

Meeting Notes
January 11, 2022

1.0 New Business

1.1 Welcome & Introductions

Attendance: Carrie Ward, Jen Ceponis, Nicole McGrath, Ed Davidson, Stephen Feeney, Tina Carton, Steve Bratspis, John DiMura, Ed Brennan, Rogerio Rodrigues, Charles Welge, Jack Celuch, Martin Daley, Linday Zefting, Peter Knutson, Lynn Walkuski, Janette Kaddo Marino, Fred Mastroianni, David Woodin, Art Clayman, John Mitchell, Ivan Vamos, Linda von der Heide, Lindsey Bradt, Valerie Deane, Jennifer Hogan

Presentation: Prioritizing Investments for Safe & Accessible Active Transportation

Jen Ceponis discussed the process that CDTC uses to review applications for funding under the Transportation Improvement Program. She reviewed the qualitative portion of the review, and the criteria used to create the pedestrian and bicycle priority networks. She then discussed the procedure used for the quantitative portion of the review. Over the years since the early 2000's, funding spent on bike/ped projects have been increasing.

1. Discussion items:

a. 2022-27 TIP Update

Jen Ceponis reviewed the currently planned schedule for the TIP update.

b. New Visions 2050 Implementation

Jen Ceponis noted that staff will begin to lay out the process and schedule for the next update of New Visions, and reviewed the upcoming [New Visions Virtual Learning Series](#):

- Tuesday, January 18 at 3:30 p.m. - Working with CDTA: Transit Stops, Site Design & Universal Access
- Tuesday, February 22 at 3:30 p.m. - Air Quality & Transportation Planning / Modeling
- Tuesday, March 22 at 3:30 p.m. - The Climate Crisis & How to Plan for a Resilient Transportation System
- Tuesday, April 19 at 3:30 p.m. - What Can Your Regional Planning Agency do for You?

Our goal with the series next year will be to plan sessions that review tools or strategies useful for members.

c. ADA Transition Plans

Carrie Ward reviewed the status of local transition plans with which CDTC is assisting. A draft for Saratoga Springs should be available soon, and data collection is about halfway done in the City of Albany.

Status of Planning Initiatives

- Capital Coexist 2.0 projects are wrapping up and we hope to have presentations of completed projects soon. The program has grown from a bike/ped focus to include other areas of safety. Details on next year's program are not yet available, but should be ready by April.
- Ivan noted that DEC released the [Climate Action Council Draft Scoping Plan for Public Comment](#) on January 1st. The public comment period will last for 120 days. It seems not to consider the environmental benefit of walking and bicycling for transportation.
- Martin noted that the Governor's booklet of priority projects for the state includes the [Livingston Avenue Bridge replacement \(page 93\)](#) with bicycle-pedestrian access. The next step will be a Section 106 review as it is a historic bridge.
- Art Clayman announced that Cycle Schenectady held its first full meeting in December. They followed up on the recent hit and run death of a cyclist – the driver was not charged in that case. Video footage indicates that the driver was not at fault. Cycle Schenectady will be working with the Schenectady Greenmarket to encourage people to visit the market by bicycle.
- Tina announced that the City of Saratoga Springs is about to go out to bid for the Greenbelt Trail, and is progressing to final design for the sidewalk project. Construction on both is expected this summer. The City will likely release an RFP to incorporate bike lanes on Union Ave. NYSDOT may include bike lanes on Union Avenue from East Avenue to Henning Road, and the City would look to continue them west.
- Rogerio inquired if anyone knows more about a Town of Glenville proposal to remove heavy truck traffic from Glenridge Road because trucks keep hitting the railroad overpass. It seems like this could result in safety improvement for cyclists & pedestrians.

2.4 Upcoming Meetings

The next meeting is scheduled for February 8th at 9am via Zoom with a presentation from the consultant team working on the Patroon Creek Greenway. Please [register in advance](#).



BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

January 22, 2022



Upcoming Meeting: Meetings Open to the Public: The next meeting is scheduled for February 8 at 9:00am

1. Welcome & announcements
2. Presentation: Prioritizing Investments for Safe & Accessible Active Transportation
3. Discussion items:
 1. 2022-27 TIP Update
 2. New Visions 2050 Implementation
 3. ADA Transition Plans
 4. Status of Planning Initiatives
4. Other Updates
5. Upcoming Meetings: The next meeting is scheduled for **Tuesday, February 8th** at **9:00 a.m.** and will feature a presentation on the proposed trail alignments for the Patroon Creek Greenway.

COVID-19 Update

- CDTC Office is open 5 days/week
- Staff is in 4 days/week on shift schedule
- Staff can now be reached more easily via the office phone number
- Visitors are allowed at CDTC with an appointment and must wear masks
- Meetings continue to be *mostly* virtual; Planning Committee & Policy Board is “hybrid”
- Staff continues to follow local & state public health guidelines



Prioritizing Investments for Safe & Accessible Active Transportation



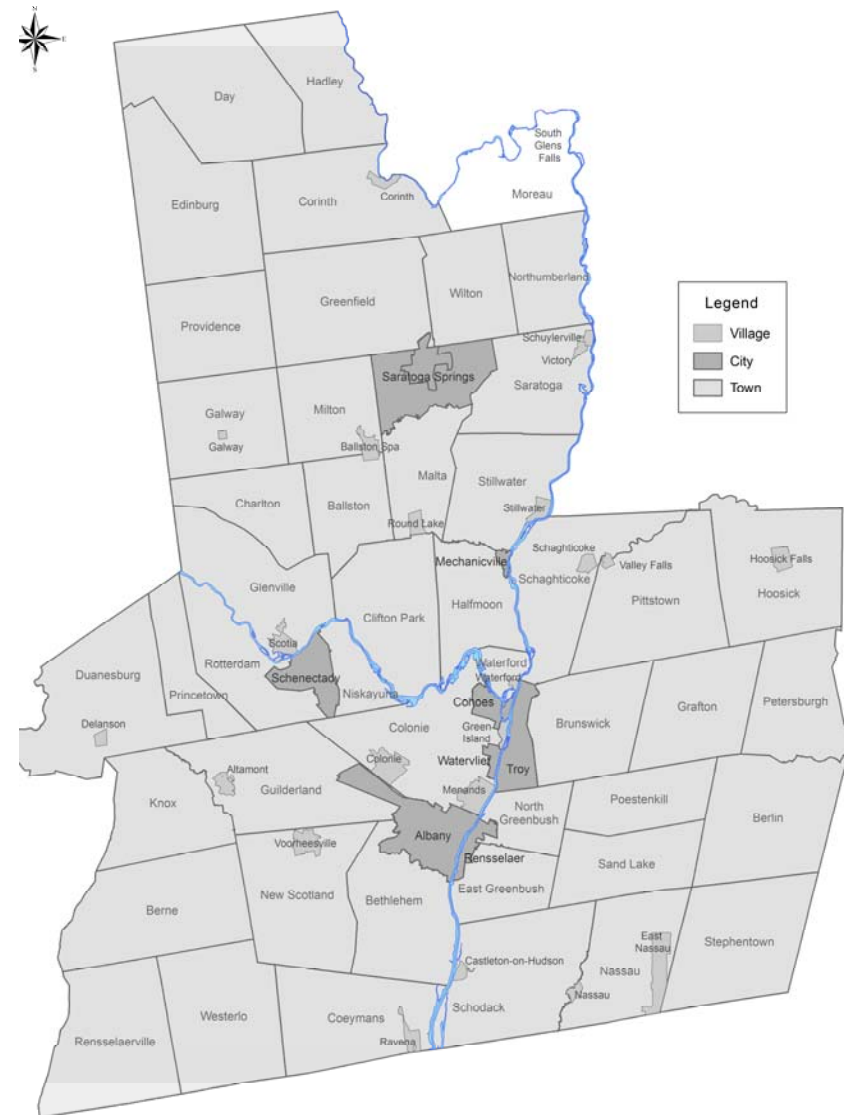
What is the TIP?

- Transportation Improvement Program
- 5-year capital plan for federal transportation funding
- For CDTC about \$60-65 million per year including all State and local projects
- Must reflect recommendations, goals, and priorities in the long-range regional transportation plan (New Visions)!
- Must contribute to achieving new federal and regional performance targets!



Who can apply?

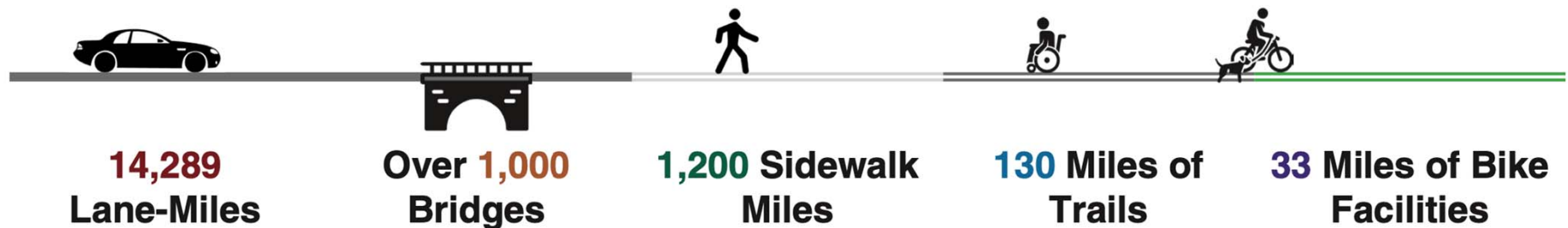
- The New York State Department of Transportation
- Capital District Transportation Authority
- Counties
- Cities
- Towns
- Villages
- Other public entities within [CDTC's planning area](#)



TIP Development

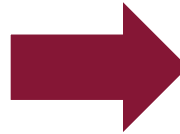
“The goal of CDTC is to produce a “balanced” TIP that contributes to implementation of the New Visions Plan. The CDTC approach meets both the letter and spirit of federal regulations by allowing CDTC to look at the array of projects and their relative merit, and to establish a program that best implements the range of goals included in the metropolitan transportation plan.”

Capital Region Infrastructure Snapshot



New Visions Principles

- 1 Invest in a Quality Region
- 2 Support Economic Development
- 3 Make investments regionally equitable
- 4 Preserve and manage the transportation system
- 5 Maintain travel reliability
- 6 Invest in safety
- 7 Invest in security
- 8 Invest in Complete Streets
- 9 Encourage bicycle and pedestrian travel
- 10 Move freight efficiently
- 11 Invest in transit
- 12 Provide essential mobility for all
- 13 Prioritize affordable and convenient travel options
- 14 Preserve the environment
- 15 Leverage technology



MERIT CATEGORIES	NUMERIC VALUES	SCORE
COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE)		
Land Use Compatibility	SCORE -1 to +3	0
Smart Growth	SCORE -1 to +3	0
Environmental Justice	SCORE -1 to +2	0
Accessibility	SCORE -1 to +2	0
SUBTOTAL	-4 to +10	0
APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)		
Preservation/Renewal of Existing	SCORE -2 to +5	0
Complete Streets	SCORE -2 to +5	0
SUBTOTAL	-4 to +10	0
MULTI-MODALISM (10 POINTS POSSIBLE)		
Transit	SCORE -2 to +5	0
Pedestrian	SCORE -1 to +3	0
Bicycle	SCORE -1 to +2	0
SUBTOTAL	-4 to +10	0
ENVIRONMENT & HEALTH (8 POINTS POSSIBLE)		
Sensitive Areas Protection/Mitigation	SCORE -1 to +2	0
Greenhouse Gas Emissions Reduction	SCORE -1 to +2	0
Alternative Fuels Support	SCORE -1 to +2	0
Other Environmental/Health Benefit	SCORE -1 to +2	0
SUBTOTAL	-4 to +8	0
REGIONAL BENEFIT (5 POINTS POSSIBLE)		
Benefit beyond project to transportation system or quality region	SCORE -2 to +5	0
SUBTOTAL	-2 to +5	0
ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)		
Economic Impact	SCORE -2 to +5	0
SUBTOTAL	-2 to +5	0
SAFETY & SECURITY (5 POINTS POSSIBLE)		
Additional Safety Benefit Beyond Crash History	SCORE 0 to +3	0
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE -1 to +3	0
Bonus Points	SCORE 0 to +5	0
SUBTOTAL	-2 to +11	0
OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)		
Traffic Operations & Reliability Improvements	SCORE -1 to +3	0
Use of Beneficial Advanced Technologies	SCORE -1 to +2	0
SUBTOTAL	-2 to +5	0
FREIGHT (5 POINTS POSSIBLE)		
Freight and Goods Movement	SCORE -2 to +5	0
SUBTOTAL	-2 to +5	0
PERFORMANCE (3 POINTS POSSIBLE)		
Anticipated Effect on all Performance Targets	SCORE -1 to +3	0
SUBTOTAL	-1 to +3	0
INNOVATION (2 POINTS POSSIBLE)		
Innovative Solutions	SCORE 0 to +2	0
SUBTOTAL	0 to +2	0
PROJECT DELIVERY (2 POINTS POSSIBLE)		
On Schedule/On Budget	SCORE -2 to +2	0
SUBTOTAL	-2 to +2	0
PROJECT MERIT CATEGORY SUB TOTAL		
Total from Line Items Above	SUBTOTAL -29 to +76	0
Scaled to 50 points		0.0

Performance Targets

- Safety
- Pavement
- Freight
- On-Road Mobile Source Emissions
- Bridge Condition
- National Highway System Performance
- Transit Asset Management

Example:

Bridge Targets

Bridge Performance Measure Factsheet

As per the final rules that established regulations to assess the condition and performance of bridges on the National Highway System (23 CFR Part 490); States are required to assess the condition of bridges that carry the National Highway System (NHS), which includes on- and off-ramps connected to the NHS and NHS border bridges.

The regulation defines three classes for bridge condition assessment - percent of deck area of bridges in good, fair and poor conditions using the lowest of the four ratings related to bridge deck, superstructure, substructure and culverts on a 0-9 Scale:

■ Good when the lowest rating is ≥ 7

■ Fair if lowest rating is 5 or 6

■ Poor if lowest ratings is ≤ 4

Statewide, two and four year targets have been established for the % of NHS Bridge by Deck Area in both Good and Poor Condition:

Bridge Performance Measures	Baseline	Year 2 Target (2020)	Year 4 Target (2022)
1. Good	20.2%	23.0%	24.0%
2. Poor	11.7%	11.6%	11.7%

See details of other performance targets at:

<https://www.cdtcmppo.org/what-we-do/performance-management>

PROJECT NAME: _____

MERIT CATEGORIES	NUMERIC VALUES	SCORE
COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE)		
Land Use Compatability	SCORE -1 to +3	0
Smart Growth	SCORE -1 to +3	0
Environmental Justice	SCORE -1 to +2	0
Accessibility / ADA / Universal Design/Human Services Transport	SCORE -1 to +2	0
	SUBTOTAL -4 to +10	0
APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)		
Preservation/Renewal of Existing	SCORE -2 to +5	0
Complete Streets	SCORE -2 to +5	0
	SUBTOTAL -4 to +10	0
MULTI-MODALISM (10 POINTS POSSIBLE)		
Transit	SCORE -2 to +5	0
Pedestrian	SCORE -1 to +3	0
Bicycle	SCORE -1 to +2	0
	SUBTOTAL -4 to +10	0
ENVIRONMENT & HEALTH (8 POINTS POSSIBLE)		
Sensitive Area Preservation/Mitigation	SCORE -1 to +2	0
Greenhouse Gas Emissions Reduction	SCORE -1 to +2	0
Alternative Fuels Support	SCORE -1 to +2	0
Other Health Benefit	SCORE -1 to +2	0
	SUBTOTAL -4 to +8	0
REGIONAL BENEFIT (5 POINTS POSSIBLE)		
Benefit beyond project to transportation system or quality region	SCORE -2 to +5	0
	SUBTOTAL -2 to +5	0
ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)		
Economic Impact	SCORE -2 to +5	0
	SUBTOTAL -2 to +5	0
SAFETY & SECURITY (5 POINTS POSSIBLE)		
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Security and Resiliency to Natural Hazards and Human Caused Events	SCORE -1 to +2	0
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OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)		
Traffic Operations & Reliability Improvements	SCORE -1 to +3	0
Use of Beneficent Advanced Technologies	SCORE -1 to +2	0
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Freight and Goods Movement	SCORE -2 to +5	0
	SUBTOTAL -2 to +5	0
PERFORMANCE (3 POINTS POSSIBLE)		
Anticipated Effect on all Performance Targets	SCORE -1 to +3	0
	SUBTOTAL -1 to +3	0
INNOVATION (2 POINTS POSSIBLE)		
Innovative Solutions	SCORE 0 to +2	0
	SUBTOTAL 0 to +2	0
PROJECT DELIVERY (2 POINTS POSSIBLE)		
On Schedule/On Budget	SCORE -2 to +2	0
	SUBTOTAL -2 to +2	0
PROJECT MERIT CATEGORY SUB TOTAL		
Total from Line Items Above	SUBTOTAL -29 to +70	0
Scaled to 50 points		0.0

B/C RATIO		
B/C Ratio Value (imported from separate analysis)	SUBTOTAL 0 to +50	

PROJECT TOTAL (UP TO 100 POINTS)		
Merit Categories + B/C Value	TOTAL -21 to 100	0.0

Evaluation Methodology

(Appendix H in TIP Document)

Merit Score + B/C Ratio = Total Project Score

← MERIT POINTS TOTAL

← B/C SCORE CONVERTED TO POINT SCALE

← TOTAL PROJECT SCORE

Qualitative Score

TRANSIT SCORE		0
Pedestrian (3 points)		
Project improves accessibility, safety, or connectivity of pedestrian infrastructure <u>AND</u> is within, or making a connection to, a Tier 1 Pedestrian District.		3
Project improves accessibility, safety, or connectivity of pedestrian infrastructure <u>AND</u> is within, or making a connection to, a Tier 2 Pedestrian District.		2
Project improves accessibility, safety, or connectivity of pedestrian infrastructure while not being located within a defined pedestrian district.		1
Project has neutral effect (no known impact, positive or negative) on pedestrian infrastructure.		0
Project removes pedestrian infrastructure (e.g., sidewalk, crosswalk, ped signals, signage, etc.) without replacing or enhancing it.		-1
PEDESTRIAN SCORE		0
Bicycle (2 points)		
Project is on, or making a connection to, the linear Bike Network and the project's primary purpose or significant focus is on bicycle infrastructure/accommodations. These accommodations must include at least 1 of the following, for the majority of the project area:	<ul style="list-style-type: none"> • Bike lanes 	2
Trails <ul style="list-style-type: none"> • Contra-flow bike lane • Cycle Tracks • Protected Bike Lanes (bollards, curbing, or raised pavement) • Buffered bike lanes • Intersection treatments -Bike boxes <ul style="list-style-type: none"> - Intersection crossing markings - Two-stage turn boxes - Combined bike lane / turn lane - Through bike lane • Bicycle signals *sharrows are excluded from eligible accommodations		
Project is not on or directly connected to the linear Bike Network but it improves accessibility, safety, or connectivity of bicycle infrastructure (at least 1 of the above accommodations) in a non-incidental way. Projects such as highway repaving which may incidentally improve bicycle travel (e.g. by improving pavement condition) are excluded from receiving point value and are considered neutral.		1
Project has neutral effect (no known impact, positive or negative) on bicycle infrastructure/accommodations.		0
Project removes bicycle infrastructure/accommodations without replacing or enhancing it.		-1
BICYCLE SCORE		0

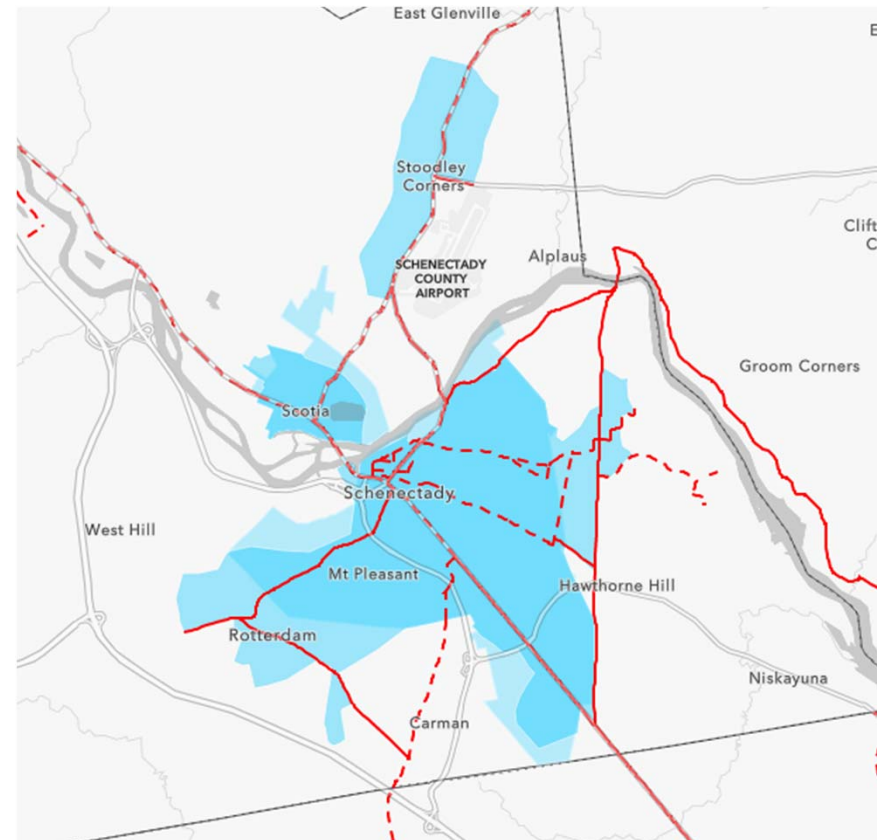
Priority Network: Pedestrian Districts

Tier 1 Districts highlight areas that have:

Population and employment density AND met at least two of the following additional criteria:

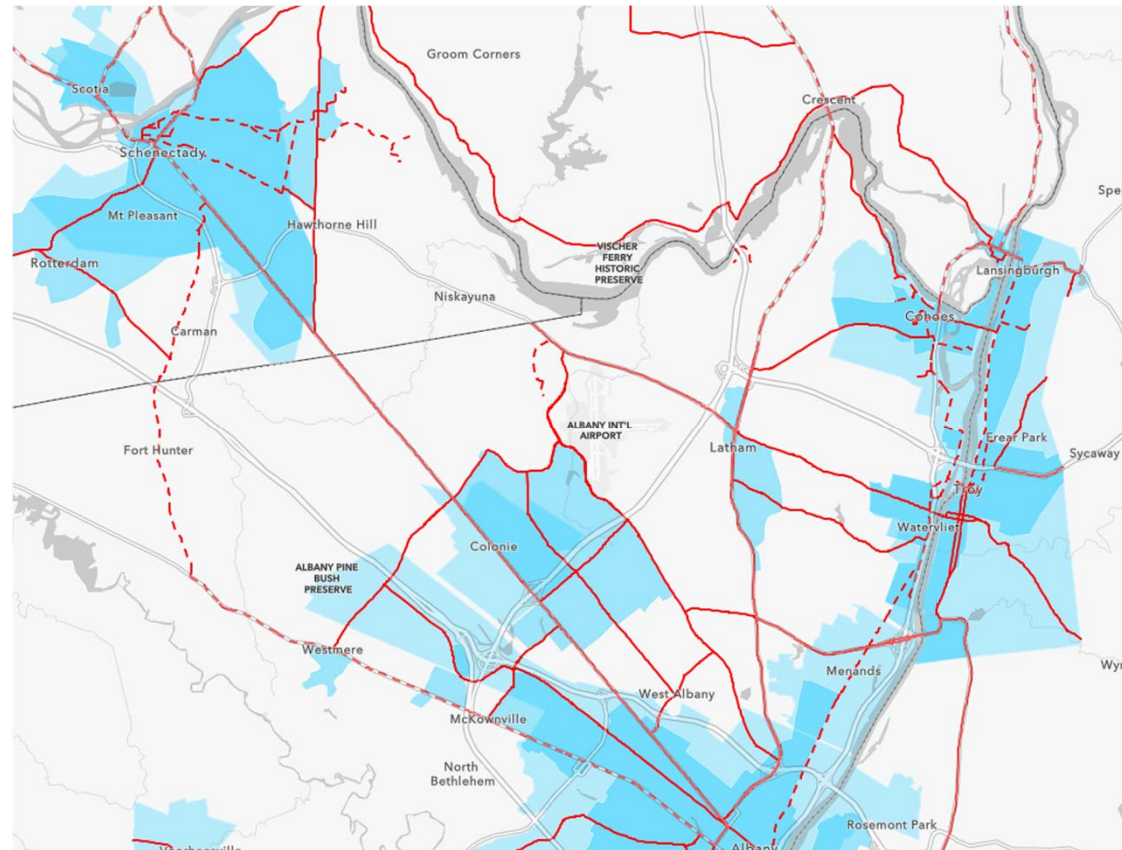
- proximity to schools
- shopping centers
- Hospitals
- parks or trails
- Environmental Justice population areas

Tier 2 Districts consist of the remaining incorporated areas of all cities and villages that did not meet the criteria used to define Tier 1 Districts.



Priority Network: Linear network

- Roads located within a Tier 1 or Tier 2 Pedestrian District (automatic inclusion)
- Roads that are part of a designated bike route (automatic inclusion)
- Roads located within a population and employment density area (automatic inclusion)
- Roads that are part of the Mohawk Towpath Scenic Byway (automatic inclusion)
- Roads that do not meet any of the automatic inclusion criteria but do connect at least two pedestrian generators (schools, parks, trails, hospitals and shopping areas).
- All existing and newly built paved off-road trails and multi-use paths.



PROJECT NAME: _____

MERIT CATEGORIES	NUMERIC VALUES	SCORE
COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE)		
Land Use Compatability	SCORE -1 to +3	0
Smart Growth	SCORE -1 to +3	0
Environmental Justice	SCORE -1 to +2	0
Accessibility / ADA / Universal Design/Human Services Transport	SCORE -1 to +2	0
	SUBTOTAL -4 to +10	0
APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)		
Preservation/Renewal of Existing	SCORE -2 to +5	0
Complete Streets	SCORE -2 to +5	0
	SUBTOTAL -4 to +10	0
MULTI-MODALISM (10 POINTS POSSIBLE)		
Transit	SCORE -2 to +5	0
Pedestrian	SCORE -1 to +3	0
Bicycle	SCORE -1 to +2	0
	SUBTOTAL -4 to +10	0
ENVIRONMENT & HEALTH (8 POINTS POSSIBLE)		
Sensitive Area Preservation/Mitigation	SCORE -1 to +2	0
Greenhouse Gas Emissions Reduction	SCORE -1 to +2	0
Alternative Fuels Support	SCORE -1 to +2	0
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REGIONAL BENEFIT (5 POINTS POSSIBLE)		
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ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)		
Economic Impact	SCORE -2 to +5	0
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OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)		
Traffic Operations & Reliability Improvements	SCORE -1 to +3	0
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PERFORMANCE (3 POINTS POSSIBLE)		
Anticipated Effect on all Performance Targets	SCORE -1 to +3	0
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INNOVATION (2 POINTS POSSIBLE)		
Innovative Solutions	SCORE 0 to +2	0
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PROJECT DELIVERY (2 POINTS POSSIBLE)		
On Schedule/On Budget	SCORE -2 to +2	0
	SUBTOTAL -2 to +2	0
PROJECT MERIT CATEGORY SUB TOTAL		
Total from Line Items Above	SUBTOTAL -29 to +70	0
Scaled to 50 points		0.0

Merit Score + B/C Ratio = Total Project Score

← MERIT POINTS TOTAL

B/C RATIO		
B/C Ratio Value (imported from separate analysis)	SUBTOTAL 0 to +50	

← B/C SCORE CONVERTED TO POINT SCALE

PROJECT TOTAL (UP TO 100 POINTS)		
Merit Categories + B/C Value	TOTAL -21 to 100	0.0

← TOTAL PROJECT SCORE

Benefit/Cost Methodology

For all projects except “bike/ped”:

Facility Life + Safety + Mobility + User Cost = **Total Benefits / Annualized Cost**

How do we calculate safety benefits?

Art as much as science – Loosely based on state HSIP

A) All Crashes

i. Estimated annual crash cost without improvement (existing conditions):

Crashes per year X Before Project Crash Cost = Annual Crash Cost (Cost/Crash)

ii. Estimated annual crash cost with improvement (proposed conditions):

Crashes per year X **Crash Reduction Factor** X Average Cost Per Crash = Annual Crash Cost (Cost/Crash)

iii. Safety Benefit (\$1,000's/Year) = Existing (cost/crash) - Proposed (cost/crash)

\$ value of crashes reduced

B) Repeat for bicycle crashes, if needed

C) Repeat for pedestrian crashes, if needed

(A + B + C) = Annual Safety Benefit

Bike/Ped Evaluation Methodology

Safety	Market Potential	Cost Effectiveness
A	A	A
A	B	A
A	C	B
B	A	A
B	B	B
B	C	C
C	A	B
C	B	C
C	C	C

CDTC developed an alternative calculation for Bike/Ped projects, largely related to the limitations of the regional travel model.

All numbers are translated to a relative “measure” as they are not precise.

Based on a Calculated Safety Benefit

Based on the modeled short trip response on the bicycle/pedestrian version of CDTC's Systematic Traffic Evaluation and Planning (STEP) model

Compares the Market Potential against the project cost

$$2x \text{ Market} + 2x \text{ Safety} + \text{Cost Effectiveness} = \text{Weighted Score}$$

STEP Model

Systematic Traffic Evaluation and Planning

Pedestrian parameters

Distance threshold: 2.5 mi

Speed (no sidewalks or trail): 1 MPH

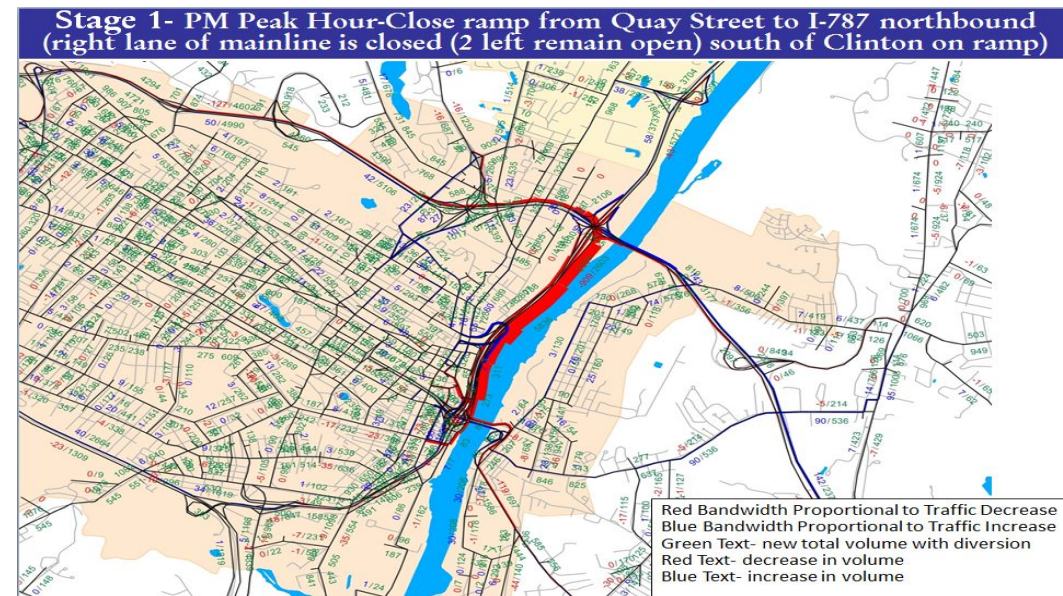
Speed (available sidewalk or trail): 3 MPH

Bicycle parameters

Distance threshold: 10 miles

“Bicycle Friendly” street speed: 10 MPH

Bike Lanes or Trails: 15 MPH



Benefit / Cost Analysis

Cost Score	Potential Market Score	Final Cost-effectiveness Score
A	A	A
A	B	A
A	C	B
B	A	A
B	B	B
B	C	C
C	A	B
C	B	C
C	C	C

Total Bicycle Pedestrian Score

A weighted score for each project is calculated by assigning weighted score points as follows: A+=7, A=6, A-=5, B+=4, B=3, B-=2, C+=1, C=0. Market Potential and Safety are worth 2X Cost Effectiveness.

2022-27 Project Proposal Types

Project Type	Number of Proposals
Bike/Ped (BP)	19
Bridge (BP)	15
Bridge (P)	11
Intersection safety (BP)	12
Other (BP)	1
Pavement (BP)	17
Pavement (P)	18
Total Proposals	93

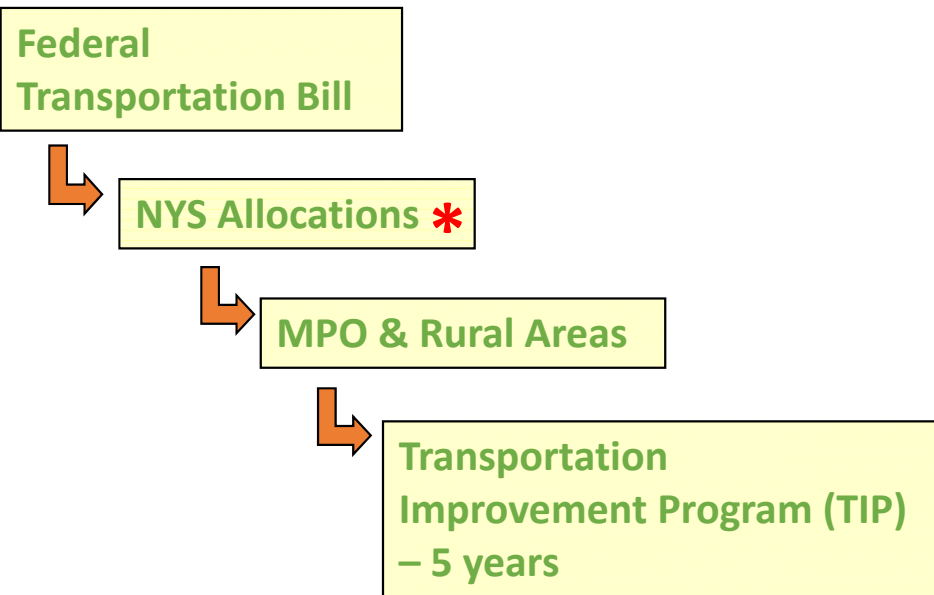
BP = Beyond Preservation

Activities address assets that have deteriorated beyond a state in which they can be preserved or meet statewide goals of economic development, resiliency, or sustainability.

P = Preservation

Activities extend or maximize the service life on an existing transportation asset.

Funding Source

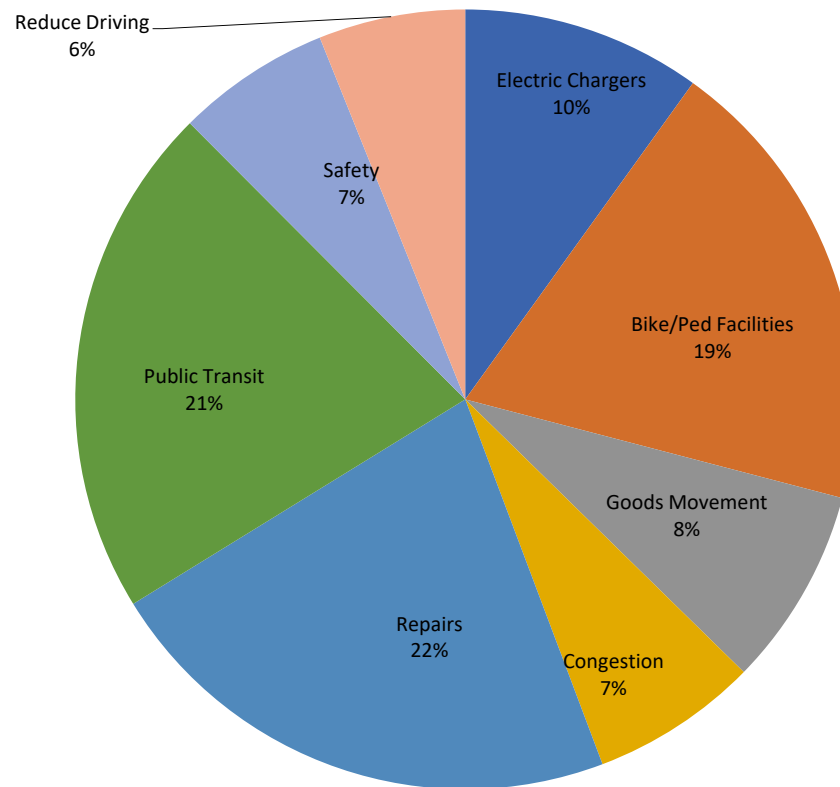


Funding Programs

- National Highway Performance Program (NHPP)
 - Use on the NHS for Highway Projects
 - Any Bridge on the Federal Aid System
- Surface Transportation Block Grant (STBG) Urban & Flex
 - Any Federal Eligible Highway/Bridge
 - Bike/Ped Projects
- Surface Transportation Block Grant (STBG) Off-System Bridge
 - Any Existing Bridge not otherwise eligible
 - Must already be a bridge
 - Small Allocation
- Highway Safety Improvement Program (HSIP) – Safety Funds
 - Data Driven
 - Benefit Cost Ratio over 1.0
 - New to HSIP-
 - Systemic Treatments
 - Pedestrian Safety Upgrades
 - CARDS/SHARDS Installation
- CMAQ – Congestion Mitigation/Air Quality
 - Only programmed via TAP/CMAQ Solicitation

Regional Consensus

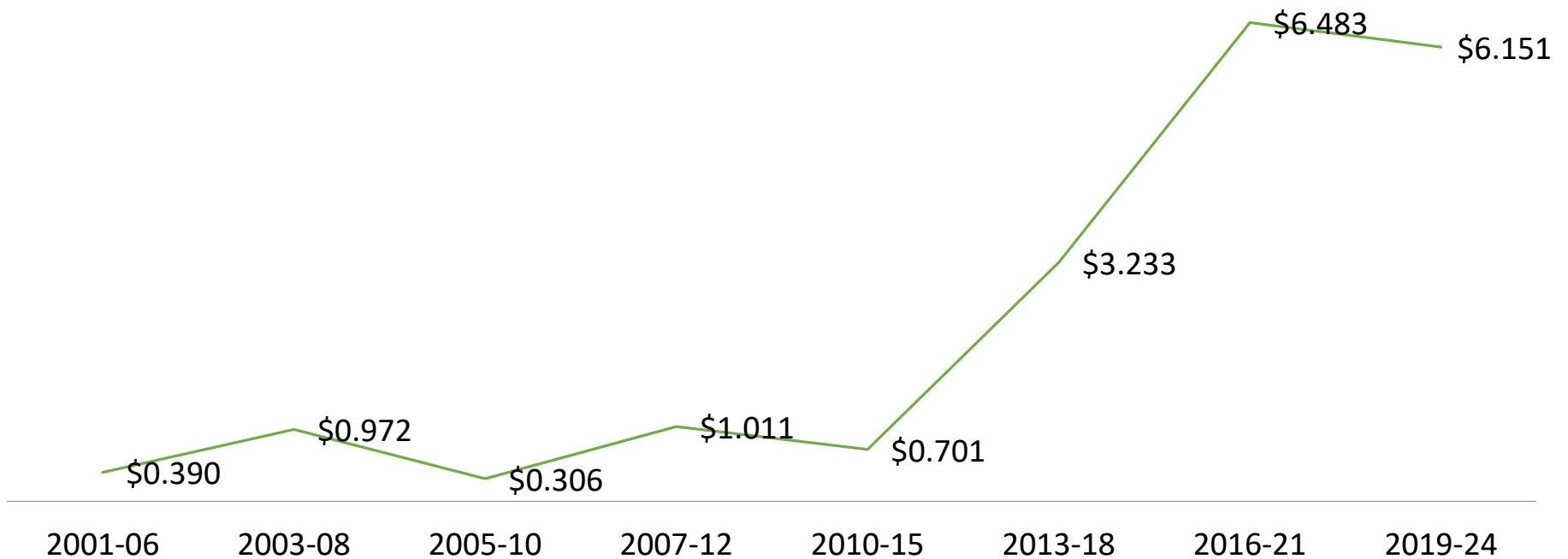
Funding Poll Results (average)



Historic Bike/Ped Funding

Bike/Ped Set-Aside (\$M)

— Bike/Ped Set-Aside (\$M)



Investments in Active Transportation

	2016-21		2019-24	
	(millions)	%	(millions)	%
Bike & Ped Beyond Preservation	\$ 9.13	7.9%	\$ 6.15	4.2%
Bridge Beyond Preservation	\$ 48.18	41.7%	\$ 7.59	5.2%
Low Volume Local Roads & Bridges	\$ 0.73	0.6%	\$ 4.03	2.8%
Other Beyond Preservation	\$ 0.93	0.8%	\$ -	0.0%
Pavement Beyond Preservation	\$ 2.25	1.9%	\$ 5.52	3.8%
Pavement Preservation	\$ 7.22	6.3%	\$ 12.61	8.6%
Safety Improvement	\$ -	0.0%	\$ 0.56	0.4%
Bike/Ped Projects	\$ 9.13	7.9%	\$ 6.15	4.2%
Projects with bike/ped	\$ 68.45	59.3%	\$ 36.46	24.9%
New Programmed Total	\$ 115.44	100.0%	\$ 146.33	100.0%

Project Evaluation & Programming

- CDTC staff compiles final quantitative and qualitative scores and assigns a total project score for each project

➔ Final Scores are compiled in project Fact Sheets and Summary Tables for review by Planning Committee

- Final programming is done in real time by the Planning Committee

2022-27 CDTC TIP Update Project Fact Sheet Thursday, June 24, 2021

Project ID: 1 Project Sponsor: Albany County Sponsor Priority: 1

Project Name: NY 155/CR 157 New Karner Road Corridor Rehabilitation

CDTC Project Category: Pavement Reconstruction

Fund Source Eligibility: NHPP, HSIP, STP-Flex, STP-Urban

Project Location: Interactive TIP Project Location Map: 19-24

Project Description

The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for the Capital District Transportation Management Area (TMA) which includes the metropolitan area of Albany, Rensselaer, Saratoga and Schenectady counties, with the exception of the Glens Falls urban area, which extends into northern Saratoga County. As the MPO, CDTC, in cooperation with the New York State Department of Transportation (NYSDOT) and the Capital District Transportation Authority (CDTA), is responsible for carrying out the continuing, comprehensive, coordinated transportation planning process for the Capital District region. Part of the planning responsibility is the maintenance of a long-range Regional Transportation Plan (RTP). CDTC's most recent RTP is called New Visions. Additionally, the Committee is responsible for maintaining short-range Transportation Improvement Programs (TIPs) for the metropolitan area's major highway and transit facilities.

Cost (\$M) (Matched and Inflated): 5.521 Project Length (miles): 4.08 Project AADT: 19,669

Project Benefits

Total Benefits (\$1000 per year)	12,249.00
Facility Life Benefits	11,994.32
Mobility Benefits	223.60
Safety Benefits	32.1
User Cost	101.39
Annualized Cost (\$1000s)	25.45
A. B/C Ratio Total (capped at 50)	26.4
B. Final Merit Score (capped to 50)	51.87
Total Project Score (A+B) (100 pts. Max)	

Map

NOTES: Existing Project in 5th year TIP Number A295, PIN 1753.60. Potential HSIP candidate.

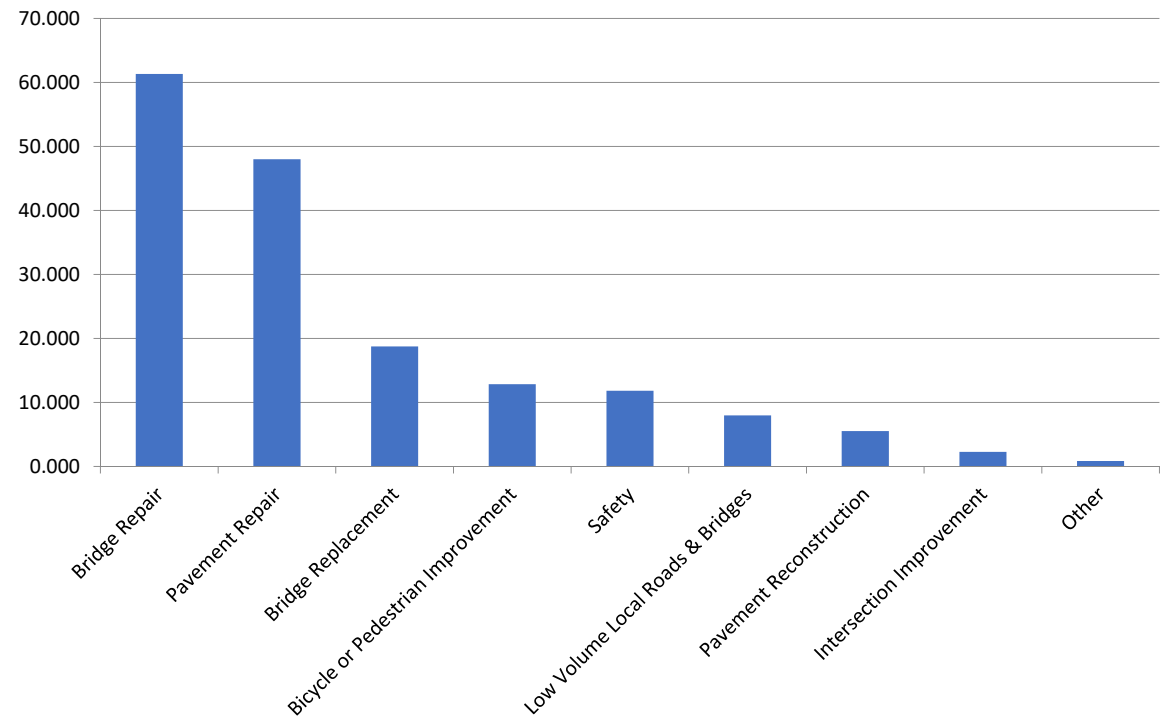
2022-27 CDTC TIP Candidate Project Information: Bridge Preservation Thursday, June 24, 2021 1:57:01 PM

Project ID	Sponsor	Project Name	Project Location	Sponsor Priority (by Project Category)	Fund Source Eligibility	Design Year	Construction Year	Cost (\$M) (Matched and Inflated)	Total Benefits (\$1k per year)	Annualized Cost (\$M)	Benefit/Cost Ratio	Merit Score	Total Score	Project Score
20	NYSDOT	Dunn Bridge WB TO E-787 SB	City of Albany, Dunn WB to I-787 SB, B/N 109294A, City of Albany, Albany County	4	NHPP	2021-2022	2023-2024	10.255	5,940.29	2,304.00	2.6	2.6	13.3	10.7
Description: Bridge Preventive/Corrective Maintenance project to extend the life of the bridge 20 years utilizing cost effective treatments that will include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Notes: Updated FIP - Assume all bridge elements listed are being replaced or rehabilitated for the purpose of evaluation.														
21	NYSDOT	Everett Road Bridge over I-90	City of Albany, Project proposes to rehabilitate Everett Road Bridge over I-90, City of Albany, B/N 1084525	5	NHPP	2021-2022	2023-2024	10.654	6,605.96	746.77	8.9	8.9	23.2	14.3
Description: Bridge Preventive/Corrective Maintenance project to extend the life of the bridge 20 years utilizing cost effective treatments which may include deck replacement, bearing replacement, joint replacement, rehab primary and secondary members, and rehab piers. For evaluation purposes, assume the project will widen shoulders and add sidewalks. In addition, deficient pedestrian features such as push buttons and countdown timers will be upgraded as identified. Notes: Updated FIP - Assume all bridge elements listed are being replaced or rehabilitated for the purpose of evaluation. Functional Classification is shown in the middle of the bridge.														
31	NYSDOT	I-787 Southbound Ramp to the Dunn Bridge Eastbound	City of Albany, Ramp from the I-787 Southbound to the Dunn Bridge Eastbound, B/N 2052070	3	NHPP	2021-2022	2023-2024	10.671	1,523.67	2,674.04	0.6	0.6	11.3	10.7
Description: Bridge Preventive/Corrective Maintenance project to extend the life of the bridge 20 years utilizing cost effective treatments that will include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Notes: Updated FIP - Assume all bridge elements listed are being replaced or rehabilitated for the purpose of evaluation.														
32	NYSDOT	I-890 over Erie Blvd and Broadway (Two Bridges) Corrective Maintenance	City of Schenectady, Repairs to bridges: B/N 1048921 & B/N 1048922 I-890 over Erie Blvd and Broadway	1	NHPP	2020-2021	2021-2022	13.317	17,499.69	908.21	18.2	18.2	29.6	11.4
Description: Bridge Preventive/Corrective Maintenance project to extend the life of two long bridges by 20 years utilizing cost effective treatments which may include deck replacement, bearing replacement, joint replacement, rehab primary and secondary members, and rehab piers. Notes: Updated FIP - Assume all bridge elements listed are being replaced or rehabilitated for the purpose of evaluation.														
42	NYSDOT	NY 146 over I-890	City of Schenectady, NY 146 over I-890, B/N 1038340	4	NHPP	2021-2022	2023-2024	6.365	1,437.36	729.28	2.0	2.0	16.3	14.3
Description: Bridge Preventive/Corrective Maintenance project to extend the life of the bridge 20 years utilizing cost effective treatments that will include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Sidewalks will be upgraded to comply with ADA regulations. Notes: Updated FIP - Assume all bridge elements listed are being replaced or rehabilitated for the purpose of evaluation.														
45	NYSDOT	NY 878 Over Hudson Bridge Painting	Town of Colonie to City of Troy, NY 878 Over Hudson, B/N 1062850	7	NHPP	2021-2022	2022-2023	6.855	10,296.08	817.67	12.6	12.6	21.2	8.6
Description: Bridge Structural Steel Painting to extend the life of the bridge 10 years utilizing cost effective treatments Notes: Updated FIP - Assume entire bridge is being painted.														

Project Programming

- CDTC members have the final decision on which projects are funded
- Programming anticipated to begin in January 2022
- During the 2019-24 TIP update 78% of new projects programmed were the highest ranked in their project category

New Dollars Programmed 2019-24 TIP (\$M)



2022-27 TIP Solicitation

The 2022-2027 TIP update schedule is subject to change.



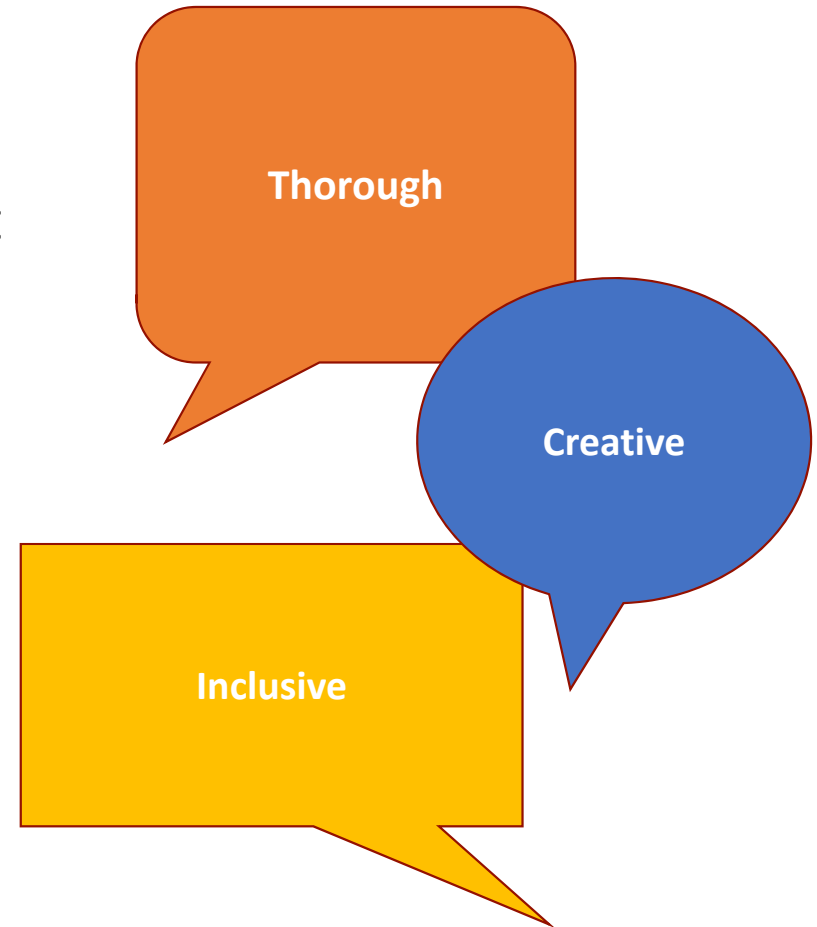
- ~~September 24 - TIP Workshop~~
- ~~December 3 - Project Proposals Due~~
- January 2022 – a. ~~Project evaluations completed~~
b. CDTC Planning Committee prioritizes projects for funding.
- February 2022 - CDTC Planning Committee Reviews Draft 2022-2027 TIP
- March 2022 - CDTC Policy Board approves Draft 2022-2027 TIP for public review. Begin 60 day public review process
- March/April 2022 - Virtual Public Workshop held (Date/Time TBD)
- June 2022 - Final 2022-2027 TIP Approved by CDTC Policy Board

9/10/21

6/30/21

Public Review

- 60-day public comment period
- Begins after Policy Board approved Draft 2022-27 TIP (March)
- Detailed project listings disseminated through website, social media, libraries, mailings, etc.
- CDTC will schedule at least 1 public workshop.
- Final 2022-2027 TIP Approved by CDTC Policy Board in June 2022



New Visions

- New Visions Virtual Learning Series

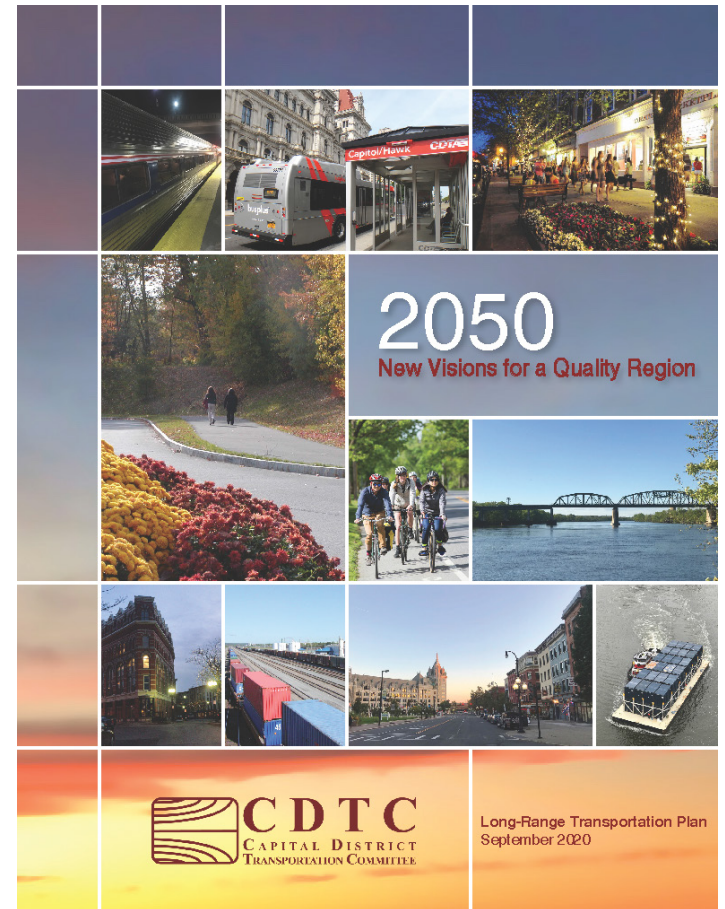
Tuesday, January 18 at 3:30 - 5:00 pm: Working with CDTA: Transit Stops, Site Design & Universal Access

Tuesday, February 22 at 3:30 – 5:00 pm: Air Quality & Transportation Planning / Modeling

Tuesday, March 22 at 3:30 – 5:00 pm: The Climate Crisis & How to Plan for a Resilient Transportation System

Tuesday, April 19 at 3:30 – 5:00 pm: What Can Your Regional Planning Agency do for You?

- All materials & upcoming training opportunities are on website at www.cdtcmpo.org/nv2050
- Request virtual training



ADA Transition Plans

Capital Coexist 2.0



All final invoices & receipts must be submitted by March 1, 2022

Other Planning & Project Updates

STATUS OF CDTC PLANNING INITIATIVES AS OF JANUARY 1, 2022

NAME AND LOCAL SPONSOR	SPONSOR, CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	COMPLETION DATE (EST.) AND TIME TO COMPLETE THE PROJECT (FUNDING DATE TO ESTIMATED COMPLETION DATE)	PROJECT WEBSITE LINK
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LINKAGE PROGRAM

1. Ballston Spa Pedestrian & Bicycle Master Plan Village of Ballston Spa	VHB \$60,000 Jacob Beeman	Policy Board Approved 3/5/20	Final Study Advisory Committee meeting was held on 12/14/2021 to discuss the changes made to the plan following the public meeting held in November. The consultant team is finalizing the plan based on final SAC comments. The Final Plan will be presented to the Village Board on 1/10/22 to be officially adopted by the Village.	November 2021 20 Months	https://projects.vhb.com/ballstonpapbmap/default.htm
2. Land Use Regulations Update Village of Menands	The Chazen Companies \$80,000 Rima Shamieh	Policy Board Approved 3/5/20	The fourth Study Advisory Committee (SAC) meeting was held 12/15/21 to review the draft zoning audit and technical review, which will be released in early January 2022. The consultant team has begun drafting the new zoning code and design guidelines.	March 2022 24 Months	https://villageofmenands.com/government/land-use-regulations-zoning-update/
3. Scotia Downtown Connections Plan Village of Scotia	MJ Engineering and Land Surveying \$60,000 Andrew Tracy	Policy Board Approved 3/5/20	Draft Concept Report prepared by consultant team, shared with CDTC and Village staff. Draft report under review, will be provided to broader Study Advisory Committee for further review in January.	November 2021 20 Months	https://www.scotiacoconnections.com/
4. Route 4 Corridor Study: Inter-Municipal Update Town of East Greenbush	TBD \$90,000 Chris Bauer	Policy Board Approved 3/4/21	The Consultant Selection Committee met on 11/18/21 and developed follow-up questions for the consultant teams. Following review of the responses, the committee made a tentative selection. The consultant contracting process is currently underway.	February 2023 23 Months	TBD
5. Rensselaer Waterfront Connectivity Study City of Rensselaer	TBD \$60,000 Andrew Tracy	Policy Board Approved 3/4/21	Kickoff held November 30th. Existing conditions data is being compiled. Monthly status calls to be held.	December 2022 20 Months	TBD
6. Federal Street Corridor Study City of Troy	TBD \$50,000 Carrie Ward	Policy Board Approved 3/4/21	A contract with Creighton Manning Engineering has been executed.	December 2022 20 Months	TBD

COMMUNITY PLANNING TECHNICAL ASSISTANCE PROGRAM

1. Regional Growth and Infrastructure Capacity Analysis City of Troy	CDRPC, CDTC and Town Staff \$16,626 Chris Bauer	Planning Committee Approved 11/4/20	The draft Transportation Tech Memo was distributed to the City of Troy at the end of August. Once comments are received, they will be reviewed and edits to the memo will be made as needed.	December 2021	N/A
2. Development Growth Trends Analysis Town of Guilderland	CDTC, CDRPC and Town Staff \$12,765 Chris Bauer	Planning Committee Approved 6/2/21	CDTC and CDRPC are finalized the draft Development Growth Trends Analyses, which are currently being reviewed by the Town.	December 2021	N/A

NAME AND LOCAL SPONSOR	SPONSOR, CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	COMPLETION DATE (EST.) AND TIME TO COMPLETE THE PROJECT (FUNDING DATE TO ESTIMATED COMPLETION DATE)	PROJECT WEBSITE LINK
2. Development Growth Trends Analysis Village of Castleton-on-Hudson	CDTC, CDRPC and Town Staff \$12,765 Chris Bauer	Planning Committee Approved 11/3/21	This new Technical Assistance Program project was awarded in November. CDRPC and CDTC met with the Village on 12/21/21 to begin project coordination.	March 2022	N/A

COMMUNITY PLANNING TECHNICAL ASSISTANCE PROGRAM (Continued)

3. Existing Conditions and Resource Mapping Town of North Greenbush	CDTC, CDRPC and Town Staff \$12,364 Teresa LaSalle	Planning Committee Approved 6/2/21	This project has been completed	December 2021	N/A
4. Saratoga Greenbelt – Wilton Connector Trail Project City of Saratoga Springs/Saratoga County/Town of Wilton	CDTC, CDRPC and Municipal Staff \$14,101 Jen Ceponis	Planning Committee Approved 8/4/21	The final Existing Conditions report was completed. Next steps include identifying route alternatives and evaluating their feasibility.	March 2021	N/A
5. Glenridge Road Pedestrian Connections Town of Glenville	CDTC, CDRPC and Town Staff \$7,766 Rima Shamieh	Planning Committee Approved 10/6/21	New Project funded in October 2021.	December 2021	N/A

ADDITIONAL CDTC PLANNING INITIATIVES

1. New Visions 2050 CDTC - Regional	CDTC Staff \$100,000 Jen Ceponis	Included in the 2020-2022 UPWP	CDTC continues to offer the Virtual Learning Series and Virtual Local Government Training. View the schedule and sign up for training at www.cdtcmpo.org/nv2050 . CDTC is also monitoring mobility trends and will update and amend the plan accordingly. Webinars have been scheduled through April 2022 - 1/18: Working with CDTA; 2/22: Air Quality & Transportation Planning / Modeling; 3/22: The Climate Crisis & How to Plan for a Resilient Transportation System; 4/19: What Can Your Regional Planning Agency do for You? More info at: https://www.cdtcmpo.org/news/nv-webinars .	Adopted September 3, 2020	https://www.cdtcmpo.org/nv2050
2. ADA Self-Evaluation and Transition Plan for Pedestrian Infrastructure	City of Saratoga Springs Program capacity: \$75,000 Carrie Ward	Included in the 2020-2022 UPWP	Project partners are reviewing draft maps and the advisory committee is expected to meet in January.	Summer 2021	N/A
3. Patroon Creek Greenway CDTC and City of Albany	Bergmann Associates \$100,000 Jen Ceponis	Policy Board Approved December 2020	An alignment analysis has been shared with both the Citizens Advisory Committee (CAC) and Project Advisory Committee (PAC) which have met to discuss each proposed trail alignment. The consultant team also met with NYSDOT and other stakeholders, individually, to discuss the proposed alignments and refine route options. The community liaisons will plan and coordinate outreach events during January and February.	March 2022	TBD

NAME AND LOCAL SPONSOR	SPONSOR, CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	COMPLETION DATE (EST.) AND TIME TO COMPLETE THE PROJECT (FUNDING DATE TO ESTIMATED COMPLETION DATE)	PROJECT WEBSITE LINK
4. Bus Lane Feasibility Study CDTA/CDTC - Regional	Foursquare ITP \$200,000 Sandy Misiewicz	Included in the 2020-2022 UPWP	The consultant team is generating a summary report on public engagement undertaken in November. Ad panels are being designed for CDTA's shelters to promote the study. The corridor evaluation/screening methodology was discussed and finalized with the technical advisory committee and the evaluation work will begin in January.	May 2022	https://www.buslane-study.com/
5. NY 378 Bridge Transportation Scoping/PEL Study NYSDOT	WSP \$400,000 Susan Olsen, NYSDOT Andrew Tracy	TIP Project A605/R344: NY 378 Troy Menands Bridge Study	The NYSDOT Regional Design Services was used to select the consultant for this effort. Kickoff held Sept 2. Call held on December 16th to discuss Scope of Services.	TBD	TBD
6. Albany County Loop Trail Feasibility Study	CDTC Staff \$30,000 Jen Ceponis	Albany County support contract 12/8/20	CDTC staff is developing recommendations for implementing an Albany Loop Trail.	February 2023	N/A
7. Regional Truck Parking Study	CDTC Staff \$137,750 Chris Bauer	Planning Committee Approved 4/7/21	The consultant contract language negotiation process was completed, and the final contract has been signed. The project kickoff will occur in early 2022.	February 2023	TBD
8. Smart Communities Guidebook	WSP \$100,000 Jen Ceponis	Planning Committee Approved 4/7/21	Focus Group meetings were held through December and the consultant team is planning and scheduling stakeholder interviews which will be used to develop final Toolbox materials.	May 2022	https://www.cdcsmartmobility.com/
9. ADA Self-Evaluation and Transition Plan for Pedestrian Infrastructure	City of Albany Program capacity: \$75,000 Carrie Ward	Included in the 2020-2022 UPWP	Consultant data collection continues. We are re-evaluating the City's role in hiring data collection staff.	Summer 2022	TBD
10. Data Collection Services	TBD \$40,000 Andrew Tracy	Included in the 2020-2022 UPWP	The project kickoff was held on November 8th with consultant Quality Counts LLC. Four sites collected early December to support ongoing planning studies. Remaining sites will be collected in early 2022 (weather permitting).	Spring 2022	N/A

Thank you!

Next meeting:
February 8, 9:00 a.m.

