considerable variability over the period that includes the last 8 Transportation Improvement Programs. NYSDOT Region 1 historically provides guidance regarding the suballocations that are used for distribution within New York State that consider formula funding, localized needs, and regional and statewide balances. A greater degree of fund source over-programming had been permitted in the past, which accounts for the peak programming of over $155M that occurred in 2005. A heightened emphasis on statewide competitive solicitations funded by core funding suballocation setasides correlates with the 2014-2018 Transportation Improvement Program being the smallest A/GFTC capital program in terms of initial overall dollars since 1991. Programming levels have recovered from the 2014 low as initial program totals since then have been notably higher.

Figure 21: Transportation Improvement Programs – Highway and Bridge Totals
Data Source: A/GFTC



In contrast to the combined highway programs, core transit funding has generally increased in terms of overall dollars since the 2005 TIP, reaching a high with the 2016 program.

Figure 22: Transportation Improvement Programs – Transit Totals
Data Source: A/GFTC



Adequacy of Funding Levels

This Long Range Plan presents condition data and demand information for highways, intersections, bridges, transit, rail and bicycle and pedestrian facilities. Previous LRPs noted A/GFTC's past programming philosophy of reserving federal funds to provide fiscal relief to municipal project sponsors that were engaged in costly, large-scale, or design-intensive capital replacement projects. It was also noted that that strategy left little or no funding for infrastructure maintenance. The maintenance and preservation first strategy introduced by NYSDOT's Forward Four set a preservation program 'target' that effectively inverted the shortfalls of the previous programming strategy while leaving comparatively little funding for capital improvements or infrastructure replacement. It is anticipated that the programming priorities of Forward Four will be continued.

Gains in locally-owned pavement conditions are not entirely attributable to federal funding levels, as most previously programmed highway projects were pavement reconstructions or major rehabilitations that only improved short sections of roadways. That said, annual pavement scoring data collected by A/GFTC until recently for locally-owned federal aid - eligible highways indicated gradually improving overall conditions concurrent with preservation-first strategies.

Federal transit funding continues to be adequate to sustain existing local public transportation operations. Up until 2023, Greater Glens Falls Transit had been able to successfully maintain its fleet, staffing, and operations with only modest increases in fares and municipal contributions. In 2023, Warren County elected to join the Capital District Transportation Authority, effectively transferring regional public transportation services operations within the A/GFTC area from GGFT to CDTA. CDTA's future prioritization and utilization of A/GFTC-administered capital programs has yet to be determined.

While planning for bicycling and pedestrian projects is well supported by A/GFTC annual work programs, funding to implement those projects tends to suffer at the expense of mounting highway and bridge costs. The continued emphasis on maintenance and preservation-first strategy is typically not effective in addressing bicycle and pedestrian infrastructure deficiencies. The Transportation Alternatives Program and the new Safe Streets For All (SS4A) and Carbon Reduction Programs will be heavily relied upon for future non-motorized transportation system improvements.

Programming priority for improving railroad and canal facilities suffers from a general lack of profile based on declining commercial usage. While demand for rail transportation (both freight and passenger) and waterborne transportation could be anticipated to increase along with any rising fuel costs, many railways throughout the country, including the Batten Kill Railroad, have deteriorated to the point where such demand cannot be met given existing infrastructure conditions. And while the Champlain Canal remains open to recreational boat traffic, the controlling depth of the canal in the A/GFTC area is shallower than the 12 feet needed to accommodate larger commercial vessels.

Funding Projections

Highway and Transit Federal Funding Assistance

The Infrastructure Investment and Jobs Act requires that MPO Long Range Plans include an estimate of funds that are reasonably expected to be available in order to implement those plans. The initial programmed amounts in the 2022-27 A/GFTC Transportation Improvement Program and the 2023-24 A/GFTC Unified Planning Work Program, enabled by IIJA funding formulas and in-state planning targets, will be used as the basis for projected future funds. Factoring an increase of 3.0% per year over that 2022 total, A/GFTC staff projects that an average annual matched federal program of $34.6M will be available over a 23-year period.

Table 8: Projected Capital and Planning Funds ($ M, matched)
Data source: A/GFTC, NYSDOT

Program Source	2022-27	2027-32	2032-37	2037-42	2042-45
Highway and Bridge Capital	118.742	129.867	150.576	175.076	118.11
Transit Capital	13.899	15.199	17.625	20.429	13.789
FHWA PL (Planning)	2.713	3.145	3.646	4.227	2.853
FTA MPP (Planning)	0.372	0.431	0.499	0.579	0.391
Totals	137.689	148.642	172.346	203.018	134.791

It is important to note such estimates become increasingly speculative over time as unforeseen changes in legislation, demand, and technologies may greatly influence future expenditures. A/GFTC TIP and UPWP programming will continue to adhere to the prevailing fiscal constraints of a given program cycle, noting that the preceding sample estimates are illustrative. Available funding in excess of those estimates will allow for greater flexibility to consider necessary system improvements and technological enhancements as warranted by changing and increased demand. The A/GFTC TIP update process will be the appropriate vehicle to address changes in capital funding availability.

Local, Regional, and State Impacts

Maintaining existing levels of funding for transportation infrastructure, while potentially stabilizing rates of decline in infrastructure conditions, will impede implementation of the congestion mitigations, operational improvements, and multi-modal upgrades that are consistent with national goals of economic viability and personal mobility. Prolonged shortfalls in needed transportation funding will negatively affect the quality of life for residents, workers, and visitors in a number of different ways, including:

- Decreased mobility and greater unpredictability in travel times resulting from failing or overburdened infrastructure
- Increased personal transportation costs
- Slowed economic growth resulting from stagnant market areas, unreliable shipping and goods movement operations, and the lack of infrastructure-related job creation
- Continued environmental degradation resulting from transportation inefficiencies

Many of these impacts can be lessened, reduced, or eliminated through a combination of technological improvements in connected/autonomous vehicle capabilities, continued developments in alternative fuels and efficiencies, and/or the addition of funding by NYSDOT above the projected levels, including continued support from competitive statewide funding awards.

Conclusion

Based upon resource estimates developed by staff, the A/GFTC region can reasonably expect to be able to program close to 800 million dollars in transportation capital and planning funds between now and the year 2045. As with prior LRP funding estimates, this is not anticipated to be sufficient to keep pace with continued infrastructure decline and increased demand. Congestion-related highway improvement projects are practically unsupported by preservation-centered programming strategies, and freight demand reduction strategies such as greater utilization of regional rail and canal facilities entail additional capital programming that is currently not likely under existing funding scenarios. Transit funding is expected to be adequate to support existing operations, but not sufficient to support service or system expansion.

Transportation often suffers from a lack of policy profile even though the efficient and reliable movement of people and goods affect us all. A functional and reliable multimodal transportation system is critical to support economic growth, environmental sustainability, national security, tourism, and community character and cohesion. New York State was once a national leader in multimodal transportation and is well-poised to capitalize upon previous and progressive infrastructure investments should future funding scenarios improve.

Appendix A: Performance Targets

Long Range Transportation Plan System Performance Report - September 2023

Background

Pursuant to federal transportation planning requirements, states, Metropolitan Planning Organizations (MPOs), and transit providers must employ a transportation performance management approach in carrying out their federally required planning and programming activities. Title 23 Section 150(b) of the *United States Code* [23 USC §150(b)] includes seven national performance goals for the Federal-Aid Highway Program and Chapter 49 Section 5301 of the *United States* Code [49 USC §5301] specifies general purposes of Federal-Aid Transit Program. Combined, these include:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads and public transportation systems.
- Condition – To maintain the highway infrastructure and transit capital assets (e.g., rolling stock, equipment, infrastructure, and facilities) in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System (NHS).
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
- Promote continuing, cooperative, and comprehensive planning that improves the performance of the transportation network.

USDOT established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the national goals described above. The performance measures address highway safety, pavement and bridge condition, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety.

The A/GFTC Long Range Plan, *2045 Ahead*, was adopted on September 29, 2023. As required, this plan includes performance targets associated with the following FHWA and FTA performance measures rulemakings:

- Highway Safety Improvement Program (HSIP) and Highway Safety (PM1)
- Transit Asset Management
- Pavement and Bridge Condition (PM2)
- System Performance/Freight/Congestion Mitigation & Air Quality Improvement (CMAQ) Program (PM3)
- Transit Safety

MPOs must also include a system performance report in the LRP that describes the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets compared to baseline data and previous system performance reports. This portion of the adopted/amended LRP meets these requirements.

Highway Safety (PM1)

The Federal Highway Administration (FHWA) Highway Safety (PM1) rule established five performance measures for safety on all public roads. The performance measures are five-year rolling averages.

- Number of Fatalities
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100M VMT
- Number of Nonmotorized Fatalities and Serious Injuries

Baseline Safety Conditions and Performance Targets

Table 1 presents the 2023 safety targets as well as safety performance in recent years. A/GFTC agreed to support the New York State Department of Transportation (NYSDOT) statewide 2023 targets September 14, 2022 via Resolution 22-04. The 5-year average for A/GFTC between 2017-2021 has also been included for reference.

Table 1. Statewide Safety Performance and 2022 Targets

Performance Measure	2017	2018	2019	2020	2021	A/GFTC 2017-2021	2023 Targets	2024 Targets
Number of Fatalities	1,085	1,038	1,016	998	1,021	13.8	988.2	1016.1
Rate of Fatalities per 100 Million VMT	0.881	0.844	0.827	0.844	0.890	0.93	0.836	0.886
Number of Serious Injuries	11,242	11,119	11,287	11,198	11,146	136.2	11,086.2	11,089.9
Rate of Serious Injuries per 100 Million VMT	9.127	9.041	9.176	9.431	9.654	9.26	9.337	9.606
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	2,731	2,638	2,672	2,660	2,642	14.6	2,633.4	2,628.4

Note: Safety data and targets are expressed as an annual 5-year rolling average for each measure.

Description of Progress

As shown in Table 1, on a statewide basis, the five-year rolling average for number of fatalities, number of serious injuries, and number of non-motorized fatalities and serious injuries in 2021 is lower than 2017. However, the rate of fatalities and serious injuries statewide in 2021 is higher than 2017. FHWA annually completes an assessment of progress toward achieving safety targets for each state. A state makes significant progress toward its safety

targets when at least four of the five targets have been met, or the actual outcome was better than the baseline performance. If a state has not met or made significant progress toward meeting performance targets, the State DOT must comply with 23 U.S.C. 148(i) for the subsequent federal fiscal year. This requires minimum investments in highway safety projects through the Highway Safety Improvement Program (HSIP) and submission of an HSIP Implementation Report.

The A/GFTC Long Range Plan addresses safety needs, strategies, and programs within the A/GFTC planning and programming area. See pages 26-30 of the LRP for more detail.

Transit Asset Management

The Federal Transit Administration (FTA) Transit Asset Management (TAM) rule established the transit asset performance measures presented in Table 2:

Table 2. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Equipment	Percentage of non-revenue, support-service and maintenance vehicles within a particular asset class that have met or exceeded their ULB
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (NYSDOT) for the entire group. NYSDOT's 2022 Group TAM Plan is available here.

As of the publication of the 2023 Long Range Plan, the most recent performance targets for transit asset management were set by Greater Glens Falls Transit (GGFT). As such, the relevant performance targets previously set by GGFT and adopted by A/GFTC are still in effect. GGFT is considered a Tier II provider and thus is included in a group TAM plan developed by NYSDOT. In May 2023 GGFT merged with the Capital District Transportation Authority (CDTA). Subsequent updates of the LRP will reflect CDTA performance targets as required.

Baseline Conditions and Performance Targets

Table 3 presents the baseline performance/conditions and the 2022 targets for transit assets in the A/GFTC planning area. GGFT set the transit asset targets listed in Table 3; A/GFTC agreed to support these transit asset targets on May 18, 2022.

Table 3. Baseline Transit Asset Performance/Condition and Targets

Performance Measure	2022 Baseline	Target
Rolling Stock % that exceeds Useful Life Benchmark (ULB)	0%	0%
Equipment % that exceeds ULB	0%	0%

Facilities rated less than 3.0 on the Transit Economic Requirements Model scale	0%	0%

Description of Progress

The A/GFTC 2023 Long Range Plan reflects the goals, objectives, performance measures, and targets set by GGFT regarding transit asset management. See pages 44-49 of the LRP for more detail.

Pavement and Bridge Condition Measures (PM2)

The FHWA Pavement and Bridge Condition rules (PM2) established the following six performance measures for all bridges and pavements on the National Highway System (NHS):

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate NHS pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges (by deck area) classified as in good condition; and
- Percent of NHS bridges (by deck area) classified as in poor condition.

NYSDOT Pavement and Bridge Condition Baseline Performance and Established Targets

NYSDOT established statewide PM2 targets for 2023 and 2025 on December 16, 2022. A/GFTC agreed to support NYSDOT's PM2 performance targets on April 04, 2023 by resolution 23-03. By adopting NYSDOT's targets, A/GFTC agrees to plan and program projects that help NYSDOT achieve these targets. Table 4 presents recent performance for each PM2 measure for New York as well as the 2023 and 2025 statewide targets established by NYSDOT.

Table 4. Pavement and Bridge Condition (PM2) Performance and Targets

Performance Measure	NYS 2017 Baseline	NYS 2019	NYS 2021	A/GFTC 2020-2021	NYS 2023 Target	NYS 2025 Target
Percent of Interstate pavements in good condition	N/A*	51.1%	45.3%	N/A**	53.2%	54.3%
Percent of Interstate pavements in poor condition	N/A*	1.1%	1.1%	N/A**	1.4%	1.7%
Percent of non-Interstate NHS pavements in good condition	20.4%	13.4%	18.9%	18.6%**	22.3%	20.7%
Percent of non-Interstate NHS pavements in poor condition	8.3%	7.5%	7.6%	7.1%**	9.3%	10.9%
Percent of NHS bridges (by deck area) in good condition	22.8%	26.0%	25.3%	24.38%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	10.6%	9.6%	11.3%	9.34%	12.5%	12.8%

*FHWA did not require states to collect and report baseline performance for the Interstate pavement measures.
**Local jurisdiction NHS roads only. All Interstate NHS roadways are under the jurisdiction of NYSDOT.

On the NY Interstate system, the percentage of pavement in good condition decreased from 2019 to 2021, while pavement in poor condition held steady. The statewide targets for 2023 and 2025 reflect anticipated improvements in Interstate pavement in good condition and a small increase in the percentage in poor condition. On the non-Interstate NHS system, pavement in good condition decreased slightly from 2017 to 2021, while pavement in poor condition decreased.

NYSDOT has made positive progress in increasing the percent of NHS bridge deck area in good condition from 2017 to 2021, from 22.8 percent to 25.3 percent. The percent in poor condition rose slightly over the same time period.

The A/GFTC 2023 Long Range Plan addresses preservation of the transportation system and identifies infrastructure needs within the planning and programming area. See pages 31-33 of the LRP for more detail.

In October 2024 NYSDOT will report pavement and bridge performance for 2022-2023 to FHWA, as well as progress toward achieving the 2025 targets. Future A/GFTC LRTP System Performance Reports will incorporate this information.

System Performance, Freight, and Congestion, Mitigation & Air Quality Improvement Program Measures (PM3)

The FHWA System Performance, Freight, and Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Performance Measures Final rule (PM3) established the following six performance measures:

For the National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

For the National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability Index (TTTR);

For the CMAQ Program

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The three CMAQ performance measures listed above are applicable only in areas that do not attain or have only recently attained national air quality standards. A/GFTC is not subject to establishing targets for these performance measures.

NYSDOT PM3 Baseline Performance and Established Targets

NYSDOT established PM3 targets for 2023 and 2025 on December 16, 2022. A/GFTC agreed to support NYSDOT's PM3 performance targets on April 4, 2023 by resolution 23-03. By adopting NYSDOT's targets, A/GFTC agrees to plan and program projects that help NYSDOT achieve the State's targets.

Table 5 presents recent performance for the applicable PM3 measures as well as the 2023 and 2025 targets established by NYSDOT.

Table 5. System Performance and Freight (PM3) Statewide Performance and Targets

Performance Measure	NYS 2017 Baseline	NYS 2019	NYS 2021	A/GFTC 2022	NYS 2023 Target	NYS 2025 Target
Percent of person-miles on the Interstate system that are reliable	83.2%	78.8%	82.2%	100.0%	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	N/A	80.3%	85.7%	97.3%	70.0%	70.0%
Truck Travel Time Reliability index (TTTR)	1.39	1.47	1.38	1.19	2.00	2.00

As shown in Table 5, the percent of person-miles on the Interstate system that are reliable decreased slightly from the 2017 baseline to 2021. For the non-Interstate NHS, a 2017 baseline was not required, however, performance increased notably from 2019 to 2021. TTTR performance decreased from 2017 to 2019, but then improved in 2021, remaining essentially flat over the 2017-2021 period.

The A/GFTC 2023 Long Range Plan addresses system performance and freight reliability and identifies infrastructure needs within the planning & programming area. See pages 34-37 for more detail.

In October 2024, NYSDOT will report system performance results for 2022-2023 to FHWA, as well as progress toward achieving the 2025 targets. Future A/GFTC System Performance Reports will incorporate this information.

Transit Safety

The FTA Public Transportation Agency Safety Plan (PTSAP) rule applies to certain providers of public transportation systems. Providers must develop and implement a PTASP that includes performance targets for the following performance measures:

- Total number of reportable fatalities by mode.
- Reportable fatality rate per total vehicle revenue miles by mode.
- Total number of reportable injuries by mode.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events by mode.
- Rate of reportable safety events per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

When the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receipt of the initial PTASP targets to establish transit safety targets for the MPO planning area. The MPO must reflect those targets in any LRTP and TIP updated on or after July 20, 2021, and revisit the MPO targets with each LRTP update.

The PTASP rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. Agencies that operate passenger ferries that are regulated by the United States Coast Guard or rail service that is regulated by the Federal Railroad Administration are not required to develop a PTASP for those modes of service.

Transit Safety Targets

The following transit providers subject to the PTASP rule operate in the A/GFTC region: Greater Glens Falls Transit (GGFT). As of the publication of the 2023 Long Range Plan, the most recent performance targets for transit safety were set by Greater Glens Falls Transit (GGFT). As such, the relevant performance targets previously set by GGFT and adopted by A/GFTC are still in effect. In May 2023 GGFT merged with the Capital District Transportation Authority (CDTA). Subsequent updates of the LRP will reflect CDTA performance targets as required.

Table 6 presents the transit safety targets established by provider(s) in the A/GFTC planning area. GGFT established the transit safety targets in January 2020.

Table 6. Transit Safety Performance Targets for Greater Glens Falls Transit, 2020

Transit Mode	Fatalities (total)	Fatalities (specify rate)	Injuries (total)	Injuries (specify rate)	Safety Events (total)	Safety Events (specify rate)	System Reliability
Fixed Route Bus	0	0	1	0.28	1	0.28	20.000
ADA/Paratransit	0	0	0	0	0	0	50.000

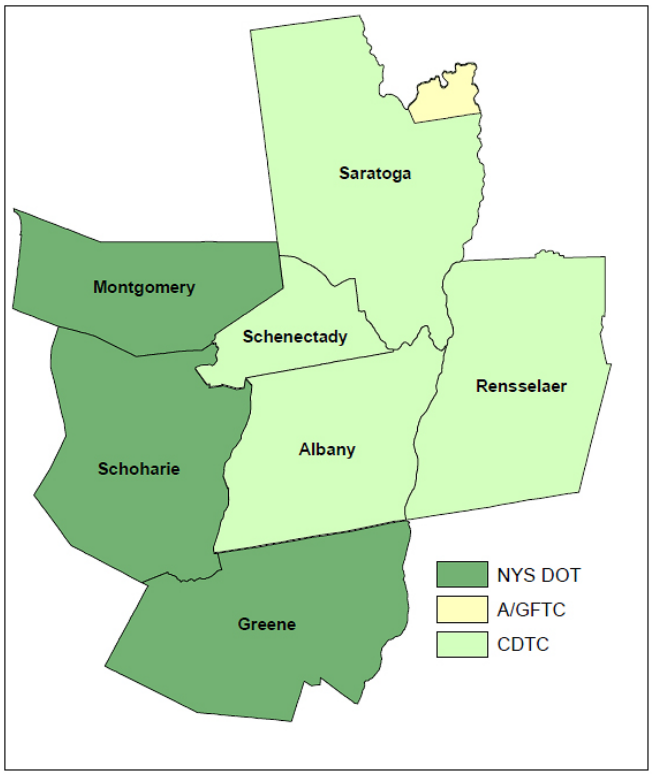
A/GFTC agreed to support GGFT transit safety targets on July 13, 2020 via Resolution 20-02, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

The transit safety performance measures are new. Performance for each measure has only recently been assessed and initial targets have been developed. Accordingly, this System Performance Report highlights the initial targets. Future system performance reports will discuss transit safety performance and progress towards meeting the targets over time.

Appendix B: Conformity Determination

Albany-Schenectady-Troy
1997 8-Hour Ozone Non-Attainment Area
Transportation/Air Quality Conformity Determination

September 29, 2023



Capital Region Transportation Council (formerly Capital District Transportation Committee)
2022-2027 Transportation Improvement Program
and *2050 New Visions* Metropolitan Transportation Plan

Adirondack/Glens Falls Transportation Council
2022-2027 Transportation Improvement Program
and *2045 Ahead* Metropolitan Transportation Plan

Capital Program of Transportation Projects
in Montgomery, Greene, and Schoharie Counties

Prepared by:

NYSDOT Environmental Science Bureau, Capital Region Transportation Council and A/GFTC
in association with NYSDOT Regions 1, 2, and 9

Executive Summary

The Adirondack/Glens Falls Transportation Council (A/GFTC) has developed a draft Metropolitan Transportation Plan (MTP) update, 2045 Ahead. Adoption of a new MTP requires the Capital Region Transportation Council (Transportation Council), formerly the Capital District Transportation Committee, and Adirondack/Glens Falls Transportation Council (A/GFTC), in cooperation with the New York State Department of Transportation (NYSDOT) Regions 1, 2 and 9, to adopt a new transportation air quality conformity determination for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area.

This report documents that the involved agencies have completed the transportation conformity process and confirms that the A/GFTC and Capital Region Transportation Council Transportation Improvement Programs (TIPs) and metropolitan transportation plans (Plans) and projects in the non-urbanized portion of the Albany-Schenectady-Troy area meet all applicable transportation conformity requirements.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones.

The United States Environmental Protection Agency's transportation conformity rules, 40 CFR Parts 51.390 and 93, establish the criteria and procedures for determining whether TIPs, Plans and federally supported highway and transit projects conform to the SIP. Chapter 6 of the New York Codes Rules and Regulations (NYCRR) Subpart 240 (Part 240) is the SIP for transportation conformity consultation in New York State. Part 240 was approved by the USEPA, effective September 29, 2014. Part 240-2 identifies the agencies, procedures, and allocation of responsibilities for consultation and is consistent with consultation requirements in 40 CFR Part 93.105.

The consultation procedures were followed during the conformity determination process and are documented in the Section titled "Consultation" below. In summary, the Capital Region Transportation Council, A/GFTC and NYSDOT staff discussed the content of this air quality conformity determination with the New York State Interagency Consultation Group (ICG) for air quality conformity during the development of the Capital Program of Transportation Projects in Greene, Montgomery, and Schoharie Counties as well as the new A/GFTC and Capital Region Transportation Council TIPs and metropolitan transportation plans.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. The Albany-Schenectady-Troy, NY area was nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, associated regulations at 40 CFR Parts 51.390 and 93, 6 NYCRR Part 240 and the *South Coast II* decision, as per the USEPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

Transportation Conformity Overview

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to the State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail the criteria and procedures to successfully comply with the CAA conformity provisions were first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

Albany-Schenectady-Troy 1997 Ozone Nonattainment Area

On June 15, 2004, the United States Environmental Protection Agency (EPA) designated the Albany-Schenectady-Troy, NY area consisting of Saratoga, Schenectady, Albany, Rensselaer, Montgomery, Greene, and Schoharie Counties nonattainment for the 1997 8-hour ozone standard (0.08 parts per million). This designation was based on the results of ambient air monitoring data collected by the New York State Department of Environmental Conservation from calendar years 2001-2003. These data established an 8-hour ozone "design value" of 0.087 ppm for the area. The current design value for the area, based on 2020-2022 data, is 0.058 ppm.

On July 20, 2012, the USEPA designated the Albany-Schenectady-Troy, NY attainment for the 2008 ozone standard (0.075 ppm). The area was designated attainment for the 2015 ozone standard (0.070ppm) on January 16, 2018.

Transportation Conformity Requirements

On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision*[1] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

[1] Available from https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for long-range metropolitan transportation plans (MTPs) and TIPs include latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

In orphan areas that have one or more Metropolitan Planning Organizations (MPOs), transportation conformity for transportation plans and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* decision upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the A/GFTC and Capital Region Transportation Council TIPs and Plans, and the Capital Program of Transportation Projects in Greene, Montgomery and Schoharie Counties can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, are:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

Latest Planning Assumptions
The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analyses. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. There are no TCMs in any SIP in the Albany-Schenectady-Troy, NY area. Thus, the latest planning assumption requirement is not applicable for this conformity determination.

Consultation
The consultation requirements in 40 CFR 93.112 and 6 NYCRR Part 240 were addressed both for interagency consultation and public consultation.

Per 6 NYCRR Part 240, interagency consultation was conducted with the NYSDEC, NYSDOT, FHWA, FTA and USEPA. Representatives of these agencies comprise the Interagency Consultation Group (ICG) for air quality conformity in New York State.

On June 14, 2023, the ICG concurred with the classification of Capital Program of Transportation Projects in Greene County (NYSDOT Region 1), Montgomery County (NYSDOT Region 2) and Schoharie County (NYSDOT Region 9). The ICG concurred with the classification of projects in the draft A/GFTC TIP on June 12, 2022. The ICG concurred with the classification of projects in the draft Capital Region Transportation Council TIP on May 6, 2022.

All projects on the TIPs, MTPs and Capital Programs are exempt for the purposes of transportation conformity as per 40 CFR Part 93, 6 NYCRR Part 240 and the interagency consultation process, except for Capital Region Transportation Council TIP Bus Rapid Transit projects (projects RG131 and T124). A list of projects and their exempt codes is attached to the conformity statement.

Consistent with planning rule requirements in 23 CFR Part 450, the public was provided an opportunity to review and comment on the draft conformity determination and supporting documentation for at least thirty days in August and September 2023.

The draft conformity documentation was posted to the A/GFTC, Capital Region Transportation Council and NYSDOT web sites. Evidence of public notice is attached to this final conformity documentation. No comments were received during the public comment period.

Timely Implementation of TCMs
There are no TCMs in the SIP for the Albany-Schenectady-Troy, NY 1997 ozone nonattainment area.

Fiscal Constraint
Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR Part 450. The Capital Region Transportation Council *New Visions 2050* MTP, the A/GFTC 2045 Ahead MTP and the 2022-2027 Capital Region Transportation Council and A/GFTC TIPs are fiscally constrained, as demonstrated in the Capital Region Transportation Council New Visions 2050 Financial Plan and the draft Capital Region Transportation Council 2022-2027 TIP. The A/GFTC fiscal constraint demonstration is included in Appendix A of the A/GFTC TIP document.

Conclusion
The conformity determination process completed for the 2022-2027 A/GFTC and Capital Region Transportation Council TIPs, the A/GFTC 2045 Ahead MTP, the Capital Region Transportation Council New Visions 2050 MTP, and the Capital Program of Transportation Projects in Greene, Montgomery and Schoharie Counties demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS. The signed resolutions adopting this conformity determination are included in the final conformity documentation.

Attachments
1. Evidence of NYSDOT public notice/availability for comment
2. Evidence of Capital Region Transportation Council public notice/availability for comment
3. Evidence of AGFTC public notice/availability for comment
4. Signed Capital Region Transportation Council resolution adopting the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
5. Signed AGFTC conformity resolution adopting the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
6. Capital Region Transportation Council TIP Project List
7. AGFTC TIP Project List
8. Exempt Projects reference
9. Greene, Montgomery and Schoharie County Project Lists

Attachment 1
Albany-Schenectady-Troy, NY Air Quality Conformity Determination
for the Adirondack/Glens Falls Transportation Council (A/GFTC) Moving Ahead MTP Update

Evidence of Public Notice

The notice below was posted at https://www.dot.ny.gov/programs/stip on August 2, 2023, for a 30-day public comment period.

New York State Department of Transportation Notice of Public Review

Transportation Air Quality Conformity Determination

The New York State Department of Transportation (NYSDOT) is announcing a thirty (30) day public review and comment period for the draft Albany-Schenectady-Troy, NY air quality conformity determination.

This conformity determination addresses all transportation projects in the Capital Region Transportation Council (Transportation Council) (formerly known as Capital District Transportation Committee) 2022-2027 Transportation Improvement Program and the *New Visions 2050* Long Range Plan, the Adirondack/Glens Falls Transportation Council (A/GFTC) 2022-2027 Transportation Improvement Program and *2045 Ahead* Long Range Plan and the Capital Program of Transportation Projects in Greene, Montgomery and Schoharie Counties.

The draft conformity determination is also available at the Transportation Council web site at http://www.capitalmpo.org and the A/GFTC web site at https://agftc.org.

This period of review will begin on August 2, 2023, and end on September 5, 2023. Any comments should be submitted to STIP@dot.ny.gov under the subject matter "Air Quality Conformity Determination" no later than September 5, 2023.

Air Quality Conformity Download:

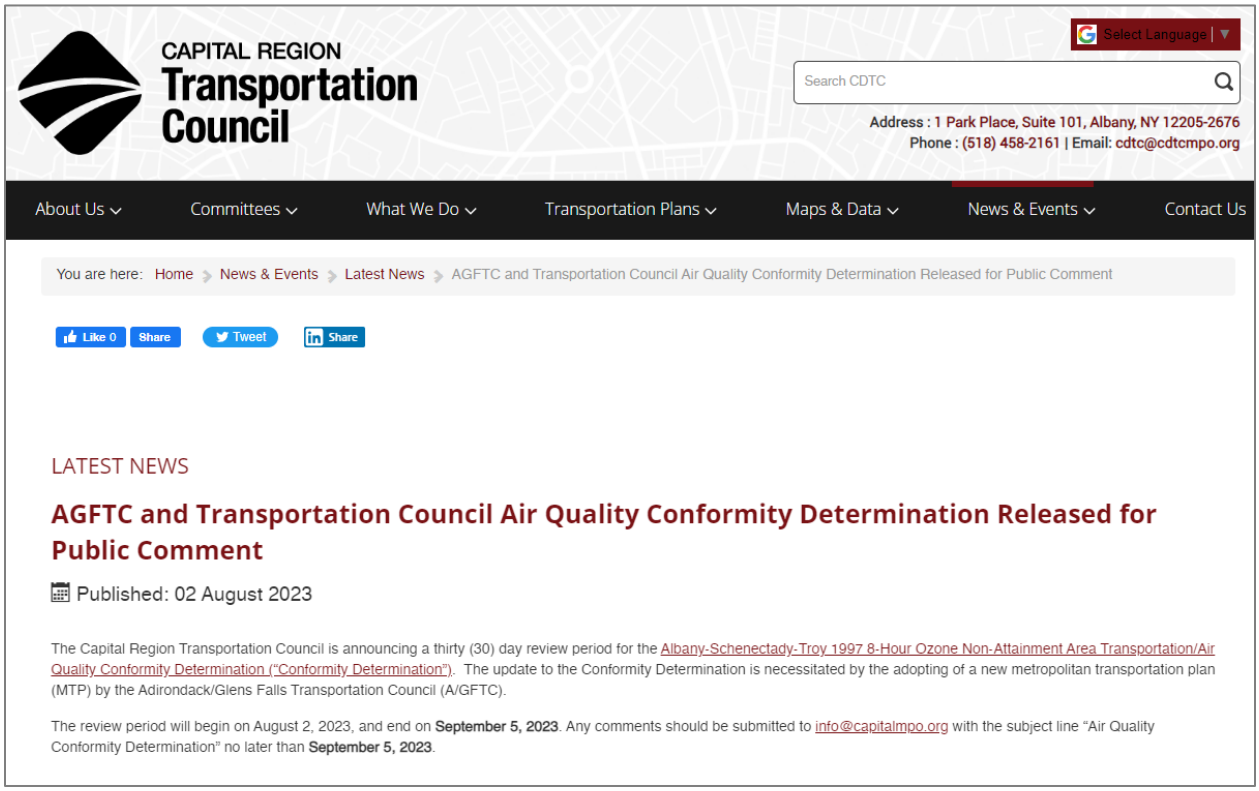
- Draft Albany-Schenectady-Troy Area Conformity Document (PDF)

No comments were received during the public comment period.

Attachment 2
Albany-Schenectady-Troy, NY Air Quality Conformity Determination
for the Adirondack/Glens Falls Transportation Council (A/GFTC) Moving Ahead MTP Update

Evidence of Public Notice

The following notice and downloadable files were posted to www.capitalmpo.org on August 2, 2023:



CAPITAL REGION Transportation Council

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LATEST NEWS

AGFTC and Transportation Council Air Quality Conformity Determination Released for Public Comment

Published: 02 August 2023

The Capital Region Transportation Council is announcing a thirty (30) day review period for the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination ("Conformity Determination"). The update to the Conformity Determination is necessitated by the adopting of a new metropolitan transportation plan (MTP) by the Adirondack/Glens Falls Transportation Council (A/GFTC).

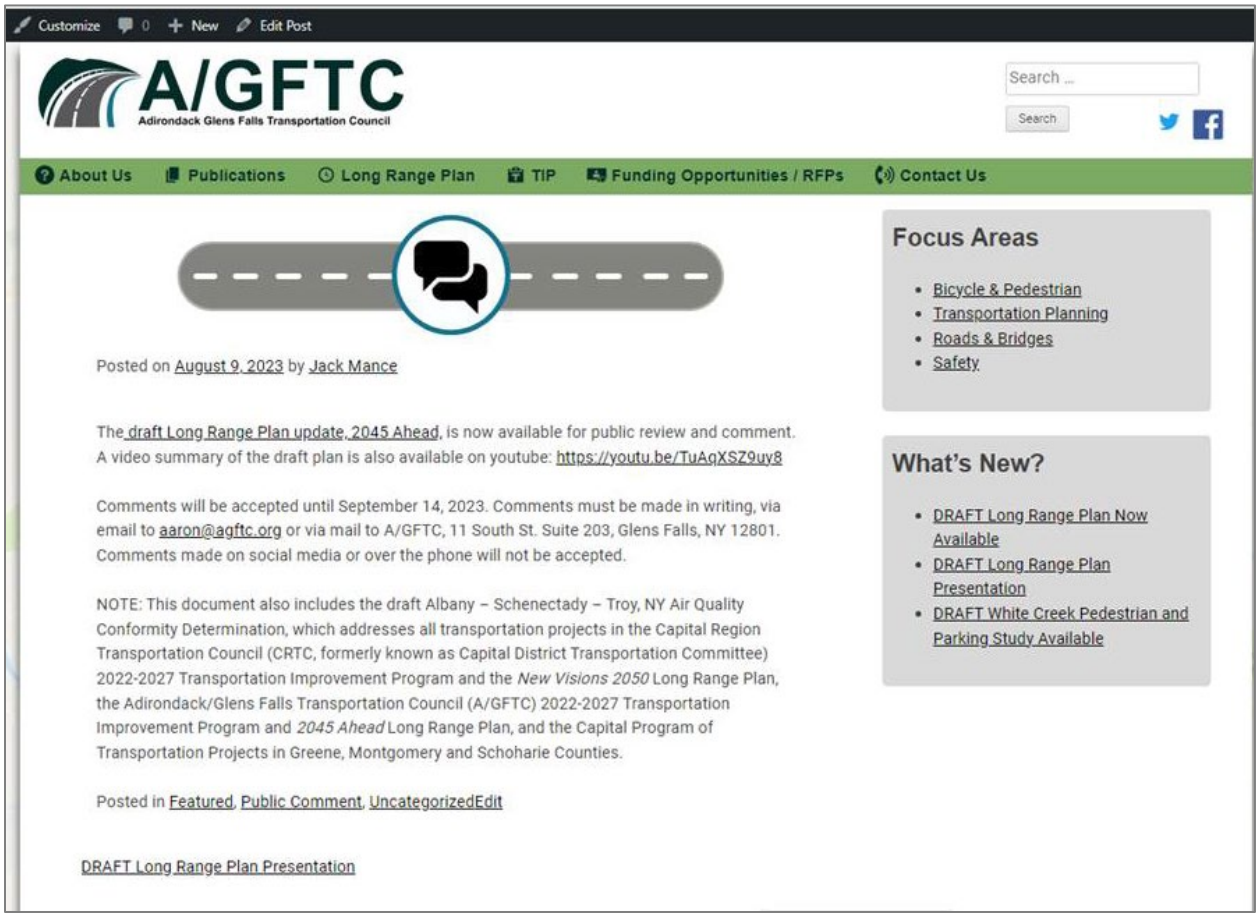
The review period will begin on August 2, 2023, and end on **September 5, 2023**. Any comments should be submitted to info@capitalmpo.org with the subject line "Air Quality Conformity Determination" no later than **September 5, 2023**.

No comments were received during the public comment period.

Attachment 3
Albany-Schenectady-Troy, NY Air Quality Conformity Determination
for the Adirondack/Glens Falls Transportation Council (A/GFTC) Moving Ahead MTP Update

Evidence of Public Notice

The following notice and downloadable files were posted to www.agftc.org on August 9, 2023:



No comments were received during the public comment period.

Attachment 4

RESOLUTION #23-7

RESOLUTION OF CAPITAL REGION TRANSPORTATION COUNCIL TO APPROVE THE ALBANY – SCHENECTADY – TROY 1997 8-HOUR OZONE NON-ATTAINMENT AREA TRANSPORTATION / AIR QUALTY CONFORMITY DETERMINATION

WHEREAS, the Capital Region Transportation Council has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the four-county metropolitan planning area of Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23, U.S.C. Section 134 and Title 49 U.S.C. Section 5303; and,

WHEREAS, Title 23, U.S.C. Section 134 and Title 49 U.S.C. Section 5303 states the Capital Region Transportation Council, in cooperation with the State and any affected public transportation operator, shall develop a Transportation Improvement Program (hereafter referred to as the "TIP") for the metropolitan planning area that contains projects consistent with the current metropolitan transportation plan, known as New Visions 2050; and, reflects the investment priorities established in the current metropolitan transportation plan; and once implemented, is designed to make progress toward achieving performance targets.

WHEREAS, the Capital Region Transportation Council, in accordance with Federal requirements for a TIP, has developed an integrated program of federally funded highway, transit and other transportation projects for the Capital District metropolitan area; and,

WHEREAS, the Adirondack/Glens Falls Transportation Council developed a new metropolitan transportation plan requiring the adoption of a new transportation air quality conformity determination for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area; and,

WHEREAS, the Capital Region Transportation Council collaborated with the New York State Department of Transportation Regions 1, 2 and 9 and the Adirondack/Glens Falls Transportation Council to develop the requisite draft air quality conformity determination to accompany the Adirondack/Glens Falls metropolitan transportation plan; and,

WHEREAS, that determination included no air quality non-exempt projects within the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area; and,

WHEREAS, the Capital Region Transportation Council Planning Committee, the New York State Department of Transportation and the Adirondack/Glens Falls Transportation Council's Planning Committee reviewed and approved the draft air quality conformity determination, releasing it for a thirty-day public comment period.

NOW THEREFORE BE IT RESOLVED, that following completion of the thirty-day public comment period, the Capital Region Transportation Council has approved the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination related to the Adirondack/Glens Falls Transportation Council's new metropolitan transportation plan; and

BE IT FURTHER RESOLVED, that the Committee directs the Secretary to submit this resolution and appropriate documentation of the program through the New York State Commissioner of Transportation to the Federal Highway Administration and Federal Transit Administration.

Laura Burke for

Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital Region Transportation Council

9-7-2023

September 7, 2023

Attachment 5

A/GFTC

A/GFTC Resolution 23-04
Approving the A/GFTC Long Range Transportation Plan (*2045 Ahead*) and Albany – Schenectady - Troy Air Quality Conformity Determination

WHEREAS, the Adirondack/Glens Falls Transportation Council is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the Glens Falls Urbanized Area; and

WHEREAS, the Planning and Programming area of the Adirondack / Glens Falls Transportation Council includes the entirety of Warren and Washington Counties and the Town of Moreau in northern Saratoga County; and

WHEREAS, Title 23 CFR Part 450.324 and Title 49 CFR Part 613 require that a metropolitan transportation plan, with a horizon date of no less than 20 years from the effective date, be developed and adopted by the Metropolitan Planning Organization at an interval that is no greater than every five years; and

WHEREAS, the A/GFTC Planning Committee has developed the draft Long Range Plan (LRP), *2045 Ahead,* as the required metropolitan transportation plan for the A/GFTC area; and

WHEREAS, the Planning Committee has reviewed and approved the draft version of *2045 Ahead,* a public meeting was held to present and discuss the draft, and the Planning Committee has released it for a public comment period that exceeded the minimum of 30 days prior to consideration by the Policy Committee; and

WHEREAS, comments received from the public outreach process have been incorporated within the final version of *2045 Ahead;* and

WHEREAS, previous A/GFTC TIPs and Long Range Plans have been found to be in conformity with the State Implementation Plan for air quality (SIP), and included the required TIP/SIP conformity assessments to meet the Clean Air Act Amendments of 1990, and the EPA's final rules on conformity published in the Federal Register on 8/15/97 (40 CFR parts 51 & 93); and

WHEREAS, in conjunction with the development of the *2045 Ahead* LRP update, adoption of a new transportation air quality conformity determination for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area is also required; and,

WHEREAS, A/GFTC collaborated with the New York State Department of Transportation Regions 1, 2 and 9 and the Capital Region Transportation Council to develop the requisite draft air quality conformity determination to accompany *2045 Ahead;* and,

WHEREAS, that determination included no air quality non-exempt projects within the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area; and,

WHEREAS, the Adirondack/Glens Falls Transportation Council Planning Committee , the Capital Region Transportation Council Planning Committee, and the New York State Department of Transportation reviewed and approved the draft air quality conformity determination, releasing it for a thirty-day public comment period; and

WHEREAS, *2045 Ahead* , as the Long Range Plan for the A/GFTC Planning and Programming Area, will serve to inform and guide future federally-funded investments in the surface transportation system; and

WHEREAS, *2045 Ahead,* includes conservative financial estimates consistent with satisfying while satisfying requirements for fiscal constraint;

NOW BE IT THEREFORE RESOLVED, that the Adirondack/Glens Falls Transportation Council endorses *2045 Ahead* as the metropolitan transportation plan; and

BE IT FURTHER RESOLVED, that the Adirondack/Glens Falls Transportation Council certifies that the requirements of 23 CFR Part 450.324 (c) and Title 49 CFR Part 613 Subpart A have been met; and

BE IT FURTHER RESOLVED, that the Adirondack/Glens Falls Transportation Council Policy Committee hereby delegates any necessary amendments or modifications to this Plan that result from the ongoing performance based planning process to the Planning Committee; and

BE IT FURTHER RESOLVED, that the Council Secretary is directed to transmit *2045 Ahead* to the appropriate State and Federal agencies.

John Strough
Supervisor, Town of Queensbury
Chairman, Adirondack / Glens Falls Transportation Council

9.29.23
Date

Attachment 6
Capital Region Transportation Council TIP Project List

TIP#	PIN #	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
A295	113216	Multiple	Exempt	A10	Carryover	New Karner Road (NY 155), from US 20 to Watervliet Shaker Road	Includes pavement rehabilitation, safety and complete streets improvements	Maintenance	7.200
A581	176045	Guilderland	Exempt	C2	Carryover	West Old State Road: New Sidewalk	South side of the road, from Gardenview Terrace to Regina Drive, and from an existing walkway on Victoria Drive to Lynnwood Elementary School.	Capital	0.350
A586	176079	Guilderland	Exempt	C2	Carryover	US 20 (Western Avenue), from Devonshire Drive to Mercy Care Lane: New Sidewalk	This is on the south side and includes curbs and intersection ramps.	Bike/Ped	0.730
A589	176091	Albany	Exempt	C2	Carryover	City of Albany South End Connector Lowline	Shared-Use path connecting Albany County Hudson-Helderberg Rail Trail at its trail head in the City's South End (.24 miles from South Pearl Street and Mount Hope Drive) and the Mohawk Hudson Bike Hike Trail at its trail head at the intersection of Broadway and Quay Street	Bike/Ped	0.325
A590	176092	Albany	Exempt	C2	Carryover	City of Albany Pedestrian Safety Action Plan	Pedestrian safety improvements at: 20 uncontrolled crosswalks & 12 signalized intersections	Capital	1.669
A594	176164	Albany	Exempt	A10	Carryover	Lark Street, Madison Avenue to Washington Avenue	Milling a minimum of 2” of the existing asphalt surface, truing and leveling course & final wearing course. Provide ADA-compliant pedestrian amenities for all sidewalks and crosswalks and install shared lane pavement markings and appropriate signage notifying vehicles of bicycle traffic. Approximately 1,200 square feet of sidewalk is in need of replacement. High visibility crosswalks will be added. Reset approximately 500 feet of granite curbing. Existing driveway widths will be evaluated and reduced when conditions warrant. Existing turning lanes will be evaluated and reestablished.	Maintenance	0.743
A595	105185	Albany	Exempt	A19	Carryover	Dunn Bridge WB To I-787 SB: Element Specific Repairs	BIN 109294A	Maintenance	12.350
A598	103955	Bethlehem	Exempt	A19	Carryover	US 9W Over CSX/CP Rail: Replacement	BIN 1007570	Maintenance	12.147
A599	176174	Green Island	Exempt	A10	Carryover	Cohoes Avenue, Arch Street to the Cohoes City Line: Mill & Fill	Install concrete sidewalks from Arch Street to Tibbits Avenue and repair all sidewalk ramps to meet ADA standards.	Maintenance	1.399
A600	104517	Multiple	Exempt	A19	Carryover	NY 378 Over Hudson: Bridge Paint	BIN 1062850	Maintenance	3.428
A601	176168	Bethlehem	Exempt	A2	Carryover	Delaware Avenue: Mill & Fill, Complete Streets & Road Diet	Reduce roadway from 4 lanes to 2 lanes with center left turn lane, construct sidewalks, bike lane, crosswalks, pedestrian refuge islands, RRFBs, bus transit pull-offs, and gateway treatment along Delaware Avenue from Elsmere Avenue to Normans Kill Bridge. The project results in ADA compliant access for all users and abilities by integrating bike, ped, transit, and motor vehicle improvements in a primary suburban corridor and constructs components of the Town Complete Streets Plan.	Maintenance	3.640
A602	130682	Colonie (T)	Exempt	A19	Carryover	I-87 Exit 6 Interchange Safety Improvements	Add a merge lane on both on-Ramps to I-87 from NY 7 to reduce vehicle conflicts and promote safe turning movements.	Capital	1.998
A603	176180	Colonie (T)	Exempt	K1	Carryover	Albany Shaker Road (CR 151), Wolf Road to Everett Road	Speed limit reduction from 40 mph to 30mph or 35 mph, additional pedestrian improvements at select intersections & a new traffic signal at Shaker Elementary School. No changes to the number of thru traffic lanes.	Capital	0.575
A604	108549	Guilderland	Exempt	C2	Carryover	Carman Road Sidewalks	Construct a 5-foot concrete sidewalk on the east side of Carman Road	Capital	0.628
A607	108546	Guilderland	Exempt	A19	New	NY 146 Over Normanskill, Bridge Replacement	TOWN OF GUILDERLAND, ALBANY COUNTY, BIN 1038310.	Capital	4.964
A608	RT2102	Rensselaerville	Exempt	C2	New	Trail Restoration and Improvements at Edmund Niles Huyck Preserve	Rensselaerville, Albany County; OPRHP 219571, This is a Recreational Trails Project	NA	0.250
A610	176229	Colonie (T)	Exempt	A10	New	Albany Shaker Rd Corridor Enhancement (Design Only)	(DESIGN ONLY) Systemic safety improvements, intersection and traffic signal improvements (approximately four (4) signals), adding missing sidewalks, and curb ramp ADA compliance. The 4’ shoulders and 3’ wide concrete gutters will be replaced with 6’ bikeable shoulders, vertical face curb and sidewalk. ADA-noncompliant drains in crosswalks will be offset out of the accessible routes. Resurface the pavement.	TBD	0.780
A611	176230	Albany	Exempt	A2	New	Central Avenue Reconstruction Project	This project will mill the existing asphalt surface a minimum of two (2) inches to remove the deteriorated roadway surface. Upon removal, an asphalt truing and leveling course will be applied to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface. After the truing and leveling course is applied, the final wearing course will be placed to provide a smooth traveling surface. In lieu of the four lane roadway system currently in place, it is proposed to install a two lane roadway with a road diet to facilitate turning vehicles. There will also be pedestrian and bicycle facilities constructed along the corridor. All new pedestrian facilities will be ADA-compliant. A key goal of the project is to enhance safety for all users.	TBD	5.970

Attachment 6
Capital Region Transportation Council TIP Project List

TIP#	PIN #	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
A612	176231	Albany	Exempt	A10	New	Frisbie Avenue Reconstruction Project - Second Avenue to McCarty Avenue	This project will mill the existing asphalt surface a minimum of two (2) inches to remove the deteriorated roadway surface. Upon removal, an asphalt truing and leveling course will be applied to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface. After the truing and leveling course is applied, the final wearing course will be placed to provide a smooth traveling surface. The project will also include new pedestrian and bicycle facilities. This will include new ADA compliant curb ramps, high visibility crosswalks, rectangular rapid flashing beacons (RRFB) at roadway crossings. In addition, new dedicated bicycle lanes will be installed along the corridor.	TBD	0.624
A612	176231	Albany	Exempt	A10	New	Frisbie Avenue Reconstruction Project Second Ave to Garden Street	This project will mill the existing asphalt surface a minimum of two (2) inches to remove the deteriorated roadway surface. Upon removal, an asphalt truing and leveling course will be applied to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface. After the truing and leveling course is applied, the final wearing course will be placed to provide a smooth traveling surface. The project will also include the installation of new granite curbing and a new ADA compliant sidewalk.	TBD	0.602
A614	176232	Cohoes	Exempt	C2	New	City of Cohoes Columbia Street Pedestrian Accessibility and Safe Routes to School Enhancements	The project will re-construct existing sidewalks and add bike lanes, seating, shade structures, and green infrastructure along Columbia Street from the intersection with Columbia and Mohawk to Columbia and Central, and then from Columbia and Broadway to Columbia and Bedford, approximately 2.35 miles in length.	TBD	5.935
A615	176239	Watervliet	Exempt	A10	New	25th Street Corridor Rehabilitation	Roadway reconstruction will include curbs, all non-ADA compliant sidewalks and ramps, high visibility crosswalks, pedestrian signals, flashing beacons in the school zone, parking delineation, driveway width reduction for the commercial properties, and drainage improvements.	TBD	5.554
A616	105186	Albany	Exempt	A19	New	I-787 - SOUTH MALL INTERCHANGE BRIDGE ELEMENT SPECIFIC REPAIRS, BINS 1092940 &109299B	Element Specific Bridge Rehabilitation to address deficiencies, including but not limited to Bearing replacements, concrete repairs, and bridge deck repairs. Restore the bridge to a state of good repair for at least 20 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	15.300
A617	105184	Albany	Exempt	A19	New	I-787 to SME EB, City of Albany, Albany County	Project may include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. This project is a Bridge Minor Rehab - Element Specific. It should restore the bridge to a state of good repair for at least 20 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	17.550
A618	152890	Colonie	Exempt	A10	New	I-90 Pavement Resurfacing Corporate Woods To I-787	Pavement Resurfacing is the major scope of work with Guiderail installation to meet current standards and Large Ground Mounted Sign Replacements. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	3.906
A619	152891	Albany	Exempt	A10	New	I-90 Pavement Resurfacing I-87 To Corporate Woods	Pavement Resurfacing is the major scope of work with Guiderail installation to meet current standards and Large Ground Mounted Sign Replacements. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	4.232
A620	101113	Rensselaerville	Exempt	A2	New	Route 145 Slope Repair and Pavement Resurfacing Project	Repair the side slope supporting Route 145 between RM 1029 and 1052 that has long been failing. Resurface Route 145 for the entire length in Albany County. Route 910G will also be resurfaced as part of this project, but will utilize State Funds since it is not Federal Aid Eligible.	TBD	5.786
A621	100138	Latham	Exempt	D1	New	Route 2 at Swatling Road Safety Enhancements	The project is intended to enhance safety and reduce crashes as identified by the high accident location. The project will likely re-align Young Place and/or Swatling Road to create a single standard 4 way signalized intersection.	TBD	4.950
A622	134709	Selkirk	Exempt	A19	New	ROUTE 396 OVER COEYMAN'S CREEK	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	2.010
A623	103425	Colonie	Exempt	A10	New	Route 5 (Central Ave.) Pavement Resurfacing and Drainage Repairs - Part 1	Pavement Resurfacing and ADA Curb Ramp Upgrades, and Lane Width Reductions to allow for a wider shoulder. The minor scope of work will include closed drainage system repairs. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	7.876

Attachment 6
Capital Region Transportation Council TIP Project List

TIP#	PIN #	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
A624	103426	Colonie (V)	Exempt	A10	New	Rt. 5 Central Ave Drainage Repair and Pavement Resurfacing Part 2	Pavement Resurfacing and ADA Curb Ramp Upgrades, and Lane Width Reductions to allow for a wider shoulder. The minor scope of work will include closed drainage system repairs. Restore the pavement to a state of good repair for a period of 12-15 years.	TBD	10.500
A625	194130	Albany	Exempt	A19	New	Water Street Over D&H Railroad, Element Specific Bridge Work	This is a Bridge Preventive/Corrective Maintenance project. It may include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Specific elements to be addressed will be identified during design.	TBD	5.693
A626	176246	Bethlehem	Exempt	C2	New	Cherry Avenue Extension Multiuse Path (Design Only)	(DESIGN ONLY) The project is Segment 1 of a proposed 10'-wide paved multi-use path along the entire length of Cherry Avenue Extension. Future project steps include preliminary design, final design, ROW acquisition, construction, and inspection.	TBD	0.409
A627	176254	Green Island	Exempt	A10	New	Arch Street Reconstruction and Improvement Project	Rehabilitation of Arch St. will consist of milling of pavement (top and binder) to the base course, crack seal surface of milled pavement if needed prior to overlay, and filling of the existing road. New center line and edge line striping will be installed to improve roadway safety. The project also includes the installation of new concrete sidewalks along Arch Street from the intersection of Hudson Ave. to the intersection of Dudley Ave. In addition, ADA-compliant high visibility intersections will be replaced to comply with current standards.	TBD	2.085
R195A	176130	Troy	Exempt	K1	Carryover	South Troy Industrial Park Road Phase II (Northern End)	Construct a new two-lane road from Monroe Street to Adams Street, 0.4 miles in length. It will include sidewalks, bike lanes a new bridge over the Poestenkill. The purpose of the project is to remove truck traffic destined for commercial properties from residential streets. It will not create a bypass or diversion through route.	Capital	6.417
R287	175815	Poestenkill	Exempt	A19	Carryover	CR 68 (Snyder's Lake Road) Large Culvert and Bridge Over Wynantskill Creek	Culvert to be Replaced with a Precast Box Culvert, Located between NY 150 and BIN 3303610.	Capital	1.545
R313	100132	Petersburgh	Exempt	A19	Carryover	NY 2 over NY 22 Bridge: Replacement	BIN 1000250	Maintenance	4.691
R314	176049	Pittstown	Exempt	A19	Carryover	CR 129 (Tamarac Road): Replace Large Culvert with an Aluminum Box Culvert	Located between NY 7 and Storm Hill Rd.	Maintenance	0.513
R315	104357	Schodack	Exempt	A19	Carryover	US 9 Bridge over I-90 (Exit 11): Replacement	BIN 1092730	Maintenance	10.917
R323	176084	Rensselaer	Exempt	C2	Carryover	Rensselaer Riverfront Multi-Use Trail	This project constructs 3750 feet of multi-use trail and 100 feet of bike/ped accommodations between DeLaet's Landing and Riverfront Park.	Capital	1.600
R326	176087	Hoosick Falls	Exempt	C2	Carryover	Hoosic River Greenway Trail Enhancement	First phase of a proposed 2.2-mile trail Includes a 700-foot trail extension from the current terminus to Sewer Plant Road, installation of a 5-car trailhead parking lot, and trailhead amenities	Bike/Ped	0.120
R329	176124	Sand Lake	Exempt	A19	Carryover	Stop 13 Rd over Wynantskill: Bridge Repair or Replace	BIN 2201960	Maintenance	1.251
R330	118839	Schaghticoke (T)	Exempt	A19	Carryover	NY 67 Over B&M RR: Bridge Replacement	BIN 1303390	Maintenance	7.164
R331	176175	Rensselaer	Exempt	A19	Carryover	South Street Bridge: Bridge Replacement & Pedestrian Improvements	South Street between 2nd Avenue and Aiken Avenue	Maintenance	2.193
R333	176170	Sand Lake	Exempt	A10	Carryover	Eastern Union Turnpike (CR 49) from Glass Lake Road to NY 43	Preserve the pavement using a 2" Hot Mix Asphalt Overlay.	Maintenance	0.604
R335	176171	North Greenbush	Exempt	A10	Carryover	Pershing Avenue (CR 68) Troy Avenue to Peck Road: Overlay	Preserve the pavement using a 2" Hot Mix Asphalt Overlay.	Maintenance	0.238
R338	176165	Rensselaer	Exempt	A10	Carryover	Third Avenue from the Bridge to City/Town Line: Rehabilitation & Bike/Ped Improvements	Rehabilitation of Third Ave including milling of pavement (top and binder) to the base course to remove pavement distress, crack seal surface of milled pavement if needed prior to overlay, overlay new binder and top courses to include 2” hot mix asphalt binder and 1-1/2” top courses, replace ADA curb ramps to comply with current standards at all eight (8) intersections, provide high-visibility crosswalks at the intersections of Third Avenue with Adams Street, Plum Street and High Street, provide pedestrian push button with countdown timers and new stop bars at the signalized intersections Adams Street and High Street, install new centerline and edge line striping to improve roadway safety and separate the driving and parking lanes, provide sharrows for bicyclists from the bridge to High Street	Maintenance	0.575
R339	176161	Troy	Exempt	A10	Carryover	NY 2 (Congress and Ferry Streets) from 11th Street to the to the Congress Street Bridge	Includes: Mill & Fill, restriping to one driving lane each, repair 50% of sidewalks, add curb extensions and bike lanes	Maintenance	4.035
R342	152887	Multiple	Exempt	A10	Carryover	I-90 Hudson River to Exit 10.5 (at Kraft Road): Pavement Corrective Maintenance	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72’ will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	Maintenance	9.790

TIP#	PIN #	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
R343	104517	Multiple	Exempt	A19	Carryover	NY 378 Over Hudson: Bridge Paint	BIN 1062850	Maintenance	3.428
R345	176183	Rensselaer	Exempt	C2	Carryover	Rensselaer Bicycle & Pedestrians Access Improvements	Construct a 1.8 mile paved, off-road trail through a 67 acre City-owned property (The Hollow) from Van Rensselaer Drive to 6th Street; add 0.81 miles of on-road sharrows along 6th St., Partition St., and Broadway with signage and crossing upgrades at five intersections including ADA compliance, new high-visibility crosswalks where needed and signage. Add a sidewalk on 6th St. The project will provide a safe route to school, a catalyst for economic revitalization, a "natural escape" for City residents and tourists, and a safe on-road link to the Albany-Hudson Electric Trail (future Empire State Trail).	Bike/Ped	3.070
R350	176238	Troy	Exempt	D1	New	Federal Street Corridor Improvements (Design Only)	(DESIGN ONLY) Pending completion of a current linkage study on this project, the scope of work will focus on traffic, multi-modal connectivity, and potential land use development. Inclusion of alternative transportation elements, especially those of concern with disadvantaged populations of the City. The purpose of the Linkage Study is to evaluate intersection improvements, for example a roundabout, on Federal St.	TBD	0.668
R351	130683	Brunswick	Exempt	A10	New	Route 7 Pavement Rehabilitation	Pavement Rehabilitation work including but not limited to a 2 course Mill and Fill, Pavement Repairs, Guiderail, and Drainage Repairs. Restore the pavement to a state of good repair for a period of 20 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	12.720
R352	176248	East Greenbush	Exempt	C2	New	Gilligan Road Sidepath and Multimodal Enhancements Project (Design Only)	(DESIGN ONLY)The proposed scope of work would involve installation of pedestrian and bicycling enhancements, including a 10' wide asphalt sidepath, signage, and related infrastructure upgrades along Gilligan Road. There may be a reduction of crossing width at the northern EGCSD driveway, an addition of parking spots parallel to Gilligan Road, radar feedback signs at the southern and northern ends of the EGCSD property, and enhanced crossings at Gilligan Road and both Ternan Avenue intersections. Landscaping, lighting, and drainage improvements would be made as needed.	TBD	0.286
RG130	CDTC32	Regional	Exempt	J1	Carryover	Travel Demand Management & Multimodal	Drawdowns from this set-aside must consist of a new TIP project.	Capital	0.700
RG131	CDTC31	Regional	Non- Exempt	NA	Carryover	Bus Rapid Transit	This project provides funding for implementation of the Washington/Western Bus Rapid Transit (the BusPlus purple line) and the River Corridor Bus Rapid Transit (the BusPlus blue line). Both of these BRT lines represent regionally significant transit improvements. (Drawdowns from this set-aside include TIP projects T122, T123, T124.)	Capital	11.247
RG133	181033	Regional	Exempt	A9	Carryover	Guiderail Replacement	Other PIN's: 1810.43, 1810.94, 1810.95 & 1810.96	Capital	2.500
RG134	181081	Regional	Exempt	A19	Carryover	State Bridge Miscellaneous Preservation Set-Aside	This includes such things as bridge painting and washing and is for bundling work for several bridges.	Maintenance	31.000
RG135	181035	Regional	Exempt	A2	Carryover	State Culvert Replacements Set-Aside	Other PIN's: 1810.68, 1810.89, 1810.90 & 1810.91	Maintenance	10.500
RG136	181066	Regional	Exempt	A10	Carryover	State Miscellaneous Pavement Maintenance Set-Aside	This includes but is not limited to, crack sealing single course overlays, mill & fill, and limited related work for bundled work on several roads.	Maintenance	59.040
RG141	181123	Regional	Exempt	A18	Carryover	Navigational Lights Replacement	Navigational lighting on bridges over navigable waters	Miscellaneous	0.950
RG142	181126	Regional	Exempt	C13	Carryover	Overhead Sign Structure Replacement	Includes PIN's 1811.27, 1811.34, & 1811.35	Miscellaneous	13.285
RG144	TWSE19	Regional	Exempt	A11	Carryover	NYS Thruway Durable Pavement Markings Set-Aside	Pavement markings	Maintenance	1.174
RG15	181057	Regional	Exempt	A11	Carryover	Durable Pavement Markings Set-Aside	Other PIN's: 1810.65, 1810.98, 1810.99 & 1811.00	Maintenance	10.500
RG23	181016	Regional	Exempt	D2	Carryover	Traffic Signal Set-Aside for State Roads	Other PIN's: 1811.16	Capital	0.920
RG29	175563	Regional	Exempt	K1	Carryover	CDTC Project Development Support	CDTC staff continues to support NYSDOT Region 1 in developing traffic forecasts and other material for project development and design purposes, including traffic diversion analysis for construction work. This effort is funded with Surface Transportation Program (STP) funds as part of the TIP. (UPWP task 5.61).	Maintenance	0.810
RG37	181136	Regional	Exempt	A7	Carryover	HELP Program	DOT's Highway Emergency Local Patrol program assists stranded motorists on selected portions of Interstate roads in the Capital District.	Capital	3.000
RG37A	181046	Regional	Exempt	A7	Carryover	TMC Operating Costs	Personnel, operations contracts, repairs equipping a new TMC building, and other recurring costs.	Capital	4.400
RG37B	181051	Regional	Exempt	A7	Carryover	TMC Engineering Support	Related to RG37, RG37A & RG37C. Other PINS: 1810.71, 1811.02, 1811.03, 1811.04	Capital	4.500
RG37C	180950	Regional	Exempt	A7	Carryover	TMC ITS Set-Aside	Related to RG37, RG37A & RG37B.	Capital	0.750
S204	175895	Schenectady	Exempt	A19	Carryover	Kings Road (CR 65) over CSX: Bridge Replacement	Includes shoulders for bikes.	Maintenance	5.568
S243	176043	Rotterdam	Exempt	C2	Carryover	Mohawk-Hudson Bike-Hike Trail Rehabilitation	Shared jurisdiction: County, Town of Rotterdam & NYSOGS	Capital	0.196

TIP#	PIN #	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
S247	176057	Schenectady	Exempt	D1	Carryover	Brandywine Avenue, I-890 to State Street: Safety Improvements	Signal upgrades, pedestrian improvements, corridor lighting (City Share) & lane reconfiguration (modification to striping). Project length is 0.3 miles and restriping will not add capacity.	Capital	1.538
S259	176169	Schenectady	Exempt	A10	Carryover	Craig Street, Albany Street to Wyllie Street: Mill & Fill	Includes select full depth repairs	Maintenance	0.785
S260	111141	Duanesburg	Exempt	A19	Carryover	US 20 Over Schoharie Creek: Element Specific Repairs	Includes ADA upgrades to curb ramps and sidewalks	Maintenance	3.038
S263	176162	Scotia	Exempt	A19	Carryover	Sunnyside Road Bridge: Rehabilitation Repair concrete piers	Repair concrete piers, cap beams, and steel structural members; replace steel bearings and deck including railings, bike lanes, and sidewalk on south side	Maintenance	4.798
S265	176159	Glenville	Exempt	C2	Carryover	Freemans Bridge Road Multi-Use Path	Construct a 4,800 foot long and 10 foot wide protected multi-use path with 3 new crosswalks	Capital	1.835
S266	176160	Schenectady	Exempt	C2	Carryover	Franklin Street Cycle Track	Install a protected two-way cycle track on Franklin Street from Nott Terrace to Jay Street.	Capital	0.520
S267	176182	Rotterdam	Exempt	C2	Carryover	NY 5S Bike/Ped Improvements, Rotterdam	Pedestrian and Bicycle Improvements along NYS Route 5S/Main Street from NYS Route 103/Bridge St. to Parkis St., and on Iroquois., including: ado compliant concrete sidewalk; paved, colored bike lanes, high visibility crosswalks; ped-safety signs; sharrows connecting to the Erie Canalway Trail (Future Empire State Trail); interpretive signage; and landscaping.	Bike/Ped	2.755
S268	176184	Scotia	Exempt	C2	Carryover	Washington Ave Bike and Pedestrian Connection, Village of Scotia	Includes construction of a multi-use path, sidewalk and crosswalks connecting residential neighborhoods within the Washington Avenue corridor to the Collins Lake access area to an existing trail connector to the Mohawk-Hudson Bike-Hike Trail along the Mohawk River leading to the Town of Glenville and City of Schenectady.	Bike/Ped	0.891
S269	176186	Niskayuna	Exempt	D1	Carryover	Rosendale Road/Old River Road Intersection Improvements	The project will realign the existing intersection to include a traffic signal, wider travel lanes and shoulders, and turn lanes. The geometric improvements provide standard stopping sight distances, wider areas for errant vehicles to maneuver into, and improved level of service for reduced emissions.	Capital	2.293
S273	152538	Rotterdam	Exempt	A10	New	I-890 from Mohawk River to Exit 3: Pavement Rehabilitation	Includes pavement rehabilitation, multi- course overlay, and associated roadside work including guiderail and possible drainage improvements.	Maintenance	24.200
S275	176234	Schenectady	Exempt	C2	New	Brandywine-McClellan Pedestrian Improvements	The project will replace the five existing traffic signals with new signals featuring modern hardware and pedestrian accommodations. The intersections themselves will be investigated for improvements outside of signalization such as bump outs, lighting and signage. While paving of the project is not necessary, doing so extends the useful life of the treatments and would be provided by the City as a local share.	TBD	1.723
S277	176236	Schenectady	Exempt	A19	New	Crane Street Bridge Major Rehabilitation	Superstructure vs. full replacement was considered to remedy the condition of the structure. After review of several project specific criteria including costs and construction duration, a superstructure replacement with substructure rehabilitation is the preferred alternative. The horizontal highway alignment will remain unchanged, but improvements to the vertical alignment along the Southernly approach and at the South Abutment and Pier are required to increase the minimum vertical clearance over the railroad. The new superstructure will be constructed of composite concrete deck with integral wearing surface supported by continuous steel multi-girders. New elastomeric bearings will be installed and pedestals at the piers and abutments will be constructed. Deteriorated substructure concrete will be removed, existing rebar will be cleaned and lapped with supplemental bars if necessary and new concrete will be placed. All substructure and deck concrete will be sealed. New bridge railing will be installed and the sidewalk along the West fascia will be reestablished. In addition, a new approach sidewalk will be constructed in the Northeast quadrant to improve pedestrian accommodations within the project limits. In addition to structural work the bridge deck will be delineated to accommodate vehicular traffic and bicycle shoulders, similar to the City's Kings Road Bridge project.	TBD	4.239
S278	176237	Schenectady	Exempt	C2	New	Schenectady Park Connector Expansion	This project includes the construction and continuation of the multi-use path completed under a previous TIP project that ended at the Casino building in Central Park. The project will involve the extension of this path along Iroquois Way to Duck Pond Drive, turning south along Fehr Ave. to State St.	TBD	0.536
S279	152540	Rotterdam	Exempt	A10	New	I-890 Resurfacing from I-90 Exit 25 to Broadway/Erie Blvd	Pavement Resurfacing is the major scope of work with Guiderail installation to meet current standards and Large Ground Mounted Sign Replacements. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	5.040
S280	108551	Rotterdam	Exempt	A19	New	Replace Route 146 over Chrisler Avenue. Town of Rotterdam, Schenectady County	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	7.560

Attachment 6
Capital Region Transportation Council TIP Project List

TIP#	PIN #	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
S281	108545	Schenectady	Exempt	A19	New	Route 146 over I-890, City of Schenectady, Schenectady County	This is a bridge superstructure replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 50 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	8.940
S282	102911	Rotterdam	Exempt	A2	New	Route 5S Slope Repair - Rotterdam	Repair the side slope supporting the highway and resurface the pavement. This section will benefit from a deep patch repair, this repair requires excavating the slope and part of the pavement about 4 to 4 feet deep and rebuild it with an appropriate fill and layers of Geogrid Reinforcement.	TBD	3.100
S283	176244	Schenectady	Exempt	A10	New	Grand Boulevard Pavement Preservation & Bicycle Facility Improvement Project	This project includes saw cutting and removing excess pavement along both sides of Grand Blvd.; preserving the remainder of the existing pavement via hot-in -place recycling and thin overlay. In addition this project involves providing dedicated bike lanes along both sides of the road and at all intersections providing ADA accessible ramps with detectable warning fields and high-visibility crosswalks.	TBD	1.123
S284	176245	Schenectady	Exempt	C3	New	I-890 Exit 4C State Street Washington Ave. Transportation Planning and Environmental Study (PEL Study)	(PEL STUDY) The scope will include identifying/evaluating design alternatives to improve access and mobility of all modes of transportation; identify preferred alternative(s); identify environmental and historical constraints (environmental screening) with the intent of minimization and avoidance of impacts.	TBD	0.440
S285	176249	Glenville	Exempt	C2	New	Freemans Bridge Road Multi-Use Path Phase II	Install a 10-ft wide path with a 4-ft buffer along Freemans Bridge Rd and on-road, shared use lanes along Airport Rd, Tower Rd, Tech Park Rd, and Ruby Chase Rd. The proposed project will also install Retro-reflective Crosswalk Striping, Pedestrian Crossing Signals, Pedestrian Safety Action Plan Signage, and striping per NYSDOT Shared Lane Marking Policy.	TBD	1.602
SA306	176082	Clifton Park	Exempt	C2	Carryover	Moe Road Multi-Use Path	This project will close an existing gap on the Moe Road Multi-Use Path by constructing an extension that will connect Okte Elementary School to the intersection with Sugarbush Road.	Capital	1.060
SA307	176086	Saratoga Springs	Exempt	C2	Carryover	Saratoga Greenbelt Downtown Connector	The project begins at Lake Avenue, extends along High Rock and Excelsior Avenues and connects to the bicycle-pedestrian bridge I-87 Exit 15. New sidewalks, multi-use trails, bike lanes, benches, and LED lighting. The project will address landscape and stormwater improvements.	Bike/Ped	1.733
SA316	172259	Wilton	Exempt	A10	Carryover	I-87 Resurfacing Exits 15-16: Resurfacing	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72' will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	Maintenance	4.870
SA317	176178	Halfmoon	Exempt	A19	Carryover	Coons Crossing Road over Anthony Kill: Bridge Replacement	BIN 2202750	Maintenance	1.378
SA318	176179	Ballston	Exempt	A19	Carryover	Lasher Road Bridge over Mourning Kill: Element Specific Repairs	BIN 3304700	Maintenance	1.116
SA319	108544	Clifton Park	Exempt	A6	Carryover	NY 146 Safety Project	Project will address a high accident location. The project limits are Route 146 from Tallow Wood Drive to Plank Road Reconstruct the intersection and rebuild the signal. Additional safety benefits would accrue from improved pedestrian accommodations, resurfacing and restriping the entire corridor. The project will incorporate ADA compliant pedestrian features. At a minimum, standard shoulder widths meeting current NYSDOT Standards will be installed	Capital	5.380
SA320	172260	Wilton	Exempt	A10	Carryover	I-87 Exit 16 to CDTC Planning Area Boundary: Resurfacing	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72' will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	Maintenance	2.097
SA322	176158	Saratoga Springs	Exempt	C2	Carryover	Saratoga Springs Sidewalk Missing Links Program	Add concrete sidewalk, ADA crosswalks, amenities and some curbing and drainage in several locations.	Capital	1.900
SA323	108548	Clifton Park	Exempt	C2	Carryover	NY 146 and NY 146A Bicycle and Pedestrian and Bicycle Access	1) 10-foot wide multi-use path 2) new curbing and sidewalk on the north side of NY 146 3) 10-foot wide paved multi-use path on east side of Vischer Ferry Rd (CR 90) 4) bicycle symbols on the shoulders on the N & S sides	Capital	1.319
SA335	108552	Halfmoon	Exempt	A6	New	Intersection Safety Improvements at NY 9 & NY 146	The new configuration will be determined during preliminary design.	Capital	7.000
SA336	123629	Milton	Exempt	A6	New	Intersection Safety Improvements at NY 29 & Rowland Street	The new configuration will be determined during preliminary design.	Capital	1.470
SA337	176233	Saratoga Springs	Exempt	C2	New	Pedestrian/ADA Traffic Signal Improvement project	The scope of work includes the installation of accessible pedestrian signal (APS) devices as part of 12 intersection upgrades to allow those with disabilities the ability to cross the roadway at traffic signals more safely than with the current design. The design build project includes preliminary and final professional engineering services, contract manual creation, project administration, inspection, and construction.	TBD	0.107

Attachment 6
Capital Region Transportation Council TIP Project List

TIP#	PIN #	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
SA338	172276	Wilton	Exempt	D1	New	I-87 Exit 16 Interchange Improvements and Bridge Replacement	Intersection improvements and bridge replacement. NYSDOT is receiving Freight Funds in the amount of $12 million. As such, the final inflated cost was reduced by $12 million. The original sponsor-proposed cost was $21M.	TBD	9.000
SA339	172269	Saratoga Springs	Exempt	A19	New	Nelson Avenue Extension Over I-87, City of Saratoga Springs	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	5.330
SA340	172275	Halfmoon	Exempt	A19	New	River View Rd Over I-87, Bridge Replace	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	7.975
SA341	146051	Saratoga	Exempt	A19	New	ROUTE 32 OVER FISH CREEK, Town of Saratoga, Saratoga County	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	1.298
SA342	175919	Clifton Park	Exempt	D1	New	CR 109 Kinns Road-Plank Road Intersection Improvement	Constructing a Left Turn Lane for westbound traffic on CR 109 (Kinns Road) heading southbound onto Plank Road. Replacement of County Culvert No. 269.10 is necessary to widen the roadway.	TBD	1.977
SA343	176241	Wilton	Exempt	A19	New	Dimmick Rd Bridge (BIN3304510) Replacement	The existing bridge will be replaced with a wider bridge to add 4'-0" shoulders. New steel H-piles will be driven to rock and new concrete footings will be poured. A precast 3-sided concrete rigid frame is recommended due to the structures skew. New precast concrete headwalls and wingwalls will be installed. After waterproofing, the units will be backfilled with select structural fill. Full depth pavement will be installed and the sideslopes will be seeded and mulched. New 3-rail bridge rail, transition rail, single rail box beam and end sections will be installed at all four quadrants. Heavy stone fill will be placed along the footings for additional scour protection.	TBD	1.805
SA344	176242	Corinth	Exempt	A19	New	Rehabilitation of BIN 3304520 - Heath Road over Sturdevant Creek, Town of Corinth	The project would address the leaking of joints between prestressed beams by replacing the asphalt with an impermeable deck overlay. It would also address stream scour vulnerability by adding stone scour protection and realigning the shifted stream so as not to undermine the north abutment founded on spread footings. Minor concrete repairs will also be included.	TBD	0.374
SA345	176243	Multiple	Exempt	C2	New	Zim Smith Northern Trail Extension (Design Only)	(DESIGN ONLY) This project will involve constructing a new multi-use trail approximately 4 miles in length from the trail's current terminus on Oak Street to the Saratoga Spa State Park. The trail will utilize much of the existing Saratoga County sewer easement however three roadway and one stream crossing requiring a bridge will be required. Once the connection is made, this portion of trail will add to the previously constructed 12-mile-long Zim Smith Trail.	TBD	0.500
SA346	176247	Clifton Park	Exempt	D1	New	NY Route 146 Miller Road and Tanner Rd and NY Route 146 Waite Road Intersection Improvements (design Only)	(DESIGN ONLY) The scope of work for this project includes the design and construction of the roundabouts. It is anticipated that right-of-way acquisitions will be performed, with a total of 5 strip takings.	TBD	0.500
SA347	176250	Halfmoon	Exempt	D1	New	Intersection Improvements at NY Route 236 and Guideboard Road (CR 94) (Design Only)	DESIGN ONLY) This project includes in the construction of one (1) double-lane roundabout at the intersection of NY Route 236 and Guideboard Road (CR 94). Pedestrian crossings will be introduced at each leg of the roundabout intersection. Coordination and adjustment of existing traffic signals located at the intersections of NY Route 236 with US Route 9 and Guideboard Road (CR 94) with US Route 9 and Grooms Road (CR 91) will also be included in the project scope. An additional through-lane will be added along NY Route 236 from the intersection of Guideboard Road (CR 94) to US Route 9. The project will include a combination of pavement rehabilitation, full-depth pavement reconstruction and pavement widening in certain areas. Utility relocations, stormwater collection and stormwater management are integral project elements.	TBD	0.500
SA348	176251	Malta	Exempt	D1	New	East Line Road and Route 67 Roundabout Project (Design Only)	(DESIGN ONLY) The scope of work for the project would include the following: Replacement of the signalized intersection with a roundabout; Enhanced pedestrian accommodations for existing and proposed land uses adjacent to the intersection; Construction of a sidewalk connection to Zim Smith Multi-Use Trail; and Improvements to the existing connection to the Zim Smith Multi-Use Trail across Eastline Road (approximately 250 feet south of the intersection). Drainage improvements, Intersection street lighting, Installation of Rectangular Rapid Flashing Beacons	TBD	1.000
SA349	176252	Wilton	Exempt	D1	New	NY 50 Safety Improvements (Design Only)	(DESIGN ONLY) The project includes the design, permitting, and construction of a pair of roundabouts at the Old Gick Road/Ingersoll Road and Jones Road intersections with NYS Route 50 with a second northbound travel lane between the intersections. The project will provide accommodations for pedestrians, bicyclists, and passenger vehicles.	TBD	0.500

TIP#	PIN #	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
SA350	176253	Wilton	Exempt	D1	New	Town of Wilton Traffic Safety and Pedestrian Connectivity Improvement Project	This project includes the construction of two (2) single-lane roundabouts at the intersections of Northern Pines Road (CR 34) with Carr Road and Carr Road with Jones Road. A multi-use path will be installed along Carr Road from Northern Pines Road (CR 34) to Jones Road, and along Jones Road from Carr Road to Jodi Lane. There will also be segments of partial depth reconstruction on Carr Road and Jones Road to facilitate the installation of the multi-use path within the existing right-of-way.	TBD	3.774
T108	CDTC108	Regional	Exempt	C1	Carryover	TDM Multimodal Implementation	Includes: guaranteed ride home program, transit pass subsidies, park & ride leases, Try Transit, capital carshare, and the regional bikeshare network. This is a drawdown of RG130	Capital	0.118
T11	182118	Regional	Exempt	B8	Carryover	Passenger Facility Improvements at Various Locations	Improvements and additions to passenger amenities, including repair, upgrade and replacement of bus shelters and bus stop signage.	Capital	1.223
T124	182216	Multiple	Non-Exempt	NA	Carryover	Hudson River Corridor BRT Operations	Service and operational related expenses (such as driver salaries and benefits, fuel, bus maintenance, etc.) of the River Corridor BRT project beginning in the fall of 2020.	Operating	5.544
T136	CDTC36	Regional	Exempt	C3	New	Bus Rapid Transit Expansion Study	This study will identify multiple corridors for the expansion of CDTA's BRT system. This project was funded from RG131	Capital	0.350
T137	CDTC37	Albany	Exempt	B5, B7, B10	New	BusPlus Red Line Upgrades	Includes the purchase of 60 foot articulated buses, shelter replacements, and new amenities, roadway and lane configuration, traffic calming, pedestrian improvements, raised medians, and transit priority infrastructure. This project was funded from RG131.	Capital	11.852
T14B	CDTC08	Saratoga Springs	Exempt	B1	Carryover	Transit Operations Support for Saratoga Service: Preventive	Section 5307-S funds are allocated for transit (capital or operating) use in Saratoga Springs due to its small urban area status. Match on Operating Assistance is 50%.	Operating	8.740
T16	182180	Regional	Exempt	B2	Carryover	Transit Support Vehicles	Replacement of non-revenue support vehicles for supervisory and maintenance use.	Capital	1.456
T17	182048	Regional	Exempt	B10	Carryover	Transit Bus Replacement/Expansion	Purchase or lease transit buses in a manner to maintain existing fixed-route service levels.	Capital	14.950
T57	1TR604	Regional	Exempt	B3	Carryover	Preventive Maintenance	Ongoing activities to maintain capital assets to ensure bus fleet and other capital items operate efficiently throughout their useful lives.	Capital	92.696
T6A	182401	Regional	Exempt	B10	Carryover	Enhanced Mobility of Seniors and Individuals with Disabilities	Section 5310 mobility management and other capital projects, including vehicles, that improve access and mobility for seniors and individuals with disabilities. Operating and administrative costs are also eligible under this program.	Capital	4.650
T6B	182037	Regional	Exempt	B10	Carryover	STAR Buses Replacement and Expansion	Replacement of STAR (Special Transit Service Available by Request) custom vehicles for paratransit use.	Capital	4.196
T77	CDTC20	Regional	Exempt	B10	Carryover	Capital Cost of Contracting for Commuter Service in the Capital District	The sub-recipient for funds is currently Adirondack Trailways	Capital	3.810
#N/A	176235	Schenectady	Exempt	C2	New	Craig Street Connector	The project would focus on the implementation of complete streets elements that would benefit pedestrians, bicyclists and motorists by providing separated facilities and traffic calming measures. The project is anticipated to serve as a catalyst for other desired corridor improvements. The priority of this application is the installation of a two-way cycle track and improved intersections and sidewalks on Craig Street between Emmett and Wyllie Street. Intersection improvements would necessitate the replacement of two existing traffic signals located at Craig and Emmett and Craig and Delamont. The existing signals feature no pedestrian accommodations and outdated hardware. This project would also include landscaping and a focus on the promotion and better integration of transit stops along the corridor.	TBD	4.792
#N/A	176255	Troy	Exempt	D1	New	River Ferry Intersection	This project will reconnect the City of Troy street grid by eliminating the ramps to and from the Congress Street Bridge and create a four way intersection with River Street, Ferry Street, and the Congress Street Bridge. The current configuration of this interchange directs northbound traffic to Front Street as a means to access the bridge or downtown, or mis-directs traffic out of downtown and over the bridge. There is limited pedestrian connectivity, and no bicycle or transit infrastructure.	TBD	4.803

Attachment 7

2022-2027 A/GFTC Transportation Improvement Program Projects within the Town of Moreau, Saratoga County

PIN:	1761.41
A/GFTC Project #:	SAR 130
Sponsor:	Saratoga County DPW
Location:	Town of Moreau, Saratoga County
Funding Source:	STBG Flex
Programmed:	$1.313 M total
Construction Obligation:	FFY 2023-2024
Description:	Replacement of box culvert with one of same dimensions, County Route 24 (Spier Falls Road) over Hudson River tributary. Existing roadway configuration to be preserved.
Conformity Exempt Code:	**A2**

PIN:	176217
A/GFTC Project #:	SAR 132
Sponsor:	Saratoga County DPW
Location:	Town of Moreau, Saratoga County
Funding Source:	STBG Flex
Programmed:	$0.471 M total
Construction Obligation:	FFY 2022-23
Description:	Pavement preservation project for 0.45 miles of County Route 28 (Fort Edward Road) between CR 27 and the Village of South Glens Falls. No alignment or lane configuration changes proposed.
Conformity Exempt Code:	**A10**

PIN:	176218
A/GFTC Project #:	SAR 133
Sponsor:	Saratoga County DPW
Location:	Town of Moreau, Saratoga County
Funding Source:	STBG Flex
Programmed:	$0.621 M total
Construction Obligation:	FFY 2023-24
Description:	Pavement preservation project for 0.49 miles of County Route 27 (Bluebird Road) between US 9 and NYS 32. No alignment or lane configuration changes proposed.
Conformity Exempt Code:	**A10**

Revised per January 24, 2008 Federal Register

~ all italicized text are NYS ICG clarifications ~

EXEMPT PROJECTS

Highway and transit projects of the types listed below are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. However, a particular action of the type listed below is not exempt if the MPO, in consultation with the ICG, concurs that it has regionally significant emissions impacts.

The following coded list of exempt projects is derived from "Table 2 - Exempt Projects" in 40 CFR Part 93.126 and 6 NYCRR Part 240.27.

A. Safety

- A1 Railroad/highway crossing
- A2 Projects that correct, improve, or eliminate a hazardous location or feature
- A3 Safer non-Federal-aid system roads
- A4 Shoulder improvements
- A5 Increasing sight distance
- A6 Highway Safety Improvement Program implementation
- A7 Traffic control devices and operating assistance other than signalization projects *(including ITS maintenance and ITS operations for incident management / safety warnings)*
- A8 Railroad/highway crossing warning devices
- A9 Guiderails, median barriers, crash cushions
- A10 Pavement resurfacing and/or rehabilitation
- A11 Pavement marking
- A12 Emergency relief (23 U.S.C. 125)
- A13 Fencing
- A14 Skid treatments
- A15 Safety roadside rest areas
- A16 Adding medians
- A17 Truck climbing lanes outside the urbanized area
- A18 Lighting improvements
- A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- A20 Emergency truck pullovers

B. Mass Transit

- B1 Operating assistance to transit agencies *(or entities that provide transit service)*
- B2 Purchase of support vehicles
- B3 Rehabilitation of transit vehicles[i]
- B4 Purchase of office, shop, and operating equipment for existing facilities
- B5 Purchase of operating equipment for vehicles (ie: radios, fareboxes, lifts, etc.)
- B6 Construction or renovation of power, signal, and communications systems *(including new systems to inform passengers of transit line schedule + status)*
- B7 Construction of small passenger shelters and information kiosks
- B8 Reconstruction or renovation of transit buildings and structures (ie: rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
- B9 Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way
- B10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions *(< 10%)* of the fleet.[i] *(NOTE: NYS ICG recommends case-by-case consultation for all expansions, also see footnote "i" on next page)*
- B11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR Part 771

EXEMPT PROJECTS, cont.

C. Air Quality and Other

- C1 Continuation of ride-sharing and van-pooling promotion activities at current levels
- C2 Bicycle and pedestrian facilities
- C3 Planning and technical studies
- C4 Grants for training and research programs
- C5 Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- C6 Federal-aid systems revisions
- C7 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- C8 Noise attenuation
- C9 Emergency or hardship advance land acquisitions (23 CFR 710.503)
- C10 Acquisition of scenic easements
- C11 Plantings, landscaping, etc.
- C12 Sign removal
- C13 Directional and informational signs *(including ITS maintenance and ITS operations projects)*
- C14 Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
- C15 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

Projects Exempt from Regional Emissions Analysis

40 CFR Part 93.127 includes "Table 3 - Projects Exempt from Regional Emissions Analysis," which is also presented in 6 NYCRR Part 240.28. Such projects are exempt from regional emissions analysis requirements, but require consideration of the local effects with respect to CO or PM_{10} and $PM_{2.5}$ concentrations to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process, even in the absence of a conforming plan and TIP.

D. "Hot-Spot" Project-Level Conformity Analysis

- D1 Intersection channelization projects
- D2 Intersection signalization projects at individual intersections
- D3 Interchange reconfiguration projects
- D4 Changes in vertical and horizontal alignment
- D5 Truck size and weight inspection stations
- D6 Bus terminals and transfer points

[i] In PM_{10} and $PM_{2.5}$ nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

Other miscellaneous codes:

- *J1 Block of Funds, no projects OR likely non-exempt but no preferred/likely alternative*
- *K1 Exempt / not regionally significant through interagency consultation and does not have a code in the list above.*
- *K2: Project is subject to general conformity and is not subject to the regional emissions analysis requirements under transportation conformity*

Greene County Capital Program of Projects
FFY 2023-2027 NYSDOT Region 1

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	STATE	LOCAL	Current Funding Amount
2024	01	112057	A19	New	Route 23 over CSX, bridge replacement, BIN 1017810	9/16/2024	NYSDOT	Replace the bridge carrying State Route 23 over CSX Railroad with a new bridge. Town of Catskill, Greene County. Project does not alter capacity/no additional travel lanes.	5,016,000	1,754,000		6,770,000
2023	01	112442	A19	New	Route 23A over Kaaterskill Creek, BIN 1018020	4/10/2025	NYSDOT	Replace Route 23A bridge over Kaaterskill Creek. Town of Catskill, Greene County. Project does not alter capacity/no additional travel lanes.	2,392,000	597,000		2,989,000
2023	01	176023	A19	New	County Route 83 Ski Bowl Road culvert replace/ped bridge	3/14/2023	LOCAL	Replace a culvert at a to-be-determined location on County Route 83 (Ski Bowl Road). A possible pedestrian bridge may be contstructed as well. Town of Hunter. Greene County	1,440,000		182,000	1,622,000
2023	01	176121	A19	New	Bridge NY Timber Lake Road over Broad Street	6/1/2023	LOCAL	Repair the bridge carrying Timber Lake Road over Broad Street in Greene County.	1,704,000		128,000	1,832,000
2023	01	176125	A19	New	Bridge NY Bloomer Road over Gooseberry Creek	5/18/2023	LOCAL	Repair the bridge carrying Bloomer Road over Gooseberry Creek in Greene County	1,166,000		292,000	1,458,000
2023	01	176191	A19	New	County Route 61 River Road, BIN 3302910 replacement	9/15/2023	NYSDOT	Replace bridge carrying County Route 61 (River Road Bridge) over Coxsackie Creek. Town of New Baltimore, Greene County. Project does not alter capacity/no additional travel lanes.	2,976,000	372,000		3,348,000
2023	01	176192	A19	New	County Route 40 Maplecrest Road Bridge, BIN 3302860 over the Batavia Kill	4/12/2024	LOCAL	Replace the bridge carrying County Route 40 (Maplecrest Road) over the Batavia Kill with a new structure. Town of Windham, Greene County. Project does not alter capacity/no additional travel lanes.	1,712,000		428,000	2,140,000
2024	01	176204	A19	New	Bridge NY Culvert, Game Farm Road over Kiskatom Brook Tributary, Town of Catskill	07/10/2024	LOCAL	Bridge NY Culvert, Game Farm Road over Kiskatom Brook Tributary, Town of Catskill.	787,976		196,994	984,970
2025	01	176202	A19	New	Bridge NY, BIN 2200580 Polly Rock Rd over Kiskatom Brook Bridge Replacement, Town of Cairo	09/16/2025	LOCAL	Bridge NY Polly Rock Rd Bridge Replacement, Town of Cairo.	980,968		245,242	1,226,210
2025	01	181203	A19	New	BRIDGE PAINTING SFY 26	01/15/2026	NYSDOT	Bridge Painting SFY 26	2,280,000	570,000		2,850,000
2026	01	181204	A19	New	BRIDGE PAINTING SFY 27	01/15/2027	NYSDOT	Bridge Painting SFY 27	2,280,000	570,000		2,850,000
2023	01	176193	A19	New	Bridge Street Bridge (BIN 3201430) over Schoharie Creek, Town of Hunter	03/16/2023	LOCAL	Bridge Replacement.	1,728,000	432,000		2,160,000
2025	01	181195	A19	New	BRIDGE WASHING SFY 26	01/15/2026	NYSDOT	Bridge Washing SFY 26	1,760,000	440,000		2,200,000
2026	01	181196	A19	New	BRIDGE WASHING SFY 27	01/15/2027	NYSDOT	Bridge Washing SFY 27	1,760,000	440,000		2,200,000
2026	01	181037	A19	New	BRIDGE WHERE AND WHEN AND WOC SFY31	08/06/2026	NYSDOT	BRIDGE WHERE AND WHEN AND WOC CONTRACT SFY26		3,900,000		3,900,000
2025	01	181184	A19	New	BRIDGE WHERE AND WHEN SFY 26	01/15/2026	NYSDOT	BRIDGE WHERE AND WHEN SFY 26		3,900,000		3,900,000
2026	01	181185	A19	New	BRIDGE WHERE AND WHEN SFY 27	01/15/2027	NYSDOT	BRIDGE WHERE AND WHEN SFY 27		3,900,000		3,900,000
2025	01	181164	A2	New	CULVERT REPAIR/REPLACE SFY 26	01/15/2026	NYSDOT	CULVERT REPAIR/REPLACE SFY 26 VARIOUS LOCATIONS	3,320,000	830,000		4,150,000
2026	01	181165	A2	New	CULVERT REPAIR/REPLACE SFY 27	01/15/2027	NYSDOT	CULVERT REPAIR/REPLACE SFY 27 VARIOUS LOCATIONS	3,320,000	830,000		4,150,000
2025	01	181159	A9	New	GUIDERAIL AND SIGN REPLACEMENT SFY 26	01/15/2026	NYSDOT	GUIDERAIL AND SIGN REPLACEMENT SFY 26 VARIOUS LOCATIONS	2,600,000	650,000		3,250,000
2026	01	181160	A9	New	GUIDERAIL AND SIGN REPLACEMENT SFY 27	01/15/2027	NYSDOT	GUIDERAIL AND SIGN REPLACEMENT SFY 27 VARIOUS LOCATIONS	2,600,000	650,000		3,250,000
2025	01	181189	A10	New	HIGHWAY WHERE AND WHEN SFY 26	01/15/2026	NYSDOT	Highway where and when maintenace in Albany, Greene, Rensselaer, and Schenectady Counties SFY 26.	6,120,000	1,530,000		7,650,000
2025	01	181149	A10	New	Pavement Resurfacing Setaside SFY 26	01/15/2026	NYSDOT	Pavement Resurfacing Setaside SFY 26	4,880,000	1,220,000		6,100,000
2025	01	181150	A10	New	Pavement Resurfacing Setaside SFY 26 2nd Project	01/15/2026	NYSDOT	Pavement Resurfacing Setaside SFY 26 2nd Project	7,240,000	1,810,000		9,050,000
2026	01	181151	A10	New	Pavement Resurfacing Setaside SFY 27	01/15/2027	NYSDOT	Pavement Resurfacing Setaside SFY 27	19,760,000	4,940,000		24,700,000
2026	01	181152	A10	New	Pavement Resurfacing Setaside SFY 27 2nd Project	01/15/2027	NYSDOT	Pavement Resurfacing Setaside SFY 27 2nd Project	9,000,000	2,250,000		11,250,000
2021	01	135013	A19	New	Route 81 over Ten Mile Creek Bridge Replacement, BIN 1031010	06/15/2021	LOCAL	Replace the bridge carrying Route 81 over Ten Mile Creek, Town of Durham, Greene County. No additional travel lanes.	1,720,000	430,000		**2,150,000**
2027	01	181032	A2	New	SLOPE REPAIR SFY27, BLOCK FUND	05/14/2027	NYSDOT	SLOPE REPAIR SFY27, PREVENTIVE AND/OR DEMAND, TO ADDRESS SPECIFIC NEEDS AT VARIOUS LOCATIONS 6	1,600,000	400,000		2,000,000
Grand Total									**90,142,944**	**32,415,000**	**1,472,236**	**124,030,180**

Montogomery County Capital Program of Transportation Projects
FFY 2023-2027 NYSDOT Region 2

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	STATE	LOCAL	
2025	02	209538	A10	Carryover	Canjoharie-Rt. 10: PM Paving; Rt. 10, Montgomery Co.	1/9/2025	NYSDOT	Project will rehabilitate 1.0 centerline mile of pavement on State Route 10 from the Village of Canajoharie south village line to Mohawk Street. The project lies within the Town of Canajoharie, Montgomery County.	414,725	103,681		**518,406**
2024	02	265058	C2	Carryover	2018 TAP: Amsterdam Pedestrian Safety Improvements	6/13/2024	Local	The project provides for pedestrians enhancements including new facilities and improvements to existing facilities including sidewalk connections and/or extensions, pedestrian crosswalk installation, pedestrian signal installation/ upgrades, and warning sign installations at 11 sites in the City of Amsterdam	1,979,200		494,800	**2,474,000**
2024	02	275452	A19	Carryover	Bridge NY 2018: Crescent Ave/Chuctanunda Crk (BIN 2268910)	10/12/2023	Local	Project will involve total replacement of the existing bridge on Cresent Avenue over the Chuctanunda Creek. Located within the City of Amsterdam in Montgomery County, this bridge will connect an important community venue (Shuttleworth Park) to the residents of the city, providing safe and efficient access to public recreation, outdoor activities and sporting events.	2,188,800		115,200	**2,304,000**
2024	02	280638	D2	Carryover	Rt.67;Clizbe Ave & Widow Susan Rd. Intersection Improvement	4/11/2024	NYSDOT	The project will address intersection improvements and traffic calming treatments at Route 67 and Clizbe Avenue and Widow Susan Road in the Town of Amsterdam, Montgomery County.	503,600	139,900		**643,500**
2024	02	280651	A9	Carryover	Rustic Guiderail & Signs Replaement Project 23	12/14/2023	NYSDOT	This project will repair, replace or remove hazardous roadside elements, with a focus on existing rustic guiderails, as necessary along highways at various locations in Region 2.	4,428,000	1,107,000		**5,535,000**
2024	02	280652	A2	Carryover	Intersection Improvement Project 23	4/11/2024	NYSDOT	The project will involve traffic control device and/or minor geometric improvements at various intersections to provide highway safety benefits.	442,400	112,600		**555,000**
2025	02	280655	A2	New	Traffic Systems Improvement Project 24	10/10/2024	NYSDOT	The project involves modernization of the signal systems at various locations to provide desired highway safety benefits and improve the equipment reliability.	2,058,856	940,904		**2,999,760**
2025	02	280657	A2	New	Culvert Repair/Replacement Project 24	11/21/2024	NYSDOT	This project will rehabilitate or replace deficient culverts as necessary at various locations on the State and/or Federal Highway Systems within Region 2.	2,488,224	627,056		**3,115,280**
2025	02	280660	A11	New	Pavemnet Marking Project 24	12/5/2024	NYSDOT	This preventive maintenance project will be used to replace worn or missing pavement markings at various locations in Region 2.	2,208,000	912,000		**3,120,000**
2025	02	280662	A9	New	Rustic Guiderail & Signs Replacement Project 24	12/5/2024	NYSDOT	This project will repair, replace or remove hazardous roadside elements, with a focus on existing rustic guiderails, as necessary along highways at various locations in Region 2.	2,531,328	632,832		**3,164,160**
2026	02	280672	A2	New	Roadside Safety/Guiderail Project 25	12/4/2025	NYSDOT	This project is used to repair, replace or remove hazardous roadside elements (guiderail, bridge rail, trees, etc.) as necessary along highways at various locations in Region 2.	2,448,960	615,240		**3,064,200**
2027	02	280673	A2	New	Roadside Safety/Guiderail Project 26	12/3/2026	NYSDOT	This project is used to repair, replace or remove hazardous roadside elements (guiderail, bridge rail, trees, etc.) as necessary along highways at various locations in Region 2.	1,565,600	394,400		**1,960,000**
2026	02	280675	A9	New	Roadside Safety/Rustic Guiderail 25	12/4/2025	NYSDOT	This project will repair, replace or remove hazardous roadside elements, with a focus on existing rustic guiderails, as necessary along highways at various locations in Region 2.	2,340,480	945,120		**3,285,600**
2027	02	280676	A9	New	Roadside Safety/Rustic Guiderail 26	12/3/2026	NYSDOT	This project will repair, replace or remove hazardous roadside elements, with a focus on existing rustic guiderails, as necessary along highways at various locations in Region 2.	2,384,640	956,160		**3,340,800**
2027	02	280680	A11	New	Pavement Marking Project 26	12/3/2026	NYSDOT	This preventive maintenance project will be used to replace worn or missing pavement markings at various locations in Region 2.	2,384,096	956,704		**3,340,800**
2025	02	280686	A2	New	Culvert Repair/Replacement Project 25	7/10/2025	NYSDOT	This project will rehabilitate or replace deficient culverts as necessary at various locations on the State and/or Federal Highway Systems within Region 2.	2,734,648	683,662		**3,418,310**
2026	02	280687	A2	New	Culvert Repair/Replacement Project 26	7/9/2026	NYSDOT	This project will rehabilitate or replace deficient culverts as necessary at various locations on the State and/or Federal Highway Systems within Region 2.	2,789,920	697,480		**3,487,400**
2027	02	280688	A2	New	Culvert Repair/Replacement Project 27	7/8/2027	NYSDOT	This project will rehabilitate or replace deficient culverts as necessary at various locations on the State and/or Federal Highway Systems within Region 2.	2,841,808	710,452		**3,552,260**
2025	02	280690	A19	New	Bridge Painting Project 25	1/9/2025	NYSDOT	This is a Regionwide Bridge Painting Project to improve the paint condition on bridges throughout Region 2	2,241,280	560,320		**2,801,600**
2027	02	280691	A19	New	Bridge Painting Project 27	11/5/2026	NYSDOT	This is a Regionwide Bridge Painting Project to improve the paint condition on bridges throughout Region 2	2,327,680	581,920		**2,909,600**
2025	02	280692	A19	New	Bridge Cleaning Project 24	1/11/2024	NYSDOT	This project involves bridge washing operations by contract at various locations, Regionwide. The project is intended to be organized by State Route corridor.	560,000	140,000		**700,000**
2025	02	280693	A2	New	Intersection Improvement Project 25	4/10/2025	NYSDOT	The project will involve traffic control device and/or minor geometric improvements at various intersections to provide highway safety benefits.	858,960	214,740		**1,073,700**
2026	02	280694	A2	New	Traffic Systems Improvement Project 26	8/6/2026	NYSDOT	The project involves modernization of the signal systems at various locations to provide desired highway safety benefits and improve the equipment reliability.	1,719,184	1,025,917		**2,745,101**
2027	02	280695	A2	New	Intersection Improvement Project 27	4/8/2027	NYSDOT	The project will involve traffic control device and/or minor geometric improvements at various intersections to provide highway safety benefits.	893,160	223,290		**1,116,450**
2025	02	280696	A2	New	Small Culvert/Prev Maint Project 25	8/14/2025	NYSDOT	The project involves preventive maintenance of small culverts at various locations, Regionwide.	1,720,528	429,632		**2,150,160**
2027	02	280697	A2	New	Small Culvert/Prev Maint Project 27	8/12/2027	NYSDOT	The project involves preventive maintenance of small culverts at various locations, Regionwide.	1,779,279	444,321		**2,223,600**
2026	02	280698	A19	New	Bridge Cleaning Project 26	11/6/2025	NYSDOT	This project involves bridge washing operations by contract at various locations, Regionwide. The project is intended to be organized by State Route corridor.	592,800	148,200		**741,000**
2023	02	200810	A19	New	Rte 162 over Flat Creek (BIN 1051860) Montgomery Co.	12/14/2023	NYSDOT	This project will repair the bridge carrying Rte 162 over Flat Creek in the Town of Root, Montgomery Co	2,016,000	504,000		**2,520,000**
2023	02	213458	A6	New	SR 5 and Truax Road Intersection Safety Project - HSIP	10/5/2023	NYSDOT	This project will address crash patterns and intersection safety issues at the NYS Route 5 and Truax Road intersection in the Town of Amsterdam, Montgomery County. This location is a Priority Investigation Location	1,500,000	1,000		**1,501,000**

Montogomery County Capital Program of Transportation Projects
FFY 2023-2027 NYSDOT Region 2

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	STATE	LOCAL	
	02	265051	C2	New	STATE CANALWAY TRAIL RESTORATION PROJECT, MONT. CO		NON-LET	The Bike Trail Restoration Project focuses on the two sections of the existing State Canalway bike trail, the one section being the trail from Fort Hunter to the Village of Fultonville, and the second being from the Village of Fultonville to the Town of Root. The project will pave these sections to create a cohesive trail wih the other already paved sections. This would establish a safer environment for runners, bikers, and other trail users and cut down on maintenance costs.	200,000	100,000		**300,000**
	02	275475	C2	New	AMSTERDAM PEDESTRIAN CONNECTOR AND MULTI-MODAL STATION, PHASE 1, CITY OF AMSTERDAM, MONTGOMERY COUNTY		LOCAL	The Amsterdam Pedestrian Connector Bridge will link a new proposed downtown multi-modal station to Riverlink Park in the City of Amsterdam in Montgomery County.	3,200,000	200,000	600,000	**4,000,000**
	02	280616	A19	New	SUPPLEMENTAL BRIDGE MAINTENANCE FUNDS		NYSDOT	This project will repair bridge scouring in various bridges throughout the Region.		425,000		**425,000**
2022	02	280668	A19	New	BRIDGE CLEANING PROJECT 22	12/2/2021	NYSDOT	This project involves bridge washing operations by contract at various locations, Regionwide. The project is intended to be organized by State Route corridor.	636,400	159,100		**795,500**
2022	02	280670	A19	New	BRIDGE PAINTING INITIATIVE 2021	1/20/2022	NYSDOT	The 2021 Bridge Painting Program will paint the two bridges carrying Route 12 over Doyle Road and the bridge carrying Mulaney Road over Route 12 in the Towns of Deerfield and Marcy, Oneida County.	1,063,200	616,800		**1,680,000**
2022	02	280699	A19	New	2022 JOB ORDER CONTRACT (JOC): BRIDGE	5/5/2022	NYSDOT	This project is a Regionwide bridge preventative maintenance Job Order Contract (JOC.)	1,040,000	260,000		**1,300,000**
2022	02	280700	A10	New	2022 JOB ORDER CONTRACT (JOC): HIGHWAY	7/21/2022	NYSDOT	Highway Job Order Contract		650,000		**650,000**
2021	02	2ENV21	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000		**30,000**
2022	02	2ENV22	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000		**30,000**
2023	02	2ENV23	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000		**30,000**
2024	02	2ENV24	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000		**30,000**
2025	02	2ENV25	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000		**30,000**
2026	02	2ENV26	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000		**30,000**
2027	02	2ENV27	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000		**30,000**
2022	02	2ITS23	A7	New	TMC/ITS OPERATIONS AND MAINTENANCE		NON-LET	The project involves utilization of congestion mitigation approach to identify improvements to enhance the capacity of existing system of an operational nature, and better management and operation of existing transportation facilities to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.	892,000	223,000		**1,115,000**
2023	02	2ITS24	A7	New	TMC/ITS OPERATIONS AND MAINTENANCE		NON-LET	The project involves utilization of congestion mitigation approach to identify improvements to enhance the capacity of existing system of an operational nature, and better management and operation of existing transportation facilities to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.	892,000	223,000		**1,115,000**
2024	02	2ITS25	A7	New	TMC/ITS OPERATIONS AND MAINTENANCE		NON-LET	The project involves utilization of congestion mitigation approach to identify improvements to enhance the capacity of existing system of an operational nature, and better management and operation of existing transportation facilities to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.	936,800	234,200		**1,171,000**
2025	02	2ITS26	A7	New	TMC/ITS OPERATIONS AND MAINTENANCE		NON-LET	The project involves utilization of congestion mitigation approach to identify improvements to enhance the capacity of existing system of an operational nature, and better management and operation of existing transportation facilities to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.	936,800	234,200		**1,171,000**
2026	02	2ITS27	A7	New	TMC/ITS OPERATIONS AND MAINTENANCE		NON-LET	The project involves utilization of congestion mitigation approach to identify improvements to enhance the capacity of existing system of an operational nature, and better management and operation of existing transportation facilities to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.	936,800	234,200		**1,171,000**
2024	02	2LC101	A2	New	Culvert Resiliency Project 21	12/14/2023	NYSDOT	This Project will replace and rehabilitate large culverts on the state system with a focus on safety, infrastructure and hydraulic resiliency, supporting the state's economy and environmental stewardship, at various locations on the State and/or Federal Highway Systems within Region 2.	2,043,000	4,127,000		**6,170,000**
2021	02	2SIP21	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2021		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		238,019		**238,019**
2022	02	2SIP22	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2022		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		351,060		**351,060**
2023	02	2SIP23	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2023		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		294,000		**294,000**
2024	02	2SIP24	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2024		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		294,000		**294,000**
2025	02	2SIP25	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2025		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		300,000		**300,000**
2026	02	2SIP26	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2026		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		300,000		**300,000**
2027	02	2SIP27	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2027		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		300,000		**300,000**
2021	02	2SIQ21	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2021		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000		**140,000**
2022	02	2SIQ22	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2022		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000		**140,000**

Montogomery County Capital Program of Transportation Projects
FFY 2023-2027 NYSDOT Region 2

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	STATE	LOCAL	
2023	02	2SIQ23	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2023		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000		**140,000**
2024	02	2SIQ24	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2024		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000		**140,000**
2025	02	2SIQ25	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2025		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000		**140,000**
2026	02	2SIQ26	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2026		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000		**140,000**
2027	02	2SIQ27	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2027		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000		**140,000**
2025	02	2TLB25	J1	New	Local Bridge/Pavement Rehab Project 25 (Block Fund)	10/2/2025	LOCAL	Block Fund Project for Locally Administered Bridge and Pav't Projects.	1,600,000		400,000	**2,000,000**
	02	2TP252	J1	New	Block Fund PM Pavement 25 (Rural)		NYSDOT	Block Fund PM Pavement 25, Various Locations	3,150,296	5,191,204		**8,341,500**
	02	2TP262	J1	New	Block Fund PM Pavement 26 (Rural)		NYSDOT	Block Fund PM Pavement 26, Various Locations	6,048,000	1,512,000		**7,560,000**
2024	02	2TTR24	J1	New	Safety Project 24 (Block Fund)		NYSDOT		3,600,000	400,000		**4,000,000**
2025	02	2TTR25	J1	New	Safety Project 25 (Block Fund)		NYSDOT		1,935,000	215,000		**2,150,000**
2026	02	2TTR26	J1	New	Safety Project 26 (Block Fund)		NYSDOT		1,971,000	219,000		**2,190,000**
2027	02	2TTR27	J1	New	Safety Project 27 (Block Fund)		NYSDOT		2,007,000	223,000		**2,230,000**

Attachment 9

Schoharie County Capital Program of Transportation Projects
FFY 2023-2027 NYSDOT Region 9

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	LOCAL	STATE
2026	09	908605	A2	New	RT 443 SLOPE STABILIZATION, SCHOHARIE COUNTY	4/2/2026	NYSDOT	This project stabilizes multiple slopes along the embankment of Rt. 443 (from MP 0.1 to 0.2 and MP 3.5 to 3.6) in order to preserve the integrity of the roadway. Town of Schoharie, Schoharie County.	680,640		170,160
2024	09	975478	A19	New	CAVERNS RD (CR9) OVER COBLESKILL CREEK, BRIDGE REPLACEMENT BNY 2018	1/18/2024	LOCAL	This reconstruction project replaces the deficient structure (BIN 3355030) that carries Caverns Rd (CR 9) over Cobleskill Crk. Tn of Cobleskill, Schoharie Co. Project does not alter capacity/no additional travel lanes.	2,916,000	153,000	
2023	09	975479	A19	New	HIGH ST BRIDGE OVER BEAR GULCH BROOK, BNY 2018	5/18/2023	LOCAL	This reconstruction project replaces the deficient structure (BIN 3355060) that carries High Street Bridge over Bear Gulch Brook. Tn and Vil of Richmondville, Schoharie Co. Project does not alter capacity/no additional travel lanes.	2,691,293	501,270	
2023	09	975521	A19	New	HUNTERSLAND RD OVER LITTLE SCHOHARIE CRK, BRIDGE REPLACEMENT, BNY 2021	06/16/2023	LOCAL	This project replaces the existing structure carrying Huntersland Road over Little Schoharie Creek to eliminate structural deficiencies and maintain link in local highway system. Town of Middleburgh, Schoharie County. Project does not alter capacity/no additional travel lanes.	3,171,480	166,920	
2024	09	975522	A19	New	CR 40/ENGLEVILLE RD OVER WEST CRK, BRIDGE REPLACEMENT, BNY 2021	11/16/2023	LOCAL	The project replaces the existing structure carrying Engleville Rd (County Road 40) over West Creek Bridge to eliminate structural deficiencies and maintain link in local highway system. Town of Sharon, Schoharie County. Project does not alter capacity/no additional travel lanes.	2,331,965	122,735	
2023	09	975523	A19	New	CR 41/ECKER HOLLOW ROAD OVER ECKER HOLLOW CREEK (BRIDGENY 2021)	01/31/2023	LOCAL	This project replaces the deteriorated CR41/Ecker Hollow Road over Ecker Hollow Creek culvert on its existing alignment to restore its condition, improve hydraulics, and maintain/restore a link in the local highway system. Town of Middleburgh, Schoharie County. Project does not alter capacity/no additional travel lanes.			997,600
2026	09	980755	A2	New	SMALL CULVERT LINING FFY27	7/15/2026	NYSDOT	This project will line or repair small culverts under deep fills primarily along Interstates or NY Rte. 17.	3,467,200		866,800
2023	09	980756	C3	New	GEOTECH SUBSURFACE EXPLORATION, REGIONS 6 & 9	5/18/2023	NYSDOT	This project explores subsurface soil conditions to provide data needed in advance of bridge, culvert, wall, signal and highway design in DOT Regions 9 and 6. Allegany, Broome, Chemung, Chenango, Delaware, Otsego, Schoharie, Schuyler, Steuben, Sullivan, Tioga and Yates Counties.	347,781		1,952,872
2025	09	9ADA22	C2	New	ADA ACCESSIBILITY PROJECT: REGION 9	8/21/2025	NYSDOT	This project designs, removes and replaces or rehabilitates ramps and sidewalks in various Federal Aid Eligible locations throughout Delaware, Otsego and Sullivan Counties to bring them into compliance with current state and federal standards.	1,175,200		1,187,800
2026	09	9ADA24	C2	New	ADA ACCESSIBILITY PROJECT	6/5/2026	NYSDOT	This project evaluates ramps and sidewalks along routes in various federal aid eligible locations in Region 9 according to ADAAG standards. This project rehabilitates or replaces deficient ramps and sidewalks according to PROWAG and Chapter 18 guidance.	959,000		941,000
2023	09	9CRS32	A10	New	OTSEGO, SCHOHARIE AND DELAWARE NORTH CRACK SEALING - 2023	02/06/2023	OGS	This contract cleans and seals cracks on various state routes and interstate highways in the counties of Otsego, Schoharie and Delaware.	360,301		101,075
2025	09	9FAS24	D2	New	F.A. SIGNAL REQUIREMENTS CONTRACT FFY24	12/17/2024	NYSDOT	This project replaces 13 traffic signals and 23 embedded signal poles and other equipment at 14 intersections in Broome, Chenango, Otsego, Schoharie, Sullivan, and Tioga Counties.	3,080,000		1,376,000
2025	09	9LC111	A19	New	LARGE CULVERT REPLACEMENT PROJECT, REGION 9	12/12/2024	NYSDOT	This project replaces 38 large culverts in Broome, Chenango, Delaware, Otsego, Schoharie, Sullivan and Tioga Counties.	12,918,400		31,481,600

Attachment 9

Schoharie County Capital Program of Transportation Projects
FFY 2023-2027 NYSDOT Region 9

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	LOCAL	STATE
2025	09	9LC112	A19	New	LARGE CULVERT REPLACEMENT PROJECT, BROOME, CHENANGO, DELAWARE, OTSEGO, SCHOHARIE, SULLIVAN AND TIOGA COUNTIES	12/19/2024	NYSDOT	This project will replace large culverts structures in Broome, Chenango, Delaware, Otsego, Schoharie, Sullivan and Tioga Counties,			312,555
2023	09	9SIQ23	D2	New	Traffic Signal Improvement Program (TSIQ)/ Regional purchasing 2023/24	04/01/2023	NON-LET	This project provides funding to pay for signal equipment, parts, and all other items necessary to repair, maintain, and continue the proper operation of signals and warning beacons in Region 9, from the Regional purchasing program, SFY 2023/24			75,000
2024	09	9SIQ24	D2	New	Traffic Signal Improvement Program (TSIQ)/ Regional purchasing 2024/25	04/01/2024	NON-LET	This project provides funding to pay for signal equipment, parts, and all other items necessary to repair, maintain, and continue the proper operation of signals and warning beacons in Region 9, from the Regional purchasing program, SFY 2024/25			75,000
2025	09	9SIQ25	D2	New	Traffic Signal Improvement Program (TSIQ)/ Regional purchasing 2025/26	4/1/2025	NON-LET	This project provides funding to pay for signal equipment, parts, and all other items necessary to repair, maintain, and continue the proper operation of signals and warning beacons in Region 9, from the Regional purchasing program, SFY 2025/26			75,000
2026	09	9SIQ26	D2	New	Traffic Signal Improvement Program (TSIQ)/ Regional purchasing 2026/27	4/1/2026	NON-LET	This project provides funding to pay for signal equipment, parts, and all other items necessary to repair, maintain, and continue the proper operation of signals and warning beacons in Region 9, from the Regional purchasing program, SFY 2026/27			75,000
2024	09	9TSR24	C13	New	SIGN REQUIREMENTS CONTRACT 23/24	4/11/2024	NYSDOT	This project will install or replace missing or non-compliant ground-mounted and bridge-mounted signs	616,000		214,000
2023	09	9V2361	A10	New	RT 30, BREAKABEEN TO MIDDLEBURGH, RESURFACING, VPP	02/06/2023	OGS	signs on various routes in the counties of Sullivan, Schoharie and Tioga.	1,600,000		461,000

Appendix C: Public Survey and Comment Log

A/GFTC Long Range Plan Public Comment Log

Survey Questions – Detailed Entries

Question 1		
Please tell us about why you travel to/from or within the A/GFTC area.		
Choice	Responses	
I live here.	72	84.71%
I work here.	36	42.35%
I visit here on a regular basis (for recreation, to see family, or other reasons).	17	20.00%
I do not travel to/from or within the A/GFTC area on a regular basis.	2	2.35%
Other Answers	1	1.18%
I serve here as a member of the Queensbury Town Board and on several non-profits with transportation interests		
Answered	**85**	
Skipped	**0**	

Question 2													
Please rank the importance of the following transportation issues, from 1 (most important) to 6 (least important).													
	Ranking												
Choice	1		2		3		4		5		6		Score
Safety	39	45.9%	18	21.2%	7	8.2%	7	8.2%	5	5.9%	2	2.4%	4.53
Reducing Traffic	8	9.4%	8	9.4%	13	15.3%	8	9.4%	16	18.8%	22	25.9%	2.56
Public Transportation	9	10.6%	8	9.4%	12	14.1%	15	17.6%	19	22.4%	11	12.9%	2.78
Bicycle/Pedestrian Issues	17	20.0%	19	22.4%	13	15.3%	19	22.4%	7	8.2%	6	7.1%	3.84
Road and Bridge Condition	9	10.6%	15	17.6%	15	17.6%	14	16.5%	14	16.5%	6	7.1%	3.12
Climate Change & the Environment	3	3.5%	10	11.8%	16	18.8%	11	12.9%	11	12.9%	24	28.2%	2.48
Answered	**85**												
Skipped	**0**												

Question 3		
In your daily life, what is the biggest transportation problem you face?		
Choice	Responses	
Lack of access to transportation affects my ability to get around	5	5.88%
Traffic congestion affects my quality of life	16	18.82%
My main method of transportation feels unsafe (walking, cycling, or driving)	11	12.94%
The condition of roads and bridges affects how/where I travel	17	20.00%
Transportation costs are too high (vehicle costs, gas, insurance, taxi fares, etc.)	12	14.12%
I do not face transportation problems on a daily basis	21	24.71%
Other Answers	3	3.53%
Noise		
Bicycles, electric bikes, electric skateboards, electric scooters. gas powered bicycles, gas powered scooters lack of the rules of the road being pplied and enforced		
Safety for horse drawn wagons, buggy, carriages as well as watering and severe storm shelter		
Answered	**85**	
Skipped	**0**	

Question 4		
Would any of the following options be likely to reduce the amount that you drive?		
Choice	Responses	
Better access to public transportation	37	43.53%
Easy, reliable carpooling or ridesharing options	4	4.71%
Safe, comfortable sidewalks and bicycle facilities (trails, bike lanes, etc.)	46	54.12%
Telecommuting/remote work options	23	27.06%
I cannot reduce the amount that I drive/I do not drive	8	9.41%
I am not interested in reducing the amount that I drive	11	12.94%
Other Answers	4	4.71%
More recognition of noise as a transportation issue		
Direct connections to transportation hubs (e.g. Albany Airport, Fort Edward or Saratoga Amtrak Station, etc.)		
I feel better access to public transportation for employees and people who need to go to medical, grocery and government agency access. I am a rideshare driver many people spend more than one hour of their wages to take an uber to work.		
Being to use horse or donkey power		
Answered	**85**	
Skipped	**0**	

Question 5		
What new or emerging transportation technology are you interested in?		
Choice	Responses	
Electric or hybrid vehicles	61	71.76%
Autonomous/connected vehicles (aka "self-driving" or "driver assist" cars)	10	11.76%
Increased fuel efficiency	57	67.06%
Ridehailing apps (Uber, Lyft, etc)	5	5.88%
Bikeshare or carshare systems	20	23.53%
Technology to make large trucks safer and more efficient	23	27.06%
Real-time traffic apps and wayfinding	28	32.94%
Other Answers	8	9.41%
Inter modal improvements		
EBikes as an alternative to driving		
Usable sidewalks and changing the speed limit in our neighborhoods to 20mph so that we can allow our children to experience our neighborhoods without worrying about cars going 45 mph while cutting through our neighborhoods.		
Light and high-speed rail		
Crossing northway safely at exit 20 on a bicycles.		
make so people and bikes aren't affecting flowing traffic		
The bottleneck at the Million Dollar half mile needs to be solved. There should be a round a bout at 149 and Rt. 9, also the exit 20 needs to be updated to handle all exits and entrances with a round a bout on Rt9 to I87. For now a 3 way stop at the southbound exit of 20 at Gurney lane would improve traffic. If the exits aren't changed then a series of 3 round a bouts. One at Gurney lane, one at the northbound entrance to I87 and Rt 9 and the final one at Rt 149 and Rt 9. Also buses running to Lake George should go as far as the Warrensburg Health Center and be 7 days a week year round.		
None, because they don't address the issues of jobs and non fossil fuel use		
Answered	**85**	
Skipped	**0**	

Map Comments

Type	Comment	Location
Bike/Pedestrian	When commercial development occurs at Fowler Square, safety for bicyclists and pedestrians may become of increasing concern on this segment of Bay Road.	719 Bay Rd, Queensbury, NY 12804, USA
Bike/Pedestrian	Village of Lake George is not bike friendly. Bicycles must take the whole lane to safely navigate Rt9. 9/9N is particularly dangerous with vehicles overtaking bicycles to make a right turn while the rider is in the intersection. This is the only route NB into Warrensburg.	437 Canada St, Lake George, NY 12845, USA
Bike/Pedestrian	It would be helpful if there was a bike-friendly connection from the Warren County Bikeway to downtown Glens Falls, such as bike lanes on Bay St or Ridge St. This could encourage more use of the path and for cyclists to patronize downtown businesses.	254 Bay Rd, Queensbury, NY 12804, USA
Bike/Pedestrian	Warren County Bikeway is about 10 miles from Glens Falls to Lake George Village. 1.5 miles of that is really just street shoulder, so 8.5 miles of path. In that distance there are 25 stopping points (i.e. 25 places with stop signs -- at roads or driveways-- I counted). The road crossings can be dangerous and almost none have modern traffic control or even beg buttons. If I was forced to make a true complete stop at each point, I wouldn't ride the bikeway at all; it's just too much stopping.	71 Country Club Rd, Queensbury, NY 12804, USA
Bike/Pedestrian	Motorists tend to travel through here at very high rates of speed, making the intended shared use bikeway feel unsafe	79 Haviland Avenue, Queensbury, NY 12804, USA
Bike/Pedestrian	Between the crossing distance, truck traffic, incomplete sidewalk construction, and lack of pedestrian signals, this intersection feels like an accident waiting to happen.	20 Murray St, Glens Falls, NY 12801, USA
Bike/Pedestrian	The distance between eastbound traffic's stop sign on Sherman Ave and the marked crosswalk on Quade Street can lead to unsafe pedestrian conditions. From the crosswalk, it's almost impossible to see the driver and try to determine their intentions.	110 Sherman Ave, Glens Falls, NY 12801, USA
Bike/Pedestrian	Sidewalk is damaged at corner, creating hazard for pedestrian and school children and rendering the curb cut useless	46 1st St, Glens Falls, NY 12801, USA
Bike/Pedestrian	Lake Luzerne to Thurman Station via E River Road, (new) Bear Slides trail to Katts Corners Rd / Browns Rd & abandon rail bridge to Thurman Station. Opens western & northern Warren County to bike traffic.	C42F+WP Lake Luzerne, NY, USA
Bike/Pedestrian	All crosswalks in the village need to be repainted. Many of them along Main Street do not have ramps. Most cars do not stop to let people cross.	148 A Main St, Greenwich, NY 12834, USA
Bike/Pedestrian	Ideally the bike lanes would extend all the way from Hosptial etc to Exit 18	184 Broad St, Glens Falls, NY 12801, USA
Bike/Pedestrian	Instead of the marked median in the middle of the road the space should have been used for bike lanes…ideally at least to Market 32	607 Glen St, Glens Falls, NY 12801, USA
Bike/Pedestrian	This entire area of the bike path is vague and not inviting…ugly and smelly. There should be a nicer and well marked route to connect to the Empire Trail along the Champlain canal	2 Shermantown Rd, Glens Falls, NY 12801, USA
Bike/Pedestrian	There is alot of talk about parking space lately but none about encouraging or accommodating bicycles. The downtown are is within an easy 1-2 mile ride. Even for people who are comfortable riding without a bike lane there is no safe, spacious parking to lock bikes near restaurants, farmers market etc. Bikeable communities and lifestyle is also attractive to younger people in particular.	184 US-9, Glens Falls, NY 12801, USA
Bike/Pedestrian	the angle away from Rt 9 and no clear crossing makes this dangerous going both N and S	9 Bloody Pond Rd, Lake George, NY 12845, USA
Bike/Pedestrian	This might be a heavy lift, but especially with e-bike rentals, a safe bike lane from Lake George to Bolton Landing would be a great tourist and 3 season attraction.	4878 Lake Shore Dr, Bolton Landing, NY 12814, USA
Bike/Pedestrian	As their Farmers Market and event and development plans continue, there should be a clear safe bike lane connecting Glens Falls to West Mtn . Tourists should be able to stay at Q hotel and bike as far as Bolton for a day then to West another day.	107 West Mountain Road, Queensbury, NY 12804, USA

Type	Comment	Location
Bike/Pedestrian	Is there any potential in this area for a pedestrian/bike crossing to Saratoga County?	77FJ+65 Queensbury, NY, USA
Bike/Pedestrian	Can this for ever wild section be used for a connector trail to Hudson Point Preserve?	35 Elsies Wy, Queensbury, NY 12804, USA
Bike/Pedestrian	There should be a safe, wide, protected bike and running path along West Mountain Road (from Corinth Road to Gurney Lane) allowing kids and families to access the Gurney Lane facility by bike, walking.	4 Honey Hollow Rd, Queensbury, NY 12804, USA
Bike/Pedestrian	I would like to see safe, wide, dedicated bike and pedestrian lanes on Corinth Road From West Mountain road to downtown Glens Falls.	48 Brickoven Rd, Queensbury, NY 12804, USA
Bike/Pedestrian	Canalway trail on Rt 4 between Comstock and Whitehall is dangerous, should be moved off busy highway. Canal trail is a tremendous asset to regional tourism. Amtrak connection opens opportunity for low impact NYC bike tourism.	GHJR+55 Whitehall, NY, USA
Bike/Pedestrian	Designated bikeway in dangerously deteriorated condition.	318 Howe Rd, Lake Luzerne, NY 12846, USA
Bike/Pedestrian	The feeder canal trail should extend through the right of way at finch paper. Their excuse is that it's not safe but neither is riding thru the city traffic.	8958+F3 Glens Falls, NY, USA
Bike/Pedestrian	A bike/pedestrian trail from Hudson Point park to Aviation Road/Qby school on the National Grid powerline ROW would provide safe transportation/recreation opportunity for a large number of residents	28 Candleberry Dr, Queensbury, NY 12804, USA
Bike/Pedestrian	Luzerne Rd needs safe sidewalks and/or bicycle lanes as it is well traveled and large numbers of pedestrians/bicyclists.	161 Luzerne Rd, Queensbury, NY 12804, USA
Bike/Pedestrian	Converting the county owned section of railroad bed to a rail trail potentially running from Saratoga Springs to Tahawus would be an amazing recreational tourism draw.	H3JG+HR The Glen, NY, USA
Bike/Pedestrian	NY canal trail and Vermont state bicycle trail systems intersect in Whitehall along with Amtrak and the canal. There is vast potential for developing recreation cross utilizing these various modes of transport.	13 Potter Terrace, Whitehall, NY 12887, USA
Bike/Pedestrian	Towpath Road is a sore spot on the Empire State Trail/Champlain Canalway Trail. If the road conditions do not add enough danger for riders, the vehicles speeding down the road certainly do. The section of trail between Fort Edward and Fort Ann has the potential to draw riders from far outside the local area, but the current state of Towpath Road is a huge detractor.	Empire State Trl, Hudson Falls, NY 12839, USA
Bike/Pedestrian	This is an eyesore and far from welcoming to riders traveling to and from the Feeder Canal Trail. Glens Falls should be embarrassed that Shermantown Road looks the way it does still after all these years.	3 Shermantown Rd, Glens Falls, NY 12801, USA
Bike/Pedestrian	The bike trail used to follow this path and then continue on a path along the old Feeder Canal after crossing Towpath Lane. Now the path is all but overgrown and riders have to share Towpath Lane with dump trucks that fly by.	5 Factory St, Fort Edward, NY 12828, USA
Bike/Pedestrian	People get confused with this Feeder Canal Trail parking lot at the end of Towpath Lane, but the Empire State Trail parking lot at the beginning of Towpath Lane (at Mullen Park). We (Promote Fort Edward) would like to encourage bike riders to park downtown in Fort Edward to start their rides.	1320 Towpath Ln, Hudson Falls, NY 12839, USA
Bike/Pedestrian	There is a bike crossing sign here left over from the old trail routing that confuses riders. It was there so they could cross from the gravel trail along the Feeder Canal to the gravel trail that goes past the pond. Now people traveling south from the bike trail get to that sign and think they need to continue down the Towpath Road extension.	46 Factory St, Fort Edward, NY 12828, USA
Bike/Pedestrian	The Bikeway should continue to Geer Street. It is then a straight shot across Warren Street to Shermantown Road where riders can connect with the Feeder Canal Trail.	32 Geer St, Glens Falls, NY 12801, USA
Bike/Pedestrian	This turn isn't exactly rider friendly.	79 Lower Feeder St, Hudson Falls, NY 12839, USA

Type	Comment	Location
Pavement Condition	Urban Air Mobility needs to be in the long range plan. eSTOL (electric short takeoff and landing) and eVTOL (electric Vertical Takeoff & Landing) will be here sooner than most people realize. This will mean better integration of air and surface infrastructure (rechargers, etc.) Some then most of this will be automated and shared -- think scooter and imagine Jetsons --ride from airport to Sagamore -- quick, quiet and green.	396 Queensbury Ave, Queensbury, NY 12804, USA
Pavement Condition	Bridge crossing I87 is in terrible conditions with poor sight lines for vehicles exiting I87SB. This crossing is necessary for bicyclists leaving Gurney Lane rec area and accessing the Warren County bikeway.	1340 9, Queensbury, NY 12845, USA
Pavement Condition	Bear Pond road surface is in rough condition for biking. Only safe to go up to Bear Pond from Brandt Lake.	746 Beaver Pond Rd, Brant Lake, NY 12815, USA
Pavement Condition	Although they are putting in a new sidewalk, the street pavement is very rough and is where bicycles would travel.	29 Henry St, Glens Falls, NY 12801, USA
Pavement Condition	This road has alot of holes and cracked pavement which force bicycles into car path. Also has road to Hannaford and to Crandall Park, it should have marked bike lanes.	15 Carleton Ct, Glens Falls, NY 12801, USA
Pavement Condition	From the bridge to Midtown Plaza heading South, Rte. 9 is rough here.	87 Main St, South Glens Falls, NY 12803, USA
Pavement Condition	The pavement here is awful and a distraction. People are trying to navigate potholes when they should be watching for people coming out of the park.	24 Wing St, Fort Edward, NY 12828, USA
Safety Issue	This intersection is always congested because of the quick through turns onto Ashley Place to get into Glens Falls from Queensbury	57 Dixon Rd, Queensbury, NY 12804, USA
Safety Issue	Regular issues with turning traffic and pedestrians here	485 US-9, Glens Falls, NY 12801, USA
Safety Issue	Limited sight distance approaching this intersection for eastbound traffic usually moving at speeds in excess of the posted 45mph speed limit. Speed limit enforcement and perhaps turning lanes for north, south turning movements for both E/W traffic might help.	10270 NY-149, Fort Ann, NY 12827, USA
Safety Issue	511NY does not report winter road conditions on Rte 22 from Whitehall to the Washington/Essex county line.	12315 22, Whitehall, NY 12887, USA
Safety Issue	Increased vehicle traffic including large trucks even with posted 5 ton restriction. Pedestrian traffic significantly increased with no cross walks or lights. Firehouse parking significantly reduces visibility on Tuesday nights so hard to cross from Corliss. Someone WILL get hurt.	60 Corliss Ave, Greenwich, NY 12834, USA
Safety Issue	There needs to be a better connector between the two sections of the Warren County Bikeway that is safer for cyclists. Country Club Rd is too busy and discourages some cyclists from biking on this path	92 Country Club Rd, Queensbury, NY 12804, USA
Safety Issue	There's no real safe way to bike to the Aviation Mall. A paved path through Cole's Woods to the back of the mall would be much safer than trying to ride Aviation Rd.	578 Aviation Rd, Queensbury, NY 12804, USA
Safety Issue	Dangerous intersection! Complicated configuration encourages aggressive driving. Common for motorists to run stop signs with no visibility into pedestrian crossings. This route is used by pedestrians headed to school.	82 Staple St, Glens Falls, NY 12801, USA
Safety Issue	Speed limit is too high. Knight St is being used as a cut-through and because there is only one stop sign (Staple St.) there are cars continuously going over 35+mph or rolling through the Staple Street stop sign.	56 Knight St, Glens Falls, NY 12801, USA
Safety Issue	Common multi-use route through residential area with no separated passage for pedestrians and/or bicycles leads to unnecessary conflict with motorists. Speed posted at 20mph but never enforced. Fog line painted on one side of street. In general, the configuration of this street does not meet the needs of the community and leads to unnecessary conflict	34 Bush St, Glens Falls, NY 12801, USA
Safety Issue	The roadway configuration here feels very unsafe as a motorist, let alone as a cyclist or pedestrian. This intersection needs squared.	34 Richardson St, Queensbury, NY 12804, USA

Type	Comment	Location
Safety Issue	Increased development in the Corinth Road corridor has led to a sharp increase in traffic accidents in the Carey Park area where medical healthcare services along with light industrial vehicular traffic has grown sharply. The corridor should be targeted for safety enhancement solutions as son as possible.	229 Corinth Rd, Queensbury, NY 12804, USA
Safety Issue	Many pedestrians--including students--and cyclists use Veterans Road to get to the athletic fields, downtown Glens Falls, and West Glens Falls. The lack of sidewalk makes this and the surrounding main roads unsafe for pedestrians, especially in a school district (Glens Falls) that does not provide bussing for students. Cars regularly speed on the road, going well beyond the 30 mph speed limit. The road shoulders are crumbling and the road is not wide enough to accommodate its bike route.	80 Veterans Road, Queensbury, NY 12804, USA
Safety Issue	Large trucks use this residential street because it is wide, even though it is not a truck route. There are many kids and families living here and cars and trucks tend to speed, especially toward Glen Street. Maybe lower the speed limit to 25 to disincentivize through traffic. And there could be a "children at play" sign like on Coolidge.	37 Davis St, Glens Falls, NY 12801, USA
Safety Issue	Why was the right turn lane removed from here??? People go on the white lines and turn anyway, it doesn't make sense.	4 Cronin Rd, Queensbury, NY 12804, USA
Safety Issue	Several sinkholes around water shutoffs force bikers into road just before new paving starts	6 Browns Path, Queensbury, NY 12804, USA
Safety Issue	When the main corridor through South Glens Falls was redone, they added curbs and made the shoulder very narrow. That means less room for cyclists, and if any car parks on the side, cyclists are forced into the main road. I rode a bicycle daily once upon a time. Now you have to drive your bicycle in a car to a designated place to ride it safely. That's true from Rte. 9 & William St all the way to Queensbury. We've got to plan for people and not just cars for future projects.	193 Main St, South Glens Falls, NY 12803, USA
Safety Issue	This spring, there were large piles of sand covering the ground at the entrances to the bike trail and tunnel (2-3" thick spanning the full width of the trail). We personally went down to clear it out after a touring rider had fallen and their bike was damaged.	16 Rabideau Ln, Hudson Falls, NY 12839, USA
Safety Issue	The pavement here is cracked and uneven - absolutely a safety for bike riders and even people walking the trail.	7 Warren St, Queensbury, NY 12804, USA
Safety Issue	This is a dangerous crossing for bike riders and drivers due to the hill and vegetation at the entrance to the bike trail.	17 Warren St, Hudson Falls, NY 12839, USA
Safety Issue	Drivers do not slow down through this stretch. This needs to be a crossing with a flashing signal.	21 Jones Ave, Hudson Falls, NY 12839, USA
Safety Issue	Dump trucks from this business are constantly flying down Towpath Lane.	1377 Towpath Ln, Fort Edward, NY 12828, USA
Safety Issue	There's a lot of open space here for riders to navigate which can actually make the crossing/getting into the lane of traffic on McIntyre Street difficult.	37 Mc Intyre St, Fort Edward, NY 12828, USA
Safety Issue	If riders come down on the trail through the park, it spits them out onto an area where there is not much distinction between parking lot and road. This could lead to an accident if riders are not familiar with the area.	24 Wing St, Fort Edward, NY 12828, USA
Safety Issue	The gravel on both sides of this road is always either loose or rutted. It is dangerous for riders.	313 Warren St, Glens Falls, NY 12801, USA
Traffic Congestion	All along Sanford Street between Bay and Ridge, the on street parking requires threading a needle around the cars / trucks / buses parked	25 Sanford St, Glens Falls, NY 12801, USA
Traffic Congestion	Exit 18 East Side is congested badly at key commute times. The bridge is too small to accommodate the amount of traffic coming and going from I-87 to points east including Downtown Glens Falls. Glens Falls Hospital traffic at shift changes is particularly toublesome.	112 Main St, Queensbury, NY 12804, USA
Traffic Congestion	Congestion at Exit 18 West is a growing problem and will be increasing as more commercial, light industrial and residential development occurs in the corridor.	199 Corinth Rd, Queensbury, NY 12804, USA

Type	Comment	Location
Traffic Congestion	Parking from local businesses outlets at this 2 way stop and others like it. Turning cross traffic is very difficult during peak hours, requiring generous gestures from travelers in all directions to safely make the maneuver	7 1st St, South Glens Falls, NY 12803, USA
Traffic Congestion	The congestion on Aviation Rd near the mall can be intense in the Summer. Less lights and maybe limited turning like a Jersey barrier would be helpful.	850 Aviation Rd, Queensbury, NY 12804, USA
Traffic Congestion	This light is useless in the morning and should be changed to blinking yellow on Quaker Rd until 7am. After that it should be synced with Bay Rd so you don't have to stop 300 feet after you started.	216 Quaker Rd, Queensbury, NY 12804, USA
Traffic Congestion	This light was blinking yellow for almost a week and I feel like it made a big improvement in traffic flow. Although there needs to be some type of traffic control, I'm not sure a red light is a good answer since the Walmart isn't THAT busy and there is another light so close. There is unnecessary congestion here.	714 Quaker Rd, Queensbury, NY 12804, USA
Traffic Congestion	This light should have a sensor, it stays red for traffic on Queensbury Ave much longer than it should. Its annoying to just sit there and wait for the light when there isn't traffic on Dix Ave.	446 Dix Ave, Queensbury, NY 12804, USA
Traffic Congestion	There really needs to be a right turn lane here, I know that studies have been done in the past, but for whatever reason one hasn't been put in. This area is VERY congested and can be dangerous if there was ever a fire at the school while dismissal was happening.	448 Aviation Rd, Queensbury, NY 12804, USA
Traffic Congestion	Sync this light with the one that 400 feet from it at the main entrance to the school. The stop and go traffic is nuts.	4 Cottage Hill Road, Queensbury, NY 12804, USA

Summary of Comments on Draft_2045Ahead- - JRL 8.10.2023.pdf

Author: Jim

Page: 57 Subject: Sticky Note Date: 8/10/2023 2:52:42 PM

However with warmer winters, ice accretion on roads is more common, thereby necessitating additional salt or brine applications.

Status

jmance Accepted 9/18/2023 2:10:51 PM

Page: 58 Subject: Sticky Note Date: 8/10/2023 2:54:35 PM

Increased super heated stormwater runoff has significant impacts to streams and other waterbodies and can alter the ecology, especially those of cold water streams.

Status

jmance Accepted 9/18/2023 2:12:18 PM

Page: 58 Subject: Sticky Note Date: 8/10/2023 2:57:49 PM

and impacts to the receiveing streams, which when eroded or destabilized can continue a pattern of channel instability and continue impacts on our nearby infrastructure. Erosion of the downstream channel will increase the potential for upstream erosion.

Status

jmance Accepted 9/18/2023 2:13:54 PM

Page: 58 Subject: Sticky Note Date: 8/10/2023 2:59:55 PM

maybe switch to "stabilized"?

Status

jmance Accepted 9/18/2023 2:14:23 PM

Page: 58 Subject: Sticky Note Date: 8/10/2023 3:03:51 PM

Possibly note that non-sanitized equipment is a vector for spread. Seeds or other plant material is often located in a machine's undercarriage/tracks/tires, etc. Shared machinery can really spread IS far and wide.

Status

jmance Accepted 9/18/2023 2:16:31 PM

Page: 59 Subject: Sticky Note Date: 8/10/2023 3:04:48 PM

it is funny that firewood cannot be moved, but that logs and pallets can be.....

Status

jmance Accepted 9/18/2023 2:16:51 PM

Page: 59 Subject: Sticky Note Date: 8/10/2023 3:06:36 PM

This is especially true of amphibians and reptiles. When animals are killed on the road, it can add to the issue as scavengers may come out to feast and end up getting hit as well.

Status

jmance Accepted 9/18/2023 2:17:59 PM

Page: 59 Subject: Sticky Note Date: 8/10/2023 3:08:32 PM

adding green ares through natural plantains and using green infrastructure techniques has a significant positive impacts on any area. However a community or agency must MAINTAIN these areas for form and function.

Status

jmance Accepted 9/18/2023 2:19:30 PM

Page: 60 Subject: Sticky Note Date: 8/10/2023 3:10:51 PM

Please feel free to contact our office anytime for questions related to environmental issues. Changes in management/ design/materials is constantly changing .

Jack Mance

From: Aaron Frankenfeld
Sent: Tuesday, September 12, 2023 3:19 PM
To: Jack Mance
Subject: FW: Long Range Transportation Plan Comments

From: Jess Grant <jgrant@adirondackcouncil.org>
Sent: Tuesday, September 12, 2023 3:17 PM
To: Aaron Frankenfeld <info@agftc.org>
Cc: Jackie Bowen <jbowen@adirondackcouncil.org>
Subject: Long Range Transportation Plan Comments

Good Afternoon,

My name is Jess Grant and I'm with the Adirondack Council. You were kind enough to reach out to Rocci Aguirre, our Executive Director, for the Council to review the Long Range Plan, particularly the Environmental Sustainability section. We really appreciate the outreach and have taken time to review the sections below. These are our comments:

- Introduction
    - We support EV infrastructure where there is existing grey space and infrastructure, noting that charging station companies contract with car manufacturers and therefore charging stations are not inherently compatible with all electric vehicles.
- Freight Movement
    - Looking at the *Challenges and Opportunities* section, there is an assertion that barges and railroads may address future congestion of roadway transportation of goods. We caution that this transition must be coupled with attention to aquatic (and terrestrial) invasive species, as is raised in the later *Environmental Sustainability* section. Round goby, for example, is on its way into the Lake Champlain basin, yet luckily not yet found beyond lock C-1 in the Champlain canal.
    - Within *Priorities & Projects*, when the A/GFTC seeks to repave stretches of roadway, the Council encourages coupling this work with culvert and bridge replacement to open bottom arch or box culverts at 1.25 bankfull width. This will not only reduce costs associated with both projects, environmental impacts will occur once instead of multiple times per project, it will bolster climate resiliency and will improve aquatic organism passage, as mentioned in *Environmental Sustainability: Habitat Connectivity*, within waterway systems.
- Public Transportation
    - *Current and Future Transit Providers* should include well-marketed hiker transportation or simply advertisement of existing hiker shuttles such as "Love Your ADK" and the Town of Keene shuttle to reduce transportation emissions from Park visitors from the Glens Falls area.
- Complete Streets
    - We applaud fostering bike and pedestrian activity and infrastructure.
    - Consider incorporating safety elements for non-traditional modes of transportation that are rapidly becoming popular in urban environments such as e-scooters, One Wheels, Segways, and hoverboards. Consider making space for them in high traffic areas.
    - Consider incorporating bike-friendly infrastructure such as detection loops (for traffic lights), a city bike station, repair stations, bike lockers, bike parking, and maps/kiosks with bike-related amenities clearly outlined to incentivize bike transportation.

- Environmental Sustainability
    - We appreciate the recognition of road salt impacts in the plan. The Adirondack Road Salt Task Force report was just released and we encourage you to review and incorporate recommendations into the long-range plan.
    - We commend the inclusion of habitat connectivity in the plan. We would add that fencing may also be raised to allow for wildlife passage beneath fencing, where appropriate. In addition, lighting should be downward facing to promote wildlife-friendly dark skies.
    - Consider incorporating Climate Smart Communities (CSC) actions into the plan for all communities to raise the status of participating communities and to register those who are not yet participating. Glens Falls was certified in September of 2021 and has collected 122 points, which is worth celebrating.
    - We are supportive of the EJ/Title VI plan to ensure equitable distribution of benefits and burdens of the transportation system. This is an interdisciplinary issue that intersects with housing, as touched on indirectly in *Priorities and Projects* section under "Land Use and Design," but this connection should be made explicit. Development should follow "conservation design" principles of taking natural topography, hydrology, and ecology into account when reviewing and approving development, minimizing the footprint of impact wherever possible. In addition, we recommend planning for human climate migration. People are already moving from other parts of the country and the state to avoid wildfires, hurricanes, and other natural disasters accelerated by climate change. If there is an opportunity to calculate this influx into your transportation plan, it would likely make housing and transportation opportunities more equitable and less slanted towards climate migrants with means. We recommend opening up a process for climate migration planning to the public and soliciting input from a wide swath of demographics in order to distribute benefits and burdens fairly, as laid out in this section.
-

We also recommend that you reach out to institutions such as SUNY-ESF and Paul Smith's (particularly their Adirondack Watershed Institute arm) to see if they would be able to weigh in on these topics. Their perspectives would likely be very valuable and they may have additional reference resources to share.

Thank you again for thinking of us and including us in your process. All the best,
Jess

Jess Grant (she/her)

Conservation Associate

o: 518.873.2240 ext. 100 | c: 518.419.2694

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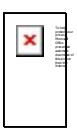

Jack Mance

From: Patrick Dowd <communitydevelopment@cityofglensfalls.com>
Sent: Monday, July 31, 2023 10:29 AM
To: Jack Mance
Cc: Aaron Frankenfeld
Subject: RE: A/GFTC Planning Committee meeting - August 9, 10:00 AM - draft materials

Hi Jack,

One other quick note: On page 41, you note that Lehigh Cement is a rail customer. Not sure for planning purposes if it matters, but when they close up this year(quite soon, I believe) , I don't imagine that will be a very active spur – at least for the near term.

Pat

Patrick W Dowd, Community Development Director (he/him)
CEO, Greater Glens Falls Local Development Corporation
CEO, Glens Falls Urban Renewal Agency
Office: (518) 761-3867

From: Patrick Dowd
Sent: Friday, July 28, 2023 11:06 AM
To: Aaron Frankenfeld <aaron@agftc.org>
Subject: RE: A/GFTC Planning Committee meeting - August 9, 10:00 AM - draft materials

Hi Aaron,

Just reading the Long Range Transportation plan (nerd that I am) and I noticed that your population number for GF in 2020 is 14,322.

According to the Census quickfacts page, the City's population on 4/1/2020 was 14,830 (second to last line in the "People" section here: https://www.census.gov/quickfacts/fact/table/glensfallscitynewyork/POP010210)

Not sure if that massively changes the charts/maps, or if that data doesn't jive with your other source, but I wanted to bring it to your attention.

Cordially,

Pat

Patrick W Dowd, Community Development Director (he/him)
CEO, Greater Glens Falls Local Development Corporation
CEO, Glens Falls Urban Renewal Agency
Office: (518) 761-3867

Jack Mance

From: John Strough <johns@queensbury.net>
Sent: Wednesday, August 16, 2023 1:52 PM
To: Jack Mance; Stuart Baker
Cc: Queensbury Supervisor Office
Subject: LRTP thoughts
Attachments: 2023_DRAFT_07.26.23.pdf

Hi Jack,
I was reviewing the LRTP.
Nice job!
Thank you.
NOTES:

1. On page 4: Corinth Road is shown as a "Minor Arterial"? I would think that stretch of road would be characterized as a "Principal Arterial"?
2. On page 11: Queensbury's population, 2010 to 2012 went up 5% (not down1.8%). Most recent estimate places the Town's population at almost 30,000. And another estimate was the town's population was expected to increase 10% 2020 to 2030.

John