

Capital District Transportation Committee

UNIFIED PLANNING WORK PROGRAM

2008-10

Draft of January 3, 2008

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on January 9, 2008)*

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OVERVIEW OF THE UNIFIED PLANNING WORK PROGRAM

The Unified Planning Work Program (UPWP) identifies transportation planning and programming activities that are to be undertaken in the Capital District during the upcoming two years (4/1/08 – 3/31/10). The intent of a comprehensive work plan is to coordinate all federally-funded transportation planning and transportation-related planning activities in the region. Such planning activities are assisted by several federal sources of funding. These include:

- Federal Transit Administration (FTA): Section 5303 funds and Section 5307 funds;
- Federal Highway Administration (FHWA): 1 ¼ % Planning (PL), Statewide Planning and Research (SPR) funds and Surface Transportation Program (STP), Congestion Mitigation / Air Quality (CMAQ) or other capital funds committed to planning efforts in the Transportation Improvement Program; and,
- Federal Aviation Administration (FAA): Airport Improvement Program funds.

Statewide Planning and Research (SPR) activities by NYSDOT that directly pertain to the Capital District are listed in the text of the UPWP; but are not shown in the financial tables. Full documentation of the SPR program is available separately from NYSDOT.

In addition to the required descriptions of tasks using federal funds, CDTC also describes contractual efforts with Albany County and town of Colonie in the UPWP. Further, CDTC's "Community and Transportation Linkage" Program has increased the amount of local commitment to coordinated regional / local, land use / transportation planning. 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.

Work efforts performed for each item listed in the UPWP are undertaken by the CDTC Staff, CDTC's participating agencies' staff, or by consultants. The 2008 -10 UPWP also includes over \$600,000 in activities in support of and funded by the state's thirteen MPOs. Separate budgets are shown for the 2008-09 fiscal year and the 2009-10 fiscal year.

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

CDTC adopted the New Visions 2030 Regional Transportation Plan in 2007. The content of the new 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 projects, treatment of Northway and other expressway congestion and highway widening issues in general. Public buy-in to the refined New Vision approach is critical and will constitute a major effort in 2008-09. The new plan broadens the scope and deepens the treatment of many issues. The incorporation of alternative growth and development scenarios into the plan provides a foundation for additional

work with the region's communities on smart growth issues. The consideration of potential "big ticket" initiatives that would call for transportation investment of billions of dollars carefully frames a simultaneously cautious and creative policy framework. Further exploration of a subset of "big ticket" initiatives will be undertaken during 2008-10. New official principles for the region are articulated for critical issues of safety, security and community context; consideration of roundabouts; tradeoffs between capacity and other project considerations; and a commitment to "managing" any new capacity considered on the expressway system. These, like the existing planning and investment principles, will keep transportation decisions in the Capital District focused on collective goals. New work is called for in the plan, including a joint effort at all levels of government to ensure that the modest, steady growth in real resources required by the plan is a reality. With the addition of 5 new Community and Transportation Linkage studies for 2008-09 and a comparable commitment expected in 2009-10, the aggregate Linkage commitment since 2000 now approaches 65 studies in over 30 municipalities with a total resource investment between \$3,000,000 and \$4,000,000.

A New Visions 2035 or 2040 effort will be initiated during the 2008-09 period.

MAJOR THEMES OF THE 2008-10 UPWP

Key Direction

CDTC moved from annual to biennial development of its required Unified Planning Work Program (UPWP) in 2006. The new approach has been successful. Many of CDTC's activities are ongoing and the UPWP description differs little from year to year. Some activities, such as the Linkage program, would remain on an annual cycle and second-year Linkage programming and other changes would be treated as UPWP amendments when necessary.

Development of the 2008-10 UPWP began with solicitation for the 2008-09 Community and Transportation Linkage Planning Program.

The past year's work effort (2007-08) has emphasized the following:

- Completion and adoption of the New Visions 2030 Plan, which involved new requirements to make the plan SAFETEA-LU compliant and development of a consensus approach to deal with public participation, agency outreach, TIP and plan cycles and other issues.
- 2007-12 TIP development and Air Quality Conformity determination of the TIP and Plan using the new 8-hour ozone standards.
- Work on 20 Linkage studies and related local planning activities and initiation of 5 new Linkage studies, selected through an annual solicitation process.
- Work on Transit Development Plan efforts
- Substantial data work with pavement condition, pedestrian treatment and bike LOS inventories and initiation of a regional off-state safety management system.
- Adoption of a new public participation policy
- Solicitation and programming of a fourth round of Spot Improvements
- Solicitation and programming of a new round of Enhancement projects
- Continuing toward completion of the regional Safety Management System
- A shift of freight activities to an annual workshop/conference
- NYSDOT Region 1's Land Use and Transportation Planning Conference which involved extensive work by Region 1 planning staff to reconnect with many area municipalities to share regional successes and tools/techniques in linking land use and transportation.

The 2008-10 UPWP is the first work program to be based on the recently-adopted New Visions 2030 plan. Follow-up work and implementation efforts on both new and reaffirmed policies are featured in the UPWP. CDTC will build upon the successful Linkage program and consider modification and expansion of that effort. Additional "big ticket" explorations are called for to complement the greenway exercise of 2007.

It should be noted that through the various tasks, and in particular areas of emphasis described below, the draft UPWP supports NYSDOT's emphasis areas. For example, NYSDOT's policy regarding *Advancing the Transportation-Land Use Connection* is strongly supported and

advanced through CDTC's continuing Linkage Program described below. In addition, the state's Safety/State Highway Safety Plan and ITS/Operations emphasis areas are supported through CDTC's regional safety systems planning and regional operations committee development tasks.

For the coming two-year period new tasks will be initiated and many substantial efforts will continue, with particular emphasis on:

- Cooperative presentation of the New Visions 2030 Plan to the public-
- Continuation of and increase in funding for the Linkage Program.
- Completion of the Hudson River Crossings Study and initiation of several other Integrated Transportation Corridor Efforts.
- Completion of the Transit Development Plan.
- Development of the 2009-14 TIP.
- Engagement on financial issues and regional growth patterns with the broader community.
- Further exploration of and scope development for to-be-selected Big Ticket/ Big Idea Initiatives.
- Town of Colonie GEIS impact assessment.
- 2010 Census preparation.
- Regional operations committee development.
- Regional safety systems planning.
- Bike and pedestrian planning.
- Data collection, utilizing GPS and consultants in coordination with NYSDOT's efforts
- Integration of Transit Development Plan work into New Visions.
- Demand management, car pool, bus pool, van pool promotion.
- Air quality planning in conjunction with a new State Implementation Plan.
- Further migration to VISUM and VISSIM models.

Highlights of the draft program are provided below. The full UPWP agenda continues to be ambitious and demanding, particularly with the major follow up actions outlined in the adopted New Visions 2030 plan.

New Visions

The New Visions 2030 Plan was completed and adopted by the Policy Board in October 2007. The New Visions Plan is the long range regional transportation plan for the Capital District. Yet the Plan recognizes 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. While the Plan has received broad public support, the next phase will emphasize the implementation of smart growth planning principles by engaging the public with the Plan and its recommendations. This phase will include presentations to the public, including planning boards and elected officials, and using different media. Supported by a cooperative fiscal assessment of alternative growth scenarios by CDTC, CDRPC, CEG, and UAlbany completed in 2007, CDTC would like to engage the public in a dialogue about managing growth in the Capital District, encouraging

urban reinvestment, transit oriented development, strong suburban planning, and high quality concentrated development patterns.

Linkage

Experience has provided the CDTC staff with a good handle on feasible project scopes and budgets. For the second year of the UPWP, it may be appropriate to assign additional federal funds to the Linkage program in order to maintain a meaningful agenda (five or more) of substantial (\$50,000+) Linkage studies at all times. Follow-up to past studies (Harriman, Halfmoon, Malta and others) and regional coordination of land use planning will require further effort. Additionally, work on an updated public-private financing policy will help extend the appropriate use of impact fees.

Integrated Transportation Corridor Efforts

A complementary initiative to Linkage has emerged from the major statewide corridor program. In the 2008-2010 UPWP, the following major corridors will be under the microscope from a corridor-wide, multi-modal, operational, community-sensitive approach: the I-87/Rt 9 corridor; the Hudson River Crossings; and the I-90 corridor from Buffalo to the Massachusetts line.

Transit System Development

Transit System Development continues with planning coordination required for several TIP-related transit activities, including the NY 5 BRT system implementation; Washington-Western Ave. BRT exploration; the Schenectady Amtrak station redevelopment; and the intermodal center integration into the Albany Convention Center complex.

CDTA continues work on the overall Transit Development Program (TDP) currently focusing on Schenectady local route restructuring.

SAFETEA-LU revised responsibilities for CDTC in the areas of Jobs Access/Reverse Commuting, the New Freedom Program and the Section 5310 program. NYSDOT has the lead in a second phase of United We Ride efforts in Albany County.

Transportation Improvement Program

The 2009-14 TIP will be developed during the new UPWP period. Additionally, CDTC will implement several new set-aside programs including those for bike/ped; intersection, queue jumper, roundabout; safety; and diesel retrofits that were developed as part of the 2007-12 TIP update. The TIP Project Justification Package (PJP) will be updated to be more user friendly and allow for a streamlined process during project evaluation. The updated PJP used for the set-aside solicitation will serve as a pilot for future full TIP updates.

CDTC will solicit for a fifth round of the Spot Improvement Program in the late spring of 2008. It is expected that NYSDOT will initiate the next round of the Transportation Enhancement

Program sometime in 2008. CDTC expects to perform the solicitation locally and prioritize submissions as in the past.

CDTC will need to update and improve TIP amendment and scope accountability aspects prior to the development of the new TIP. Review of approaches to CMAQ would also be valuable prior to TIP development.

Finance

With substantial, steady growth in real funds for transportation necessary to plug an existing funding deficiency and meet 25-year forecasts for system preservation and modest expansion, a serious effort at engaging the broader community over transportation finance issues is needed. New Visions 2030 prepared the way for intensifying and broadening needed dialogue on this issue.

Financial issues and regional growth patterns are primary emphases of the summary document for New Visions 2030, planned for wide circulation and to be used in conjunction with NV 2030 stakeholder outreach sessions to be planned. Other efforts to work with NYSDOT and NYS legislative representatives may be necessary to convey the full system-level (not just state system) nature of CDTC's financial findings. A new federal transportation bill is slated for development during the next several years as well.

Big Ticket/ Big Idea Initiatives

Further exploration of Big Ticket/ Big Idea Initiatives and development of appropriate scopes will continue, using the regional greenway exercise as an example for fleshing out additional big ticket concepts. Areas for early exploration need to be identified, but will include the transit system, building from the High Speed Rail Task Force study of rail transit options or building on the alternative scenarios of the joint CDTC/CEG/CDRPC/SUNYA study. CDTC collectively needs to fashion the appropriate approach to big ticket highway system ideas (managed lanes) in the context of Linkage studies and integrated corridor studies.

Bicycle and Pedestrian Planning

CDTC will produce an updated Mohawk Hudson Bike Hike Trail Map in 2008. Additional analysis of the data collected as part of the regional trails survey will be conducted including exploring the options for in-depth mapping. Also, education will continue on the benefits of a regional greenway system; a Big Ticket Initiative developed as part of New Visions 2030. CDTC will work towards adding pedestrian emphasis to the Priority Network.

STEP Model Upgrade

The conversion from TMODEL2 to VISUM was completed. The STEP Model incorporates the 928 zones from the new zone system established for the 2000 Census, as well as 72 additional zones for special commercial developments and external trips. The 2001 NHTS and 2000

Census were used to confirm model trip rates and trip lengths; indications are that underlying travel behavior (adjusted by socio-economic characteristics) is well reflected in the model. After completing documentation of the upgraded STEP Model, CDTC will explore the next phase of STEP Model development-- development of a multi-hour, trip chain model. Preparations will begin for incorporating the next generation of Census data and NHTS data, as well as enhanced travel data from MIST and other new technology based travel data bases.

CDTC continues to gain experience with the micro-simulation tool, VISSIM. The Hudson River Crossing Study used VISSIM to analyze existing and future traffic conditions on I-90 and I-787. CDTC will explore opportunities to incorporate VISSIM modeling into planning studies, and to develop inter-operability between VISUM (regional model) and VISSIM (traffic micro simulation) in the Capital District.

Goods Movement

Similar to the successful approach initiated in 2007, CDTC will hold a conference or workshop on emerging goods movement issues. Also, CDTC will work to develop a goods movement spot improvement program similar to that for bicycle and pedestrian projects for small scale capital projects that promote and enhance freight movements. Efforts will continue to better integrate goods movement into the planning process.

Integrated Transportation & Community Planning & Design

Effective transportation planning requires a close connection to community design and project implementation. One of the shared-cost initiatives funded through the New York MPO Association produced a report and brochure to help planners, designers, engineers, and policy-makers in New York State better understand how transportation and community design can be more closely linked through proactive efforts and agency coordination. This work has demonstrated how investments in transportation projects can be leveraged to improve the quality of life in New York's communities. The projects described in the report offer a small sample of the ways projects can be designed with imagination, creativity, and collaboration to preserve and enhance the character and quality of a community without sacrificing transportation mobility and safety. These few examples demonstrate how meaningful community planning can be used to foster more livable communities, enhance environmental quality, improve aesthetics and encourage more walking, bicycling and transit use. The report concluded that this approach to transportation and community planning and design can help ensure that New York State's cities, towns and villages remain desirable places to live, work, and play.

The challenge now is to move planners and decision-makers in New York State toward "mainstreaming" the principles and concepts described in the report and brochure. A second phase of this study will explore ways to convince New York's policy-makers, constituent local governments, and other stakeholders to embrace this integrated, community-based approach to transportation planning and design. The budget for Phase 2 is \$100,000 and will be managed by CDTC.

Statewide MPO Association Support

The CDTC has successfully participated 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. In order to assist the Association, the Policy Boards of all thirteen of New York's MPOs authorized the use of pooled funds to contract with an individual or planning firm to provide staff support. Contractual services have been successfully provided by Sarah Siwek Associates since 2000. Beginning December 1, 2007, staff support will be provided by Wilbur Smith & Associates. The \$230,000 annual budget is designed around an enhanced level-of-effort which will provide sufficient resources to manage the day-to-day operational needs of the Association, organize statewide meetings and conferences, develop and manage the Shared Cost Initiative program, and coordinate with other state and national associations.

Other Contractual Elements

CDTC will continue to hold the annual contract for the statewide MPO association staff support. Additional contracts CDTC will administer on behalf of the association include the \$100,000 contract for the second phase of a statewide effort to educate stakeholders and demonstrate methods of integrating community design and transportation system design, and the contract for exploration of mitigation cost and other municipal and developer-oriented approaches to financing transportation improvements.

Other Ongoing and Follow-up Activities

TDM, Access Transit Support: CDTC staff will continue to assist CDTA in both expanding the regional TDM / transit pass program and in developing the Access Transit system. CDTC will explore formal matching software for the Commuter Register and seek greater awareness of the program, particularly within the NYS workforce, as part of an energy contingency planning process.

Pavement Inventory: The 2008 survey will include all Albany County-owned roads. Also in 2008, the once every four year survey of a sample of non-federal aid roads will also be completed. Data bases will be fully moved to a GIS basis. Inventory processes will be shifted to a GPS-based data collection system during the two-year UPWP period.

Traffic Volume Report: A thorough update of the web-based traffic information is planned.

Clean Communities Program: CDTC is the only MPO in New York to directly host the Clean Communities Program in its region. This effort will continue. CDTC received \$10,000 in 2007 from USDOE to aid in the funding of the Clean Communities initiative. The assistance will increase to \$12,500 in 2008 and will be at least that amount in 2009.

Other: Major effort will continue to be devoted to data collection, contractual support to Albany County, the Town of Colonie and NYSDOT and expansion of CDTC's internet information services.

SUMMARY OF RESOURCE AVAILABILITY

The 2008-10 UPWP involves a significant commitment of financial resources for activities by NYSDOT, CDRPC, CDTA, and the CDTC Staff.

Fund Source	Federal	State	Local	Total
FHWA % Metropolitan Planning (PL)	\$1,825,077	364,389	28,333	2,217,799
STP Project Development tasks in UPWP	130,000	32,500	0-	162,500
CMAQ	404,000	50,600	50,600	506,000
2005-06 FTA Section 5303	000	00	00	0,000
2006-08 FTA Section 5303	272,798	51,150	17,050	340,997
New FTA Section 5307	240,000	30,000	30,000	300,000
Albany County & Town of Colonie			60,000	60,000
Municipal Linkage Funding			197,750	197,750
Federal Aviation Administration	9,000		3,000	12,000
Total	\$2,881,675	\$528,639	\$386,733	\$3,797,046

Notes

Table represents actual effort. Financial tables (see Appendix A) use some Albany County, Town of Colonie and Linkage cash match to supplement the local PL amount shown above to meet CDTC's local match requirements. FHWA PL funds have been increased by using carryover funds and unexpended balances from prior years. A total of \$355,000 of the PL amount represents funds pooled by the thirteen MPOs in New York to fund shared cost initiatives led by CDTC.

The nearly \$400,000 in local cash participation in CDTC's activities demonstrates the local value of the work effort. This level of local cash participation in MPO planning activities is unparalleled in New York.

TASK STATUS FOR THE 2008 -10 UPWP

Continuing Tasks in both the 2006-08 and 2008-10 UPWPs

Task	Lead Agency	08-10 Comments
1.51 Committee Activities	CDTC	
1.61 Certification Review	CDTC	FFY04 review to be repeated FFY08
1.65 UPWP Development and Monitoring	CDTC	develop 2010-12 two-year UPWP
1.66 DBE/Title VI Program Update	CDTC	Environmental Justice work continues
1.68 Statewide MPO Administration	CDTC	continue consultant support
2.16 Microcomputer Model Refinement	CDTC	continue development of new model
2.30 Routine Highway Condition Inventory	CDTC	every-4th-year survey of non-state, non-federal aid roads: Albany Co. owned roads in 2008
2.31 Traffic Volume Report	CDTC	web-based, continual updates
2.25 Collection of Transportation Planning Support Data	CDTC	continued use of interns /engage consultants
2.28 Census/Household Travel Survey	CDTC	NHTS exploration in 2008-2010
2.29 Geographic Information System for Transportation	CDTC	Continue use of GIS to support bike/ped, safety analysis and Linkage Studies among others
3.77 New Visions	CDTC	New Visions 2030 follow up, 2035/2040 development
3.05 New Visions Infrastructure Financial Planning	CDTC	Formerly Infrastructure Planning; effort to engage community on transport finance issues
3.06 Goods Movement Planning	CDTC	continue switch to annual conference
3.86 Continuous Aviation System Planning	CDRPC	
3.01 Management Systems	CDTC	development of Safety Mgt. System; use of updated CMP data, process
3.02 Air Quality Planning	CDTC	conformity continues
4.07 ADA / Human Service Agency Options	CDTC	Section 5310, JARC, New Freedom, United We Ride
4.17 Arterial Management Planning	CDTC	revise, update standards; continue efforts via linkage studies and other outreach
4.62 Transit Operations Planning	CDTA	continue TDP and other planning work
4.67 Bicycle and Pedestrian Planning	CDTC	New Visions 2030 follow up tasks
4.97 TIP Development, Monitoring and Update	CDTC	develop, adopt 2009-14 TIP using updated PJP and evaluation procedures
5.11 Regional Operations Planning	CDTC/NYS DOT	continuing via Regional Operations Committee
5.51 General Technical Services	CDTC	continued local support
5.61 Project Development Support	CDTC / NYSDOT	TIP Implementation; alternatives analyses
5.67 Linkage Project Oversight	CDTC	continuing, larger budget
5.68 Linkage Technical Work	CDTC	as needed to support consultant work
5.52 General Community Services	CDTC	
5.57 Commuter Support Services	CDTC	convert on-line matching to GIS
5.60 Public Transit Planning Support	CDTC / CDTA	linkage to New Visions, BRT, TDP
5.62 Corridor Management Initiative	Municipalities / CDTC / NYSDOT	covers cost of NY5 Arterial Management Study
5.63 Demand Management	CDTA/ NYSDOT / CDTC	pilot CMAQ programs and others continue
5.86 Clean Communities Program	CDTC	continuing with some DOE funding

TASK STATUS FOR THE 2008-10 UPWP

Carryover tasks from 2006-08 and New Tasks in the 2008-10 UPWP

Task	Lead Agency	08-10 Comments
1.67 Prospectus Update	CDTC	work will re-start in 08-10
3.12 Transit Development Plan	CDTC/CDTA	TDP work using a county by county approach and type of route
3.XX Assessment of North/South Corridors to Improve Access to Regional Centers/Rail/BRT	CDTA/CDTC	New
4.19 Trail User and Property Owner Survey	CDTC	completed; use of data continues
4.XX New Visions Environmental Initiative	CDTC	New
5.62 NY 5 Corridor Support	CDTC	continuing
5.84 NY 5 Corridor Tools	CDTC	folded into Task 5.62
5.85 Integrated Transp. / Community Design	CDTC	Phase 1 completed, Phase 2 in 08-10
5.98 North Greenbush I-90 Land Use Study	North Greenbush	completed
5.01 Railroad Avenue Corridor Study	CDTC	initiated in 06-08, complete 08-10
5.03 Guilderland Ctr Hamlet Master Plan	CDTC	initiated in 06-08, complete 08-10
5.04 Clifton Park/Halfmoon: Exit 9	CDTC	initiated in 06-08, complete 08-10
5.05 Rotterdam: NYS Thruway Exit 26	CDTC	initiated in 06-08, complete 08-10
5.09 Linkage Reserve	CDTC	reserve for 08-09 and 09-10 studies
5.13 Harriman Campus Redevelopment	HRTDC/CDTC	completed
5.14 Stillwater Route 4 Main Street	CDTC	completed
5.15 Saratoga Springs Downtown	CDTC	completed
5.16 Guilderland Hamlet Study	CDTC	completed
5.17 Bethlehem Route 9W	CDTC	initiated in 06-07, complete March 08
5.18 Hadley Streetscape Study	CDTC	completed
5.19 East Berne Hamlet Study	CDTC	completed
5.21 North Swan Multimodal Accessiblity	CDTC	completed
5.88 Ballston/Malta Route 67	CDTC	completed
5.22 Delaware Avenue Hamlet Enhancement	CDTC	Initiated in 07-08, complete 08-10
5.23 Van Schaick Island Transp & Revitalization	CDTC	Initiated in 07-08, complete 08-10
5.24 Route 20 Land Use / Transportation	CDTC	Initiated in 07-08, complete 08-10
5.25 Renss. Traffic Patterns and Connectivity	CDTC	deleted
5.26 NY 7 / NY 146, Rotterdam	CDTC	initiated in 06-07, complete March 08
5.27 NY 5 Transit Oriented Mixed Use Catalyst	CDTC	initiated in 06-07, complete March 08
5.28 Scotia Waterfront / Master Plan Overlay	CDTC	Initiated in 07-08, complete 08-10
5.29 Congress & Ferry Mixed Use Development	CDTC	carryover, if progressed done in 08-10
5.30 City of Albany: Albany Bicycle Master Plan	CDTC	New
5.31 Altamont Bicycle/Pedestrian Master Plan	CDTC	New
5.32 Schaghticoke Route 40 Corridor Study	CDTC	New
5.33 Mechanicville Central Corridors Study	CDTC	New
5.34 Schenectady Rte 5 Transit Gateway Study	CDTC	New
5.XX New Visions Planning Guidebook/Training	CDTC/CDRPC	New
5.XX Further Development of Public Participation	CDTC	New
5.XX Transit Supportive Devel Case Study Albany Convention/Intermodal Center	CDTA	New/SPR funded
5.64 Harriman Campus – University at Albany Linkage Study Implementation Support	CDTC/CDTA	New/incl. Washington/Western BRT Conceptual Design with SPR funds

2008-10 UNIFIED PLANNING WORK PROGRAM

The UPWP is developed through efforts to identify the transportation planning needs of the Capital District and define work tasks. Refinement of the work program is pursued by the Planning Committee and CDTC Staff Director throughout the year, revising priorities, detailing tasks and reviewing resource availability on a quarterly basis.

Fiscal Constraint

CDTC's staff budget relies upon approximately \$ 1,470,000 in CDTC's Federal Highway Administration metropolitan planning funds (approximately \$1,000,000 in new and \$470,000 in carryover funds, supplemented by \$355,000 from other MPOs' allocations to cover staff support to the state MPO association and other "shared cost initiatives" and \$272,500 in new Federal Transit Administration planning funds. A smaller amount of contractual work with Albany County, Saratoga County and the town of Colonie also supports CDTC staff work, as do project development funds through NYSDOT. The UPWP also includes significant federally-funded transit planning by CDTA and both aviation and Geographic Information System (GIS) planning and other work by the Capital District Regional Planning Commission (CDRPC). A total of \$85,000 of CDTC's FHWA planning funds (new) have been provided to CDRPC for GIS work and other tasks. NYSDOT contributes nearly \$600,000 in supporting, state-funded work and cash to help match the federal funds and complete the necessary work.

The 2006-08 UPWP also reflects modest use of TIP-funded activities. CDTC's adopted staff plan relies upon continued use of STP funds to support project development activities (modeling, etc.) by staff; and one Bethlehem 9W Corridor Linkage study related to project A290 (Selkirk Bypass). Additional TIP funds (CDTA section 5307 and CMAQ) are programmed for CDTA's use and for one carryover Demo project (North Greenbush).

Including CDTC's administration of statewide studies, consultant support of CDTC staff efforts, and CDTC-administered consultant studies, the 2006-08 UPWP reflects nearly \$820,000 in CDTC-administered consultant contracts along with one "pass-through" consultant effort of \$100,000.

Additionally, the nearly \$400,000 in local cash participation in the UPWP efforts represents a level of local commitment to MPO activities unparalleled across New York.

Narratives on the following pages highlight 2007-08 accomplishments and 2008-10 work efforts. Detailed discussion of accomplishments for all tasks is included in semi-annual progress reports. Task budgets for all tasks are shown in the financial tables.

I. PROGRAM COORDINATION

TASK 1.51 Committee Activities

This task covers CDTC meetings and maintenance of committee membership and structure. Beginning in April 2006, CDTC moved to a new meeting schedule featuring Planning Committee meetings in eight months and Policy Board meetings on a true quarterly schedule in the remaining months. This new meeting schedule has worked well and will continue.

TASK 1.68 Statewide MPO Association Support

The CDTC has successfully participated 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. The Association also engages more formally with NYSDOT on certain issues such as the development of formulas for distribution of federal planning funds. The MPO Association also is the focal point for the Shared Cost Initiative Program -- collaborative statewide planning efforts that use pooled State and Federal funds to support planning activities of a mutually beneficial nature.

As ISTEA, TEA-21, and SAFETEA-LU legislation increased the roles and expectations of New York's MPOs and their staffs, the ability of MPO Directors to carry out all aspects of the Association's activities in addition to their responsibilities to their individual MPOs has been difficult. In order to assist the Association, the Policy Boards of all thirteen of New York's MPOs authorized the use of pooled funds to contract with an individual or planning firm to provide staff support. Contractual services have been successfully provided by Sarah Siwek Associates since 2000. Beginning December 1, 2007, staff support will be provided by Wilbur Smith & Associates. The \$230,000 annual budget is designed around an enhanced level-of-effort which will provide sufficient resources to manage the day-to-day operational needs of the Association, organize statewide meetings and conferences, develop and manage the Shared Cost Initiative program, and coordination with other state and national associations.

TASK 1.61 Certification Review

The formal certification review by USDOT was completed in June 2004. A positive report cited a number of best practices for national consideration; a few comments and recommendations were cited. Self-certification was performed in 2006 and 2007 in conjunction with the TIP and UPWP adoption actions. A new USDOT certification review is anticipated for FFY08, based on SAFETEA-LU's new four-year certification cycle.

TASK 1.65 UPWP Development

CDTC continues to utilize a two-year UPWP cycle, after initiating it for the 2006-08 UPWP. The two-year cycle has reduced the administrative load of UPWP development and also put the two-year TIP cycle and two-year UPWP cycle on alternate years. Amendments have been and

will continue to be necessary, including selection of specific Linkage studies. The 2008-09 UPWP Addendum and 2010-12 UPWP will also be developed under this task.

TASK 1.66 DBE Plan/ Environmental Justice

Civil Rights and Environmental Justice explorations will continue to be primary areas of investigation for CDTC staff. Environmental Justice assessments were included in TIP evaluations for the first time in the 2003-08 TIP update and have been completed for and included in the subsequent 2005-10 and 2007-12 TIPs. These evaluations have also been incorporated into Linkage submission reviews since 2005. CDTC's current Environmental Justice / Title VI report is available on its web site. In 2008-10, CDTC will continue to explore ways of refining the geographic screening for areas of special interest in conjunction with other environmental resources mapping work.

TASK 1.67 Prospectus Update

The need for a formal document containing all organizational, operational and work program aspects of CDTC's program in one place continues to be modest. The "Guide to the Capital District Transportation Committee" is updated annually and has proven to be an accessible description of roles, responsibilities and policies for use with new members and the general public. A year ago, it was expected that NYSDOT Transformation would necessitate a modification to the CDTC's Prospectus. At present, there do not appear to be any major changes in NYSDOT's participation or roles in CDTC's process on the horizon. A Prospectus update will take place with the effort more one of documenting all the existing roles, procedures, policies and practices in one place than one of defining new sets of responsibilities. This effort will begin prior to the end of the 2007-08 UPWP and be completed in 2008-09.

II. SURVEILLANCE

TASK 2.16 Microcomputer Model Refinement

The conversion from TMODEL2 to VISUM was completed. The STEP Model incorporates the 928 zones from the new zone system established for the 2000 Census, as well as 72 additional zones for special commercial developments and external trips. The 2001 NHTS and 2000 Census were used to confirm model trip rates and trip lengths; indications are that underlying travel behavior (adjusted by socio-economic characteristics) is well reflected in the model. After completing documentation of the upgraded STEP Model, CDTC will explore the next phase of STEP Model development-- development of a multi-hour, trip chain model. Preparations will begin for incorporating the next generation of Census data and NHTS data, as well as enhanced travel data from MIST and other new technology based travel data bases.

CDTC continues to gain experience with the micro-simulation tool, VISSIM. The Hudson River Crossing Study used VISSIM to analyze existing and future traffic conditions on I-90 and I-787. CDTC will explore opportunities to incorporate VISSIM modeling into planning studies, and to develop inter-operability between VISUM (regional model) and VISSIM (traffic micro simulation) in the Capital District.

Task 2.30 Routine Highway Condition Inventory

CDTC conducts regular surveys of the condition of Capital District federal-aid and non-federal-aid non-state roads and highways. The biennial survey of non-state federal-aid roads, the annual survey of Albany County-owned roadways, and a survey of City of Albany-owned streets were completed during 2007. The condition survey of Albany County and City of Albany facilities was undertaken under contract with those two municipalities. Previously collected condition data was used in developing the *New Visions 2030 Finance Plan*. Condition data has also been used to identify candidate TIP projects.

In 2008, the every-fourth-year survey of a sample of non-state, non-federal aid roads will be undertaken. The annual survey of Albany County-owned roads will also be completed under the County's contract with CDTC.

CDTC will explore the use of GPS to help define more precise score locations for the condition inventory. In addition, staff will explore shifting the entire survey data base to a GPS/GIS platform.

TASK 2.25 Collection of Transportation Planning Support Data

Collecting transportation data is critical to regional transportation planning and analysis. CDTC is making a renewed commitment through New Visions 2030 to facilitate data collection that includes: automatic traffic recorder counts; intersection traffic counts; vehicle, truck, and pedestrian trip generation; vehicle classification counts; bicycle and pedestrian shared-path volumes; transit ridership and park-and-ride lot usage; a variety of safety data including crash location and frequency; and other data as necessary. All of the data that CDTC collects is organized and maintained for access by local municipalities, public and non-profit agencies and groups, consultants, and other interested parties.

Data collection over the last two years has been extensive. With the help of Graduate Student Interns, the staff has compiled more than 90 traffic and pedestrian counts at 31 intersections, completed nine trip generation studies, conducted five speed/delay studies, documented traffic observations at three locations, and completed land use inventories in three corridors. CDTC also collected extensive information on pedestrian and bicycle features and usage on the regions' bike/ped priority network. Origin-destination data was also collected for CDTA's Shuttlefly service to support GEIS planning in the Airport/Wolf Road area.

As SAFETEA-LU legislation increased the role and expectations of MPOs, CDTC's need for more and reliable supporting data has increased as well. Although the use of interns over the next two years is expected to continue, CDTC will also look to the consultant community to supplement the intern-based program. CDTC will explore incorporating GPS technology into data collection efforts. This will allow for detailed inventories of roadway features such as signs, sidewalks, transit shelters, etc. GPS will also assist with proper roadway and trail alignments to be used in the GIS.

Proposed budget: increase from \$35,000 to \$60,000 (\$30,000 consultant effort).

TASK 2.28 Census / Household Travel Survey

During 2002-03, CDRPC reviewed its population projections and estimates against initial rollout of 2000 Census counts. In 2004-05, 2040 forecasts were prepared to help guide New Visions work. Estimates were refined for TAZ's and projections updated for minor civil divisions. Alternative growth scenarios were prepared by CDRPC as part of New Visions 2030. (See New Visions 2030 discussion.)

During 2006-08, CDRPC updated zonal employment estimates and forecasts for use in the New Visions process. Differences between these numbers and those produced statewide by Global Insights for NYSDOT will be documented and addressed with NYSDOT.

During 2008-1010, the National Household Travel Survey will be conducted. Approximately 1500 households will be sampled from the Capital District. CDTC staff will work with NYSDOT on this effort as needed.

TASK 2.29 Regional Geographic Information System

This task is designed to permit the continued creation, modification, conversion, and maintenance of map features and data in conjunction with CDRPC's and CDTC's NYSDOT-based regional GIS effort. CDRPC and CDTC staff will continue to process and manipulate data and clip the information specific to the Capital Region and the communities within its jurisdiction.

For 2008-10, CDRPC and CDTC staff will continue to incorporate parcel-level data and high-resolution orthophotography for the entire region and add this information to data coverages on the GIS.

The CDTC staff continues to make its own contributions to the regional GIS. Numerous GIS applications include the regional and Mohawk-Hudson Bike-Hike trail maps, bike and pedestrian data mapping and analysis, crash data mapping and analysis and support mapping for various studies including Linkage studies. Furthermore, GIS information will be used to overlay the limits of candidate TIP projects that have the potential for significant environmental impacts against natural and cultural resources mapping. CDTC will coordinate with NYSDOT, NYSDEC and others on updating this mapping and corresponding GIS databases.

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 protocol regarding the distribution of data.

CDTC's Civil Rights and Environmental Justice work will continue to be examined within the GIS, along with Safety Management System work. GIS also played a larger role in the New Visions 2030 effort than was possible in the previous New Visions processes.

TASK 2.31 Traffic Volume Report

CDTC continues to maintain a web-available report. Efforts in 2007-08 have included scanning hundreds of paper copies of detailed traffic counts. Upgrades to the web-based data file are planned for 2008-1010.

TASK 2.33 Employment Projections (completed)

CDRPC prepared a new set of employment projections by Minor Civil Division and selected traffic analysis zones in collaboration with CDTC.

III. PLAN APPRAISAL

TASK 3.77 New Visions 2030 / New Visions for a Quality Region/ New Visions 2035 or 2040

The New Visions 2030 Plan was completed and adopted by the Policy Board in October 2007. The New Visions Plan is the regional transportation for the Capital District. The New Visions 2030 effort extends the planning horizon to 2030 and seeks to address larger issues concerning regional development patterns and quality of life; resource constraints and “big ticket” ideas; and local planning capacity. The Plan recognizes 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. While the Plan has received broad public support, the next phase will emphasize the implementation of smart growth planning principles by engaging the public with the Plan and its recommendations. This phase will include presentations to the public, including planning boards and elected officials, and using different media. Supported by a cooperative fiscal assessment of alternative growth scenarios by CDTC, CDRPC, CEG, and UAlbany completed in 2007, CDTC would like to engage the public in a dialogue about managing growth in the Capital District, encouraging urban reinvestment, transit oriented development, strong suburban planning, and high quality concentrated development patterns.

A broad consensus emerged around seven principles:

1. All regional initiatives reflect a belief that there is a need for some degree of economic growth in the region in order to sustain and enhance the region's quality of life.
2. All assert that, along with nurturing heritage tourism and retaining current industry, growth in the high tech sector offers opportunities to the region for developing a local economy with a range of career-type jobs.
3. All the initiatives seek to revitalize the region's older urban areas through economic development.
4. All the initiatives recognize that much of the growth will occur in suburban areas, and seek to have that growth help construct communities that are stronger and better than what was there before, while retaining the character of the community that brought the residents there.

5. All the initiatives seek to have growth benefit all the region's residents through adequate access to jobs, education and training.
6. Regarding transportation, all have expressed a desire to find ways to prevent serious loss of the highway mobility that is part of the region's quality of life. All have articulated a desire to use public transportation, walkable communities and alternate modes to the maximum degree feasible to assure access and travel options.
7. The best way to address these issues regionally is to assign responsibilities for different facets to different agencies and initiatives.

CDRPC, CDTC and CEG will continue to partner in the effort to present the New Visions 2030 Plan and the findings of *Estimating the Fiscal Impact of Alternative Futures for the Capital District*.

A New Visions 2035 or 2040 effort will be initiated during the 2008-10 period.

TASK 3.01 Safety and Congestion Management

The approach for the safety effort has been outlined in New Visions 2030. 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.

For 2008-2010, CDTC will establish a Safety Working Group to coordinate CDTC's safety planning activities with regional safety partners. The group will serve as the regional forum on transportation safety issues. This group, which will include representatives from state and local governments as well as enforcement, education and emergency service stakeholders, will be charged with the task of further articulating CDTC's safety planning program per New Visions 2030 actions.

In addition, CDTC will develop a formal safety management system for the Capital Region moving beyond the traditional approach of identifying high accident locations. It will recognize that safety is influenced by facility design, community design, enforcement and behavior. Safe accommodation of all modes of travel on all public roads is central to CDTC's safety planning work. Connecting our efforts with available data resources is vital to making progress on the most critical safety issues in the region. The forthcoming Accident Location Information System (ALIS) should enhance CDTC's access to safety data to enable regional safety analysis to be more efficiently undertaken. The central elements to the CDTC Safety Management System are to collect, analyze and share available regional safety data with regional safety partners, undertake pilot safety projects including completion of safety work in Rensselaer County and the use of a regional Geographic Information System (GIS).

CDTC will also continue its involvement in the statewide NYS MPO Safety Working Group. Staff time has been devoted to working with NYSDOT and a wide variety of state safety partners on improving crash data systems in NYS, developing local crash rates for NYS, participation in the MPOs development of a standardized safety audit process for non-state

roadways, continued involvement in the Strategic Highway Safety Plan and Traffic Data Systems plans for NYS, and further work with the NYS Police and other entities on rolling out TraCS.

CDTC staff will also participate in a Federal Highway Administration (FHWA) and National Association of Regional Councils (NARC) regional transportation safety planning focus group that will conduct a state of the practice assessment. This focus group will explore safety issues that Councils of Government (COGs) and Metropolitan Planning Organizations (MPOs) face pertaining to data collection, decision-making and the Strategic Highway Safety Plan process. This is a ten month initiative.

As part of the New Visions 2030 Plan, in 2007, CDTC adopted the Congestion Management Process or CMP. The CMP is an update of the CDTC Congestion Management System. The CMP incorporated three new principles. Using an extensive new database that records expressway speed and volume by lane every 15 minutes (the MIST database), new performance measures related to reliability were developed. Working with the Regional Operations Committee, CDTC will further refine these new performance measures. New opportunities for monitoring speed and delay on arterial corridors using GPS (global positioning satellite) technology will be developed for data collection. Emerging technologies will be explored, such as the use of cell phones to measure speeds in real time. These new data bases and expanded performance measures will be used to revise the CMP articulation of critical congestion corridors

CDTC and NYSDOT will continue to work together to try to develop procedures for the "tradeoff analysis" specified in CDTC's congestion management principles. The tradeoff analysis is required in considering capacity aspects of highway projects, particularly infrastructure reconstruction projects. CDTC also remains committed to examining the actual congestion relief benefits achieved from CMS projects; much of this work will be based on speed and delay runs before and after project implementation.

TASK 3.02 Air Quality Planning

The Capital District remains an ozone non-attainment area under the final, eight-hour standards. CDTC completed conformity determinations for the New Visions 2030 and 2007-12 TIP in 2007. This effort will be repeated for the 2009-12 TIP and for the Plan update.

TASK 3.05 New Visions Infrastructure Financial Planning (formerly Infrastructure Planning)

Over the last two years, considerable effort was spent reviewing long-range state and local infrastructure financing. In conjunction with New Visions Transportation Financing Task Force, staff completed an examination of the components of historic increases in unit costs for infrastructure work, and estimated the long-range fiscal impacts of these higher costs on plan implementation. The findings of this work are described in CDTC's *New Visions 2030 Finance Plan*.

The highest priority of the *New Visions 2030 Plan* is to maintain the region's bridge and roadway infrastructure. The *New Visions 2030 Finance Plan* demonstrated that without

substantial, steady growth in real funds to plug an existing funding shortfall, 25-year forecasts for system preservation and modest expansion cannot be met. The *New Visions Plan* demonstrated that a serious effort at engaging the broader community over transportation finance issues is needed. *New Visions 2030* prepared the way for intensifying and broadening needed dialogue on this issue. Other efforts to work with NYSDOT and the New York State Legislative representatives may be necessary to convey the full system-level (state and local) nature of CDTC's financial findings.

TASK 3.06 Goods Movement Planning

During 2007 a workshop was held to engage the freight community on various issues. CDTC will hold another conference or workshop in the coming year to engage the freight community in regional issues, TIP development and New Visions planning. Emerging issues will be explored through presentations by local and national experts.

TASK 3.12 Transit Development Plan (carryover)

CDTA recently undertook a major study of their services called the Transit Development Plan, or TDP. A report outlining the continuing TDP process was adopted by CDTA in 2007. The TDP is taking a county by county approach and looks at CDTA service according to type of route: Trunk routes, Express Routes, Neighborhood Routes, Suburban Shuttle services and Rural/Other services. CDTA has established an annual service review process to evaluate service performance by these categories, and to establish implementation plans based on that analysis.

During 2005-06, CDTA adopted New Visions-compatible principles for service planning and completed a Saratoga Springs service plan. During 2007-08 local route restructuring in Schenectady County will be completed. Development of the remainder of the TDP for Rensselaer and Albany counties will follow during 2008-10.

TDP products will continue to feed both the TIP and New Visions processes.

As part of CDTA's TDP work, fares were restructured in 2006. CDTA's fare system, called SimpleFare, was developed to simplify the fare structure and ease the ride for their customers. Zone and express surcharges and free transfers were eliminated; there is no longer a zone system. Ten ride ticket books for the Northway Express service can also be purchased on-line. The SimpleFare was well received by the public, and was one of the major factors in the increase in ridership CDTA services have experienced.

In 2008-10, CDTA plans to simplify the fare structure for the NX and explore the market for additional fare products.

TASK 3.86 Continuous Aviation System Planning Project (CASPP)

This CDRPC-led effort will continue in 2008-10.

TASK 3.XX Assessment of Capital Region North/South Corridors to Improve Access to Regional Centers/Rail/BRT

This task is led by NYS Senate Task Force on High Speed Rail. The study will be conducted by a consultant team led by PB Americas. The study will identify key transit markets in the Capital District north-south corridor; perform an operations analysis of existing Northway Xpress service; explore the potential role of existing rail corridors and potential Bus Rapid Transit (BRT) corridors for commuter operation; and review other major investments in the corridor. The study will consider New Visions Big Ticket options for rail and BRT. CDTC staff will participate on an advisory committee for this study and provide some technical assistance.

IV. IMPLEMENTATION PLANNING AND PROGRAMMING

TASK 4.07 ADA / Human Service Agency Transportation Options/ Welfare-to-Work / Special Transportation

CDTC staff continues to work with the Access Transit staff and county agencies to assure success of the brokerage. CDTC and CDTA staff will continue in 2008-10 to seek additional brokerage opportunities in other service areas.

CDTC continues to assist CDTA in its development of several related initiatives, including the successful regional program using state funds (Community Solutions for Transportation) and the federal Jobs Access / Reverse Commute program. These efforts will continue and will need to address the reduced, formula-based funding provided to CDTA in SAFETEA-LU. CDTC staff took the lead in satisfying SAFETEA-LU's planning requirement for developing a comprehensive regional human service transportation plan that covers the disparate objectives of Section 5310 (vehicles for private non-profit agencies), JARC and the New Freedom program. CDTC staff expanded the existing JARC regional committee to include representatives from additional stakeholder groups and used the expanded committee to guide staff work in developing the coordinated plan. A solicitation for JARC projects was developed as part of the process. The solicitation was advertised in August 2007. The coordinated plan recommended the continuation of the existing successful JARC activities that CDTA has been conducting since 1998; consequently the JARC monies were awarded to CDTA through this new process. The solicitation for the New Freedom program will be distributed in early 2008, the regional coordination committee will evaluate and rank the New Freedom applications and present their recommendations to the Planning Committee. The regional transportation Coordination Committee will meet quarterly as the coordinated plan specifies. The RTCC will be involved in the evaluation of the 2008 Section 5310 applications; CDTC staff will take the lead in this evaluation process. CDTC staff will prepare, schedule and conduct a "coordination" forum for Section 5310 applicants and recipients as specified in the coordinated plan.

CDTC will also continue to participate in the Albany County / NYSDOT pilot effort under the federal "United We Ride" service consolidation initiative and consider mechanisms to link that effort to the comprehensive human service plan.

TASK 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 Capital District. 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. Level-of-compatibility measures have been routinely used at both the system and project design level to elevate the importance of reducing conflict between residential land use and through traffic, and between commercial access and through traffic.

Arterial management planning has been a routine aspect of Linkage Program studies. In the last two years, access management actions and strategies were incorporated into Malta's Route 67 Corridor Plan, Colonie's Route 7 Transportation & Land Use Plan, the Route 4 East Greenbush Study, the Village of Colonie's Architectural & Design Standards Study, and others. CDTC's Corridor Management Initiative has been made available to assist with access management planning in key transit corridors. Most recently, the Route 5 corridor has been approved for a corridor-wide access management plan. This corridor is regionally significant, and will serve the region's first BRT service. CDTC has also helped Capital Region communities build arterial management strategies into comprehensive plans, corridor plans, and site plans.

CDTC will continue to promote sound arterial management planning and design practice in cooperation with municipalities, New York State Department of Transportation, and County highway and planning departments. CDTC's adopted guidelines will be revisited and updated to reflect new information on access management practice, policy, and experience. Development of an urban version of the Level-of-Compatibility measure will also be pursued.

TASK 4.18 ITS Architecture and Integration

NYSDOT and CDTC, along with CDTA, the NYSTA and other major players, completed the development of a "regional architecture" for the Capital District ITS deployment in 2003-04. The architecture was formally adopted by CDTC in December 2004. An update of the regional architecture will be undertaken that will integrate the Adirondack-Glens Falls Transportation Council (A/GFTC) area and the planned new Transportation Management Center.

TASK 4.62 Transit Operations Planning

CDTA will continue to conduct planning effort under this task.

TASK 4.67 Bikeway / Pedestrian Facility Planning

The Bicycle and Pedestrian Issues Task Force remained very active in 2006-07. Membership and monthly meeting attendance has increased. The Task Force continues to encourage presentations on regional projects and policies. Activities and products included the Regional Trails Survey initiative, an updated Regional Bike-Hike Trail map and collaboration with NYSDOT on the Safe Routes to School Program.

CDTC staff will continue to offer community assistance related to bicycle and pedestrian planning issues, including the broader category of “traffic calming” options and consideration of the “complete streets” concept. Staff expects the opportunity to be a part of the overall development of the NYSDOT Highway Design Manual Chapter 17 update that focuses on bicycle and pedestrian design guidelines and standards. Additionally, CDTC will continue its cooperative work with county traffic safety committees and the Governor’s Traffic Safety Committee to coordinate attention on bicycle and pedestrian safety issues.

CDTC continues to see success with the Spot Improvement Program. Solicitation for a fifth round will occur in spring 2008. As in previous rounds, the Task Force will be involved in the evaluation of the applications and provide recommendations to the Planning Committee on funding options.

The Bike/Ped Task Force will also begin working on updating the regional bicycle and pedestrian signage guidelines.

Staff will work on establishing a method for incorporating the Pedestrian Infrastructure Index scores into the project evaluation process for funding opportunities. Also, as there are new rounds of the Transportation Enhancement Program, discussions will be had for the possibility of funding a “Second Chance Enhancements Program”

TASK 4.19 Trail and Property Owners Survey (carryover)

The survey document was completed, printed, and distributed to trail stakeholders. Staff will conduct additional analysis of the data collected to produce detail mapping tools for future use in future trail planning. Staff will follow through with the offer to assist trail stakeholders with data needs that may not have been prioritized as part of the survey document.

TASK 4.72 TIP Project Planning and Development Work (TIP funded)

NYSDOT continues project planning and development work for a number of projects on the CDTC TIP. This work will define the range of feasible alternatives to be considered in preliminary engineering, based on traffic operations, cost, and ROW impacts. Work will continue in 2008-1010.

TASK 4.97 TIP Development, Monitoring and Update

During 2008-10, several set-asides included in the 2007-2012 TIP will go through project solicitation and programming as will the fifth round of Spot Improvement Program projects; Enhancement Program projects will be solicited and prioritized for NYSDOT selection; and a 2009-14 TIP will be developed and adopted in May 2009.

Prior to initiating the 2009-14 TIP update, CDTC will refine the project solicitation/project justification package (PJP) and evaluation procedures based on the many years of experience with these procedures and also to ensure that New Visions 2030 actions and priorities are incorporated in the process. This will include a revision of the PJP section on preliminary identification of potential environmental issues to ensure consistency with Appendix A to Part 450 of SAFETEA-LU regarding linking the transportation planning and the NEPA

process/project development process to ensure that candidate project scopes are descriptive enough to reflect the project purpose and need, consistent with New Visions principles and environmental quality goals. In addition, the freight, transit and arterial management priority networks will be updated.

TASK 4.XX New Visions Environmental Initiative (new task)

New Visions 2030 charts 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 Cities Program, 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 any significant project.

The SAFETEA-LU requirement for environmental mitigation has heightened awareness of this issue and has challenged CDTC to do more. In partial response to this challenge, CDTC will explore opportunities to reinforce open space protection efforts in the region, revise CDTC's TIP project justification package to be more sensitive to environmental and cultural resource impacts of candidate transportation projects, and renew lines of communication with NYSDEC and other State and non-profit agencies with a role in environmental protection. In addition, opportunities to coordinate this effort with NYSDOT's Climate Change group will be identified via participation of NYSMPO Association representatives that are part of that group.

Budget: \$30,000

V. PROVISION OF SERVICES

TASK 5.51, 5.52 Provision of Services

This task continues with a scope similar to that shown in the past. 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) annually, as shown in CDTC's extensive quarterly report documentation of this work. In 2008-10, this task will continue to include contractual support of the Town of Colonie's FGEIS implementation in the Airport area.

Ongoing technical assistance is programmed for Albany County in connection with its annual contract with CDTC.

In 2008-10, CDTC will continue to work with the town of Colonie and Albany County to refine the GEIS statement of findings to ensure consistency with the current implementation plan.

TASK 5.61 Project Development Support (TIP funded)

CDTC staff continues to assist NYSDOT Region 1 in an ongoing fashion in developing traffic forecasts and other material for project development and design purposes. Specific support

ranges from analysis of maintenance of traffic plans related to bridge or lane closures to sketch analysis of traffic diversions from alternative highway routings. This effort is funded with Surface Transportation Program (STP) as part of the TIP and will continue at the same level in 2008-10. Major efforts in 2007-0878 included technical support for alternative analysis for projects such as Balltown Rd. / Rexford Bridge; Exit 6,, and Exit 3. CDTC's services are increasingly between used to examine the feasibility of partial or full road closures to reduce the cost of highway projects; the recent I-90 reconstruction was the first successful application of VISUM to estimate diversions and delays.

TASK 5.57 Commuter Support Services

CDTC's carpool/bus/bike/walk "Guaranteed Ride Home" program and Commuter Register program will continue. As a pilot program, the Guaranteed Ride Home program was enhanced by engaging Access Transit to broker taxi services for NYSDEC employees and Schoharie County Transit users. CDTC will continually improve the Internet capabilities of the Commuter Register, provide paper copies as requested and seek employer access for publicity. Ongoing telephone surveys of listers will continue; this survey has provided CDTC with a long (ten+ year) time series of data regarding success rates, and the nature and duration of carpools.

During 2007 CDTC began to explore online carpool matching software for the Commuter Register. A RFP was developed and will be advertised by CDTA. The RFP will request a software package that can be hosted off-site and that will be GIS based. An interface with CDTA's bus routes and schedules will also be requested. The new, GIS based Commuter register site should be fully operational by mid-2008.

TASK 5.60 Public Transit Planning Support

CDTC staff will be continue to be active in assisting CDTA and its consultants in exploring alternative ways of implementing the New Visions recommendations.

TASK 5.62 NY 5 Corridor Support

The NY 5 Land Use and Transportation Concepts Plan was completed in 2001. Major effort in 2005-06 was the BRT concept design study, co-administered by CDTC and CDTA.

CDTA initiated two contracts to implement BRT along NY 5 including one for the BRT Stations covering preliminary engineering, environmental clearance and regulatory approvals. The second is developing a BRT Operations Plan for the corridor. CDTC staff will continue to be an active participant in the project development process.

Using Corridor Management Initiative funds, a study to design Queue Jumpers, Transit Signal Priority and to develop an arterial management plan for Route 5 will be carried out in 08-10. This study will be contracted and managed by CDTA with assistance from CDTC. The BRT Technical Advisory Committee will serve as the Study Advisory Committee which has representation from all five corridor municipalities, NYSDOT, CDTA and CDTC, among others.

TASK 5.63 Travel Demand Management Initiative (implementation as TIP project)

This project is led by CDTA with CDTC staff assistance. In June 2001, NYSDEC and its labor unions agreed to participate in a transit incentive program funded through the TDM project on the TIP. This pilot proved successful, and a celebration of the 1,000,000th mile saved took place in 2003. A new pilot with the large Albany downtown BID began in December 2003, labeled “Commuter Cash.” This pilot lasted six months with the intention of leading to employer-sponsored TDM effort. The pilot has also spurred greater state employee interest in a permanent, employer-sponsored “Commuter Check” program.

Exploration of broader coverage and additional pilot experiments will occur in 2008-10. These will include further work with state employees and health care employees; exploration of the long-standing vanpool commitment; and working an alternative commute options in construction work zones.

TASK 5.XX Transit Supportive Development Case Study: Albany Convention Center Intermodal Center Integration (new task)

CDTA will conduct a study of the feasibility of integrating an intermodal center as part of the development of the design and Master Plan of the Albany Convention Center. A proposal was submitted to and approved by the NYS Association of NYS Metropolitan Planning Organizations as a Transit Supportive Development Case Study, one of a number of Shared Cost Initiatives (SCI). An accelerated implementation schedule is being pursued to fit with the timing of the Convention center design.

TASK 5.64 Harriman Campus – University at Albany Linkage Study Implementation Support (new task)

Due to the regional significance of the Harriman Campus Redevelopment project and the University at Albany and College of Nanoscale Science and Engineering study area, CDTC will be adopting the Harriman Campus – University at Albany Transportation Linkage Study, completed in May 2007, as part of CDTC’s New Visions 2030 plan, hopefully by April 2008. CDTC will work with study partners including CDTA, NYSDOT, the Harriman Research and Technology Development Corporation, Albany County and the University at Albany, among others, to integrate the concepts developed in the planning process into local implementation opportunities. Additionally, the study partners will be asked to endorse the recommendations of the study by resolution. CDTA has already done so; others are expected in the first part of 2008.

Major efforts in 2008-10 will be the conceptual design study for BRT in the Washington/Western Avenue corridor (funded through a State Planning and Research Grant awarded by NYSDOT to CDTA), the development of a Transportation Management Association in the study area, and integration of the study concepts in the redesign/redevelopment of Fuller Road and the Harriman Campus. CDTC and CDTA staff will continue to be active in the development of these projects.

TASK 5.67 Linkage Program Oversight

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 proposals, select consultants, develop contracts, participate in study advisory committees, monitor work progress and solicit and evaluate proposals for future Linkage Program projects.

Through 2007-08, 54 Linkage studies have been initiated in 30 municipalities, making CDTC's integrated transportation – land use / regional – local planning program one of the most extensive in the nation. CDTC's Linkage Program was selected by the Upstate Chapter of the American Planning Association for its 2005 Outstanding Project Award.

A September 28, 2007 submission deadline for the 2008-09 cycle of the program resulted in eight submissions. Five have been selected and are included below as tasks 5.30 through 5.35. A September 2008 solicitation will provide an additional set of studies for initiation after January 2009 and a September 2009 solicitation will provide those for the 2010-12 UPWP. As part of the Linkage effort CDTC will review the progress of completed Linkage studies in terms of implementation and document any issues, concerns or success stories. Particular attention will be given to the studies funded in the early days (2000 through 2004). CDTC will document if a study has not moved forward, why not, and whether there opportunities to get the ideas back on the table.

In February 2002, CDTC established an ongoing "Community / Transportation Planning Group" to meet regularly and review progress on the many Linkage and related local planning efforts. This group will continue to meet through 2008-10, reframed as the "Linkage Regional Coordination Forum" with Linkage funding recipients expected to participate on a regular basis. This forum is proving to be a very successful regional planning roundtable, assisting in the sharing of planning experience among at least two dozen municipalities as well as regional and state entities. The Linkage Forum will also be used as a sounding board for developing CDTC's regional development strategies, New Visions guidebook and New Visions training program.

CDRPC staff became more involved with Linkage studies in 2005-06. For 2008-10, CDRPC will use UPWP funds to contribute additional technical input into the individual studies. CDRPC will also serve as a member of the Linkage Submission Review Committee along with NYSDOT and CDTA staff.

TASK 5.68 Linkage Study Technical Support (continuing)

This task supports staff technical activity on a number of Linkage Program 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 than remaining in a review and oversight role. None of the five new Linkage studies for 2008-09 are intended to be studies completed primarily through CDTC staff effort.

TASK 5.84 NY 5 Corridor Implementation Tools (folded into Task 5.62)

TASK 5.85 Integrated Transportation and Community Design (second phase)

A major emphasis has been placed on documenting innovative practices and projects within New York State, supplementing these examples with a limited number of best-practice results elsewhere. An important product is an accessible, attractive document to be made broadly available to transportation professionals, elected officials and other community leaders throughout the state. Completion of phase one was completed in 2007.

A follow-up training effort of \$100,000 is also programmed. The NYSMPO Study Advisory Committee will develop the detailed scope for this effort, which is directed at disseminating phase one products and conducting workshops, training seminars or other activities to improve planning and design practice across the state.

TASK 5.86 Capital District Clean Communities Program

In early 2001, CDTC agreed to assume the lead role in the Capital District Clean Communities Program previously provided by Schenectady County. Efforts will continue to focus on alternative fuels and provide a forum for CDTA, the Albany County Airport Authority, local governments and private sector representatives to explore new technologies jointly. In addition, CDTC's involvement will assure coordination with regional planning and programming activities, including TDM, transit and carpooling efforts. CDTC received \$10,000 in 2007 from USDOE to aid in the funding of the Clean Communities initiative. The assistance will increase to \$12,500 in 2008 and will be at least that amount in 2009. The coalition will assist CDTC in considering new CMAQ requirements in SAFETEA-LU to "give priority" to off-road projects and diesel retrofits. A solicitation for diesel retrofit projects will be advertised in early 2008; Clean Communities coalition participants will evaluate the project proposals and submit a list of recommendations to CDTC's Planning Committee. Work will continue during 2008-10.

TASK 5.88 Town of Ballston & Malta: Route 67 Corridor Study (completed)

TASK 5.98 North Greenbush I-90 Exit 8 Connector Land Use Study (completed)

TASK 5.01 Albany County/Towns of Colonie and Guilderland: Railroad Avenue Corridor Study (carryover)

CDTC will assist Albany County, the Town of Guilderland and the Town of Colonie with a consultant study to overhaul the physical image of the Railroad Avenue area through streetscape and other transportation improvements including roadway and pedestrian improvements, improved multi-modal transportation connections to the University at Albany/Albany NanoTech area and resources such as the Six Mile Waterworks, and the development of a gateway that identifies this corridor as a business park that is an attractive location for new and growing businesses in our community. There is also an opportunity to identify better bicycle connections between bike-able bus routes and the Railroad Avenue corridor via Fuller Road or through Northway Mall. The land use vision for this area has been developed in the comprehensive plans

of the two towns and this study will largely focus on the transportation issues. It will also be coordinated with Albany County's Fuller Road rehabilitation project (a \$12 million effort).

Consultant Total: \$25,000 (\$18,750 federal, \$6,250 local cash match [\$2,500 Albany County, \$2,500 Town of Colonie, \$1,250 Town of Guilderland])

TASK 5.03 Town of Guilderland: Neighborhood Master Plan for the Hamlet of Guilderland Center (carryover)

CDTC will assist the Town of Guilderland with a consultant study to create a neighborhood master plan for Guilderland Center, a follow-up study identified in the Town's Comprehensive Plan centered on the NYS Route 146 and School Road area. The Hamlet contains a variety of residential, commercial, industrial, educational, recreational, cultural, and historic resources. The study seeks to link these resources in a cohesive manner and to assist with the evolution of the community in a way that maximizes its potential. Access management, land use conflicts, streetscape and architectural guidelines, the buffering of residential areas and the development of a complementary mix of uses consistent with the concept of a country hamlet will be addressed. This study will support TIP project A465: Guilderland Center Pedestrian Safety.

Consultant Total: \$30,800 (\$23,100 federal, \$7,700 local cash match) Additional CDTC staff technical assistance: \$6,000.

TASK 5.04 Town of Clifton Park/Town of Halfmoon: Exit 9 Land Use and Transportation Plan (carryover)

CDTC will continue to assist the Towns of Clifton Park and Halfmoon with a consultant study to provide short and long term land use and transportation strategies for the Exit 9 area of NYS Route 146. As the primary commercial area and gateway to both towns, this study will develop a long-range vision, land use and transportation recommendations, as well as short-term tools such as design standards to help guide future development and transportation improvements within the area.

This study will provide the basis for taking a balanced look at transportation needs, providing increased connectivity and further integrating sidewalks and pathways into a balanced multi-modal system within the area, which is of critical importance. Public and private gathering places are also recognized as a significant aspect of sense of place and will also be looked at within the context of the study. Potential zoning or land use changes to implement the plan will also be evaluated.

Consultant Total: \$65,000 (\$48,750 federal, \$16,250 local cash match [\$8,125 Town of Clifton Park, \$8,125 Town of Halfmoon])

TASK 5.05 Town of Rotterdam: NYS Thruway Exit 26 and I-890 Land Use and Transportation Study (carryover)

CDTC will assist the Town of Rotterdam with a consultant study to prepare a land use and transportation management plan for the area around NYS Thruway Exit 26, I-890 and NYS Route 5S. The study area is along the Mohawk River and contains a mix of both public and

private properties. This effort will assist the Town in implementing its Comprehensive Plan recommendations and to develop access management and driveway consolidation policies, and conceptual pedestrian/bicycle improvement plans. The study should provide clear expectations, development standards and identify specific improvements that can be incorporated into site plan review. The study will also provide recommendations for additional conceptual roadway improvements such as parallel service roads. Zoning and subdivision regulations will also be considered. The study should be completed by August 2008.

Consultant Total: \$25,000 (\$18,750 federal, \$6,250 local cash match)

TASK 5.09 Eighth, Ninth and Tenth Year Linkage Program Reserve (one new task)

CDTC intends to continue the successful Community and Transportation Linkage Planning Program with additional studies (resulting from the Fall 2007 solicitation for new studies) in 2008-09, the eighth year of the program. Linkage studies for the 2008-2009 Linkage Program have been added to the 2008-10 UPWP in tasks 5.30 through 5.35. The 2009-10 set of studies, the ninth year of the program, will be solicited for in the Fall of 2008 and identified through a UPWP amendment in February or March of 2009. For 2009-2010, CDTC intends to revamp the program guidelines regarding consultant and CDTC staff activity budgets. A solicitation for year ten of the program, 2010-2011, will be undertaken in the Fall of 2010. These new studies will be included in the 2010-2012 UPWP.

CDTC has tentatively reserved an increase of funds to \$300,000 in FHWA PL funds and \$150,000 in staff effort each year to support new projects in the two-year UPWP. The source of the increase will need to be determined prior to project solicitation based on the status of statewide initiatives and available CDTC funding balances.

TASK 5.11 Regional Operations Planning (continuing)

To help integrate management and operations into the planning process, CDTC and NYSDOT created a joint CDTC/NYSDOT regional operations committee. Regular meetings will facilitate coordination of activities and initiatives across jurisdictions. A particular aspect of the effort will be the identification of cost-effective operations and management initiatives for consideration in CMAQ programming efforts, including routine draw-downs of regional set-asides in the 2005-10 TIP.

TASK 5.12 Town of Malta: Route 9 Corridor Plan (completed)

TASK 5.13 Harriman Research and Technology Development Corporation: The Harriman Campus-University of Albany Corridor Transportation Study (completed)

TASK 5.14 Town of Stillwater/Village of Stillwater: Route 4 Main Street Plan (completed)

TASK 5.15 City of Saratoga Springs: Downtown Improvement Plan (completed)

TASK 5.16 Town of Guilderland: Guilderland Hamlet Neighborhood Master Plan (completed)

TASK 5.17 Town of Bethlehem: Route 9W Corridor Study (completion expected by April)

The Town of Bethlehem is working with CDTC, NYSDOT, CDTA, and other stakeholders to develop an integrated transportation/land use vision for the corridor. Over the course of the last 18 months, seven Study Advisory Committee and two Public Outreach meetings were held to discuss possible transportation and land use actions that would help mitigate traffic impacts associated with continued development in the corridor. Priority was given to operational and management actions. The study team also engaged the community in a discussion of the merits of keeping the Selkirk Bypass “on the table” with the goal of identifying a feasible action that would not only improve the quality of life of Maple Avenue residents, but also support the town’s vision for the corridor. All of the technical work related to this study, including preparation of a draft planning report, will be completed by April 1, 2008.

Because of the study’s connection to project A290, the Selkirk Bypass, TIP funds (STP) were used to fund this Linkage effort.

Consultant Total: \$75,000 (\$37,500 federal, \$37,500 local cash match)

TASK 5.18 Town of Hadley: Hadley Design and Land Use Standards (completed)

TASK 5.19 Town of Berne: East Berne Hamlet Study (completed)

TASK 5.21 Albany Housing Authority: North Swan Street Multimodal Accessibility Study (completed)

TASK 5.22 Town of Bethlehem: Delaware Avenue Hamlet Enhancement Study (carryover)

This study was added to the UPWP in 2007. The CDTC will assist 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. Town Board has approved the Memorandum of Understanding. Development of a detailed scope of services and consultant selection is expected by April 1st. The study is expected to take twelve months to complete.

Consultant Total: \$75,000 (\$45,000 federal, \$30,000 local cash match)

TASK 5.23 City of Cohoes: Van Schaick Island Transportation and Revitalization Plan (carryover)

CDTC is assisting the City with a consultant study to develop a transportation and revitalization plan for Van Schaick Island. The study will build upon the current vision for the redevelopment of the Hudson River waterfront and the Route 470 Corridor Study. The plan will include a traffic management plan for the Island that includes access management on Route 470, identifies potential transit and multi-modal nodes on the Island, integrates the Delaware Avenue trail with the Mohawk Hudson Bike Hike Trail and enhances commercial activity. Extensive public outreach and involvement will be included.

Consultant Total: \$62,000 (\$46,500 federal, \$15,500 local cash match)
Additional City Staff In-Kind: \$5,660

TASK 5.24 Towns of Guilderland and Princetown: Land Use and Transportation Study for the Route 20 Corridor (carryover)

CDTC will assist the towns of Guilderland and Princetown with a consultant study to examine the land resources and current zoning in the Route 20 corridor from NY 158 to Duanesburg, focusing on the development of mixed use country hamlet zones. The study will also determine the feasibility and cost of infrastructure modifications with the prospect of creating an economically and aesthetically enhanced Route 20 corridor in the two municipalities. Bicycles and pedestrians will be considered. This effort will help the town of Guilderland implement recommendations in its Comprehensive Plan and its Rural Guilderland Study. It will also assist the town of Princetown in addressing the challenges being faced with the arrival of public water in the Route 20 corridor.

This intermunicipal, bi-county planning effort received its Linkage funds from a set-aside for regional or intermunicipal projects in the 2006-07 Linkage solicitation.

The recommendations of the Watervliet Reservoir Watershed Protection Study (CDRPC, 2003) will also be considered.

Consultant Total: \$32,000 (\$24,000 federal, \$8,000 local cash match)

TASK 5.25 City of Rensselaer: Impact of Proposed Development on Traffic Patterns and Connectivity (Deleted)

(These funds were given back to CDTC in 2007)

TASK 5.26 Town of Rotterdam: NY 7 & NY 146 Land Use and Transportation Study (completion expected by 3/31/08)

CDTC will assist the town with a consultant study to prepare a land use and transportation management plan for the area of NY 7 and NY 146 near Thruway Exit 25. This effort will help the Town implement its Comprehensive Plan and to develop access management and driveway consolidation policies, pedestrian/bicycle improvement plans, a concept for the intersection of NY 7/NY 146 and other suggested transportation system improvements. In addition, the study will examine future development potential in the study area and propose modifications to existing zoning. The study should provide clear expectations and development standards and identify specific improvements that can be incorporated into site plan review.

Consultant Total: \$35,000 (\$26,250 federal, \$8,750 local cash match)


TASK 5.27 City of Schenectady: Route 5 Transit Oriented, Mixed Use Catalyst Project Study (completion expected by April)

CDTC and CDTA will continue to assist the city with a consultant study to redevelop a half mile to one mile stretch of Route 5 from Nott Terrace to Steuben Street. The study will build upon the NY 5 Corridor Study and will provide a specific project that accommodates and accelerates creation of the Bus Rapid Transit project. The consultant will develop a concept for an enhanced mixed-use Neighborhood Center with housing, retail and office opportunities. Design elements will include high-density development and opportunities to increase bus and non-vehicular

travel to support Hamilton Hill and Vale Village Neighborhoods. The scope of work includes the integration of BRT station concepts and the evaluation of two BRT station locations.

Consultant Total: \$92,000 (\$92,000 federal CMAQ from TIP Project RG31, Corridor Management Initiative). This will be a CDTA-held contract as part of its FTA grant; CDTC will administer the consultant contract. CDTA will provide its portion of the FTA grant match through in-kind services on this and other Linkage projects. A \$17,000 local cash match from the city will be used to support CDTC staff activities.

TASK 5.28 Village of Scotia: Adapting Scotia Waterfront Concept Study to Master Plan Overlay
(carryover)

CDTC will continue to assist the village with a consultant effort and CDTC staff support to facilitate a committee of community volunteers to analyze a waterfront planning concept study and transform that study into a master plan overlay for the Village. CDTC staff will work with the Village to review existing planning efforts completed to date, determine what pieces make sense for Scotia to move forward with and a consultant will develop a master plan and appropriate zoning for the study area. Elements of the study include a review of traffic circulation, links to the Mohawk Avenue business district, economic development on Mohawk Avenue, a possible anceway off the Western Gateway Bridge including traffic calming, bicycle routing in Collins Park and through the Village, and park, commercial and residential land uses. The Community Foundation of the Capital District may provide resources to further expand the project to include the use of Transfer of Development Rights to increase building densities along Mohawk Avenue in exchange for reduced build out densities elsewhere in Glenville.

Consultant Total: \$30,000 (\$22,500 federal, \$7,500 local cash match)
CDTC Staff Technical Assistance: To Be Determined
Additional Village Staff In-Kind: \$2,500

TASK 5.29 City of Troy: Congress & Ferry Street Corridor – Mixed Use Development Study
(carryover)

This study has been on hold due to factors beyond CDTC's control. If progressed, CDTC will continue to assist the city with a consultant study to integrate redevelopment of the lands in the vicinity of the Congress/Ferry Street realignment (TIP #R245) for mixed use development. The Study will focus on the intersection of Congress/Ferry/Eighth Streets and will look to integrate land uses with multi-modal transportation linkages, integrate the plans of major stakeholders including RPI, Troy Housing Authority, etc., enhance the corridor as a gateway to the City and develop design standards for redevelopment. The city is also seeking NYS Quality Communities funding to expand the scope of this work.

sultant Total: \$40,000 (\$30,000 federal, \$10,000 local cash match)

TASK 5.30 City of Albany: Albany Bicycle Master Plan (new task)

CDTC will assist the city with a consultant study to develop a city-wide Bicycle Master Plan. The plan intends to provide guidance on the development of a network of bicycle routes linking activity centers, ranging from large employment centers like Downtown to small neighborhood commercial shopping areas. The bicycle network would include a hierarchy of bikeways and associated treatments such as bike lanes, shared roadway routes and signed bikeways and an implementation strategy would also be developed. The implementation strategy would identify priority routes and classifications, identify non-city funding sources for projects and would propose a process for integrating bicycle improvements into the city's capital improvement program and street maintenance activities.

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

TASK 5.31 Village of Altamont: Altamont Bicycle/Pedestrian Master Plan (new task)

CDTC will assist the village with a consultant study to create an Altamont Village Bicycle/Pedestrian Master Plan. The proposed effort would require an inventory of non-motorized transportation resources in the village along with the development of a plan to expand those resources into a community-wide network. This network would be developed in a manner that is consistent with both public input and the 2006 Village Comprehensive Plan. An implementation plan would be developed to prioritize key gaps in the existing network and to identify potential funding sources that might provide financial support for the expansion and completion of the network.

Consultant Total: \$27,000 (\$20,250 federal, \$6,750 local cash match)

TASK 5.32 Town/Village of Schaghticoke: Route 40 Corridor Study (new task)

CDTC will assist the town and village of Schaghticoke with a consultant study of the Route 40 Corridor from the Hamlet of Melrose through the Village of Schaghticoke's north village line. This effort is proposed as a follow up activity to the Town of Schaghticoke's Comprehensive Plan. The purpose is to improve the safety of the corridor for all modes of transportation in a manner consistent with the rural nature of the town while at the same time exploring downtown streetscape improvements and traffic calming measures to enhance the character of the Village. Study elements would include identifying streetscape improvements such as street furniture, lighting, landscaping including shade trees, traffic calming methods (such as roundabouts, pavement narrowing, reduced intersection radii, etc.) and safety improvements throughout the corridor for all modes, especially motor vehicles and pedestrians.

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

TASK: 5.33 City of Mechanicville: Central Corridors Linkage Study (new task)

CDTC will assist the city with a consultant study to evaluate the linkage of three key areas of the city: Mabbett/Hill, Route 67 and Northern Central Avenue (US 4/NY 32: the Lakes to Locks Passage). The study will focus on how best to integrate sound planning principles that consider both land use and transportation issues. The study objectives include identifying and addressing the needs of the North Central community, developing strategies for the redevelopment of

existing commercial/residential areas and assuring that the North Central Community both contributes to and benefits from the city's overall revitalization efforts. Street connections, developing mixed use activity centers/transit corridors, identifying connections to the city's waterfront, and an enhanced streetscape with quality bicycle and pedestrian facilities are critical components of this effort.

Consultant Total: \$60,000 (\$45,000 federal, \$15,000 local cash match)

TASK 5.34: City of Schenectady: Route 5 Transit Gateway Study (new task)

CDTC will assist the city with a consultant effort to prepare a gateway study of an area bounded by Erie Boulevard on the east, I-890 to the south, the area just north of State Street (NYS Route 5) and an area just west of Schenectady County Community College (SCCC). The study area is designated as distressed through its inclusion in the NY State Empire Zone and the Federal Renewal Community. This effort builds upon the Route 5 Bus Rapid Transit and Land Use/Transportation Corridor studies and will include analysis/documentation of planning measures/design standards to address the following elements: bicycle/pedestrian circulation and connections, better utilization of parking areas (representing 25% of the project study area), adaptive re-use options for the Armory and YMCA buildings, re-use options for the intercity bus terminal, identification of mixed use redevelopment opportunities, improved linkages to the Bus Rapid Transit system, other CDTA routes and the Amtrak Station, improved street designs, and better integration of SCCC into the community. This effort represents a follow-up activity to the City's Comprehensive Plan.

Consultant Total: \$65,000 (\$48,750 federal, \$16,250 local cash match)

Task 5.XX New Visions Planning Guidebook/Training Program Development (new task)

Based upon New Visions 2030, CDTC and CDRPC will develop a New Visions Planning Guidebook and Training Program for use by local governments and other local, county, regional or state entities interested in smart growth planning in a regional context. The Guidebook will be modeled in some way after the Dutchess County Greenway Guides and will provide guidance to local governments on a wide variety of current land use and transportation planning issues that are consistent with New Visions principles. A smart growth index for use in evaluating local development projects will be developed as a tool for local planning boards as part of this effort. The Linkage Regional Coordination Forum will serve as the technical working group in developing this material. The Training program will be developed in concert with the Guidebook and will serve to educate local planning board members on New Visions and the smart growth principles promoted in the plan.

Task 5.XX Further Development of Public Participation and Outreach

CDTC will further develop its public participation outreach efforts including updating the main mailing list and resource agency lists. Efforts will be made to "market" New Visions 2030 to as many stakeholders as possible using a variety of devices and media. CDTC will continue to develop its website to clearly display products, make announcements and seek input. The use of Geographic Information Systems (GIS) and other relevant software will also continue to provide

visual devices such as maps, graphs and tables to display information on the website and through other means.

VI. STATEWIDE EFFORTS

Shared Cost Initiatives

The following are New York MPO Association Shared-Cost Initiative (SCI) studies partially funded with CDTC's PL funds. The SCI program is a joint program of the state's thirteen MPOs, with funding provided from each MPO and administration provided by a single MPO for each effort on behalf of the group.

- 1. Statewide MPO Association Staff Support (CDTC administered contract; see Task 1.68)**
- 2. Integrated Transportation and Community Design (CDTC administered contract; see Task 5.85)**
- 3. Transit Supportive Development**

This study includes a consultant evaluation of obstacles to achieving "transit supportive development" in New York. As part of this task, four case studies (in four different municipalities) have been selected to identify policies and strategies that can help plan and design development projects that are transit-supportive. CDTA is conducting one of the case studies for the City of Albany's proposed Convention Center. (See Task 5.XX)

4. Innovative Approaches to Planning Implementation

The goal of this study is to identify TIP project tracking needs for New York MPOs and related agencies, and develop concepts for systems that can be used for this purpose. A final report has been delivered to the NYSMPO Association.

5. Training for MPO Staffs (continuing)

The NYSMPO will continue to provide for training opportunities for MPO staffs, extending previous successful work with GIS training and freight data training. The NYSMPO Association will continue to provide for training opportunities for MPO staffs, extending previous successful work with GIS training and freight data training. The MPOs will participate in transportation training geared towards review for the ITE Professional Transportation Planner certification exam. Specific training requested for 2008 include (1) public meeting facilitation, (2) pedestrian planning, (3) presenting data, (4) emergency preparedness, (5) micro-simulation, (6) GIS, (7) safety audit training, (8) mitigation cost sharing, (9) generic environmental impact study, (10) general planning. The 2008-09 budget is \$150,000. Not all of this training will be accommodated in one year.

- 6. Congestion Management System Research (completed in 2005-06)**
- 7. Intercity Corridor Planning (deferred)**
- 8. Statewide ITS Planning Integration (deferred)**

9. Project Data System

To be conducted in partnership with NYSDOT, this project will develop a consistent project information and data system (including safety data, project data, and conformity data) that is needed for TIPs, the STIP, safety planning, and conformity purposes. This project would be closely coordinated with NYSDOT MPO members of the Interagency Consultation Group (ICG), the state and federal ICG members, and other offices within NYSDOT to ensure that the project data system will meet the requirements for transportation conformity, safety reporting and other federal requirements.

The benefits of this project include: a consistent project information format statewide; statewide agreement on project information that must be provided to advance projects to a TIP, a STIP and transportation conformity; and standard project information that is needed to advance projects in the TIP.

Estimated Cost: \$82,500

Requested SPR Funds: \$50,000 PL Funds: \$32,500

10. Mitigation Cost Sharing

This project would help the NYSMPOs to explore better ways to integrate transportation and land uses through the exploration of mitigation cost sharing possibilities and their application to privately funded developments.

Time and again, private development has completely altered the functional characteristics of the transportation system with little or no mitigation. MPOs must take into consideration land uses and changes thereto, in their Long Range Transportation Plans. Further, in recent years there has been increased emphasis by the U.S. DOT and Congress on better integrating transportation and land uses. In order to foster integrated land use and transportation decisions and the need to address the mitigation of privately funded project impacts, communities outside of New York State have used impact fees, typically charged to a developer on a per-square-foot basis, to fund various needed transportation improvements and mitigation activities. However, impact fees are not permitted in New York State.

Some communities in New York State successfully use mitigation cost sharing. Generally, this involved the completion of a Generic Environmental Impact Statement (GEIS) and creation of an area-specific formula relating capacity consumption to new development. Many planners talk about using this mechanism to promote integrated transportation and land use planning; however, there is little guidance on how to implement this in a community, especially if there is initial resistance to the idea.

This project will result in products including: a compilation of examples of good GEIS processes; development of funding formulas appropriate for adoption in individual communities; identification of the benefits this has provided in communities where it is in place; and, a training program that includes the following courses: (a) differences between impact fees and mitigation cost sharing; (b) the GEIS process, (c) the players involved and how to get a mitigation cost sharing initiative adopted by a municipality; and, (d) legal issues and how to

develop a successful formula. This training would be conducted through the NYSMPO training program.

Estimated Cost: \$100,000

Requested SPR Funds: \$50,000 PL Funds: \$50,000

Host MPO: CDTC

11. Software Standardization for Visualization and Desktop Publishing

This project will help MPOs in implementing the federal visualization requirement as well as explore the best available software and tools to enhance public outreach and project visualization. Available software such as Community Viz, which allows the user to compare land use scenarios side-by-side (2D or 3D) as well as the economic, social, and environmental impacts will be reviewed. This software allows a scenario's assumed inputs and variables to be easily altered and the changes placed on a time scale (temporal) allowing viewing over time. The ArcGIS extension is beneficial for communities to evaluate potential impacts of land use decisions, including impacts to the transportation system. After this review, the most appropriate visioning software based on compatibility with ArcGIS will be purchased and distributed to each MPO. Training for all MPOs in the use of the software will also be included.

In addition, tools that combine functions of In-Design, Adobe PhotoShop and Adobe Illustrator into one software package will be identified and explored. This tool can be used to enhance public outreach and project visualization. By standardizing with a software platform, MPOs can share ideas and resources effectively and similar to how the MPOs currently share GIS and modeling efforts. Tasks include: identifying best practices in combining these functions into one software package; making recommendations on suggested software; purchasing software for MPOs; providing training to MPOs once software is in place.

Estimated Cost: \$100,000 (includes \$10,000 for cost of software)

Requested SPR Funds: \$50,000 PL Funds: \$50,000

Host MPO: SMTC

12. Future Transportation Revenues: Beyond Federal and State Sources

It has become clear that traditional federal transportation funding programs are strained and the ability of MPOs to implement their programs becomes increasingly difficult. Alternate revenue sources and financing possibilities currently exist or are conceptually developed that may help bridge the gap between regional expectations and availability of resources to carryout the program.

This project will detail potential revenue expansion possibilities, including but not limited to tax and tolling, private revenue sources, Public-Private-Partnerships (PPP), advertising, value capture, and long term bonding, etc. It will also describe needed organizational arrangements in terms of legal/institutional capacity to implement new revenue programs and analyze gaps between the current structure of New York State MPOs and new requirements.

This project would be carried out in partnership with NYSDOT. A possible second phase of this project would be to update the NYSMPO Needs Study that was completed a few years ago.

Estimated Cost: \$100,000

SPR Funds: \$50,000 PL Funds: \$50,000

Host MPO: GBNRTC

13. AMPO Dues

\$_____ of CDTC FHWA PL funds are redistributed to BMTS, which pays AMPO dues on behalf of all New York State MPOs.

State Planning Research Funds

In addition to the Shared Cost Initiatives, NYSDOT SPR activities are often directly applicable to the Capital District. In 2007 NYSDOT opened federal SPR funding to non-NYSDOT projects. As a result the SPR Project—Conceptual design for BRT in the Western/Washington Corridor is included in the UPWP. A second SPR funded study of note is the NYSDOT initiated I-87/Route 9 Integrated Corridor Study. **New studies have not been identified as of January 3, 2008.**

1. Conceptual design for BRT in the Western/Washington Corridor

This \$250,000 planning study will produce an implementation proposal based on stakeholder consensus for a high-quality BRT 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 will include service design, station locations and conceptual design, right-of-way assessment, multi-modal connections and cost estimates.

\$250,000 planning study, 80% State Planning Research (SPR) funds; 20% State

2. I-87/Route 9 Integrated Corridor Study

NYSDOT Region 1 secured \$500,000 in SPR funds for a study to look at the feasibility of diverting traffic from I-87 to Route 9 when an incident occurs on I-87 during times of congestion. The study will look at the potential integration of I-87/Route 9 from Exit 4 to exit 15 of the Northway. Short and long term solutions, including ITS and signal coordination will be identified. The scope of work will include a transit element, since investment in transit along Route 9 will be made in the short term and will involve area municipalities, the Regional Operations Committee, and others in developing the scope and guiding the study.

\$500,000 planning study, 80% State Planning Research (SPR) funds; 20% State

APPENDIX A
FINANCIAL TABLES

To be available in the next draft