



CDTC NEW VISIONS

White Paper Recommendations

January 2015 Draft

Capital District Transportation Committee
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Introduction

New Visions refers to CDTC's official long-range regional transportation plan for Albany, Rensselaer, Saratoga, and Schenectady counties. Under federal law, CDTC must maintain at least a 20-year policy vision for the transportation system that reflects the needs of the area. CDTC's New Visions Plan was first adopted in March 1997 and included numerous public policies, principles, actions and a transportation budget for the 25-year planning period. It also established a regional technology (ITS) plan; a regional bike system plan; a regional transit plan; and other significant elements.

Like MPOs nationwide, CDTC regularly updates our region's long-range transportation plan. Our current plan is called New Visions 2035, and our new, updated plan will be called New Visions 2040.

CDTC assigned the tasks of updating our New Visions Plan to the following 5 permanently-established Advisory Committees and 4 temporarily-established Task Forces:

- Bicycle and Pedestrian Advisory Committee
- Complete Streets Advisory Committee
- Environment and Technology Task Force
- Freight Advisory Committee
- Infrastructure Task Force
- Quality Region Task Force
- Regional Operations and Safety Advisory Committee
- Regional Transportation Coordination Committee
- Transit Task Force

Listed below are the recommendations from each of the white papers.

Infrastructure Task Force

1. **Determining Fiscal Constraint:** CDTC's 2030 Plan determined that the level of funding fell short of the levels needed to meet basic infrastructure requirements by nearly \$200 million annually. In the coming months, staff will make a significant effort at reviewing long-range federal, state, and local infrastructure financing. Staff will review previous examination of the components of historic increases in unit costs for infrastructure work, and estimate the long-range fiscal impacts of these costs on plan implementation. Special attention will be given to costs related to recent bridge and pavement preservation actions.
2. **Scenario Planning:** As part of this plan update, the Task Force will investigate the long-term funding needs for the region's streets, highways, and bridges. One tool CDTC will utilize is the Highway Condition Projection Model (HCPM). Features of the HCPM allow it to perform several types of 'what-if' analyses when planning for the future. The CDTC staff with the assistance of NYSDOT experts will work the Task Force to assess the impacts potential future funding levels and of alternative pavement and bridge repair policies. For example, the model can be run sequencing repairs in the order of 'worst first', or by a strategy which first preserves facilities above a certain rating, or by other repair strategies vetted by the Task Force. Reviewing existing New Visions 2030 infrastructure goals within the context of NYSDOT's draft Asset Management Plan (TAMP) will be a necessary component of scenario planning.
3. **Culverts:** In addition to pavements and bridges, maintaining culverts is essential to the safety, reliability, and longevity of the region's street and highway infrastructure. Many aging culverts have deteriorated beyond the point where they can withstand maximum flow, while others have

filled with sediment, reducing their capacity which causes them to overflow prematurely. State-owned culverts are inspected by NYSDOT in a manner similar to bridges. Currently of the 1,109 large culverts maintained by NYSDOT, 228, or 20 percent are rated structurally deficient. Information on locally-owned culverts is severely incomplete and will require a major effort to locate, inspect, and evaluate. The Infrastructure Task Force suggested that consideration be given to conducting a comprehensive inventory of culverts maintained by the region's counties, towns, and villages to supplement the State's inventory.

4. **ADA Compliance Requirements:** The CDTC staff, with help from the Infrastructure Task Force, will work with NYSDOT ADA specialists and Region 1 planning staff to develop a specific methodology to assess sidewalk and road crossing condition that would help the region's 78 municipalities meet their obligations under ADA. The CDTC Planning Committee at its January 7, 2013 meeting directed staff to form an ADA Working Group to help with this task.
5. **Infrastructure Report Card:** CDTC will Develop and Publish an Infrastructure Report Card for Roads, Bridges and Other Assets. The proposed Report Card can be thought of as an asset management tool which will be used to help satisfy performance measurement requirements of MAP-21. The report card will highlight individual components of the region's transportation infrastructure (roads, bridges, sidewalks, etc), their physical condition, infrastructure TIP and local projects completed during the previous one or two years, and how well individual goals are being met.

Bicycle and Pedestrian Advisory Committee White Paper

1. Update TIP evaluation methodology
2. Develop bicycle and pedestrian priority matrix – help prioritize projects that have greatest potential impact on New Visions goals
3. Develop and maintain inventories - ADA Transition Plans, sidewalks, bicycle infrastructure, highway shoulders, etc.
4. Measure the economic impacts of bicycling, walking, and transit infrastructure in the Capital District.
 - a. Business
 - b. Health – work with state and county health departments
 - c. Evaluate existing projects
5. Develop and distribute a potential user survey – what types of infrastructure are desired and what are the perceived and real barriers to biking and walking in the Capital District.
6. Find local project champions, especially to help garner support to close gaps in regional bicycle and pedestrian networks, like trails.
7. Research and establish a program managed by CDTC to leverage dollars by coordinating group purchases for amenities such as bike racks, signage, and materials for pavement markings for pedestrians and/or bicyclists.
8. Research the feasibility of and potential fund source(s) of a regional revolving loan fund specifically for bicycle and pedestrian infrastructure projects.
9. Support the Complete Streets Advisory Committee in developing a Complete Streets guidebook that outlines specific types of improvements by street typology, including retrofits, and a Complete Streets user checklist.
10. Recommend funds be carved out in the New York State Consolidated Funding Application (CFA) specifically for bicycle and pedestrian infrastructure and education projects.
11. Inventory parking and utilization in the Capital District to help establish new parking maximums, which consider access to alternative modes of transportation.
12. Continue to incrementally increase funding available for bicycle and pedestrian projects through the CDTC Bicycle/Pedestrian Network Set-Aside.

13. Complete the following trail/greenway projects:

- Uncle Sam Bikeway
- Patroon Creek Greenway
- Mickey Mahar Trail
- Zim Smith Trail
- Albany County Rail Trail with a connection to the Corning Preserve trail

Complete Streets Advisory Committee White Paper

1. **Develop and adopt an explicit Complete Streets Policy and encourage the region's municipalities to adopt their own policies** – while the New Visions Plan, the Linkage Planning Program, and the TIP Project Justification Package each support a complete streets framework, other MPOs around the country have adopted explicit Complete Streets Policies.

It is recommended that:

- A CDTC Complete Streets Policy be developed and modeled after the current effort being undertaken by the [Binghamton Metropolitan Transportation Study \(BMTS\)](#), the MPO for the Binghamton/Broome County area in NYS. This policy would be developed with the assistance of the CDTC Complete Streets Advisory Committee in partnership with NYSDOT and the Planning Committee. Examples of other MPOs around the United States that have adopted Complete Streets Policies and Complete Streets Design Guidelines include [IndyMPO](#), [Broward County MPO](#), and [MORPC](#) (Columbus, Ohio), among others. Adopting a Complete Streets Policy would help provide consistency with New York State policy and law and the growing number of local municipal policies, as well as provide a foundation for further complete streets implementation activities such as those recommended below.
 - CDTC develop incentives for municipal and county adoption of complete streets policies. One incentive would be that a project sponsor's proposed Linkage Program project would receive points and a higher project ranking if that entity had an adopted complete streets policy.
 - As part of CDTC's complete streets policy development, the safety, public health, and economic benefits of complete streets will be explored and documented. **Information on benefits will be explored using resources such those listed below, among others:**
2. **Develop a Complete Streets Training and Education Program in partnership with NYSDOT tailored to those who use, plan, approve, fund, design, construct and maintain transportation facilities at all levels of government, the private sector and the broader community** - Regionally tailored training and education materials, targeted to each audience, should be developed through this effort that can then be used in the future and updated as needed. As recommended in its [Complete Streets Report](#) (February 2014), NYSDOT recognizes the importance of continued training to a variety of agencies and stakeholders. CDTC will partner with NYSDOT and other state agencies, such as the Department of State, to provide training and outreach.

It is recommended that:

- Utilizing available national training resources, develop a yearly training and education program to assist local, regional and state practitioners and policy makers implement complete streets across the region. It is widely acknowledged that successfully integrating complete streets features into different types of projects and at different project stages, including operations and maintenance, requires an understanding of recently crafted tools and techniques. A focus of this training will be to ensure local communities have an understanding of both the elements of the most up to date complete streets design guidance available, and the flexibility in their application. Use

of regional and local examples and case studies will be critical in developing a successful training and education program.

To communicate the availability of training opportunities and educational resources a calendar of events, websites and social media should be developed and used.

- An audit of available training and education resources is conducted. Organizations such as AASHTO (American Association of State Highway and Transportation Officials), ITE (Institute of Transportation Engineers), NACTO (National Association of City Transportation Officials), APBP (Association of Pedestrian and Bicycle Professionals), Smart Growth America, PBIC (Pedestrian and Bicycle Information Center), Cornell Local Roads Program, APA (American Planning Association) and others offer training and education opportunities that will be explored and utilized as part of the training and education program.

Significant efforts to communicate the benefits of complete streets to key decision makers and the public should be incorporated into the early stages of the Education Program.

- In consultation with CDTC's Planning Committee, develop and institute a series of incentives for participation in complete streets training. Ensure that continuing education credits such as PDHs (professional development hours) and CM credits (AICP certification maintenance) for professional engineers and planners are available for training participants.

3. **Develop Complete Streets Design and Implementation Guidelines** – The number of entities developing and adopting complete streets design standards and guidance continues to grow across the US. These standards and guidelines can be standalone documents or integrated into existing roadway design standards and project development and operations processes, with those undertaking these changes to implement complete streets ranging from states, to municipalities, to MPOs.

It is recommended that:

- Working with state, local and MPO partners, and utilizing the rich set of resources currently available, develop a complete streets toolkit to assist agencies in planning, designing and operating transportation facilities consistent with complete streets policies.
 - ✓ To accomplish this task, complete an analysis of barriers to implementation, including:
 - Current language/requirements in the NYSDOT Highway Design Manual, and identification of potential solutions. This is crucial since all locally sponsored federal aid projects funded through the TIP are required to comply with the Highway Design Manual.
 - Current municipal site plan and highway access permitting and approval processes.
 - Less straightforward barriers such as social, political, and even psychological barriers.
- Guidelines and associated materials should:
 - ✓ Provide sufficient detail to ensure understanding of specific design treatments and how they fit into and can feasibly be implemented in various contexts: urban, suburban or rural. Detailed case studies comprised of examples from around New York State, and locally where available, illustrating implementation of complete streets features into a variety of project types and roadway/land use contexts should be included.
 - ✓ Incorporate information on FHWA's Proven Safety Countermeasures related to complete streets elements such as Road Diets, Roundabouts, HAWK signals and other treatments as appropriate. In addition, these materials should include information on implementation of signal technology improvements as these have

the potential to improve traffic mobility and safety at low cost. Signal technology also can enhance pedestrian, bicycle and transit access and provide an important component of complete streets. The CDTC Regional Operations and Safety Advisory Committee is developing recommendations for implementing and operating signal technology.

- ✓ Include specific tools to assist the region's local communities to implement complete streets projects.

4. **Develop a method** to track progress and measure performance of complete streets policies focused on TIP project outcomes.

It is recommended that:

- The Complete Streets Advisory Committee convene working sessions with other representatives of CDTC's Planning Committee that have experience with TIP project implementation. The purpose of these working sessions will be:
 - ✓ To devise a process and associated tools to both keep the Planning Committee informed on progress and to help ensure that projects that were proposed to include various complete streets elements at the conceptual level as described in Project Justification Packages are on track to include those elements or the intent of those elements into built projects.

The idea is to have some type of "report back" to the Planning Committee on TIP projects as they move through the scoping, design, NEPA (National Environmental Protection Act) steps. The overriding purpose would be to enhance communication and coordination and to assist project implementers in integrating complete streets elements into projects by providing support from others who may have encountered similar situations/barriers/constraints and by providing research support from staff on potential solutions.

5. **Incentivize implementation of complete streets by modifying the TIP Project Candidate Merit Evaluation Process.**

It is recommended that:

- The TIP Project Justification Package (PJP) and Merit Evaluation Process be modified to give additional credits to project proposals that:
 - ✓ Include complete streets features where potentially feasible and appropriate
 - ✓ Have been submitted by project sponsors that have attended a complete streets training conducted by a professional organization such as the training proposed in Recommendation 2 above.
- Any future PJP Training Workshops that may be conducted by CDTC staff for prospective TIP project sponsors include a module on complete streets using the training and education materials developed in Recommendation 2 above.

Modifications are made to the TIP Project Justification Package to include a certification by the project sponsor that complete streets training was attended by project sponsor staff responsible for project implementation.

Regional Operations

1. **Development of New Performance Measures-** Because expected national guidance is not yet available, and because new data sources are under development, it is recommended that CDTC postpone the development of new traffic reliability and congestion performance measures until after the proposed federal rule making is issued in December 2014. After the national guidance is developed, CDTC will be in a position to update the CDTC "Congestion Management Process" (CMP).
2. **Project Selection-** The Regional Operations and Safety Advisory Committee recommends that CDTC consider expanding its project review process to further evaluate operational needs and

impacts during project evaluation and selection. Projects that improve operations can provide significant benefits at a relatively low cost. In addition, projects should be consistent with the ITS Priority Network. One purpose of the priority networks is to help set priorities for TIP project selection. Another purpose is to give guidance for project development to make sure that individual projects address important needs on each priority network.

3. **Funding for Operations-** CDTC should continue to support funding for operations, including the TMC, traffic signals, ITS innovations, improved project selection process for ITS/signals. At a minimum, funding should continue at existing levels. While existing funding at the federal and state level is often set up for capital projects, funding for operations provides essential improvements to traffic flow and traffic reliability, as well as improvements to transit systems. CDTC should continue its strong policy that congestion management is much more cost effective than highway capacity increases or new lanes; and that congestion alone does not justify increasing highway capacity or adding new lanes. Because of other less expensive strategies, and because of changing transportation technologies, major highway expansion (adding through lanes for several miles or more) should not be considered.
4. **Community Traffic Engineering Services Program-** CDTC should explore the option of establishing a community traffic engineering services program. Under this potential program, CDTC would partner with a municipality to hire a traffic engineering consultant to provide intersection signal analysis, traffic counts, or analysis of potential operational improvements or ITS improvements. Municipalities would need to apply for funding for this program. The result could be the identification of candidate projects for future improvements.
5. **Active Traffic Management Strategies-** CDTC should further evaluate active traffic management (ATM) strategies, including speed harmonization and Dynamic Lane Assignment (DLA) for the Northway as national experience increases. Further national experience will help NYSDOT and CDTC determine if ATM strategies are a good fit for the Capital District.

Safety

1. **Safety Performance Measures-** A major task for CDTC in the coming year will be the development of safety performance measures and targets. The new federal rulemaking on safety performance measures gives MPOs the option of creating their own targets or following State targets. CDTC anticipates working closely with NYSDOT in developing performance measures and targets that are consistent with statewide measures and targets. However, CDTC will need to consider that State crash and fatality averages might not be appropriate for our area since the majority of population/accidents are in downstate.
2. **Develop a Regional Safety Plan-** Other leading MPOs in the country have instituted Safety Task Forces/Advisory Committees and prepare Regional Safety Reports and Action Plans. These plans present goals, emphasis areas, statistics, and initiatives. CDTC uses different data sources for identifying the depth and breadth of safety issues. One of the main sources CDTC has access to is NYSDOT's Accident Location Information System (ALIS). This has been used extensively for various analyses, particularly at the County level. CDTC can build on these efforts to develop a regional safety plan.
3. **Community Safety Evaluation Program-** CDTC should explore the option of establishing a community safety evaluation program. Under this potential program, CDTC would partner with a municipality to hire an engineering consultant to provide safety evaluations for the potential problem locations identified in the municipality. This problem identification phase of this program could be modeled after the safety evaluation process followed by NYSDOT Region 1. NYSDOT staff evaluates high accident locations every year, screens out those already evaluated in the past 2-3 years, and evaluates the rest in detail (including developing collision diagrams). CDTC could similarly prioritize the work with the help of consultants. The local decision makers would need to agree that

these locations/projects are their priority in their request for evaluation funding through the program. A variation on this proposal would be that CDTC would hire an on-call consultant to evaluate high accident locations, but selection of locations would still be dependent on municipalities applying for consideration.

4. **Safety Education Programs-** CDTC should explore expanding its existing safety education programs and potentially develop/support new programs and partnerships. CDTC currently maintains the Capital Coexist website which educates both bicyclists and drivers about bicycle safety and sharing the road. This website should be expanded to include education for pedestrian safety as well as additional topics as identified in the NYS Strategic Highway Safety Plan or the future regional safety action plan. CDTC could also use programs such as the NYS Route 5 Pedestrian Safety Education initiative as a blue print and expand them to other corridors as well as the broader Region. In addition, CDTC will explore partnering with and supporting the enforcement community on safety education campaigns. CDTC could use the New Visions public participation process to assist in the identification of safety education topics of regional concern. CDTC will also explore the need for additional FHWA training programs for local government officials. CDTC will continue to partner with the Governor's Traffic Safety Committee, National Highway Traffic Safety Administration, New York State Department of Transportation and the other Metropolitan Planning Organizations in NYS on the development and implementation of safety education initiatives.

Security

1. **Foster communication and provide a forum-** The Regional Operations and Safety Advisory Committee is an excellent forum to further enhance the communication among various agencies in the security planning realm. State agencies, Police, and local operational and planning community are members of this committee and provide various inputs. This collaborative effort is further enhanced with CDTC's participation in LEPCs since LEPCs have a more diverse group including fire districts, health department, and private industry representatives who are outside the traditional transportation and planning entities. These collaborative efforts provide direct communication and interaction with key security-related groups incorporating them into the regional planning process. This Committee as well as CDTC's Planning Committee and Policy Board allows for direct links with CDTA, the Port of Albany, and the Albany International Airport since they are members of one or more of these forums. CDTC can further expand its activities within these committees by:
 - Providing a forum for discussions on coordinating incident/emergency response
 - Providing a forum for emergency agencies to coordinate surveillance and prevention strategies
 - Coordinating public information dissemination strategies
2. **Funding-** One of the MPO's responsibilities is to provide funding strategies and projects that will improve the performance of the transportation systems. CDTC has a substantial history of providing funding the operations of the regional Transportation Management Center (TMC) and the Highway Emergency Local Patrol (H.E.L.P) as well as cooperatively funding key initiatives at rail, port, air, and inter-modal facilities. To further assist with funding security related strategies and projects, CDTC could take action in the following:
 - Continue funding of TMC and ITS technologies
 - Funding new strategies/technologies/projects that can help prevent events
 - Collaborate with local emergency response community in securing other federal funds through State Homeland Security Grants and the Urban Area Security Initiative (UASI) Grant.
3. **Technical Support and Information Dissemination-** CDTC's regional role and technical strength place it in a unique position to provide technical support to emergency agencies and local communities on transportation system analyses such as vulnerability assessments, evacuation scenario development, data compilation and analyses, and best practices and public information dissemination. CDTC has potential access to many operational data on highways and safety data on

streets. This knowledge base could be enhanced by linking these datasets with other emergency related datasets within the region. CDTC has already used its traffic demand model to develop evacuation scenarios. This kind of technical support could be extended to the local communities and made into a regular aspect of collaboration. CDTC could also coordinate different local governments to develop collaborative plans. Some of the areas CDTC could take action are:

- Compile data on transportation system vulnerability and vulnerability analyses on regional transportation facilities and services
 - Disseminate (and possibly coordinate) research on structural integrity (CDTC Bridge Working Group is currently undertaking an assessment of local bridges in the CDTC region)
 - Disseminating best practices in incident-specific engineering design and emergency response
 - Coordinating public information dissemination strategies
 - Analyzing transportation network for emergency/hazardous route planning
 - Conducting targeted studies on identified deficiencies
 - Coordinating collaborative efforts among municipalities.
4. **Vulnerability Planning-** Global climate change has been affecting the weather patterns across the globe. It is predicted that frequency and severity of storms and blizzards could increase drastically in the future making our transportation infrastructure vulnerable to flooding, etc. It is important for our region to understand the vulnerability of our infrastructure and plan for critical failures or disruptions in the system. NYSDOT has been conducting flood vulnerability assessment of their system across the state. Similar assessment could be carried out of our local system in collaboration with Counties and municipalities that will give a comprehensive understanding of vulnerability in our region. This would allow CDTC and its members to develop projects and allocate funds for protecting critical infrastructure and develop resiliency. CDTC could apply for competitive grants from Federal Highway Administration (FHWA) to carry out such studies. Activities CDTC could take up in the future include:
- Conduct vulnerability survey/assessment of local transportation system.
 - Develop options for improving resiliency of transportation facilities or systems

Environment And Technology Task Force White Paper

1. **Project Review Process-** CDTC should continue its project review process to evaluate environmental impacts during project selection. Use geographic information systems data (GIS) to overlay limits of candidate TIP projects, of project types that have a significant potential for environmental impacts, against natural and cultural resources mapping as part of the evaluation process for candidate projects during the next and subsequent TIP updates. Opportunities to improve the process will be considered.
2. **Greenhouse Gas Emissions-** CDTC should consider expanding its project review process to further evaluate greenhouse gas emission impacts during TIP project selection.
3. **Consider the potential for totally automated vehicles in highway and bridge design.** The potential for future increased capacity resulting from totally automated vehicles should be strongly considered in highway and bridge design. Operational capacity increases related to automated vehicles may result in less congestion without adding physical capacity. Designing a larger footprint to anticipate 2040 traffic conditions may be totally unnecessary if automated vehicles are fully established in the fleet by then. Designing a larger footprint that is unnecessary is not only prohibitively expensive but can work against the New Visions policies to encourage complete streets and demand management. The New York State Department of Transportation should consider if changes to the current design approach are needed to reflect potential changes in future demand as well as potential changes in the congestion threshold that triggers a need for increased capacity. As these changes emerge, the New York State Department of Transportation should work with its

partners within AASHTO and the Federal Highway Administration to consider implications to design standards.

4. **Smart Growth-** The CDTC New Visions Plan supports sustainable development patterns and site design, urban reinvestment, and community-based land use planning. While the impacts of totally automated vehicles, other emerging technologies, and alternative fuels on smart growth are uncertain, the region should continue to develop as an attractive region with vibrant urban and suburban communities that are walkable; and rural character and open space should continue to be protected. As the impacts of automated vehicles unfold, the regional vision can prevail and technology should be used to enhance communities.
5. **Anticipate Technology with Flexibility and Smart Near Term Investments-** While future technologies may lead to dramatic improvements, that potential will not lessen the need for making the best use of transportation investments in the near term. In the near term, transportation investments will be needed to improve safety and mobility for all residents. The New Visions Plan must proceed with short term and medium term investments, while maintaining flexibility to implement technology as it arrives. Further study will be necessary to anticipate the impacts of new technologies as they come on line.

Freight & Goods Movement White Paper

Action 5) Maintain, update, and enhance priority treatment networks for transportation investments.
Goods Movement Priority Network

The priority road network for goods movement in the Capital Region includes:

- The National Highway System, including intermodal connectors (approximately 826 lane-miles); and
- State Highways that currently carry more than 10% trucks in the traffic flow (approximately 150 centerline miles).

Action 25) Continue to support and facilitate goods movement planning and intermodal activities.

Action 26) Improve surface access to the Port of Albany.

Action 27) Continue to support improved surface access to the Albany International Airport.

Action 28) Eliminate at-grade railroad crossings where feasible and improve at-grade railroad crossing safety.”

Transit Task Force White Paper

Transit Immediate Term (1-5 years)

1. Continue to support CDTA in implementing its 2014 Transit Development Plan
 - a. Expand BusPlus to include the Washington/Western and River corridors and continue to enhance the Route 5 corridor to improve reliability and efficiency.
 - b. Strengthen the system beginning with trunk routes, express routes, and commuter/neighborhood routes.
 - c. Implement fare changes on express and BusPlus routes
 - d. Improve the fleet by reintroducing articulated buses on BusPlus routes, providing commuter coaches on all express routes, and installed Intelligent Transportation System components on all vehicles.
 - e. Plan for and begin to construct transit centers.
 - f. Improve transit infrastructure by implementing BusPlus infrastructure throughout the CDTA system, bus only lanes, pedestrian access, more shelters and improved snow clearing, additional park and ride lots, a new Computer Aided Dispatch and Automatic Vehicle Location systems, and a new fare collection system.

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- g. Better integrate pedestrian, transit, and bicycle infrastructure.
2. Investigate new funding mechanisms to support CDTA transit operations
 - a. Novel sales tax concepts such as an alcoholic beverage pouring fee.
 - b. Appropriate level of fare increase for base fare on fixed route services to increase the share of revenue provided by transit customers.
 - c. New and expanded transit access agreements for employees with technology, casino, and non-profit sectors.
3. Revise the Transportation Improvement Program project evaluation process to ensure that transit is being considered in the benefit/cost ratio developed for all projects. Support the Environment and Technology Task Force's recommendation to further evaluate greenhouse gas emission impacts during project selection. Research inclusion of maintenance agreements in the TIP evaluation or programming process.
4. Explore the potential for bus/transit only travel lanes, beyond those planned for the Washington/Western BRT Corridor, in various locations throughout the region. Particular attention should be paid to roadways included in the 40 miles of Bus Rapid Transit.
5. Use established national criteria to identify transit corridors that may have the potential to support streetcar or light rail transit.
6. Coordinate with municipalities, the counties and the state in the development of Complete Street design guidelines, standards and/or ordinances that incorporate the needs of the regional transit system (including articulated buses). Encourage inclusion of transit access for pedestrians in state and municipal ADA conformance plans (universal design elements such as sidewalks in good condition, curb ramps, etc.).
7. Ensure that ADA (Americans with Disabilities Act) requirements are being met adjacent to all transit routes, on regular route vehicles and on paratransit vehicles through the implementation of universal design techniques (those that accommodate the widest range of users). Explore further use of audio and video based technologies on buses.
8. Continue to work with and promote integrated land use and transportation planning that supports transit oriented development and land use projects that encourage transit use (especially for seniors and lower income housing). Improve local understanding of development finance in real estate markets for transit oriented development.
9. Encourage improved intermodal connections among transit providers including Amtrak, intercity bus carriers, and the Albany International Airport as well as walking, bicycling, and driving. Work with CDTA and regional transit carriers, including Amtrak, on the development of shared intermodal stations.
10. Continue to engage major public and private stakeholders in transportation demand management initiatives and monitor significant new development in order to structure future transit service, transit access agreements (employer/institution financial partnerships with CDTA), and opportunities to influence development in transit supportive ways.
11. Develop marketing or education materials targeted to elected officials, developers, financiers, etc. about the benefits of transit and the cost to provide transit service.
12. Continue to encourage open communication between NYSDOT and transit providers.

Transit Longer Term (5-20 years)

1. Explore new funding mechanisms for both capital and operations funding
 - a. Explore best options and mechanisms for developer contributions, mitigation fees, TOD, and a variety of value capture mechanisms.
 - b. Continue to explore parking pricing options.
2. Explore new technologies which may be deployed to improve the reliability and efficiency of transit (such as light rail styled vehicles, off board fare collection or proof of payment system for every transit vehicle, traffic signal coordination, etc.). Consider a working group which coordinates management of transit signal priority/coordination across jurisdictions.

3. Explore the potential impacts that automated vehicles may have on transit as well as the potential for automated transit vehicles.
4. Continue to work with New York State on the development of a high speed rail program.
5. Implement additional BRT corridors in the Capital Region.
6. Further explore opportunities to upgrade BRT corridors to fixed guideway.

Quality Region Task Force White Paper

1. **Multi-modal and Equitable Funding** – Funding should be programmed fairly to all transportation modes – vehicles, transit, bike, pedestrian, air, marine, and rail. It should also be programmed evenly to all municipalities (state, cities, towns, villages) and to all populations (urban, suburban, and rural, disadvantaged populations, people with disabilities, etc.). This topic will be discussed in more detail in the Financial Plan section of this paper.
2. **Require Travel Demand Management (TDM) Plans from Developers** – Currently most local municipalities require large residential and commercial developers to complete a Traffic Engineering Study. Based on the information submitted by the developer, these studies forecast the increase in the number of vehicles which results on adjacent roads and which are attributed to the construction of the development. This vehicle increase is then added to the existing traffic, and its impacts on traffic operations on adjacent roads and intersections is determined. Since these studies only deal with vehicles, the recommended solutions also only deal with vehicles, and ignore the other travel demand management strategies which can decrease the number of vehicles and still provide transportation options to and from the development. These strategies include carpooling, vanpooling, walking & biking, carshare, bikeshare, transit, commuter buses, park & ride lots, etc. Considering both vehicles and these TDM strategies in a TDM Plan would increase the number of solutions, and give municipalities and developers the ability to choose the most cost effective strategies.
3. **Improve Public Outreach and Marketing Efforts** – Too many transportation users, municipalities, businesses, etc. are not aware of the scope and impact of CDTC's long-range transportation plan (New Visions Plan). CDTC should improve and increase efforts to engage all users, to educate them and to obtain their input. New ways of obtaining truly representative public input beyond, but including public information meetings, must be utilized such as targeted small group meetings, videos, and social media.
4. **Update and Upgrade Project Selection Criteria** – The existing project selection criteria is relatively technical, relies too heavily on the benefit/cost ratio, does not reflect current priorities or recently emphasized criteria (e.g. economic development, freight, environmental justice, etc.), and is not easily understood by all members. It also needs to be more directly related to the implementation of the current New Visions principles. In order to accomplish this goal, staff should conduct an analysis which reviews the current criteria, compares current criteria to criteria used by other MPOs and to current New Visions principles, and recommends changes.
5. **Explore the Use of Innovative Funding Sources** – Because federal funding is not keeping up with transportation needs, other sources of funding should be explored, including impact or mitigation fees, user fees, dedicated transportation fees, public/private partnerships, etc. Because current transportation funding is not sufficient to maintain our existing system, new funding sources will be needed to make improvements to our region's transportation system.

FUNDING

1. **Continue to Seek Adequate Funding to Fully Implement the Plan** – CDTC should program adequate funding to maintain the existing infrastructure and to make small improvements as our population and our needs grow. Currently we are assuming flat funding (no significant funding increase or decrease) in the near future, and probably for the next several years (5-6 years). This flat funding will lead to serious, unacceptable declines in physical and service conditions and make even modest improvements difficult to accomplish. Securing adequate funding is clearly going to require cooperative efforts, innovative thinking, and a lot of public support.
2. **Program Multi-modal, Equitable and Balanced Funding** – Funding should be programmed fairly to all transportation modes – vehicles, transit, bike, pedestrian, air, marine, and rail. It should also be programmed evenly to all municipalities (state, cities, towns, villages) and to all populations (urban, suburban, and rural, disadvantaged populations, people with disabilities, etc.). And it should also be balanced among transportation programs, as detailed in the Financial Plan section of this paper.
3. **Explore the Use of Innovative Funding Sources** – Because federal funding is not keeping up with transportation needs, other sources of funding should be explored, including impact or mitigation fees, user fees, dedicated transportation fees, public/private partnerships, etc. In additions, technological advances will permit time-based (higher for congested times) and impact-based (higher for heavy vehicles) fee structures. Legal authority would be required to extend these fee structures beyond current toll roads. The new funding sources will be needed to go beyond maintenance and repair needs and to improve our region's transportation system.

DEVELOPMENT AND LAND USE

4. **Encourage Cooperation and Coordination with Local Planning Departments** – CDTC should continuously engage local planners to ensure whenever possible that CDTC's planning efforts and local planning efforts do not conflict. Local Comprehensive Plans should contain transportation elements that are consistent with New Visions. CDTC should encourage inter-municipal planning and information sharing, and should assist local planners whenever possible. CDTC should also encourage zoning and site design guidelines that create a coordinated pattern of land use that limits direct access to major roadways, is transit friendly, supports pedestrian circulation, contributes to the safety of the traveling public, and enhances the environment.
5. **Continue to promote our Community and Transportation Linkage Planning Program and to seek adequate funding to implement study recommendations** – CDTC's Linkage Program serves several objectives:
 - Provides federal funding to help municipalities conduct local planning.
 - Reduces the conflicts between land use and transportation.
 - Improves local planning and helps ensure that local planning is consistent with community goals.
 - Develops strong relationships between CDTC and local planning departments.
 - Improves coordination, information sharing, and cooperation among local planning departments and between CDTC and local planning departments.
 - Helps implement many CDTC's goals and principles.
 - Provides opportunities for public input and educates the public about local planning and CDTC's regional planning.
 - Recommends local improvements which can be funded in CDTC's Transportation Improvement Program (TIP).

For all these reasons and more, the CDTC Linkage Program has been successful, has received national recognition, and should be supported, promoted, and enhanced whenever possible.

- 6. Recommend Travel Demand Management (TDM) Plans from developers** – Currently most local municipalities require large residential and commercial developers to complete a Traffic Engineering Study when they develop properties within their boundaries. Based on the information submitted by the developer, these studies forecast the increase in the number of vehicles which results on adjacent roads and which are attributed to the construction of the development. This vehicle increase is then added to the existing traffic, and its impacts on traffic operations on adjacent roads and intersections is determined. Since these studies only deal with vehicles, the recommended solutions also only deal with vehicles, and ignore the other modes and travel demand management strategies which can decrease the number of vehicles and still provide transportation to and from the development. These strategies include carpooling, vanpooling, walking & biking, carshare, bikeshare, transit, commuter buses, park & ride lots, etc. Considering vehicle traffic, other modes, and these strategies in a TDM Plan would increase the number of solutions and give municipalities and developers the ability to choose the most cost effective strategies.

PLAN DEVELOPMENT

- 7. Improve CDTC public outreach and marketing efforts** – Too many transportation users, municipalities, businesses, etc. are not aware of the scope and impact of CDTC's long-range transportation plan (New Visions Plan). CDTC should improve and increase efforts to engage all users, to educate them and to obtain their input.
- 8. Update and upgrade project selection criteria** – The existing project selection criteria is relatively technical, relies too heavily on the benefit/cost ratio, does not reflect current priorities or recently emphasized criteria (e.g. economic development, freight, environmental justice, etc.), and is not easily understood by all our members. It also needs to be more directly related to the implementation of the current New Visions principles. In order to accomplish this goal, staff should conduct an analysis which reviews the current criteria, compares current criteria to criteria used by other MPOs and to current New Visions principles, and recommends changes.
- 9. Develop a Training Program that specifically targets local planners, local planning board members and other local decision makers** – CDTC should provide training to local decision makers so that they can make informed and educated planning decisions. Potential training topics should include:

- Bicycle and Pedestrian Planning & Strategies
- Transportation Safety Planning & Strategies
- Smart Growth
- Complete Streets
- Road Diets
- Transportation and Land Use
- Transportation Economic Development
- Environmental Justice

This training program must be consistent with and promote New Visions principles. Local officials educated on these topics will help CDTC further implement our New Visions principles.

- 10. Refine and further articulate the Big Idea/Big Ticket Initiatives for the Capital District** – As we discussed earlier in this paper, the interest, support, and reasons for Big Idea/Big Ticket Initiatives change over time. CDTC should continue to evaluate the needs for these initiatives and their status, and should foster the discussion of these initiatives with the Planning Committee and the Policy Committee members, and the public to measure interest. CDTC should also be prepared to implement these initiatives, partially or completely, if and when the need arises.
- 11. Improve the collection of transportation data to support regional transportation planning and analysis** – Good planning must be supported by good data. As technology improves, the sources of data and the data itself are also improving. CDTC should continuously look to develop new and

better sources of data either on its own or in cooperation with other MPOs, and state, regional, and federal agencies. Some areas of improvement include:

- Freight data
- Local pavement and safety data
- Traffic congestion data
- Pedestrian and bicycle counts

ECONOMIC DEVELOPMENT

1. **Maintain a program for transportation projects directed explicitly at community enhancement or regional economic development** – Transportation projects have impacts beyond transportation, such as improving the environment and promoting economic development. Whenever possible CDTC should program projects with multiple objectives including economic development and community enhancement. Well-designed projects with multiple objectives can improve traffic flow, help create a town center, create a walkable and bikeable community, even provide space for business development, and more.
2. **Include economic development criteria in project selection** – Project sponsors and their projects should receive “credit” in CDTC’s project selection process for an economic development element. In our analysis of project selection process, CDTC should encourage sponsors to consider economic development in their project planning and programming, and should develop and include such criteria in our project selection.

REGIONAL EQUITY

1. **Regularly update CDTC’s Environmental Justice (EJ) Analysis** – CDTC’s EJ Analysis should be updated after every Transportation Improvement Program (TIP) update. The analysis should be well publicized and public input should be sought, especially from affected populations.
2. **Include environmental justice criteria in project selection** – Project sponsors and their projects should receive “credit” in CDTC’s project selection process for an environmental justice element. In our analysis of project selection process, CDTC should encourage sponsors to consider environmental justice in their project planning and programming, and should develop and include such criteria in our project selection.
3. **Reach out for full participation** – Reach out to local communities, policy makers, businesses and individuals through an open, participatory process with information, technical assistance and on-going opportunities to assist CDTC and its members in their planning and programming decisions. Partnerships should be built among all transportation stakeholders so that transportation investments achieve multiple community objectives.
4. **Emphasize public participation in transportation planning, programming and implementation** – Transportation planning, programming, and project implementation must have a high level of representative and meaningful public participation. CDTC should encourage municipalities to plan for public participation. Traditionally underrepresented and poorly served communities, such as the mobility-impaired, low income, minorities and senior citizens, deserve special outreach efforts as well as those in rural towns and villages that are not often directly involved with CDTC. CDTC will continue to find new and better ways to engage these populations.

Coordinated Public Transit-Human Services Transportation Plan

- 1) Prioritize projects for Section 5310 funding that will address previously identified gaps and barriers. A draft list is below, followed by more detail on the type of funding within the 5310 Program (i.e. “traditional capital” (minimum 55% of funds) or “other eligible capital and operating”(maximum 45% of funds)) that could fund projects.

Draft List:

- Shared maintenance (opportunities currently exist in the region)
- Pooled resources - Vehicle washing, Gas purchases, Replacement parts
- Insurance
- Driver/Mechanic Training (*Current New Freedom project sponsored by Center for Disability Services addresses this*)
- Sharing seats
- Other Shared services
- Shared dispatching (has occurred but less so currently than in the past)
- Information sharing
- Travel/mobility training
- Coordinated emergency management
- Census of available vehicles
- Call center

According to the FTA 5310 Final Circular (see:

http://www.fta.dot.gov/documents/C9070_1GFINAL_circular.pdf) the following activities are eligible under the 5310 program and would be consistent with the types of projects that would help to meet needs identified for the Capital District:

5310 Program Eligible Capital Expenses (i.e. “traditional” projects that meet the 55% minimum)

- Purchase accessible buses or vans;
- Vehicle rehabilitation;
- Radios and communication equipment;
- Computer hardware and software;
- Transit-related Intelligent Transportation Systems (ITS), to enhance and expedite the coordination of transportation operations, management of information, and customer service
- Mobility Management (including call centers)

5310 Program Other Eligible Capital and Operating Expenses

(up to 45% of regional allocation may be used on these types of projects)

- Purchase accessible taxis;
- Joint procurement of vehicles, fuel & services (consider fuel efficient);
- Diversify and expand funding sources by partnering or contracting vehicles and transportation services through an existing transit operator;
- Purchase transportation trips in volume from vendors;
- Transit amenities that enhance rider experience and play an important role in attracting and keeping riders (i.e. storage racks, security cameras, bus shelters, accessible paths to bus stops that may currently be inaccessible);
- Travel training;
- Volunteer driver programs; and
- Expansion and enhancement of transportation services (curb-to-curb, curb-to-door, door-to-door, door-through-door service).

- 2) Reach out to NYS Department of Health, OPWDD and Veteran’s groups to participate in the RTCC and to learn more about their policies and practices that impact transportation needs and services for transportation disadvantaged populations.

CDTC New Visions White Paper Recommendations

- 3) Verify the method to be used to prioritize the strategies within the competitive selection process for federal funding.
- 4) Organize and hold a Workshop within 6 months focused on Tools to Improve Human Service Agency Transportation Service Quality and Efficiency. The RTCC recommends holding a day-long workshop with multiple sessions to support providers of human services transportation in providing quality and efficient services. The new focus on managed care and dwindling public funding for human services, including for transportation, is prompting agencies to strengthen efforts to improve efficiency without sacrificing quality.
A workshop will assist each agency to achieve their goals. It will also provide an excellent opportunity for creative partnerships to emerge. Suggested presenters and topics are listed below:
 - CDTA
 - Contracting opportunities
 - gas purchase
 - maintenance
 - Travel Training – how to help the people you serve use fixed route transit
 - Market-rate Taxis
 - Center for Disability Services
 - Regional Driver Training Facility and Standard Driver Training Curriculum
 - Catholic Charities Senior Services of Schenectady
 - Joint scheduling and dispatch software (2008/2012 NF)
 - Digital mobile radio technology (2011 NF)
 - Rensselaer ARC
 - Transportation Planning Process
 - Medical Answering Services
 - Procedure for determining mode
 - 211 NY Northeast Region and 511 NY Capital Region Albany and Saratoga
 - Services and information provided
 - Independent Transportation Network
 - Benefits of becoming an affiliate
 - Mobility Management Programs in NYS – Steuben County
 - Should a similar program be developed and implemented in the Capital District?
- 5) Restructure the RTCC meetings to foster better communication, information sharing and coordination among service providers. Consider holding meetings bi monthly, using the Steuben County Transportation Coordination Committee as a model: at each meeting one or two transportation providers would detail the services they provide and issues they encounter. In addition, invite groups that support individuals in the community who may not be transportation providers to detail their clients' needs. Develop a template for the presentations and information to be shared. At the conclusion of presentations invite the RTCC to brainstorm on how to help with issues and ways to connect with others that could assist them and that they could coordinate with.
- 6) Ensure that listings of available paratransit services within the Capital District's four counties are included in the 511NY paratransit services listings. Currently only Saratoga County's list seems complete. Explore use of 211 as a resource for human service agency transportation.
- 7) Facilitate completion of ADA Transition Plans and associated physical improvements to continue to work toward an accessible regional transportation system. Include a method to incentivize and prioritize inclusion of accessible features in federally funded transportation projects through changes to CDTC's Transportation Improvement Program (TIP) merit evaluation process for candidate projects.
- 8) Smart Growth – Identify mechanisms, such as education and outreach, potential incentives and other means to improve decision making for Location Efficient Siting of Facilities/Housing serving transportation disadvantaged populations.

- 9) Explore utilization of *A Framework for Action* - a self-assessment tool that states and communities can use to identify areas of success and highlight the actions still needed to improve the coordination of human service transportation. This tool has been developed through the United We Ride initiative sponsored by FTA, and can be found on FTA's website:
http://www.unitedweride.gov/1_81_ENG_HTML.htm
- 10) Explore opportunities for coordination for other federal programs that fund transportation components but are not funded through FTA or FHWA.
(See: http://www.unitedweride.gov/NRC_FederalFundingUpdate_-_Chart.pdf Dated 12/2012). According to the Federal Funding Update there are about 80 federal programs that have some transportation funding and service components, with the largest of these being Medicaid followed by Aging.) Also see: <http://www.gao.gov/assets/670/667375.pdf>. Appendix II lists: Identified Programs from the Department of Health and Human Services, Department of Transportation, and Department of Veterans Affairs That Fund or Provide Transportation for Older Adults.