

Watertown Jefferson County Area Transportation Council

Unified Planning Work Program
2022 – 2023



July 21, 2022



Watertown Jefferson County Area Transportation Council
Unified Planning Work Program 2022 – 2023

Committee Members

POLICY COMMITTEE		
MEMBER	TITLE	ORGANIZATION
Jeffrey M. Smith	Mayor	City of Watertown
Kenneth Mix	City Manager	City of Watertown
Robert F. Hagemann III	County Administrator	Jefferson County
John D. Peck	Board of Legislators Representative	Jefferson County
Kenneth M. Bibbins	Regional Director ¹	NYSDOT Region 7
Kristopher H. Reff	Acting Regional Planning & Program Manager	NYSDOT Region 7
Jarrold M. Radley	Local Stakeholder Group Representative	NYSDOT Region 7
¹ Represents the NYSDOT Commissioner		

HIGHWAY TECHNICAL COMMITTEE		
MEMBER	TITLE	ORGANIZATION
Mike DeLaney	City Engineer	City of Watertown
James Lawrence, Jr.	County Highway Superintendent	Jefferson County
Barbara R. Cadwell	Assistant Planning & Program Manager	NYSDOT Region 7

TRANSIT TECHNICAL COMMITTEE		
MEMBER	TITLE	ORGANIZATION
Patrick Keenan	Superintendent of Public Works	City of Watertown
Sara Freda	Community Development Coordinator	Jefferson County
Barbara R. Cadwell	Transit Coordinator	NYSDOT Region 7



Watertown Jefferson County Area Transportation Council
Unified Planning Work Program 2022 – 2023

Resolution# 7-2022

**Policy Committee Resolution approving the 2022-2023 WJCTC Unified Planning Work Program
Amendment**

WHEREAS, the Watertown Jefferson County Area Transportation Council (WJCTC) is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the Watertown Urbanized Area in Jefferson County; and

WHEREAS, the Federal Transit Authority (FTA) Funding levels contained in the WJCTC 2022-2023 Unified Planning Work Program (UPWP) adopted on February 22, 2022, were based on estimates contained in the UPWP call letter instructions;

WHEREAS, the FTA has now released its actual FFY 2022 Section 5303 Metropolitan Planning Program apportionments and the values are higher than the original UPWP estimates;

WHEREAS, the UPWP must be amended to reflect the updated FTA funding level;

WHEREAS, both Technical Advisory Committees (Highway and Transit) recommend that the Policy Committee approve the amendment to the 2022-2023 UPWP;

NOW BE IT THEREFORE RESOLVED, that the Watertown Jefferson County Area Transportation Council endorses the amendment to the 2022-2023 Unified Planning Work Program.

CERTIFICATION OF RESOLUTION

I, the undersigned, duly elected chair of the Watertown Jefferson County Area Transportation Council (WJCTC), do hereby certify that the foregoing is a true and correct copy of WJCTC Policy Committee Resolution 7-2022, adopted by consensus this 21st day of July 2022.

Chair

Date



Watertown Jefferson County Area Transportation Council
Unified Planning Work Program 2022 – 2023

Resolution# 1-2022

Policy Committee Resolution approving the 2022-2023 WJCTC Unified Planning Work Program

WHEREAS, the Watertown Jefferson County Area Transportation Council (WJCTC) is designated by the Governor of New York State as the Metropolitan Planning Organization (MPO) for the Watertown Urbanized Area in Jefferson County; and

WHEREAS, Federal regulations (23 CFR Chapter 1, Part 450, Subpart C, and 49 CFR Chapter VI, Part 613, Subpart B) require that the urban transportation planning process shall include development of a Unified Planning Work Program (UPWP) which shall annually describe all urban transportation and transportation related planning activities anticipated within the next one or two year period, and will document the work to be performed with technical assistance provided under the Infrastructure Investment and Jobs Act (IIJA), Title VI, Section 5303 Program, and

WHEREAS, the UPWP provides a mutually agreed upon document which identifies, at a minimum, federally funded transportation planning activities to be undertaken in the MPO Planning area during the program year, regardless of funding source, and

WHEREAS, the UPWP has been developed in accordance with the regulations of the U.S. Department of Transportation which require a discussion of the important transportation issues facing the area and serve as the framework for selecting program tasks, and

WHEREAS, both Technical Advisory Committees (Highway & Transit) to the Council developed a Draft Unified Planning Work Program which includes all transportation planning activities to be undertaken by WJCTC central staff during the period of April 1, 2022 through March 31, 2023, and

WHEREAS, both Technical Advisory Committees recommend that the Council adopt the 2022-2023 UPWP;

NOW BE IT THEREFORE RESOLVED, that the Watertown Jefferson County Area Transportation Council endorses the 2022-2023 Unified Planning Work Program; and

BE IT FURTHER RESOLVED, that the Watertown Jefferson County Area Transportation Council authorizes the transmittal of this 2022-2023 UPWP to the New York State Department of Transportation for submission to the Federal Highway Administration to secure highway planning funds; and

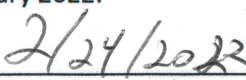
BE IT FURTHER RESOLVED, that the MPO Policy Committee approves the Federal Highway Administration PL Program 2022-23 budget and the FTA Section 5303 Program 2022-23 budget.

CERTIFICATION OF RESOLUTION

I, the undersigned, duly elected chair of the Watertown Jefferson County Area Transportation Council (WJCTC), do hereby certify that the foregoing is a true and correct copy of WJCTC Policy Committee Resolution 1-2022, adopted by consensus this 24th day of February 2022.



Chair



Date



I. INTRODUCTION

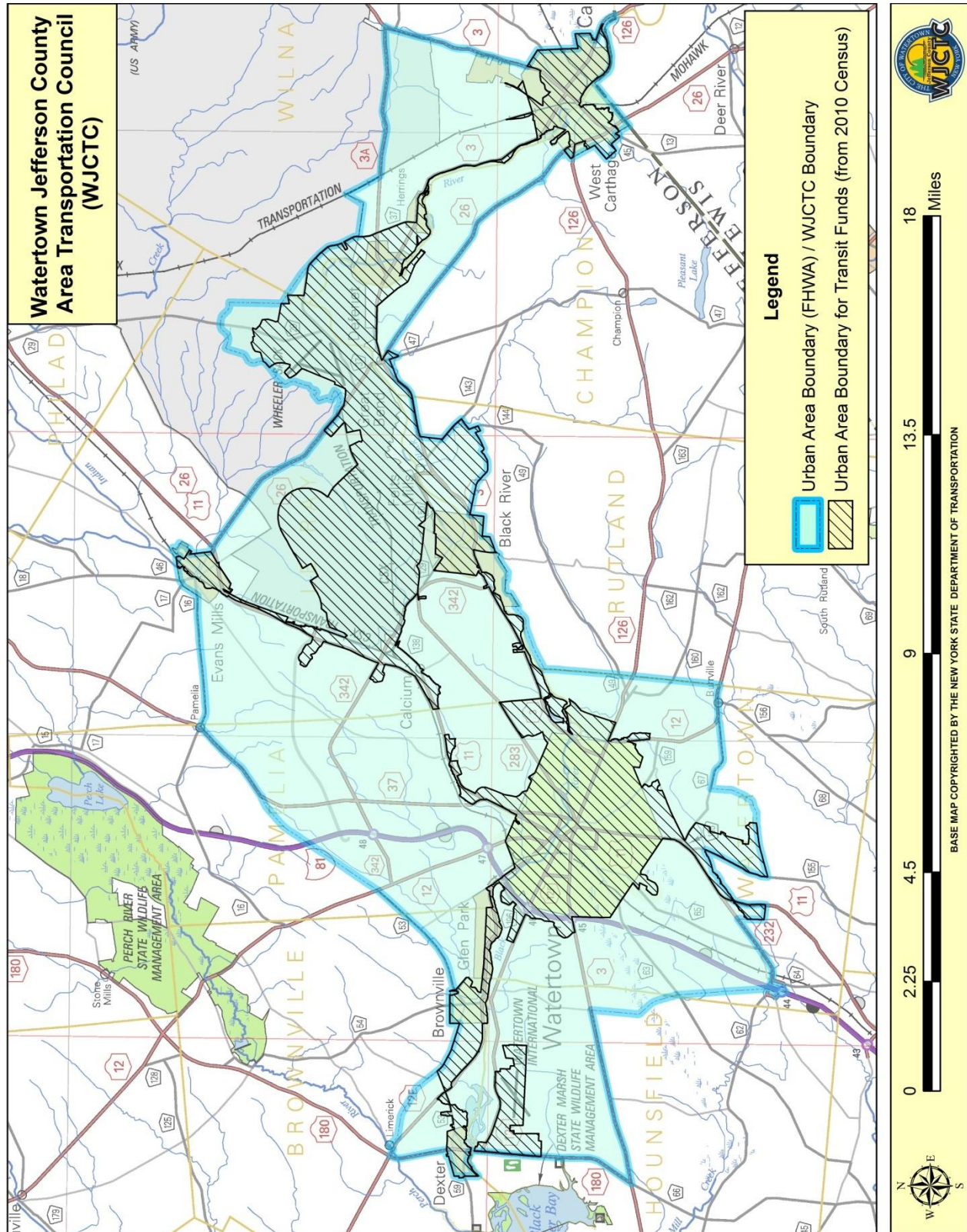
The Watertown Jefferson County Area Transportation Council (WJCTC) is the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York for the City of Watertown and surrounding area in Jefferson County. It has the responsibility of developing and maintaining both a Regional Transportation Plan and a Transportation Improvement Program for the area's federal aid eligible highway and public transit facilities. The Council was established in 2014 when the population of the Watertown urbanized area exceeded 50,000, as determined by the 2010 Census. It was determined that the geographic area for the Council's transportation planning would be limited to the adjusted urbanized area (see Exhibit #1).

The Council consists of three principal working groups – the Policy Committee (PC), the Highway Technical Committee (HTC), and the Transit Technical Committee (TTC). The Policy Committee is responsible for reviewing and approving all planning undertaken by the Council and its staff. The Technical Committees are responsible for coordinating transportation planning activities and providing technical advice to the PC. The Technical Committees are composed of professional/technical staff representatives from each of the member governments. The HTC will focus on highway/bridge issues, while the TTC will focus on transit issues within the WJCTC boundary.

Due to the ongoing Covid-19 Pandemic, the WJCTC has been forced to make some minor changes to its operations. The Policy Committee continues to hold its meetings in person. However, in order to meet the social distancing requirements, the WJCTC has been utilizing a new meeting venue with a much larger room. The new venue is large enough that each attendee has their own table that provides more than the minimum social distancing requirements. To the WJCTC, the benefits of meeting face to face far outweigh the inconvenience of being spread out in a large room. Members of the general public wishing to attend the Policy Committee meetings may attend in person. The two Technical Committees have been utilizing virtual meeting technology for an increasing number of their meetings. The Planning Services Agreement (PSA) consultant successfully hosted the first of its Public Informational Meetings for the Bicycle Pedestrian Study as a virtual meeting.



Exhibit #1- Adjusted Urbanized Area Boundary





II. UNIFIED PLANNING WORK PROGRAM (UPWP)

The purpose of this Unified Planning Work Program (UPWP) is to describe all metropolitan transportation and transportation-related planning activities anticipated within the region during the year and to serve as a basis for federal funding assistance for transportation planning to state, local, and regional agencies.

The type of work specified within this UPWP includes a summary of administrative, technical, and transportation planning tasks to be performed by the WJCTC staff that will cover the period from April 1, 2022, thru March 31, 2023 (12 months). The tasks detailed in this document will be conducted by staff working in the NYSDOT Region 7 Office of Planning and Program Management in Watertown; from Council members and their respective agencies; and from work carried out under contract with a consultant. The necessary funds that allow the Council to pursue the tasks listed in the UPWP are provided by the Federal Highway Administration and the Federal Transit Administration.

Funding for Planning Activities

The MPO receives two primary sources of federal planning funds supporting UPWP activities: FHWA's Metropolitan Planning (PL) funds and FTA's Section 5303 Metropolitan Planning Program (MPP) funds. Federal funds allocated to the MPO in the 2022-2023 UPWP from these programs are approximately \$373,886 (FHWA \$322,779 + FTA \$51,107).

Carryover balances of FHWA planning funds (PL) are largely due to the accumulation from previous years. The WJCTC was formed in 2014 and therefore started accruing funds in SFY 2013-2014. The Council had a balance of 3 years of PL funds before initiating its first consultant contract in 2017. Projected balances can be found on page 16 of this document. The WJCTC anticipates that FHWA PL carryover will be significantly reduced within the next few years with the hiring of a consultant during 2021 for its Planning Services Agreement (PSA). The consultant provides technical expertise and support for MPO transportation planning activities mandated by state and federal law and outlined in the Unified Planning Work Program (UPWP). The PSA consultant will perform support services to assist the WJCTC. The consultant will be assigned work by individual tasks as needed. While the total project cost of the PSA is programmed in the UPWP, specific tasks that are anticipated to be assigned to the PSA consultant in 2022-23 are outlined in Task 44.24.00, page 12.

WJCTC Planning Priorities

The Planning priorities for the 2022-2023 year will be to focus on completing the WJCTC's three active planning studies. Additionally, the WJCTC will progress a new study to look at the need for improved bicycle and pedestrian linkages near schools and a limited number of other key areas as discussed in the 2045 WJCTC Long Range Transportation Plan (LRTP).

1. The current bicycle/pedestrian study is something that had been discussed for many years and has a lot of support in the community and amongst various stakeholders, including: Fort Drum, NYS Parks and Recreation, City of



Watertown etc. The study addresses the connectivity/mobility of bicycles and pedestrians in the entire MPO area with a particular focus on the feasibility of extending the Black River Trail to connect to Fort Drum. The study is an initial step toward implementing the bicycle/pedestrian recommendations outlined in Table 5.3 of the WJCTC LRTP.

2. The current City/County Public Safety Complex and the City Industrial Park access study addresses many issues with the site. Currently there is only one access point to the Public Safety Complex/Industrial Park via Arsenal Street. A redundant access point would improve response times to emergency services and could also serve as the first stage of an Arsenal Street relief route. The existing access has operational issues that need to be addressed as well. This study also has substantial community/stakeholder support and interest. The study further evaluates concepts outlined in Table 5.3 (S. Bellew Avenue Extension) and Table 6.2 (Arsenal Street Bypass) of the WJCTC LRTP.
3. Freight movement in the WJCTC area has always been a topic of concern. The unique layout of the streets in the Watertown area funnel the majority of traffic to the “Square”. The Square was originally designed for horse and buggy and offers many challenges for freight movement. The goal of improving freight movement thru the City is being evaluated in a current study to determine the feasibility of establishing a truck route through the City of Watertown. The study was recommended in Section 5.3 of the LRTP.
4. In addition to the three active studies, a study to look at bicycle pedestrian needs, with a focus on linkages that can improve the ability for students to walk/bike to schools within the MPO area, is also planned. This study could also evaluate a limited number of individual key linkages that are not school related. The study is consistent with the Multi-Modal strategy discussed in Section 5.3 of the LRTP.
5. The MPO will also program funding to have the ability to utilize the PSA to further build upon key recommendations from its previously concluded and ongoing studies.

Pursuing recommendations from previous studies also remains a priority for the WJCTC. Specifically, the WJCTC continues to work toward expanding transit service within the MPO based on recommendations outline in the Transit Study. Additionally, it is anticipated that the studies currently underway could potentially yield targeted recommendations for additional investigation.

Therefore, the WJCTC will also program Planning funds to further evaluate the highest priority recommendations from its previously concluded and ongoing studies. See Task 44.24.00 – Short Range Planning for additional details.



III. OTHER REQUIREMENTS

A. Performance Based Planning

The WJCTC is committed towards working with its state and federal partners to ensure that its plans, programs, and activities are compliant with the provisions of the Infrastructure Investment and jobs Act (IIJA). Federal law and regulations require that performance measurements and performance-based planning be incorporated into the MPO planning process. Specifically, the LRTP must describe the performance measures and targets used in assessing system performance and progress in achieving the targets. A short-term Transportation Improvement Plan (TIP) must also be developed to demonstrate progress toward established performance targets and must also include a description of the anticipated achievements.

Specific performance measures will be developed to advance attainment of the following national goals:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition:** To maintain the highway infrastructure asset system 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.

B. Federal Priority Emphasis Areas (PEAs):

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on December 30, 2021 released updated Planning Emphasis Areas (PEAs) to help identify and develop tasks associated with the UPWP.



These updated PEAs are as follows:

- **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future:** The purpose is to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

This can be achieved by identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

- **Equity and Justice⁴⁰ in Transportation Planning:** The purpose is to advance racial equity and support for underserved and disadvantaged communities.

Examples of strategies to implement this include: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

- **Complete Streets:** The purpose is to review current policies, rules, and procedures to determine their impact on safety for all road users. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This is achieved through the planning, development, and operation of streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including: pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.
- **Public Involvement:** The purpose is to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach, while ensuring continued public participation by individuals without access to computers and mobile devices.



- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination:** The purpose is to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
- **Federal Land Management Agency (FLMA) Coordination:** The purpose is to coordinate with FLMAs, in the transportation planning and project programming process, on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands.
- **Planning and Environment Linkages (PEL):** The purpose is to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process; and uses the information, analysis, and products developed during planning to inform the environmental review process.
- **Data in Transportation Planning:** The purpose is incorporate data sharing and consideration into the transportation planning process because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as: freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

C. Metropolitan Planning Factors

Federal law and regulations specify that the Metropolitan Planning Process must provide consideration and implementation of projects, strategies and services that will address the ten planning factors listed below. The WJCTC completed its first Long Range Transportation Plan (LRTP) in 2019. The LRTP incorporates all ten of the planning factors. The planning factors are supported by both the TIP and the UPWP tasks listed below.

Planning Factors (23 CFR 450.306(b)):

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency (Task 44.22.00, 44.23.00 & 44.24.00);
2. Increase the safety of the transportation system for motorized and non-motorized users (Task 44.23.00 & 44.24.00);



3. Increase the security of the transportation system for motorized and non-motorized users (Task 44.23.00 & 44.24.00);
4. Increase accessibility and mobility of people and freight (Task 44.23.00 & 44.24.00);
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns (Task 44.23.00 & 44.24.00);
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight (Task 44.23.00 & 44.24.00);
7. Promote efficient system management and operation (Task 44.21.00);
8. Emphasize the preservation of the existing transportation system (Task 44.23.00 & 44.24.00);
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (Task 44.23.00 & 44.24.00); and
10. Enhance travel and tourism (Task 44.23.00 & 44.24.00).

D. Other Emphasis Areas:

In addition to the federal planning factors, the following emphasis areas, identified by the New York State Department of Transportation, were considered during the formulation of the 2022 - 2023 UPWP:

1. TIP development (included in this UPWP as Task 44.25.00)
2. Planning Fund Allocations (see Appendix A)
3. UPWP formatting (listings of cited elements are inclusive and consistent)
4. Sustainability: Sustainability is an integral part of the WJCTC planning, programming, and project development process: to ensure that investments in infrastructure needs effectively contribute to the livability and economic competitiveness of the communities within the MPO. An example of this is the usage of the adopted NYSDOT Capital Projects Complete Streets Checklist; which assists staff in identifying needs for Complete Streets design features for capital projects on local and state administered projects. The Checklist provides a focused project-level evaluation, which aids in identifying access and mobility issues, or opportunities within a defined project area.



E. Public Participation:

Considering the ongoing pandemic, the WJCTC continues to modify its Public outreach by means such as increasing the use of the WJCTC website and social media. The website has interactive features that will serve as a good source of information. The site provides a calendar of events, minutes, and draft MPO documents currently under review. Opportunities for the public to comment are available on the website. The submitted comments go directly to MPO staff or consultant staff via email. Interactive surveys, polls, and maps will be posted on the website as needed. The WJCTC will also rely more on the MPO's Twitter page to reach out to the public regarding meetings, events, comments etc.

Additionally, the Planning Services Agreement Consultant (PSA) has utilized varying formats for conducting Public Informational Meetings for the studies it is conducting in an effort to maximize participation, while still complying with COVID guidance. As an example, the first public meeting for the Bicycle Pedestrian Study was conducted virtually, while the second study for the project was conducted in outdoor pavilion that allowed for social distancing near the City's downtown area and a nearby local trail.

The WJCTC will continue to issue press releases in advance of special events, Policy Committee meetings, public meetings, workshops, and public comments on major issues.

Copies of documents will be made available to individuals with disabilities and limited English proficiency upon request by mail or direct consultation by appointment as is reasonable and warranted. The WJCTC will continue to engage Local officials thru the Local Stakeholder Group (LSG). The LSG is composed of one appointee from each of the Towns/Villages within the WJCTC boundary. The LSG is provided quarterly updates on MPO activities via email. The LSG is represented at the Policy Committee meeting by a NYSDOT staff person that is a member of the PC Committee. As COVID restrictions are eased, it is envisioned that the LSG will resume meeting at least bi-annually.

IV. UPWP TASKS 2022 – 2023:

The following tasks are discussed in this UPWP:

- A. Task 44.21.00 - Program Support and Administration
- B. Task 44.22.00 - General Development and Comprehensive Planning
- C. Task 44.23.00 - Long Range Transportation Plan Activities
- D. Task 44.24.00 - Short Range Planning



- E. Task 44.25.00 - Transportation Improvement Program Development
- F. Task 44.27.00 – Other Activities
- G. Tasks of Statewide Significance

Financial Tables may be found in Appendix A of this document. Additional details on the aforementioned tasks are contained below.

A. Task 44.21.00 Program Support & Administration: This task includes all administrative and management functions of the WJCTC.

- 1. General Administration:** Satisfy administrative responsibilities associated with the operation of central staff and the accomplishment of the Unified Planning Work Program, including but not necessarily limited to payment of rent, telephone and postage fees, procurement of materials & supplies, and other accounting activities. Complete grant administrative requirements, including the preparation and submission of billings and required reports. Plan, conduct and document necessary meetings of the various WJCTC active committees, including the Highway Technical Committee, Transit Technical Committee, and the Policy Committee. Regular scheduling and documentation of WJCTC committee meetings will be provided.

Timeframe: April 1, 2022 - March 31, 2023

Budgeted Amount: \$167,606

- 2. Unified Planning Work Program Development:** Oversee the development of the 2022 - 2023 UPWP and develop semi-annual reports to be submitted to NYSDOT.

Timeframe: April 1, 2022 - March 31, 2023

Budgeted Amount: \$167,606

- 3. Public Participation:** Oversee the Public Participation Plan and make any necessary updates to the Plan. The updates to the Plan will be developed in consultation with all interested parties, and will include strategies for incorporating visualization techniques, using electronic media, holding public meetings, etc. Other elements in planning for effective public involvement are:

- Specific identification of the affected public and other stakeholder groups with respect to the plans and programs under development;
- Notification procedures that effectively target affected groups;
- Methods and measures for evaluating the effectiveness of the public involvement program;
- Follow-through by the MPO demonstrating that decision makers seriously considered public input; and
- Solicitation of feedback from the public and stakeholders on the effectiveness of the public involvement process.



- Maintenance/Enhancement of MPO website.
- Concentrate on use of the website, social media, and virtual meeting technology to improve outreach efforts in light of pandemic.

Timeframe: Ongoing

Budgeted Amount: \$167,606

- 4. Civil Rights Compliance Activities:** In 1994 Presidential Executive Order 12898 (*Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*) was issued. It stated, “*Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations*”.

There are three fundamental Environmental Justice principles:

- a. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- b. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- c. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The WJCTC remains committed to supporting Federal Environmental Justice requirements and maintaining compliance with Title VI of the Civil Rights Act. As such, the WJCTC will create and submit necessary reports to comply with Title VI of the Civil Rights Act and the American with Disabilities Act and analyze the new Transportation Improvement Plan (TIP) with respect to Environmental Justice requirements.

Timeframe: Ongoing

Budgeted Amount: \$167,606

- B. Task 44.22.00 General Development & Comprehensive Planning:** General Development and Comprehensive Planning includes the costs of the collection, organization, and sharing of transportation-related data.

- 1. Transportation Infrastructure Management System.** Provide for collection and analysis of pavement sufficiency data in the WJCTC planning area. The data will be used to help identify TIP projects.

Timeframe: Ongoing

Budgeted Amount: \$53,697



2. **GIS Development.** Provides for the development of transportation related applications within the WJCTC GIS platform. Tasks include mapping, statistical analysis, and census analysis. Miscellaneous GIS tasks have and will also be performed for the three PSA studies (Task 44.24.00).

Timeframe: Ongoing
Budgeted Amount: \$53,697

3. **Coordination with Local Municipalities.** The WJCTC has a Local Stakeholders Group that meets on a regular basis. This group is comprised of Local officials from all the municipalities within the WJCTC Urban Area. The focus of the meetings is to update the municipalities on MPO projects/initiatives as well as receive input from the municipalities and relay it to the appropriate MPO committee.

Timeframe: Ongoing
Budgeted Amount: \$53,697

4. **Collection of Traffic Data.** Provide for the collection of traffic data including, but not limited to class, volume, speed, turning movements, etc., within the WJCTC planning area. The Data is to be used to assist in traffic modeling, signal optimization/coordination and for general Planning purposes within the WJCTC. Additionally, we have collected and will be collecting data throughout the WJCTC Urban Area to support the three PSA studies (Task 44.24.00). Data collection locations and the means of data collection will be determined by the appropriate technical committee. Any consultant needs beyond member agency forces will be approved by the Policy Committee.

Timeframe: Ongoing
Budgeted Amount: \$53,697

- C. **Task 44.23.00 Long Range Transportation Plan Activities:** The WJCTC completed its first Long Range Transportation Plan (LRTP) in June 2019. The LRTP sets the direction for major transportation investments in the WJCTC Area thru the year 2045.

1. **Long Range Transportation Planning (System Level):** The WJCTC will use the LRTP as a guide to improve freight/truck movement, improve road/bridge conditions, enhance safety, congestion management planning, intermodal planning, air quality planning, and bicycle and pedestrian facilities planning.

Timeframes: April 1, 2022 – March 31, 2023
Budgeted Amount: \$90,101

2. **Long Range Planning (Project Level).** The WJCTC will use the LRTP as a guide to improve transit between Watertown and Fort Drum. The PSA consultant will use the LRTP to assist them with the studies listed below under Task 44.24.00.

Timeframes: April 1, 2022 - March 31, 2023
Budgeted Amount: \$90,101



D. Task 44.24.00 Short Range Planning:

1. The WJCTC has hired a consultant for its Planning Services Agreement (PSA). The consultant will provide technical expertise and support for MPO transportation planning activities mandated by state and federal law and outlined in the Unified Planning Work Program (UPWP). The PSA consultant will perform support services to assist the WJCTC. The consultant will be assigned work by individual tasks as needed, including but not limited to the following services:
 1. Unified Planning Work Program (UPWP) Support
 2. Transportation Improvement Program (TIP) Support
 3. Long-Range Transportation Plan Support
 4. Public Involvement Support
 5. Title VI Program Support
 6. Performance of Transportation Studies
 7. Transportation Performance Management (TPM) System Performance Report
 8. Socio-Economic and Demographic Forecast Support
 9. Geographic Information System (GIS) Support
 10. Travel Survey Support
 11. Traffic Model and Forecasting Support
 12. Grant Support
 13. Operations Planning Support

Timeframes: 2021 – 2026

2. The following tasks are currently ongoing PSA consultant tasks:
 - a. The PSA consultant is in the final phases of conducting and publishing a study of bicycle and pedestrian connectivity/mobility in the MPO area. The draft report for the study has been put out for public comment and it is anticipated the study is anticipated to be complete in spring 2022.

Timeframes: January 2021 – July 2022

Budgeted Amount: \$128,707

- b. The PSA consultant continues to investigate a potential new access point to the City/County Public Safety Complex and the City Industrial Park. A draft report for the study is anticipated to be available in March and the study is scheduled to be completed in spring 2022. A Public Informational Meeting (with Associated Press release and e-mail outreach) is anticipated to be held to outline the findings of the study and gather final public input. The study document will also be made available on the WJCTC website for public comment.

Timeframes: January 2021 – July 2022

Budgeted Amount: \$107,882

- c. The PSA consultant continues to conduct a study to determine the feasibility of a truck route through the City of Watertown. The draft study



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report has been created and is being reviewed by the Highway Technical Committee prior to release for public comment. The study is scheduled to be completed in spring 2022. The study will be placed on the WJCTC website for public review and comment, with a press release and e-mail outreach announcing its availability.

Timeframes: January 2021 – July 2022

Budgeted Amount: \$119,262

3. The following tasks will be assigned to the PSA consultant during the 2022-2023 UPWP cycle:

- a. The PSA will conduct a study to evaluate locations that are in need of bicycle/pedestrian linkages that may be eligible for future funding under the Transportation Alternative Program (TAP). The primary focus would be on linkages that occur within two miles of schools within the MPO area, as well as other key pedestrian linkages that may also be evaluated. Public involvement is anticipated to involve meeting with stakeholders (e.g. schools, parent/teacher associations, municipal representatives, public safety officials, etc.); Public Informational Meetings and outreach via appropriate forms of electronic and print media.

Timeframes: April 2022 – March 2023

Budgeted Amount: \$209,895 estimate

- b. The current Bicycle/Pedestrian, Truck and Public Safety Building Studies are nearly complete. It is anticipated that these studies will make recommendations that will require a more in-depth look to further develop the proposed concepts. The WJCTC will program funds to utilize the PSA to potentially further evaluate key recommendations as the reports are finalized.

Timeframes: April 2022 – March 2023

Budgeted Amount: \$209,895 estimate

- c. The Transit Study completed in December of 2019 provided multiple recommendations for phased improvements/expansion to the Transit System within the MPO. The WJCTC will program funds to utilize the PSA to provide additional Planning services to help progress the local transit system as needed.

Timeframes: April 2022 – March 2023

Budgeted Amount: \$209,895 estimate

E. Task 44.25.00 Transportation Improvement Program Development:

1. **TIP Project Selection.** The WJCTC has developed a project selection procedure. This procedure entails projects being submitted to the appropriate technical



committee by the requesting municipality. The project is then presented to the relevant Technical Committee (highway or transit), which discusses and prioritizes the project and votes to approve the project. If the project is approved by the Technical Committee, it is ultimately forwarded to the Policy Committee for final approval and incorporation into the TIP/STIP. During the spring/summer of 2022 the WJCTC anticipates that it will be preparing a new TIP.

Because the TIP/STIP is fiscally constrained by year, some flexibility is required in moving projects to implementation so that cost savings and/or schedule slippage does not result in loss of obligation authority at the end of the fiscal year. The project selection procedure permits projects to be selected for implementation from any of the years of the approved TIP/STIP.

Timeframes: April 1, 2022 - June 30, 2023
Budgeted Amount: \$15,465

2. **Project Monitoring.** This task provides for oversight of project implementation and support for quarterly TIP committee meetings that oversee program management issues.

Timeframes: Ongoing
Budgeted Amount: \$15,465

F. Task 44.27.00: Other Activities:

WJCTC staff, in conjunction with its member municipalities and with the input of the local non-emergency human service transportation community, will continue to build and strengthen transportation related partnerships to improve coordination of transportation services within the boundaries of the WJCTC and within Jefferson County as a whole. The Plan updates will continue to be used in support of Section 5310 applications, mobility management activities, and as a foundation to guide non-emergency human service transportation within the WJCTC and the County as a whole.

Timeframe: Implementation will be ongoing
Budgeted Amount: \$30,291

G. Tasks of Statewide Significance:

There are transportation planning and research tasks that can benefit many or all the metropolitan planning organizations in New York State. The fourteen MPOs in New York State and the New York State Department of Transportation have recognized the efficiency of pooling a portion of their Federal metropolitan planning funds to undertake these tasks. NYSDOT has agreed to support the program with State Planning and Research (SPR) funds where appropriate to the task. The MPO Directors, the NYSDOT Policy and Planning Division and MPO Liaison collaborate to identify potential tasks, reach consensus on those that are proposed for the year, and develop



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a scope of work for each. In general, these projects are undertaken by a consultant under contract to one of the MPOs or NYSDOT. The tasks are as follows:

1. NYSAMPO Staff Support

Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.

Cost: \$250,000 (\$150,000 FHWA PL and \$100,000 NYSDOT SPR)

Lead Agency: Capital District Transportation Committee

2. NYSAMPO Staff Training

Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.

Cost: \$73,795 FHWA PL and \$104,345 FTA MPP/\$26,086 NYSDOT IKS

Lead Agency: Genesee Transportation Council

3. AMPO Dues

Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.

Cost: \$51,611 FHWA PL

Lead Agency: Binghamton Metropolitan Transportation Study

4. Shared Transit Service Planning and Analytics Initiative

Objective: Support a set of collaborative pilot applications of common transit mobility planning and analysis tools.

Cost: \$458,590 FTA Section 5303 MPP/\$114,648 NYSDOT IKS

Lead Agency: Capital District Transportation Committee



V. Funds Available for Programming:

The following is a statement of available funds:

Summary of FHWA Planning Funds (PL)		
Previous Year's Balance	Amt. Received	Amt. Available
\$1,536,373	\$322,779	\$1,859,152

Summary of FTA-Metropolitan Planning Funds (MPP) Section 5303			
SFY	Amt. Received	Amt. Available ¹	Comments
2017-18	\$42,153	\$11,175	Carryover, FTA Grant NY-80-0027
2018-19	\$42,626	\$28,961	Carryover, FTA Grant NY-80-0028
2019-20	\$43,122	\$43,122	Carryover, FTA Grant NY-80-0029
2020-21	\$43,662	\$43,662	Carryover, FTA Grant NY-80-0030
2021-22	\$43,397	\$43,397	Carryover, FTA Grant NY-80-0031
2022-23	\$51,107	\$51,107	FTA Grant NY-80-0032
Total	\$266,067	\$221,424	
¹ Values in Italics are Estimated Values			



APPENDIX A

Budget Tables 2021-2022

Table 1- Budget Summary

Table 2- FHWA PL Program

Table 3 - FTA Budget (New)

Table 4 - FTA Budget (Rollover)

Table 5 - FTA Budget (Rollover)

Table 6 - FTA Budget (Rollover)

Table 7 - FTA Budget (Rollover)

Table 8 – FTA Budget (Rollover)



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TABLE 1
Budget Summary

Task	TOTAL	Federal Funds Only				
		TOTAL Federal Only	FHWA	FTA New & Carryover	FTA Local Match	State Match In-Kind
A. Program Support & Administration	\$670,430	\$616,430	\$402,942	\$221,424	\$13,839	\$41,517
General Admin						
UPWP Admin						
Public Participation						
B. General Development & Planning	\$214,788	\$214,788	\$214,788	\$0	\$0	\$0
Management System						
GIS Development						
C. Long Range Planning	\$180,201	\$180,201	\$180,201	\$0	\$0	\$0
L RTP Development						
Transit Planning						
D. Short Range Planning	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0
Consultant Procurement						
Public Participation						
E. TIP Development	\$30,929	\$30,929	\$30,929	\$0	\$0	\$0
Development						
Project Selection						
Project Monitoring						
F. Other	\$30,291	\$30,291	\$30,291	\$0	\$0	\$0
Development						
TOTAL	\$2,126,640	\$2,073,142	\$1,859,152	\$221,424	\$13,839	\$41,517
Toll Credits (\$464,788) will be used for State match share						



TABLE 2
2022-23 FHWA PL Program

APPROVED AUDITABLE BUDGET	TOTAL
44.20.01 PERSONNEL	\$202,460
44.20.02 FRINGE/LEAVE	\$182,092
44.20.03 TRAVEL	\$18,592
44.20.04 EQUIPMENT	\$37,183
44.20.05 SUPPLIES/REPRODUCTION	\$185,915
44.20.06 CONTRACTUAL	\$1,000,000
44.20.07 OTHER	\$0
44.20.08 INDIRECT CHARGES	\$232,910
Toll Credits	
TOTAL	\$1,859,152

APPROVED TASK BUDGET	TOTAL
44.21.00 PROG. SUPPORT & ADMIN.	\$402,942
44.22.00 GEN. DEV. & COMP. PLNG.	\$214,788
44.23.01 LONG-RANGE PLNG. - SYS.	\$90,101
44.23.02 LONG-RANGE PLNG. - PROJ.	\$90,101
44.24.00 SHORT-RANGE TRANS. PLNG	\$1,000,000
44.25.00 TRANSP. IMPROV. PROGRAM	\$30,929
44.27.00 OTHER ACTIVITIES	\$30,291
50.20.00 TUITION/FEES	\$0
TOTAL	\$1,859,152
Toll Credits (\$464,788) will be used for State match share	



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TABLE 3
2022-23 FTA Budget (New)

APPROVED AUDITABLE BUDGET	TOTAL	CENTRAL STAFF	NYSDOT IKS¹	LOCAL MATCH
44.20.01 PERSONNEL	\$20,948	\$16,758	\$3,142	\$1,048
44.20.02 FRINGE/LEAVE	\$18,839	\$15,071	\$2,826	\$942
44.20.03 TRAVEL	\$0	\$0	\$0	\$0
44.20.04 EQUIPMENT	\$0	\$0	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$0	\$0	\$0	\$0
44.20.06 CONTRACTUAL	\$0	\$0	\$0	\$0
44.20.07 OTHER	\$0	\$0	\$0	\$0
44.20.08 INDIRECT CHARGES	\$24,098	\$19,278	\$3,615	\$1,205
TOTAL	\$63,885	\$51,107	\$9,583	\$3,195
¹ In-Kind Services				

APPROVED TASK BUDGET	TOTAL	CENTRAL STAFF	NYSDOT IKS¹	LOCAL MATCH
44.21.00 PROG. SUPPORT & ADMIN.	\$63,885	\$51,107	\$9,583	\$3,195
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$0	\$0	\$0	\$0
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG	\$0	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0	\$0
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0	\$0
50.20.00 TUITION/FEES	\$0	\$0	\$0	\$0
TOTAL	\$63,885	\$51,107	\$9,583	\$3,195
	-	80%	15%	5%
	-	Federal	State	Local
¹ In-Kind Services				



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TABLE 4
2021-22 FTA Budget

APPROVED AUDITABLE BUDGET	TOTAL	CENTRAL STAFF	NYS DOT IKS ¹	LOCAL MATCH
44.20.01 PERSONNEL	\$17,787	\$14,229	\$2,668	\$889
44.20.02 FRINGE/LEAVE	\$15,997	\$12,798	\$2,400	\$800
44.20.03 TRAVEL	\$0	\$0	\$0	\$0
44.20.04 EQUIPMENT	\$0	\$0	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$0	\$0	\$0	\$0
44.20.06 CONTRACTUAL	\$0	\$0	\$0	\$0
44.20.07 OTHER	\$0	\$0	\$0	\$0
44.20.08 INDIRECT CHARGES	\$20,462	\$16,370	\$3,069	\$1,023
TOTAL	\$54,246	\$43,397	\$8,137	\$2,712
¹ In-Kind Services				

APPROVED TASK BUDGET	TOTAL	CENTRAL STAFF	NYS DOT IKS ¹	LOCAL MATCH
44.21.00 PROG. SUPPORT & ADMIN.	\$54,246	\$43,397	\$8,137	\$2,712
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$0	\$0	\$0	\$0
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG	\$0	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0	\$0
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0	\$0
50.20.00 TUITION/FEES	\$0	\$0	\$0	\$0
TOTAL	\$54,246	\$43,397	\$8,137	\$2,712
	-	80%	15%	5%
	-	Federal	State	Local
¹ In-Kind Services				



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TABLE 5
2020-21 FTA Budget (Rollover)

APPROVED AUDITABLE BUDGET	TOTAL	CENTRAL STAFF	NYSDOT IKS ¹	LOCAL MATCH
44.20.01 PERSONNEL	\$17,869	\$14,316	\$2,684	\$895
44.20.02 FRINGE/LEAVE	\$16,095	\$12,876	\$2,414	\$805
44.20.03 TRAVEL	\$0	\$0	\$0	\$0
44.20.04 EQUIPMENT	\$0	\$0	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$0	\$0	\$0	\$0
44.20.06 CONTRACTUAL	\$0	\$0	\$0	\$0
44.20.07 OTHER	\$0	\$0	\$0	\$0
44.20.08 INDIRECT CHARGES	\$20,587	\$16,470	\$3,088	\$1,029
TOTAL	\$54,578	\$43,662	\$8,187	\$2,729
¹ In-Kind Services				

APPROVED TASK BUDGET	TOTAL	CENTRAL STAFF	NYSDOT IKS ¹	LOCAL MATCH
44.21.00 PROG. SUPPORT & ADMIN.	\$54,578	\$43,662	\$8,187	\$2,729
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$0	\$0	\$0	\$0
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG	\$0	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0	\$0
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0	\$0
50.20.00 TUITION/FEES	\$0	\$0	\$0	\$0
TOTAL	\$54,578	\$43,662	\$8,187	\$2,729
	-	80%	15%	5%
	-	Federal	State	Local
¹ In-Kind Services				



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TABLE 6
2019-20 FTA Budget (ROLLOVER)

APPROVED AUDITABLE BUDGET	TOTAL	CENTRAL STAFF	NYS DOT IKS ¹	LOCAL MATCH
44.20.01 PERSONNEL	\$17,764	\$14,139	\$2,651	\$884
44.20.02 FRINGE/LEAVE	\$15,896	\$12,717	\$2,384	\$795
44.20.03 TRAVEL	\$0	\$0	\$0	\$0
44.20.04 EQUIPMENT	\$0	\$0	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$0	\$0	\$0	\$0
44.20.06 CONTRACTUAL	\$0	\$0	\$0	\$0
44.20.07 OTHER	\$0	\$0	\$0	\$0
44.20.08 INDIRECT CHARGES	\$20,332	\$16,266	\$3,050	\$1,107
TOTAL	\$53,902	\$43,122	\$8,085	\$2,695
¹ In-Kind Services				

APPROVED TASK BUDGET	TOTAL	CENTRAL STAFF	NYS DOT IKS ¹	LOCAL MATCH
44.21.00 PROG. SUPPORT & ADMIN.	\$53,902	\$43,122	\$8,085	\$2,695
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$0	\$0	\$0	\$0
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG	\$0	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0	\$0
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0	\$0
50.20.00 TUITION/FEES	\$0	\$0	\$0	\$0
TOTAL	\$53,902	\$43,122	\$8,085	\$2,695
	-	80%	15%	5%
	-	Federal	State	Local
¹ In-Kind Services				



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TABLE 7
2018-19 FTA Budget (ROLLOVER)

APPROVED AUDITABLE BUDGET	TOTAL	CENTRAL STAFF	NYS DOT IKS ¹	LOCAL MATCH
44.20.01 PERSONNEL	\$12,580	\$10,064	\$1,887	\$629
44.20.02 FRINGE/LEAVE	\$10,266	\$8,213	\$1,540	\$513
44.20.03 TRAVEL	\$0	\$0	\$0	\$0
44.20.04 EQUIPMENT	\$0	\$0	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$0	\$0	\$0	\$0
44.20.06 CONTRACTUAL	\$0	\$0	\$0	\$0
44.20.07 OTHER	\$0	\$0	\$0	\$0
44.20.08 INDIRECT CHARGES	\$13,355	\$10,684	\$2,003	\$668
TOTAL	\$36,201	\$28,961	\$5,430	\$1,810
¹ In-Kind Services				

APPROVED TASK BUDGET	TOTAL	CENTRAL STAFF	NYS DOT IKS ¹	LOCAL MATCH
44.21.00 PROG. SUPPORT & ADMIN.	\$36,201	\$28,961	\$5,430	\$1,810
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$0	\$0	\$0	\$0
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG	\$0	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0	\$0
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0	\$0
50.20.00 TUITION/FEES	\$0	\$0	\$0	\$0
TOTAL	\$36,201	\$28,961	\$5,430	\$1,810
	-	80%	15%	5%
	-	Federal	State	Local
¹ In-Kind Services				



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TABLE 8
2017-18 FTA Budget (ROLLOVER)

APPROVED AUDITABLE BUDGET	TOTAL	CENTRAL STAFF	NYS DOT IKS ¹	LOCAL MATCH
44.20.01 PERSONNEL	\$4,854	\$3,883	\$728	\$243
44.20.02 FRINGE/LEAVE	\$3,961	\$3,169	\$594	\$198
44.20.03 TRAVEL	\$0	\$0	\$0	\$0
44.20.04 EQUIPMENT	\$0	\$0	\$0	\$0
44.20.05 SUPPLIES/REPRODUCTION	\$0	\$0	\$0	\$0
44.20.06 CONTRACTUAL	\$0	\$0	\$0	\$0
44.20.07 OTHER	\$0	\$0	\$0	\$0
44.20.08 INDIRECT CHARGES	\$5,153	\$4,123	\$773	\$258
TOTAL	\$13,969	\$11,175	\$2,095	\$698
¹ In-Kind Services				

APPROVED TASK BUDGET	TOTAL	CENTRAL STAFF	NYS DOT IKS ¹	LOCAL MATCH
44.21.00 PROG. SUPPORT & ADMIN.	\$13,969	\$11,175	\$2,095	\$698
44.22.00 GEN. DEV. & COMP. PLNG.	\$0	\$0	\$0	\$0
44.23.01 LONG-RANGE PLNG. - SYS.	\$0	\$0	\$0	\$0
44.23.02 LONG-RANGE PLNG. - PROJ.	\$0	\$0	\$0	\$0
44.24.00 SHORT-RANGE TRANS. PLNG	\$0	\$0	\$0	\$0
44.25.00 TRANSP. IMPROV. PROGRAM	\$0	\$0	\$0	\$0
44.27.00 OTHER ACTIVITIES	\$0	\$0	\$0	\$0
50.20.00 TUITION/FEES	\$0	\$0	\$0	\$0
TOTAL	\$13,969	\$11,175	\$2,095	\$698
	-	80%	15%	5%
	-	Federal	State	Local
¹ In-Kind Services				