

DRAFT 2012-14 UNIFIED PLANNING WORK PROGRAM

Capital District Transportation Committee
One Park Place Place
Albany NY 12205

*Draft Program for Review by CDTC's Planning Committee
February 1, 2012*

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OVERVIEW OF THE UNIFIED PLANNING WORK PROGRAM

The Capital District Transportation Planning Committee (CDTC) is the metropolitan planning organization (MPO) for transportation planning purposes. The CDTC has conducted regional transportation planning for the Capital District Region for nearly 40 years. CDTC has always affirmed the need to conduct transportation planning in a cooperative and intergovernmental, as well as a sound technical manner. All planning has been conducted on an integrated multi-modal basis, with highway, transit, and transportation system management measures all given consideration. Planning has been conducted on a comprehensive basis with consideration given to the wide range of impacts of transportation, and the need to coordinate transportation planning with land use planning. CDTC has emphasized the maintenance of a sound planning data base, since, without an intimate understanding of the current transportation system and of those factors that determine the need for transportation facilities and services of various kinds, sound transportation planning cannot be conducted. These and other principles that form the foundation of CDTC's planning program are described in detail in CDTC's *Continuing Operations Plan 2010, MPO Planning Agreement*, and other documents and agreements.

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

Development of the 2012-14 UPWP began with the solicitation of ideas from CDTC's Planning Committee at its November 2, 2011 meeting. The solicitation for the 2012 Community and Transportation Linkage Planning Program may provide several additional studies for next year's planning program. Specific studies will be chosen by the Planning Committee at its February meeting. An outline for the 2012-14 UPWP was presented to and approved by the Planning Committee on January 4, 2012. The Planning Committee will review the full program on February 1, 2012. The Policy Board will be asked to approve the program on March 1, 2012.

The Unified Planning Work Program identifies transportation planning and programming activities that are to be undertaken in the Capital District during the upcoming two years, beginning on April 1, 2012 and ending on March 31, 2014. The intent of the comprehensive work plan is to coordinate all federally-funded transportation-related planning activities in the region. The primary sources of federal planning funds supporting CDTC's UPWP activities include:

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

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

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

Each task listed in the UPWP is undertaken by either the CDTC staff, CDTC's member agencies, or by consultants. The 2012-14 UPWP also includes resources for staff support for the New York State Association of Metropolitan Planning Organizations (NYSAMPO) activities. Separate budgets are prepared for the 2012-13 and 2013-14 Federal fiscal years. The 2013-14 budget will be prepared in 2013 as an addendum to the UPWP.

FEDERAL CERTIFICATION OF CDTC'S METROPOLITAN TRANSPORTATION PLANNING PROCESS

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a federally required quadrennial review of the metropolitan transportation planning process carried out by the Capital District Transportation Committee (CDTC) in 2008. The objective of the review was to determine whether the metropolitan transportation process meets the Federal requirements outlined in 23 CFR 450.300 and to assure that an adequate process exists to ensure conformity of plans and programs in accordance with procedures contained in 50 CFR Part 51. The 2008 Certification review was based on routine FHWA and FTA interaction with staff in day-to-day operations; a review of CDTC planning products and processes; a field review meeting with staff from CDTC, NYSDOT, and CDTA; and a public comment period. Based on the reviews conducted and ongoing oversight by the federal agencies, CDTC's metropolitan planning process was found to be exemplary and certified as meeting Federal transportation planning requirements. The Certification report noted the cooperative nature of CDTC's process, the innovative approaches to fostering land use and transportation coordination at both the local and regional level, and the excellent technical capabilities that the staff and member agencies have developed. Several corrective actions and recommendations related to financial planning for the Transportation Improvement Program, completion of CDTC's Prospectus, development of an MPO Planning Agreement, air quality agreements with A/GFTC, and security planning were noted in the report and have been fully addressed in the last four years. The next formal in-person review is tentatively scheduled for March, 2012.

In accordance with SAFETEA-LU requirements, CDTC is also required to complete an annual self-certification for years that a formal federal certification does not take place. The purpose of self-certification is to document that CDTC's transportation planning process is in compliance with federal planning requirements. FHWA and FTA view self-certification as one of the critical mechanisms for ensuring the satisfactory implementation of these planning requirements. This self-certification process was carried out with the adoption of CDTC's *2010-15 Transportation Improvement Program* and the adoption of the *New Visions 2035 Plan Update*.

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

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

The plan recognized that the Capital Region could experience noticeable growth related as it is transformed into a high-tech research and development hub. The potential growth of the region presents a significant challenge to transportation, and CDTC through New Visions, is positioned well to meet that challenge. CDTC's approach to planning strives to answer questions related to how different the expectations and role of the transportation system will be in the future than they are today; the type of future development pattern that should be encouraged through strategic transportation investments; the ways the transportation system can be managed or improved to enhance the quality of life, protect the environment, and sustain economic vitality; and the financial resources needed to provide the desired system and how those resources can be secured.

The CDTC planning program must reflect current issues and concerns if it is to be meaningful. The issues are well defined as a result of the breadth and depth of the planning effort during the TEA era. The New Visions work has grappled with long-term budgetary needs; has generated 31 planning and investment principles and identified dozens of actions to assure a stable, balanced transportation system; and completion of more than 70 Community and Transportation Linkage Planning studies has raised the stakes regarding transportation and land use integration. As a result of all of this work, the CDTC cooperative planning effort over the next two years and beyond will continue to emphasize "follow-through" – on addressing the technical and institutional obstacles to implementing the broad vision of the plan, as well as pursuing the new challenges that emerge as the long-range horizon is pushed out to 2040 and beyond.

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

The agenda for the coming two-to-four years is expected to be more challenging as CDTC continues to deal with various institutional barriers, and legislative and financial uncertainty. Congress is expected to either extend or replace SAFETEA-LU sometime within the next 12-18 months. It is expected that the priorities of the new legislation may be slightly different from SAFETEA-LU, and may require CDTC to adapt the UPWP accordingly. This UPWP will continue to focus on core program areas. No new initiatives have been included in the program.

MAJOR THEMES OF THE 2012-14 UPWP

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

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

Key Accomplishments of CDTC's 2010-12 UPWP

The 2010-12 UPWP focused on implementing recommendations of the *New Visions 2030 Plan*. Some of the key accomplishments of CDTC's 2010-12 UPWP are summarized in Table 1 of Appendix B and include:

- The *New Visions 2035 Plan* was completed and adopted by the Policy Board. The *New Visions 2035 Plan* reaffirms the vision, goals, principles, strategies, actions, and budget contained in the 2030 document through an update extending the Plan to 2035.
- Continued work with CDTA, NYSDOT, and other members and partners in the Region to implement *New Visions*.
- CDTC staff was heavily involved in the Governor's Capital Region Economic Development Council, attending meetings and workshops and preparing data for the council's work.
- The Capital District remains an ozone non-attainment area. An air quality conformity analysis was prepared for the *New Visions Plan* maintenance update, extending the analysis horizon to 2035. Approval by the Federal agencies was received in December.
- CDTC's Linkage Program continues to be a national model for land use and transportation planning. *New Visions* and the Linkage Program were featured as a case study in the FHWA/FTA *Livability in Transportation Guidebook*. The Planning Committee approved the funding of five new studies for 2011-12 and began contract on five new studies for the 2010-11 program.
- In addition to the Linkage Program, CDTC is working with NYSDOT and others on several other land use and transportation studies including the *I-87/US 9 Integrated Corridor Study*, *I-787 Integrated Corridor Study*, the *Albany Transit Oriented Development Study*, CDTA's *Park and Ride Lot Study*, *TCI / NYSERDA Northeast Regional Electric Vehicle Network Planning Project*, and the impending *Capital Regional Car Share Operations Plan Study*.
- A noteworthy achievement of CDTC's TDM programs is the eighteen vanpools that have been formed to date, eliminating over 1,000,000 vehicles miles traveled in the Capital Region annually.
- The role of CDTC in security planning took on significance in light of the severe impacts of flooding in the aftermath of Hurricane Irene. Both the Planning Committee and Policy Board discussed ways in which CDTC could be a resource for planning for emergencies. This will remain an important task for the next UPWP.

- CDTC has converted the TIP mapping from static maps to interactive, mapping using a user-friendly Google interface.
- CDTC invested a significant effort on the 2010 Census, delineating TAZs in 2011, and will continue to be involved in the sharing of information related to the 2010 Census Urban Area Boundary update. CDRPC provided Census data extraction and analysis services to CDTC.
- CDTC continues to be intensely involved in not only regional safety planning but statewide safety planning issues through their roles in the NYS MPO Highway Safety Working Group.
- Public outreach efforts continue to be a priority at CDTC. The Bicycle Safety Campaign, Capital Coexist has explored new and innovative ways to reach the public (i.e. Radio Disney, Tri-City Valley Cats, Times Union, etc.).
- CDTC is in its ninth year leading Capital District Clean Communities coalition. A formal re-designation process is scheduled for December 15, 2011.
- The biennial survey of non-state federal-aid roads and Albany County-owned roads was completed
- Approved a resolution adopting the findings of CDTA's Washington/Western Bus Rapid Transit Concept Design Study as a refinement to the New Visions Plan. This will allow CDTA to initiate FTA's required Alternatives Analysis process.
- Preparation, presentation, and adoption of the 2011 Coordinated Transit Human Services Transportation Plan. The updated plan specifically addresses outreach to Veterans, consistent with the Veterans Transportation Community Living Initiative.
- Completion of New Visions Guidebook
- Involvement with CDTA on BRT implementation of BusPlus in the Route 5 corridor
- Successful integration of arterial management principles into linkage studies
- Participated in design committees for the Exit 3/4 and Balltown Road TIP projects
- Participation in NYSDOT's Capital Plan process through the New York State MPO Association
- Successful Clean Communities re-designation

Emphasis Areas under CDTC's 2012-14 UPWP

For the coming two-year period under CDTC's 2012-14 UPWP, no new activities (other than Linkage Studies) are proposed, but instead will continue to focus on foundational activities with emphasis on the following:

- Initiating and completing a new regional transportation plan, New Visions 2040 Plan
- Development and adoption of a new 2013-18 Transportation Improvement Program
- Implementing new Federal transportation legislation
- Continued effort to integrate safety conscious planning into the regional process
- Revive CDTC's Regional Operations Committee
- Discuss ways in which CDTC could be a resource for planning for emergencies
- Renewed emphasis on environmental justice, ADA compliance, and freight planning
- STEP model refinement that includes development of a mode-choice model that would assist CDTA in BRT planning for the Western/Washington Alternatives Analysis
- Continued involvement in public transportation planning, including support of CDTA's update of their Transit Development Plan
- Advance, expand, and provide continued support for CDTC's Capital Coexist bicycle education campaign

- Continued discussion with NYSDOT on implementing FHWA's Every Day Counts Initiative, especially with linking NEPA with the planning process

- Participate in FHWA-sponsored training to increase understanding of freight issues
- Additional data collection efforts to help support performance measure development
- Enhance CDTC's Environmental planning capacity
- Continue the lead in NYSAMPO working groups
- Continue to provide leadership in USDOE Clean Communities Program
- Continue to collect and evaluate highway condition data

Highlights of the 2012-14 Program

The full UPWP agenda continues to be ambitious and demanding, particularly with the major follow-up actions outlined in the New Visions 2030 Plan and anticipated requirements of the new transportation bill. Highlights of the draft program are summarized below.

SAFETEA-LU Succession Planning

The current transportation law, known formally as the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), was passed in August 2005. It authorized federal surface transportation programs for highways, roadway safety, and public transit through 2009. It has been extended eight times since then, with the current extension due to expire March 31, 2012. It will be important for CDTC to continue monitor the progress of SAFETEA-LU successor legislation, and other relevant federal legislation. CDTC staff will convene and facilitate meetings of member agencies and other interested stakeholders, as appropriate, to review activities related to the development of the next authorization. CDTC will produce informational products that communicate how the region's transportation needs can best be addressed in the next authorization. Particular attention will be given to legislative changes that affect metropolitan transportation planning requirements.

New Visions 2040 Plan

Fifteen years ago, CDTC issued its first New Visions Plan and presented a regional consensus about the future of the Capital District. The New Visions 2035 Plan, the latest update adopted in September 2011, is called New Visions for a Quality Region. The 2035 Plan reaffirms the CDTC's principles, strategies and actions while broadening the scope of the original plan to include more regional land use and development issues.

As the region approaches 2015, the horizon year for the original plan, there is an opportunity to pursue another comprehensive update of the plan, with a new horizon year of 2040. The first year of the 2040 plan development will focus on foundational topics including but not limited to demographic and economic forecasting; performance measure development; simulation model improvements to include a transit model; and expanded collaboration with the region's business community and other stakeholders.

After the first year, CDTC will be in a position to assess the direction of the expected federal transportation reauthorization act. Based on federal and State policy guidance and the results of the above work efforts, CDTC will engage the public and stakeholders in a broad and comprehensive dialogue about the options for developing a New Visions 2040 Plan that will build on the progress already made and pursue further opportunities.

New Visions Implementation

To assist local communities in aligning local planning actions with sustainable development principles, CDTC and CDRPC partnered to create the *New Visions 2030 Development Guide*. This Guide provides local officials and others with examples of development tools and techniques already being used in the Capital District to foster sustainable development and smart growth. The New Visions Guidebook highlights over 20 local case studies on smart growth/sustainable development, and over 15 regional development strategies that are consistent with the New Visions Plan. A companion website was created as a tool to educate and train municipal planning boards, zoning boards, professional planners, and elected officials about the Plan.

Transportation Improvement Program

One of CDTC's most important responsibilities is the development of a multi-modal program of transportation projects called the Transportation Improvement Program (TIP). Congress has not yet approved a new transportation bill, but the Capital Region must be prepared with its priorities for when Congress does act. Since early June 2011, the CDTC and the other 12 MPOs in the State have been working closely with NYSDOT to make adjustments to the current Statewide Transportation Improvement Program (STIP) based on current economic, legislative, and programmatic uncertainties. This 'interim' update of the STIP provided the opportunity to incorporate programmatic revisions necessitated by lower than anticipated federal revenues, and to begin discussing ways of implementing innovative system preservation strategies that integrate sound asset management principles into the TIP's project selection process. This exercise also provided the opportunity to coordinate and align transportation investment with the regional economic development strategies currently being developed by the Governor's Regional Economic Development Councils.

Development and maintenance of CDTC's TIP will continue to require a high level of staff effort in 2012-14. Because the TIP is updated once every two years, another update will occur in 2012-13. A TIP update will be required this year whether or not Congress passes new transportation legislation. CDTC will also be working very closely with the Department to carry out Governor Cuomo's proposed Infrastructure Renewal Program.

Data Collection

Keeping CDTC's data systems current remains an important element of CDTC's work program, and is critical to maintaining credibility. In recent years, CDTC has collected traffic and land use data to support travel simulation modeling. It has secured access to NYSDOT's crash data, purchased supplemental household travel survey data from the Census Bureau, collected extensive inventories of pedestrian and bicycle features on the region's roadway network, and expanded its condition survey work to cover 100 percent of Albany County and City of Albany streets. CDTC expects data needs to remain extensive with the passage of the new federal transportation bill. It is expected that the new bill will focus on performance-based planning, which may require CDTC to collect new data and/or accelerated data collection efforts. CDTC will explore the use of consultants to supplement its intern-based program.

Technology

CDTC continues to keep pace with rapidly changing technology. In recent years, this has included routine replacement of computer equipment, purchase of additional modeling and GIS software, and new methods of data collection and interpretation. With the purchase of GPS

equipment, CDTC has increased its capabilities to collect data more efficiently. The internet will continue to expand in capability in coming years, and CDTC will shift more of its internal communication and public access materials to real-time web-based methods. Technology helps foster a strong knowledge base to keep staff at the cutting edge of emerging planning techniques and processes.

New Visions Environmental Initiative

CDTC took the first steps in 2009 to reach out to regional environmental agencies and stakeholders. The TIP project justification package was revised to be more sensitive to environmental and cultural resource impacts of candidate projects. Using recently developed web-based natural and cultural resource inventories, CDTC will continue to refine the GIS-based screening process for TIP project candidates and other planning efforts. Consistent with the potential array of tasks to be undertaken as part of the *Energy and Climate Change Initiative*, staff will begin the process to create an integrated community and transportation design toolkit to help in developing sustainable transportation and development projects, and other activities. This work will build upon the *New Visions Guidebook*. CDTC staff will also continue participation in the US Department of Energy's Clean Communities program.

Regional Operations Initiative

The CDTC Regional Operations Committee was formed in 2008 to further the development and implementation of ITS, incident management, and operations systems in the Capital District. This committee has been inactive but will be reconvened in 2012 to continue to explore the formal development of a "regional concept" for overall transportation operations in the region. The role of the regional operations committee in emergency and security planning will be explored as well. Increased emphasis on operations is expected in the new transportation bill.

Integrating Safety into Planning

CDTC has worked collaboratively with NYSDOT and other state, regional and local safety partners on implementing the *New York State Strategic Highway Safety Plan* as well as CDTC's integrated approach to safety planning which blends community design with engineering. Education and enforcement efforts are also a part of CDTC's planning and public outreach efforts. Safe accommodation of all modes of travel on all public roads is central to CDTC's safety planning work. CDTC will continue to have a lead role in the NYSAMPO's Safety Working Group.

Public Transit System Planning and Development

Transit system development continues with planning coordination required for several TIP related projects including NY 5 BRT Implementation, Washington/Western BRT Implementation, and the Schenectady AMTRAK Station Redevelopment. In addition, CDTC has worked with CDTA and NYSDOT to produce an assessment of the current status, future demand, and policy recommendations for park-and-ride facility development in the region. CDTC and CDRPC will be working with CDTA in the coming year to update the region's *Transit Development Plan*, which was last updated in 2007.

Integrated Corridor Planning Efforts

The Linkage Program remains the cornerstone of CDTC's local planning assistance and public outreach efforts, and continues to be a key implementation activity of New Visions. Roughly \$4.0 million in federal, state, and local funds have been committed to more than 70 locally-supported planning studies since its inception in 2000. A complementary initiative has emerged from the statewide corridor program where three major corridors in the region are being closely studied using a multi-modal and context sensitive approach: (1) I-87/US 9 in Albany and Saratoga Counties; (2) I-90 from Buffalo to the Massachusetts State Line; and (3) Hudson River Crossing. The *Hudson River Crossing Study* was completed in 2008, and is being used in the project development process for the Patroon Island Bridge project.

Planning and Environmental Linkages

CDTC is participating in Planning and Environmental Linkages working group convened by NYSDOT and FHWA. The purpose of the working group is to identify ways to improve the way planning studies are carried out and results documented and communicated to ensure these can be used more efficiently in the NEPA process. Opportunities for cross-training between planning and environmental review/design staffs on the planning process and the NEPA project development process are being explored.

Statewide MPO Association Support

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

PROPOSED 2012-14 UPWP BUDGET

The full UPWP agenda is ambitious and demanding. CDTC's ability to pursue the proposed agenda is a result of the Administrative & Finance Standing Subcommittee's confidence in the staff's management and technical abilities, their stewardship of CDTC's financial resources and contractual commitments, and their commitment to a stable staffing structure. The budget for the first year (2011-12) of the two-year 2012-14 UPWP has grown slightly from last year to reflect the increased challenges that the staff is being asked to meet. The budget reflects a modest one-time commitment of resources for data collection and other specialized consultant activity. The proposed CDTC staff budget for 2012-13 is shown in Appendix A: Financial Tables.

The two primary sources of federal planning funds supporting UPWP activities are FHWA's Section 104(f) Metropolitan Planning (PL) funds and FTA's Section 5303 Metropolitan Planning Program (MPP) funds. The federal funds in the 2012-14 UPWP from these programs are \$2,166,553 and \$338,072, respectively for 2012-13. CDTC staff activity is primarily matched by NYSDOT in-kind services that exceed \$500,000. The 2012 UPWP contains about \$700,000 in CDTC administered consultant contracts along with \$129,000 pass through funds to support CDRPC efforts. Table 1 shows the proposed staff budget for 2012-13, and includes all federal, state, and local funding.

Table 1: Proposed 2012-13 UPWP Budget

Fund Source	Federal	State	Local	Total
FHWA Metropolitan Planning (PL)	2,295,553	430,416	43,000	2,768,969
STP Project Development Tasks in UPWP	108,000	27,000	-	135,000
CMAQ	420,000	52,500	52,500	525,000
2012-13 FTA Section 5303	338,072	62,606	21,130	421,808
2011-12 FTA Section 5303	50,000	9,375	3,125	62,500
SPR Funding	112,000	28,000	0	140,000
Albany County, Town of Colonie & City of Albany	0	0	84,400	84,400
USDOE/NYSERDA	104,000	0	0	104,000
Other Funds	0	0	50,000	50,000
Total Contract Value	3,427,625	609,897	211,255	4,291,677

RELATIONSHIP TO NYSDOT EMPHASIS AREAS

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

2010-12 UNIFIED PLANNING WORK PROGRAM TASK DESCRIPTIONS

I. PROGRAM COORDINATION

1.51 Committee Activities

This task covers CDTC meetings, maintenance of committee membership and structure, personnel management, and other organizational activities. Resources are budgeted to carry out the necessary administrative activities related to staff supervision and development and the logistical needs of various CDTC committees. The staff will continue to monitor the progress of SAFETEA-LU successor legislation in order to proactively address any issues and opportunities related to the expiration, extension, or replacement of SAFETEA-LU.

The budget for this task is set at \$65,000.

1.61 Certification Review

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) last conducted a federally required quadrennial review of the metropolitan planning process carried out by CDTC in 2008. That review noted the cooperative nature of CDTC's process, and found CDTC's process to be exemplary, meeting all federal transportation planning requirements. Several corrective actions related to TIP financial planning, completion of CDTC's Prospectus, development of a new MPO planning agreement, air quality agreements with A/GFTC, and security planning were noted in the report and have been fully addressed in the last four years.

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

The next formal in-person review is expected sometime in March 2012. Self-certification will be carried out in 2013.

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

1.64 Americans with Disabilities Act (ADA) Compliance

Compliance with the Americans with Disabilities Act (ADA) of 1990 continues to be an area of increasing emphasis by USDOT. Guidance on what is expected of MPOs to comply with ADA continues to be developed by NYSDOT, FTA, and FHWA. NYSDOT adopted an ADA Transition Plan in early 2011 which details information about the condition of State-owned pedestrian facilities as well as the next steps needed to make all state-owned transportation facilities accessible by disabled individuals.

As of March 2010, roughly 70 percent of New York State facilities (existing state-owned sidewalks, trails, etc) within Region 1 were in compliance with requirements of the Act. The time-frame established in NYSDOT's ADA Transition Plan for full system compliance is March, 2019.

CDTC has taken the lead among NYS MPOs in working with NYSDOT to organize a meeting and eventual training on sidewalk accessibility ratings and condition inventories for all the MPOs.

This training will likely be based on NYSDOT's [Rating Scale for Accessibility of Pedestrian Facility Segments or Points](#). Building off of this work and in an effort to assist municipal partners with meeting obligations under ADA, actions may include physical collection of data, like sidewalk condition and intersection friendliness. However, this will require significant training and effort. Assessing compliance with respect to public activities and program accessibility are much easier to complete. At a minimum, this task will involve preparing a document that summarizes all the ADA-related work that CDTC is responsible for or is involved with.

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

1.65 Unified Planning Work Program (UPWP) Development

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

The UPWP may need to be amended to meet requirements of the new transportation bill and other relevant federal legislation.

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

1.66 Title VI (DBE/WBE) and Environmental Justice Compliance

CDTC is in full compliance with Title VI and Environmental Justice requirements; both continue to be a critical component of CDTC's activities. A renewed emphasis on Title VI issues and environmental justice has become a more integral focus of the transportation planning and programming process. This renewed commitment is reflected in CDTC's work program, publications, public involvement efforts, and general way of doing business.

There are currently several circulars out from various federal agencies regarding proposed changes to environmental justice policies and how that will affect agencies receiving federal funds, including MPO's. It is difficult to tell at this time how exactly these proposed changes will affect the current way of addressing environmental justice in CDTC's planning process. Once the comment period for the circulars has ended and the proposed changes are finalized, staff will have some clarification and hopefully strong guidance on how the new policy will need to be implemented at the MPO level, including any assistance helping CDTA carry out these changes. We may be looking to CDRPC to assist with obtaining and analyzing/mapping environmental justice-related Census data.

The changes may not affect CDTC much or they could require us to completely revamp the way CDTC addresses and documents environmental justice issues. There are some indications that there will be a greater focus on documenting that an agency is in fact fairly serving environmental justice populations. A greater focus on public outreach is likely to be a major component. Additionally, in terms of CDTC's current GIS/mapping analysis, there may be a need to change the geographic unit that is being used for identifying environmental justice areas due to changes to the 2010 Census data, and the possibility that the definition of environmental justice populations may need to be expanded to include the elderly and transit dependent, not just low income and minority population groups.

The CDTC Staff, with the help of CDRPC, will conduct additional Environmental Justice analyses to understand additional aspects of transportation system performance in Environmental Justice areas and to compare to performance elsewhere. CDTC will continue to explore improved participation of traditionally under-represented groups in the planning process.

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

1.67 CDTCs Prospectus: Continuing Operations Plan & Operating Procedures

The basic documentation defining the roles and responsibilities of CDTC member agencies is its five-year Continuing Operations Plan, called the *Prospectus*. The portion of the document that included a description of CDTC's planning approach and agency roles and responsibilities was approved by the Planning Committee and Policy Board in 2011. A new MPO planning agreement was also approved. The continuing agreement between CDTA and NYSDOT regarding hosting arrangements was also updated and approved, extending that agreement through 2020. Next steps would be to develop a five-year planning agenda and financial plan, which is dependent on the content of a new five-year transportation bill, which is currently being debated by Congress. CDTC's Administrative & Financial Standing Subcommittee approved a contingency plan for reduced planning authorizations. A summary of the plan will be published in CDTC's newsletter and posted on CDTC's website.

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

1.68 NYSAMPO Association Support

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

This project has been critical in supporting the on-going coordination of the planning programs of New York's thirteen MPOs, the on-going collaboration of the metropolitan planning organizations which are responsible for meeting federal requirements, and the on-going coordination of metropolitan and statewide planning programs. The convening and facilitation of NYSAMPO ensures that the identification of opportunities, issues, and associated action items is accomplished as thoroughly as possible and in a manner that would not occur absent a cooperative forum for the 13 MPOs and NYSDOT.

A major accomplishment over the last two years includes the convening of several technical working groups for safety, bike/pedestrian, travel demand modeling, GIS, and air quality. CDTC has taken the lead in reactivating the travel demand/air quality working group and chairs both the safety and bike/pedestrian working groups, and remains heavily involved in all others. The working groups are supported this year with SPR funds.

After two years of reduced funding because of constrained budgets, full financial support has been restored for 2012-13. The Association has requested NYSDOT SPR support for 2013-14. The consultant budget for 2012-13 has been set at \$200,000, which includes \$25,000 for formal training for MPO staff and member agencies. The proposed staff support budget will provide sufficient resources to manage the day-to-day operational needs of the Association, organize training opportunities, and coordinate with other state and national associations.

The consultant budget for this task has been set at \$175,000 using pooled MPO funds. An additional \$15,000 of CDTC resources has been programmed for CDTC staff support. The lead agency for training is the Genessee Transportation Council (GTC).

II. SURVEILLANCE

2.16 STEP Model Development and Maintenance

The latest generation CDTC's transportation modeling procedures were enhanced and upgraded to improve the accuracy and responsiveness of the model. The changes are documented in the report, *Systematic Transportation Evaluation and Planning Model: CDTC's STEP Model*, April, 2010. CDTC revise its methodology for estimating daily VMT from a peak hour model in a way that is consistent with NYSDOT Environmental Science Bureau practice. CDTC received approval from the ICG to use the upgraded model and procedures in air quality conformity analyses.

At the request of CDTA, staff started work developing a mode-split model using the VISUM platform. The mode-split model will be used to support BRT planning in the region, specifically for the Washington/Western BRT Alternatives Analysis. Development of the mode choice model will require some consultant support.

The budget for this task has been set at \$140,000. Some consultant effort may be required.

2.25 Data Collection

Data collection to keep CDTC's data systems current remains a critical element of CDTC's work program. This continuing project collects and processes travel data for federal-aid street and highway system. Data collected provides input to VMT forecasting, the maintenance of the Congestion Management Process, the STEP model calibration and validation, individual project level analysis; and is vital to project development work that addresses highway deficiencies and proposed mitigation actions.

CDTC has made a renewed commitment through New Visions to facilitate data collection. Data collection over the last two years has been extensive. With the help of Graduate Student interns, the staff has compiled 70 traffic and pedestrian counts at 60 intersections; completed 20 trip generation studies; conducted five speed/delay studies; documented traffic observations at twelve locations; and completed land use inventories in several linkage corridors. Staff also continued to collect information on pedestrian and bicycle features and usage on the region's bike/ped priority network. The use of graduate students has proven to be a very cost-effective way of collecting data and will continue for the foreseeable future. All of the data that CDTC collects is organized and maintained for access by municipalities, public and non-profit agencies and groups, consultants, and other interested parties.

CDTC, together with the other 12 New York MPOs, is participating in a Data Collaboration Scan sponsored by NYSDOT. The purpose of the scan is to determine how New York's MPOs and NYSDOT (1) can share data already collected, and (2) use data collection resources more efficiently to avoid duplication.

CDTC expects data needs to remain extensive with the passage of new transportation legislation. It is expected that the new bill will require an outcome-driven planning approach that tracks transportation system performance. Performance-based planning may require CDTC to collect new data and accelerate data collection efforts. CDTC will explore the use of consultants to supplement the intern-based program.

The budget for this task has been set at \$90,000. Some consultant effort will be required.

2.28 Census/Household Travel Survey

In 2010, the Census began releasing data sets from the American Community Survey (ACS) providing detailed socio-economic data about the population down to the block group level based on a 5-year estimate. The first of the annual data sets was released in December 2010 for the period 2005-09. The second release in December 2011 is for the period 2006-10 using the 2010 census data as the basis from which to prepare the estimates. CDRPC will work with CDTC to prepare customized data sets including updating the community fact sheets using the 2010 Census and the 2006-10 ACS data.

Upon the completion of the population and household projections in ten-year increments by minor civil division to the year 2050, work will begin to prepare the population projections by traffic analysis zone. Employment projections by traffic analysis zone will also be initiated as part of the 2012-13 UPWP.

The update of the functional classification of the region's roads and highways will also be carried out under this task.

The budget for this task is set at \$110,000 (\$77,000 CDRPC/\$23,000 CDTC).

2.29 Geographic Information Systems (GIS)

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

An exploration of web-based mapping services such as ArcIMS and the possibility of CDTC serving a stronger role as a transportation data repository and manager was explored and dismissed due to fiscal and staff constraints. Instead, it would be beneficial to explore the feasibility of gaining access to NYSDOT's existing internal data viewers as an alternative.

New technical advances and methodologies to provide geospatial information in an efficient manner for use in various technical projects by CDTC, its member agencies, and others will be continuously reviewed by CDTC and CDRPC. Enhancements to existing geospatial data will

include the expansion and refinements of attributes and the improvement of the positional accuracy of features.

CDTC will continue to increase the use of geospatial technology in data collection and analysis. GPS technology will be utilized to enhance existing geographic data, specifically in regard to trail mapping and highway condition scoring.

In the coming months, CDRPC will continue to process, manipulate and map information specific to the Capital Region and the communities within its jurisdiction. New map and statistical data will continue to be acquired as it becomes available and thematic map products will continue to be posted on CDRPC's website (cdrpc.org) for public consumption. CDRPC will work in cooperation with the CDTC and CDTA staffs to coordinate data sharing, including the ACS census data, and to prepare customized maps to meet the needs of each agency without duplicating efforts. GIS mapping tasks will also include looking at regional growth trends, assisting CDTC in addressing Environmental Justice requirements, mapping and analyzing accident data, and additional mapping services as needed. In addition, CDRPC staff will work with CDTC and CDTA to update the Transit Propensity Index as part of CDTA Transit Development Plan update. As a member of the NYS GIS Coordinating Body, CDRPC will continue to participate in meetings and dialogue with GIS users statewide in developing policies and protocols to foster GIS use in New York State.

CDRPC will continue to promote the smart growth and sustainability elements of the quality regions initiative, which address the land use elements of the New Vision Regional Transportation Plan. CDRPC will continue to make presentations on regional growth issues and to assist communities in understanding, planning and implementing sustainable development.

The total budget for this task is set at \$140,000 for this task (\$70,000 CDRPC/\$70,000 CDTC).

2.30 Routine Highway Condition Inventory

Both CDTC's long-range plan and capital program rely on pavement condition data that is comprehensive, reliable, and easily accessible. Staff conducts regular surveys of Capital District roads. The biennial survey of non-state federal-aid roads, the annual survey of Albany County-owned roads, and the biennials survey of City of Albany-owned streets were completed in 2011. The condition survey of Albany County and City of Albany roads was undertaken under contract with those two municipalities.

The surveys of Albany County-owned roads and City of Albany roads will be repeated in the next two years under contract with those jurisdictions. The every-fourth-year survey of non-federal aid roads will be undertaken in 2012, and the survey of non-state federal-aid roads will be repeated in 2013. All survey work will use CDTC's GPS/GIS platform.

A comprehensive report documenting condition trends since the first survey was completed in 1983 will be prepared and presented to the Planning Committee. This report will be used as input in the development of the 2040 New Visions Plan.

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

2.31 Traffic Volume Report

CDTC continues to maintain a web-based traffic volume report using traffic counts compiled by CDTC staff, NYSDOT, counties and municipalities, and consultants. The report is continuously updated with data as soon as it becomes available. An interim update was completed in September 2011. A comprehensive update of the report will be repeated in 2012. A review of its format and potential for integration into ArcGIS in combination with NYSDOT's Roadway Information System (RIS) will be explored. The update relies on NYSDOT implementing a new count program for federal-aid roads to meet federal requirements for the HPMS. A consultant-supplemented count program will assist the update.

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

III. PLAN APPRAISAL

3.01 Management Systems

Staff effort on safety and congestion management planning has been substantial in the TEA era, and a comparable effort is expected to continue through 2012 and beyond.

The Congestion Management Process (CMP) was once again adopted as part of the New Visions 2035 Plan. Staff has been working with the Regional Operations Committee to develop performance measures related to reliability. New opportunities for monitoring speed and delay on arterial corridors using GPS technology were explored. The use of cell phones to measure real time speeds was explored. These expanded performance measures will be used to revise the CMP articulation of critical congestion corridors.

For 2012-14, CMP work will continue along three tracks:

- Staff will conduct a system-wide inventory of arterial speeds and congestion using the floating car survey technique with GPS technology. The analysis will supplement capacity analysis, allowing an assessment of the quality of an overall trip through a corridor. The data will also be valuable for refinement of speed/volume relationships used in the STEP model.
- Update expressway travel time and delay data last completed in 2002-03 using MIST data, and will explore the possibility of incorporating other data sets, such as TRANSMIT, into the analysis.
- CDTC previously prepared a methodology for holistically evaluating transportation benefits, described in the report, *Estimated Marginal Monetary Costs of Travel in the Capital District*. CDTC will refine this methodology and explore ways in which it can be used to meet emerging federal requirements for evaluating GHG impacts and livability benefits.

For 2012-14, safety planning and management work will progress along five tracks:

- CDTC will work collaboratively with NYSDOT and other state, regional and local safety partners on implementing the NYS Strategic Highway Safety Plan as well as CDTC's integrated approach to safety planning which blends community design with engineering. Education and enforcement efforts will also be a part of CDTC's planning and public

outreach efforts. Safe accommodation of all modes of travel on all public roads is central to CDTC's safety planning work.

- CDTC will create a static regional GIS crash database to be used in the initial identification of high crash locations off the state highway system and to identify system level safety issues, if any, that either compliment or may be different than current statewide priorities (pedestrian and lane departure crashes). CDRPC staff will assist CDTC in the analysis of crash data on a regional scale and will develop appropriate mapping of key regional safety issues. The NYSAMPO Safety Assessment process will be used to identify potential low cost improvements to address high crash locations off the state highway system.
- Further coordination with NYSDOT on the Highway Safety Improvement Program (HSIP) will be undertaken including the development of a documentation process for projects off the state highway system. HSIP guidelines and the availability of more detailed crash data may require an update of CDTC's safety benefit calculation procedures for proposed TIP projects as well as TIP programming policies.
- CDTC will establish a Safety Working Group to coordinate CDTC's safety planning activities with regional safety partners. The group will serve as a regional forum on transportation safety issues and will include representatives from state and local governments as well as enforcement, education and emergency service stakeholders.
- CDTC will also continue its involvement in the statewide NYSAMPO Safety Working Group. Staff time will be devoted to building the safety planning capacity of the NYSMPO's, working with NYSDOT and a wide variety of state safety partners on improving crash data systems in NYS, and participating in the update of the NYS HSIP Manual, Strategic Highway Safety Plan and Traffic Records Strategic Plan.

The budget for this task has been set at \$105,000.

3.02 Air Quality Planning

The Capital District remains an ozone non-attainment area. Non-attainment areas are subject to two sets of related regulations: the USDOT's metropolitan transportation regulations and USEPA's transportation conformity regulations. FHWA and FTA funded projects that are located in non-attainment areas cannot proceed unless they come from an air quality "conforming" TIP and Long Range Plan. The following work has been completed and/or will continue:

- In partnership with NYSDOT, NYSDEC, and NYSMPO Association, CDTC staff participated in lengthy discussions and reviewed technical analyses about the development of State Implementation Plan emission budgets. Participation in this interagency coordination group will continue.
- A new conformity analysis was prepared for the New Visions Plan maintenance update, extending the plan horizon year to 2035. The analysis was available for public review during the summer of 2011. It was approved by the Policy Board in September, and by the USEPA in December.

- Conformity determination for the *2010-15 Transportation Improvement Program* was completed, and will be repeated for the 2013-18 TIP. This is a very rigorous and time-consuming effort.
- Staff participated in MOVES model training.

3.03 Energy and Climate Change Initiative

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

Nationally, the debate on how to meet the US climate change challenge continues, and ambitious goals for greenhouse gas reductions are likely to be established. In New York State there are currently a variety of new and inter-related initiatives that will require task integration among CDTC's state, regional and local partners. These include: development by the New York State Energy Board of a *2013 State Energy Plan*; participation in development of a Capital Region Sustainability Plan funded through a NYSERDA Cleaner, Greener Communities Regional Sustainability Planning grant; coordination with and assistance to CDRPC in their efforts as the region's Climate Smart Communities Coordinator.

At the core of CDTC's activities are transportation and land use planning, both of which are of central importance to the region's preparation to use less energy and to become resilient in the face of climate change. Much of CDTC's work is already directed at areas that prepare the region for climate change and energy uncertainty.

- **Regional Sustainability Plan:** The City of Albany was awarded a Cleaner, Greener Communities Regional Sustainability Planning grant from NYSERDA and is leading a consortium consisting of the City of Albany, the Capital District Regional Planning Commission, and other local municipalities. CDTC staff will serve on a technical committee to assist with data collection and other tasks associated with development of the Plan. The grant will provide for up to \$1,000,000 in funding to prepare the plan for the region which, for the purposes of the plan is defined as Albany, Saratoga, Rensselaer, Schenectady, Columbia, Greene, Warren and Washington Counties.
- **Climate Smart Communities related tasks:** In coordination with CDRPC's work as the Climate Smart Communities Regional Coordinator, staff will assist with development of a regional GHG inventory. Using CDTC STEP model estimates of VMT, GHG estimates will be calculated consistent with guidance provided for local government as referenced in NYSDEC's Climate Smart Community Guide. CDTC staff has previously completed GHG estimates for Schenectady County and the Town of Bethlehem.
- Staff will continue to collaborate with NYSDOT, NYSDEC and NYSERDA, with integration of results into the Regional Sustainability Plan, on analysis of GHG emissions reductions options.
- Within the Linkage Program, staff will continue to work with municipalities and regional partners to create model ordinance language related to alternative energy access, focusing on electric vehicle charging needs, and to develop tools to evaluate links between development

patterns, multi-modal transportation infrastructure capacity and design, energy use, and greenhouse gas emissions.

- Regional modeling of alternative future scenarios were conducted as part of New Visions 2030 update to include the impacts of various household, organizational, local, state, and national policy actions. A similar effort may be undertaken for the New Visions 2040 Plan.
- CDTC staff took the lead in reactivating the NYSAMPO Travel Demand Modeling/Air Quality Working Group. CDTC staff participated in the three NYSAMPO Climate Change Working Group meetings and hosted and participated in an FHWA workshop on Climate Change, presented by FHWA Resource Center staff. Staff will continue to reach out for further opportunities with federal and NYSMPO partners.

Completion of these tasks is expected to require some consultant support.

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

3.05 Infrastructure Financial Planning for New Visions 2040

The New Visions 2040 outline triggers the need to review long-range state and local infrastructure financing. Staff activity will include a review and analysis of the costs of recent infrastructure repair and reconstruction work. Together with highway and bridge condition data collected by NYSDOT and CDTC for the federal-aid system, information on costs will be used to forecast financial needs to 2040. A technical group will be convened to help in this effort.

The total budget is set at \$25,000 for 2012-13. Additional resources will be needed over the course of the long-range plan update time-frame.

3.06 Goods Movement Planning

CDTC's Goods Movement Task Force is an excellent example of an MPO using its forum to better integrate freight into the regional planning process. The task force has ensured that goods movement strategies are incorporated into CDTC's plans and programs. Meetings of the task force over the last year have been suspended because private freight carrier interest in regularly scheduled meetings has been marginal at best. CDTC has taken the first steps to revive the task force. Other freight-related activity is reported under Task 4.21: Freight Planning Initiative.

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

3.10 I-87/US 9 Integrated Corridor Study

CDTC staff has a continuing role as co-manager of the consultant contract. NYSDOT has the lead role in this FHWA SPR funded project. The project contract was let in June 2010; completion of the study is expected by summer 2012.

The primary goal of the study is to identify ways to reduce traffic congestion in the corridor through effective incident management derived from an integrated corridor management plan. Integrated corridor management recognizes that the Northway is part of a larger travel corridor

that includes Route 9, connecting arterials and collectors, and bus routes. From a holistic perspective, the goal is to optimize travel in the whole corridor, not just the Northway or Route 9.

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

3.11 I-787 Integrated Corridor Study

This joint City of Albany/NYS DOT planning study is intended to identify: (1) short and long-term infrastructure needs of I-787 between Exits 2 and 4A; (2) alternative designs to reduce infrastructure costs and/or improve transportation; and (3) near-term accessibility improvements to support the City of Albany's development initiatives. The approach to the study would be modeled after the Hudson River Crossing and I-87/US 9 Integrated Corridor Management studies which were co-managed by the CDTC staff and NYSDOT. The budget for the effort has been set at \$200,000; CDTC has previously committed \$100,000 in FHWA PL funds to the study but funding for the balance has not yet been worked out.

CDTC has submitted an application for a larger effort, called the I-787 Livable Corridor Planning Initiative, under FHWA's TCSP program. If successful, this \$340,000 initiative would be funded through a combination of TCSP Program funds, CDTC FHWA PL funds, and State/Local matching funds. FHWA is expected to notify successful applicants in the Spring 2012.

3.77 New Visions

Fifteen years ago, CDTC issued its first New Visions Plan and presented a regional consensus about the future of the Capital District. The New Visions 2035 Plan, the latest update adopted in September 2011, is called New Visions for a Quality Region. The 2035 Plan reaffirms the CDTC's principles, strategies and actions while broadening the scope of the original plan to include more regional land use and development issues.

As we approach 2015, the horizon year for the original plan, CDTC has an opportunity to pursue another comprehensive update of the plan, with a new horizon year of 2040. Some of the topics suggested for consideration in New Visions 2040 include:

- **Financial Plan:** As CDTC pursues the New Visions 2040 plan, it will be appropriate to fully revisit its financial plan. In addition to confirming or adjusting the basic structure of the financial plan and CDTC's adopted finance-related principles, estimates for the annual average financial budget and anticipated resources will require new values.
- **Incorporating Complete Streets Treatments into Projects:** Working with NYSDOT partners and other project implementers specific policies, strategies and actions needed to improve and implement the integrated design process will be pursued.
- **Sustainable Communities:** In 2011, the Capital District Regional Planning Commission submitted a grant application to the US Housing and Urban Development agency or HUD for development of a Capital District Sustainable Communities Plan to build off the policies of the existing New Visions Transportation Plan, particularly related to its land use/smart growth strategies, and also including a broader set and deeper treatment of additional issue areas such as affordable housing, workforce development, homelessness and the local food supply. While the grant was not awarded in this recent round of funding, there are aspects of the proposal that can be explored further and potentially incorporated into New Visions 2040 plan development.

- **Highway and Bridges Condition Inventories and Asset Management:** Consideration should also be given to developing a comprehensive asset management plan that includes pavement, bridge, culvert, guiderail, traffic signal, transit and “green” assets. A comprehensive asset management plan would be particularly valuable in refining the financial plan for preservation of the whole system.
- **Transit Funding:** In recent years, budget constraints have slowed implementation of service improvements and threaten the long term sustainability of operations for improved service, even in the fact of increasing ridership. If resources remain significantly restrained for transit, especially for operations, the 2040 Plan update will need to consider implications for long term transit system goals. Potential actions to address funding shortfalls should be considered. Additional revenue sources may need to be explored, including local revenues such as a sales tax increase.
- **Congestion Management:** The 2040 Plan update will include a reassessment of major projects, congestion management capacity projects, and economic development/community compatibility capacity projects for status and priority.
- **Bicycle and Pedestrian Funding:** The Bicycle and Pedestrian Issues Task Force has indicated the desire to increase the New Visions Plan funding commitment for bicycle/pedestrian improvement projects. This issue can be further explored in the 2040 Plan update process.
- **Safety Initiatives:** CDTC will also continue to make progress on its safety initiatives, further integrating safety into the planning process and will continue to work with NYSDOT on identifying safety projects for the use of Highway Safety Improvement Program funds on important local system locations/programs.

The first year of the New Vision 2040 Plan development will focus on:

- Refine demographic forecasts based on the 2010 Census
- Review and refine performance measures, including potential performance measures for livability, housing-transportation affordability and safety.
- Assess implementation and creative completion of major projects such as Exit 3/4, Balltown Road, and others
- Examine further CDTC options for climate change planning
- Update the priority networks for transit, bicycle and pedestrian, goods movement, arterial access management, and ITS, including data refinement and updates.
- Update the CDTC STEP Model especially for transit and related performance measures
- Consider updating the alternative growth forecasts completed in 2007.
- Explore and pursue opportunities to collaborate with the business community for implementation of the New Visions Plan and the Capital Region Economic Development Council Strategic Plan.

After the first year, CDTC will be in a position to assess the direction of the expected federal transportation reauthorization act. Based on federal and State policy guidance and the results of the above work efforts, CDTC will engage the public and stakeholders in a broad and comprehensive dialogue about the options for developing a New Visions 2040 Plan that will build on the progress already made and pursue further opportunities.

The three year budget for this task is estimated at roughly \$600,000. The budget for 2012-13 has been set at \$165,000.

IV. IMPLEMENTATION PLANNING AND PROGRAMMING

4.07 ADA/Human Service Agency Transportation

SAFETEA-LU requires recipients of JARC, New Freedom, and Section 5310 funds to certify that projects are derived from a locally developed and coordinated public transit-human service agency transportation plan. CDTC formed a new committee called the Regional Transportation Coordination Committee to work on coordination requirements.

The Human Service Agency Coordinated Transit Plan was updated and approved by the Policy Board in 2011. In concert with the Plan, staff revised the human service agency survey that was conducted in 2006 to gather information about needs, barriers, and gaps in transportation service. CDTC entered into an agreement with United Way to conduct the survey and provide the results to CDTC. Preliminary results were shared in December.

CDTC staff reviewed New Freedom and Section 5310 applications.

All of these activities are expected to continue over the next two years.

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

4.17 Arterial Management Planning

Economic prosperity depends on a safe and efficient transportation system. Arterial management has been, and will continue to be an important tool to improve transportation system performance in the region. Although dated, CDTC's adopted arterial management guidelines have proven to be very effective in corridor planning and design, and in helping communities work toward balancing efficient travel with desirable development patterns. Progress over the last two years includes:

- Continued integration into linkage studies
- Technical assistance to the Town of Colonie to support access management planning for the NY 7 and US 9 corridors in the town.
- Worked with the I-87 Integrated Corridor Management Study team to develop a broad access management strategy for the US 9 corridor from Saratoga Springs to the Town of Colonie.
- Explored an in-the-office methodology using Google Earth to update the arterial management priority network for the New Visions Plan update.

For 2012-14, staff will revisit and update CDTC's adopted guidelines to reflect new information on access management practice, policy, and experience. Update of community compatibility index for suburban and urban major streets will be pursued. (Both of these tasks were programmed in the 2010-12 UPWP, but were deferred because of insufficient staff time and more pressing priorities).

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

4.18 ITS Architecture

CDTC has a limited technical role in the development of the regional ITS architecture. However, any changes to the regional architecture must be formally adopted by CDTC's Policy Board. Federal agencies look to CDTC to ensure that all TIP candidates are consistent with the regional

architecture. Other than participation in NYSDOT meetings and workshops related to ITS strategic planning, there was no other activity. CDTC reviews the architecture with NYSDOT periodically, and will do so once again in 2012.

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

4.19 New Visions Environmental Initiative

New Visions 2035 continues to chart a course for environmental quality in the Capital District. By encouraging sustainable development patterns and site design, urban reinvestment, and community based land use planning, along with transit, bicycle, and pedestrian investments, and strong participation in the Clean Communities Program and NYS sponsored grant activities related to regional GHG reduction, the plan seeks to create a sustainable transportation system. CDTC is rare among MPOs in the nation in its insistence on community-oriented, environmentally sensitive planning prior to consideration of programming projects.

Over the last two years, the staff:

- Continued to monitor availability of GIS mapping and other data resources on regional environmental features derived from federal and state agencies and other secondary sources.
- In partnership with the Capital District Regional Planning Commission (CDRPC), developed the Sustainable Development/New Visions Guidebook for planning boards, zoning boards and local officials. The goal of the guidebook is to present local examples through web-based fact sheets on projects, plans and programs that best incorporate smart growth principles to illustrate that these kinds of efforts can be undertaken in the Capital Region.
- Utilized the revised TIP Project Justification Package to compare candidate projects against locations of potentially sensitive environmental features and cultural resources.
- Participated in a working group organized by NYSDOT to assist in developing appropriate agency tools for implementation of the Smart Growth and Public Infrastructure Priority Act (Chapter 433 of the Laws of 2010) that recently went into effect. This Act requires state agencies responsible for infrastructure and all state authorities to evaluate public infrastructure projects they fund or undertake against ten Smart Growth Criteria. The law also requires these agencies to create smart growth advisory committees to ensure state sponsored infrastructure spending: advances sustainable development; doesn't result in sprawl development; and involves a consultation process with residents, environmental groups, local officials and other stakeholders.

Staff will continue to work to collaborate with resource and infrastructure agencies such as the Environmental Facilities Corporation, NYSDEC and CDRPC to integrate information on best practices related to green infrastructure, low impact development, transfer of development rights/open space preservation and sustainability in land use/transportation planning activities. CDTC staff will continue to share this information with state and local partners as appropriate and to integrate it into Linkage Planning studies where applicable.

The budget for this task has been set at \$20,000.

4.21 Freight Planning

Freight movement is an important planning factor within the Capital District. Evidence of the importance attached to freight can be found in New Visions 2030, CDTC's TIP, and many other aspects of CDTC's work (truck access issues do occasionally arise in linkage studies). CDTC's

Goods Movement Task Force, now in its 10th year of service, has sustained meaningful outreach to the local freight community, building awareness and expertise among planners and the general public. Freight shipments are growing steadily, especially in the Quebec/New York corridor and at the Port of Albany.

As an area of increasing emphasis at FHWA, it seems appropriate to take freight planning to the next level. Because freight facilities and services are strongly linked to regional economic competitiveness and quality of life, expanding the mission of the Goods Movement Task Force makes good planning sense at this time. Working with CDRPC, the first steps toward developing a goods movement strategy that would help identify needed improvements in the Capital District were identified in the development of the previous UPWP as follows:

- Develop GIS information for regional freight facilities and activity
- Explore conducting a comprehensive scan of freight operations in the region (tour port and rail facilities and evaluate highway access routes; the tour can show the scope of freight activity and demonstrate the statewide significance of the region's freight facilities).
- Prepare meaningful and timely technical products for area decision-makers and planners, CDTC Planning Committee, and informational pieces for the general public
- Advocacy of NYSDOT freight initiatives
- Performance measurement
- Expand freight page of CDTC's website
- Continue Goods Movement Task Force efforts
- Consider update of REVEST

In 2011, staff identified and mapped the major freight facilities in the region, and initial steps have been taken to update the goods movement priority network (for the New Visions 2040 update). For 2012-14, staff will continue to progress the above agenda. CDTC will attend freight training workshops and conferences as appropriate. NYSAMPO is planning on sponsoring a freight performance measurement workshop in New York early in 2012.

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

4.22 Security Planning

SAFETEA-LU calls for the security of the transportation system to be a stand-alone planning factor, signaling an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor. This change recognizes that planning has a role in critical elements of transportation security. USDOT recognizes that the role of the MPO in security planning will vary from one region to another. "Security" deals with significant disruptions to the transportation system, either long term or short term, intentional or not.

The FHWA/FTA Certification Review recognized that CDTC has met minimum federal requirements for security planning, but recommended that CDTC open a discussion with its members on an appropriate role in furthering the coordination and cooperation among member agencies on the security issue. Recognizing CDTC's philosophy of coordination and excellent working relationships among members, USDOT suggested that we explore obtaining an agreement on how decisions involving the use of emergency relief funding would be made.

This task has become more urgent in light of the severe impacts of flooding in the aftermath of Hurricane Irene. CDTC has begun discussing ways in which the MPO could be a resource in

planning for emergencies. The role of CDTC's Regional Operations Committee will be explored during 2012.

Research is being done to help identify how CDTC can have a more active role in security planning. An inventory of existing emergency plans in the region is underway. Next steps are to identify gaps in these plans and then to discuss options with the Planning Committee. This is seen as an important issue to be discussed as New Visions 2040 is developed.

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

Task 4.23 Every Day Counts Initiative (EDC)

The transportation planning process sets the stage for future development of transportation projects. Much of the data and analysis undertaken during the planning process carry forward into project development activities. This means that the planning process and environmental assessment required during project development (design) under NEPA should work in tandem, with the results of the transportation planning process feeding into the NEPA process. In practice, though, these two processes are sometimes disconnected. FHWA's Every Day Counts (EDC) initiative sets up a frame work for considering and incorporating documents and decisions from the earliest stages of project planning into the environmental review process. This can lead to a seamless stewardship, and reduces delays in project development.

FHWA is encouraging States and MPOs to explore ways to integrate EDC into the planning process by using some form of FHWA's Planning and Environmental (PEL) questionnaire. CDTC has included the PEL questionnaire in the most recent update to the Linkage Study Procedures and will work with study sponsors to complete the questionnaire. In addition, CDTC staff will work with Linkage Study sponsors and NYSDOT to determine the most effective method for ensuring Linkage Study recommendations and documentation are readily available to NYSDOT project development staff/designers once studies are complete.

In addition, CDTC staff is participating in a Planning and Environmental Linkages Working Group convened by NYSDOT and FHWA. The purpose of the working group is to identify ways to improve both the way planning studies are carried out and results documented and communicated to ensure these can be used more efficiently in the NEPA process. Opportunities for cross-training between planning and environmental review/design staffs on the planning process and the NEPA/project development process are being explored.

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

4.60 Bicycle Education Campaign: Capital Co-exist

In response to public comment, CDTC dedicated a portion of the Bike/Pedestrian planning funds for developing a bicycle education campaign, called Capital Co-exist. The campaign continues to be successful since its inauguration in 2010. The website now includes related cycling information and a discussion forum which serves as model public participation opportunity. Capital Coexist will be sponsoring events at the Tri-City Valley Cats games this upcoming spring. Under the Capital Coexist logo, CDTC agreed to re-print bicycle education and safety activity books that were previously funded through the Governor's Traffic Safety Committee.

This task will sustain the campaign by providing resources to: (1) support website services and maintenance, (2) spread the campaign throughout the region via events, partnerships, and distribution of materials.

The budget for this task is set at \$75,000, which includes \$35,000 consultant effort.

4.62 Implementation Planning: Transit Operations (CDTA Task)

CDTA, in partnership with NYSDOT Region 1 and CDTC, has produced an assessment of the current status, projections for future demand, and policy recommendations for the development of park and ride lots in the greater Capital District. Implementation support will be carried out under Task 5.60 General Public Transit Support.

This study is complete. A presentation on study recommendations was made to the Planning Committee in February, 2012.

4.67 Bike/Pedestrian Planning

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

- Task Force remains active, meeting monthly
- Contracted with Radio Disney to help promote bicycle education and safety messages
- Collaborated with CDTA on the second year of the regional bike rack program
- Worked closely with stakeholders regarding pedestrian accommodations on the Livingston Avenue Bridge
- Started the process to update the bike/ped priority network
- Completed update of regional bicycle and pedestrian signage guidelines
- Continued distribution of bike maps
- Participation in NYSDOT's TEP solicitation and evaluation
- Printed updated edition of the Regional Bike/Hike Map
- Staff represents NYSMPO on the National Safe Routes to School Partnership.
- Participated in the Capital District Older Driver Network
- Seat on the NYSHEPA Built Environment Task Force

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

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

4.97 Transportation Improvement Program (TIP) Development and Maintenance

One of CDTC's most important responsibilities is the development and maintenance of a multi-modal program of transportation projects called the Transportation Improvement Program (TIP). Since June 2011, CDTC and the other twelve New York State MPOs through NYSAMPO have been working closely with NYSDOT and member agencies to make adjustments to the current Statewide Transportation Improvement Program (STIP) based on current economic, legislative, and programmatic uncertainties (the eighth extension of SAFETEA-LU is set to expire on March 31, 2012 and new federal legislation is still being debated). This interim "update" of the STIP provided the opportunity to incorporate programmatic revisions necessitated by lower than anticipated federal revenues, and to begin discussing ways of implementing innovative system

preservation strategies that integrate sound asset management principles into the TIP project selection process. This exercise also provided the opportunity to coordinate transportation investment with the regional economic development strategies being developed by the Governor's Regional Economic Development Councils.

Development and maintenance of CDTC's TIP will continue to require a high level of effort in 2012-14. Because the TIP is updated once every two years, another update is scheduled for 2012-13. A TIP update will be required whether or not Congress passes new transportation legislation. CDTC will also work very closely with the Department to carry-out Governor Cuomo's New York Works Infrastructure Program.

The previous UPWP called for developing a companion TIP document that contains sufficient information to convey the scope and expectations for programmed projects, including confirmation of consistency with New Visions principles. Development of the companion document was deferred because programming for the 2010-15 TIP was suspended. The desirability of preparing a companion document was reaffirmed with the Planning Committee in 2010; the document will be prepared concurrently with the 2013-18 TIP.

Efforts to develop an "exposure factor" for bike/pedestrian project evaluation and a Cost Estimation Manual are being advanced, but not yet completed..

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

Task 4.99 Transit Development Plan (New CDTA Task)

CDTA completed its first Transit Development Plan in 2007 which provided guidelines for strategic planning and service changes over the past five years. Much of what was called for in the 2007 TDP has been implemented, including the ongoing monitoring of route performance and county-wide route restructurings. The updated TDP will build upon the previous vision for transit in the region, but with greater level of detail. New components of the TDP will include strengthening the park & ride system, developing a long-range plan for a BRT system, and developing more detailed productivity standards for route classifications based on time-of-day and day-of-week. The new TDP will also take into account CDTA's current fiscal situation as this is not likely to be resolved in the near future.

The TDP will be completed in-house staff at CDTA with assistance from CDTC and CDRPC. The budget for CDTC staff support is set at \$75,000 for 2012-13. CDRPC assistance is included in Task 2.29 Regional Geographic Information System.

V. PROVISION OF SERVICES

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

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

This study will begin upon the completion of the Railroad Avenue Corridor Study (Task 5.01).

Consultant Total: \$68,000 (\$51,000 federal, \$17,000 local cash match)

CDTC Staff Technical Assistance: \$6,000

Task 5.06 Town of New Scotland: Hamlet of New Scotland Area Master Plan (carryover)

This is a study approved for the 2010-11 Linkage Program and is underway. CDTC is assisting the Town of New Scotland with a consultant study to develop a master plan concept, zoning code language and design guidelines/standards for future growth in the hamlet of New Scotland area. The hamlet area is focused on the town's commercial zone at the junction of Routes 85 and 85A along with the residential zone extending northward to the Village of Voorheesville line. This effort is analyzing existing land uses, environmental features of the area, existing linkages with trails and public transportation, and traffic impacts. Completion of the study is expected in the Spring of 2012.

Consultant Total: \$50,000 (\$37,500 federal, \$12,500 local cash match)

CDTC Staff Technical Assistance: \$5,000

Task 5.07 Town of Rotterdam: Five Corners Land Use and Transportation Study

This study is complete.

This is a study approved for the 2010-11 Linkage Program. CDTC assisted the Town of Rotterdam with a consultant study to prepare a land use and transportation management plan for the redevelopment of the Five Corners area of the Town of Rotterdam. This effort will help the town implement the recommendations of its Comprehensive Plan including access management and driveway consolidation policies, transit amenities, and pedestrian/bicycle improvement plans in the area. The study also developed design standards for this area of the town and provide conceptual improvements for the reconfiguration of intersections and any other roadway improvements.

Task 5.08 Town of Clifton Park: Clifton Park Town Center Plan (carryover)

This is a study approved under the 2010-11 Linkage Program and is underway. CDTC is assisting the Town of Clifton Park with an implementation effort related to the 2008-09 Exit 9 Land Use and Transportation Study. Building off of the prior study, this effort is developing a Town Center Plan for the Exit 9 area that identifies a vision for future growth and development. Plan elements will include the creation of a land use concept plan, graphics and recommendations on town center growth capacity, a high profile and comprehensive public process utilizing highly graphic visual preference examples, guidance on layout, complete streets, connectivity, etc. and recommendations on future growth management tools.

This study is nearing completion.

Consultant Total: \$65,000 (\$37,500 federal, \$27,500 local cash match)

Task 5.09 Town of Wilton I-87 Exit 16 Corridor Study (carryover)

This is a study approved under the 2010-11 Linkage Program and is underway. The purpose of the study is to evaluate the Exit 16 area of the Northway, and to develop recommendations that

can be implemented to ensure that a center of the community can be fostered, capitalizing on the hamlet zoning district. The study is considering the multi-modal needs of residents and businesses while developing concepts to create a strong sense of identity.

This study is nearing completion.

Task 5.11 Regional Operations Planning (on-going)

The CDTC Regional Operations Committee was formed to further development and implementation of ITS, incident management, and operations systems in the Capital District. Regional meetings have facilitated discussion of opportunities for coordination of initiatives across jurisdictions. A particular aspect of the effort will be the identifications of cost-effective operations and management initiatives.

This committee will continue to explore the formal development of a “regional concept” for overall transportation operations, with potential components focused on signal systems, transit, among others. A CDTC-housed regional initiative has been proposed but its prospects will depend on resources available under the new transportation legislation and other factors.

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

Task 5.22 Town of Bethlehem: Delaware Avenue Hamlet Enhancement Study

This study is complete.

CDTC assisted the town of Bethlehem with a consultant study to identify actions that would help strengthen Delaware Avenue’s main street characteristics, consistent with the town’s Comprehensive Plan.

Task 5.27 Transit Oriented Development (TOD) (carryover)

CDTA, in partnership with the City of Albany, is using CMAQ funding from the TIP Corridor Management Initiative Set-Aside (RG31) for the development of Transit Supportive Zoning in the City of Albany on the three highest priority corridors for Bus Rapid Transit Development. This project will develop TOD language for incorporation into the City’s comprehensive zoning ordinance update, and include a significant public outreach element. This zoning approach could have application in all municipalities with BRT Corridors. The project will:

- Implement a component of the transit provisions of the *New Visions* Plan;
- Improve the potential for long-term success of BRT projects;
- Better position the region to garner Small Starts funding for future BRT projects; and
- Provide a regional example of the use of zoning to promote concentrated development along transit lines.

A consultant has been selected which is being held by the City of Albany in partnership with CDTA. The study was initiated in October, 2011.

Task 5.41 Albany County/Towns of Colonie/Town of Guilderland: Railroad Avenue Corridor Study (carryover)

This is a study approved for the 2009-10 Linkage Program and is underway. CDTC is assisting Albany County and the towns of Colonie and Guilderland with a consultant effort to develop an access and development plan for the Railroad Avenue corridor. With its proximity to I-90, Albany NanoTech, and the University of Albany, the study partners are confident that support industries will look to Railroad Avenue as a prime location to service the region's emerging technology sector. The plan will identify roadway, bicycle and pedestrian improvements along Railroad Avenue, and multi-modal connections to the University at Albany/Albany NanoTech area and the transit routes along Central Avenue. The plan will also identify redevelopment opportunities in the Empire Zone related to the corridor.

Work on this study continues, with completion expected early 2012.

Consultant Total: \$50,000 (\$37,500 federal, \$12,000 local cash match)

Task 5.42 City of Albany: Albany Education District Enhancement Study

CDTC is assisting the City of Albany with a consultant study to create a redevelopment plan for the area known as the Albany Education District. This effort evolved out of the 2005 Midtown Colleges and University District Plan. The Study area is roughly bounded by South Main Avenue, Sherman Street, Englewood Place and Park Avenue, an area that includes Albany High School, The College of St. Rose, and the UAlbany Downtown Campus. The purpose of the plan is to identify transportation/land use projects and design standards to develop a safe and welcoming network of connections between transportation modes, commercial destinations, residences, places of work and schools. The ultimate goal is to stabilize, enhance and revitalize this important section of the City.

This study is expected to be complete by March 31, 2012.

Consultant Total: \$95,000 (\$71,250 federal, \$23,750 local cash match)

Task 5.43 Town of Colonie/City of Watervliet/Village of Menands: Route 32 Redevelopment Plan

This study is complete.

CDTC assisted the Town, Village and the City with a consultant study to create a redevelopment plan for the Route 32 Corridor, also known as Broadway and 3rd Avenue, from Route 378 to the South Gate of the Watervliet Arsenal. This effort (1) evaluated the bicycle and pedestrian environment to ensure safe crossings and facilities that support transit; (2) developed transportation concepts that would provide for more efficient movement of automobile traffic through the narrow cross section of Route 32 in Watervliet; (3) developed access management strategies for adjacent land uses; (4) developed strategies to increase commuter patronage to businesses in the corridor; (5) supported Main Street style redevelopment of the corridor for mixed workforce housing and businesses; and (6) assessed the Department of the Army's proposed reconfiguration of the South Gate to the Arsenal to ensure commuter and local traffic access through the Route 32/Broadway intersection is maintained.

Task 5.44 Town of Sand Lake: Hamlet Linkage Study

This study is complete. The plan was adopted by the Town of Sand Lake Town Board in April, 2011.

CDTC assisted the Town of Sand Lake with a consultant study in the Hamlets of West Sand Lake, Averill Park and Sand Lake to help support the mix of residents and businesses by planning for future growth scenarios. The Comprehensive Plan for the Town calls for mixed use districts in each Hamlet with higher density housing in particular. This was investigated as part of the study along with access management for the Routes 43 and 66 corridors, bicycle and pedestrian connections, parking arrangements and development scenarios for currently undeveloped land in each Hamlet.

Task 5.51 Provision of Technical Services

CDTC staff provides a significant amount of technical assistance to members and other local agencies under Task 5.51 and to other parties through Task 5.52, Provision of Community Services. This task will continue with a scope similar to that shown in the past, including contractual support to the Town of Colonie for GEIS implementation in the Airport, Lisha Kill, and Boght Road areas of the town. During 2009, staff worked with the Towns of Colonie, Bethlehem, and Guilderland to review traffic impact studies. Ongoing technical assistance is programmed for Albany County in connection with its annual contract with CDTC.

The budget for this task is set at \$220,000.

Task 5.52 Provision of Community Services

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

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

Task 5.53 Albany Bike Master Plan Implementation Program (carryover)

This is a study funded through the 2011-12 Linkage Program, and will begin upon completion of the Albany Education District study. CDTC will assist the City of Albany with a feasibility study and implementation plan for a bike-share program and development of a bicycle-oriented signage strategy for the proposed city-wide bike network. This effort is an implementation activity related to the Albany Bicycle Master Plan completed in 2010.

Consultant Total: \$70,000 (\$52,500 federal, \$17,500 local cash match)

Task 5.54 Town of East Greenbush Design Standards (carryover)

This study is funded through the 2011-12 Linkage Program. CDTC is assisting the Town of East Greenbush with the development of multi-modal, higher-density, pedestrian-friendly design standards, enforceable in the Town's Zoning Law. Design standards are being developed for the

US 4 and US9/20 corridors, implementing recommendations from two previously completed Linkage Studies and the Town's Comprehensive Zoning Law. Scoping for this study is underway.

Consultant Total: \$40,000 (\$25,000 federal, \$15,000 local cash match)

Task 5.55 Town of Malta Downtown Master Plan Implementation (carryover)

This study is funded through the 2011-12 Linkage Program. CDTC is assisting the Town of Malta with the implementation of the Downtown Master Plan. The Downtown Plan will update the Town's Comprehensive Plan by refining the description of Neighborhood 6, known as Downtown Malta. The study will develop a form-based code, official map, and complete street plan including streetscape and design standards for downtown Malta.

Consultant Total: \$90,000 (\$60,000 federal, \$30,000 local cash match)

Task 5.57 Commuter Support Services

The Commuter Register was converted to a GIS-based system, called iPool2 in August, 2008. Several presentations were given to area businesses about the conversion. CDTC worked with Albany County, Albany Medical Center, Price Chopper, NYSDOT, NYSDEC, NYS Labor Department, NYS Tax Department, SEFCU and the NYSERDA/STEP facility to activate and instruct administrators of these institutions about the features of the iPool2 employer module. The employer module gives businesses access to some of the administrative features of iPool2.

CDTC's carpool/bus/bike/walk Guaranteed Ride Home program and iPool2 program will continue during the 2010-12 period.

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

Task 5.58 Schenectady Gateway Plaza Implementation Plan (carryover)

This study is funded through the 2011-12 Linkage Program. CDTC is assisting the City of Schenectady with the conceptual re-design and expansion plan for Liberty Park and the nearby area, including traffic circulation and landscaping plans. This initiative will further advance key recommendations of the Route 5 Transit Gateway Linkage Study. The effort will consider pedestrian, bicycle, transit access, quality of life, and safety.

Consultant Total: \$70,000 (\$50,000 federal, \$20,000 local cash match)

Task 5.59 Schodack Town Center Plan (carryover)

This study is funded through the 2010-11 Linkage Program, and is underway. CDTC is assisting the Town of Schodack with the implementation of recommendations called for in both the Route 9 Corridor study and the Town's Comprehensive Plan. Elements of this initiative will include the refinement of the proposed town center boundaries and illustrations to enable the community to reach consensus on the look and feel of the town center area, the identification of optimal allowable uses, and illustrative town center and street design guidelines.

Consultant Total: \$50,000 (\$37,500 federal; \$12,500 local cash match)

Task 5.60 Public Transit Planning Support (on-going)

CDTC staff continues to actively support CDTA and its consultants in exploring alternative and innovative ways of implementing New Visions transit-related recommendations. Staff will provide support for park-ride lot implementation, ADA compliance planning, and other activities.

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

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

CDTC staff continues to support NYSDOT Region 1 in developing traffic forecasts and other material for project development and design purposes. Specific support ranges from analysis of maintenance of traffic plans to sketch analysis of traffic diversions from alternative highway routings. This effort is funded with Surface Transportation Program (STP) funds as part of the TIP, and will continue at the same level in 2010-12.

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

Route 4/Mannix Road intersection improvement project. Staff reviewed and provided comments on the Draft Design Report consistent with New Visions and the Route 4 Corridor Linkage Study. Staff also provided revised turn movement forecasts and background information regarding the Town of East Greenbush's planning efforts and vision to transform Route 4 into a community street.

- I-87 Exit 3 or 4 Airport Connector; A240; PIN 1721.51; Town of Colonie, Albany County. Additional traffic assignments were run by CDTC staff to evaluate alternatives. NYSDOT staff and CDTC staff met with the Bicycle and Pedestrian Task Force to present options for bicycle and pedestrian treatments for the project and to receive comments
- CDTC prepared an analysis of traffic diversion patterns during construction for the Fuller Road Reconstruction project in Albany County.
- I-787, Clinton Avenue Mono-deck: General Repairs, A484; PIN 1051.59; City of Albany, Albany County. CDTC staff prepared traffic assignments to model traffic diversions under 6 phases of construction and presented the results to NYSDOT staff. Estimates of turning movements were provided for all intersections which experienced greater than a 15% increase in approach volumes.

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

Task 5.62 NY 5 Corridor Support

This study is complete. Any additional staff support will be provided under Task 5.60.

Task 5.63 Travel Demand Management Initiative (TIP Supported) (on-going)

This project is led by CDTA with CDTC staff assistance.

A noteworthy achievement of this initiative was the launching of a new pilot vanpool program for the Capital Region. CDTC has been working with CDTA and VPSI in identifying test markets and potential participating employers. CDTC installed a vanpool module in the iPool2 system.

To date, three vanpools have been formed. With NYSERDA/NYS DOT support, subsidy monies are available to help support up to 15 additional vanpools.

CDTC staff continues to work with CDTA and others to establish a TMA for the Harriman Campus area.

CDTA's effort includes:

- Staff support services for TDM at CDTA, including marketing;
- Occasional Use parking arrangements for transit users;
- Urban homeowner incentive programs in partnership with urban renewal efforts;
- Refugee transit support to develop new transit markets;
- Free transfers from the private commuter carriers to CDTA;
- Ongoing support for iPool2, the regional ridesharing program;
- Support for the NYSERDA and CMAQ funded vanpool programs;
- Pilot program to establish a bicycle parking program in the region by providing subsidies and simplified procurement for bicycle racks at both public and private destinations.

Each new program component is developed cooperatively with CDTC, with a project proposal, and project evaluations are prepared and shared upon project completion, including estimates of increased ridership, air quality benefits, and other performance measures.

The budget for CDTC support is set at \$40,000.

5.64 Harriman Campus & Washington/Western BRT Support

This study is complete.

The Washington/Western BRT Conceptual Design Study was prepared with NYSDOT SPR funds. The plan calls for an implementation proposal based on stakeholder consensus for a high-quality bus transit connection from downtown Albany to the east, to the redeveloped Harriman Research and Technology Park, SUNY Albany, Nanotech, and Crossgates Mall to the west. The implementation proposal includes service design, station locations and conceptual design, right-of-way assessment, multi-modal connections, and cost estimates. The next step is to prepare an Alternatives Analysis for the project (See Task 5.91).

5.63 Route 50 Bicycle/Pedestrian Safety Study

This study is complete.

CDTC, NYSDOT Region 1, and the NYS Office of Parks, Recreation, and Historic Preservation completed a NYSDOT SPR-funded safety study of the Route 50 corridor in Saratoga Springs in the vicinity of the Saratoga Performing Arts Center. The City of Saratoga Springs and other stakeholders were actively engaged in the study.

5.67 Linkage Program

This task supports staff activity on a number of Linkage Program projects that do not involve direct CDTC technical work. Activity under this category includes work with project sponsors to develop requests for proposals, evaluate submissions, select consultants, prepare contracts, participate in study advisory committees, monitor work progress, and to solicit proposals for

future Linkage program projects. As part of this task, CDTC will review implementation progress of completed studies, document issues or concerns, and publish success stories. The quarterly Linkage Forum activities are included in these tasks.

CDTC has funded a total of 71 collaborative, jointly-funded studies over the past eleven years. Study sponsors have included 40 separate urban, suburban, and rural municipalities and counties as well as not-for-profits and other public entities. Roughly \$4.5 million in federal, state, local, and private funds have been committed to the Linkage Program since its inception in 2000. All completed Linkage studies are posted on CDTC's website.

Of the 16 studies included in the 2010-2012 UPWP, nine have been or will be completed by March 31, 2012 and seven will continue through 2012 as follows:

Nine studies completed or will be completed by 3/31/2012:

- Albany Education District Enhancement Study
- Bethlehem Delaware Avenue Enhancement Study
- Clifton Park Town Center Plan
- Colonie/Guilderland/Albany County Railroad Avenue Corridor Study
- Colonie/Watervliet/Menands Route 32 Redevelopment Plan
- Sand Lake Hamlet Linkage Study
- Saratoga Springs Route 50 Bicycle/Pedestrian Safety Study (SPR funded)
- Rotterdam Five Corners Land Use & Transportation Study
- Wilton Exit 16 Linkage Study

Seven Continuing Planning Studies:

- Albany Bicycle Master Plan Implementation: Bike Share/Signage Strategy
- East Greenbush Site Design Standards
- Guilderland Westmere Corridor Study
- Malta Downtown Maser Plan Implementation
- New Scotland Hamlet Area Master Plan
- Schenectady Gateway Plaza Implementation Plan
- Schodack Town Center Plan

The December 2012 solicitation resulted in three new submissions and will be presented to the Planning Committee on February 1, 2012. Projects that are selected for funding will be included in the 2012-14 UPWP for Policy Board approval.

The budget for this task has been set at \$100,000.

5.68 Linkage Study Technical Support

This task supports staff technical activity for projects that do not specify direct CDTC technical work in the scope of services. Activity under this category includes data collection, analysis, and technical writing when the use of CDTC staff appears to be a more appropriate and effective means of completing tasks. None of the new linkage studies for 2012-13 are intended to be studies completed primarily through CDTC staff effort. These tasks will continue with a similar scope and effort as shown in the past.

CDRPC has been actively involved with linkage studies since 2005. For the next year, CDRPC will use UPWP funds to contribute additional technical support and input into the individual

studies, including serving on the advisory committees. CDRPC will also continue to serve as a member of the Linkage Submission Review Committee, along with NYSDOT and CDTA staff.

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

5.86 Clean Communities

The U.S. Department of Energy's Clean Cities Program is a voluntary, locally-based government and industry partnership. It is designed to advance the national economic and energy security of the nation by supporting local decisions to reduce use of petroleum fuels in vehicles. Clean Cities carries out this mission through a network of more than 90 volunteer coalitions which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction. The Capital District Clean Communities coalition was formed in 1999 to take advantage of the environmental, public health, energy, and economic benefits that the program offers. In early 2001 CDTC agreed to assume the lead role in managing the program previously provided by Schenectady County. CDTC is in its eleventh year leading the coalition in the Capital District, and is the only MPO in New York to directly host the Clean Communities Program in its region. CDTC received \$22,500 in 2010-11 from USDOE through a contract with LTI to support the Clean Communities mission in the region.

Several Capital District coalition stakeholders have moved forward in the alternative fuel arena. Some have received grant funds to aid in the cost of converting vehicles, purchasing new alternative vehicles, or installing fueling infrastructure. Fourteen area service stations offer E-85 fuel. One local fuel provider sells bio-diesel fuel and bio-residential heating oil. The Albany International Airport installed a CNG fueling station using airport funds, and with the aid of grant money purchased six CNG parking lot shuttle vehicles and several CNG pick-up trucks that are used in Airport maintenance activities. CDTA operates over 50 hybrid-electric buses and has ordered more.

Many additional Capital District coalition stakeholders moved forward in 2011 in the alternative fuel arena due to funding from the American Recovery and Reinvestment Act (ARRA). National Grid opened a public CNG Fueling site in 2011 and purchased 16 CNG vehicles for their Albany site. Verizon purchased 12 medium-duty CNG vans and fuels at the National Grid site. Four area school districts purchased two or more propane schoolbuses and installed propane fueling on-site. Coca-cola purchased two hybrid-electric tractor trailers. The city of Albany purchased hybrid-electric SUVs and two heavy duty hybrid electric trucks.

During 2012, efforts will continue to focus on alternative fuels and provide a forum for CDTA, the Albany County Airport Authority, local governments, and private sector to jointly explore new technologies. In addition, CDTC's involvement will assure coordination with regional planning and programming activities, including TDM, transit, and ridesharing efforts. USDOE assistance increased to \$25,000 for 2012.

The budget for this task is set at \$25,000 (USDOE funds).

5.87 ARRA Clean Cities

On August 26, 2009, Energy Secretary Steven Chu announced the selection of 25 cost-share projects under the Clean Cities program to be funded with nearly \$300 million from the American Recovery and Reinvestment Act. These projects were intended to speed the transformation of the nation's vehicle fleet, putting more than 9,000 alternative fuel and energy efficient vehicles on the

road, and establishing 542 refueling locations across the country. The U.S. Department of Energy (DOE) estimated they would displace approximately 38 million gallons of petroleum per year. The grants funded infrastructure, vehicle, and educational projects to increase availability and awareness of alternative fuels and advanced technology vehicles. Grants were combined with other public and private funds, with partners providing a more than a two-to-one leverage in funding, with every one federal dollar spent matched by at least two dollars from the project partners.

NYSERDA, on behalf of five Clean Cities coalitions located in NYS, submitted one grant application under the USDOE solicitation for the entire state. NYSERDA was a very successful grant recipient, and procured \$12.5 M statewide and leveraged over \$24.0M.

Thirteen projects from the CDCC coalition were approved for funding for over 70 alternative fueled vehicles and five fueling stations, and an E85 Firefighter Training program. Stakeholders in the CDCC coalition received \$2.6M in federal funding and leveraged an additional \$5.9 M for this program.

The clean cities coalitions located in NYS signed contracts with NYSERDA to aid the stakeholders in progressing their alternative fuel projects. The CDCC received \$59,000 to aid in this effort.

The budget for this task is set at \$59,023 (USDOE/ARRA funds).

5.88 Transportation Climate Initiative (TCI)

NYSERDA received approximately \$1,000,000 from USDOE to conduct planning and outreach with the assistance of the Transportation and Climate Initiative (TCI). Founded in June 2010, TCI is a collaborative effort of the transportation, environment, and energy agencies of the 11 Northeast/Mid-Atlantic states and the District of Columbia.

The TCI activities will include creation of a regional stakeholder advisory group, region-wide plan mapping priority locations and establishing site selection criteria, standardization of signage, EVSE communication with the electric grid, identification of payment/reservation systems, and other aspects of the charging experience that create regional EVSE compatibility critical for widespread EV adoption.

NYSERDA contracted with local Clean Cities coalitions to aid in the recruitment of local stakeholders to participate in stakeholder advisory group, conduct outreach and education for local municipalities to educate them on how to adopt codes and rules to expedite EVSE deployment and to develop a communications plan and materials for educating key stakeholders about EVs, EV infrastructure, and regional planning and deployment progress. Each participating Clean Cities coalition, including the Capital District Clean Communities Coalition, will receive \$25,000 to aid in this planning effort.

The budget for this task is set at \$59,023 (NYSERDA funds).

5.89 New Visions Guidebook/Training

This task is complete.

To assist local communities in aligning local planning actions with sustainable development principles, CDTC and CDRPC have partnered in the creation of the New Visions 2030 Regional

Development Guides. These guides will provide municipal Planning Boards, Zoning Boards, professional planners and elected officials with examples of development tools and techniques being used in the Capital Region to foster sustainable community development and smart growth.

5.90 Public Participation

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

In an effort to help make CDTC's work available to as many of the region's businesses and residents as possible, CDTC re-launched its Newsletter in 2008. Renamed "In Motion", the newsletter provides information about CDTC's projects, programs, and activities, and how to reach CDTC and its staff. Additional tasks completed over the last two years include:

- CDTC adopted a social media policy guiding the use of sites such as Twitter and Facebook. The use of the social media sites has proven to be an effective public outreach tool.
- CDTC has converted the TIP mapping from static maps to interactive, mapping using a user friendly Google interface. The new format provides a lot of TIP information in one place.
- The Public Participation Plan has been updated to reflect the new social media policy, Limited English Proficiency and updated TIP amendment procedures.

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

- Develop e-newsletter
- Explore new strategies to engage the public, particularly those means demonstrated to have been successful elsewhere
- Consider ways to ensure meaningful access for persons having limited English proficiency
- Explore the desirability and workability of web-based Policy Board meetings

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

5.91 Washington Avenue/Western Avenue BRT Alternatives Analysis (new CDTA Task)

The conceptual design study for this corridor produced an implementation plan based on stakeholder consensus for a high-quality bus transit connection from downtown Albany to the east, to the redeveloped Harriman Research and Technology Park, SUNY Albany, Nanotech, and Crossgates Mall to the west. CDTC's Policy Board passed a resolution in June 2011 adopting the principles of the Washington-Western Avenue Bus Rapid Transit Conceptual Design Study as a refinement to the New Visions 2030 Plan for the corridor. CDTA was subsequently approved by the FTA for Discretionary Section 5309 funds to move this conceptual design from a planning project to the alternative analysis phase.

This Alternatives Analysis project was added to the TIP in 2011 and will result in the selection of an official Locally Preferred Alternative or LPA that will then be submitted to FTA to request approval for project development. The project must establish a Transportation System Management or TSM alternative, evaluate all reasonable alternatives, and include an extensive

public involvement process. The Alternative Analysis task typically takes between 18 months and two years to complete. Funding for this study is estimated at \$500,000.

The budget for CDTC staff support is set at \$50,000. Development of a mode-choice model to support this study is included under Task 2.16.

VI. STATEWIDE PLANNING EFFORTS

6.01 NYSAMPO Shared Cost Initiatives (SCI)

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

- NYSAMPO Staff Support: CDTC will continue to hold the annual contract for the Statewide Association staff support. For 2012-13, the contract will be \$175,000. CDTC will continue to manage the contract.
- NYSAMPO Shared Cost Studies: There are no shared-cost initiatives currently programmed. The Association has decided not to add new projects until the new transportation bill is signed.
- NYSAMPO Staff Training: Will continue to provide for limited training opportunities related to GIS, freight planning, environmental planning, and simulation modeling during 2012. The Genesee Transportation Council (GTC) will manage the program.
- AMPO Dues: CDTC's AMPO dues total \$3,689 (PL funds), which are redistributed to BMTS which pays AMPO on behalf of all New York State MPOs.

6.02 State Planning Research (SPR) Funded Efforts

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

- *Conceptual Design for BRT in the Western Ave/Washington Ave Corridor (Completed in 2011)*: This \$250,000 effort explored the development of a high quality BRT transit connection from downtown Albany on the east to the redeveloped Harriman Research and Technology Park, SUNYA, Nanotech, and Crossgates Mall on the west. The study included service design, station locations and conceptual design, right-of-way assessment, multi-modal connections, and cost estimates. CDTA is proceeding with implementation through the FTA-required Alternatives Analysis process.
- *I-87/Route 9 Integrated Corridor Study (Underway)*: The primary goal of the study is to identify cost-effective ways to reduce traffic congestion related to incidents on the Northway. Because the Northway is part of a larger travel corridor that includes Route 9, connecting arterials and collectors, and bus routes, the study will take a holistic approach that looks at ways to optimize travel in the whole corridor, not just the Northway. CDTC is advancing this study on behalf of NYSDOT. The 20 percent local match for this \$500,000 study is being provided by NYSDOT.

- Route 50 Saratoga Springs Bike/Pedestrian Safety Study (Completed in 2011): CDTC, NYSDOT Region 1, and NYS OPRHP completed a bicycle and pedestrian safety study of the Route 50 corridor in the City of Saratoga Springs. The 20 percent local match for this \$75,000 study was provided by NYSDOT.
- Mohawk-Erie Multimodal Transportation Corridor Study (Underway): The Mohawk-Erie corridor serves upstate New York between the borders of Massachusetts and Pennsylvania, and includes the Capital District region. The purpose of this study is to identify and agree to an integrated program of transportation and land use policies, strategies, and actions needed to support and foster smart economic growth in the corridor. The needs of freight companies, intercity travelers, commuters, and tourists will be addressed. Facilities included in the study include I-90, the Erie Canal, and the CSX rail line. CDTC staff serves as a member of the study's advisory committee. The study started on start April 1, 2010. This is a \$3.1 million initiative; the local match will be covered by NYSDOT.
- City of Albany Electric Vehicle Feasibility Study: Based on a previous study, 15 charging stations will be sited by third-party auto dealerships and operated under a separate ARRA-funded project. The results of the nine-month demonstration will then be used to test the results of the traffic models that were developed. The cost of this effort is set at \$75,000.
- Short-Term Traffic Data Collection Program (2012-16): This program is comprised of inventory counts compiled for state and locally-owned roads, both on and off the federal-aid system. The budget for this task is set at \$2.75 million (for locations throughout Region 1 and Region 9).
- NYSAMPO Working Group Support (Completed): To cooperatively identify and address opportunities and issues of statewide significance as they relate to New York's 13 MPOs via activities conducted by NYSAMPO's working groups, of which NYSDOT is a participant. The budget is set at \$42,500 for 2011-12.

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

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

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