



CAPITAL DISTRICT TRANSPORTATION COMMITTEE

One Park Place, Main Floor · Albany, NY 12205-2676
www.cdcmpo.org

e-mail:cdtc@cdcmpo.org

Phone: (518) 458-2161
Fax: (518) 729-5764

2016-18 UNIFIED PLANNING WORK PROGRAM

Capital District Transportation Committee
One Park Place
Albany NY 12205

DRAFT for review at the March 29, 2016
Policy Committee Meeting
And release for public review

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2016-18 UNIFIED PLANNING WORK PROGRAM

INTRODUCTION

The Capital District Transportation Committee (CDTC) is the metropolitan planning organization (MPO) for the Capital Region of New York State. Every metropolitan area in the United States with a population of over 50,000 must have a designated ‘metropolitan planning organization’ for transportation in order to qualify for any federal transportation funding. The purpose of each MPO is to provide a forum for State and local officials to discuss transportation issues and reach a consensus on transportation plans and specific programs of projects. The U.S. Department of Transportation relies on each MPO to make sure that transportation projects that use federal funds are the products of a continuing, comprehensive, and cooperative planning process, and meet the priorities of the metropolitan area. To put teeth into the MPO process, the USDOT will not approve transportation projects unless they are on the MPO’s transportation improvement program.

CDTC has its origins in the old Capital District Transportation Study (CDTS), set up in 1964 through agreements between New York State, the four Capital Region counties, and the 78 municipalities in those counties. The CDTC is composed of elected and appointed officials from each of the four counties; from each of the eight cities in the four counties; the New York State Department of Transportation; the Capital District Transportation Authority; the New York State Thruway Authority; the Albany International Airport; the Albany Port District Commission; and at-large members representing the towns and villages. The Federal Highway Administration and Federal Transit Administration serve as advisory members.

While its initial mission was to develop a long-range transportation plan, CDTC’s current efforts are much broader. The CDTC sets its own agenda for planning activities, and with a small professional staff and the assistance of other member agencies, it investigates issues critical to the future of the Capital Region. CDTC’s planning agenda is intended to be action oriented, answering such questions as: “How will the expectations and role of the transportation system be different in the year 2040 from what they are today? How can future development patterns be encouraged through transportation investment? How can the transportation system be managed or improved to enhance the region’s quality of life, protect the region’s unique ecosystem, and sustain economic vitality? What are the financial requirements to provide the desired system and how can they be secured?”

The CDTC has conducted regional transportation planning for the Capital Region for nearly 50 years. CDTC has always affirmed the need to conduct transportation planning in a cooperative and collaborative, as well as a sound technical manner. All planning has been conducted on a comprehensive multi-modal basis, with highway, transit, and transportation system management measures all given consideration. Planning has been conducted on an integrated basis with consideration given to the wide range of impacts of transportation, and the need to coordinate transportation planning with land use planning. CDTC has emphasized the maintenance of a sound planning data base, since, without an intimate understanding of the current transportation system and of those factors that determine the need for transportation facilities and services of various kinds, sound transportation planning cannot be conducted. These and other principles that form the foundation of CDTC’s planning program are described in detail in CDTC’s *Continuing Operations Plan 2010, MPO Planning Agreement*, and other documents and agreements.

OVERVIEW OF THE UNIFIED PLANNING WORK PROGRAM

One of CDTC's responsibilities is to develop a *Unified Planning Work Program (UPWP)* as a basis and condition for all FHWA and FTA funding assistance for transportation planning within the four county Capital Region. The CDTC has embraced the two-year UPWP concept, moving from annual to biennial development in 2006.

Development of the 2016-18 UPWP began with a discussion of ideas with CDTC's Planning Committee at its November and January meetings. The solicitation for the 2016 Community and Transportation Linkage Planning Program provided several additional studies for next year's planning program. Specific studies will be recommended to the Planning Committee before its February meeting. The Planning Committee will review and endorse the full program on February 3, 2016. Following a 30-day public review period, the Policy Board will be asked to approve the program on March 29, 2016.

The Unified Planning Work Program identifies transportation planning and programming activities that are to be undertaken in the Capital Region during the upcoming two years, beginning on April 1, 2016 and ending on March 31, 2018. The intent of the comprehensive work plan is to coordinate all federally-funded transportation-related planning activities in the region. The primary sources of federal planning funds supporting CDTC's UPWP activities include:

- Federal Transit Administration (FTA): Section 5303 and Section 5307 Funds
- Federal Highway Administration (FHWA): 1 ¼ % Planning (PL) Funds; Statewide Planning & Research (SPR) Funds; Congestion Mitigation & Air Quality (CMAQ) Funds and other capital funds such as from the Surface Transportation Program (STP) committed to planning efforts in the Transportation Improvement Program (TIP); and
- U.S. Department of Energy Funds supporting the Clean Communities Program
- Federal Highway Administration (FHWA): Transportation & Community Preservation Program (TCSP) funds

The New York State Department of Transportation (NYSDOT) Statewide Planning and Research (SPR) activities that directly pertain to the Capital Region are described in the text of the UPWP, but are not shown in the financial tables. Full documentation of the SPR program is available from NYSDOT and is posted at www.nysdot.gov.

Because the CDTC staff carries out specific activities that go beyond the normal MPO planning activities, the UPWP also includes additional studies and resources. The UPWP also includes contractual efforts with Albany County, the City of Albany, and the Town of Colonie. Further, CDTC's *Community and Transportation Linkage Program* has increased the amount of local commitment to CDTC's annual work program effort. Typically, Linkage studies are carried out through consultant contracts held by CDTC using federal funds and local cash provided to CDTC by the sponsoring municipality.

Each task listed in the UPWP is undertaken by either the CDTC staff, CDTC's member agencies, or by consultants. The 2016-18 UPWP also includes resources for staff support for the New York State Association of Metropolitan Planning Organizations (NYSAMPO) activities. Separate budgets are prepared for the 2016-17 and 2017-18 federal fiscal years. The 2017-18 budget will be prepared in 2017 as an addendum to the UPWP.

FEDERAL CERTIFICATION OF CDTC'S METROPOLITAN TRANSPORTATION PLANNING PROCESS

In the last review for which we have results, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a federally required quadrennial review of the metropolitan transportation planning process carried out by the Capital District Transportation Committee (CDTC) in March, 2012. The objective of the review was to determine whether the metropolitan transportation process meets the Federal requirements outlined in 23 CFR 450.300 and to assure that an adequate process exists to ensure conformity of plans and programs in accordance with procedures contained in 50 CFR Part 51. The Certification Review was based on routine FHWA and FTA interaction with staff in day-to-day operations; a review of CDTC planning products and processes; a field review meeting with staff from CDTC, NYSDOT, and CDTA; and a public comment period. Based on the reviews conducted and ongoing oversight by the federal agencies, CDTC's metropolitan planning process was found to be exemplary and certified as meeting all Federal transportation planning requirements. The Certification report once again noted the cooperative nature of CDTC's process, the innovative approaches to fostering land use and transportation coordination at both the local and regional level, and the excellent technical capabilities that the staff and member agencies have developed. Several corrective actions and recommendations cited in the previous 2008 report related to financial planning for the Transportation Improvement Program, completion of CDTC's Prospectus, development of a new MPO Planning Agreement, air quality agreements with A/GFTC, and security planning have been fully addressed in the last four years. The 2012 report did not require any corrective actions, but did encourage finding a way for smaller communities to better compete for TIP resources, updating CDTC's website, developing more comprehensive mailing lists, and expand security planning efforts. These four items have all been addressed and are included in this UPWP. The next formal in-person review, for which we have not yet received the final report, was completed on March 14-16, 2016.

In accordance with SAFETEA-LU requirements, CDTC is also required to complete an annual self-certification for years that a formal federal certification does not take place. The purpose of self-certification is to document that compliance of CDTC's transportation planning process with federal planning requirements continues. FHWA and FTA view annual self-certification as one of the critical mechanisms for ensuring the satisfactory implementation of these planning requirements. This self-certification process was carried out with the adoption of CDTC's *2013-18 Transportation Improvement Program*, and in every year since that TIP adoption.

As the Metropolitan Planning Organization (MPO) for transportation planning and programming in the Capital Region of New York State, CDTC has been recognized as one of the most innovative and successful planning organizations in the country by the USDOT and other professional peer organizations. Nationally, CDTC has been at the forefront of MPOs in land use and transportation planning.

CDTC'S NEW VISIONS REGIONAL TRANSPORTATION PLAN AND THE UNIFIED PLANNING WORK PROGRAM

After four years of extensive outreach and technical analysis, CDTC adopted its landmark New Visions for a Quality Region 2030 Plan in October, 2007, and received a positive FHWA/FTA air quality determination later that year. While the plan is the long-range transportation plan for the region, it strives to have the region recognize the importance of land use design and smart growth management to maintain the quality of the region as well as the quality of the transportation system. The content of the plan, including its policies and expanded principles, frames the way this region will look at such items as

transit service, urban reinvestment, roundabouts, the scope of capital projects, treatment of the Northway and other expressway congestion issues, and highway widening issues in general.

In 2010, CDTC has re-assessed the 2030 plan against recent events and current circumstances. The review confirmed the validity of the plan. The Policy Board formally endorsed the New Visions 2035 Plan Update as a reaffirmation of the 2030 plan without a wholesale recreation of the plan. Endorsing the update satisfies federal requirements that the plan's official status remain "fresh" and that the plan's horizon remain sufficiently long while allowing CDTC to focus its substantive effort on the issues identified in the New Visions 2030 effort.

The New Visions 2040 Plan, the latest update adopted on September 2, 2015, is called New Visions for a Quality Region. The 2040 Plan reaffirms CDTC's principles, strategies, and actions while broadening the scope of the original plan to include more regional land use and technology issues.

New Visions 2040 supports keeping the region's highways and bridges in good condition; providing high quality transit service through continued investment in BRT; and building what we call "complete streets". The Plan remains committed to the maintenance, repair, reconstruction, and right-sizing existing passenger and freight transportation services. The Plan acknowledges the growing role that technology will play in the coming years – autonomous cars, self-adjusting signal systems, smart phone apps, ridesharing, carsharing, and bike sharing will all help mitigate congestion while providing more transportation opportunities to all residents of the region. Freight has a prominent role in the Plan as well.

CDTC sought public input in every stage of the long-range planning process. This Plan received public input from nine New Visions committees; six public meetings held in all four counties; meetings with stakeholder groups; CDTC website; surveys and polls; and social media. In the coming months and years, CDTC will partner with CDRPC and other members to educate and train Planning, Zoning, and Town Boards and professional planners and elected officials with tools and techniques that can be used to help foster sustainability and smart growth goals of the Plan.

MAJOR THEMES OF THE 2016-18 UPWP

CDTC moved from an annual to biennial development of the UPWP in 2006. The new approach remains successful because many of CDTC's activities are ongoing, and that UPWP task descriptions differ little year to year. Some activities, such as the Linkage Program, remain on an annual cycle; second year Linkage programming and other UPWP changes will be treated as amendments when necessary.

In attempting to find sound answers to the questions posed in New Visions and elsewhere, to formulate plans containing recommendations concerning those questions, and to monitor transportation system development activities in the region, the CDTC conducts a number of activities in four major areas: transportation planning support and assistance, which includes data collection and development, model refinement, and technical assistance; transportation systems management and programming; long-range planning; and detailed Linkage study projects.

Key Accomplishments of CDTC's 2014-16 UPWP

The 2014-16 UPWP focused on implementing recommendations of the New Visions 2035 Plan. Some of the key accomplishments of CDTC's 2014-16 UPWP include:

Advancing Local Bridge Preservation in the Region

CDTC formed a Bridge Working Group to address questions and concerns raised by the Planning Committee in response to the paradigm shift from routine replacement of bridges to an emphasis on more affordable preservation emphasized under federal transportation law and NYSDOT's 'preservation first' strategy. The Bridge Group, comprised of members representing the four counties, local cities, NYSDOT, and CDTC, discussed various issues related to bridge preservation approaches and the funding and programming of repairs. CDTC, with the financial assistance of NYSDOT, commissioned a study to evaluate the structural condition of 389 locally-owned bridges, and to identify preservation candidates for possible programming. Findings of the study are documented in the report, "Identification of Bridge Preservation Candidates, Treatments, and Costs for Locally-Owned Capital District Bridges". The financial information available to CDTC at this time, suggests that resources will fall far short of what is needed to repair or replace all structurally deficient locally-owned bridges. The study is posted on CDTC's website at <http://www.cdtempo.org/tipdoc13/bridge15/bridge.htm>.

Regional Freight & Goods Movement Plan

CDTC completed a freight plan for the region. CDTC chose to pursue a freight and goods movement study at this time to better understand the role and profile of freight transportation throughout the region. The new freight plan will contribute to making appropriate investments to support the efficiency and safety of goods movement in the region. Importantly, the study identified types of freight-supportive land uses that local governments could use in planning, economic development, zoning, and capital programming in order to help mitigate the negative community-level impacts of freight movement. Study documents can be found at www.cdtempo.org/goodstf.htm. The recently passed FAST Act calls for federal investment of more than \$1 billion per year, and \$6.2 billion over the 5 years of the program. Eligible projects will need to be part of a State or local freight plan.

Human Service Agencies Transportation Plan

As mobility service needs of individuals with disabilities, seniors, and low income residents continue to grow, better communication and collaboration among human service agencies has become increasingly important. To help identify current gaps and overlaps in service and recommend improvements, the Capital Region's Coordinated Public Transit-Human Services Transportation Plan was updated in 2015. The new plan built upon the first plan which was adopted in 2007 and revised in 2011. One key recommendation called for holding a "Tools of the Trade" Workshop to focus on human service agency transportation providers to help foster networking and information-sharing that could help with additional coordination activities. A day-long workshop is planned for early Spring 2016, and will include multiple sessions illustrating existing opportunities such as CDTA's Travel Trainers, CDTA contracting, and the Center for Disability Services regional driver training facility, among others. Interactive group discussions will be organized to help attendees share information regarding the "how, what and where" of their services. Information on relevant ADA requirements will be presented as well.

Improved Bicycle and Pedestrian Opportunities

CDTC sponsored one-week bike share pilots in the cities of Albany, Saratoga Springs, Troy, and Schenectady which successfully saw a combined 250 uses, 900 rides, and 1,800 inquiries. In 2015, CDTC sponsored and held a Bikeshare Symposium to teach potential partners about the benefits of bikeshare in smaller markets. CDTC has since worked with partners and collaborators to form a Bikeshare Task Force to coordinate system planning. The Task Force is working on a formal request for proposals for bikeshare vendors.

Capital Coexist Mini-Grants

CDTC launched Capital Coexist several years ago in response to overwhelming public feedback that traffic safety education is needed in the region. Since then, CDTC has developed various educational resources as part of its efforts to improve bicycle and pedestrian safety. A new initiative – called the Traffic Safety Ambassador Program – was recently developed and will use federal planning funds for capacity building projects designed to assist public, private, and non-profit organizations in providing safety training. Projects can include bike rides, helmet giveaways, bike skills training, and educational “pop-up” events. Projects are to be awarded and completed during 2016.

Complete Streets Education & Technical Assistance Workshops

Many Capital District communities have developed complete streets policies over the last two years. Governor Cuomo signed the Complete Streets Act, requiring State, county, and municipal agencies to consider the convenience and mobility of all users when designing transportation projects that receive State and Federal funding. Despite local and state regulations favoring complete streets, many local governments have faced serious challenges when developing their policies. CDTC’s Complete Streets Educational & Technical Assistance Workshop Series is designed to help Capital District planning practitioners and decision-makers identify and overcome policy and implementation barriers. Three one-day workshops have been awarded to the City of Troy and the Towns of Niskayuna and Malta.

Capital District Electric Vehicle Charging Station Plan

The number of electric vehicles in the Capital District is growing. There are more than 75 charging stations scattered throughout the region. CDTC’s New Visions Plan supports private and public investment in EV infrastructure and New York State’s efforts to accommodate one million electric vehicles by 2025. The Capital District Electric Vehicle Charging Station Plan is part of a comprehensive effort to support EV travel between and within metropolitan areas along New York’s I-90 corridor. The plan outlines pro-active tools planners and policymakers can use to make communities more EV-ready. The plan also identifies barriers to EV deployment in the Capital District, and ways to overcome them. In addition to the Capital District, plans have been developed for the Mohawk Valley, Central New York, and the Genesee and Western New York regions.

I-787/Hudson Waterfront Corridor Initiative

In partnership with NYSDOT and the City of Albany, CDTC launched a planning study for the I-787/Hudson Waterfront Corridor in 2014. This is an integrated transportation and land use planning effort that is designed to (1) improve access to the Hudson and support waterfront revitalization; (2) improve transportation, community, and environmental compatibility; and (3) to explore reductions in infrastructure maintenance costs and account for the life-cycle costs of roads and bridges. The project team launched the first round of major public outreach this past June, and held two public workshops in the cities of Albany and Watervliet. The project team has spent the last several months developing

specific strategies which will be discussed with the public early in 2016. More information about the study can be found on the project website www.787waterfrontstudy.blog.

CDTC's Linkage Program

CDTC's Linkage Program is recognized by USDOT as one of the most significant cooperative regional efforts in the nation. It is a key implementation activity of New Visions, and is the cornerstone of CDTC's local planning assistance and public outreach efforts. Since its inception in 2000, more than 80 collaborative plans have been completed or initiated in 40 separate urban, suburban, and rural communities. Six new Linkage studies have been approved in the last two years related to complete streets, bicycle and pedestrian facility planning, site design guidelines, zoning, and road dieting.

ADA Working Group

Signed into law 25 years ago, the Americans with Disabilities Act or ADA, is a civil rights statute prohibiting discrimination against people with disabilities in all areas of public life. Legal requirements under ADA call for the development of local government Transition Plans to identify a course of action to bring deficient pedestrian facilities into ADA compliance. CDTC's ADA Working Group was formed in 2015 to help facilitate a consistent municipal approach to meeting ADA requirements across the region. CDTC has begun compiling sidewalk data as the first step in a screening process to evaluate ADA compliance. The Working Group will continue to meet in 2016 to work toward development of common solutions to ADA challenges.

Public Transit System Planning and Development

Transit system development has continued with planning coordination for several TIP-related projects including the Washington/Western BRT implementation, River Corridor BRT planning, intermodal center planning, and the Schenectady AMTRAK station redevelopment. CDTC has actively worked with CDTA to implement CDTA's 2014 Transit Development Plan initiatives.

New Merit Evaluation Criteria

Last year CDTC introduced a draft of the new merit evaluation criteria to be used in the next Transportation Improvement Program (TIP) update. The new merit evaluation criteria will accomplish the following:

- Provide a direct link between our New Visions 2040 principles, recommendations, and funding priorities and our TIP project selection so that project selection directly reflects the New Visions priorities, as required.
- Provide an easily adjustable evaluation system for when New Visions priorities change.
- Quantify the non-quantifiable project benefits.
- Quantify benefits that are not included in the B/C ratio.
- Provide an explicit, transparent, easily understood and complete evaluation system that better reflects the project value.
- Replace the use of "filters" and "networks" that were not easily understood in project evaluations and potentially biased the process against rural projects.
- Augment, but not replace, the project B/C ratio.
- Provide incentives for sponsors to include beneficial project features in project scopes.

Our new merit evaluation system measures non-quantifiable project benefits by using a point scoring system for each of the following 11 categories:

- Regional Benefit
- Community Quality of Life & Equity
- Appropriate Infrastructure
- Multi-Modalism
- Environment & Health
- Economic Development
- Safety & Security
- Operations & Technology
- Freight
- Innovation
- Project Delivery

Each point in each category is clearly defined so that project sponsors can accurately estimate the score for each project, and project raters can accurately and consistently score each project. The final merit category score assigned to each project can range from a -21 to +50 points. This score is added to the benefit/cost ratio (maximum of 50 points) so that each project can receive a total score ranging from -21 to +100 points. A copy of our new merit evaluation system can be found by clicking on the “Merit Categories Scoresheet” at the top of the following webpage (<http://www.cdtcmpo.org/tipdoc16/solicitation/solicitation.htm>) .

Other Noteworthy Accomplishments

Some other accomplishments of CDTC’s 2014-16 UPWP include:

- As a first step to updating the TIP, staff has worked with project sponsors to identify existing commitments. A new merit evaluation system was developed and approved by CDTC’s Planning Committee and Policy Board.
- The role of CDTC in security planning continued through involvement with Local Emergency Planning Committees (LEPC) at the county level. CDTC provided modeling assistance for evacuation planning for law enforcement agencies. CDTC expects to expand security planning efforts over the next two years.
- Staff served on complete streets webinar panel organized by DASH-NY.
- Supported and participated in Central Avenue Corridor Pedestrian Safety Work Group to identify ways to improve pedestrian safety in the corridor. This campaign was incorporated into Capital Coexist.
- Continued intense involvement in both regional safety planning and statewide planning through CDTC’s active participation in NYSMPO’s Highway Safety Working Group.
- CDTC continues to host the statewide MPO association staff contract. Several staff have remained active, some with leadership roles, in Association working groups.
- CDTC continued to be actively involved in the national planning arena. The Executive Director completed his term on the Policy Committee of AMPO. Staff continued to serve on TRB’s Access Management Committee.

- The success of Capital District Clean Communities continues to grow.
- Condition data continued to be collected for non-state federal-aid and local roads.
- Served as project manager for the completed Saratoga County Regional Traffic Study. CDTC also provided all traffic forecasts for the study using CDTC's STEP model process.
- Website redesign is nearly complete, with a launch date expected in the Spring.
- Significant technical assistance has been provided to the Town of Colonie and Albany County to support the Town's GEIS planning process. CDTC is under contract to evaluate development projects in three areas of the Town.
- Updated both our Environmental Justice Plan and our Public Participation Plan.
- STEP model refinement that includes development of a mode-choice model that assists CDTA in transit/BRT planning
- Assisted with the establishment of Capital CarShare, Inc. in downtown Albany.
- Along with the University at Albany AVAIL Team supported the NYSDOT initiative to provide an archive and web based tool to access the National Performance Management Research Data Set (NPMRDS).
- Along with Rensselaer Polytechnic Institute (RPI) completed SHRP2 C20: Freight Data Collection for Project Evaluation.

Emphasis Areas under CDTC's 2016-18 UPWP

For the coming two-year period under CDTC's 2016-18 UPWP, we will continue to focus on foundational activities with emphasis on the following:

- Continue the lead in NYSAMPO working groups, and continue our support of NYSAMPO as one of the best models of cooperation in the nation.
- Development and adoption of a new 2016-21 Transportation Improvement Program
- Implementing the policy changes from MAP-21 and new FAST Act
- Development and adoption of a Regional Safety Plan
- Establish an Environmental Justice Advisory Committee, and identifying ladders of opportunity.
- Complete the I-787/Hudson Waterfront Initiative study
- Working with County Local Emergency Planning Committees in the development of their plans, specifically modeling traffic patterns for their critical emergency scenarios
- Implementing the recommendations of our new Regional Freight Plan
- Continued involvement in public transportation planning, including support of CDTA's update of their Transit Development Plan and their planning for "40 miles of BRT"
- Advance, expand to pedestrians, and provide continued support for CDTC's Capital Coexist bicycle education campaign
- Continued discussion with NYSDOT on implementing FHWA's Every Day Counts Initiative, especially with linking NEPA with the planning process
- Implementing a new Project Delivery and Tracking system for all our TIP projects.
- Additional data collection efforts to help support performance measure development
- Continue to provide leadership in USDOE Clean Communities Program

- Continue to collect and evaluate highway condition data
- Functional Classification Update
- Create and publish an updated Mohawk-Hudson Bike-Hike Trail Map
- Expand CDTC’s interactive web mapping content via ArcGIS online

Highlights of the 2014-16 Program

The full UPWP agenda continues to be ambitious and demanding, particularly with major follow-up actions outlined in the recently adopted New Visions 2040 Plan and anticipated requirements of the new federal transportation legislation. Highlights of the draft program are summarized below:

MAP-21 Succession Planning: Fixing America’s Surface Transportation (FAST) Act

The current transportation law, known formally as the FAST Act, was signed into law by President Obama on December 4, 2015. It authorized federal surface transportation programs for highways, safety, and public transit through September 30, 2020. Planning responsibilities under the new law are not that different from MAP-21 requirements, except that the TIP and long-range plan must provide for the “development and integrated management of intermodal facilities that support intercity transportation.” The law also adds two new planning factors highlighting the importance of system resiliency and storm-water impacts. The law continues the emphasis on performance-based planning. It will be important for CDTC to continue to monitor rules and regulations related to the new law, and other relevant federal and state legislation. Particular attention will be given to legislative changes that affect metropolitan planning requirements.

Performance-Based Planning

The transition to performance based planning and programming is a planning emphasis area required by MAP-21 that was carried over into the FAST Act. It calls for the development and use of transportation performance measures and monitoring, and transportation programming that supports the achievement of long-range goals. CDTC has a documented history of integrating performance measures into the planning process since the adoption of the first New Visions Plan in 1997. Recently, CDTC identified additional measures into New Visions 2040, and will track these measures until official metrics are established. Safety planning, congestion management, and infrastructure planning are other areas where performance measures have been identified. Initially, this broader task will require a substantial data collection effort, modeling and scenario planning to develop realistic and aspirational goals and targets. The effort will involve extensive collaboration with NYSDOT and others.

Infrastructure Planning

Infrastructure will again remain front and center over the next two years. New Visions 2040 prepared the way for intensifying and broadening the needed dialogue on this issue. A comprehensive report and report card documenting pavement and bridge condition trends will be prepared. An examination of the impact that the “preservation first” strategy has had on local infrastructure conditions will be conducted with the help of various condition models. Routine highway condition surveys will continue.

Complete Streets

The FAST Act – the first federal transportation bill to ever include complete streets – has encouraged integration of complete streets into the metropolitan planning process. New Visions calls for transportation investments to be made in a complete streets framework which supports the convenient and safe travel of all people – of all ages and abilities as appropriate to a facility’s community context. CDTC

is sponsoring a series of Complete Streets Educational & Technical Assistance workshops in three municipalities to help community transportation planning practitioners and decision-makers identify and overcome barriers to complete street implementation.

Security & Resiliency Planning

Nationwide, the issue of security and resiliency is becoming an important part of the MPO planning process. While CDTC is not directly involved in security operations, it does have direct communications and interaction with key security agencies, incorporating them into the regional planning process. CDTC recognizes that meaningful security planning is a requirement under the new federal law. Over the last several years CDTC has been asked to provide traffic modeling assistance for emergency planning for different scenarios and events. The role of CDTC in security planning will continue through involvement with Local Emergency Planning Committees at the County level. CDTC will continue to expand security planning efforts in conjunction with operations, safety, and local emergency response.

Americans with Disabilities Act (ADA) Compliance Support

In response to municipal interest in moving forward with ADA transition planning, CDTC formed an ADA Working Group in 2015. Since the group was formed, several meetings were held to inform regional communities about ADA requirements and responsibilities. Response to these meetings has reinforced the need for continued information sharing, training, and data collection assistance. An inventory of pedestrian facilities is planned for the next year or so that can be used in the development of local transition plans. Staff will reach out to FHWA and NYSDOT staff to provide necessary guidance and training.

Transportation Improvement Program

One of CDTC's most important responsibilities is the development of a multi-modal program of transportation projects called the Transportation Improvement Program (TIP). This 2016-21 update of the STIP provided the opportunity to incorporate programmatic revisions necessitated by lower than anticipated federal revenues, and to begin discussing ways of implementing innovative system preservation strategies that integrate sound asset management principles into the TIP's project selection process.

Data Collection

Keeping CDTC's data systems current remains an important element of CDTC's work program, and is critical to maintaining credibility. In recent years, CDTC has collected traffic and land use data to support travel simulation modeling and safety planning. It has secured access to NYSDOT's crash data, purchased supplemental household travel survey data from the Census Bureau, collected extensive inventories of pedestrian and bicycle features on the region's roadway network, and expanded its condition survey work to cover 100 percent of Albany County and City of Albany streets. CDTC expects data needs to remain extensive as performance based planning becomes more fully integrated into the planning process. This may even require CDTC to collect new data and/or accelerate data collection efforts. CDTC will explore the use of consultants to supplement its intern-based program, and state cost initiatives to share data statewide with our fellow MPO's.

Public Transit System Planning and Development

Transit system development continues with planning coordination required for several TIP related projects including the Washington/Western BRT Implementation, the River Corridor BRT Planning and

Implementation, and intermodal center planning. Working with CDTA to implement its 2014 *Transit Development Plan* initiatives will be a key aspect of CDTC's transit planning efforts.

Statewide MPO Association Support

The CDTC successfully participates with the thirteen other New York MPOs in a statewide association. The association facilitates dialogue among MPOs and State/Federal agencies through regular meetings of MPO Directors, periodic technical meetings among MPO staff, and through conferences and training institutes. The Policy Boards of all fourteen MPOs authorized the use of pooled funds to contract with an individual or planning firm to provide staff support. Staff support is currently being provided by Resource System Group. CDTC staff prominently serves the lead role in several working groups convened by the Association.

PROPOSED 2016-17 UPWP BUDGET

The full UPWP agenda is ambitious and demanding. CDTC's ability to pursue the proposed agenda is a result of the Administrative & Finance Standing Subcommittee's confidence in the staff's management and technical abilities, their stewardship of CDTC's financial resources and contractual commitments, and their commitment to a stable staffing structure. The budget for the first year (2016-17) of the two-year 2016-18 UPWP has decreased slightly from last year to reflect the completion of our New Vision 2040 Plan. The proposed CDTC staff budget for 2016-17 is shown in Appendix A: Financial Tables.

The two primary sources of federal planning funds supporting UPWP activities are FHWA's Section 104(f) Metropolitan Planning (PL) funds and FTA's Section 5303 Metropolitan Planning Program (MPP) funds. The federal funds in the 2016-18 UPWP from these programs are \$2,973,026 and \$334,617 respectively for 2016-17. CDTC staff activity is primarily matched by NYSDOT in-kind services that exceed \$500,000. The 2016 UPWP contains about \$835,610 in CDTC administered consultant contracts along with \$244,000 pass through funds to support CDRPC efforts. Table 1 shows the proposed staff budget for 2016-17, and includes all federal, state, and local funding.

Proposed 2016-17 UPWP Budget

| Fund Source | Federal | State | Local | Total |
|---|------------------|----------------|----------------|------------------|
| FHWA Metropolitan Planning (PL) | 3,156,026 | 601,130 | 276,660 | 4,033,816 |
| STP Funded Tasks | 108,000 | - | 27,000 | 135,000 |
| CMAQ | 116,960 | 14,620 | 14,620 | 146,200 |
| 2016-17 FTA Section 5303 | 334,617 | 62,741 | 20,914 | 418,272 |
| 2015-16 FTA Section 5303 | 50,000 | 9,375 | 3,125 | 62,500 |
| FHWA SPR | 80,000 | 20,000 | - | 100,000 |
| Albany County, Town of Colonie & City of Albany | - | - | 84,400 | 84,400 |
| USDOE/NYSERDA | 45,000 | - | - | 45,000 |
| TCSP | 80,000 | 60,000 | - | 140,000 |
| Total Contract Value | 4,721,003 | 861,666 | 520,519 | 6,103,188 |

CONSULTANT ADMINISTRATION & MANAGEMENT

The CDTC staff manages a large number of consultant contracts, with the major contributor to this workload being the Linkage Program, wherein the staff manages local land use/transportation consultant studies funded through the UPWP. The staff crafts study scopes in collaboration with communities, guides advisory committees, and oversees consultant activity. CDTC has streamlined the process for consultant selection by developing detailed scopes-of-services before soliciting consultant interest by publishing a Request for Expressions of Interest (REI) instead of a general Request for Proposals (RFP), thereby minimizing the amount of up-front consultant effort. CDTC follows a “fair access” policy that provides work to a wide range of firms whenever there is not a compelling reason to select a particular firm. More than 20 different firms have been selected in the past several years, broadening the region’s exposure to creative consulting firms.

RELATIONSHIP TO NYSDOT EMPHASIS AREAS

The UPWP supports NYSDOT’s emphasis areas through the various tasks described in this document. For example, NYSDOT’s on-going policy regarding advancing the transportation-land use connection is strongly supported and advanced through CDTC’s Linkage Program and other efforts. The Department’s highway safety, ITS, and operations emphasis areas are supported through CDTC’s Regional Operations and Safety Advisory Committee. CDTC is also advancing work related to local ADA compliance. CDTC’s nationally recognized TIP process provides the opportunity to coordinate and align transportation investment with regional economic strategies and proposals currently being developed by the Governor’s Regional Economic Development Councils. CDTC’s participation with the other twelve MPOs and NYSDOT through the NYSAMPO on various issues of statewide significance helps our regional partners to more effectively manage our needs within our constrained resources.

CONSISTENCY WITH FEDERAL LEGISLATIVE REQUIREMENTS

Moving Ahead for Progress in the 21st Century (or MAP-21), the successor to SAFETEA-LU, defines specific planning factors that must be considered when developing transportation plans and programs. All of those factors are addressed through various tasks in this UPWP. MAP-21 also established performance-based planning as an integral part of the planning process. Performance-based planning refers to practices that apply system level, data driven performance management principles to transportation policy and investment decisions. MAP-21 requires that CDTC establish performance measures and targets that track progress toward attainment of critical outcomes. Information about CDTC’s work with performance measures is described in the New Visions Plan and Congestion Management Process. CDTC has been practicing performance-based planning since the adoption of the first generation New Visions Plan in 1997.

In addition to the planning factors required by MAP-21, CDTC considered other federal and State initiatives relevant to the metropolitan planning process in the development of this UPWP. Tasks are included that address: climate change; sustainability & livability; operations planning; linking planning and the environment; and freight delivery.

The 2012 Federal Certification Review certified CDTC’s compliance with Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), Executive Order 12898 (Environmental Justice), and other federal non-discrimination statutes and regulations.

UPWP TASK DESCRIPTIONS

The UPWP narrative summarizes tasks which have been initiated, tasks which are ongoing, and tasks which have been completed in the 2016-18 period. In the summaries of the completed tasks, the key findings of the study are highlighted and a link is included for the draft or final report that resulted from the study. Links to the New Visions 2030 Regional Development Guide are not yet available. A notification will be posted on CDTC's website when these documents are publically available. The activities of new and ongoing tasks are updated biennially in CDTC's Progress Reports and discussed verbally at CDTC's Planning Committee Meetings.

For electronic versions of the UPWP, click the imbedded link and you will be directed to the corresponding report. If you have not received an electronic version, final reports can be located on CDTC's website (www.cdtcmpr.org). Once on the CDTC main page, select the *linkage program* tab in the top ribbon, and on the following screen select *final reports*. Then, select the study area of interest and the links to reports which have been completed for that area will be displayed.

2016-18 UNIFIED PLANNING WORK PROGRAM TASK DESCRIPTIONS

I. PROGRAM COORDINATION

Task 1.51 Committee Activities

This task covers CDTC meetings, maintenance of committee membership and structure, personnel management, and other organizational activities. Resources are budgeted to carry out the necessary administrative activities related to staff supervision and development and the logistical needs of various CDTC committees. The staff will continue to monitor the progress of MAP-21 and the FAST Act in order to proactively address any issues and opportunities related to the implementation of both federal laws.

The budget for this task is set at \$110,000.

Task 1.61 Certification Review

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a federally required quadrennial review of the metropolitan planning process carried out by CDTC in March 2016. The results from this review are not yet available. In the previous review in 2012 several corrective actions related to TIP financial planning, completion of CDTC's Prospectus, development of a new MPO planning agreement, air quality agreements with A/GFTC, and security planning were noted in the report, and all have been fully addressed in the last four years.

In accordance with MAP-21 requirements, CDTC also completed three annual self-certifications for years that a formal federal certification did not take place. Self-certification process was carried out with the adoption of CDTC's *2010-15 Transportation Improvement Program* and the adoption of the *New Visions 2035 Plan Update*.

Self-certification will be carried out in 2017.

The budget for this task is set at \$5,000.

Task 1.64 Americans with Disabilities Act (ADA) Compliance Support

In response to municipal interest in moving forward with ADA transition planning and at the direction of the Planning Committee, CDTC formed an ADA Working Group in 2015. Participants include NYSDOT, CDTA, the Cities of Albany, Cohoes, Rensselaer, Saratoga Springs, Schenectady, Troy, and Watervliet, the Towns of Bethlehem and Halfmoon, FHWA and a disability rights advocate. The group's initial meetings provided a forum for information sharing and learning about ADA requirements primarily related to pedestrian facilities in the public right of way. An online survey of the region's municipalities on ADA issues related to pedestrian rights of way was conducted by staff in 2015. The results highlight the need for continued information sharing, training, data collection and potentially shared services tasks related to required completion of pedestrian facilities' inventories.

Since the group was formed, various new resources have become available from both the FHWA and NYSDOT to assist municipalities, especially local sponsors of federal aid projects, in

developing their ADA Transition Plans. Staff will continue to reach out to FHWA and NYSDOT ADA experts to attend Working Group meetings and potentially for future trainings and other related tasks. Working with NYSDOT staff, an inventory of ADA Transition Plans in the region will be tallied. Staff will continue to help organize the working group, schedule meetings, provide research, explore best practices and other tasks related to issues encountered in development of ADA transition plans related to the pedestrian right of way. A primary focus will continue to be on inventory methodology.

CDTC staff initiated a preliminary inventory effort to identify locations around the region with pedestrian facilities in the public right of way. This effort is planned to be completed over the next several years and can be considered an initial screen of the presence or absence of sidewalks, with the intention of collecting curb ramp and crosswalk data in the future.

This initial screen information will be shared with regional partners and may facilitate future development of full pedestrian facility inventories to be completed by jurisdictions as part of their ADA Transition Plans. The budget for this task includes funds for staff time for this effort. For the next steps in developing inventories beyond the initial screen step described above additional resources will be required. During the next year the feasibility and cost of developing a consultant conducted detailed ADA compliance inventory data collection effort will therefore be explored. This cost sharing effort could include a competitive solicitation for both a qualified consultant and participating municipalities who would be required to provide matching funds.

The annual budget for this task is set at \$60,000.

Task 1.65 Unified Planning Work Program (UPWP) Development

CDTC's UPWP describes all metropolitan transportation and air quality planning activities anticipated within a two-year period, regardless of funding source. The UPWP is developed in cooperation with NYSDOT and CDTA, and other members. Work under this task involves preparation of the UPWP document, negotiation of project funding, monitoring of program progress, and preparation and submittal of required applications and contract documents.

The UPWP will be amended to meet requirements of the new transportation bill, other relevant federal legislation, and new FHWA and FTA planning emphasis areas.

The 2016-18 UPWP was approved by our Policy Committee in March 2016. We will conduct an administrative update of this UPWP in 2017.

The budget for this task is set at \$10,000.

Task 1.66 Environmental Justice, Title VI, and Disadvantaged Business Enterprise Compliance

CDTC is in full compliance with Title VI and Environmental Justice (EJ) requirements; both continue to be a critical component of CDTC's activities. A renewed emphasis on Title VI issues and Environmental Justice has become a more integral focus of the transportation planning and programming process. This renewed commitment is reflected in CDTC's work program, publications, public involvement efforts, and general way of doing business. We will create a formal Title VI Plan. We will conduct a Title VI/EJ analysis after each TIP update. We will continue to evaluate our process and timing for further conducting

Environmental Justice analyses and ensure that public participation efforts target traditionally underserved populations. In addition, staff will continue to demonstrate success in DBE contracting and purchasing.

CDTC will establish an Environmental Justice Advisory Committee that meets quarterly to advise CDTC on its funding program and planning studies as related to Title VI and Environmental Justice. Activities will be determined by the Advisory Committee, but could include creation of periodic Environmental Justice Analyses, provision of advisory opinions on the Public Participation Policy, recommendations on funding programs including the TIP and UPWP, and review of planning studies including Linkage Studies.

Ladders of Opportunity is a planning emphasis area of the Federal Highway and Transit Administrations to identify transportation connectivity gaps in accessing essential services including primarily employment and schools/education, but also health care and recreation. Staff will develop and implement analytical methods to identify gaps in the connectivity of the transportation system, and will suggest infrastructure and operational solutions that could provide traditionally underserved populations access to essential services. CDRPC will assist with obtaining, analyzing, and mapping data. Other UPWP Task areas address this task, such as Task 1.64 Americans with Disabilities Act Compliance, Task 4.07 Human Service Agency Transportation, Task 4.67 Bike/Pedestrian Planning, and Task 5.90 Public Participation. Staff will create a document outlining the gap analysis and suggested solutions as well as related accomplishments performed under the listed related tasks.

The budget for this task is set at \$50,000.

Task 1.67 CDTCs Prospectus: Continuing Operations Plan & Operating Procedures

The basic documentation defining the roles and responsibilities of CDTC member agencies is its five-year Continuing Operations Plan, called the *Prospectus*. The portion of the document that included a description of CDTC's planning approach and agency roles and responsibilities was approved by the Planning Committee and Policy Board in 2011. A new MPO planning agreement was also approved. The continuing agreement between CDTA and NYSDOT regarding hosting arrangements was also updated and approved, extending that agreement through 2020. This year we will begin updating the existing plan including a new five-year planning agenda and updated financial plan.

The budget for this task is set at \$6,000.

Task 1.68 NYSAMPO Administration

The CDTC successfully participates with the thirteen other New York MPOs in a Statewide Association. The Association facilitates dialogue among MPOs and State and federal agencies through regular meetings of MPO Directors, periodic technical meetings among MPO staff, and through conferences and training. The Association engages more formally with NYSDOT on certain issues such as the development of formulas for distribution of federal planning funds and TIP funding allocations. The Association is also the focal point for the Shared Cost Initiative program – collaborative statewide planning efforts that use pooled State (FHWA SPR) and Federal (FHWA PL and FTA MPP) funds to support planning activities of a mutually beneficial nature. In order to assist the Association, the Policy Boards of all fourteen MPOs authorized the use of pooled funds to contract with an individual or planning firm to provide staff support. CDTC manages the statewide contract, which is currently provided by Resource System Group.

This project has been critical in supporting the on-going coordination of the planning programs of New York's fourteen MPOs, the on-going collaboration of the metropolitan planning organizations which are responsible for meeting federal requirements, and the on-going coordination of metropolitan and statewide planning programs. The convening and facilitation of NYSAMPO ensures that the identification of opportunities, issues, and associated action items is accomplished as thoroughly as possible and in a manner that would not occur absent a cooperative forum for the 14 MPOs and NYSDOT.

The proposed staff support budget will provide sufficient resources to manage the day-to-day operational needs of the Association, organize training opportunities, and coordinate with other state and national associations.

The consultant budget for this task has been set at \$250,000 using \$100,000 in SPR funding and \$150,000 in pooled MPO funds. The lead agency for NYSAMPO training is the Genesee Transportation Council (GTC).

The budget for this task is set at \$250,000 all of which is consultant work.

Task 1.69 AMPO/NYSAMPO/TRB Committees and Working Groups

CDTC staff is consistently asked to participate in national committees such as those in AMPO and Transportation Research Board (TRB). These opportunities provide tremendous educational and networking benefits, and allow CDTC staff to have input in national and regional policy formation. Contacts made in these committees are sometimes called upon to assist in our own planning and committee processes.

Currently we are members of the AMPO Policy Committee, the AMPO Operations Work Group, and the TRB Access Management Committee (AHB70). We participated in the development of TRB National Cooperative Freight Research Program (NCFRP) Project – 38 “Improving Freight System Performance in Metropolitan Areas,” are participating in the development of the National Cooperative Highway Research Program (NCHRP) Project 15-48 “Developing a Methodology for Designing Low and Intermediate Speed Roadways that Serve All Users,” and are part of the team proposing to develop NCHRP project 08-106 “Metropolitan Freight Transportation: Implementing Effective Strategies.”

A major NYSAMPO accomplishment over the last four years includes the convening of several technical working groups for safety, bike/pedestrian, climate change, transit, modeling, GIS, freight, and congestion management. These working groups consist of MPO staff program managers assisted by NYSAMPO staff consultant.

NYSAMPO working groups develop initiatives intended to improve MPO performance and planning, hold monthly or quarterly teleconferences with at least one in-person meeting each year, share best practices related to their subject matter both within and outside New York State, review and comment on related federal rulemakings related to MAP-21, coordinate with NYSDOT and its partners on data quality and accessibility, participate in the development and update of statewide plans, strengthen partnerships with other stakeholders within New York State, partner with other NYSAMPO working groups on topics of mutual interest, provide training to MPO staff and member agencies/organizations, and develop and promote related educational materials.

CDTC staff chairs both the safety and modeling working groups, and remains very involved in all the other working groups.

The budget for this task is set at \$110,000.

II. SURVEILLANCE

Task 2.16 STEP Model Development and Maintenance

CDTC continues to maintain the CDTC STEP Model (Systematic Transportation Evaluation and Planning Model), a four county travel demand model that includes all federal aid roads and highways in the Capital region. With consultant assistance, staff developed a transit model using the VISUM platform. The transit model includes a mode choice model which estimates transit demand, and a transit network that includes all CDTC service schedules, stops and stations. The transit network is integrated with the highway network. The transit model will be used to support transit planning and BRT planning in the region especially for development of transportation performance measures.

CDTC will update and enhance the STEP Model to incorporate the latest Census numbers for population and households, and will fully incorporate CDRPC forecasts of population, households, and households and employment, and recent traffic counts. In addition, model forecasts will more comprehensively consider changing trends in VMT growth and the potential impacts of automated vehicles on travel patterns. Finally, the new NPMRDS speed database provides the opportunity to refine the Model's treatment of the relationship between traffic volume and congested speeds, including more explicit integration of incident related delay.

CDTC will incorporate the EPA MOVES2014a Model into the STEP for use in calculating air quality and greenhouse gas emissions performance measures in 2016-17.

The budget is set at \$125,000 (\$70,000 for staff, \$55,000 for consultant).

Task 2.25 Data Collection

Data collection to keep CDTC's data systems current remains a critical element of CDTC's work program. This continuing project collects and processes travel data for the federal-aid roadway system as well as traffic volume data for all public roads to support safety planning activities. Data collected provides input to VMT forecasting, the maintenance of the Congestion Management Process, the STEP model calibration and validation, individual project level analysis, and Linkage Program planning studies, and is vital to project development work that addresses highway deficiencies and proposed mitigation actions.

Data collection includes but is not limited to traffic, classification counts, pedestrian and bicycle counts, trip generation studies, speed/delay studies, traffic observations, and land use inventories in several linkage study corridors. Staff also continues to collect information on pedestrian and bicycle features and usage on the region's bike/ped priority network.

CDTC has primarily used graduate student interns as a cost-effective way of collecting data. In 2016-2017, consultant assistance will be sought to enhance CDTC's data collection capabilities on an annual basis. All of the data that CDTC collects is organized and maintained for access by municipalities, public and non-profit agencies and groups, consultants, and other interested parties.

See Task 3.07, Regional Operations and Congestion Management, for additional data collection work in that specific area.

The budget for this task has been set at \$150,000, \$75,000 of which will be expended on consultant effort.

Task 2.28 Census/Household Travel Survey

In 2010, the Census began releasing data sets from the American Community Survey (ACS) providing detailed socio-economic data about the population down to the block group level based on a 5-year estimate. The first of the annual data sets was released in December 2010 for the period 2005-09. CDRPC will work with CDTC to prepare customized data sets including updating the community fact sheets and other data sets using the 2010-14 ACS data. Annual updates will be made as data sets are released by the Census Bureau.

CDRPC will work with CDTC to provide the necessary data for the Ladders of Opportunity Project.

The budget for this task is set at \$98,000 (\$80,000 CDRPC/\$18,000 CDTC).

Task 2.29 Geographic Information Systems (GIS)

GIS is an important planning tool that provides benefits to CDTC, its member agencies, and others by supporting state, regional, county, and local planning projects. GIS is the integration of hardware, software, and data used to collect, store, analyze, and display spatially referenced information. Visualizing information is an integral part of nearly every project and GIS is highly utilized to create maps necessary for meetings and reports. In the Capital Region, work under this task is a joint CDTC/CDRPC effort.

CDTC will expand its GIS content on ArcGIS Online to include additional GIS data and products, such as CDTC's Priority Networks and popular trail maps. CDTC will continue to pursue the feasibility of gaining access to NYSDOT's existing internal data viewers as an additional means to enhance data sharing.

New technical advances and methodologies to provide geospatial information in an efficient manner for use in various technical projects by CDTC, its member agencies, and others will be continuously reviewed by CDTC and CDRPC. Enhancements to existing geospatial data will include the expansion and refinements of attributes and the improvement of the positional accuracy of features.

CDTC will continue to increase the use of geospatial technology in data collection and analysis. GPS technology will continue to be utilized to collect new data and enhance existing geographic datasets and mapping products, predominantly, but not limited to trail mapping, pedestrian infrastructure and highway condition scoring.

CDTC has obtained access to a subscription account to ArcGIS Online through CDTA to leverage the advanced features of the GIS Cloud environment. This will enable CDTC to expand its interactive online GIS content.

CDRPC will continue to process, manipulate and map information specific to the Capital Region and the communities within its jurisdiction. New map and attribute data will continue to be acquired and/or updated as it becomes available and map products will continue to be posted on CDRPC's website (cdrpc.org) for public consumption.

CDRPC will work in cooperation with the CDTC and CDTA staffs to coordinate data sharing, including the ACS census data, and to prepare customized maps to meet the needs of each agency without duplicating efforts. GIS mapping tasks will also include looking at regional growth trends, assisting CDTC in addressing Environmental Justice requirements and additional mapping services as needed.

Under the 2014-15 UPWP CDRPC developed an online Census Mapping Application with assistance from Fountains Spatial, Inc., which will be launched at the beginning of 2016. CDRPC will host/maintain, update and add user-suggested improvements to the application during the 2016-17 UPWP.

CDRPC will continue to promote the smart growth and sustainability elements of the quality regions initiative, which address the land use elements of the New Vision Regional Transportation Plan as well as the Capital District Sustainability Plan. As part of this task in 2016-17 CDRPC will analyze the growth patterns of communities in the Capital District that have occurred over the past twenty years. From this mapping analysis, CDRPC will develop community development profiles, which will be used to assist communities in understanding, planning and implementing sustainable development. In 2017-18 CDRPC and CDTC's efforts will include meeting with/working with communities, which could include public presentations, workshops, evaluating Comprehensive Plans and municipal codes, and providing recommendations for addressing issues.

The total budget for this task is set at \$219,000 for this task (\$139,000 CDRPC/\$80,000 CDTC). \$20,000 of the CDRPC \$139,000 is for consultant fees for the Census Mapping Application updates, and hosting/maintenance.

Task 2.30 Routine Highway Condition Inventory

Both CDTC's long-range plan and capital program rely on pavement condition data that is comprehensive, reliable, and easily accessible. Staff conducts regular surveys of Capital Region roads. The condition data collected over time has been useful in tracking changes in the condition of the region's street and highway system. Data is used to determine system level condition, calculate deterioration rates, calculate costs for system rehabilitation and repair, and to determine the effects of various repair strategies on pavement serviceability. For TIP development, the data is used to "red flag" roadway sections that are candidates for various preservation treatments or reconstruction. Continued collection of pavement condition data is critical for performance-based planning, now required by FHWA under the FAST Act.

During the last two years, staff completed surveys for the biennial surveys of non-state federal-aid roads and Albany City-owned roads, the annual survey of Albany County-owned roads, and the quadrennial surveys of Rensselaer, Saratoga, and Schenectady County-owned roads and the non-federal aid roads sample.

For this UPWP period, the annual survey of Albany County-owned roads will be completed in 2016 and 2017, and the biennial survey of City of Albany-owned streets will be completed in 2017. These surveys will be undertaken under contract with those two municipalities. The biennial survey of non-state federal-aid roads will be repeated in 2017.

All survey work will use CDTC's GPS/GIS platform.

To prepare for the quadrennial survey of non-federal aid roads (local sample), staff will take steps to build a GIS-based local sample database to integrate into CDTC's GPS platform.

While CDTC does not inspect or collect bridge condition data, the staff does maintain bridge files compiled by NYSDOT. CDTC uses this data to monitor changes in local bridge condition. Keeping bridge data current will contribute to performance-based requirements for infrastructure planning.

The total budget for this task for 2016 is set at \$50,000.

Task 2.31 Traffic Volume Report

CDTC continues to maintain a web-based traffic volume report using traffic counts compiled by CDTC staff, NYSDOT, counties, municipalities, and consultants. The report is updated annually with data as soon as it becomes available. A comprehensive update of the report will be undertaken in 2016 with updated data and further integration into ArcGIS and ultimately ArcGIS online, integrating NYSDOT's Roadway Information System (RIS) data as well. A consultant-supplemented count program through the Data Collection task will assist the update and will be coordinated with NYSDOT's count program.

The total budget for this task is set at \$20,000.

III. PLAN APPRAISAL

Task 3.02 Safety Planning

CDTC staff continues to build its safety planning capabilities through its Regional Operations and Safety Advisory Committee (ROSAC) and through support of the NYSAMPO Safety working group, direct involvement in several state level traffic records committees and crash data analysis including use of the New York State Accident Location Information System. CDTC staff will utilize the ROSCA group to undertake the following:

- Develop a Regional Safety Plan – Work with the ROSAC and other safety partners to identify safety data needs and gaps for reducing fatal and serious injury crashes as well as improving the safety of the regional transportation system before crashes occur, particularly on the locally owned system. This information would feed into the development of a Regional Safety Plan. The safety plan would identify goals, emphasis areas and strategies/initiatives to improve regional transportation system safety for all users on all public roads. Data from NYSDOT via the Strategic Highway Safety Plan, the three statewide safety action plans on Pedestrians, Intersections and Lane Departure crashes, the Accident Location Information System (ALIS) and the Governor's Traffic Safety Committee via the Institute for Traffic Safety Management and Research will be utilized in this effort. This would be completed in the first year (2016-17) of this UPWP.
- CDTC will continue to utilize ALIS and its static regional GIS crash database to identify high crash locations based on frequency and through the development of crash rates to be used for network screening off the state highway system. The screening will help to identify system level safety issues, if any, that are not consistent with statewide priorities (i.e. pedestrian, intersection and lane departure crashes).
- Safety Performance Measures - The Final Rule for the Safety Performance measure is expected in 2016. CDTC will work with the ROSAC and other safety partners in the development of performance measures and targets in the next year and a half. CDTC anticipates working closely with NYSDOT in developing performance measures and targets that are consistent with those to be established statewide.
- Explore a Community Safety Evaluation Program - CDTC will explore the option of establishing a community safety evaluation program via the ROSAC. The program would allow CDTC to partner with a municipality to hire an engineering consultant to provide safety evaluations for problem locations in the municipality. To ensure the locations selected are of greatest need, this

initiative would rely on CDTC's data for high crash locations and locations with high crash potential. Approaches to be explored include those of other MPOs, the NYSDOT Region 1 safety evaluation process (which includes regular evaluation of a subset of high crash locations on the state road system each year) and establishing an on-call agreement with a consultant to provide assistance to municipalities for high crashes location evaluations identified by crash data available to CDTC. This task will also include data analysis work for the Highway Safety Improvement Program and for road safety audits using the NYSAMPO Safety Assessment process to identify potential low cost improvements to address high crash locations off the state highway system. This would be completed in the second year (2017-18) of this UPWP.

- Safety Education Programs - CDTC should explore expanding its existing safety education programs and potentially develop/support new programs, partnerships and approaches. Building upon the Capital Coexist website (which is limited to educational materials for driver/bicycle interactions) and in coordination with the bicycle and pedestrian planning task, CDTC should coordinate with NYSDOT's Pedestrian Safety Education Campaign currently in development to promote pedestrian safety education. In addition, CDTC will explore partnering with and supporting the enforcement community on safety education campaigns. CDTC will also explore the need for additional FHWA training programs for local government officials and coordinate with the Governor's Traffic Safety Committee, National Highway Traffic Safety Administration, New York State Department of Transportation and the NYSAMPO Safety Working Group on the development and implementation of safety education initiatives.

The budget for this task has been set at \$150,000, \$100,000 of which will be expended on consultant effort.

Task 3.03 Energy, Climate Change Initiative, Air Quality and Environment

There is overwhelming consensus within the scientific community that the earth's climate is changing due in part to atmospheric changes attributable to human activity. In addition, there is strong consensus that our energy supply and infrastructure are entering a period of profound transformation in response to increasing uncertainty in the availability and expense of fossil fuels. Climate change and energy are interrelated.

Nationally, the debate on how to meet the US climate change challenge continues, and ambitious goals for greenhouse gas reductions are likely to be established. In New York State there are currently a variety of new and inter-related initiatives that will require task integration among CDTC's state, regional and local partners. These include: development by the New York State Energy Planning Board of the Draft 2014 New York State Energy Plan; participation in development of a Capital Region Sustainability Plan funded through a NYSERDA Cleaner, Greener Communities Regional Sustainability Planning grant; coordination with and assistance to CDRPC in their efforts as the region's Climate Smart Communities Coordinator and their new role managing the Eastern NY State Community Partnership Program.

At the core of CDTC's activities are transportation and land use planning, both of which are of central importance to the region's preparation to use less energy and to become resilient in the face of climate change. Much of CDTC's work is already directed at areas that prepare the region for climate change and energy uncertainty. Reducing greenhouse gas emissions, improved air quality, energy conservation, and environmental protection are related and important goals.

- Prior to July 20, 2012, all air quality Transportation Conformity requirements were met. The EPA promulgated a new rule on July 20, 2012 revoking the Transportation Conformity requirements for 1997 8-Hour Ozone NAAQS effective on July 20, 2013. As a result, the CDTC and A/GFTC will not

be required to make a transportation conformity determination under the new 2008 8-Hour Ozone NAAQS. However, CDTC will continue to analyze air quality impacts of transportation plans and programs. CDTC will use the new EPA MOVES model to develop estimates and forecasts of emissions of pollutants that affect air quality (volatile organic compounds and nitrogen oxides) as well estimates and forecasts of greenhouse gas emissions that contribute to global warming. CDTC will also evaluate the energy impacts of transportation plans and programs.

- Climate Smart Communities related tasks: In coordination with CDRPC's work as the Climate Smart Communities Regional Coordinator, staff assisted with development of a regional GHG inventory. Using CDTC STEP model estimates of VMT, GHG estimates were calculated consistent with guidance provided for local government as referenced in NYSDEC's Climate Smart Community Guide. CDTC staff has previously completed GHG estimates for Schenectady County and the Town of Bethlehem. CDTC will continue to refine transportation-related GHG estimates using latest analytical and modeling tools, working with CDRPC and their consultants under the NYS Community Partnership Program to assist communities in the region in their climate action and sustainability planning efforts.
- Staff will continue to collaborate with CDRPC, NYSDOT, NYSDEC and NYSERDA, to advance the transportation and land use elements of the Regional Sustainability Plan by promoting smart growth, electric vehicles, and other transportation and land use GHG emissions reductions options.
- Within the Linkage Program, staff will continue to work with municipalities and regional partners to create model ordinance language related to alternative energy access, focusing on electric vehicle charging needs, and to develop tools to evaluate links between development patterns, multi-modal transportation infrastructure capacity and design, energy use, and greenhouse gas emissions.
- New Visions 2040 continues to chart a course for environmental quality in the Capital Region. By encouraging sustainable development patterns and site design, urban reinvestment, and community based land use planning, along with transit, bicycle, and pedestrian investments, and strong participation in the Clean Communities Program and NYS sponsored grant activities related to regional GHG reduction, the plan seeks to create a sustainable transportation system. CDTC is rare among MPOs in the nation in its insistence on community-oriented, environmentally sensitive planning prior to consideration of programming projects.
- Staff will continue to work to collaborate with resource and infrastructure agencies such as the Environmental Facilities Corporation, NYSDEC and CDRPC to integrate information on best practices related to green infrastructure, low impact development, transfer of development rights/open space preservation and sustainability in land use/transportation planning activities. CDTC staff will continue to share this information with state and local partners as appropriate and to integrate it into Linkage Planning studies where applicable.

Over the next two years, the staff:

- Continued to monitor availability of GIS mapping and other data resources on regional environmental features derived from federal and state agencies and other secondary sources.
- Utilized the revised TIP Project Justification Package to compare candidate projects against locations of potentially sensitive environmental features and cultural resources.
- Participated in a working group organized by NYSDOT to assist in developing appropriate agency tools for implementation of the Smart Growth and Public Infrastructure Priority Act (Chapter 433 of the Laws of 2010) that recently went into effect. This Act requires state agencies responsible for infrastructure and all state authorities to evaluate public infrastructure projects they fund or undertake

against ten Smart Growth Criteria. The law also requires these agencies to create smart growth advisory committees to ensure state sponsored infrastructure spending: advances sustainable development; doesn't result in sprawl development; and involves a consultation process with residents, environmental groups, local officials and other stakeholders.

- Partnering with CDRPC and NYSERDA, providing information on VMT and greenhouse gas emissions by roadway functional class and municipality as part of NYSERDA's Capital Region GHG inventory. This methodology is now being considered as a model for other parts of the State.

The budget for this task is set at \$25,000.

Task 3.05 Infrastructure Planning & Finance

Based on recommendations set forth in the New Visions 2040 Infrastructure White Paper, a significant effort is planned for the next two years. First, a comprehensive report documenting highway and bridge condition trends will be prepared with assistance from the Infrastructure Task Force and Bridge Group, and presented to the Planning Committee. Second, staff and the above task force and group will investigate the long-term funding needs for the region's streets, highways and bridges utilizing the highway condition projection model and bridge model. Features of the model will allow staff to perform several types of 'what-if' analyses. Using a validated HCPM, staff will test several funding and repair strategies to help outline funding need for the local federal-aid street and highway system. Third, CDTC will develop and publish an infrastructure 'report card' for roads and bridges.

In addition to pavements and bridges, maintaining large culverts is essential to the safety and reliability of the region's highway infrastructure. Information on locally-owned culverts is severely incomplete, and will require a major effort to locate, inspect, and evaluate. The task force suggested that consideration be given to conducting a comprehensive inventory of local culverts. Staff will explore alternative ways of pursuing this recommendation.

The budget for this task is set at \$70,000.

Task 3.07 Regional Operations and Congestion Management

The CDTC Regional Operations and Safety Advisory Committee is charged with further development and implementation of ITS, incident management, and operations systems in the Capital Region. Regional meetings will facilitate discussion of opportunities for coordination of initiatives across jurisdictions. A particular aspect of the effort will be the identifications of cost-effective operations and management initiatives. The Committee will make recommendations to the CDTC Planning Committee about priorities for ITS and operations project applications. The Committee will also oversee the update of the Congestion Management Process (CMP), which is integrated into the New Visions Plan. Operations form a key component of the CMP.

Staff will develop more refined performance measures for travel time, travel delay and reliability based on new speed data available from FHWA called the National Performance Management Research Data Set (NPMRDS, also referred to as "HERE" data). CDTC staff has participated in the NYSDOT sponsored task to develop a web-tool to be used for the summary and analysis of NPMRDS data. Other speed data will be integrated as much as possible, including TRANSCOM data and MIST data (Management Information System Transportation) that NYSDOT provides from the TMC. These data sets can be used to monitor operating speeds and related congestions delay and reliability measures for Interstates, other principal arterials, and other federal aid roadways in the Capital Region. Development and analysis of these data sets will be a significant work effort.

These data sets and performance measures will be used to analyze and evaluate operations strategies and recommendations. System performance measures will be developed to be consistent with requirements from MAP-21 that are continued under the FAST Act. The CDTC Congestion Management Process (CMP) will be updated using these and other performance measures and will be consistent with the New Visions 2040 Plan.

The Regional Operations and Safety Committee will work to implement operations and safety recommendations from the New Visions 2040 Plan.

The budget is set at \$60,000 for this task.

Task 3.11 I-787 Livable Corridor Study

CDTC continues to work in partnership with NYSDOT and the City of Albany on what is now known as the I-787/Hudson Waterfront Corridor Study. The study is an integrated transportation and land use planning effort in the I-787 corridor of the City of Albany, the City of Watervliet, the Village of Menands and the Town of Colonie (from Exit 2 to Exit 9), including its related structures and access roads. CHA Consulting, Inc. (CHA) has been working on the project in partnership with Creighton Manning Engineering, LLP (CME), Fitzgerald & Halliday, Inc. (FHI) and MKSK, LLC (MKSK). The current objectives of the study are to identify short and long term strategies to:

- Improve access to Hudson River
- Improve/enhance pedestrian access
- Support waterfront revitalization and economic development opportunities
- Integrate previous studies and fresh ideas through an involved stakeholder process
- Support multi-modal transportation objectives
- Guide future planning
- Improve transportation, community, and environmental compatibility
- Account for life-cycle costs of roads and bridges
- Explore potential reductions in maintenance costs over time

This study is expected to be completed by the end of 2016.

A \$240,000 grant from federal Transportation, Community and System Preservation funds are being matched with \$60,000 in State funds through NYSDOT and \$20,000 in cash from the City of Albany to support the consultant effort. In addition, CDTC has committed \$50,000 in federal planning funds to support the project for modeling and other CDTC staff activities.

Task 3.77 New Visions

The New Visions 2040 Plan was adopted in September 2015. The 2040 Plan reaffirms the CDTC's principles, strategies and actions while broadening the scope of the original plan to include many new topics. The Plan update has been a major focus of staff activity for the past two years. Now that the New Visions 2040 Plan is complete, a much smaller budget is needed to maintain the Plan and coordinate efforts to implement the Plan. CDTC will continue to make presentations about New Visions in numerous community forums and will review various regional and community planning efforts in the context of the New Visions Plan. Many Plan implementation efforts will take place in other UPWP tasks, including the development and refinement of New Visions performance measures.

The budget for this task is set at \$50,000.

Task 3.90 Transition to Performance-based Planning and Programming

The Transition to Performance-based Planning and Programming is a Planning Emphasis Area required by MAP-21 that was carried over in the recent FAST Act. It entails the development and use of transportation performance measures, as well as goal setting, performance monitoring, reporting, and transportation programming that supports the achievement of established goals. Ideally, this will add more transparency and accountability into the planning process, and will further ensure efficient use of limited transportation funding. Performance measures are currently being formulated at the federal level by the USDOT, in coordination with state and regional transportation planning organizations. The first few final performance rules will be announced at the end of FFY 2015-2016 with several more expected in the first half of FFY 2016-2017. Once the federal performance measures are in place, NYSDOT will develop statewide targets, followed by the collaborative development of regional performance standards by CDTC and NYSDOT. Input from the public and other stakeholders will factor prominently in the development of regional standards.

CDTC has a history of incorporating performance measures into the planning process based on the New Visions Plan. In preparation for the official release of all MAP-21 performance metrics, CDTC has enumerated likely measures in chapter 13 of its New Visions 2040 plan, and will initiate measurement and tracking of these variables until official metrics are established. Therefore, this task will initially entail data collection of tentative performance measures, analysis of trends and the selection of targets. This will require CDTC staff to apply modeling and scenario planning to develop realistic and aspirational trends and targets. Going forward, continual monitoring and reporting of the measures will be required to guide programming that will help the region meet its transportation goals. This will subsequently require an update of New Visions' performance measure segment, and a broader reemphasis on performance and outcomes. Also, the Transportation Improvement Program selection process will be reviewed to ensure its investment priorities remain firmly tied to the conditions, trends and goals outlined in the performance reports.

Other UPWP tasks related to plan appraisal appertain to this new task such as Task 3.02 Safety Planning and Task 3.07 Regional Operations & Congestion Management, among others. These tasks entail data collection, analysis and monitoring efforts that parallel much of the work involved with this transition. This task will therefore share some of the same resources and staff currently engaged in other Plan Appraisal tasks.

The budget for this task is set at \$60,000.

IV. IMPLEMENTATION PLANNING AND PROGRAMMING

Task 4.07 Human Service Agency Transportation/ADA

Recently approved federal transportation legislation titled Fixing America's Surface Transportation or the FAST Act retains the 5310 Program: *Enhanced Mobility of Seniors and Individuals with Disabilities*. Recipients of Section 5310 funds are required to certify that projects are derived from a locally developed and coordinated public transit-human service agency transportation plan. In addition, coordination among other federally funded public transportation services and other transportation services receiving federal funds is required.

In an ongoing effort to foster coordination among providers of mobility services for transportation disadvantaged populations, CDTC staff will continue to convene the Regional Transportation Coordination Committee (RTCC). Since its inception this group has come together to work on development of the Coordinated Public Transit Human Services Plan for the Capital District and its

updates, coordination efforts, information sharing and assistance with 5310 project solicitation from non-potential project sponsor members of the RTCC.

Staff will continue to reach out to additional potential committee members, including representatives from appropriate state and federal agencies. NYSDOT Public Transportation Bureau staff continues to be a valued key member of the RTCC. Participation from members of the state's Olmstead Cabinet/Most Integrated Setting Coordinating Council such as the Department of Aging, the Department of Health and others will be critical to help fill gaps in the transportation services network. The group will keep apprised of significant changes to the landscape of delivery of human services due to a move toward managed care and integrated settings for therapies, training and employment.

The most recent update of the Coordinated Plan was adopted by the Policy Board in September 2015. Staff will hold a "Tools of the Trade" Workshop, which was a recommendation of the 2015 Coordinated Plan. The event will be held in April 2016 and will provide a forum for information sharing among providers to improve efficiency and delivery of transportation to the people they serve. Additional recommendations from the Coordinated Plan will also be pursued over the next year including restructuring the RTCC meetings to include more presentations from members and to highlight transportation provider issues. Another 5310 solicitation round is also anticipated during 2016.

The annual budget for this task is set at \$50,000.

Task 4.17 Complete Streets/Arterial Management

CDTC established the Complete Streets Advisory Committee in 2013 to research, learn, and share information with the Planning Committee, Policy Board, and other stakeholders on complete streets tools and techniques that could be integrated into plans and roadway projects. Fostering improved communication between municipal and project planners and designers continues as a major goal.

Staff will continue to organize Complete Streets Advisory Committee meetings and directed efforts as laid out in New Visions. The New Visions 2040 Plan identified several actions related to Complete Streets including:

- Develop and adopt a CDTC Complete Streets Policy. Encourage municipalities to adopt policies
- Develop Complete Streets Design and Implementation Guidelines – this effort will involve creating a clearinghouse of available resources, with a focus on design and implementation guidelines and checklists appropriate for the Capital District context and using current linkage study products as models as appropriate.
- Develop a complete streets progress tracking and performance measurement process focused on TIP project outcomes. To develop this process a working group made up of CS AC and Planning Committee members experienced in TIP project implementation would be formed.
- Continue to provide staff and consultant resources for a next round Complete Streets Training and Education Program. Current awarded workshops are being developed and are slated to take place during late winter/early spring 2016. Additional ideas include potential in person training on the NACTO Urban Streets Design Guide, now that the FAST Act has added it to the list of appropriate design manuals to use for federally funded projects, and a regional Complete Streets Summit.

An important component of complete streets is managing access in major travel corridors. Implementation of access management strategies in major travel corridors has dramatically improved transportation system performance in the Region. Integration of access management principles and strategies into Linkage Program studies has been routine. CDTC will continue to engage NYSDOT, the

region's municipalities, and other stakeholders through corridor planning, traffic impact study reviews, the Complete Street Advisory Committee, and through the Linkage Study process.

The budget for this task is set at \$75,000.

Task 4.21 Freight Planning

Freight movement is an important planning factor within the Capital District. Evidence of the importance of freight and goods movement can be found in the Federal FAST Act, New Visions 2040, CDTC's TIP, CDTC's Linkage Studies, and nearly all other aspects of CDTC's work. CDTC's Freight Advisory Committee (FAC) meets regularly and is a sustained meaningful outreach to regional public and private freight stakeholders. Freight and goods movement activity is expected to continue to grow steadily, in terms of both tonnage and value.

Freight and goods movement are strongly linked to regional economic competitiveness and quality of life. During the previous UPWP, CDTC completed a new Regional Freight and Goods Movement Plan (Freight Plan), to better understand the role and profile of freight transportation throughout the region. The Freight Plan will contribute to making appropriate investments to support the efficiency and safety of goods movement. As an area of increasing emphasis at the Federal level, it seems appropriate to take the next steps to implement the recommendations in the Freight Plan. Working under the guidance of the FAC, the following steps are needed to further freight and goods movement planning the Capital District:

- Advocate for, and assist NYSDOT and local jurisdictions with, planning and implementing Early-Action and Long Term Projects identified in the Freight Plan,
- Advocate for, and assist NYSDOT local jurisdictions with, planning and implementing Programs and Policies identified in the Freight Plan, and
- After prioritization from the FAC, complete one of the Freight-related Planning Studies identified in the Freight Plan.

To continue to further CDTC freight planning efforts and augment the Plan's recommendations and the following steps have been identified:

- Update and develop new freight data and GIS information for regional freight facilities and activity.
- Continue participation in development and implementation of NYSDOT's Statewide Freight Plan.
- Implement and monitor the freight performance measures found in the Freight Plan, and collect appropriate data, as needed.
- Expand the freight planning page of CDTC's website to include resources for freight providers and local jurisdictions
- Continue to build and grow membership of the Freight Advisory Committee to bring public and private sector freight stakeholders together.
- Collect data as needed to monitor the regional Freight Priority Network and update as needed.
- Utilize available freight data sets and develop new data sets for forecasting & modeling, monitoring performance measures, and other freight planning activities.
- Continue to build a working relationship with regional higher education institutions, such as the Rensselaer Polytechnic Institute (RPI) Volvo Center of Excellence for Sustainable Urban Freight Systems, and the University at Albany, to support their freight-related activities and develop new initiatives.
- Involve the FAC in all of the above activities, including prioritizing freight planning initiatives and TIP project selection.

The above tasks will require approximately \$115,000 in consultant work, and \$110,000 for CDTC staff. The budget for this task is set at \$215,000.

Task 4.22 Security Planning

The federal transportation law, SAFETEA-LU, was the first to assign the “security of the transportation system” as a stand-alone planning factor. The previous, MAP-21, continued the same emphasis on security. This recognizes that planning has a role in critical elements of transportation security. USDOT recognizes that the role of the MPO in security planning will vary from one region to another. “Security” deals with significant disruptions to the transportation system, either long term or short term, intentional or not.

CDTC has been discussing ways in which the MPO could be a resource in planning for emergencies. CDTC consistently attend the Local Emergency Planning Committee (LEPC) meetings at Albany and Schenectady Counties and is in touch with the LEPCs for Rensselaer and Saratoga Counties. CDTC presented at these LEPC meetings about its mission and potential services it could offer to LEPCs; and CDTC, along with LEPCs, has already identified detour modeling related to emergencies and special events as one major area of service. CDTC has completed detour modeling for two areas in Albany County and one area in Saratoga County.

We will continue to work to identify how CDTC can have a more active role in security planning. We will conduct an inventory of existing emergency plans in the region, and with the help of the LEPCs will identify gaps in these plans where CDTC can assist. The role of security in system performance will also be explored in CDTC’s Regional Operations & Safety Advisory Committee.

The budget for this task is set at \$30,000.

Task 4.23 Every Day Counts Initiative (EDC)

In 2009 FHWA launched Every Day Counts (EDC) in cooperation with the American Association of State and Highway and Transportation Officials (AASHTO) to speed up the delivery of highway projects and to address the challenges presented by limited budgets. EDC is a state-based model to identify and rapidly deploy proven but underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce congestion and improve environmental sustainability.

Proven innovations and enhanced business processes promoted through EDC facilitate greater efficiency at the state and local levels, saving time and resources that can be used to deliver more projects for the same money. By advancing 21st century solutions, the highway community is making every day count to ensure our roads and bridges are built better, faster and smarter.

Since its inception there have been several rounds of EDC innovations and strategies implemented over a 2-year periods. The program is now in the process of introducing EDC Round 4.

CDTC staff represents the State MPO Association (NYSAMPO) on the State Transportation Innovative Council (STIC). Staff attends regional conferences, webinars, and STIC meetings as the NYSAMPO representative, reviews EDC notices, State Action Plans, and other information materials, and disseminates and summarizes these materials for the other NYS MPO Directors at NYSAMPO meetings.

The budget for this task is set at \$15,000.

Task 4.60 Capital Coexist

In response to public feedback, CDTC dedicated a portion of the Bike/Pedestrian planning funds for developing a bicycle and pedestrian education campaign, called Capital Coexist. The campaign continues to be successful since its inauguration in 2010. CDTC distributes safety education activity and comic books, safety tip rack cards, guidebooks, and other safety-related gear like reflective bracelets, as requested by schools, community organizations, and municipalities in the CDTC-area.

CDTC also provides bicycle and pedestrian planning and design education to professionals in the CDTC area by hosting workshops and webinars. In 2015 CDTC hosted the FHWA Resource Center Designing Safe Streets for Pedestrians workshop as well as the Association for Pedestrian and Bicycle Professionals Monthly Webinar Series. AICP, ASLA, and PE credits were available to those eligible.

In order to continue to reach a greater percent of the Capital Region population, CDTC released a solicitation for bicycle and pedestrian safety projects. The program is called the “Capital Coexist Traffic Safety Ambassador” program and is a mini-grant program that makes up to \$5,000 per bicycle and/or pedestrian safety project or program.

This task will sustain the campaign by providing resources to: (1) support website services and maintenance, (2) spread the campaign throughout the region via events, partnerships, and distribution of materials, and (3) fund small-scale bicycle and pedestrian projects and programs throughout the Capital Region.

The budget for this task is set at \$80,000

Task 4.67 Bike/Pedestrian Planning

Bicycle and pedestrian planning continued to receive substantial attention consistent with Policy Board direction:

- Advisory Committee remains very active, meeting monthly
- Updated the bicycle and pedestrian priority network
- Completed update of Bicycle and Pedestrian Action Plan
- Continued distribution of bike maps
- Participation in NYSDOT’s TAP solicitation and evaluation
- Participate in NYSMPO Bicycle and Pedestrian Working Group
- Participate in Parks and Trails New York Bicyclists Bring Business Roundtable
- Collect bicycle and pedestrian count data
- Provide technical assistance to communities in bicycle and pedestrian planning

Most of the work listed above will continue. Finding ways to better integrate public health in the planning and programming process will remain a priority.

The budget for this task has been set at \$90,000.

Task 4.68 Regional Trails Perspective Update

The CDTC collected extensive trail data, including landowner attitudes towards trails, trail user surveys, and count data at major points on Capital Region Trails and released the report titled Regional Trail Perspectives: A Survey of Capital District Trail Facilities, in 2006. With an expanding trail system and changing attitudes towards trails, it is time to update this plan.

This effort will include:

- Conducting and analyzing surveys – trail users and trail adjacent landowners
- Collecting trail user count data
- Reviewing existing trail plans and reports
- Revisiting the Regional Greenway Plan to identify potential, planned, and existing trails
- Compile information on design, operations/maintenance, and public relations for each trail
- Measuring the economic impact of Capital Region trails

The proposed budget for this task is \$100,000.

Task 4.90 Project Delivery and Tracking

CDTC recognizes the obstacles faced by local sponsors of federal-aid projects in complying with federal regulations while seeing a project through to completion that is both on schedule and within budget. Complications can lead to a project going over budget, continuing past schedule, or omitting crucial features. This task therefore aims to monitor, and aid in the continued progress of, locally-administered, federal-aid projects from TIP approval through to their completed construction.

This will initially entail data gathering on the original proposed project scope, schedule and budget, as well as periodic data gathering from project sponsors regarding any significant changes in scope, schedule or budget. This data gathering will require outreach to sponsors which will facilitate opportunities for CDTC to help sponsors navigate the federal-aid process if needed, particularly in the period before they acquire NYSDOT consultant approval, by informing them of their options and obligations. Final data collection on the completed project will allow for a comprehensive analysis of what scope changes, if any, have occurred that have not already been documented.

Staff will compile this data into a project delivery database that will track schedule and budget performance measures for sponsors, as well as information on initial scope and its evolution. This database will become the basis for strategic assistance to sponsors, scope change auditing, and future merit evaluation, among other uses. Specifically, this will help the Committee keep track of a sponsor's project delivery track record as it relates to future TIP merit evaluation. Additionally, this will allow CDTC to ensure sponsors included all elements detailed in their initial proposals/scope changes. Ideally, this effort will help to keep locally sponsored projects in the region on schedule and within budget, while also allowing CDTC the opportunity to gather crucial data on sponsors' project delivery capacity and changes in scope to constructed projects.

The budget for this task is set at \$40,000.

Task 4.97 Transportation Improvement Program (TIP) Development and Maintenance

One of CDTC's most important responsibilities is the development and maintenance of a multi-modal program of transportation projects called the Transportation Improvement Program (TIP). In 2016, CDTC and the other thirteen New York State MPOs through NYSAMPO will be working closely with NYSDOT and member agencies to make adjustments to the current Statewide Transportation Improvement Program (STIP) based on current economic, legislative, and programmatic uncertainties (Most of the MAP-21 rulemakings have not been finalized). This update of the STIP will provide the opportunity to incorporate programmatic revisions necessitated by lower than anticipated federal revenues, and to begin discussing ways of implementing innovative system preservation strategies that integrate sound asset management principles into the TIP project selection process. This exercise will also provide the opportunity to coordinate transportation investment with the regional economic development strategies being developed by the Governor's Regional Economic Development Councils.

Development and maintenance of CDTC's TIP will continue to require a high level of effort in 2016-18. The latest TIP update will be completed in June 2016. CDTC will also work very closely with the NYS DOT and other members to carry-out Governor Cuomo's infrastructure preservation initiative.

The budget for this task has been set at \$150,000.

V. PROVISION OF SERVICES

Task 5.05 Town of Guilderland: Westmere Corridor Study (carryover)

This is a study approved for the 2010-11 Linkage Program. CDTC is assisting the Town of Guilderland with a consultant study to create a land use and transportation plan for Guilderland's Westmere Corridor. The corridor study was identified as a follow-up effort to the Town of Guilderland's Comprehensive Plan adopted in 2001. The study will primarily focus on long term redevelopment opportunities, options for utilizing small and narrow lots, buffer options between residential and commercial property, arterial management guidelines, bicycle and pedestrian improvements and transit amenity improvements along Western Avenue.

This Task will be completed by May/June 2016.

Consultant Total: \$17,000 (\$0 federal, \$17,000 local cash match)
CDTC Staff Technical Assistance of \$6,000 is found in Task 5.67.

Task 5.19 Albany Shaker Road Corridor Study

CDTC is assisting the Town of Colonie and Albany County with consultant assistance to address traffic issues as they relate to future development along Albany Shaker Road (from the City of Albany line to just beyond Watervliet Shaker Road). The purpose of the study is to first analyze problem areas in the corridor; including traffic signal operations and delays, lack of turn lanes, etc., and extrapolate how those problems may be exacerbated by future development. Second, the study will investigate and prioritize land use and roadway measures that could optimize the existing roadway. Concepts to be explored include zoning and planning changes, options for intersection improvements such as signal coordination and retiming, turning lanes, roundabouts and/or other cross section changes, improvements to increase walking, bicycling and transit use, and access management techniques. The study should produce a prioritized list of improvements and countermeasures with cost estimates, cost effectiveness analyses and feasibility considerations.

This study is scheduled to be completed in October 2017.

Consultant Total: \$80,000 (\$60,000 federal, \$20,000 local cash match)

CDTC Staff Technical Assistance: \$10,000

Local In-Kind Staff Contribution: \$5,000

Task 5.20 Freemans Bridge Road Complete Streets Feasibility Study & Policy

CDTC is assisting the Town of Glenville with consultant assistance and CDTC staff technical assistance to undertake a Complete Streets feasibility study on Freemans Bridge Road. The goal of the study is to enable safe, attractive, and comfortable access and travel for users of the road to increase the walkability and livability of the town. Building upon the findings of the 2015 Traffic Evaluation of Freemans Bridge Road, the study would analyze the existing conditions and research feasible options for future road design concepts that incorporate Complete Streets features. Getting buy-in from the public, property owners, other stakeholders and NYSDOT on the concept(s) is a key aspect of this project. Strategies to be evaluated include access management and mobility for automobiles, bicycle, pedestrian and the potential for transit.

This study is scheduled to be completed in October 2017.

Consultant Total: \$50,000 (\$25,000 Federal, \$25,000 Local Cash Match)

CDTC Staff Technical Assistance: \$2,500

Local In-Kind Staff Contribution: \$7,500

Task 5.51 Provision of Technical Services

CDTC staff provides a significant amount of technical assistance to members and other local agencies under this task and to other parties through Task 5.52, Provision of Community Services. This task will continue with a scope similar to that shown in the past, including contractual support to the Town of Colonie for GEIS implementation in the Airport, Lisha Kill, and Boght Road areas of the town. Staff will continue to work with the Towns of Colonie, Bethlehem, and Guilderland to review traffic impact studies, and has begun working with the Town of Malta on their GEIS implementation. Ongoing technical assistance is programmed for Albany County in connection with its annual contract with CDTC.

Staff will also entertain county and municipal requests for small scale planning and traffic engineering studies designed to assess the feasibility and impact of complete street treatments, access management strategies, street network connectivity, pedestrian improvements, and any other action that would promote implementation of New Visions. These should be simple studies that address operational questions with scopes priced under \$7,000. Examples include:

- Road diet
- Traffic signal warrant analysis
- Traffic signal re-timing
- Impact of local street connections on arterial performance
- Driveway consolidation in commercial corridors
- Trip generation and distribution analysis for development

Products would be limited to meetings, letters, memoranda, travel and traffic data summaries, and very brief reports.

The budget for this task is set at \$140,000.

Task 5.52 Provision of Community Services

The CDTC staff continues to provide traffic data and other limited technical assistance to businesses, the development community, engineering and planning consultants, students, and various community groups. Staff also participates in meetings of the Capital District Smart Growth Forum and other business forums.

The budget for this task is set at \$45,000.

Task 5.60 Transit Planning Support

CDTC staff continues to support CDTA staff and its consultants in exploring alternative and innovative ways of implementing New Visions transit-related recommendations as well as CDTA's Transit Development Plan. As needed, CDTC staff will provide planning support to CDTA for general transit system planning and assisting CDTA in meeting its Federal Transit Administration (FTA) requirements. In addition, CDTC staff will work with CDTA on the following New Visions related initiatives:

- Investigate new funding mechanisms to support CDTA transit operations. Options may include novel sales tax concepts, appropriate fare increases for the base fare on fixed route services and/or new and expanded transit access agreements for employees in the technology, casino, and non-profit sectors.
- Use national criteria as set forth in the Transit Cooperative Research Program Report 165: Transit Capacity and Quality of Service Manual to begin identifying transit corridors in the region with the potential to support higher level transit in 5 to 20+ years. This will serve as the basis for long range transit planning beyond the 40 miles of Bus Rapid Transit currently being implemented.
- Encourage improved intermodal connections among transit providers including Amtrak, intercity bus carriers, and the Albany International Airport as well as connections to walking, bicycling, and driving. Work with CDTA and regional transit carriers, including Amtrak, on the development of shared intermodal stations and transit centers.
- Work with municipalities on planning and implementation of zoning or other regulatory tools to support transit oriented or supportive development.
- Work with CDTA on developing and/or refining the region's transit performance measures per federal requirements.

Task 5.61 Project Development Support (TIP Funded) (on-going)

CDTC staff continues to support NYSDOT Region 1 in developing traffic forecasts and other material for project development and design purposes. Specific support ranges from analysis of maintenance of traffic plans to sketch analysis of traffic diversions from alternative highway routings. This effort is funded with Surface Transportation Program (STP) funds as part of the TIP, and will continue at the same level in 2016-17.

Major efforts over the past two years have included the following:

- I-87 Exit 3 or 4 Airport Connector; A240; PIN 1721.51; Town of Colonie, Albany County. Additional traffic assignments were run by CDTC staff to evaluate alternatives.
- Prepared a Traffic Diversion Analysis for the South Mall Expressway Construction project (PINs 1809.81 and 1809.82) using the CDTC STEP Model. Extensive development of the STEP Model network was required to represent the complexity of the ramp system in this subarea.

- Reviewed consultant traffic forecasts for Route 9W in the Town of Bethlehem and the City of Albany for the NYS Thruway Authority, and prepared an analysis of future travel origin destination patterns using the CDTC STEP Model.
- Prepared a refined CMAQtraq emissions analysis for the Western Avenue Pedestrian Facility Improvements project (U.S. Route 20 (Western Avenue) Town of Guilderland Pedestrian Facility Improvements). This project will be constructed in two phases (PINs 1808.01 AND 1809.97). A separate analysis was prepared for each PIN. The year of analysis for PIN 1809.97 was changed to 2015, based on expected date of construction.
- Prepared traffic forecasts for Route 85, from the Thruway Bridge to I-90 Reconstruction (PIN 1125.18, A321). Prepared a diversion analysis for the impacts of construction.
- Prepared estimates of intersection approach volumes, based on the CDTC STEP Model, for 51 intersections for the CDTA River Corridor.
- Reviewed alternatives and participated in a public meeting for the U.S. Route 20 (Western Avenue) Town of Guilderland Pedestrian Facility Improvements projects.
- Analysis of Emissions Impacts and Benefits for the following projects:
 - PINs 1808.01 AND 1809.97, U.S. Route 20 (Western Avenue) Town of Guilderland Pedestrian Facility Improvements
 - Project T82, Off-Board Fare Collection System.
 - 1757.36- Crescent Road Bike and Pedestrian Improvements
 - 1757.95- Sheridan Hollow Sidewalks
 - 1758.00- Erie Boulevard/Jay Street/Nott Street/Front Street Roundabout
- PIN 1758.05, ITS Signal Improvements on Pawling Avenue- CDTC STEP Model forecasts were provided.

The budget for this task is set at \$135,000.

Task 5.62 New Scotland Zoning Refinements and Site Design Guidelines

CDTC will assist the town of New Scotland with the development of zoning refinements and site design guidelines for the Hamlet of New Scotland. This project will implement recommendations in the Master Plan for the Hamlet of New Scotland. Zoning refinements will strike a balance between the study area's significance as the town's largest commercial zone, the importance of commercial development as a central component of a sustainable tax base, and the community's clear wishes for development in size and character that is in keeping with community character and the highly scenic nature of this area of town. Illustrated design guidelines will accompany the zoning changes to help regulate site design and protect the character of the community.

This study is scheduled to be completed in June 2016.

Consultant Total: \$44,000 (\$33,000 federal, \$11,000 local cash match, \$5,000 CDTC Staff technical assistance)

Task 5.63 Regional Travel Demand Management Initiative

Transportation Demand Management refers to various strategies that change travel behavior. Relevant strategies encourage more efficient travel patterns, such as shifts from peak to off-peak periods, from automobile to other modes, and from dispersed to closer destinations. CDTC staff will continue to provide the following TDM services:

- Ongoing support for iPool2, the regional ridesharing program, including Guaranteed Ride Home registration and coordination with Adirondack/Glens Falls Transportation Council and NYSDOT;

- Maintenance of Capital Moves, the regional website for travel options;
- Maintenance of regional Park and Ride lot data hosted on Capital Moves;
- Maintenance of a publicly available listing of existing vanpools;
- Bicycle and pedestrian encouragement projects, such as Bike to Work Day, Bicycling Guides, and Walking Guides;
- Technical assistance for consultants, developers, companies and member agencies; and
- New TDM projects.

Staff will continue to work with NYSDOT to restore iPool2 functionality lost upon joining the 511 system.

In addition, staff will support Task 4.17 Complete Streets and the Complete Streets Advisory Committee in their work with municipalities and developers to encourage inclusion of not only Complete Streets but also TDM elements in traffic impact analyses.

The budget for this task is set at \$60,000.

Task 5.64 Stillwater Route 4 Zoning and Site Design Standards

CDTC will assist the Town and Village of Stillwater with the development of zoning district revisions and site design guidelines for the Route 4 corridor. The project will assist the Town with implementing the Route 4 Corridor Plan, the Local Waterfront Revitalization Plan for the Town and Village, as well as several other local plans. The goal will be to promote walkable mixed-use development where there is existing development and preserve rural and historical areas north of the Village and near the Saratoga Historic Battlefield.

This study is scheduled to be completed in January 2017.

Consultant Total: \$90,000 (\$67,500 federal, \$22,500 local cash match).

Task 5.66 Saratoga Springs Bicycle, Pedestrian and Public Transit Master Plan

CDTC will assist the city of Saratoga Springs with the development of a bicycle, pedestrian and public transit master plan. The project will assist the City with implementing its recently enacted Complete Streets policy and various local plans including the City's Comprehensive Plan, the Downtown Transportation Plan and the Route 50 Southern Gateway Study. The effort will produce mapping, policy recommendations, short and long term capital solutions as well as programmatic activities (education, encouragement, etc.)

This study is scheduled to be completed in September 2016.

Consultant Total: \$26,097 (\$11,097 federal, \$15,000 local cash match)

Task 5.67 Linkage Program Administration and Technical Support

CDTC's Community and Transportation Linkage Planning Program (the Linkage Program) is an integrated land use and transportation planning program created to implement the regional transportation plan. The program has been recognized as a national best practice in livability planning and is the cornerstone of CDTC's public outreach efforts. The program provides consultant or CDTC staff technical assistance for joint regional-local planning initiatives that link transportation and land use. CDTC has

funded a total of 83 collaborative, jointly-funded planning studies through the Linkage Program over the past fifteen years. Active, individual planning studies are listed in the UPWP as individual tasks. This task supports CDTC staff administration and technical support of the Linkage Program and its individual planning studies. CDRPC will also use UPWP funds to contribute additional technical support and input into the individual studies as noted below. Specific activities include:

- Maintenance of a database of active and completed Linkage Program plans on CDTC's website. A web based map tool has been developed and will be updated in 2016.
- Linkage Program project solicitation and submission evaluation. (both CDTC and CDRPC staff)
- Development of requests for expressions of interest.
- Consultant selection and documentation. (both CDTC and CDRPC staff)
- Contract preparation and study progress monitoring.
- Study advisory committee participation. (both CDTC and CDRPC staff)
- Data collection, analysis, and technical writing when the use of CDTC staff appears to be a more appropriate and effective means of completing Linkage study tasks.
- Staff support of quarterly Linkage Forum meetings. The Linkage Forum was established as an ongoing opportunity for plan progress monitoring, professional development and best practice sharing amongst municipal, state agency and regional planners. (both CDTC and CDRPC staff)
- Linkage plan implementation progress monitoring.
- Publishing success stories and promoting the program's approach through various state and national conferences and organizations.

Of the 14 new or carryover studies in the 2014-2016 UPWP, three have been or will be completed by March 31, 2016 and eleven will be completed or initiated after April 1, 2016 as follows:

Three studies completed or will be completed by 3/31/2016:

- Town of Clifton Park Strategic Zoning Code Revisions
- Town of East Greenbush Design Standards
- Schodack Town Center Plan

Eleven Continuing Planning Studies:

- Albany Complete Streets Policy and Design Manual
- Albany Waterfront Bikeway Connection Feasibility Study
- Bethlehem Delaware Avenue Complete Streets Feasibility Study
- Guilderland Westmere Corridor Study
- New Scotland Hamlet Zoning Refinement and Site Design Guidelines
- Malta Route 9 Reconfiguration Feasibility Study
- Saratoga Springs Bicycle, Pedestrian and Public Transit Master Plan
- Schenectady Urban Bike Infrastructure Master Plan
- Schodack Town Center Zoning Code Amendments and Site Design Guidelines
- Stillwater Route 4 Zoning and Site Design Standards
- Troy Bicycle Facility Guidelines

The budget for this task is set at \$190,000 (\$165,000 CDTC/\$25,000 CDRPC).

Task 5.68 Carshare

Carsharing vehicles are generally located in residential areas, and have automated pick-up and drop-off procedures with hourly pricing. This makes occasional use of an automobile affordable, even for low-income households, and by allowing households to reduce their vehicle ownership it provides an

incentive to reduce driving and rely more on walking, transit, and bicycling. Staff will continue to support carsharing in the City of Albany, with long-term expansion plans to include the Cities of Troy and Schenectady. Funds will support education and outreach of the service by CDTC staff.

The budget for this task is set at \$25,000.

Task 5.69 Bikeshare

Bikesharing is a public bicycle system in which bicycles are available for shared use on a very short-term basis, and may be picked up and returned at different locations. Staff will continue to plan and promote Bikesharing in the Capital Region, with a focus on the Cities of Albany, Saratoga Springs, Schenectady, and Troy. CDTC will provide staff support to a group of municipal partners and interested private stakeholders to coordinate for eventual realization of public Bikesharing in the region. Work will be directed by this group, but is expected to encompass outreach to potential sponsors and creation of an RFP for vendor services, and could also include support for education and outreach by CDTC staff when a program is implemented.

The budget for this task is set at \$25,000.

Task 5.71 Albany Complete Streets Policy and Design Manual

CDTC is assisting the City of Albany with a consultant effort to create a Complete Streets Policy and Design Manual to complement its recent Comprehensive Plan and Bicycle Master Plan as well as the city's Complete Streets Ordinance. The document will establish criteria for different streets and intersections throughout the City, based on the street/intersection type, context, and use; and will determine street typologies, provide design guidance, and establish policies and standards of implementation. The Manual will be used as a guide by municipal departments when instituting any City street construction, reconstruction, or resurfacing projects, as well as for public and private developments as part of the City's development review process.

This study is scheduled to be completed in June 2016.

The budget for this task is set at \$20,000 (\$20,000 federal share).

Task 5.72 Malta Route 9 Reconfiguration Feasibility Study

CDTC is assisting the Town of Malta with a consultant effort to identify and explore the technical issues to achieving the vision of Route 9's classification as a Core Street under the town's Form Based Code and the connections of Route 9 to site designs of adjoining future land-use development. The study will also include a comprehensive approach to implementing complete streets treatments in the corridor and will provide a partial draft of a NYSDOT style scoping report to be used in project development as implementation funds become available. The study area is along Route 9 from Cramer Road to Knabner Road, with particular emphasis on the section from the northern Ellsworth Commons property line to Saratoga Village Boulevard.

The final report is planned for Fall 2016.

The budget for this task is \$33,500 (\$23,500 federal, \$10,000 local cash match).

Task 5.73 Schodack Town Center Zoning Code Amendments and Site Design Guidelines

CDTC is assisting the Town of Schodack with a consultant effort to develop a zoning code update, illustrations and site design guidelines to implement the Town Center Plan. The project will aim to use this new zoning code to create a sense of place for the Town by way of pedestrian and bicycle friendly streets in a “small traditional village”. Specifically, the Town is looking to develop code changes that include land uses, bulk and use tables, site design guidelines, lighting requirements, signage requirements, and the inclusion of “complete streets” narratives and design treatments. A consultant team led by the Laberge Group was selected for the project in 2015 and a study kick-off meeting was held in early 2016. The study will be completed in 2016.

The budget for this task is \$45,000 (\$33,750 federal, \$11,250 local match)

Task 5.80 The City of Albany Waterfront Multi-use Path Connection Feasibility Study

The study was funded through the 2015-16 Community and Transportation Linkage Planning Program. CDTC is assisting the City of Albany with a consultant study to examine alternatives and methods for connecting to the Mohawk-Hudson Bike-Hike Trail and the Albany County Helderberg-Hudson Rail Trail, and make recommendations for how the connection can best accommodate all users.

A scope of work was finalized and a REI was issued in 2015. A consultant selection committee was assembled and unanimously chose Alta Planning + Design (Alta) for the project. The consultant contract with Alta has been finalized. The Technical Advisory Committee (TAC) members, which will serve as the steering committee for the study, have been confirmed. The consultant has begun collecting existing conditions data, and compiling relevant documents and reports. Project kickoff meeting was held in January 2016, and we plan to complete this study in September 2016.

Consultant Total: \$70,000 (\$50,000 federal planning funds, \$20,000 local cash match)
CDTC Staff Technical Assistance: \$10,000

Task 5.81 Bethlehem Delaware Avenue Complete Streets Feasibility Study

CDTC is assisting the Town of Bethlehem with a consultant effort and additional CDTC staff technical assistance to undertake a complete streets feasibility study on Delaware Avenue from Elsmere Avenue to the Normans Kill Bridge. The goal is to provide safer travel options for pedestrians and bicyclists, and to improve the quality of life for local residents. Strategies to be evaluated include access management, bicycle, pedestrian and transit user improvements, the feasibility of a road diet (lane reduction) on Delaware Avenue, streetscape enhancements and zoning law adjustments.

This study is scheduled to be completed in June 2017.

Consultant Total: \$60,000 (\$21,250 federal, \$38,750 local match, CDTC Staff Technical Assistance: \$10,000)

Task 5.82 Schenectady Urban Bike Infrastructure Master Plan

CDTC is assisting the City of Schenectady with a consultant effort to update its current Urban Bike Route Master Plan by creating an Urban Bike Infrastructure Master Plan which accounts for new bike trips being generated by new development and redevelopment throughout the City, especially downtown. This effort will identify key generators and destinations to develop an updated priority network map, key locations for bicycle infrastructure, especially the use of sharrows, key locations for informational kiosks

and way finding signage and the identification of roadway corridors for the implementation of complete street transportation concepts. Alta Planning + Design was selected for the contract in 2015. The study should be completed by the end of 2016.

Consultant Total: \$75,000 (\$56,250 federal funds, \$18,750 local match)

Task 5.83 Troy Bicycle Facilities Guidelines

CDTC is assisting the City of Troy with a consultant effort to develop a detailed set of bicycle facility guidelines to create a cohesive bicycle network throughout the City. The city recently passed a Complete Streets policy (summer 2014) and is looking to provide a well-designed bicycle network in urban neighborhoods as well as identifying safety-enhancing bicycle facility designs. Key project elements include developing a roadway hierarchy related to bicycle facility types and identifying standards and guidelines for bicycle facilities in the City including bike parking.

This study is scheduled to be completed in June 2017.

Consultant Total: \$30,000 (\$22,500 federal funds, \$7,500 local match)

Task 5.86 Clean Communities

The U.S. Department of Energy's Clean Cities Program is a voluntary, locally-based government and industry partnership. It is designed to advance the national economic and energy security of the nation by supporting local decisions to reduce use of petroleum fuels in vehicles. Clean Cities carries out this mission through a network of more than 90 volunteer coalitions which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends fuel economy, hybrid vehicles, and idle reduction. Capital District Clean Communities was formed in 1999 to take advantage of the environmental, public health, energy, and economic benefits that the program offers. In early 2001 CDTC agreed to assume the lead role in managing the program previously provided by Schenectady County. CDTC in its 13th year leading the coalition here in the Capital District and is currently the only MPO in New York to directly host a Clean Cities coalition.

In 2014-15 CDTC received funding support for its Clean Communities activities from various partners. CDTC received \$30,000 from USDOE through a contract with LTI to support the core activities of the coalition. CDTC also received \$6,000 to assist in the development of an Electric Vehicle Charging Station Plan for the I-90 Corridor.

The Capital Region is home to numerous large fleets containing alternative fuel vehicles including much of the NYS fleet's CNG, E85 and hybrid vehicles, CDTA's 50+ hybrid buses and Albany International Airport's CNG shuttles. Many school districts have also begun replacing diesel buses with propane or hybrid electric buses. Since 2013 electric vehicle charging infrastructure has expanded rapidly throughout the region.

During 2016-17, coalition efforts will focus on education and outreach, including promotion of the USDOE's Workplace Charging Challenge and CNG education for stakeholders in Saratoga County, where two new CNG stations will be constructed. CDTC will continue to host CDCC and provide a forum for both public and private organizations and businesses to jointly explore new technologies. In addition, CDTC's involvement will assure coordination with regional planning and programming activities, including TDM, transit, and ridesharing efforts. USDOE assistance increased to \$45,000 in 2016.

CDTC will also develop an electric vehicle charging station rebate program to demonstrate its commitment to increasing deployment of electric vehicles in the Capital Region. The program will provide up to \$25,000 in rebates to charging station hosts that install publicly-accessible Level 2 or DC Fast Charge infrastructure, and will be funded with USDOE funds.

The budget for this task is set at \$65,000 (\$45,000 USDOE funds).

Task 5.89 New Visions Guidebook/Training

To assist local communities in aligning local planning actions with sustainable development principles, CDTC and CDRPC partnered in the creation of the New Visions 2030 Regional Development Guide. The guide provides municipal Planning Boards, Zoning Boards, professional planners and elected officials with examples of development tools and techniques being used in the Capital Region to foster sustainable community development and smart growth. The Guide will be updated and will be made available to the public via CDTC's website in 2016.

The budget for this task is set at \$10,000.

Task 5.90 Public Participation

CDTC has a long history of public involvement in its plans and programs. CDTC's Public Participation Policy was designed as a resource for CDTC's committees, staff, and general public to better understand CDTC's overall public participation strategy and procedures, as well as the federal mandates that inform CDTC's public outreach efforts.

In an effort to help make CDTC's work available to as many of the region's businesses and residents as possible, CDTC publishes its Newsletter, "In Motion". The newsletter provides information about CDTC's projects, programs, and activities, and how to reach CDTC and its staff. The CDTC Public Participation Policy was updated September 2015.

CDTC improved its website in 2015-2016 by moving to a content management system, improving navigation to content and making the overall site more attractive and user friendly.

CDTC is committed to improving its outreach process. In the next year staff will:

- Continue the newsletter.
- Launch a new, updated CDTC website and continue to add new content to the site in 2016-2017 to provide more information about CDTC's activities for member agencies and the general public.
- Maintain the iPool2 Ride2gether website which offers a ride-matching service and a one-stop shop for traveler needs.
- Maintain the Capital Coexist bicycle and pedestrian awareness website.
- Continue the social media outreach on Twitter and Facebook.
- Continue public outreach efforts for the *New Visions 2040*, CDTC's regional transportation plan.
- Explore new strategies to engage the public, particularly those means demonstrated to have been successful elsewhere.
- Consider ways to ensure meaningful access for persons having limited English proficiency.

The budget for this task is set at \$40,000.

Task 5.91 Bus Rapid Transit Planning

CDTA has committed to the implementation of 40 miles of Bus Rapid Transit (BRT) in the Capital Region. CDTC staff will continue to assist CDTA with the implementation and enhancement of BRT on the existing NY 5 Corridor (red line), the proposed Washington/Western Avenue Corridor (purple line) and the proposed River Corridor (blue line) on an as needed basis. As part of this task, CDTC and CDTA will work to identify opportunities to improve the reliability and efficiency of the red line, and the future blue and purple lines by exploring bus/transit only travel lanes and other infrastructure improvements.

The budget for CDTC staff support is set at \$30,000.

VI. STATEWIDE PLANNING EFFORTS

6.01 NYSAMPO Shared Cost Initiatives (SCI)

The Shared Cost Initiative Program is a joint program of the State's thirteen MPOs, with funding provided from each MPO and administration provided by a "host" MPO for each effort on behalf of the group. Planning efforts funded through this program support research and technical activities of a mutually beneficial nature to all thirteen MPOs in the State.

- NYSAMPO Staff Support: CDTC will continue to hold the annual contract for the Statewide Association staff support. For 2016-18, the contract will be \$250,000. CDTC will continue to manage the contract.
- NYSAMPO Shared Cost Studies: There are no shared-cost initiatives currently programmed. The Association has decided not to add new projects until the new transportation bill is signed.
- NYSAMPO Staff Training: Will continue to provide for limited training opportunities related to GIS, freight planning, environmental planning, and simulation modeling during 2016. The Genesee Transportation Council (GTC) will manage the program.
- AMPO Dues: CDTC's AMPO dues total \$2,397 (PL funds), which are redistributed to BMTS which pays AMPO on behalf of all New York State MPOs.

6.02 State Planning Research (SPR) Funded Efforts

There are seven (three completed in 2011) NYSDOT State Planning Research (SPR) studies that are directly applicable to the Capital Region:

- I-87/Route 9 Integrated Corridor Management Study (Underway): The primary goal of the study is to identify cost-effective ways to reduce traffic congestion related to incidents on the Northway. Because the Northway is part of a larger travel corridor that includes Route 9, connecting arterials and collectors, and bus routes, the study will take a holistic approach that looks at ways to optimize travel in the whole corridor, not just the Northway. CDTC is advancing this study on behalf of NYSDOT. The 20 percent local match for this \$500,000 study is being provided by NYSDOT.
- Route 50 Saratoga Springs Bike/Pedestrian Safety Study (Completed in 2011): CDTC, NYSDOT Region 1, and NYS OPRHP completed a bicycle and pedestrian safety study of the Route 50 corridor in the City of Saratoga Springs. The 20 percent local match for this \$75,000 study was provided by NYSDOT.

- Short-Term Traffic Data Collection Program (2012-16): This program is comprised of inventory counts compiled for state and locally-owned roads, both on and off the federal-aid system. The budget for this task is set at \$2.75 million (for locations throughout Region 1 and Region 9).
- NYSAMPO Working Group Support (Completed): To cooperatively identify and address opportunities and issues of statewide significance as they relate to New York's 13 MPOs via activities conducted by NYSAMPO's working groups, of which NYSDOT is a participant. The budget is set at \$42,500 for 2011-12.

6.03 American Recovery & Reinvestment Act (ARRA) High Speed Rail Planning Initiatives

Two High Speed Intercity Passenger Rail studies were funded by the Federal Railroad Administration under ARRA:

- Empire Corridor Program Planning: The purpose of this study is to identify major enhancements in intercity passenger rail service for the Empire Corridor, including introduction of higher speeds west of Albany. This is a \$3.5 million study, funded with \$1.0 million ARRA funds and matched with \$2.5 million in State funds.
- New York/ Vermont Bi-state Intercity Passenger Rail Program Planning: The purpose of this \$1.0 million study is to identify and evaluate cost-effective ways to improve passenger service between Albany and Rutland, Vermont. Half the cost of this study will be funded through ARRA funds awarded to Vermont.