

CAPITAL DISTRICT TRANSPORTATION COMMITTEE UNIFIED PLANNING WORK PROGRAM

State Fiscal Year 2022-2023
(April 1, 2022 – March 31, 2023)



Policy Board Approved March 3, 2022

Amended June 23, 2022

ADOPTED RESOLUTION #22-1

2022-2023 UNIFIED PLANNING WORK PROGRAM

WHEREAS the Capital District Transportation Committee (CDTC) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuing, and cooperative transportation planning process for the Capital District Transportation Management Area (TMA) which includes Albany, Rensselaer, Saratoga and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23, U.S.C. Section 134 and Title 49 U.S.C. Section 5303; and

WHEREAS, 23 CFR Section 450.308 and 49 CFR Section 613.100 state that the Unified Planning Work Program (UPWP) shall annually describe all urban transportation and transportation related planning activities anticipated within the area during the next year regardless of funding sources; and,

WHEREAS, the Capital District Transportation Committee has determined that the 2022-2023 Unified Planning Work Program addresses the planning requirements set forth by the Fixing American's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs (IIJA) Act; and

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

WHEREAS, the planning activities identified in the UPWP are consistent with the vision, strategies and recommendations in New Visions 2050, the adopted metropolitan transportation plan for the region, and

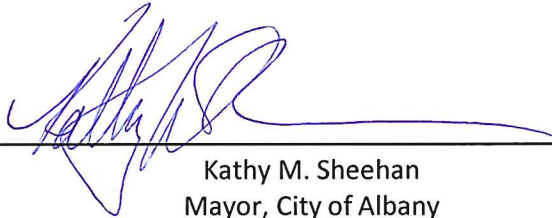
WHEREAS, public comment has been solicited on the draft 2022-2023 UPWP, and

WHEREAS, the Planning Committee, at its February 2, 2022 meeting, recommended approval by the Capital District Transportation Committee of the 2022-2023 Unified Planning Work Program for the Capital District.

THEREFORE, BE IT RESOLVED, the Capital District Transportation Committee approves the 2022-2023 Unified Planning Work Program for the Capital District TMA; and,

BE IT FURTHER RESOLVED, that the Capital District Transportation Committee authorizes the Planning Committee to make minor revisions and refinements consistent with the overall intent of the Unified Planning Work Program that are necessary during the course of the year; and,

BE IT FURTHER RESOLVED, that the Capital District Transportation Committee authorizes the New York State Department of Transportation to submit the Unified Planning Work Program to the Federal Highway Administration to secure PL, SPR and STP funding and authorizes the New York State Department of Transportation to submit application to the Federal Transit Administration (FTA) to secure Section 5303 funds, on behalf of the Committee.



Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital District Transportation Committee

3-3-2022

March 3, 2022

Table of Contents

Disclaimer.....	1
Title VI Statement	1
Introduction	2
About CDTC	3
Development of the UPWP.....	5
Federal Planning Requirements.....	6
UPWP Planning Priorities for the CDTC Region	8
Key Accomplishments of CDTC’s 2020-2022 UPWP	12
Proposed 2022-2023 UPWP Budget	16
FHWA PL Carryover Plan	17
UPWP Task Descriptions	19
44.21.00 Program Support & Administration	20
1.51 Committee Activities.....	20
1.61 CDTC Operations and Management	20
1.65 Unified Planning Work Program (UPWP) Development and Reporting	21
1.66 Environmental Justice and Title VI.....	22
1.68 NYSAMPO Administration.....	22
1.69 NYSAMPO/AMPO/TRB Committees and Working Groups	23
1.70 Public Participation	24
1.73 CDTC/CDRPC Technical Assistance Program.....	25
1.75 Linkage Program Administration and Support.....	25
44.22.00 General Development and Comprehensive Planning.....	26
2.25 Transportation Data Collection.....	26
2.28 Census and Capital Region Indicators	27
2.29 Geographic Information Systems (GIS).....	28
2.30 Pavement Condition Inventory Support	29
2.30.1 Pavement Condition Inventory Albany County	30
2.30.3 Pavement Condition Inventory City of Schenectady	30
44.23.01 Long-Range Transportation Planning (LRTP) – System Level.....	31
3.11 STEP Model Development and Maintenance	31
3.21 Climate Change Initiative	32
3.31 Infrastructure Planning	32
3.35 Town of Hoosick Asset Management Plan.....	33
3.41 New Visions 2050 and MTP Refinement.....	34

3.51 Performance-Based Planning.....	35
44.23.02 Long-Range Transportation Planning (LRTP) – Project Level.....	35
3.22 Regional Operations and Congestion Management.....	35
3.32 Regional Signal Timing Program	36
44.24.00 Short-Range Transportation Planning (SRTP)	37
4.17 Complete Streets	37
4.21 Freight Planning	38
4.25 Energy Efficient Logistics Grant.....	39
4.30 Smart Communities	39
4.35 Health Impact Assessments	40
4.60 Capital Coexist.....	41
4.64 Americans with Disabilities Act (ADA) Planning.....	42
4.67 Active Transportation Planning.....	42
4.68 Capital District Trails Plan Implementation	43
4.70 Clean Communities	44
44.25.00 Transportation Improvement Program (TIP)	45
5.01 Transportation Improvement Program (TIP) Development and Maintenance	45
5.21 Air Quality Conformity	46
5.51 Travel Demand Modeling Services.....	46
5.61 TIP Project Development Support	47
44.26.00 Planning Emphasis Areas (PEAs)	47
6.12 Human Service Agency Transportation.....	47
6.13 Transit Planning.....	48
6.14 Transportation Demand Management Initiatives	49
6.16.1 Safety Planning.....	50
6.16.2 Resilience and Security Planning.....	51
44.27.00 Other Activities	52
7.10.1 Town of Colonie GEIS Support	52
7.10.2 Town of Malta GEIS Support.....	52
7.20 Shared Transit Service Planning and Analytics Initiative	53
7.50 Menands Land Use Regulations Update	53
7.60 Scotia Downtown Connections Plan	54

7.70 East & North Greenbush Route 4 Corridor Study Update	54
7.80 City of Troy Federal Street Study	55
7.85 City of Rensselaer Waterfront Connectivity Study	56
7.86 Town of Brunswick Hoosick Road Corridor Study.....	56
7.87 Sand Creek Road Complete Street Feasibility Study.....	57
7.88 City of Schenectady Albany and Crane Streets Linkage Study.....	57
Statewide Planning Efforts.....	58
NYSAMPO Shared Cost Initiatives (SCI).....	58
State Planning Research (SPR) Funded Efforts	60
Appendix A.....	62
Table 1.....	63
Table 1A	65
Table 2.....	66
Table 3.....	67
Table 4.....	69
Table 5.....	71
Appendix B	73

Disclaimer

Financial assistance for the preparation of this report was provided through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The Capital District Transportation Committee is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Title VI Statement

The Capital District Transportation Committee (CDTC) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, gender, age, disability, or economic status, as protected by Title VI of the Civil Rights Act of 1964 and related statutes and regulations. It is also the policy of the CDTC to ensure that all programs, policies, and other activities do not have disproportionate adverse effects on minority and low income populations. Additionally, the CDTC will provide meaningful access to services for persons with Limited English Proficiency.

Capital District Transportation Committee (CDTC)

One Park Place, Main Floor

Albany, New York 12208

Phone: (518) 458-2161

Fax: (518) 729-5764

Email: cdtc@cdtcmpo.org

Website: <https://www.cdtcmpo.org>

Facebook: CapitalDistrictMPO

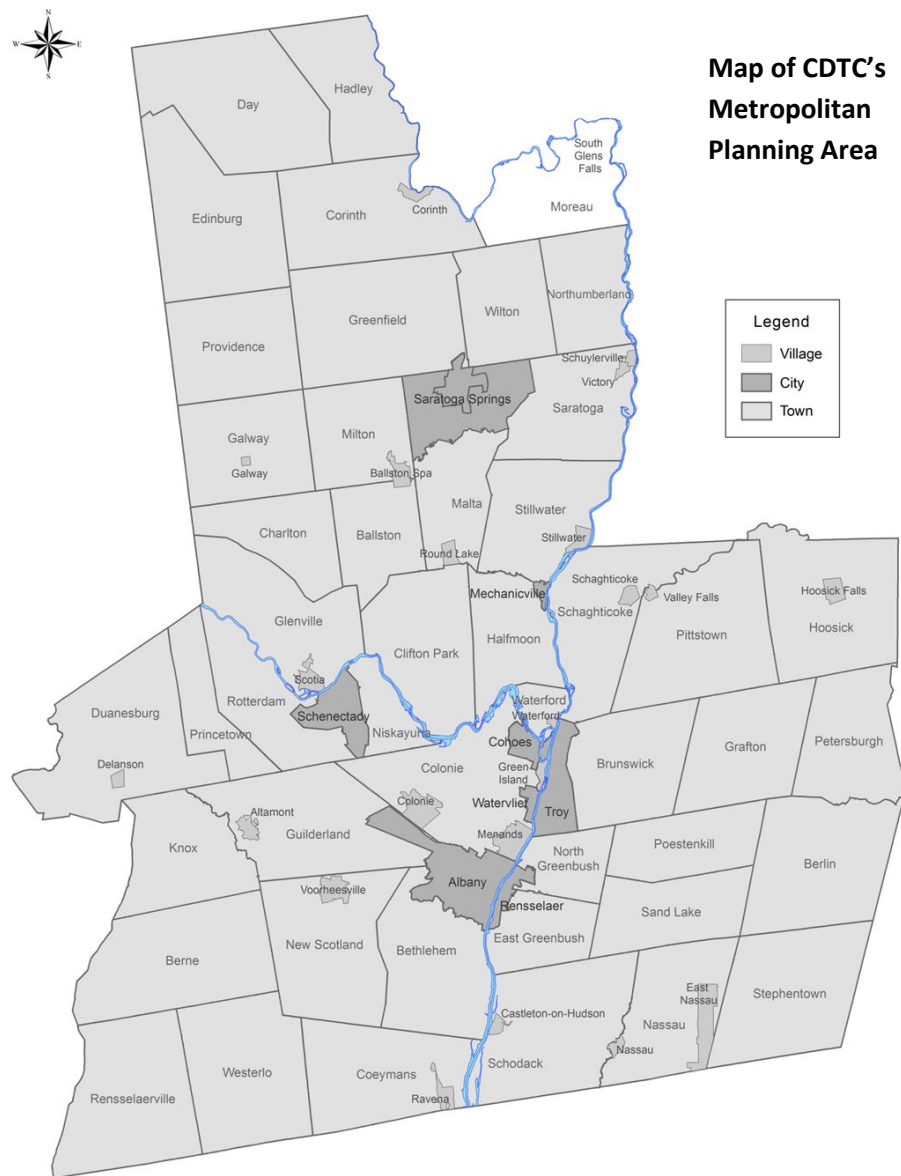
Twitter: @MPOCDTC

Instagram: @MPOCDTC

YouTube: Capital District Transportation Committee

Introduction

The Capital District Transportation Committee (CDTC) is the Metropolitan Planning Organization (MPO) for the metropolitan planning area ("the region") of Albany, Rensselaer, Saratoga¹ and Schenectady Counties in New York State. Every urbanized area in the United States with a population of 50,000 or more, as identified in the Decennial U.S. Census must have a designated MPO in order to qualify for federal transportation funding programs. MPOs are responsible for regional transportation planning and provide a forum for State and local officials to discuss transportation issues and reach a consensus on transportation plans and specific programs of capital projects.



¹ The Town of Moreau and the Village of South Glens Falls in Saratoga County are part of the Adirondack/Glens Falls Transportation Council.

About CDTC

CDTC has its origins in the 1964 Capital District Transportation Study (CDTS), set up through agreements between New York State, the four counties, and 77 municipalities in those counties. CDTC has always affirmed the need to conduct transportation planning in a cooperative and collaborative, as well as a sound technical manner. All planning is conducted on a comprehensive basis oriented to preserving transportation system infrastructure, providing mobility options and developing a resilient and sustainable transportation system. This work is undertaken in cooperation with the state agencies, regional organizations and local governments in the region, especially NYSDOT and CDTA, through a Policy Board and a Planning Committee.

Ultimate authority for all of CDTC's actions rests with the Policy Board. CDTC's members are encouraged to bring forth issues and concerns at any time as they are expected to be active participants in the planning process. Raising concerns during meetings or discussing them with other Policy Board members, Planning Committee members or the CDTC staff between meetings makes CDTC more effective, responsive and relevant. The Policy Board meets quarterly (March, June, September and December) and is composed of elected and appointed officials from:

- Four counties (Albany, Rensselaer, Saratoga, and Schenectady)
- Eight cities in the four counties (Albany, Cohoes, Mechanicville, Rensselaer, Saratoga Springs, Schenectady, Troy, and Watervliet)
- Town of Colonie
- Two at-large members representing towns and villages
- New York State Department of Transportation (NYSDOT)
- New York State Thruway Authority (NYSTA)
- Capital District Transportation Authority (CDTA)
- Capital District Regional Planning Commission (CDRPC)
- Albany County Airport Authority
- Albany Port District Commission
- Advisory members include the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)

CDTC's Policy Board Members as of March 3, 2022

Albany County	Daniel P. McCoy, Albany County Executive
Albany County	Andrew Joyce, Chair, Albany County Legislature
Albany City	Kathy M. Sheehan, Mayor (Chair)
Albany County Airport Authority	Philip F. Calderone, Esq.
Albany Port District Commission	Patrick K. Jordan, Esq.
Capital District Regional Planning Commission	Craig M. Warner
Capital District Transportation Authority	Carm Basile, CEO (Vice Chair)
Clifton Park Town	Phil Barrett, Supervisor
Colonie Town	Peter Crummey, Supervisor
Cohoes City	William T. Keeler, Mayor
Federal Highway Administration	Richard J. Marquis
Federal Transit Administration Region-2	Stephen Goodman, Regional Administrator
Mechanicville City	Michael Butler, Mayor
NYS Department of Transportation Region-1	Patrick Barnes, Regional Director (Secretary)
New York State Thruway Authority	Phil Serafino, Acting Albany Division Director
Rensselaer City	Michael E. Stammel, Mayor
Rensselaer County:	Steven McLaughlin, Chair, Rensselaer County Executive
Rensselaer County	Kelly Hoffman, Chair, Rensselaer County Legislature
Saratoga County	Theodore T. Kusnierz Jr., Chair, Saratoga County Board of Supervisors
Saratoga County	Thomas C. Werner
Saratoga Springs	Ronald Kim, Mayor
Schenectady City	Gary McCarthy, Mayor
Schenectady County	Anthony Jasenski, Sr., Chair, Schenectady County Legislature
Schenectady County	Joe Landry
Scotia Village	Thomas Gifford, Mayor
Troy City	Patrick Madden, Mayor
Watervliet City	Charles V. Patricelli, Mayor

Much of the work necessary to develop recommendations about plans and programs for Policy Board review and approval is delegated to CDTC's Planning Committee. The Planning Committee is largely composed of technical counterparts (i.e. city engineers, planning directors, etc.) to the policy members (i.e. Mayors or Supervisors) of the CDTC. The Planning Committee provides input and direction to planning efforts, develops recommendations for action by the Policy Board and has the delegated authority to approve small-scale changes to CDTC's work program or to the Transportation Improvement Program.

CDTC is required to develop three major products in support of the metropolitan transportation planning process:

1. Metropolitan Transportation Plan (MTP) – The MTP, also referred to as the long range regional transportation plan, establishes investment policies and principles that guide CDTC's decision-

making and activities for a planning horizon of no less than 20 years. The MTP is updated every 5 years and CDTC's MTP is known as New Visions 2050.

2. Unified Planning Work Program (UPWP) – The UPWP is a one or two year plan that contains all of CDTC's planning activities and task budgets.
3. Transportation Improvement Program (TIP) – The TIP is CDTC's five-year capital program of transportation projects updated every two or three years.

For more information about CDTC, review the [Reference Guide to CDTC](#), [Continuing Operations Plan](#) and other [CDTC documents](#) including the Metropolitan Transportation Plan, [New Visions 2050](#).

Development of the UPWP

The CDTC UPWP identifies transportation planning activities that are to be undertaken in the region to further develop the policies and recommendations contained in New Visions 2050. At minimum, the UPWP includes a description of each task, the resulting products and who the work will be performed by (i.e. CDTC's staff, CDRPC's staff or a consultant). The time frames for completing each task are also identified along with its cost and fund sources. CDTC's UPWP also includes resources for staff support for the New York State Association of Metropolitan Planning Organizations (NYSAMPO) activities.

This UPWP has been prepared for state fiscal year 2022-2023 (beginning April 1, 2022 and ending March 31, 2023). CDTC has moved away from a two-year UPWP² to allow CDTC to be more responsive to the region's transportation planning needs and to adjust to changes in federal transportation policy. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was enacted on November 15, 2021. FHWA and FTA are expected to issue guidance in 2022 on transportation planning and project programming requirements in the IIJA that may require changes to this or future UPWPs.

Development of the UPWP began with CDTC's staff preparing work plans for many on-going or in progress tasks from the previous UPWP. Meanwhile, at its October 5, 2021 meeting, CDTC's Planning Committee approved a call for local government planning projects that would advance the regional transportation priorities in New Visions 2050. The solicitation was issued in October 2021 which allowed CDTC's staff to consolidate the application processes for the Community and Transportation Linkage Planning Program, the Technical Assistance Program and regional plan implementation projects into a single application process. A November 24, 2021 submission deadline was established resulting in six project proposals that were evaluated by CDTC staff. The staff recommendations as well as the staff

² MPOs have the option to prepare one or two year UPWP reports. Since 2006, CDTC has prepared two year UPWP reports with annual amendments to the budget, planning activities and programs.

work plans were incorporated into a draft UPWP and reviewed with CDTC's Planning Committee at its February 2, 2022 meeting. The Planning Committee approved the draft UPWP for public review.

CDTC issued a press release announcing the beginning of a 25 day public review period following Planning Committee approval of the draft. CDTC posted a UPWP Executive Summary, the Draft UPWP document and the press release for public review on its website. Links to the materials were also posted on social media. The Executive Summary included information on what the UPWP is, how it is developed, what planning projects are included and the proposed budgets. Information related to translation of the draft UPWP was also provided as well as the various methods to provide comments including via social media, Google Voice, e-mail and regular US mail. In addition, a virtual UPWP public meeting was held on February 16, 2022. The meeting was recorded and the video was posted on CDTC's website. Public comments were due to CDTC on March 2, 2022. A summary of public comments received as well as CDTC's responses is available in Appendix B.

Federal Planning Requirements

As an MPO, CDTC is required to address ten planning factors through a continuous, cooperative and comprehensive metropolitan transportation planning process. The ten planning factors were established in the Fixing America's Surface Transportation (FAST) Act of 2015 and were reaffirmed in the 2021 Infrastructure Investment and Jobs Act (IIJA), or Bipartisan Infrastructure Law (BIL). The following lists the ten planning factors and provides examples of tasks in this UPWP that address each planning factor.

Federal Planning Factor	UPWP Task
(1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	3.31 Infrastructure Planning 3.51 Performance-Based Planning 4.21 Freight Planning
(2) Increase the safety of the transportation system for motorized and non-motorized users	4.17 Complete Streets 4.67 Active Transportation Planning 6.16.1 Safety Planning
(3) Increase the security of the transportation system for motorized and non-motorized users	3.21 Climate Change Initiative 3.22 Regional Operations and Congestion Management 6.16.2 Security Planning
(4) Increase accessibility and mobility of people and freight	4.21 Freight Planning 6.12 Human Service Agency Transportation 6.14 Regional Travel Demand Management
(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	1.66 Environmental Justice and Title VI 3.21 Climate Change Initiative 3.41 New Visions 2050 and MTP Refinement
(6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	3.41 New Visions and RTP Refinement 4.17 Complete Streets 6.13 Transit Planning
(7) Promote efficient system management and operation	3.11 STEP Model Development and Maintenance 3.22 Regional Operations and Congestion Management 3.32 Regional Signal Timing Program
(8) Emphasize the preservation of the existing transportation system	2.30 Pavement Condition Inventory 3.31 Infrastructure 3.51 Performance-Based Planning
(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	3.21 Climate Change Initiative 3.22 Regional Operations and Congestion Management 6.16.2 Resilience and Security Planning
(10) Enhance travel and tourism	3.41 New Visions and MTP Refinement 4.67 Active Transportation Planning 4.68 Capital District Trails Plan Implementation

UPWP Planning Priorities for the CDTC Region

CDTC adopted its New Visions 2050 Metropolitan Transportation Plan on September 3, 2020. New Visions 2050 supports keeping the region's highways and bridges in good condition, providing high quality transit service through continued investment in Bus Rapid Transit, and building Complete Streets. Implementation of New Visions 2050 requires coordination with state agencies, regional organizations and local governments. The UPWP allows the region to undertake planning that supports New Visions 2050 priorities. The following describes the region's planning priorities and their relationship to tasks in the UPWP.

- **Invest in a Quality Region** – A quality region considers health, the economy, and the environment within an overall framework of land use planning and transportation policies. Creating and sustaining a quality region is central to the direction of New Visions 2050 toward urban investment, concentrated development patterns, and smart economic growth. Related UPWP task(s):
 - 1.73 Linkage Program Administration and Support along with Linkage Program projects funded in tasks 7.50, 7.60, 7.70, 7.80, 7.85, 7.86, 7.87, and 7.88 – Linkage program planning initiatives seek to integrate land use and transportation planning by providing consultant assistance to local government strategic plans. Planning work will be completed or will be initiated in the Cities of Rensselaer, Schenectady and Troy, in the Towns of Brunswick, Colonie, East and North Greenbush and the Villages of Colonie, Scotia and Menands.
- **Make Investments Regionally Equitable** – Transportation investments will address all needs fairly and equally. Funding for appropriate repair, replacement and reconstruction will be based on the function and condition of the facility – not ownership. Related UPWP task(s):
 - 5.01 Transportation Improvement Program (TIP) and 3.31 Infrastructure Planning – CDTC will be establishing a TIP committee to review CDTC's TIP development and amendment practices, modernize and refine the project evaluation process and to explore options to better connect available funding to infrastructure needs based on functional classification and condition.
- **Support Economic Development** – Transportation is critical to the region's economy. New Visions articulates the transportation investment needed for sustainable regional economic growth. Related UPWP task(s):
 - 4.17 Complete Streets and 4.67 Active Transportation Planning – Work under both tasks include collaborating with CDRPC to identify the best approach to assess the economic benefits of a range of transportation projects.
 - 2.28 Census and Capital Region Indicators – CDTC and CDRPC will continue to partner on the maintenance and update of the Capital Region Indicators website, providing census and other data for use in marketing the region for economic development initiatives.
- **Preserve and Manage the Transportation System** – Transportation funding must be sufficient to both repair and sometimes replace our highway, bridge, and transit infrastructure. Related UPWP task(s):

- 3.31 Infrastructure Planning – Staff will research available software tools for forecasting pavement and bridge condition and will develop unit cost estimates for pavement, bridge, intersection, trail and sidewalk projects.
- 3.41 New Visions 2050 and MTP Refinement – Explore best practices in financial planning and collect data on transportation expenditures at all levels of government.
- **Maintain Travel Reliability** – Reliable traffic flow is more important than reducing congestion as traffic congestion is often a sign of an area’s economic vitality. Related UPWP task(s):
 - 3.22 Regional Operations and Congestion Management – CDTC staff plans to refresh the regional Congestion Management Process.
 - 3.51 Performance-Based Planning – CDTC staff will continue to monitor the region’s performance measures related to system reliability and will implement methods to better present data to the public, including a data dashboard.
- **Invest in Safety** – Our region will move toward eliminating transportation related deaths and serious injuries by 2050. Related UPWP task(s):
 - 6.16.1 Safety Planning – CDTC will continue to implement its Local Road Safety Action Plan by creating lists of common crash themes, roadway risk factors and location characteristics for communities, highlight countermeasures to address them, and educate partners about available funding.
- **Invest in Security** – Protection of critical infrastructure from natural disasters, acts of terrorism and cyber-attacks are of increasing concern. Scenario planning & computer modeling will support regional security planning efforts. Related UPWP task(s):
 - 6.16.2 Resilience and Security Planning – CDTC staff will compile data on critical transportation assets, explore options to identify vulnerable infrastructure and will review methodologies for conducting vulnerability / risk assessments.
- **Invest in Complete Streets** – Street design will serve all users equitably, including pedestrians, bicyclists, transit riders, freight and personal vehicle drivers and riders. Related UPWP task(s):
 - 4.17 Complete Streets – This task addresses the 2.5% planning investment requirement in the 2021 IJA (BIL). CDTC staff will complete and market the Complete Streets Design Guide and Implementation Guide, plan for Complete Streets workshops in 2023 and will consider the development of a regional Complete Streets policy.
- **Encourage Bicycle and Pedestrian Travel** – Bicycle and pedestrian improvements will be considered from the perspective of developing a system. A regional system of sidewalks, bicycle facilities, and multi-use trails will encourage safe bicycle and pedestrian use. Related UPWP task(s):
 - 4.68 Capital District Trails Plan Implementation – Complete the Patroon Creek Trail Feasibility Study.
 - 4.60 Capital Coexist – Support community led short-term traffic safety infrastructure demonstration projects (ex. protected bike lanes, etc.) related to CDTC planning studies and other community plans.

- **Invest in Transit and Provide Essential Mobility for All** – Innovative and viable transportation services support concentrated development by providing equitable access to reliable and affordable transportation. Related UPWP task(s):
 - 6.13 Transit Planning – CDTC staff will continue to partner with CDTA staff to complete the Bus Lane Feasibility Study, plan for additional Bus Rapid Transit routes and begin the process to update the Transit Development Plan.
 - 6.12 Human Service Agency Transportation – CDTC staff will organize an in-person, if possible, “Tools of the Trade” workshop to share information among providers to improve efficiency and delivery of transportation to the people they serve. Staff will also begin the update process for the Coordinated Public Transit-Human Services Plan.
- **Prioritize Affordable and Convenient Travel Options** – Regional efforts will prioritize affordable and convenient travel options and programs that encourage behavioral shifts away from single occupancy vehicle (SOV) travel and help balance the transportation system among driving, bicycling, walking, transit, carpooling, vanpooling, and telework. Related UPWP task(s):
 - 6.14 Transportation Demand Management Initiatives - With consultant assistance, CDTC staff will administer a commuter survey to gather data on post-COVID travel behavior and will continue ongoing support for the 511NY Rideshare regional portal, Capital Moves, including Guaranteed Ride Home registration and coordination with NYSDOT and CDTA.
- **Move Freight Efficiently** – CDTC’s planning efforts will embrace freight’s key contributions to regional prosperity, while also trying to mitigate the negative impacts of all modes of freight movement on local communities. Maintaining the health and improving the efficiency of freight facilities in the region through public/private partnerships is a high priority. Related UPWP task(s):
 - 4.21 Freight Planning – CDTC staff will complete the Regional Truck Parking Study, facilitate quarterly CDTC Freight Advisory Committee (FAC) meetings and continue to gather data on freight travel in the region.
- **Preserve the Environment** – Transportation investments must improve or preserve the region’s cultural and natural environment, must not encourage development in environmentally sensitive areas and must help preserve rural character. Transportation investments will support alternative fuel vehicles and greenhouse gas reduction. Related UPWP task(s):
 - 4.70 Clean Communities – CDTC hosts the Capital District Clean Communities Coalition, a US Department of Energy (USDOE) funded program that promotes the use of alternative fuel vehicles. CDTC will use USDOE resources to promote and provide guidance on alternative fuel vehicles.
 - 2.29 Geographic Information Systems (GIS) – CDTC staff will continue to gather data that updates environmental features mapping and documents the environmental systems, natural and cultural resources present at the project and regional level.
- **Leverage Technology** – Plan for advancements in technology, such as self-driving cars, self-adjusting traffic signals, smart phone applications, and shared mobility, that will have tremendous and wide-reaching impacts on future transportation. Related UPWP task(s):

- 4.30 Smart Communities – Complete the Smart Communities Toolbox to serve as a guide for implementing Smart Community projects in the region by identifying common interests and opportunities for introducing technology.

While the majority of the UPWP tasks are on-going or carryover activities from the previous UPWP, new or reorganized tasks were added for 2022-2023 to support the planning process. New tasks and their relationship to the planning priorities in New Visions 2050 include:

1.61 CDTC Operations and Management

- **Purpose:** Consolidates former individual task lines into a single task supporting CDTC's operations and management including review and implementation of Certification Review recommendations, maintaining the ADA compliance of CDTC's office, DBE (Disadvantaged Business Enterprise) reporting and update of CDTC's Continuing Operations Plan.
- **Relationship to Federal Planning Factors:** Supports all ten by providing administrative resources to CDTC's metropolitan transportation planning process.
- **Relationship to New Visions 2050 priorities:** Provides administrative support to CDTC's programs and projects including implementation of New Visions 2050.

2.30.3 Pavement Condition Inventory City of Schenectady

- **Purpose:** To carry out a pavement condition survey of Schenectady City-owned roads under contract to the City of Schenectady.
- **Relationship to Federal Planning Factors:** Supports Planning Factors 1 (Economic Vitality) and 8 (System Preservation).
- **Relationship to New Visions 2050 priorities:** Supports Preserving and Managing the Transportation System.

3.21 Climate Change Initiative

- **Purpose:** To coordinate with local, regional, and State partners to develop more resilient and sustainable transportation networks that contribute to the reduction of Greenhouse Gas (GHG) Emissions.
- **Relationship to Federal Planning Factors:** Supports Planning Factor 5 (Protect and Enhance the Environment).
- **Relationship to New Visions 2050 priorities:** Supports Preserving and Managing the Transportation System

3.35 Town of Hoosick Asset Management Plan

- **Purpose:** To develop an asset management for Town roads in the Town of Hoosick.
- **Relationship to Federal Planning Factors:** Supports Planning Factor 8 (System Preservation).
- **Relationship to New Visions 2050 priorities:** Supports Preserving and Managing the Transportation System

4.35 Health Impact Assessments

- **Purpose:** To develop a Health Impact Assessment (HIA) tool in coordination with local health department staff to inform decision-making about transportation planning, policy, and projects impacting public health.
- **Relationship to Federal Planning Factors:** Supports Planning Factor 5 (Improve Quality of Life).
- **Relationship to New Visions 2050 priorities:** Supports investing in a Quality Region.

7.86 Town of Brunswick Hoosick Road Corridor Study

- **Purpose:** To identify potential solutions to issues associated with traffic through the core commercial area of the Town of Brunswick along NYS Route 7 between the City of Troy boundary and NYS Route 142 (Grange Road) including connecting neighborhood streets.
- **Relationship to Federal Planning Factors:** Supports Planning Factors 1 (Economic Vitality), 2 (Improve Safety), 4 (Increase Accessibility), and 7 (Efficient System Management and Operation).
- **Relationship to New Visions 2050 priorities:** Supports investing in a Quality Region, Maintaining Travel Reliability and Investing in Safety.

7.87 Sand Creek Road Complete Street Feasibility Study

- **Purpose:** To prepare a Complete Street Feasibility Study for Sand Creek Road, from Watervliet Shaker Road to Wolf Road in the Village and Town of Colonie.
- **Relationship to Federal Planning Factors:** Supports Planning Factors 2 (Improve Safety), 4 (Increase Accessibility), and 6 (Enhance Transportation System Integration and Connectivity).
- **Relationship to New Visions 2050 priorities:** Supports investing in a Quality Region, Investing in Complete Streets and Investing in Safety.

7.88 City of Schenectady Albany and Crane Streets Linkage Study

- **Purpose:** To perform a traffic analysis on in the Albany Street and Crane Street corridors of the City of Schenectady to be used in determining what transportation related projects would most benefit the Mount Pleasant and Hamilton Hill neighborhoods by improving the flow of vehicular traffic, parking availability, safety for pedestrians, cyclists, the disabled, and public transit riders, and the economic success of the commercial businesses.
- **Relationship to Federal Planning Factors:** Supports Planning Factors 2 (Improve Safety), 4 (Increase Accessibility), 5 (Improve Quality of Life) and 6 (Enhance Transportation System Integration and Connectivity).
- **Relationship to New Visions 2050 priorities:** Supports investing in a Quality Region, Investing in Complete Streets and Investing in Safety.

Key Accomplishments of CDTC's 2020-2022 UPWP

The CDTC 2020-22 UPWP focused on developing and implementing the recommendations of the New Visions 2050 Plan. Some of the key accomplishments include:

Federal Certification

- In May and June 2020, CDTC underwent its Certification Review Process with the Federal Highway Administration and Federal Transit Administration. CDTC received a U.S. Department of Transportation letter that certified the CDTC planning process effective September 22, 2020.
- Staff reviewed the final Certification Review Report. Included in the Certification Review Report are ten (10) topic areas related to the federal metropolitan transportation planning process with twelve (12) recommendations for consideration in furthering program excellence, seven (7) commendations to recognize best practices, several notable practices, and no corrective actions.

New Visions 2050 – Metropolitan Transportation Plan

- The Policy Board voted to approve the Final New Visions 2050 Update and the Transportation and Air Quality Conformity Determination in September 2020. The Air Quality Conformity Determination demonstrates that CDTC meets the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone National Ambient Air Quality Standards.
- CDTC launched a New Visions virtual learning series in September 2020 and continues to plan and host monthly webinars. The webinars feature staff, local government and other agency staff presentations and are open to the public. The webinars have been approved for AICP credits, which has incentivized planners and other transportation professionals to attend.

Transportation Improvement Program (TIP)

- CDTC's TIP merit score evaluation criteria were updated, staff developed an electronic application form for TIP project proposals and staff prepared new factsheets and databases for use in evaluating candidate TIP projects. All updated material was reviewed and approved by CDTC's Planning Committee and Policy Board in 2021.
- CDTC issued a solicitation in Fall 2021 for new TIP project proposals as part of the 2022 TIP update resulting in 93 applications. Staff evaluated the applications and provided the evaluation data to the Planning Committee in February 2022.

ADA

- CDTC completed ADA Self Evaluation and Transition Plan projects for pedestrian infrastructure in the City of Saratoga Springs and the Town of Glenville.
- CDTC initiated an ADA Transition Plan in the City of Albany.
- CDTC presented on its involvement in municipal transition plan work in a webinar sponsored by the FHWA Office of Civil Rights.

CDTC/CDRPC Technical Assistance Program

- CDTC staff continued coordination with CDRPC on the Community Planning Technical Assistance Program. The following projects were completed:
 - Town of Clifton Park Western Clifton Park Development & Conservation Trends Analysis
 - Town of East Greenbush Gilligan Road Complete Streets Enhancements
 - Town of Glenville Comprehensive Plan and Zoning Code Analysis - NYS Route 50
 - Town of Glenville – Hoffman Hill Road Safety Analysis
 - Town of North Greenbush – Existing Conditions and Resource Mapping Project
 - Town of Westerlo Comprehensive Plan Committee Assistance

- The following projects were initiated:
 - City of Saratoga Springs, Saratoga County and the Town of Wilton Saratoga Greenbelt – Wilton Connector Trail
 - Town of Guilderland – Development Growth Trends Analysis
 - Town of Glenville – Hoffman Hill Road Safety Analysis

CDTC Operations and Management

- CDTC's Policy Board approved several CDTC documents including:
 - Continuing Operations Plan (2020)
 - Environmental Justice/Title VI Analysis (2020)
 - Environmental Mitigation Policy (2021)
 - Limited English Proficiency Plan (2020)
 - Title VI Plan (2020)
 - Public Participation Policy (2021)

Clean Communities

- The U.S. Department of Energy's (USDOE) Clean Cities Program is a voluntary, locally based government and industry partnership to advance economic and energy security by reducing the use of petroleum fuels in vehicles. CDTC has been leading the coalition in the Capital District for over 20 years and is the only MPO in New York to directly host the Clean Communities Program. CDTC was invited to participate in a Clean Cities pilot contract which could allow coalitions more flexibility in the work they do. This new contract began February 2020. As part of the new contract, CDTC staff provided feedback to the DOE on the contracting process itself through monthly phone calls and Pilot group meetings.

Complete Streets

- Staff developed the materials for the 2020 Complete Streets Workshop Series solicitation. CDTC, on behalf of local governments, administered the consultant contract for the workshop series and served as project manager. CDTC's Planning Committee awarded workshops to the Village of Ballston Spa, completed in 2020, and Schenectady County, completed in 2021.

Data Collection

- Hired Quality Counts, LLC to conduct approximately 60 traffic counts and collect safety data on 75 centerline miles of curves.
- Developed a regional trail count program with data collected by Eco-Counter PYRO boxes.

Freight

- CDTC Gannett Fleming, Inc. to undertake a Regional Truck Parking Study. The study will inventory public and private truck parking supply and demand in the region, identify major factors and trends affecting overnight truck parking, develop a local truck-parking toolkit, and make recommendations to improve truck parking conditions in the region.

Infrastructure

- CDTC staff hired CDM Smith to prepare a Local Bridge Preservation Report. The final report called Identification of Bridge Preservation Candidates, Treatments, and Costs for Locally Owned Capital District Bridges was completed in 2020.

- Supported the NYSDOT led NY 378 Troy-Menands Bridge Planning and Environmental Linkages (PEL) Study by providing input to NYSDOT on the scope of work, participating in an FHWA PEL workshop and by participating on the Study Advisory Committee.
- Completed highway condition inventories in Albany County and the City of Albany.

Linkage Program

- Completed the following Linkage Projects:
 - Albany Bicycle and Pedestrian Master Plan
 - Ballston Spa Pedestrian and Bicycle Study
 - Troy Hoosick Hillside Study
- Initiated the following Linkage Projects:
 - East and North Greenbush Route 4 Corridor Study: Inter-Municipal Update
 - Menands Land Use Regulations Update
 - Rensselaer Waterfront Connectivity Study
 - Scotia Downtown Connections Plan
 - Troy Federal Street Corridor Study

Performance Based Planning

- CDTA presented on their Public Transportation Agency Safety Plan and Safety Performance Targets to the Planning Committee and Policy Board, and the Safety Plan was approved at the September 3, 2020 Policy Board Meeting.

Regional Travel Demand Model

- Staff, at the request of members, utilized the CDTC STEP (Systematic Transportation Planning and Evaluation Model), our regional travel demand model, to develop future year PM peak hour background traffic assumptions, for projects in the Town of Bethlehem, the Town of Colonie, the City of Albany, the Village of Colonie, the Village of Round Lake, Town of Ballston, City of Saratoga Springs, two in the Town of Wilton and for several NYSDOT projects.

Regional Operations and Congestion Management

- CDTC updated its Congestion Management Process (CMP) and adopted it in 2020 as part of New Visions 2050.
- Monitored mobility impacts of COVID-19.

Smart Communities

- CDTC hired WSP to prepare a Capital Region Smart Communities Toolbox. The toolbox will define “Smart Cities” in the context of the region, identify underutilized and evolving technologies that can be deployed to enhance the regional transportation system and create an implementation roadmap.

Transit/Human Service Agency Transportation

- Launched a Bus Lane Feasibility Study jointly with CDTA. This project will help identify partners and corridors throughout the Capital Region for the implementation of bus and transit lanes.

- Held the “Tools of the Trade” workshop virtually in April 2021. Topics included the health impacts of isolation, recruiting and retaining volunteers, the “Mobility as a Service” program underway in Ithaca, and CDTA’s new FLEX service.

Travel Demand Management

- Launched the Ditch the Car Challenge using a landing page on the CDTC website. The Challenge was held early June to early October 2021 with 80+ participants, 1,600+ trips logged, 22,800+ miles travelled and 18,200+ pounds of GHG emissions prevented.

Proposed 2022-2023 UPWP Budget

The federal IIJA (BIL) increased CDTC’s resources to support the transportation planning process in the Capital Region. An increase in funding had not happened since enactment of the FAST Act. CDTC’s Administrative and 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 allows CDTC to pursue an aggressive planning work program. The proposed UPWP budget for 2022-2023 is shown in Appendix A: Financial Tables. Note these full year funding estimates are subject to change based on the final federal budget for FFY 2022. CDTC’s 2022-2023 allocation will be updated, if needed, based on future federal action on metropolitan planning grant allocations and decisions concerning Shared Cost Initiative (SCI) set-asides.

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 UPWP allocated to CDTC in fiscal year 2022-2023 from these programs are \$1,884,365 and \$362,960, respectively, and are 28.7% higher than in fiscal year 2021-2022. The 2022-2023 UPWP contains roughly \$1,343,871 in CDTC administered consultant contracts along with \$183,000 pass through funds to support CDRPC efforts, matched with \$61,000 in local cash for \$244,000. Appendix A, Table 1 shows the proposed CDTC staff budget for 2022-2023 and includes all federal, state, and local funding. Aside from PL and MPP funds, the primary sources of federal planning funds supporting CDTC’s UPWP activities include:

- FTA Section 5307 funds
- FHWA Statewide Planning & Research Funds (SPR)
- Surface Transportation Block Grant Program (STP) and National Highway Performance Program (NHPP) funds committed to planning efforts in the Transportation Improvement Program (TIP)
- U.S. Department of Energy 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. A list of SPR projects that pertain to the region is available on page 60 of this UPWP. Additional documentation for the SPR program is available from NYSDOT and is posted at

<https://www.dot.ny.gov/divisions/engineering/environmental-analysis/research-and-training/environmental-research#part%201>.

CDTC's federal aid program is primarily matched by New York State Department of Transportation Toll Credits, valued at over \$500,000. Additional non-federal sources of funding supporting CDTC's planning activities include Local In-Kind and cash contributions which are collected to not only meet CDTC's local match requirements on federal transportation planning funds but are also used to leverage staff resources to expand the scope of CDTC's planning program. CDTC also has an agreement through NYSERDA (the New York State Energy Research and Development Authority) for staff support on New York State climate and transportation related initiatives.

Proposed 2022-2023 UPWP CDTC Staff Budget (See Appendix A, Table 1 for Details)

Fund Source	Federal	State	Local	Total
2022-2023 FHWA Metropolitan Planning (PL)	\$1,884,365			\$1,884,365
FHWA Metropolitan Planning (PL) Backlog	\$863,706			\$863,706
STP Funds	\$135,000			\$135,000
FHWA SPR	\$100,000			\$100,000
2022-2023 FTA Section 5303 <i>(as of June 2022)</i>	\$469,727			\$469,727
2021-2022 FTA Section 5303	\$50,000			\$50,000
Local Agreements	\$117,000			\$117,000
Local In-Kind & Cash contributions			\$301,854	\$301,854
NY-80-0030 SCI	\$408,607			\$408,607
USDOE		\$76,500		\$76,500
NYSERDA-ERG		\$5,000		\$5,000
Total Contract Value	\$4,028,405	\$81,500	\$301,854	\$4,411,759

FHWA PL Carryover Plan

Like many other MPOs, CDTC's budgeting strategy for many years was to build up a fund balance so that CDTC could weather any unforeseen circumstances which may arise, such as failure of the U.S. Congress to approve a multi-year funding bill, a rescission of federal funding, or a change in a hosting agreement. In both the private sector and public sector, and even in personal finances, this "contingency" fund is reasonable and is often called a "rainy day fund." As a result of reduced expenditures in 2021 due to the disruption caused by the COVID-19 pandemic and lower staff levels, CDTC's "rainy day fund" has grown.

MPOs have four basic expenditures: Personnel costs, overhead costs, consultant costs, and pass-through costs. In order to spend down a significant carryover balance, MPOs must increase spending in one or more of these expense categories.

1. **Personnel costs.** CDTC's personnel costs have not increased significantly in years. Salary raises are not excessive, and the number of staff decreased by three in 2021 including two that retired. While CDTC hired two junior replacement staff, their lower base salaries than the retired staff has resulted in an overall decrease in salary costs. However, at least one additional hire is planned in 2022-2023.
2. **Overhead costs.** The overhead costs of MPOs are, by their very nature, kept lower than other organizations. The MPO hosting agreements are meant to reduce administrative staff and costs by relying on the host's resources to provide these services. CDTC relies on its host for financial, personnel, auditing, legal, and purchasing services. MPOs don't maintain a fleet of vehicles, and do not have any special office needs. Increasing overhead costs is not a reasonable option for spending carryover balance.
3. **Consultant costs.** CDTC has consultant contracts to provide specific services which staff cannot perform such as engineering and marketing, and to provide additional planning resources when needed. Most CDTC consultant contracts either provide professional planning services for Linkage Program studies or for more comprehensive regional studies, such as the Regional Truck Parking Study and the Bus Lane Feasibility Study. Consultant contracts are limited by the MPO host agency's ability and willingness to deal with cash flow. Cash flow refers to the practice in which the host agency pays for monthly expenses, the MPO submits reimbursement requests to the NYSDOT, and several months later the host receives the reimbursement. CDTC is fortunate that its host agency, CDTA, has the financial ability and the willingness to deal with cash flow issues. That said, every host agency has a limit, and increasing consultant costs can decrease a carryover balance over the long-term, and slowly over a period of time.
4. **Pass-through costs.** Some MPOs pass MPO funding directly onto their members. This method is "fraught with danger" as members become very reliant on and competitive for these funds. There are never enough MPO funds to fund all members, and like MPO capital funding, members can rarely agree on who receives them and the amounts. For its entire history, CDTC has only passed funds to its fellow regional planning agency and member, the Capital District Regional Planning Commission.

CDTC's plan for spending down our fund balance is to 1) hire at least one additional staff person in 2022-2023; 2) increase our expenditures on consultant work; and 3) prepare in 2022-2023 for major update of our regional household travel survey. We will research the best approach and in the 2023-2024 fiscal year, budget for some work tasks related to the survey which may include the purchase of "big data" or hiring a consultant to conduct a household travel survey. A household travel survey would be a major investment for CDTC.

UPWP Task Descriptions

The following 2022-2023 UPWP task descriptions include a goal, a description of the primary activities and anticipated products, an indication as to who will perform the work, a schedule and a budget estimate. The budget estimate is provided by fund source for staff time (CDTC or CDRPC staff), professional services (i.e. consultant contracts) and agreements (paid technical work provided by CDTC staff to a local government through a local agreement) and other expenditures (i.e. costs related to software, travel, printing, etc.) related to the task.

How to read the UPWP Tasks:

1.73 CDTC/CDRPC Technical Assistance Program

Task Number and Name

Goal of the Task
Goal: To provide Technical Assistance through staff time to local governments undertaking small community planning initiatives. Projects must be small in scale and scope, result in a defined product, and relate to the principles of CDTC's metropolitan transportation plan.

Activities and Products:

- Open a rolling solicitation for small scale local government technical assistance planning projects. The program is offered jointly with CDRPC.
- Prepare technical assistance project scopes of work with municipal sponsors and develop project products.
- Collect and document local in-kind support.

Detailed list of planning activities and products to be developed

Work Performed By: CDTC and CDRPC staff (joint effort)

Entity that will undertake the work

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Proposed schedule

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$40,000	\$0	\$0	\$40,000
Other Resources (see UPWP Table 4)	\$51,000	\$0	\$0	\$51,000
Grand Total	\$91,000	\$0	\$0	\$91,000

Budget estimate by fund source including staff time, consultants and other expenditures

Fund Sources:

FHWA PL	FHWA Metropolitan Planning Funds
FTA X032	FTA Section 5303 Metropolitan Planning Program Funds for 2022-2023
FTA X031	FTA Section 5303 Metropolitan Planning Program Funds for prior year
SPR Funds	FHWA State Planning and Research Funds
FTA SCI	Shared Cost Initiative Funds from the FTA
STP-Flex	Surface Transportation Program Block Grant Flexible Funds
NHPP	National Highway Performance Program Funds
Other Federal	United States Department of Energy – Clean Cities Coalition
State Cash	New York State Research and Development Authority
Local Cash	Local Government Funds

44.21.00 Program Support & Administration

1.51 Committee Activities

Goal: To support ongoing administrative activities related to CDTC's Policy Board, Planning Committee, Administrative and Finance Sub-Committee and other Policy Board sub-committees as needed.

Activities and Products:

- Provide administrative support to CDTC's Policy Board, Planning Committee, Administrative and Finance Subcommittee and other Policy Board sub-committees as needed.
- Maintain membership lists, meeting calendars and website content.
- Develop and distribute Policy Board, Planning Committee and Administrative and Finance Sub-committee meeting notices, agenda packages and meeting summaries.
- Monitor federal transportation related legislation and federal rulemakings.
- Coordinate with NYSDOT, CDTA, CDRPC, local government and other entities on transportation initiatives in the region.

Work Performed By: CDTC staff

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$60,000	\$0	\$0	\$60,000
FTA X032	\$20,000	\$0	\$0	\$20,000
Grand Total	\$80,000	\$0	\$0	\$80,000

1.61 CDTC Operations and Management

Goal: To manage the day-to-day operations of CDTC and its staff to implement the metropolitan transportation planning process.

Activities and Products:

- Administrative activities related to staff supervision, recruitment, and staff meetings.
- Maintenance and update of CDTC's Administrative Procedures and Continuing Operations Plan.
- Management of CDTC's financial records.
- Evaluate and implement recommendations in CDTC's 2020 federal certification review.
- Prepare CDTC's self-certification for the 2022-2027 Transportation Improvement Program.
- Maintain and upgrade CDTC's computer network, including hardware (most CDTC computers are seven years old or older) and software.
- Prepare resolutions, memoranda of understanding (MOUs) and local agreements.
- Prepare and administer consultant and vendor contracts.
- Support staff professional development, training, and conference attendance with \$10,000 in travel and other expenses to implement the metropolitan transportation planning process.

- Ensure ADA compliance by monitoring CDTC's policies, practices, and procedures including publications, public meetings, the website, and the office space.
- Review and ensure compliance with CDTC's Limited English Proficiency Plan.
- Provide staff training on Limited English Proficiency and Diversity, Equity, and Inclusion.

Work Performed By: CDTC staff (Lead) and a consultant.

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$40,000	\$52,500	\$10,000	\$102,500
Grand Total	\$40,000	\$52,500	\$10,000	\$102,500

1.65 Unified Planning Work Program (UPWP) Development and Reporting

Goal: To prepare and maintain CDTC's UPWP and to report performance and progress.

Activities and Products:

- Prepare, amend, and otherwise maintain the 2022-2023 UPWP.
- Monitor expenditures and program progress.
- Prepare and distribute semi-annual Performance and Expenditure Reports.
- Submit UPWP Performance and Expenditure Reports within ninety (90) days after the end of the reporting period (reporting periods end September 30, 2022 and March 31, 2023).
- Prepare and submit the Uniform Report of Disadvantaged Business Enterprise (DBE) Commitment/Awards and Payments.
- Develop solicitation materials and guidance toward the preparation of the 2023-2024 UPWP.
- Solicit for candidate planning activities and evaluate proposals related to the 2023-2024 UPWP.
- Prepare the 2023-2024 UPWP.
- CDRPC will submit quarterly progress reports and payment vouchers on UPWP tasks to NYSDOT.

Work Performed By: CDTC staff

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source*
FHWA PL	\$20,000	\$0	\$0	\$20,000
FTA X032	\$10,000	\$0	\$0	\$10,000
Grand Total	\$30,000	\$0	\$0	\$30,000

1.66 Environmental Justice and Title VI

Goal: To take reasonable steps to ensure no person is excluded from participation in, or denied the benefits of, CDTC's metropolitan planning process on the basis of race, color, national origin, sex, age, disability, or economic status and to identify and address disproportionately high and adverse human health or environmental effects of CDTC's programs, policies, and activities on minority and low-income populations.

Activities and Products:

- Conduct a Title VI/Environmental Justice analysis following adoption of the 2022-2027 TIP.
- Evaluate CDTC's process and timing for Title VI/Environmental Justice analyses.
- Support the Equity Advisory Committee to advise on CDTC's capital program and planning studies, promote collaborative problem solving and provide input on effective methods to engage and respond to Environmental Justice and Title VI populations.
- Disseminate the recently completed Transportation, Race, and Poverty report.
- Increase the number of ongoing relationships with community groups in Environmental Justice areas, groups representing people protected by nondiscrimination regulations and other traditionally underserved populations.
- Monitor Federal Environmental Justice guidance (i.e. updated Executive Order 12898, the Justice40 initiative, and the Climate and Economic Justice Screening Tool).
- Monitor TIP projects in Environmental Justice areas that have potentially negative impacts to ensure compliance with CDTC's Title VI/Environmental Justice participation policy.
- Review public participation results and compare the demographics of the affected area with those of the population reached.

Work Performed By: CDTC staff (Lead)

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$35,000	\$0	\$0	\$35,000
FTA X032	\$30,000	\$0	\$0	\$30,000
FTA X031	\$10,000	\$0	\$0	\$10,000
Grand Total	\$75,000	\$0	\$0	\$75,000*

*An additional \$3,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

1.68 NYSAMPO Administration

Goal: To support the New York State Association of Metropolitan Planning Organizations (NYSAMPO) by administering the staff consultant contract on behalf of the association.

Activities and Products:

- NYSAMPO facilitates dialogue among MPOs and State and Federal agencies through regular meetings of the fourteen MPO Directors, periodic technical meetings among MPO staff, and through conferences and training.
- Use pooled funds from the fourteen MPOs to contract with a consultant or team of consultants to provide staff support to NYSAMPO.
- Manage the statewide consultant contract.
- This is a Shared Cost Initiative – 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.

Work Performed By: Consultant (Lead)

Schedule: Consultant contract begins April 1, 2022 and ends December 31, 2023 with the option for a one year extension beginning April 1, 2024 and ending December 31, 2024; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$0	\$150,000	\$0	\$150,000
SPR Funds	\$0	\$100,000	\$0	\$100,000
Grand Total	\$00	\$250,000	\$0	\$250,000

1.69 NYSAMPO/AMPO/TRB Committees and Working Groups

Goal: To support CDTC staff involvement in Committees, Working Groups, training, and conferences related to the New York State Association of Metropolitan Planning Organizations (NYSAMPO), the Association of Metropolitan Planning Organizations (AMPO) and the Transportation Research Board (TRB).

Activities and Products:

- Support staff participation in the NYSAMPO Executive Committee and Director's meetings.
- Provide staff support and technical assistance to the NYSAMPO working groups and community of practice related to public participation. Working groups include Bicycle and Pedestrian, Climate Change, Freight, GIS, Safety, Transit, Transportation Systems Management and Operations and Travel Demand Modeling. The working groups address topics in a cooperative and collaborative manner that MPOs may need to consider in their metropolitan transportation planning process.
- Serve as Chair of the NYSAMPO Climate Change and Freight Working Groups.
- Serve as Vice Chair of the Modeling Working Group.
- Participate in the development of NYSDOT Pedestrian 2.0 and Intersection Safety Action Plans.
- Participate in the AMPO GIS and Data Visualization and Data Working Groups.
- Participate in the TRB Urban Freight Transportation Committee and the TRB Freight Data.
- Support staff attendance at NYSAMPO, AMPO and TRB conferences, webinars, and trainings with \$10,000 in travel, training and related expenses.

Work Performed By: CDTC staff

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$40,000	\$0	\$10,000	\$50,000
Grand Total	\$40,000	\$0	\$10,000	\$50,000

1.70 Public Participation

Goal: To support implementation of CDTC's Public Participation Plan and maintain CDTC's website, manage social media, and produce a newsletter.

Activities and Products:

- Update and maintain CDTC's Public Participation Plan, Reference Guide and CDTC's brochure.
- Develop public-facing materials for all major CDTC products, especially the TIP, UPWP, and MTP.
- Develop training and outreach materials to share information on CDTC's and CDRPC's programs, services and activities for local governments and the public.
- Explore innovative, low-cost methods for disseminating information about ongoing CDTC projects and initiatives.
- Research and manage platforms and subscriptions for software and tools to assist staff with public participation initiatives (ex. polling, surveying, and email marketing)
- Maintain CDTC's website with \$20,000 in consultant support, manage social media, create content related to CDTC projects, policies, and programs, and provide training to CDTC staff.
- Perform an annual social media audit and analyze website traffic to measure online engagement.
- Develop content, design, and promote CDTC's newsletter. Purchase software and/or print one newsletter for \$4,000.
- Update and maintain CDTC's newsletter email list.
- Develop video, graphic, and other visualizations to aid public outreach efforts.
- Consider ways to ensure meaningful access for persons with limited English proficiency.
- Review and track strategies for engaging with Environmental Justice, households with low-incomes, and other communities of concern.
- CDTC and CDRPC staff will develop and participate in programs (i.e. Citizen Planner Training Academy, Future Leaders in Planning, etc.) to develop citizen planners within neighborhood and community organizations, to develop future leaders in planning at the high school level and to encourage civic engagement in transportation and community planning, sustainability, environmental planning, infrastructure, community development and public engagement.
- CDRPC will complete an assessment which could include a survey and interviews of stakeholders and communities about the services provided by CDRPC and CDTC to determine needs not being met and opportunities for additional assistance or better communication.
- Document the results of CDTC's public participation efforts.

Work Performed By: CDTC and CDRPC staff (joint effort)

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023 including consultant support for website management; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$36,000	\$20,000	\$4,000	\$60,000
FTA X032	\$20,000	\$0	\$0	\$20,000
Other Resources (see UPWP Table 4)	\$43,000	\$0	\$0	\$43,000
Grand Total	\$99,000	\$20,000	\$4,000	\$123,000

1.73 CDTC/CDRPC Technical Assistance Program

Goal: To provide Technical Assistance through staff time to local governments undertaking small community planning initiatives. Projects must be small in scale and scope, result in a defined product, and relate to the principles of CDTC's metropolitan transportation plan.

Activities and Products:

- Open a rolling solicitation for small scale local government technical assistance planning projects. The program is offered jointly with CDRPC.
- Prepare technical assistance project scopes of work with municipal sponsors and develop project products.
- Collect and document local in-kind support.

Work Performed By: CDTC and CDRPC staff (joint effort)

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$40,000	\$0	\$0	\$40,000
Other Resources (see UPWP Table 4)	\$51,000	\$0	\$0	\$51,000
Grand Total	\$91,000	\$0	\$0	\$91,000*

*An additional \$5,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

1.75 Linkage Program Administration and Support

Goal: To administer and support CDTC's Community and Transportation Linkage Planning Program (Linkage Program). Planning initiatives funded through the Linkage Program are listed as individual tasks in the UPWP.

Activities and Products:

- Support Linkage Program management.
- Coordinate Community Planner Forum meetings.
- Coordinate annual project solicitation materials and project evaluation process with the UPWP solicitation.
- Update and maintain CDTC's Linkage Program Planning Study Administration Procedures for 2022 including Americans with Disabilities Act, Environmental Justice, Environmental Mitigation, Limited English Proficiency, Public Participation and other CDTC requirements.
- Maintain CDTC's Linkage Program Interactive Map, project database and project summaries.
- Evaluate Linkage plan implementation progress.

Work Performed By: CDTC and CDRPC staff (joint effort)

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$25,000	\$0	\$0	\$25,000
FTA X032	\$5,000	\$0	\$0	\$5,000
Other Resources (see UPWP Table 4)	\$14,000	\$0	\$0	\$14,000
Grand Total	\$44,000	\$0	\$0	\$44,000*

*An additional \$2,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

44.22.00 General Development and Comprehensive Planning**2.25 Transportation Data Collection**

Goal: To collect and analyze transportation related data to support the metropolitan transportation planning process.

Activities and Products:

- Hire and manage a consultant on retainer for \$40,000 to collect data on-demand such as traffic volume (AADT) data, intersection turning moving counts, vehicle classification counts and horizontal curve data to support the metropolitan transportation planning process. Traffic volume data will be collected to NYSDOT standards.
- Complete the 2021 traffic volume and curve data collection contract.
- Coordinate staff site selection for data collection activities.
- Collect, update and maintain ADA (Americans with Disabilities Act) condition data on pedestrian facilities (sidewalks, crosswalks, curb ramps and pedestrian push buttons) for transition plans.
- Prepare before-and-after analyses of traffic volume data to determine how travel has shifted at each count location.
- Maintain, update and use Global Positioning Systems (GPS) technology in data collection.

- Compile a report summarizing changing travel demand throughout the region.
- Additional data collection activities will be related to:
 - Vehicle speed/delay studies
 - Purchase of one \$4,000 Eco-Counter and conduct pedestrian and bicycle counts.
 - Pedestrian, bicycle, and transit infrastructure
 - Trail user counts
 - Park and ride lot utilization
 - Roadway and intersection characteristics

Work Performed By: CDTC staff (Lead) and consultant

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 10% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$20,000	\$80,000	\$4,000	\$104,000
FTA X032	\$10,000	\$0	\$0	\$10,000
Grand Total	\$30,000	\$80,000	\$4,000	\$114,000

2.28 Census and Capital Region Indicators

Goal: To use and disseminate data from the US Census, the American Community Survey (ACS) and other national, state, and regional data sets to support regional and local planning, the development of regional and local plans and studies and to make current data products more accessible and useful for communities and stakeholders.

Activities and Products:

- Review, analyze and disseminate 2020 Decennial Census and American Community Survey (ACS) data products as they become available.
- Monitor the delineation and release of 2020 Decennial Census Urban Areas.
- Review the 2020 Decennial Census defined Urban Areas when released and, if warranted, adjust the boundaries in coordination with NYSDOT, AGFTC, and FHWA.
- Continue to assist municipalities with Functional Classification inquiries and change requests.
- Download updated Census data to use in CDTC's Environmental Justice and Title VI related plans, planning studies, programs, and products.
- Participate in Census and Census-related webinars and trainings.
- CDRPC will:
 - Maintain and enhance the Capital Region Indicators website <http://capitalregionindicators.org/> data, mapping interface and community profiles, supported by a \$20,000 consultant effort.
 - Provide technical assistance to CDTC and to communities related to analysis of 2020 Decennial Census data and associated population and household projections.
 - Produce population and household projections in ten-year increments by minor civil division to the year 2050 for CDTC.

- Create population, household and employment projections by traffic analysis zone for CDTC.
- Work with CDTC to prepare customized data sets to support the update of the Coordinated Public Transit Human Services Plan using American Community Survey (ACS) and decennial census data.

Work Performed By: CDTC and CDRPC staff (joint effort)

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023 including a consultant providing website management services to CDRPC for Capital Region Indicators; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$25,000	\$0	\$0	\$25,000
FTA X032	\$10,000	\$0	\$0	\$10,000
Other Resources (see UPWP Table 4)	\$51,000	\$20,000	\$0	\$71,000
Grand Total	\$86,000	\$20,000	\$0	\$106,000

2.29 Geographic Information Systems (GIS)

Goal: To use geospatial technologies such as GIS in data warehousing, data analysis and map production to inform the metropolitan transportation planning process and to support the development of planning studies, programs, and products.

Activities and Products:

- Create GIS maps and mapping to support the metropolitan transportation planning process.
- Maintain and enhance existing GIS databases and build new GIS databases.
- Maintain access to and acquire updated and new GIS data from municipal, regional, and state agencies.
- Maintain and enhance existing Online Mapping Applications and other mapping content on CDTC's website.
- Consider developing new Online Mapping Applications, specifically an Online Trail Map.
- Respond to GIS data requests.
- Research and receive training on existing and new GIS software products and technologies.
- Plan for and work toward an eventual migration from ArcMap to ArcGIS Pro.
- Coordinate with CDRPC and CDTA to exchange data and to prepare customized maps to meet the needs of each agency without duplicating efforts.
- CDRPC will:
 - Process, manipulate and map information specific to the Capital Region and the communities within its planning area.
 - Acquire and/or update new map and attribute data as it becomes available.
 - Post map products on CDRPC's website (cdrpc.org) for public consumption.
 - Coordinate data sharing, including the ACS census data, and prepare customized maps to meet the needs of CDRPC, CDTC and CDTA without duplicating efforts.

- Use GIS to explore regional growth, sustainability and renewable energy.
 - Assist CDTC with additional mapping and GIS services as needed.
- Monitor the availability of GIS data resources for regional environmental features from federal and state agencies and other secondary sources to map and document the environmental systems and natural and cultural resources present at the project and regional level.

Work Performed By: CDTC and CDRPC staff (joint effort)

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$60,000	\$0	\$0	\$60,000
FTA X032	\$30,000	\$0	\$0	\$30,000
FTA X031	\$5,000	\$0	\$0	\$5,000
Other Resources (see UPWP Table 4)	\$23,000	\$4,000*	\$0	\$27,000
Grand Total	\$118,000	\$4,000	\$0	\$122,000

*GIS software for the Capital District Regional Planning Commission.

2.30 Pavement Condition Inventory Support

Goal: To support CDTC staff training for the conduct of regular pavement condition surveys of Capital Region roads. CDTC's Metropolitan Transportation Plan and the Transportation Improvement Program rely on pavement condition data that is comprehensive, reliable, and easily accessible.

Activities and Products:

- Train CDTC staff in the visual procedures developed and used by NYSDOT, known as the Windshield Survey Method.
- Evaluate the need for, and complete if needed, additional data analysis, data summaries, and mapping for non-contractual, local pavement inventories.
- Evaluate requests for additional contracts or local inventories, if warranted, as staff time allows.
- Develop a survey to disseminate to local municipalities regarding their current pavement rating systems and paving programs.

Work Performed By: CDTC staff

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$9,500	\$0	\$500*	\$10,000
Grand Total	\$9,500	\$0	\$500	\$10,000

*Rental cars to conduct pavement inventory data collection.

2.30.1 Pavement Condition Inventory Albany County

Goal: To carry out the annual pavement condition survey of Albany County-owned roads (signed County Routes) under contract to Albany County.

Activities and Products:

- Update the roadway database as needed, in collaboration with the County.
- Rate the pavement conditions of Albany County owned roads.
- Produce and distribute tables, charts and maps, GIS files and a final report summarizing current and historical pavement condition.

Work Performed By: CDTC staff

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
Local Cash	\$11,500	\$0	\$500*	\$12,000
Grand Total	\$11,500	\$0	\$500	\$12,000

*Rental cars to conduct pavement inventory data collection.

2.30.3 Pavement Condition Inventory City of Schenectady

Goal: To carry out a pavement condition survey of Schenectady City-owned roads under contract to the City of Schenectady.

Activities and Products:

- Collaborate with the City to develop a Geographic Information System (GIS) file containing all roadways under City jurisdiction. The file will be based on NYSDOT's Roadway Inventory System and will contain all features and attributes to be inventoried as part of the Condition Survey.
- Rate the pavement conditions.
- Produce and distribute pavement ratings, tables, charts and maps, GIS files and a final report summarizing current and historical pavement condition.

Work Performed By: CDTC staff

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
Local Cash	\$11,500	\$0	\$500*	\$12,000
Grand Total	\$11,500	\$0	\$500	\$12,000**

*Rental cars to conduct pavement inventory data collection.

**An additional \$2,000 of CDTC staff in-kind is anticipated.

44.23.01 Long-Range Transportation Planning (LRTP) – System Level

3.11 STEP Model Development and Maintenance

Goal: To update and enhance the CDTC Systemic Transportation Evaluation and Planning (STEP) Model to incorporate the latest Census data for population and households, and fully incorporate CDRPC forecasts of population, households, and employment, as well as recent traffic counts. STEP Model is a four-county travel demand model that includes all federal-aid roads and highways in CDTC's metropolitan planning area.

Activities and Products:

- Maintain, refine, and update the CDTC STEP Model.
- Update the road network and review modeled traffic volumes against actual traffic volumes.
- Build travel demand modeling proficiency for new staff, including training and webinars.
- Review recent traffic count data to assess the lasting impacts of post-COVID-19 travel patterns, and their impact on modeling assumptions.
- Review available National Performance Management Research Data Set (NPMRDS) data and incorporate into travel demand modeling and other planning applications.
- Update STEP Model to incorporate the 2020 Decennial Census population and household data upon its release and CDRPC's forecasts of population, households, and employment.
- Collect available recent traffic count data and transit boarding/alighting data.
- Update the list of Special Generators (major facilities with significant impacts on the transportation system) in the region.
- Research available options for surveying or capturing household travel patterns, including the potential use of location-based GPS data services ('Big Data').
- Research and summarize the application of activity-based travel demand models and compare with the applicability of traditional four-step models.
- Develop a scope outline and resource needs for a model update in a future UPWP.
- Evaluate options to update CDTC's household travel survey.
- Examine the implications and applicability of including transit, pedestrian, and/or bicycle trip mode choice modeling as part of the update.

Work Performed By: CDTC staff

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$45,000	\$0	\$5,900*	\$50,900
Grand Total	\$45,000	\$0	\$5,900	\$50,900

*Cost of PTV Vissum modeling software and the ITE Trip Generation Manual.

3.21 Climate Change Initiative

Goal: To coordinate with local, regional, and State partners to develop more resilient and sustainable transportation networks that contribute to the reduction of Greenhouse Gas (GHG) Emissions.

Activities and Products:

- Develop plans and programs to support carbon emission reductions in the transportation sector by 40% by 2030 and 85% by 2050 as established in the 2019 New York State Climate Leadership and Community Protection Act (CLCPA).
- Explore what data sources are available related to GHG emissions and develop a summary toward the development of a future Transportation GHG Inventory for the region.
- Integrate sustainability and resiliency strategies into the metropolitan transportation planning process such as urban reinvestment, community-based land use planning, electrification and fuel diversification, green infrastructure, and mobility choice.
- Support Capital District Clean Communities Coalition activities and initiatives where appropriate.
- Participate in the statewide Transportation Working Group established by NYSERDA to assess how climate change will affect New York's communities, ecosystems, and economy, and may inform climate choices at all levels of decisions-making in the State.
- Collaborate with State, regional, and local partners to promote smart growth, electrification, smart mobility, and other transportation and land use strategies that reduce GHG emissions.
- Develop and disseminate resources for local governments on green infrastructure, low impact development, open space and agricultural land preservation, and other sustainable land use planning strategies in collaboration with State, regional and local partners.
- Collaborate with NYSERDA and NYSDEC on efforts related to the NYSERDA Clean Transportation Roadmap and Transportation and Climate Initiative.

Work Performed By: CDTC staff

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$20,000	\$0	\$0	\$20,000
FTA X032	\$10,000	\$0	\$0	\$10,000
State Cash	\$0	\$5,000*	\$0	\$5,000
Grand Total	\$30,000	\$5,000	\$0	\$35,000

*Stipend for CDTC staff participation in the NYSERDA Transportation Working Group.

3.31 Infrastructure Planning

Goal: To implement the infrastructure and financial planning recommendations of CDTC's New Visions 2050 Metropolitan Transportation Plan. Key recommendations of New Visions 2050 are to document highway and bridge condition and to maintain assets in a state of good repair.

Activities and Products:

- Research and provide information on best practices related to preservation treatment types and approaches for roads, bridges and other infrastructure.
- Research available software tools for forecasting pavement and bridge condition.
- Request pavement condition data for federal-aid roadways and updated bridge inspection data from NYSDOT.
- Prepare a scope for updating infrastructure condition forecasts and recommendations in advance of the next Metropolitan Transportation Plan (MTP) update.
- Develop unit cost estimates for pavement, bridge, intersection, regional trail, and sidewalk projects based on the closeout costs of recent projects in the CDTC region to provide a basis for planning-level cost estimates to support future TIP and MTP development.
- In conjunction with task 3.51 Performance-Based Planning, develop and publish infrastructure 'report cards' or a dashboard of regional indicators for roads and bridges in the CDTC region.
- Continue development of the regional Signalized Intersection Inventory by finding and incorporating any available data on signal technology, signal condition, intersection design, and more. This inventory will aid with scoping task 3.32 Regional Signal Timing Program.
- In conjunction with task 4.30 Smart Communities, evaluate the needs of emerging vehicle technologies such as Connected and Autonomous Vehicles (C/AVs) and vehicle-to-vehicle/vehicle-to-infrastructure (V2V/V2I) and assess the impacts these technologies may have on the physical transportation infrastructure.
- Meet with NYSDOT, NYS Thruway Authority, CDTA, and other entities to document future big-ticket infrastructure needs in advance of the next MTP update.

Work Performed By: CDTC staff

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$40,000	\$0	\$0	\$40,000
Grand Total	\$40,000	\$0	\$0	\$40,000

3.35 Town of Hoosick Asset Management Plan

Goal: To develop an asset management for Town roads in the Town of Hoosick.

Activities and Products:

- Review the Cornell Local Roads Program Town of Hoosick 2019 report which documents the CAMP-RS pavement management system for 96 miles of town roads. Most roads within the town are in poor condition based on the Priority Condition Index values.
- Identify needed next steps toward the development of a Town Asset Management Plan.
- Hire a consultant for \$33,000 to develop a Town of Hoosick Asset Management Plan.

Work Performed By: Consultant

Timeline: Consultant effort to be initiated beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$30,000	\$0	\$40,000
Local Cash	\$0	\$3,000	\$0	\$3,000
Grand Total	\$10,000	\$33,000	\$0	\$43,000

3.41 New Visions 2050 and MTP Refinement

Goal: To continue to implement New Visions 2050, the Metropolitan Transportation Plan (MTP), for CDTC's planning area and to prepare for the MTP update due in 2025.

Activities and Products:

- Amend the MTP as needed.
- Plan and host the New Visions Virtual Learning Series.
- Train Planning, Zoning, and Town Board members on New Visions policies and strategies.
- Create social media content that promotes New Visions.
- Track legislation related to infrastructure and transportation; incorporate new requirements and/or performance measures into planning initiatives connected to the MTP.
- Identify, compile, and analyze data, research tools, and models required for the MTP update.
- Research MPO best practices for developing MTPs and related documents, including financial plans for transportation infrastructure.
- Maintain and collect data and information required for developing a reliable financial plan.
- Track land use and transportation trends in the U.S., New York State, and region.
- Develop a timeline and scope for the update of the MTP, due in 2025, to present to CDTC's Planning Committee and Policy Board.
- Explore best practices in financial planning and collect data on transportation expenditures at all levels of government.

Work Performed By: CDTC staff

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$35,000	\$0	\$0	\$35,000
FTA X032	\$10,000	\$0	\$0	\$10,000
FTA X031	\$5,000	\$0	\$0	\$5,000
Other Resources (See UPWP Table 4)	\$16,000	\$0	\$0	\$16,000
Grand Total	\$66,000	\$0	\$0	\$66,000

3.51 Performance-Based Planning

Goal: To include national performance goals for the Federal-Aid Highway and Federal Transit Programs in CDTC's metropolitan transportation planning activities.

Activities and Products:

- Monitor, update and adopt, as needed, NYSDOT and CDTA targets that correspond to national performance goals.
- Maintain and update performance measure reports as needed.
- Review and revise the TIP project selection process as it relates to performance measures.
- Collect and analyze data for NYSDOT and CDTA performance targets.
- Collect and analyze data to measure the performance of New Visions 2050.
- Research and implement methods to better present performance-based planning to the public, including an updated web page and \$20,000 for the development of a data dashboard.

Work Performed By: CDTC staff

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$20,000	\$0	\$30,000
FTA X032	\$10,000	\$0	\$0	\$10,000
Grand Total	\$20,000	\$20,000	\$0	\$40,000

44.23.02 Long-Range Transportation Planning (LRTP) – Project Level

3.22 Regional Operations and Congestion Management

Goal: To implement the operations recommendations of CDTC's New Visions 2050 Metropolitan Transportation Plan and update CDTC's Congestion Management Process (CMP).

Activities and Products:

- Facilitate CDTC's Regional Operations and Safety Advisory Committee (ROSAC) to discuss and coordinate operations and safety initiatives, share best practices and plan for the implementation of ITS, incident management, congestion management and safety.
- Compile all recent (2021 and later) traffic count, transit, freight, and non-motorized data available to support an update to the CMP. The primary data source for vehicle travel shall be the National Performance Management Research Dataset (NPMRDS) available through the University at Albany's AVAIL tool.
- Prepare an update to the CMP. The update will include refreshed maps and lists of congested locations. Staff will develop performance measures focusing on travel reliability. Ongoing CMP support tasks may include:

- Pursue funding for operations by identifying funding sources and integrate operations into the TIP project selection process.
- Evaluate Active Traffic Management (ATM) Strategies.
- Conduct an ITS and TSMO Survey and Self-Assessment, to identify challenges in ITS deployment and TSMO adoption, along with areas where regional best practices could be shared among agencies.
- Develop a system to classify signalized arterials, based on their current and desired levels of operational capability and transit ITS deployment.
- Begin development of a Regional TSMO Plan.
- Monitor implemented CMP strategies and conduct before-and-after analyses to evaluate the efficacy of these strategies as a means of implementing a performance management approach to congestion planning.
- Support and participate in NYSDOT Region 1 Traffic Incident Management (TIM) Committee meetings, which facilitate knowledge sharing, capacity building, and adoption of TIM best practices throughout the region.

Work Performed By: CDTC staff

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$50,000	\$0	\$300	\$50,300
FTA X032	\$10,000	\$0	\$0	\$10,000
Grand Total	\$60,000	\$0	\$300**	\$60,300*

*An additional \$3,625 in local in-kind services is anticipated, shown in UPWP Table 1A.

**Cost of Highway Capacity Software.

3.32 Regional Signal Timing Program

Goal: To create a formal Regional Traffic Signal Timing Program that includes region-wide signal screening, with particular emphasis on locally owned signals, to identify signal re-timing candidate locations and develop optimized timings.

Activities and Products:

- Use the FHWA Traffic Signal Timing Manual to guide the review of traffic signal timing at local signals in the region every three to five years or where there have been significant changes in traffic volumes or roadway conditions.
- Work with local governments to conduct a region-wide screening of signalized intersections to identify those with the greatest potential for timing improvements.
- Analyze travel time data, conduct field visits, and identify developments that may impact local travel demand.
- Select signals to retime via an open-solicitation competitive process.
- Hire a traffic engineering firm for a \$100,000 contract to conduct turning movement counts, develop optimized timings, and field-implement the timing directives.

- Conduct before-and-after studies to quantify the benefit of the retiming.
- Establishing a proactive monitoring system, through which signals with recent changes in travel demand can be flagged for future retiming.

Work Performed By: CDTC staff (Lead) and a consultant.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023. Consultant effort to be completed in January 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$25,000	\$90,000	\$0	\$115,000
FTA X032	\$5,000	\$0	\$0	\$5,000
Local Cash	\$0	\$10,000	\$0	\$10,000
Grand Total	\$30,000	\$100,000	\$0	\$130,000*

*An additional \$5,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

44.24.00 Short-Range Transportation Planning (SRTP)

4.17 Complete Streets

Goal: To support planning and implementation of Complete Streets in the region.

Activities and Products:

- Consider the development of a regional Complete Streets policy.
- Complete and disseminate the Complete Streets Design and Implementation Guide.
- Implement the next generation of Complete Streets training. Staff will develop materials to solicit consultant assistance to further conduct intra-municipal coordination and training to build local capacity to implement Complete Streets approaches and to strengthen relationships between transportation practitioners, municipal departments, and the community.
- Research state and national best practices in planning for and implementing Complete Streets such as creating Complete Streets Prioritization Plans and other tools.
- Collect economic, crash, and usage data on infrastructure projects that include significant complete streets elements to identify benefits.
- CDRPC will work with CDTC staff to determine the best approach to assess the economic impacts of transportation projects. Work may include developing a scope of work and solicitation of qualified vendors or securing software programs.
- Research, evaluate and recommend a preferred Pedestrian and/or Transit Level of Service Methodology for use in the metropolitan transportation planning process.

Work Performed By: CDTC staff

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$45,000	\$0	\$6,000*	\$51,000
FTA X032	\$20,000	\$0	\$0	\$20,000
FTA X031	\$5,000	\$0	\$0	\$5,000
Other Resources (See UPWP Table 4)	\$14,000	\$0	\$0	\$14,000
Grand Total	\$84,000	\$0	\$6,000	\$90,000

*Complete Streets Design Guide Printing.

4.21 Freight Planning

Goal: To further CDTC's freight planning efforts by facilitating the Freight Advisory Committee and augmenting CDTC's Regional Freight & Goods Movement Plan (Freight Plan) recommendations.

Activities and Products:

- Complete the \$137,750 consultant led Regional Truck Parking Study.
- Facilitate quarterly CDTC Freight Advisory Committee (FAC) meetings and sustain meaningful outreach to regional public and private freight stakeholders by growing FAC membership.
- Assist NYSDOT and local jurisdictions with planning and implementing projects, programs, and policies identified in the CDTC Freight Plan and New York Statewide Freight Plan.
- Update and develop new freight data and GIS information for regional freight facilities and activity, as available.
- Implement and monitor the freight system performance measures, and collect appropriate data, as needed.
- Collect data to monitor the regional Freight Priority Network and update, as needed.
- Utilize and analyze available freight data sets.
- Participate as requested to provide freight-related input for local planning studies.
- 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.

Work Performed By: CDTC staff (Lead) and a consultant.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023. Completion of the Regional Truck Parking Study consultant effort expected in February 2023; 20% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$50,000	\$137,750	\$0	\$187,750
Grand Total	\$50,000	\$137,750	\$0	\$187,750*

*An additional \$2,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

4.25 Energy Efficient Logistics Grant

Goal: To provide technical assistance to the US Department of Energy (USDOE): Energy Efficient Logistics Living Lab Grant project team.

Activities and Products:

- Participate on the USDOE: Energy-Efficient Logistics Living Lab Grant project team, with the Rensselaer Polytechnic Institute (RPI). The project, *Collaborative Approaches to Energy Efficient Logistics in the Albany - New York City Corridor*, features collaboration with Argonne National Laboratory, George Mason University, and multiple public and private-sector organizations operating in the Capital District and New York City regions.
- The RPI project team—in collaboration with private sector companies and local transportation agencies—will aim to foster changes in freight demand patterns to reduce energy use, enhance the quality of life, improve economic productivity, incorporate efficient practices into freight logistics, and publish lessons learned. The total project funding including contributions from partners awarded to RPI is almost \$4,000,000.
- CDTC staff will assist the project team by providing outreach to industry stakeholders and identifying pilot projects and data to support the project.

Work Performed By: CDTC staff.

Timeline: Completion expected in November 2022; 85% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$0	\$0	\$10,000
Grand Total	\$10,000	\$0	\$0	\$10,000

4.30 Smart Communities

Goal: To promote implementation of CDTC's Smart Communities Toolbox of advanced technologies to improve transportation system safety, mobility, and accessibility.

Activities and Products:

- Identify technologies that can be implemented or developed in the Capital Region to meet federal performance targets and New Visions goals.
- Identify what cyber security and privacy measures are required to protect municipalities and private citizens.
- Develop Smart Communities Toolbox implementation initiatives and guidance.
- Coordinate with municipalities and NYSDOT on signal timing protocols and technologies.
- Identify and prioritize corridors to implement Smart Communities Toolbox technologies and solutions.
- Research, compile, or develop educational materials and tools to help prepare the Capital Region for vehicle-to-vehicle and vehicle-to-infrastructure technologies.

- Promote electrification of the transportation system through planning and technical assistance, including transit.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023. Completion of the Smart Communities Toolbox consultant effort is expected by May 2022; 85% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$66,443	\$0	\$81,443
FTA X032	\$5,000	\$0	\$0	\$5,000
Grand Total	\$20,000	\$92,445	\$0	\$86,443

4.35 Health Impact Assessments

Goal: To develop a Health Impact Assessment (HIA) tool in coordination with local health department staff to inform decision-making about transportation planning, policy, and projects impacting public health.

Activities and Products:

- Organize a subcommittee of the Equity Advisory Committee that consists of CDTC, CDRPC and local health department staff to determine baseline health and environmental data needs and how to apply HIA to the metropolitan transportation planning process.
- Develop an HIA tool and prototype that demonstrates a sound methodology for collecting data, evaluating needs, identifying mitigation strategies, and quantifying health impacts of existing and proposed transportation plans, programs, and infrastructure.
- CDRPC will assist CDTC and other partners to develop community health indicators including social determinants of health.
- Develop recommendations for instituting HIA for use by planners, transportation administrators, public health administrators, and developers.
- Engage the Equity Advisory Committee to ensure inclusiveness and appropriate use of data.
- Prepare a summary report that includes:
 - Meeting notes
 - Documentation of research methods
 - HIA tool
 - HIA prototype that includes 2-3 examples of HIA application
 - HIA tool guidance

Work Performed By: CDTC and CDRPC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$0	\$0	\$10,000
Other Resources (See UPWP Table 4)	\$8,000	\$0	\$0	\$8,000
Grand Total	\$18,000	\$0	\$0	\$18,000*

*An additional \$10,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

4.60 Capital Coexist

Goal: To provide traffic safety information and resources to all users of the transportation system, with safety programming and messaging focusing on recommendations in CDTC's Local Road Safety Action Plan (2019).

Activities and Products:

- Develop and support safety programs and messages related to the emphasis areas outlined in the CDTC Local Road Safety Action Plan (2019) including Intersections, road user behavior, age-related, vulnerable users, lane departure and speed.
- Reserve \$20,000 for community led short-term traffic safety infrastructure demonstration projects (ex. speed management, protected bike lanes, etc.) related to CDTC planning studies and other community plans.
- Reserve \$5,000 to support bike skills safety training and maintenance workshops, by trainers certified by the League of American Bicyclists, leading up to CDTC's Bike to Work Day Challenge.
- Reserve \$15,000 for bicycle and pedestrian safety events led by local police departments.
- Identify and promote educational webinar and training opportunities.
- Create a virtual training module of the available safety data, tools, and resources.
- Refresh, purchase, create and distribute education materials that promote traffic safety.
- Support Safe Routes to School planning and promotion.
- Develop traffic safety messages and social media content, safety tools, and resources (ex. how to use a Rectangular Rapid Flashing Beacon).
- Maintain and enhance the Capital Coexist webpage on the CDTC website.
- Coordinate with NYSDOT and NYSDOH to promote the See! Be Seen! pedestrian safety materials and information.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$20,000	\$40,000	\$5,000	\$65,000
Grand Total	\$20,000	\$40,000	\$0	\$65,000*

*An additional \$2,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

4.64 Americans with Disabilities Act (ADA) Planning

Goal: To support municipalities toward the development of ADA Transition Plans.

Activities and Products:

- Encourage and facilitate completion of municipal transition plans for pedestrian infrastructure by releasing a Request for Proposals (RFP) for consultant services for a one year \$110,000 contract with an optional one year extension. The RFP will include funding the equivalent of one large local government inventory as well as providing the data collection methodology and online GIS access to any interested municipality for their own use.
- Solicit municipal participation in the ADA contract in early Summer 2022.
- Complete the City of Albany Transition Plan.
- Share new resources from FHWA, NYSDOT, and local municipalities to assist in the development of ADA Transition Plans.
- Monitor and record regional progress toward creating transition plans.
- Compile information on local laws and practices in sidewalk maintenance including snow removal.

Work Performed By: CDTC staff (Lead) and a consultant.

Schedule: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023. Completion expected on the City of Albany transition plan consultant effort by June 2022; 90% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$25,000	\$152,105	\$0	\$177,105
FTA X032	\$10,000	\$0	\$0	\$10,000
Local Cash	\$0	\$18,104	\$0	\$18,104
Grand Total	\$35,000	\$170,209	\$0	\$205,209*

*An additional \$2,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

4.67 Active Transportation Planning

Goal: To plan for active transportation through numerous initiatives related to safety, community assistance with trail, sidewalk, and bike path/lane planning and alignments, and the promotion of walking, bicycling and electric assist devices like electric bikes, scooters, and mobility-assistance devices.

Activities and Products:

- Plan, coordinate, and host regular Bicycle and Pedestrian Advisory Committee meetings, expanding discussion topics to include complete streets, ADA Transition Plans and electric assist devices.
- Develop an online regional trail map.
- Develop a Trail Census
 - Compile trail count data

- Coordinate with local, regional, and statewide trail and planning organizations collecting trail data.
- Build a trail data dashboard on the CDTC website
- Update the bicycle and pedestrian prioritization tool (also known as the Bicycle and Pedestrian Priority Network) as needed.
- Identify a feasible method of measuring pedestrian level of service in the Capital Region.
- Provide policy and planning guidance to municipalities for electric-scooters and bicycles.
- Coordinate with CDTA to support and promote share mobility services like bike and scooter sharing.
- Promote the Bicycle Facilities Visual Preference Survey and calibrate the Level of Traffic Stress model for the Capital Region.
- Research best practices in design, maintenance, and construction of active transportation infrastructure and programs.
- Use economic, crash, and usage data to measure the return on investment and guide active transportation projects and plans. Coordinate with CDRPC to measure the economic impacts of active transportation infrastructure projects.
- Continue to coordinate with NYSOPRHP and the Hudson River Valley Greenway on trail planning initiatives.
- Coordinate with NYSDOT on bicycle and pedestrian planning and programming, including the CMAQ/TAP solicitation and Pedestrian Safety Action Plan.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$50,000	\$0	\$0	\$50,000
FTA X032	\$30,000	\$0	\$0	\$30,000
FTA X031	\$5,000	\$0	\$0	\$5,000
Grand Total	\$85,000	\$0	\$0	\$85,000*

*An additional \$5,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

4.68 Capital District Trails Plan Implementation

Goal: To support the implementation of CDTC's Capital District Trails Plan.

Activities and Products:

- Complete the \$100,000 consultant led Patroon Creek Trail Feasibility Study.
- Complete the \$18,000 feasibility assessment of the Albany County Loop trail.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023. Completion expected on the Patroon Creek Trail Feasibility Study consultant effort by May 2022; 50% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$10,000	\$2,655	\$0	\$12,655
Local Cash	\$0	\$43,000	\$0	\$43,000
Grand Total	\$10,000	\$45,655	\$0	\$55,655

4.70 Clean Communities

Goal: To host the Capital District Clean Communities Coalition (CDCC) and contribute to reduced emissions in the Capital Region through the promotion of alternative fuel vehicles as part of the U.S. Department of Energy's (USDOE) Clean Cities Program.

Activities and Products:

- Complete tasks outlined in 2022 Clean Cities Coalition Agreement
 - Alternative Fuel Tracking Activities
 - Complete Clean Cities annual progress report, quarterly alternative fuel price tracking, regional alternative fuel station verification and vehicle and station cost tracking.
 - Share Peer-to-Peer Information
 - Market Analysis, Feedback, and Technology Integration Efforts
 - Complete at least one listening session with local alternative Fuel Vehicle Fleet.
 - Complete Fuel / Technology Outreach and Education Events (i.e. Capital District EV Fair)
 - Complete at least one technical assistance study with a local stakeholder.
 - Complete Coalition Re-designation
 - Project Management & Administration
 - Develop a Project Management Report for 2023
 - Participate in monthly calls with other Clean Cities Coordinators
- Maintain CDCC website, Facebook, and Twitter accounts
- Publish monthly CDCC electronic newsletter with local alternative fuel updates.
- Track transportation electrification trends and legislation related to transportation planning.
- Provide general technical assistance and guidance to stakeholders and local governments on vehicle technologies, like electric vehicles, and other alternative fuels and their infrastructure.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete. USDOE contract begins February 5, 2022 and ends February 4, 2023.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$30,000	\$0	\$0	\$30,000
Other Federal	\$76,500	\$0	\$0	\$76,500
Grand Total	\$106,500	\$0	\$0	\$106,500

44.25.00 Transportation Improvement Program (TIP)

5.01 Transportation Improvement Program (TIP) Development and Maintenance

Goal: To develop and maintain a multi-modal program of transportation projects called the Transportation Improvement Program (TIP). CDTC's goal is to produce a balanced TIP that contributes to implementation of the Metropolitan Transportation Plan, New Visions 2050, as well as NYSDOT's Transportation Asset Management Plan.

Activities and Products:

- Complete preparation of the 2022-2027 TIP including projects listings and narrative document.
- Develop a database in MS Access capable of storing detailed TIP project information and producing necessary output files and summary tables to maintain the 2022-2027 TIP and retire legacy TIP software.
- Convene a TIP working group that will:
 - Debrief on the 2022 TIP development process.
 - Review and update CDTC's TIP development and maintenance procedures including thresholds for TIP amendments.
 - Review and suggest changes to the candidate project evaluation process.
 - Explore the challenges local governments face in accessing and utilizing federal funding.
- Explore options for making TIP project data available to the public via CDTC's website.
- Update the TIP webpage by retiring legacy TIP listing formats and identifying new formats to display TIP information utilizing output data in the new TIP management software.
- Perform ongoing maintenance to the current TIP / STIP including processing TIP amendments and administrative changes.
- Perform ongoing monitoring of Fiscal Constraint and TIP / STIP performance.
- Coordinate with local project sponsors, consultants, and NYSDOT to receive detailed updates on existing TIP projects.
- Update the CDTC local project delivery spreadsheet and provide to the Planning Committee at each meeting to track data on the TIP project scope, schedule, and budgets.
- Maintain the current TIP GIS database and create and maintain a new 2022-2027 TIP GIS database and online mapping tool

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$60,000	\$0	\$0	\$60,000
FTA X032	\$45,000	\$0	\$0	\$45,000
FTA X031	\$5,000	\$0	\$0	\$5,000
Grand Total	\$110,000	\$0	\$0	\$110,000

*An additional \$2,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

5.21 Air Quality Conformity

Goal: To ensure CDTC is meeting air quality conformity requirements under the Clean Air Act. CDTC's metropolitan planning area continues to be in 'Nonattainment' for the 1997 Ozone National Ambient Air Quality Standards (NAAQS), requiring air quality conformity for TIP projects, and is in 'Attainment' for all other NAAQS.

Activities and Products:

- Consult with the New York State Interagency Consultation Group (ICG) for all TIP amendments and with the assignment of exempt/non-exempt codes to new TIP projects.
- Update the region's Conformity Determination documentation, as needed.
- Explore the ability to incorporate the latest outputs from the Environmental Protection Agency's MOVES model into CDTC's STEP model. The Motor Vehicle Emission Simulator (MOVES) is an emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics.
- Investigate how to build air quality considerations into future travel demand model updates.

Work Performed By: CDTC staff

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$30,000	\$0	\$0	\$30,000
FTA X032	\$5,000	\$0	\$0	\$5,000
Grand Total	\$35,000	\$0	\$0	\$35,000

5.51 Travel Demand Modeling Services

Goal: To provide small scale on-demand services to the region's municipalities for travel demand modeling related to local transportation planning and traffic engineering initiatives.

Activities and Products:

- Provide on-demand travel demand modeling services 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 the implementation of the Metropolitan Transportation Plan. These should be simple studies that address operational questions at the planning/sketch level. Examples include:
 - Sketch-level analysis of new or revised roadway configurations
 - Sketch-level analysis of traffic pattern revisions
 - Background traffic growth rates for development studies
 - Trip generation and distribution analysis for development
 - Sketch-level analysis of detours related to emergencies and special events

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$30,000	\$0	\$0	\$30,000
Grand Total	\$30,000	\$0	\$0	\$30,000

5.61 TIP Project Development Support

Goal: To support Transportation Improvement Program sponsors with the development of traffic forecasts and other material for TIP project development and design purposes.

Activities and Products:

- Support NYSDOT Region 1 in developing traffic forecasts and other material for project development and design purposes, including traffic diversion analysis for construction work.
- Provide travel demand modeling and technical support to NYSDOT for the NY 378 Troy-Menands Bridge Planning & Environmental Linkages Study.
- Model the traffic impacts of removing or changing the available capacity of I-787 given traffic changes in the region since the 2018 I-787/Hudson Waterfront Corridor Study was completed.
- Provide travel demand modeling and technical support to NYSDOT for the NY 378 Troy-Menands Bridge Planning & Environmental Linkages Study.
- Other projects will be addressed on an as-requested basis.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
STP-Flex and NHPP	\$135,000	\$0	\$0	\$135,000
Grand Total	\$135,000	\$0	\$0	\$135,000

44.26.00 Planning Emphasis Areas (PEAs)

6.12 Human Service Agency Transportation

Goal: To fulfill requirements related to the 5310 Program: Enhanced Mobility of Seniors and Individuals with Disabilities and convene the Regional Transportation Coordination Committee (RTCC). The Coordinated Public Transit Human Services Plan for the Capital District was last updated in May 2019.

Activities and Products:

- Organize an in-person, if possible, “Tools of the Trade” workshop to share information among providers to improve efficiency and delivery of transportation to the people they serve.
- Begin the update process for the Coordinated Public Transit Human Services Plan.
- Coordinate 5310 program review and selection.
- Maintain the RTCC.
- Expand RTCC membership by reaching out to representatives from appropriate federal and state agencies including the Department of Aging, the Department of Health, and others.
- Assist RTCC members and other providers of human services transportation to improve inter-agency communication and coordination.
- Coordinate with the Albany Guardian Society to distribute the Senior Transportation Guide.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$24,000	\$0	\$1,000*	\$25,000
FTA X032	\$40,000	\$0	\$0	\$40,000
FTA X031	\$5,000	\$0	\$0	\$5,000
Grand Total	\$69,000	\$0	\$1,000	\$74,000**

*Expenses related to the tools of the trade workshop.

**An additional \$4,000 in local in-kind services is anticipated, shown in UPWP Table 1A.

6.13 Transit Planning

Goal: To provide transit system planning support to the Capital District Transportation Authority (CDTA) and private operators and to support CDTA in meeting its Federal Transit Administration (FTA) requirements.

Activities and Products:

- Complete the \$200,000 consultant led Bus Lane Feasibility Study and support CDTA in planning for additional Bus Rapid Transit routes.
- Support the update of the CDTA Transit Development Plan (TDP), and review/update performance measures, as needed, upon completion of the TDP.
- Coordinate with state, regional, and local partners to plan for the Albany Intermodal Center.
- Develop a scope outline and define resource needs for a Transit Access Toolkit that includes transit-friendly site design best practices and policies for use by local government; coordinate the Toolkit development with other CDTC Travel Demand Management (TDM) efforts.
- Attend meetings, transit-related training, webinars, and events.
- Coordinate with CDTA on the development of Public Transportation Agency Safety Plan (PTASP) and Transit Asset Management Plan (TAMP) related performance measures and targets.
- Coordinate with CDTA staff on TIP amendment and other funding-related requests.

Work Performed By: CDTC staff (Lead), CDTA staff and a consultant.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023. Bus Lane Feasibility Study is expected to be completed by June 2022; 50% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$144,109	\$0	\$159,109
FTA X032	\$50,000	\$0	\$0	\$50,000
FTA X031	\$5,000	\$0	\$0	\$5,000
Grand Total	\$55,000	\$144,109	\$0	\$214,109*

*In-kind services valued at \$65,000 are anticipated, shown in UPWP Table 1A.

6.14 Transportation Demand Management Initiatives

Goal: To build the capacity of the region to enable travel behavior change through Transportation Demand Management (TDM) initiatives that minimize traffic congestion and reduce greenhouse gas emissions. TDM refers to various programs, policies and services that encourage travel behavior change and more efficient travel patterns such as shifts from peak to off-peak periods, from single-occupancy vehicle (SOV) to other modes including transit, biking, walking, carpooling, and vanpooling, and from dispersed to closer destinations.

Activities and Products:

- With \$30,000 in consultant assistance, administer a commuter survey.
- Provide ongoing support for the 511NY Rideshare regional portal, Capital Moves, including Guaranteed Ride Home registration and coordination with NYSDOT and CDTA.
- Maintain a publicly available listing of existing vanpools and maintain other TDM-related web information such as that on the CDTC website.
- Update regional Park & Ride data and the Park & Ride map on Capital Moves.
- Administer bicycle and pedestrian encouragement programs such as the Bike to Work Day Challenge, the Ditch the Car Challenge, and Walk to School Day. Support Safe Routes to School planning and promotion.
- Convene the TDM Task Force as needed to foster regional and cross-industry collaborations related to TDM and to provide input and guidance on staff work.
- Develop a Transit Access Toolkit to educate and inform decision-makers about TDM programs and policies.
- Provide technical assistance to consultants, developers, companies, and member agencies regarding TDM best practices as needed.
- Participate in a FHWA-funded research project intended to investigate effective ways to engage commuters in considering a broad range of travel options and to redistribute travel demand to alternate modes, times of day or routes through Smartphone incentives.

Work Performed By: CDTC staff (Lead) and a consultant.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$28,000	\$30,000	\$2,000*	\$60,000
FTA X032	\$30,000	\$0	\$0	\$30,000
FTA X031	\$5,000	\$0	\$0	\$5,000
STP-Flex	\$0	\$0	\$600,000**	\$600,000
Grand Total	\$63,000	\$30,000	\$602,000	\$695,000

*Purchase of event t-shirts for participants.

**TDM projects managed by CDTA include:

- Ongoing support for vanpool and Guaranteed Ride Home registration and coordination.
- Maintenance and operation of regional Park and Ride lots
- Operation of regional bikeshare system, CDPHP Cycle!
- Operation of regional car sharing service pilot program, CDTA DRIVE
- Provide yearly transit pass subsidies to new homeowners, refugees and immigrants, and victims of domestic violence and abuse.

6.16.1 Safety Planning

Goal: To provide tools, data, and resources to reduce crashes, particularly fatal and serious injury crashes, on all public roads. Following CDTC's Local Road Safety Action Plan and highlighting a Safe Systems approach, staff will provide resources to empower and enable local governments to access available safety funding.

Activities and Products:

- Create lists of common crash themes, roadway risk factors and location characteristics for communities, highlight countermeasures to address them, and identify potential funding.
- Develop a Request for Proposals to enable municipalities to adopt a systemic approach to roadway improvements for safety.
- Learn the NYSDOT Crash Location Engineering & Analysis Repository application for crash data and provide local training on its capabilities.
- Evaluate timing plans for pedestrians at intersections as part of task 3.32 Regional Signal Timing Program.
- Develop an ongoing safety oriented social media campaign.
- Support implementation of the NYSDOT Roadway Departure Safety Action Plan and Pedestrian Safety Action Plan.
- Collect data on locations with curve-related lane departure crashes, including signs and guiderails.
- Continue to support and encourage an ongoing regional Traffic Incident Management committee.
- Attend traffic safety board meetings, safety related trainings, webinars, and events.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$30,000	\$0	\$0	\$30,000
FTA X032	\$10,000	\$0	\$0	\$10,000
Grand Total	\$40,000	\$0	\$0	\$40,000

6.16.2 Resilience and Security Planning

Goal: To work with public and private stakeholders to enhance the security of people, operations, assets, and infrastructure by identifying and assessing the vulnerability of Federal-Aid eligible transportation infrastructure and development guidance to ensure transportation projects are planned, designed, and constructed to be resilient to potential hazards and disruption.

Activities and Products:

- Inventory current guidance and models for identifying vulnerable infrastructure.
- Compile existing data for evacuation routes, bridge conditions, bridge and culvert locations, and other critical assets.
- Identify vulnerable populations disproportionately impacted by hazards and transportation system disruptions.
- Inventory current models and methodologies for conducting vulnerability/risk assessments of transportation infrastructure.
- Conduct a sensitivity and risk assessment.
- Investigate and compile resources that may be available from NYS Department of Homeland Security and Emergency Services, the Federal Emergency Management Agency, NYS Department of State and other federal and state agencies to assist with local resiliency planning efforts.
- Track and monitor guidance from FHWA and the Government Accountability Office on adaptation and resiliency planning in the metropolitan transportation planning process.
- Coordinate with NYSDOT on NYS Hazard Mitigation Plan initiatives and implementation.
- Coordinate with Local Emergency Planning Committees in Albany, Schenectady, Rensselaer, and Saratoga Counties as needed.
- Develop a scope for creating a regional transportation resilience and climate adaptation plan.
- Support local and regional resiliency planning efforts (ex. Albany County Resilience Plan).

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$20,000	\$0	\$0	\$20,000
FTA X032	\$5,000	\$0	\$0	\$5,000
Grand Total	\$25,000	\$0	\$0	\$25,000

44.27.00 Other Activities

7.10.1 Town of Colonie GEIS Support

Goal: To perform traffic and mitigation cost reviews for land development projects in the Town of Colonie Airport and Boght Generic Environmental Impact Statement (GEIS) areas.

Activities and Products:

- Support implementation of the GEIS mitigation cost program in the Airport, Lisha Kill, and Boght Road areas of the Town of Colonie.
- Provide CDTC technical services by reviewing each development application in the GEIS study areas, calculating the appropriate transportation mitigation cost for use by the town, and reviewing arterial management and site circulation issues.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
Local Cash	\$0	\$45,000	\$0	\$45,000
Grand Total	\$0	\$45,000	\$0	\$45,000

7.10.2 Town of Malta GEIS Support

Goal: To perform traffic and mitigation cost reviews for land development projects in the Town of Malta for the town wide Generic Environmental Impact Statement (GEIS).

Activities and Products:

- Support implementation of the GEIS mitigation cost program in the Town of Malta.
- Provide CDTC technical services by reviewing each development application in the GEIS study areas, calculating the appropriate transportation mitigation cost for use by the town, and reviewing arterial management and site circulation issues.

Work Performed By: CDTC staff.

Timeline: Ongoing initiative beginning April 1, 2022 and ending March 31, 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
Local Cash	\$0	\$25,000	\$0	\$25,000
Grand Total	\$0	\$25,000	\$0	\$25,000

7.20 Shared Transit Service Planning and Analytics Initiative

Goal: To assess transit mobility planning and analysis tools and conduct pilot studies to apply the tools to ongoing MPO planning activities.

Activities and Products:

- Manage a consultant on behalf of the New York State Association of Metropolitan Planning Organizations (MPO), their planning partners at transit agencies, NYSDOT, and federal partners.
- Support a set of collaborative pilot applications of common transit mobility planning and analysis tools. Four software pilots will be implemented in 2022. The results of these pilots will guide a potential broader statewide hosting of these tools for use by MPOs, NYSDOT and Transit Systems in New York State. If successful, the pilots may support a case for deploying a common statewide portal for these tools to support common analysis methods for service planning and evaluation across the State's metropolitan areas.

Work Performed By: Consultant

Timeline: A \$433,590 consultant contract began June 22, 2021 with completion expected by July 2023; 10% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FTA SCI	\$0	\$408,607	\$0	\$408,607
FTA X032	\$39,727	\$0	\$0	\$39,727
FTA X031	\$0	\$0	\$0	\$0
Grand Total	\$39,727	\$408,607	\$0	\$448,334

7.50 Menands Land Use Regulations Update

Goal: To update and revise land use regulations in the Village of Menands to improve walkability, encourage redevelopment of vacant or underutilized commercial sites, and foster infill development and compact design.

Activities and Products:

- Manage a consultant to audit Village zoning and subdivision regulations with a focus on updating street standards using Complete Street principles, parking requirements, multi-modal facilities, access management measures and address impediments to mixed uses.
- Provide the Village with draft zoning code language.

Work Performed By: Consultant

Timeline: An \$80,000 consultant contract began September 2020 with completion expected by September 2022; 50% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$37,502	\$0	\$52,502
Grand Total	\$15,000	\$37,502	\$0	\$52,502

7.60 Scotia Downtown Connections Plan

Goal: To identify opportunities to improve the pedestrian, bicycle, and transit experience in the Village of Scotia's Central Business District along Mohawk Avenue (NYS Route 5).

Activities and Products:

- Manage a consultant to prepare the Downtown Connections Plan for the Village of Scotia
- Review options to change the current auto oriented focus of this corridor, especially at the intersection with NYS Route 50, to increase the focus on other user groups and how their safety and enjoyment of the area can be enhanced.
- Analyze the connection from the Central Business District to Collins Park with the goal of improving pedestrian flow and enhancing the user experience.

Work Performed By: Consultant

Timeline: A \$60,000 consultant contract began September 2020 with completion expected by June 2022; 75% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$18,805	\$0	\$33,805
Local Cash	\$0	\$20,000*	\$0	\$20,000
Grand Total	\$15,000	\$33,805	\$0	\$53,805

*An additional \$5,000 in local in-kind match will be provided by the Village of Scotia to support the project, shown in UPWP Table 1A.

7.70 East & North Greenbush Route 4 Corridor Study Update

Goal: To develop a plan for the Route 4 corridor in the Towns of East and North Greenbush that identifies a preferred corridor profile, based on a representative public input process, and a clear implementation strategy to improve transportation operations.

Activities and Products:

- Manage a consultant to prepare an update to the 2006 Route 4 Corridor Study. This study was funded as part of CDTC's 2021-22 Community and Transportation Linkage Planning Program.

- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions and other technical work on an as needed basis.

Work Performed By: Consultant

Timeline: A \$90,000 consultant contract began January 2022 with completion expected by March 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$20,000	\$67,500	\$0	\$87,500
Local Cash	\$0	\$22,500*	\$0	\$22,500
Grand Total	\$20,000	\$90,000	\$0	\$110,000

*An additional \$6,250 in local in-kind match will be provided by the Village of Scotia to support the project, shown in UPWP Table 1A.

7.80 City of Troy Federal Street Study

Goal: To explore options to redesign Federal Street into a boulevard bookended with roundabouts at River Street and Sixth Avenue.

Activities and Products:

- Manage a consultant to prepare the Federal Street Study funded as part of CDTC's 2021-22 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions and other technical work on an as needed basis.

Work Performed By: Consultant

Timeline: A \$50,000 consultant contract began December 2021 with completion expected by March 2023; 10% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$37,500	\$0	\$52,500
Local Cash	\$0	\$12,500	\$0	\$12,500
Grand Total	\$15,000	\$50,000	\$0	\$65,000

7.85 City of Rensselaer Waterfront Connectivity Study

Goal: To explore multi-modal transportation options to support Hudson River waterfront redevelopment in the north end of the City of Rensselaer.

Activities and Products:

- Manage a consultant to prepare the Rensselaer Waterfront Connectivity Study. This study was funded as part of CDTC's 2021-22 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions and other technical work on an as needed basis.

Work Performed By: Consultant

Timeline: A \$60,000 consultant contract began December 2021 with completion expected by October 2022; 10% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$15,000	\$45,000	\$0	\$60,000
Local Cash	\$0	\$15,000*	\$0	\$15,000
Grand Total	\$15,000	\$60,000	\$0	\$75,000

*An additional \$6,250 in local in-kind services is anticipated, shown in UPWP Table 1A.

7.86 Town of Brunswick Hoosick Road Corridor Study

Goal: To identify potential solutions to issues associated with traffic through the core commercial area of the Town of Brunswick along NYS Route 7 between the City of Troy boundary and NYS Route 142 (Grange Road) including connecting neighborhood streets.

Activities and Products:

- Develop a scope of work for the project and issue a Request for Expressions of Interest for a \$99,000 contract over two fiscal years.
- Evaluate consultant expressions of interest and select a consultant for the contract.
- Manage a consultant to prepare the Hoosick Road Corridor Study. This study was funded as part of CDTC's 2022-23 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions and other technical work on an as needed basis.

Work Performed By: Consultant

Timeline: The project will begin April 1, 2022 with completion expected by September 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$30,000	\$54,000	\$0	\$84,000
Local Cash	\$0	\$9,000	\$0	\$9,000
Grand Total	\$30,000	\$63,000	\$0	\$93,000

7.87 Sand Creek Road Complete Street Feasibility Study

Goal: To prepare a Complete Street Feasibility Study for Sand Creek Road, from Watervliet Shaker Road to Wolf Road in the Village and Town of Colonie.

Activities and Products:

- Develop a scope of work for the project and issue a Request for Expressions of Interest for a \$65,000 contract over two fiscal years.
- Evaluate consultant expressions of interest and select a consultant for the contract.
- Manage a consultant to prepare the Sand Creek Road Feasibility Study. This study was funded as part of CDTC's 2022-23 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions and other technical work on an as needed basis.

Work Performed By: Consultant

Timeline: The project will begin April 1, 2022 with completion expected by September 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$30,000	\$20,000	\$0	\$50,000
Local Cash	\$0	\$15,000*	\$0	\$15,000
Grand Total	\$30,000	\$35,000	\$0	\$65,000

*An additional \$10,000 in local in-kind match will be provided by the Village of Colonie to support the project, shown in UPWP Table 1A.

7.88 City of Schenectady Albany and Crane Streets Linkage Study

Goal: To perform a traffic analysis on in the Albany Street and Crane Street corridors of the City of Schenectady to be used in determining what transportation related projects would most benefit the Mount Pleasant and Hamilton Hill neighborhoods by improving the flow of vehicular traffic, parking availability, safety for pedestrians, cyclists, the disabled, and public transit riders, and the economic success of the commercial businesses.

Activities and Products:

- Develop a scope of work for the project and issue a Request for Expressions of Interest for a \$90,000 contract over two fiscal years.
- Evaluate consultant expressions of interest and select a consultant for the contract.
- Manage a consultant to prepare the Albany and Crane Streets Linkage Study. This study was funded as part of CDTC's 2022-23 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental justice, environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions and other technical work on an as needed basis.

Work Performed By: Consultant

Timeline: The project will begin April 1, 2022 with completion expected by September 2023; 0% complete.

Budget Estimate:

Fund Sources	Staff Time	Professional Services and Agreements	Other Expenditures	Total by Fund Source
FHWA PL	\$30,000	\$60,000	\$0	\$90,000
Local Cash	\$0	\$30,000	\$0	\$30,000
Grand Total	\$30,000	\$90,000	\$0	\$120,000

Statewide Planning Efforts**NYSAMPO Shared Cost Initiatives (SCI)**

The Shared Cost Initiative Program is a joint program of the State's fourteen 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 fourteen MPOs in the State.

- **NYSAMPO Staff Support:** Objective - Provide administrative and technical support for NYSAMPO, including working groups. CDTC will hold the annual contract for the Statewide Association staff support. For 2022-23, the contract will be \$250,000 (\$150,000 FHWA PL and \$100,000 NYSDOT SPR).
- **NYSAMPO Shared Cost Studies - Shared Transit Service Planning and Analytics Initiative:** Objective - Support a set of collaborative pilot applications of common transit mobility planning and analysis tools. The cost is \$458,590 FTA Section 5303 MPP and \$114,648 NYSDOT In-Kind Services (IKS) Match. CDTC will hold the contract and provide administrative support for the project.

- **NYSAMPO Staff Training:** Objective - Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs. The Genesee Transportation Council (GTC) will manage the program. \$118,667 is available for this training (\$73,795 FHWA PL, \$104,345 FTA MPP, and \$26,086 NYSDOT In-Kind Services (IKS) Match.
- **AMPO Dues:** Objective - Ensure that MPOs are aware of and considered in the development of national transportation policy. The AMPO dues for all fourteen MPOs in the State are redistributed to the Binghamton Metropolitan Transportation Study (BMTS) which pays AMPO on behalf of all New York State MPOs. There is \$51,611 in FHWA PL funds available for these dues. CDTC's AMPO annual dues are \$2,468.

State Planning Research (SPR) Funded Efforts

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

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

Appendix A

FY2022-2023 FINANCIAL TABLES

Financial Tables will be adjusted when closeout balances are final

Table 1
FY2022 - 2023 UPWP - CDTC Staff Budget Task and Auditable Budgets

	FHWA				Prof. Services & Agrmnts	X031 21-22 SEC 5303	X032 22-23 SEC 5303 GRANT	FTA	USDOE	Local In- Kind	Local Cash	GRAND TOTALS
	PL Staff	PL Consultant /Vendor	STP Project Develop.	SPR								
44.21.00 PROGRAM SUPPORT & ADMINISTRATION												
1.51 Committee Activities	60,000	0	0	0	0	0	20,000	0	0	0	0	80,000
1.61 CDTC Operations and Management	50,000	52,500	0	0	0	0	0	0	0	0	0	102,500
1.65 UPWP Development	20,000	0	0	0	0	0	10,000	0	0	0	0	30,000
1.66 Environmental Justice and Title VI	35,000	0	0	0	0	10,000	30,000	0	0	3,000	0	78,000
1.68 NYSAMPO Administration*	0	150,000	0	100,000	0	0	0	0	0	0	0	250,000
1.69 NYSAMPO / AMPO / TRB	50,000	0	0	0	0	0	0	0	0	0	0	50,000
1.70 Public Participation	40,000	20,000	0	0	0	0	20,000	0	0	0	0	80,000
1.73 CDTC/CDRPC Technical Assistance	40,000	0	0	0	0	0	0	0	0	5,000	0	45,000
1.75 Linkage Administrative/Technical	25,000	0	0	0	0	0	5,000	0	0	2,000	0	32,000
44.22.00 GEN. DEVELOP. & COMPREHENSIVE PLNG.												
2.25 Transportation Data Collection	24,000	80,000	0	0	0	0	10,000	0	0	0	0	114,000
2.28 Census and Capital Region Indicators	25,000	0	0	0	0	0	10,000	0	0	0	0	35,000
2.29 GIS	60,000	0	0	0	0	5,000	30,000	0	0	0	0	95,000
2.30 Pavement Condition Inventory Support	10,000	0	0	0	0	0	0	0	0	0	0	10,000
2.30.1 Pavement Cond. Inventory Albany County	0	0	0	0	12,000	0	0	0	0	0	0	12,000
2.30.3 Pavement Cond. Inventory City of Sch'dy	0	0	0	0	12,000	0	0	0	0	2,000	0	14,000
44.23.01 LONG-RANGE TRANSP. PLNG. (LRTP) – Sys. Level												
3.11 STEP Model Development	50,900	0	0	0	0	0	0	0	0	0	0	50,900
3.21 Climate Change Initiative	20,000	0	0	0	5,000	0	10,000	0	0	0	0	35,000
3.31 Infrastructure Planning	40,000	0	0	0	0	0	0	0	0	0	0	40,000
3.35 Town of Hoosick Asset Management Plan	10,000	30,000	0	0	0	0	0	0	0	0	3,000	43,000
3.41 New Visions/MTP Refinement	35,000	0	0	0	0	5,000	10,000	0	0	0	0	50,000
3.51 Performance-Based Planning	10,000	20,000	0	0	0	0	10,000	0	0	0	0	40,000
44.23.02 LONG-RANGE TRANSP. PLNG (LRTP) – Proj. Level												
3.22 Regional Operations/Congestion	50,300	0	0	0	0	0	10,000	0	0	3,625	0	63,925
3.32 Regional Signal Timing Program	25,000	90,000	0	0	0	0	5,000	0	0	5,000	10,000	135,000
44.24.00 SHORT-RANGE TRANSPORTATION PLANNIG												
4.17 Complete Streets	51,000	0	0	0	0	5,000	20,000	0	0	0	0	76,000
4.21 Freight Planning	50,000	137,750	0	0	0	0	0	0	0	2,000	0	189,750
4.25 Energy Efficient Logistics Grant	10,000	0	0	0	0	0	0	0	0	0	0	10,000
4.30 Smart Communities	15,000	66,443	0	0	0	0	5,000	0	0	0	0	86,443
4.35 Health Impact Assessments	10,000	0	0	0	0	0	0	0	0	10,000	0	20,000
4.60 Capital Co-Exist	25,000	40,000	0	0	0	0	0	0	0	2,000	0	67,000
4.64 ADA Planning	25,000	152,105	0	0	0	0	10,000	0	0	2,000	18,104	207,209
4.67 Active Transportation Planning	50,000	0	0	0	0	5,000	30,000	0	0	5,000	0	90,000
4.68 Capital District Trails Plan Implementation	10,000	2,655	0	0	18,000	0	0	0	0	0	25,000	55,655
4.70 Clean Communities	30,000	0	0	0	0	0	0	0	76,500	0	0	106,500

	PL Staff	PL Consultant	STP Project	SPR	Prof. Services	X031 21-22	X032 22-23	FTA SCI	USDOE	Local In-Kind	Local Cash	GRAND TOTALS
44.25.00												
TRANSPORTATION IMPROVEMENT PROGRAM												
5.01 TIP	60,000	0	0	0	0	5,000	45,000	0	0	3,625	0	132,625
5.21 Air Quality Conformity	30,000	0	0	0	0	0	5,000	0	0	0	0	35,000
5.51 Travel Demand Modeling Services	30,000	0	0	0	0	0	0	0	0	0	0	30,000
5.61 TIP Project Development Support	0	0	135,000	0	0	0	0	0	0	0	0	135,000
44.26.00												
PLANNING EMPHASIS AREAS (PEAs)												
6.12 Human Services Agency Transportation	25,000	0	0	0	0	5,000	40,000	0	0	4,000	0	74,000
6.13 Transit Planning	15,000	144,109	0	0	0	5,000	50,000	0	0	0	0	214,109
6.14 TDM Initiatives	28,000	32,000	0	0	0	5,000	30,000	0	0	65,000	0	160,000
6.16.1 Safety Planning	30,000	0	0	0	0	0	10,000	0	0	0	0	40,000
6.16.2 Security Planning	20,000	0	0	0	0	0	5,000	0	0	0	0	25,000
44.27.00												
OTHER ACTIVITIES												
7.10.1 Town of Colonie GEIS Support	0	0	0	0	45,000	0	0	0	0	0	0	45,000
7.10.2 Town of Malta GEIS Support	0	0	0	0	25,000	0	0	0	0	0	0	25,000
7.20 Shared Transit Svc. Planning and Analytics	0	0	0	0	0	0	39,727	408,607	0	0	0	448,334
7.50 Menands Land Use Regulations Update	15,000	37,502	0	0	0	0	0	0	0	0	0	52,502
7.60 Scotia Downtown Connections Plan	15,000	6,805	0	0	0	0	0	0	0	5,000	0	26,805
7.70 East & North Greenbush Route 4 Corridor	20,000	67,500	0	0	0	0	0	0	0	6,250	22,500	116,250
7.80 City of Troy Federal Street Corridor Study	15,000	37,500	0	0	0	0	0	0	0	0	12,500	65,000
7.85 City of Rensselaer Waterfront Connectivity	15,000	45,000	0	0	0	0	0	0	0	6,250	15,000	81,250
7.86 Town of Brunswick Hoosick Road Corridor	30,000	54,000	0	0	0	0	0	0	0	0	9,000	93,000
7.87 Sand Creek Road Complete St Feasibility	30,000	20,000	0	0	0	0	0	0	0	10,000	15,000	75,000
7.88 City of Sch'dy Albany & Crane St Linkage	30,000	60,000	0	0	0	0	0	0	0	0	30,000	120,000
CDTC UPWP TOTAL EFFORT	1,364,200	1,345,869	135,000	100,000	117,000	50,000	469,727	408,607	76,500	141,750	160,104	4,368,757
TOTAL FEDERAL	2,560,069	1,345,869	108,000	80,000		50,000	469,727		76,500	0	0	3,344,296
CDTC Non-Federal Match	134,740	0	0	0	0	3,125	29,358	0	0	0	0	167,223
CDRPC PL Program	183,000	0	0	0	0	0	0	0	0	0	61,000	244,000
STATE CASH	0	0	27,000	20,000	0	0	0	0	0	0	0	47,000
STATE IKS	0	0	0	0	0	9,375	88,074	102,152	0	0	0	179,582
STATE TOLL CREDITS	434,221	0	0	0	0	0	0	0	0	0	0	434,221
LOCAL CASH	0	0	0	0	117,000	0	0	0	0	135,500	160,104	412,604
SCI	150,000	0	0	100,000	0	0	0	408,607	0	0	0	658,607
CDTC UPWP TOTAL PROGRAM	3,462,030	1,345,869	135,000	200,000	117,000	62,500	587,159	510,759	76,500	141,750	221,104	5,513,802

Table 1A
FY2022-2023 UPWP - Explanation of Calculations for PL Match

2,710,068.58	Total Federal CDTC PL amount
<u>150,000.00</u>	Less MPO PL Shared Cost Initiatives (matched by NYSDOT)
2,560,068.58	
134,740.45	Total CDTC PL Match required
434,221.35	State match
183,000.00	
<u>61,000.00</u>	
244,000.00	CDRPC PL Program
195,740.45	Total Federal PL Match required

Explanation of Calculations for FTA Match

469,727.00	Total new Federal FTA funds**
<u>50,000.00</u>	Total Carryover Federal FTA funds
519,727.00	
29,357.94	Match required for new FTA (X032)
<u>3,125.00</u>	Match required for old FTA (X031)
32,482.94	Total match required for both FTA
88,073.81	State match for new FTA
<u>9,375.00</u>	State match required for carryover FTA
97,448.81	

In-Kind Contributions Match for FTA & PL Match by Task

3,000.00	Environmental Justice & Title VI
5,000.00	CDTC/CDRPC Technical Assistance
2,000.00	Linkage Administrative/Technical
2,000.00	Pavement Condition Inventory Support
3,625.00	Regional Operations/Congestion Management
5,000.00	Regional Signal Timing Program
2,000.00	Freight Planning
10,000.00	Health Impact Assessments
2,000.00	Capital Co-Exist
2,000.00	ADA Planning
5,000.00	Active Transportation Planning
3,625.00	TIP Advisory
4,000.00	Human Services Agencies Transportation
60,000.00	CDTA Staff - MPO Activities
5,000.00	Regional TDM Effort
5,000.00	Linkage - Village of Scotia Downtown Connections Plan
6,250.00	Linkage - East & North Greenbush Route 4 Corridor Study
6,250.00	Linkage - City of Rensselaer Waterfront Connectivity Study
<u>10,000.00</u>	Linkage - Sand Creek Road Complete Street Feasibility Study
141,750.00	

Table 2

2022-2023 UPWP - Non-Federal Activities Used By CDTC In-Kind Match Task and Auditable Budgets

	FTA 2021-22	FTA 2022-23		GRAND
	SEC 5303	SEC 5303		TOTALS
44.21.00. PROGRAM SUPPORT & ADMINISTRATION				
1.51 Committee Activities	0	0		0
1.61 CDTC Operations & Management	0	0		0
1.65 UPWP Development	0	0		0
1.66 Environmental Justice and Title VI	0	0		0
1.68 NYS MPO Administration*	0	0		0
1.69 NYSMPO/AMPO/TRB	0	0		0
1.70 Public Participation	0	0		0
1.73 CDTC/CDRPC Technical Assistance	0	0		0
1.75 Linkage Administrative/Technical	0	0		0
44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING				
2.25 Transportation Data Collection	0	0		0
2.28 Census and Capital Region Indicators	0	0		0
2.29 GIS	0	0		0
2.30 Pavement Condition Inventory Support	0	0		0
2.30.1 Pavement Condition Inventory Albany County	0	0		0
2.30.3 Pavement Condition Inventory City of Schenectady	0	0		0
44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level				
3.11 STEP Model Development	0	0		0
3.21 Climate Change Initiative	0	0		0
3.31 Infrastructure Planning	0	0		0
3.35 Town of Hoosick Asset Management Plan				
3.41 New Visions/MTP Refinement	0	0		0
3.51 Performance-Based Planning	0	0		0
44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level				
3.22 Regional Operations/Congestion Management	0	0		0
3.32 Regional Signal Timing Program	0	0		0
44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP)				
4.17 Complete Streets/Arterial Management	0	0		0
4.21 Freight Planning	0	0		0
4.25 Energy Efficient Logistics Grant	0	0		0
4.30 Smart Communities	0	0		0
4.35 Health Impact Assessments	0	0		0
4.60 Capital CoExist	0	0		0
4.64 ADA Planning	0	0		0
4.67 Active Transportation Planning	0	0		0
4.68 Capital District Trails Plan Implementation	0	0		0
4.70 Clean Communities	0	0		0
44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)				
5.01 TIP	0	0		0
5.21 Air Quality Conformity				
5.51 Travel Demand Modeling Services	3,125	29,385		32,483
5.61 TIP Project Development Support	0	0		0
44.26.00 PLANNING EMPHASIS AREAS (PEAs)				
6.12 Human Services Agency Transportation	0	0		0
6.13 Transit Planning	0	0		0
6.14 Regional TDM Effort	0	0		0
6.16.1 Safety Planning	0	0		0
6.16.2 Security Planning	0	0		0
44.27.00 OTHER ACTIVITIES				
7.10.1 Town of Colonie GEIS Support	0	0		0
7.10.2 Town of Malta GEIS Support	0	0		0
7.20 Shared Transit Service Planning and Analytics Initiative	0	0		0
7.50 Menands Land Use Regulations Update	0	0		0
7.60 Scotia Downtown Connections Plan	0	0		0
7.70 East & North Greenbush Route 4 Corridor Study	0	0		0
7.80 City of Troy Federal Street Corridor Study	0	0		0
7.85 City of Rensselaer Waterfront Connectivity Study	0	0		0
7.86 Town of Brunswick Hoosick Road Corridor Study	0	0		0
7.87 Sand Creek Road Complete Street Feasibility Study	0	0		0
7.88 City of Sch'dy Albany & Crane Streets Linkage Study	0	0		0
TOTAL EFFORT	3,125	29,385		32,483

Table 3
2022-2023 UPWP - NYSDOT

	2022-23	2021-22	2022-23	FTA				GRAND
	PL	FTA	FTA	SCI				TOTALS
44.21.00 PROGRAM SUPPORT & ADMINISTRATION								
1.51 Committee Activities	9,474	0	3,750	0	0	0	0	13,224
1.61 CDTC Operations and Management	16,184	0	0	0	0	0	0	19,219
1.65 UPWP Development	3,158	0	1,875	0	0	0	0	5,625
1.66 Environmental Justice and Title VI	5,526	1,875	5,625	0	0	0	0	13,026
1.68 NYS MPO Administration*	30,000	0	0	0	0	0	0	37,500
1.69 NYSMPO/AMPO/TRB	7,895	0	0	0	0	0	0	9,375
1.70 Public Participation	9,474	0	3,750					15,000
1.73 CDTC/CDRPC Technical Assistance	6,316	0	0	0	0	0	0	7,500
1.75 Linkage Administrative/Technical	3,947	0	938	0	0	0	0	5,625
44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING								
2.25 Transportation Data Collection	17,053	0	1,875	0	0	0	0	18,928
2.28 Census and Capital Region Indicators	3,947	0	1,875	0	0	0	0	6,563
2.29 GIS	9,474	938	5,625	0	0	0	0	16,036
2.30 Pavement Condition Inventory Support	1,579	0	0	0	0	0	0	1,875
2.30.1 Pavement Condition Inventory Albany County	0	0	0	0	0	0	0	0
2.30.3 Pavement Condition Inventory City of Schenectady	0	0	0	0	0	0	0	0
44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level								
3.11 STEP Model Development	8,037	0	0	0	0	0	0	9,431
3.21 Climate Change Initiative	3,158	0	1,875	0	0	0	0	5,625
3.31 Infrastructure/Financial Planning	6,316	0	0	0	0	0	0	7,500
3.35 Town of Hoosick Asset Management Plan	6,316							
3.41 New Visions/ MTP Refinement	5,526	938	1,875	0	0	0	0	9,375
3.51 Performance-Based Planning	4,737	0	1,875	0	0	0	0	7,500
44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level								
3.22 Regional Operations/Congestion Management	7,942	0	1,875	0	0	0	0	9,817
3.32 Regional Signal Timing Program	18,158	0	938	0	0	0	0	22,500
44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP)								
4.17 Complete Streets/Arterial Management	8,053	938	3,750	0	0	0	0	14,250
4.21 Freight Planning	29,645	0	0	0	0	0	0	35,203
4.25 Energy Efficient Logistics Grant	1,579	0	0	0	0	0	0	1,875
4.30 Smart Communities	12,859	0	938	0	0	0	0	13,797
4.35 Health Impact Assessments	1,579	0	0	0	0	0	0	1,875
4.60 Capital CoExist	10,263	0	0	0	0	0	0	12,188
4.64 ADA Planning	27,964		1,875					
4.67 Active Transportation Planning	7,895	938	5,625	0	0	0	0	14,457
4.68 Capital District Trails Plan Implementation	1,998		0					2,373
4.70 Clean Communities	4,737	0	0	0	0	0	0	5,625
44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)								
5.01 TIP	9,474	938	8,438	0	0	0	0	18,849
5.21 Air Quality Conformity	4,737	0	938	0	0	0	0	6,563
5.51 Travel Demand Modeling Services	4,737	0	0	0	0	0	0	5,625
5.61 TIP Project Development Support	0	0	0	0	0	0	0	0
44.26.00 PLANNING EMPHASIS AREAS (PEAs)								

6.12 Human Services Agency Transportation	3,947	938	7,500	0	0	0	0	12,385
6.13 Transit Planning	25,122	938	9,375	0	0	0	0	35,435
6.14 Regional TDM Effort	9,474	938	3,750	0	0	0	0	15,938
6.16.1 Safety Planning	4,737	0	1,875	0	0	0	0	7,500
6.16.2 Security Planning	3,158	0	938	0	0	0	0	4,688
44.27.00 OTHER ACTIVITIES								
7.10.1 Town of Colonie GEIS Support	0	0	0	0	0	0	0	0
7.10.2 Town of Malta GEIS Support	0	0	0	0	0	0	0	0
7.20 Shared Transit Service Planning and Analytics Initiative	0	0	7,449	102,152	0	0	0	109,601
7.50 Menands Land Use Regulations Update	8,290	0	0	0	0	0	0	9,844
7.60 Scotia Downtown Connections Plan	3,443	0	0	0	0	0	0	3,443
7.70 East & North Greenbush Route 4 Corridor Study	13,816	0	0	0	0	0	0	16,406
7.80 City of Troy Federal Street Corridor Study	8,289	0	0	0	0	0	0	9,844
7.85 City of Rensselaer Waterfront Connectivity Study	9,474							
7.86 Town of Brunswick Hoosick Road Corridor Study	13,263							
7.87 Sand Creek Road Complete Street Feasibility Study	7,895							
7.88 City of Sch'dy Albany & Crane Streets Linkage Study	14,211	0	0	0	0	0	0	16,875
TOTAL EFFORT	434,221	9,375	88,074	102,152	0	0	0	633,822
FEDERAL	0	0	0	0	0	0	0	0
STATE	434,221	9,375	88,074	102,152	0	0	0	633,822
STATE CASH	0	0	0	0	0	0	0	0
LOCAL	0	0	0	0	0	0	0	0

Table 4
2022-2023 UPWP - CDTA

		FTA				Section			GRAND
		SEC 5307	STBG (TIP	CDTA	SPR	5339			TOTALS
44.21.00 PROGRAM SUPPORT & ADMINISTRATION									
1.51 Committee Activities									
1.61 CDTC Operations and Management	0	0	0	0	0	0	0	0	0
1.65 UPWP Development	0	0	0	0	0	0	0	0	0
1.66 Environmental Justice and Title VI	0	0	0	0	0	0	0	0	0
1.68 NYSAMPO Administration*	0	0	0	0	0	0	0	0	0
1.69 NYSAMPO / AMPO / TRB	0	0	0	0	0	0	0	0	0
1.70 Public Participation	0	0	0	0	0	0	0	0	0
1.73 CDTC/CDRPC Technical Assistance	0	0	0	0	0	0	0	0	0
1.75 Linkage Administrative/Technical	0	0	0	0	0	0	0	0	0
44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING									
2.25 Transportation Data Collection	0	0	0	0	0	0	0	0	0
2.28 Census and Capital Region Indicators	0	0	0	0	0	0	0	0	0
2.29 GIS	0	0	0	0	0	0	0	0	0
2.30 Pavement Condition Inventory Support	0	0	0	0	0	0	0	0	0
2.30.1 Pavement Condition Inventory Albany County	0	0	0	0	0	0	0	0	0
2.30.3 Pavement Condition Inventory City of Schenectady	0	0	0	0	0	0	0	0	0
44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level									
3.11 STEP Model Development	0	0	0	0	0	0	0	0	0
3.21 Climate Change Initiative	0	0	0	0	0	0	0	0	0
3.31 Infrastructure Planning	0	0	0	0	0	0	0	0	0
3.35 Town of Hoosick Asset Management Plan									
3.41 New Visions/MTP Refinement	0	0	0	0	0	0	0	0	0
3.51 Performance-Based Planning	0	0	0	0	0	0	0	0	0
44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level									
3.22 Regional Operations/Congestion Management	0	0	0	0	0	0	0	0	0
3.32 Regional Signal Timing Program	0	0	0	0	0	0	0	0	0
44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP)									
4.17 Complete Streets	0	0	0	0	0	0	0	0	0
4.21 Freight Planning	0	0	0	0	0	0	0	0	0
4.25 Energy Efficient Logistics Grant	0	0	0	0	0	0	0	0	0
4.30 Smart Communities	0	0	0	0	0	0	0	0	0
4.35 Health Impact Assessments									
4.60 Capital CoExist	0	0	0	0	0	0	0	0	0
4.64 ADA Planning									
4.67 Active Transportation Planning	0	0	0	0	0	0	0	0	0
4.68 Capital District Trails Plan Implementation	0	0	0	0	0	0	0	0	0
4.70 Clean Communities	0	0	0	0	0	0	0	0	0
44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)									
5.01 TIP	0	0	0	0	0	0	0	0	0
5.21 Air Quality Conformity	0	0	0	0	0	0	0	0	0
5.51 Travel Demand Modeling Services	0	0	0	0	0	0	0	0	0
5.61 TIP Project Development Support	0	0	0	0	0	0	0	0	0
44.26.00 PLANNING EMPHASIS AREAS (PEAs)									

6.12 Human Services Agency Transportation	0	0	0	0	0	0	0	0	0
6.13 Transit Planning	0	0	0	0	0	0	0	0	0
6.14 Regional TDM Effort	0	0	600,000	0	0	0	0	0	600,000
6.16.1 Safety Planning	0	0	0	0	0	0	0	0	0
6.16.2 Security Planning	0	0	0	0	0	0	0	0	0
44.27.00 OTHER ACTIVITIES	0	0	0	0	0	0	0	0	0
7.10.1 Town of Colonie GEIS Support	0	0	0	0	0	0	0	0	0
7.10.2 Town of Malta GEIS Support	0	0	0	0	0	0	0	0	0
7.20 Shared Transit Service Planning and Analytics Initiative	0	0	0	0	0	0	0	0	0
7.50 Menands Land Use Regulations Update	0	0	0	0	0	0	0	0	0
7.60 Scotia Downtown Connections Plan	0	0	0	0	0	0	0	0	0
7.70 East & North Greenbush Route 4 Corridor Study	0	0	0	0	0	0	0	0	0
7.80 City of Troy Federal Street Corridor Study	0	0	0	0	0	0	0	0	0
7.85 City of Rensselaer Waterfront Connectivity Study	0	0	0	0	0	0	0	0	0
7.86 Town of Brunswick Hoosick Road Corridor Study	0	0	0	0	0	0	0	0	0
7.87 Sand Creek Road Complete Street Feasibility Study	0	0	0	0	0	0	0	0	0
7.88 City of Sch'dy Albany & Crane Streets Linkage Study	0	0	0	0	0	0	0	0	0
TOTAL EFFORT	0	0	600,000	0	0	0	0	0	600,000
FEDERAL	0	0	480,000	0	0	0	0	0	480,000
State Match	0	0	60,000	0	0	0	0	0	60,000
CDTA Match	0	0	60,000	0	0	0	0	0	60,000
Other	0	0	0	0	0	0	0	0	0
Previously FTA approved CMAQ funds have been flexed to CDTA as STP funds (65% CDTC 35% CDTA)									
State and Local cash paid by CDTA									

Table 5
2022-2023 UPWP - CDRPC

	FTA			GRAND TOTALS
	2022-23 PL	SEC 5307 GRANT	FAA	
44.21.00 PROGRAM SUPPORT & ADMINISTRATION				
1.51 Committee Activities	0	0	0	0
1.61 CDTC Operations and Management	0	0	0	0
1.65 UPWP Development	0	0	0	0
1.66 Environmental Justice and Title VI	0	0	0	0
1.68 NYSAMPO Administration*	0	0	0	0
1.69 NYSAMPO / AMPO / TRB	0	0	0	0
1.70 Public Participation	43,000	0	0	43,000
1.73 CDTC/CDRPC Technical Assistance	51,000	0	0	51,000
1.75 Linkage Administrative/Technical	14,000	0	0	14,000
44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING				
2.25 Transportation Data Collection	0	0	0	0
2.28 Census and Capital Region Indicators	71,000	0	0	71,000
2.29 GIS	27,000	0	0	27,000
2.30 Pavement Condition Inventory Support	0	0	0	0
2.30.1 Pavement Condition Inventory Albany County	0	0	0	0
2.30.3 Pavement Condition Inventory City of Schenectady	0	0	0	0
44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level				
3.11 STEP Model Development	0	0	0	0
3.21 Climate Change Initiative	0	0	0	0
3.31 Infrastructure Planning	0	0	0	0
3.35 Town of Hoosick Asset Management Plan	0	0	0	
3.41 New Visions/MTP Refinement	16,000	0	0	16,000
3.51 Performance-Based Planning	0	0	0	0
44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level				
3.22 Regional Operations/Congestion Management	0	0	0	0
3.32 Regional Signal Timing Program	0	0	0	0
44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP)				
4.17 Complete Streets	14,000	0	0	14,000
4.21 Freight Planning	0	0	0	0
4.25 Energy Efficient Logistics Grant	0	0	0	0
4.30 Smart Communities	0	0	0	0
4.35 Health Impact Assessments	8,000	0	0	8,000
4.60 Capital CoExist	0	0	0	0
4.64 ADA Planning	0	0	0	
4.67 Active Transportation Planning	0	0	0	0
4.68 Capital District Trails Plan Implementation	0	0	0	0
4.70 Clean Communities	0	0	0	0
44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)				
5.01 TIP	0	0	0	0
5.21 Air Quality Conformity	0	0	0	0

2022-2023 UPWP - CDRPC						
5.51 Travel Demand Modeling Services	0	0	0			0
5.61 TIP Project Development Support	0	0	0			0
44.26.00 PLANNING EMPHASIS AREAS (PEAs)						
6.12 Human Services Agency Transportation	0	0	0			0
6.13 Transit Planning	0	0	0			0
6.14 Regional TDM Effort	0	0	0			0
6.16.1 Safety Planning	0	0	0			0
6.16.2 Security Planning	0	0	0			0
44.27.00 OTHER ACTIVITIES	0	0	0			0
7.10.1 Town of Colonie GEIS Support	0	0	0			0
7.10.2 Town of Malta GEIS Support	0	0	0			0
7.20 Shared Transit Service Planning and Analytics Initiative	0	0	0			0
7.50 Menands Land Use Regulations Update	0	0	0			0
7.60 Scotia Downtown Connections Plan	0	0	0			0
7.70 East & North Greenbush Route 4 Corridor Study	0	0	0			0
7.80 City of Troy Federal Street Corridor Study	0	0	0			0
7.85 City of Rensselaer Waterfront Connectivity Study	0	0	0			0
7.86 Town of Brunswick Hoosick Road Corridor Study	0	0	0			0
7.87 Sand Creek Road Complete Street Feasibility Study	0	0	0			0
7.88 City of Sch'dy Albany & Crane Streets Linkage Study	0	0	0			0
TOTAL EFFORT	244,000	0	0			244,000
FEDERAL	183,000	0	0			183,000
CDRPC MATCH	61,000	0	0			61,000

Appendix B

Public Comments and CDTC Responses

CDTC's Public Comment Period began on February 2, 2022 and ended March 2, 2022.

1) Ethan Warren, CDTA – Submitted at the UPWP Workshop on 2/16/22

Comment: Is there a timeline for each of the Linkage Projects to begin?

Response: The new projects need to have an agreement signed between CDTC and the sponsor before the project can begin. This generally occurs in the month of April. Consultant solicitation and selection generally takes a few months and project kick off meetings are typically held in the fall.

2) Jim Sullivan – Submitted at the UPWP Workshop on 2/16/22

Comment: Did Brunswick receive the grant for the Hoosick Road Corridor Study?

Response: The project is recommended for funding. CDTC's Policy Board will approve the UPWP and officially award funding to the project at its March 3, 2022 meeting.

3) James Martin, Town of Glenville – email submitted on 2/17/22

Comment: In 2018, the Town of Glenville successfully completed the "Freemans Bridge Road Complete Streets Concept Plan" in cooperation with the CDTC and CDRPC with funding from the Federal Highway Administration (FHWA). From that planning effort which was based on input from a local plan oversight committee, the residents, and the staff of the CDTC and CDRPC a priority project was identified and included in the plan and that project is the installation of the round-a-bout at the five-way intersection where Freeman's Bridge Road intersects with NYS Route 50. The installation of the round-a-bout will directly address each of the Planning Factors as summarized on page 9 of the draft UPWP and a majority of the planning priorities listed in the draft UPWP on pp. 10-13.

Therefore, in consideration of the fact that this priority project specifically resulted from a planning effort funded and overseen by the CDTC; and the fact that this project fulfills the stated planning factors and priorities of the draft UPWP; and as a Town Board member in representation of the residents of the Town, I respectfully request that this project be entered into the final UPWP and be advanced to detailed design.

Response: There is a line at which a transportation concept moves from planning using CDTC's federal planning funds through FHWA and FTA in the UPWP to a capital project that requires detailed design in the Transportation Improvement Program. The roundabout concept in the Freemans Bridge Road Complete Streets Concept Plan has reached that line. The Town should consider applying for grant funding to pursue a capital project that includes preliminary and/or detailed design phases.

4) New York State Senator Daphne Jordan, 43rd Senate District – letter submitted on 2/28/22

Comment: I write in strong support for the inclusion of proposed US Route 4S in the Capital District Transportation Committee's 2022-23 Unified Planning Work Program (UPWP). This plan would relieve major traffic backups on Routes 2, 7, and 43, which run through New York's 43rd Senate District that I represent, by creating a safer bypass road.

The proposed US Route 4S would be a two-lane partially limited access road from North Greenbush, NY to Bennington, VT, that would have passing lanes about every seven miles. This route would be less expensive and would follow the same path as proposed Interstate 390. US Route 4S would start on a roundabout at US 4, just north of State Route 43, and would follow the power line right-a-way until it passes State Route 66, in order to protect current homes and businesses, moving the power lines next to, or under the new highway.

US Route 4S would have roundabouts where it intersects with several roads, including State Route 66, State Route 351, Blue Factory Hill Road, State Route 2, Babcock Lake Road, plus several other local roads. The partially limited access part will end with a roundabout on NY Route 22; just south of State Route 7, and then US Route 4S will travel with existing State Route 7 and Vermont Route 279 so it can end on US Route 7 in Bennington, VT.

The creation of US Route 4S would greatly benefit those who frequently utilize Routes 2, 7, and 43. I strongly support the inclusion of US Route 4S in the Capital District Transportation Committee's 2022-23 UPWP, and urge that this proposal be given full and fair consideration. Should you have any questions regarding my support for this proposal, please do not hesitate to contact me.

Response: A study of a major new road is not currently consistent with CDTC's adopted Metropolitan Transportation Plan, [New Visions 2050](#), and the New York State Department of Transportation's preservation first policy as discussed in its [Asset Management Plan](#). However, the draft 2022-2023 UPWP includes a planning study on New York State Route 7 (Hoosick Road) in the Town of Brunswick (Task 7.86) to identify potential solutions to issues associated with traffic between the City of Troy boundary and NYS Route 142 (Grange Road) including connecting neighborhood streets. Identifying ways to better manage congestion, rather than build new capacity, is consistent with New Visions 2050.

5) Lisa Cataldo, NYSDOT, SPR Program Administrator, Research and Policy Studies Section – email submitted on 2/28/22

Comment 1: Please find attached changes to Table 1, 1A and Table 3 in red text. There was a formula error that I fixed throughout.

Response 1: Noted and the tables will be corrected in final version.

Comment 2: On page 17 please remove, "Additional documentation for the SPR program is available from NYSDOT and is posted at <https://www.dot.ny.gov/divisions/engineering/environmental-analysis/research-and-training/environmental-research#part%201>". This is the SPR page only for the Office of Environment and not the entire Department. We are working on updating our external NYSDOT SPR website located here: <https://www.dot.ny.gov/divisions/engineering/technical-services/transportation-research-development/publications>>

Response 2: Noted and the text will be edited.

Comment 3: The link on page 29 did not work for me (<http://capitalregionindicators.org>).

Response 3: Noted and the text will be corrected.

Comment 4: Please note FTA has not released full FFY22 apportionments to states. When it is released, we expect IJIA funding levels may become available. MPOs will need to amend the 2022-23 UPWP to program additional FTA Section 5303 MPP grant funds.

Response 4: Noted. CDTC will amend the UPWP when FFY22 apportionments are available.

6) Caitlin Daly, AIA, CS Arch – email submitted on 3/1/22

Comment 1: Can you provide a comprehensive plan on how the CDTA plans to connect Albany to the riverfront? I had been curious how you intended to connect some of the neighborhoods, such as Pine Hills or Arbor Hill with the riverfront and downtown area of Albany? Is there are any additional plans or improvements being made to bring these different communities together?

Response 1: CDTA, as the region’s public transportation provider, is a key CDTC partner and we work closely with them on most of our planning initiatives. Activities in the draft UPWP that could support CDTA’s system planning include completion of the Bus Lane Feasibility Study, support for CDTA’s planning for additional Bus Rapid Transit routes, and support for the potential update of the CDTA Transit Development Plan (TDP). As for CDTC, the draft UPWP includes resources related to additional modeling of traffic along the I-787 corridor as a refresh of data reviewed as part of the [I-787/Hudson Waterfront Corridor Study](#) completed in 2018. In addition, a study of the Patroon Creek Greenway trail that will link Albany’s Hudson River waterfront west to Six Mile Waterworks Park and Rensselaer Lake is nearing completion.

Comment 2: Can you please explain how the plan is working on reconnecting neighborhoods? I am mainly concerned about how living within a city, such as Troy whether individuals have easy access to necessities, such as an individual living in North Central or the Hill and being able to get to banks, grocery stores, or the hospital. But I am also curious how the plan address their ability to access restorative events, either in their own city (parks, riverfront) or in other city (commerce centers, museums, art centers, downtowns, etc).

Response 2: The draft UPWP is not a “plan”, it is a list of planning tasks CDTC intends to undertake in the fiscal year beginning April 1, 2022. The tasks proposed in the UPWP aim to increase safety and accessibility of the transportation system for all users, especially vulnerable populations. Several tasks enhance the integration and connectivity of the transportation system and communities, including Complete Streets (4.17), Active Transportation Planning (4.67), Safety Planning (6.16.1), Human Agency Transportation (6.12), Capital District Trails Plan Implementation (4.68) and Transit Planning (6.13).

CDTC’s [New Visions 2050](#) Plan, the Metropolitan Transportation Plan for the Capital Region, was most recently adopted in September 2020. The themes in New Visions are prioritizing the safety of vulnerable road users, providing reliable and resilient transportation services, improving access to transportation options, and eliminating negative impacts from transportation or lack thereof to underserved and marginalized populations. CDTC is expected to begin updating the plan in 2023, which will involve conversations with the community on transportation issues and needs, including accessing essential services and opportunities within their communities.

CDTC is currently working with the City Troy to evaluate alternatives to redesign Federal Street to improve transportation in the corridor, especially walkability, and will continue to work with the City of Troy to address transportation issues identified in the metropolitan planning process. CDTC also collaborates with the Capital District Regional Planning Commission to provide Technical Assistance on small scale community planning initiatives through an open solicitation process.

Comment 3: How does the plan accommodate traffic based on current and future needs? My main areas of curiosity are 787 and 87, and their adjoining roads.

Response 3: As part of the next UPWP's planning activities, CDTC will continue to maintain and update our Systematic Transportation Evaluation and Planning (STEP) model, our regional travel demand model. The STEP model can be used for projecting traffic volumes to 2050 and is consistent with population and employment forecasts developed by the Capital District Regional Planning Commission (CDRPC). We are also collecting traffic data in various locations around the region to assess the impacts of the COVID-19 pandemic on travel patterns. All of our planning activities are consistent with [New Visions 2050](#), our long-range transportation plan. New Visions 2050 supports the development of a multi-modal regional transportation system.

The draft UPWP does not include any studies specific to I-87, however it does include resources related to additional modeling of traffic along the I-787 corridor as a refresh of data reviewed as part of the [I-787/Hudson Waterfront Corridor Study](#) completed in 2018.

7) Multiple Comments (a through j) Related to Planning for I-787:

a. Derek Baranski – email submitted on 2/28/22

Comment: I am submitting this email as a public comment to the CDTC's UPWP.

I believe that the CDTC should allocate funds towards an I-787 redesign feasibility study. The current proposal by the Albany Riverfront Collaborative to turn the highway into a boulevard is, in my opinion, very feasible and should be explored. I believe that using the precedent right here in our state in Rochester's Inner Loop East and Syracuse's I-81 redesign and the success/ start of these projects signals that it is time Albany took a good look at the future of I-787.

I believe that some funding allocated towards the beginning stages of this project would be beneficial to the city as it would signal that the city is serious about our infrastructure and the considerations of citizens and commuters alike. I believe that further elaboration on the 2018 I-787 corridor study and its suggestion of a boulevard would be useful enough to get the ball rolling.

b. David Bissember – email submitted on 2/28/22

Comment: Set aside funds to redesign 787, and the arterial to reconnect communities to one another and to the riverfront!

c. Zac Conley, Managing Principal of Cresa – email submitted on 3/1/22

Comment: Please set aside funding to create a community plan for Albany that reconnects communities and its' riverfront while accommodating traffic.

d. Michelle Bowen – submitted via google voice on 3/1/22

Comment: Please set aside funds to redesign 787, and the arterial to reconnect communities to one another and to the riverfront! It's time we strengthen our community and welcome more visitors. So much time has been lost....let's not waste one more second. PLEASE! Thanks.

e. Anna Davidson – email submitted on 3/1/22

Comment: Please fund the creation of a planning study for Albany that connects the community to the riverfront while accommodating traffic.

f. Dodie Davidson – email submitted on 3/1/22

Comment: Please consider funding the creation of a planning study for Albany that reconnects communities and its' riverfront while accommodating traffic.

Albany needs more riverfront establishments to build the economy downtown.

g. Tracy Metzger, President, TL Metzger & Associates, LLC, email submitted on 3/2/2022

Comment: I would like to request that you include funding in this program for the creation of a planning study for Albany that reconnects the neighborhoods with the riverfront while accommodating traffic. Specifically, the redesign of I-787 and the arterials. This will not only improve our communities but have significant economic impact on our Region. Thank you

h. Reif Larsen, Future of Small Cities Institute, Riverfront Collaborative, email submitted on 3/2/2022

I've read through the UPWP and am excited about the range of transportation projects proposed. However, there seems to be nothing addressing the recent region-wide conversation around rethinking Albany's Waterfront, I-787, and the South Mall Arterial. CDTC's 2018 Hudson Waterfront Corridor Study, while helpful, now feels outdated in that it did not do a full investigation of alternatives to the highway. This was partly a sign of the times. But we can all agree the tenor of local and national conversation around rethinking urban highways has shifted massively in the past two years, and particularly with the new Federal Infrastructure Bill's emphasis on Reconnecting Communities torn apart by Urban Highways, there is now money to be found for these projects (press release from Gillibrand and Schumer's office). In addition, there is political support at a state level, as evidenced by Governor Hochul's State of the State speech, where she lauded multiple highway redesign projects to 'help right the wrongs of the past,' including the Kensington Expressway in Buffalo and I-81 in Syracuse. She did not mention I-787 in Albany but the folks at the federal, state (and now local) level are obviously ready to support such projects.

The Albany Riverfront Collaborative (launched in 2020) was formed by a diverse group of concerned citizens that came together around the notion that now is the time to seize the moment and finally redesign Albany's waterfront around community needs, public health, and climate resiliency. This no doubt a long process but we need to start the process now and we need to engage the community in this process and make them a key part of the visioning team. Therefore, I would propose that \$250,000 of the UPWP budget be allotted to a community design of the corridor by an urban designer with a transportation engineer onboard as a consultant. In other words: let's have the community lead this, not DOT, but take in the practical considerations of all the stakeholders that will need to be involved to realize such project.

i. 787 Comments Received via Facebook:

1) Daniel Connolly – posted 2/28/22

The CDTC should set aside some portion of their budget towards reimagining 787. The Albany Riverfront Collaborative has done a lot of good work to invigorate the community, and I think that we're inevitably going to see a redesigned riverfront in the near future. Setting aside funding for the upcoming fiscal year will cement the CDTC's role as a vital player in this space.

j. 787 Comments via Instagram posted on 2/28/22 and 3/1/22:

- 1) **lasarsojackson** Redesign 787!!
- 2) **Aakamara** redesign 787!!
- 3) **emilycoello** Redesign 787!!
- 4) **hamazondotcom** Demolish 787
- 5) **newburghtransplant** Redesign 787
- 6) **calypsomercury** Redesign 787! We deserve to be able to see and use our waterfront!
- 7) **Benjamindavidsonmackrell** Complete streets for 787! That entire route should be a open boulevard, friendly for cars, bikes, and pedestrians.
- 8) **momfreckles** 787—> 🗑️
- 9) **camcaruana** Make 787 an at-grade, multimodal parkway. We want easy access to the Hudson from downtown Albany!
- 10) **mike_puma_** 787 must be redesigned to start reversing the significant damage it has done to the surrounding community. Pedestrians and neighborhoods have to be a priority.
- 11) **julianfromnyc** The elevated I-787 structure south of I-90 cuts Albany off from its waterfront. Demolishing it, replacing it with a surface boulevard accessible to pedestrians, cyclists, and public transportation in addition to private vehicular traffic and redesigning access to the Dunn Memorial bridge would be the most effective use of the space along the Hudson River. Space for parks and walkable commercial areas should also be allocated along the waterfront as well. Doing so would make the Albany waterfront much more attractive and accessible to residents and non-residents and of users of any kind of transport, while likely not dramatically increasing traffic on alternative routes, all while encouraging the use of the methods of transportation other than driving mentioned above.
- 12) **schuylerbull** It's time to demolish 787 and reconnect our downtown community to the waterfront! Doing so will create investment opportunities that will strengthen Albany for the long term, and begin the process of healing for the mistakes of the past.
- 13) **michellebowenart** This redesign project is critical. It must get done. Community/visitor waterfront access ASAP, please! So many positives.
- 14) **dylan.perrillo** It's time place the needs of Albany residents in front of commuters, let's redesign 787 to better benefit the people who live in the city instead of prioritizing 'convenience' for visitors.
- 15) **therealkevcarey** We must demolish 787, not only to give access to the waterfront, but it's time to begin to acknowledge that cars are a major public health hazard, and a slow-acting poison with their contributions to climate change, and will eventually kill us one way or another.

Response to all I-787 (a through j) Related Comments: CDTC supported an initial study of I-787 in the [I-787/Hudson Waterfront Corridor Study](#) completed in 2018. That study made a number of recommendations that have since been funded, are in construction or have been completed including the Albany Skyway, the South End/Albany Waterfront Connector Trail and the Menands trail connector over I-787 at Exit 6 between Broadway and the Mohawk-Hudson Bike-Hike Trail. These projects have and will continue to improve access to the Hudson River waterfront. To support continued planning in the I-787 corridor, CDTC will include as part of Task 5.61 a staff effort to model traffic impacts of removing or changing the available capacity of I-787 given traffic changes since the 2018 study was completed. In addition, CDTC will continue to monitor long term infrastructure needs and will work with the Capital

District Regional Planning Commission to determine the best approach to assess the economic impacts of transportation projects. Additional opportunities for conversation can be undertaken when CDTC begins the process of updating its metropolitan transportation plan, expected to be initiated in 2023.