

**Capital District Transportation Committee**

**UNIFIED PLANNING WORK PROGRAM**

**2005-06**

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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 year. 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% 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, Saratoga 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.

Work efforts performed for each item listed in the UPWP is undertaken by the CDTC Staff, CDTC's participating agencies' staff, or by consultants. The 2005-06 UPWP also includes over \$400,000 in activities in support of and funded by the state's twelve MPOs.

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

In recent years, CDTC has built upon the New Visions foundation to explore new areas of cooperative effort. These include the 36 Community and Transportation Linkage studies as well as the New Visions for a Quality Region initiative begun in 2002; seven additional Linkage studies are included for the first time in the 2005-06 UPWP. CDTC will continue to develop its broad New Visions 2030 plan in the coming year. A New Visions 2025 Amendment was adopted by CDTC in August 2004 to bring CDTC into full compliance with federal regulations.

Technical work on multiple fronts was advanced in 2004-05, providing for an extended public involvement period that will help guide the development of the New Visions 2030 plan.

## **MAJOR THEMES OF THE 2005-06 UPWP**

### **Key Direction**

Staff proposes that CDTC develop only a one-year UPWP for 2005-06. The two-year UPWP concept would be revisited for 2006-08 (the next off-year relative to TIP development).

The past year's work effort has emphasized the following:

- Major technical effort and outreach regarding New Visions 2030 subjects, including initiation of five new working groups
- Completion of the New Visions 2025 amendment
- Air Quality Conformity determination of the TIP and Plan using the new 8-hour ozone standards
- Certification of the CDTC planning process by FHWA and FTA, including citation for best practice in ten subjects
- Documentation and adoption of a regional ITS architecture
- Work on more than a dozen Linkage studies and related local planning activities
- Participation in and tracking of TEA-21 Reauthorization, NYSDOT Transformation and NYSDOT Master Plan development
- Successful efforts in Travel Demand Management, including the Commuter Ca\$h program in downtown Albany
- Development of the next TIP (2005-10)

For the coming year, efforts will continue and emphasis will shift slightly to:

- Initiation of seven additional Linkage studies and completion of those already underway
- Integration of working group and task force products into draft New Visions 2030 plan material, public review and completion of the plan update
- Adoption of the new 2005-10 TIP
- Participation in the TEA-21 Reauthorization, NYSDOT Transformation and Master Plan development and review
- Continued effort to pursue "safety conscious planning" and further integration operations into the planning process

Greater detail and budgets will be provided in a draft UPWP for Planning Committee review in February and Policy Board action in March. Highlights of the draft program are provided below. The full UPWP agenda continues to be ambitious and demanding, particularly with the major work on New Visions 2030.

## **New Visions 2030**

A number of new technical reports and discussion papers have been produced by staff, task forces and working groups. Effort on finance will complement new products from Bike/Ped and Goods Movement task forces and well as the work by five Working Groups.

Common findings and implications for the CDTC long-range plan will be identified in coming months, providing the basis for extensive public dialogue, leading to a draft New Visions 2030 plan. The new plan will provide clarification to the Capital District's perspective on local planning, the future of the expressway system and the region's approach to "big" projects. Coordination with the Center for Economic Growth will continue, along with continued participation with ARISE, the Business/Higher Education Roundtable and others. CDTC continues to work toward a 2005 completion of the 2030 plan, but has some schedule latitude due to the August 2004 adoption of the New Visions 2025 amendment.

## **Linkage Program Year Five**

Year Five of the Linkage Program was deferred to await TEA-21 Reauthorization. When it became clear that the Reauthorization effort would not be completed, the fifth round of Linkage solicitations was initiated in the fall of 2004. Fourteen candidate studies have been reviewed and eight have been programmed for funding in the 2005-06 UPWP, bringing the total number of studies to 43. At least a dozen will be active in 2005-06.

## **TEA-21 Reauthorization**

When a new act is passed, there may be considerable staff, Planning Committee and Policy Board activity. The new act may trigger revisions to the current TIP; it will certainly be the occasion for revisiting CDTC's work program and multi-year planning strategy. Congress is expected to re-initiate work on the Reauthorization in March 2005.

## **NYSDOT Transformation, Master Plan and State Funding Program**

Much of the NYSDOT Transformation material continues to be internal in nature. As a transition to a new organizational structure (integrator division and operator division) takes place, changes in NYSDOT-MPO relationships are expected. An "Area Integrator" has been named, but the effect of this has yet to play out. CDTC staff and members will work with NYSDOT to help make the transition as constructive as possible. It is also possible that the Transformation effort will lead CDTC to revisit its overall Prospectus. The Prospectus has been due for an update for some time, but there have been few changes to participants' roles and responsibilities to necessitate a modification to the Prospectus' definitions. The Transformation process may provide the reason for completing the Prospectus update.

Additionally, a draft master plan is expected shortly, providing the basis for a new state transportation funding program. CDTC staff and members will engage NYSDOT on these activities.

## **Development of the 2005-10 TIP**

The 2005-10 TIP is set for draft release in March 2005 and final adoption in May 2005. Much work remains for the period prior to March in order to keep to this schedule.

## **Safety Initiative**

The schedule for this work remains uncertain, due to continued difficulties with timely access to crash data. CDTC staff has initiated a pilot effort at looking at local-system crash data on a systematic basis, beginning with Rensselaer County. NYSDOT will explore ways of facilitating CDTC staff access to NYSDOT's internal crash information systems.

## **Operations Planning**

CDTC is among the nation's leading MPOs in terms of integrating transportation operations (signal timing, incident management, transit operations) into the MPO process. For 2005-06, CDTC and NYSDOT will jointly explore establishment of an ongoing regional operations committee and identify the potential scope of CMAQ-based regional initiatives to improve the quality of operations and inter-agency coordination.

## **Transit System Exploration**

The Bus Rapid Transit (BRT) concept design study is nearly complete. The follow-up design study will be initiated in 2005-06. CDTA has also completed its fare structure review and adopted the results.

The overall Transit Development Program (TDP) is well underway with coordinated work by CDTA, CDTC, CDRPC and consultants. This should be completed in 2005-06.

## **STEP Model Upgrade**

The conversion from TMODEL2 to VISUM continues successfully. A new 900-zone system established for the 2000 Census has been coded into VISUM and 2001 NHTS and 2000 Census data are being examined to confirm trip rates and trip lengths. Conversion to VISUM will continue in two tracks – one as a continued refinement of the peak-hour based STEP model and one as an exploration of a multi-hour, trip chain model. The latter will not replace the peak-hour model until all calibration and validation is completed.

CDTC continues to gain experience with the micro-simulation tool, VISSIM. The East Greenbush US 4 Linkage study is the first Linkage study to use the products of VISSIM modeling. Applications will expand from there.

## **Congressional I-87 Corridor Study Earmark**

This major effort will wrap up before April 2005 with release of a Strategic Corridor Plan.

## **Thruway Capacity Study**

Technical work on this study is complete. Implications for CDTC's long-range plan may need to await completion of the Thruway's system-wide study of toll processes. The NYSDOT I-87 Corridor Study's "smart

corridor” recommendation has additional implications for the range of main line options that would be appropriate for the Thruway to consider in the Albany corridor area. These discussions will continue in 2005-06.

### **Other Contractual Elements**

In 2005-06, CDTC will continue to host the statewide MPO association staff contract at \$120,000. CDTC also holds the \$125,000 contract for a statewide effort to seek to educate stakeholders and demonstrate methods of integrating community design and transportation system design. This effort is nearing completion. A second phase providing statewide training will be initiated at its completion. Additionally, CDTC holds the contract for a national retreat and study regarding factors transforming travel over the next 30 years. A “by invitation only” retreat is set for June 1-3 at the Rensselaerville Institute and will involve CDTC staff, the statewide association staff as well as FHWA and the USDOT Volpe Systems Center staff.

### **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. The Commuter Ca\$h program in downtown Albany was very successful in 2004 and CDTC and CDTA have approached NYSOGS regarding a state employee incentive for 2005. The internet-based Commuter Register program will continue.

Pavement Inventory: The 2005 survey will include the every-other-year survey of non-state, federal aid roads and examination of trends and a 100% sample of Albany County roads, under contract.

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 for 2005-06.

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 2005-06 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)	\$1,862,577	364,389	28,333	2,255,299
STP Project Development tasks in UPWP	130,000	32,500	0-	162,500
CMAQ	404,800	50,600	50,600	506,000
2004-05 FTA Section 5303	000	00	00	0,000
2005-06 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
<u>Federal Aviation Administration</u>	<u>9,000</u>		<u>3,000</u>	<u>12,000</u>
<b>Total</b>	<b>\$2,919,175</b>	<b>\$528,639</b>	<b>\$386,733</b>	<b>\$3,834,546</b>

### 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 2005-06 UPWP

### Continuing Tasks in both the 2004-05 and 2005-06 UPWPs

Task	Lead Agency	05-06 Comments
1.51 Committee Activities	CDTC	
1.52 Financial Administration	NYSDOT/CDTC	
1.61 Certification Review	CDTC	formal review completed in FFY04
1.65 UPWP Development and Monitoring	CDTC	develop 2006-08 two-year UPWP
1.66 DBE/Title VI Program Update	CDTC	Envir. 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	federal-aid system in 2005
2.31 Traffic Volume Report	CDTC	web-based, continual updates
2.25 Collection of Transp Planning Support Data	CDTC	continued heavy use of interns
2.28 Census Transp. Planning Package	CDTC	further NHTS exploration in 2005
2.29 Geog.Info System for Transp.	CDTC	coordinate with new traffic model
3.77 New Visions	CDTC	New Visions 2030, Quality Region
3.05 Infrastructure Renewal Planning	CDTC	resource review for New Visions 2030
3.06 Goods Movement Planning	CDTC	continued task force support
3.10 I-87 Corridor	CDTC	phase 2 in 04-05; final report soon
3.86 Continuous Aviation System Planning	CDRPC	
3.01 Management Systems	CDTC	development of Safety Mgt. System; update of CMS data, process
3.02 Air Quality Planning	CDTC	conformity continues
3.11 REVEST	CDTC	folded into I-87 corridor committee
4.07 ADA / Human Service Agency Options	CDTC	assist in Access Transit, Alb. Co. pilot
4.17 Arterial Management Planning	CDTC	revise, update standards
4.62 Transit Operations Planning	CDTA	TDP effort major activity
4.67 Bicycle and Pedestrian Planning	CDTC	Engage in New Visions 2030
4.97 TIP Development, Monitoring and Update	CDTC	adopt 2005-10 TIP
5.51 General Technical Services	CDTC	continued local support
5.61 Project Development Support	CDTC / NYSDOT	TIP Implementation
5.67 Linkage Project Oversight	CDTC	continuing, larger budget
5.52 General Community Services	CDTC	
5.57 Commuter Support Services	CDTC	continue electronic operation
5.60 Public Transit Planning Support	CDTC / CDTA	linkage to New Visions, BRT, TDP
5.62 Corridor Management Initiative	Municipalities / CDTC / NYSDOT	covers costs of NY5 BRT design
5.63 Demand Management	CDTA/ NYSDOT / CDTC	pilot CMAQ programs continue
5.86 Clean Communities Program	CDTC	continuing without DOE funding

## TASK STATUS FOR THE 2005-06 UPWP

### Carryover tasks from 2004-05 and New Tasks in the 2005-06 UPWP

<b>Task</b>	<b>Lead Agency</b>	<b>05-06 Comments</b>
1.67 Prospectus	CDTC	to reflect NYSDOT transformation deferred to 05-06
3.12 Transit Service Design Guidelines	CDTC/CDTA	underway as part of TDP effort
4.18 ITS Architecture and Integration	CDTC/NYSDOT	completed in 04-05
5.62 NY 5 Corridor Support	CDTC	continuing
5.77 Hoosick Street Integration	Troy	completed in 04-05
5.81 Lansingburgh Study	Troy	delayed; complete in 05-06
5.84 NY 5 Corridor Tools	CDTC	carryover
5.85 Integrated Transp. / Community Design	CDTC	complete in 05-06
5.88 Ballston/Malta Route 67 study	CDTC	underway, complete in 05-06
5.91 East Greenbush NY 151	CDTC	completed in 04-05
5.92 Guilderland: Ft. Hunter/Carman	CDTC	completed in 04-05
5.97 Thruway Capacity Study	Thruway Authority	carryover, complete in 05-06
5.98 North Greenbush I-90 Land Use Study	North Greenbush	carryover, TIP funded, compl in 05-06
5.01 Arbor Hill Gateway Planning	CDTC	delete; completed with city funds
5.02 Town of Colonie Route 7	CDTC	underway, complete in 05-06
5.03 Village of Colonie Streetscape Guidelines	CDTC	underway, complete in 05-06
5.04 East Greenbush Route 4	CDTC	underway, complete in 05-06
5.05 Greenway Study, Rensselaer County	CDTC	completed in 04-05
5.06 Halfmoon Center Roadways	CDTC	underway, complete in 05-06
5.07 Town of Rotterdam Route 7 / Exit 25A	CDTC	completed in 04-05
5.08 Patroon Greenway Trail Study	CDTC	completed in 04-05
5.10 Travel Behavior Factors SCI	CDTC/NYSMPO	initiated in 04-05; complete in 05-06
5.11 Regional Operations Planning	CDTC/NYSDOT	new task, continuing past 05-06
5.12 Malta Route 9 Corridor	CDTC	new task
5.13 Harriman Campus Redevelopment	HRTDC/CDTC	new task
5.14 Stillwater Route 4 Main Street	CDTC	new task
5.15 Saratoga Springs Downtown	CDTC	new task
5.16 Guilderland Hamlet Study	CDTC	new task
5.17 Bethlehem Route 9W	CDTC	new task, TIP funded
5.18 Hadley Streetscape Study	CDTC	new task
5.19 East Berne Hamlet Study	CDTC	new task



## 2005-06 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 2005-06 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 2005-06 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 2004-05 accomplishments and 2005-06 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.

### **TASK 1.52      Financial Administration / AMPO Dues**

Membership dues for the national Association of Metropolitan Planning Organizations on behalf of New York's 13 MPOs have historically been handled by CDTC. For 2005-06, this responsibility is being assumed by the Binghamton Metropolitan Transportation Study (BMTS) to lessen cash flow impacts on CDTA and reduce payment delays for AMPO.

### **TASK 1.68      Statewide MPO Association Support**

Sarah Siwek and Associates was re-hired by CDTC in 2004 to serve as the NYS MPO Association's staff on a contractual basis. The \$120,000 annual budget is designed around an estimated 1,000 hours of effort per year (professional and/or support staff), providing sufficient resources for travel to statewide meetings and national (AMPO, etc.) activities. The firm will continue to develop and organize statewide meetings and conferences, develop outlines for potential statewide initiatives, and represent the perspectives of NY's MPOs at statewide and national meetings.

### **TASK 1.61      Certification Review**

The formal certification review by USDOT was completed in 2004. A positive report cited a number of best practices for national consideration; a few comments and recommendations were cited. Self-certification will be performed in 2005-06 in conjunction with the TIP action.

### **TASK 1.65      UPWP Development**

The coming work program (for adoption in early 2006) will move CDTC to a two-year UPWP cycle. The two-year cycle will reduce the administrative load of UPWP development and also put the two-year TIP cycle and two-year UPWP cycle on alternate years.

### **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 repeated in the 2005-10 TIP and 2005-06 Linkage submission reviews.

### **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. CDTC intended in 2003-04 to find the time to compile all official material into a comprehensive document to address the federal comments made in the most recent certification report. NYSDOT's current transformation effort still needs to develop further before a new CDTC document is prepared; this may be in 2005-06. The multi-year work program is the most elusive piece; longer-term commitments are highly influenced both by emerging issues from New Visions efforts and by the uncertain details of the TEA-21 reauthorization.

## **II. SURVEILLANCE**

### **TASK 2.16      Microcomputer Model Refinement**

During 2001-02, CDTC purchased an advanced software package to allow CDTC to move from its TMODEL2-based modeling system. Initial efforts with the new VISUM software are already underway. During 2002-03, work included creation and calibration of a 500-zone VISUM transitional model replicating the geographic detail of the TMODEL2 model. In 2004-05, refinement of the transitional model to the full Census 2000 geographic detail (900 zones) has been completed, still using the old STEP model trip generation and trip distribution formulations. Products of CDTC's enriched NHTS 2001 have been received in part; these will be reviewed for use in refining the VISUM model. The NHTS information will be the basis for recalibrating the trip generation and trip distribution models for the new VISUM representation.

In 2004-05, ITC, the vendor/consultant for VISUM and VISSIM, assisted CDTC in both development of the regional model and in training for the microsimulation, VISSIM. ITC is developing a post-processor for VISUM to replicate CDTC's STEP model emissions and user cost modules.

CDTC staff continues development of skill and experience with both VISUM and VISSIM. VISSIM is being used on both the Colonie Route 7 and East Greenbush Route 4 Linkage studies.

### **TASK 2.30      Routine Highway Condition Inventory**

The every-second-year survey of non-state federal aid roads will be completed in 2005. The every-fourth-year sample survey of non-state, non-federal aid roads (local roads) was undertaken in 2004. Annual review of Albany County's conditions will occur in 2005 also.

### **TASK 2.25      Collection of Transportation Planning Support Data**

CDTC continues to use interns for extensive data collection.

These general tasks will continue in 2005-06, increasing the Capital District's base of locally-generated travel data and travel relationships. A small consultant budget is included to allow for specialized traffic studies (in addition to routine and special counts by NYSDOT and its consultants.) The consultant effort may include speed monitoring and speed-delay data collection.

In 2003, CDTC collected speed and delay data on NY5 for both the BRT and NY5 ITS signal project upon completion of the ITS implementation. In 2004-05, additional data was collected after traffic signal

prioritization was implemented and travel time savings of the new system was documented. Further monitoring will seek to assess the impact of transit signal prioritization.

Comprehensive transit ridership data collection has been undertaken by CDTA in 2004-05 both through automated passenger counting equipment and through on board surveys. The BRT study included detailed boarding and deboarding information on the NY 5 corridor.

#### TASK 2.28      Census / Household Travel Survey

CDTC transferred \$175,000 of its funds to NYSDOT for use in the 2001 National Household Transportation Study (NHTS) allowing for approximately 1600 data samples in the Capital District. This saved CDTC approximately \$50,000 from estimates made for the cost of a locally-administered household travel survey. It will also allow for consistency in data with the national data base and allow for maintenance of Capital District travel parameters through tracking of national trends. Along with this approach, CDTC will tentatively plan to repeat the large scale sample again in 2010.

CDTC's analysis of the 2001 NHTS data for the Capital District has largely confirmed the trip generation relationships (derived from the 1983 data) used in CDTC's STEP model. This provides CDTC with some time to explore trip chaining relationships as the primary rationale for updating the trip generation models in VISUM.

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. CDRPC plans to pursue an effort to refine regional economic and demographic indicators for ongoing monitoring of conditions.

#### 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 NYSDOT-based regional GIS effort. CDRPC will continue to process and manipulate data and clip the information specific to the Capital Region and the communities within its jurisdiction.

For 2005-06, CDRPC 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 trails map, scenic byways maps, bike and pedestrian crash data maps and support mapping for various studies including the TDP effort.

CDTC's Civil Rights and Environmental Justice work will continue to be a major GIS product of 2005-06, along with Safety Management System work. GIS is also playing a larger role in the New Visions 2030 / New Visions for a Quality Region effort than was possible in the previous New Visions processes.

TASK 2.31      Traffic Volume Report

CDTC continues to maintain a web-available report.

**III. PLAN APPRAISAL**

TASK 3.77      New Visions 2030 / New Visions for a Quality Region

The New Visions Plan largely revolves around regional consensus, incremental changes, and fiscal constraint. The strength of the plan is in the degree to which consensus on key principles was found, and in the affordability of the recommended actions. It shifts the transportation investment program's emphasis, but largely works within available resources.

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. In February 2002, a new task force was launched to oversee a visioning exercise for the 2030 plan. The effort implements the New Visions' recommendation for an update to the Capital District Regional Planning Commission's "Regional Development Plan". Labeled the Quality Region Initiative, work led to circulation of the document “Pursuing Quality in the Capital Region” in the fall of 2002.

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.

By January 2004, CDTC determined that the CDTC/CDRPC work would be best facilitated by using small “working groups” and other existing task forces to help the staff analyze in parallel the subjects identified by the Quality Region Task Force and guide the documentation of the analysis. Working groups include staff, some Quality Region Task Force members and a few others selected based on their knowledge and interest in the subject. CDRPC staff is providing technical support and working group administration support in an integrated manner with CDTC staff.

In August 2004, CDTC adopted a new regional plan via a New Visions 2025 Amendment. This action will provide the time necessary to allow the new working group analysis and discussion to play out prior to adoption of New Visions 2030.

The technical reports guided by working group and task force review have attempted to articulate issues and identify on one hand those potential policy responses that are likely to receive consensus support once they are circulated, and on the other hand those policy issues that require broad discussion and debate. Substantial documents have been prepared regarding each of the issues assigned to the working groups.

The discussion and debate will continue in 2005-06, with the conclusion being a draft plan circulated for public review and adoption by CDTC. Also, CDTC will coordinate examination with NYSDOT of the New Visions 2030 elements on the attainment of goals of the New York State Energy Plan.

#### TASK 3.01      Safety and Congestion Management Systems

The approach for the safety effort will be modeled after the development of the New Visions plan. A Safety Advisory Committee will be created with representatives from each county, various federal, state, and regional agencies (including CDTA, NYSDOH, NYSDOT, and NYSDMV), the region's business community, neighborhood groups, and the police departments. The committee will oversee and guide the safety management effort and will assist CDTC staff and the Planning Committee on the development of the work program. Members of the advisory committee will also participate in a small number of task forces, which will focus on important issues identified by the advisory committee for further study. CDTC staff responsibility will primarily be in the areas of research, data collection, and coordination of the task forces and advisory committee. The task forces will develop products that provide guidance on project development and other issues related to safety.

The schedule of this effort has depended on the quality and timeliness of GIS-based crash history data; a completion date is not known at this time. For 2005-06, CDTC staff will use Rensselaer County as a pilot area to demonstrate effective methods of accessing, analyzing and summarizing crash data on a system-level basis.

In addition, in the context of the New Visions 2030 exercise, CDTC will revise its CMS principles and its articulation of critical congestion corridors. CDTC and NYSDOT will 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, however, will need to wait until such projects as Albany-Shaker Road are implemented in coming years.

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 2025 and 2003-08 TIP in 2004. This effort will be repeated for New Visions 2030 and the 2005-10 TIP.

TASK 3.05      Infrastructure Planning

The New Visions 2030 outline triggers the need to review long-range state and local infrastructure financing. Staff activity will include examination of the components of recently experienced increases in unit costs for infrastructure work and estimation of the long-range fiscal impacts of these higher costs.

TASK 3.06      Goods Movement Planning

During 2004-05, quarterly task force meetings continued under CDTC sponsorship. These have been successful in engaging the freight community in a continuing fashion on regional issues, TIP development and the New Visions planning.

Regular meetings will continue in 2005-06, continuing a particular focus on contribution to the New Visions 2030 effort (see Task 3.77). Draft material for the New Visions 2030 document was prepared in 2004-05.

TASK 3.10      I-87 Study / Champlain-Hudson Trade Corridor Planning

Progress in this trade corridor work has led to renaming the effort as the "Quebec - New York" Trade Corridor. Funding for implementation of key projects has been secured by Congress in recent years. Meetings of the coalition will continue.

Congressional action in the FFY03 Transportation Appropriations Bill earmarked \$2,000,000 toward study of the I-87 corridor from New York to Canada. With a \$500,000 state match, this effort began in early 2003 on a two-phased effort to explore multi-modal issues from New York City to Montreal.

Final products are expected in late 2004-05 or early 2005-06 and will be brought into the New Visions 2030 process.

This task also includes continuation of the REVEST working group meetings as a subset of the trade corridor coalition transportation committee meetings.

TASK 3.12      Transit Development Plan (carryover)

The effort will seek to provide guidelines for appropriate transit treatment throughout the region, based upon development densities, corridor orientation and available funding. The study will build upon work to date to provide the basis for CDTA's operations plan in coming years. It will also provide guidance to

CDTA regarding the appropriate vehicle mix for its fleet, well in advance of the next major scheduled fleet replacement.

CDTA staff effort will be approximately \$100,000; a marketing and research effort will total \$100,000; customer research \$50,000; and consultant professional assistance, \$250,000. Staff effort by CDTC is also involved as well as support work by CDRPC.

CDTA adoption of the resulting plan is anticipated, as well as CDTC adoption as appropriate. Products will feed both TIP and New Visions processes. Completion of the effort is expected in 2005-06.

TASK 3.86      Continuous Aviation System Planning Project (CASPP)

This CDRPC-led effort will continue in 2005-06.

#### **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 2005-06 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.

A review of Special Transportation Needs treatment in New Visions will produce material for discussion in the New Visions 2030 forums.

CDTC will participate in the Albany County / NYSDOT pilot effort under the federal "United We Ride" service consolidation initiative.

TASK 4.17      Arterial Management Planning

Formal arterial management efforts were modest during 2004-05. Staff expects to revisit various CDTC arterial management guidelines in 2005-06, including 'standards' for arterial capacity and levels-of-service. Additionally, work will begin on an urban arterial version of the "level of compatibility" indices developed in 1995 for suburban settings.

TASK 4.18      ITS Architecture and Integration (complete)

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.

TASK 4.62      Transit Operations Planning

CDTA will continue to conduct planning effort under this task.

TASK 4.67      Bikeway / Pedestrian Facility Planning

The Bike and Pedestrian Transportation Task Force remained active during 2004-05. Activities and products included provision of technical support to the Saratoga Heritage Trail program and involvement in CDTC's Spot Improvement Program, Linkage planning and Greenway and TIP issues. A major effort has been work to update the "Tool Box" adopted as part of the New Visions plan. Candidates for addition to the priority network have been reviewed, and subcommittees have helped with the overall effort. The group revisited the Mohawk-Hudson bike map and an updated, GIS based map prepared by CDTC staff was published in 2004-05.

Under this task heading, CDTC staff will continue to offer community assistance related to bike and pedestrian planning issues, including the broader category of "traffic calming" options. Additionally, CDTC will continue its cooperative work with county traffic safety committees and the Governor's Traffic Safety Board to coordinate attention on bike and pedestrian safety issues.

For 2005-06, it is anticipated that the task force will assist in fleshing out a candidate "big idea / big ticket" bike/ped regional greenway initiative for use in the New Visions 2030 public dialogue.

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 2005-06.

TASK 4.97      TIP Development, Monitoring and Update

During 2004-05, the TIP was maintained through numerous amendments and publication of a "real time" TIP on CDTC's web site. Work began in the summer of 2004 toward development of a 2005-10 TIP. This effort has attempted to incorporate policy products of NYSDOT's transformation process, as well as address funding levels related to TEA-21 reauthorization. The TIP update has involved a focused solicitation for CMAQ, NHS and HBRR candidates. Internet resources again are assisting in this effort, as CDTC has published application material on its web site, and maintains a running draft with supporting summary tables as the new TIP is assembled. The draft will be released by March 2005 for final approval in May and incorporation into a Statewide TIP by October 2005. As with the 2003-08 TIP, examination of energy / CO<sub>2</sub> impacts will be included in project and program evaluation. The existing TIP will be maintained through amendments over the coming year.

## 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 2005-06, this task will continue to include contractual support of the Town of Colonie's FGEIS implementation in the Airport area. A Delphus kill area analysis of transportation impacts of anticipated development was completed in 2004-05.

More significant, ongoing technical assistance is programmed for Albany County in connection with its annual contract with CDTC.

In 2005-06, 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. The work will be coordinated with the Linkage study for the NY 7 / I-87 area.

### 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 2005-06.

Cooperative support of the NYS Thruway Authority's plans to study capacity issues between exit 23 and 26 (including a potential high speed connection between the Northway and Thruway) has also required CDTC staff activity from this budget. A supplemental contract with the Thruway Authority has allowed CDTC to enhance the VISUM model for the Thruway corridor, including refined toll pricing relationships. The progress of this study has been slower than anticipated but CDTC's technical support effort is complete. The study will conclude in 2005-06.

### 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 carpool and non-CDTA bus 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.

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, culminating in adoption by CDTC in October. Additionally, each of the five corridor municipalities endorsed the study recommendations by resolution, and pledged to work with CDTC, NYSDOT and CDTA on implementation activities. In 2003-04, CDTC staff contracted with ITC for a full VISSIM microsimulation of transit priority features for the Central Avenue TIP project A341. Traffic flow and speed and delay runs were prepared as well, serving both the TIP project and the BRT study. Work by a Bus Rapid Transit / Street Design Committee, Corridor Coalition and completion of the zoning effort is shown under task 5.84.

Major effort in 2004-05 was the BRT concept design study, co-administered by CDTC and CDTA. Final products are expected by the end of 2004-05, leading to a preliminary design phase in 2005-06. CDTC staff will continue to be active in the project development process.

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 also proved successful, and a celebration of the 1,000,000<sup>th</sup> 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 2005-06.

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. The many concurrent studies and heavy reliance upon CDTC staff for the development of consultant scopes and management of consultant contracts has led to an increase in the staff support budget for 2005-06.

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 in 2005-06, and will be reframed as the "Linkage Regional Coordination Forum" with Linkage funding recipients expected to participate on a regular basis.

TASK 5.68      Pinebush Study Update (complete)

TASK 5.77      Hoosick Street Integration Project (complete)

TASK 5.81      Troy: Lansingburgh 112<sup>th</sup> St. Corridor Study (completion delayed)

The city of Troy has administered a Linkage consultant study with CDTC staff assistance that focused on the "urban village" of a large commercial / residential neighborhood in Lansingburgh. The study provides a detailed basis for transportation improvement and enhancement actions, as well as for land use decisions to be made in the City's upcoming Comprehensive Plan and Revised Zoning Ordinance.

Draft final report materials have been prepared and are being discussed with city officials. Study completion had been expected by 3/31/04, but has been delayed. Study completion is expected in early 2005-06.

TASK 5.82      Glenville: Freeman's Bridge Road / Dutch Meadows Master Plan (completed)

TASK 5.84      NY 5 Corridor Implementation Tools

For 2005-06, implementation activities will include regular meetings of a NY 5 Corridor Coalition; work by a Bus Rapid Transit/Street Design Committee; and completion of the zoning effort begun in 2002-03.

TASK 5.85      Integrated Transportation and Community Design (Statewide Shared Cost Initiative)

A consultant was selected in 2003-04 and has identified candidate highway and land use candidates for more thorough documentation. 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 will be an accessible, attractive document to be made broadly available to transportation professionals, elected officials and other community leaders throughout the state. Completion in early 2005-06 is expected.

A follow-up training effort of \$100,000 is also programmed.

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. CDTC staff will update the Memorandum of Understanding with the USDOE for the initiative in early 2005-06. In addition, CDTC's involvement will assure coordination with regional planning and programming activities, including TDM, transit and carpooling efforts. Work will continue during 2005-06.

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

The Town of Ballston requested assistance in identifying short-term solutions to transportation problems along Route 67 from Exit 12 of the Northway to Route 50 in the Village of Ballston Spa. The function of

the transportation corridor under current and short-term future conditions will be analyzed by developing rough estimates of future traffic, estimating level-of-service under alternative system treatments and investigating design options for the corridor. Recommendations will also be made for service road construction, driveway consolidation, driveway spacing, sidewalk placement, bike accommodations and typical Route 67 cross-section and intersection treatment. The Town of Malta is contributing \$5,000 above the local funds provided by Ballston to ensure consideration of the western edge of Malta within the corridor.

The schedule for this study was delayed to allow completion of the GEIS of the Luther Technology Park. Development of the park has implications for Route 67. Work began in late 2004-05 and is expected to be finished in 2005-06.

TASK 5.94     City of Rensselaer: Route 20 Corridor Study (complete)

TASK 5.97     Thruway Capacity Analysis Study (carryover)

CDTC staff has participated as a subcontractor in technical analysis of main line capacity issues on the New York State Thruway in the Capital District. This effort addresses the area from south of Albany to Exit 25A. The study is examining options for a high speed EZ-Pass connection between the Northway and Thruway southbound among other subjects. Completion is expected in 2005-06.

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

TIP Project R173, I-90 Exit 8 Connector Phase 2:ITS Demonstration, is listed in the New Visions long-range regional transportation plan under the category of community enhancement/regional economic development. The MIS/EPP for this project was adopted by CDTC in December 1999. Since that time, work on this project continues and involves development of alternative arterial designs and a draft Environmental Impact Statement.

As work has progressed, it has been apparent to NYSDOT, Town, County and CDTC staffs that a more clearly town-articulated land use vision for this important area would be beneficial in assuring that the investment to be made in this corridor is preserved and enhanced. To accomplish this, NYSDOT and CDTC approached the Town with a proposal to use a portion of the available demo funds to support a town-lead land use planning study that would explore land use alternatives and access arrangements within the area around the proposed connector. Funding was obtained by shifting a portion of monies already secured for construction into the preliminary engineering category. This Town-directed planning study can proceed in parallel to the environmental analysis and other work being progressed for the I-90 Exit 8 Phase II Connector.

The study began in 2003-04, was delayed for a period to allow a GEIS effort to proceed in a portion of the study area and will be completed in 2005-06.

TASK 5.01 City of Albany: Arbor Hill Gateway Planning Study (deleted)

This Linkage effort was intended to develop an attractive and pedestrian-friendly gateway for the Arbor Hill neighborhood at the intersection of Henry Johnson Boulevard and Livingston Avenue. The need for the study was rendered moot when the city of Albany completed a Henry Johnson Boulevard capital project in 2004, achieving many of the Linkage study's objectives. Funds earmarked for this Linkage study have been reprogrammed to other Linkage studies.

TASK 5.02 Town of Colonie: Route 7 Corridor Study (carryover)

CDTC will assist the Town of Colonie with a consultant study that will build upon the land use and transportation plan for the Route 7 Corridor (from Vly Road to Exit 6) that was developed under the 1991 Airport Area Final Generic Environmental Impact Statement (FGEIS). The study will examine the remaining land use opportunities in the corridor to better define arterial management actions for Route 7 and to help define a vision for the corridor's function and role. The study will also identify land use design options that will help the transportation system in the future, knowing that Route 7 will remain as a five-lane cross section. The study will also build from the New York State Department of Transportation's work in conjunction with the Exit 6 interchange design. Some of the objectives of this study are to:

- Collect current traffic volumes to gauge progress of the FGEIS plan.
- Identify existing and projected development patterns.
- Develop a vision of the corridor function.
- Develop zoning and regulatory tools to achieve this vision.
- Develop a visual representation of street cross section and site design.

This effort is underway and will be completed in 2005-06 with consultant and CDTC staff technical assistance.

TASK 5.03 Village of Colonie: Streetscape Guidelines and Architectural Design Standards (carryover)

CDTC will assist the Village of Colonie with a consultant study to develop Village wide streetscape guidelines and architectural design standards. Project activities will include an environmental survey, community meetings to develop a vision for the Village, and the development of a document containing the recommendations made in public meetings and the streetscape and architectural design concepts for the Village. The public will be heavily involved in all aspects of the study including project scoping, "hands-on" design charettes or other public meetings, and development of recommended design standards and guidelines. This will be a continuation of the planning process already started in the Village through the development of its Master Plan.

This effort is underway and will be completed in 2005-06 with consultant assistance.

TASK 5.04 Town of East Greenbush: Route 4 Transportation/Land Use Master Plan (carryover)

CDTC will assist the Town of East Greenbush with a significant staff effort to address the present and future transportation needs of the Route 4 corridor from the North Greenbush Town line to the

intersection with Rtes 9 & 20. Additional consultant support is included as needed. The area is experiencing considerable growth and a long-range plan must be developed. A number of traffic studies have been conducted over the last couple of years for the individual developments indicating that there is an existing problem. A long range solution is not within the scope of the proposed development. Through this plan, the completed studies will be brought together in order to support the development of a long-range plan and solution for the area.

This effort is underway and will be completed in 2005-06 with consultant assistance.

TASK 5.05     The Greenway Conservancy for the Hudson Valley, Inc.: Hudson River Valley Greenway Trail – Rensselaer County (completed in 2004-05)

TASK 5.06     Town of Halfmoon: Halfmoon Center Roadway Improvement Study (carryover)

CDTC will assist the Town of Halfmoon with a consultant study to further develop the concept of a mixed-use “Town Center” as identified in the Town’s Draft Comprehensive Plan. The success of the “Town Center” concept hinges on the relationship between land use and transportation, both motorized and non-motorized. The study will include:

- Review of aerial mapping and physical resource mapping of the area.
- Field reconnaissance to verify existing physical elements and development conditions in the area.
- Identification of alternatives for location and geometry of the connector roads and the reconstructed roadways.
- Identification of alternatives for improved and increased opportunities for non-vehicular elements to be incorporated into the roadway improvement plan.
- Review of existing land use and potential changes in land use opportunities as a result of the roadway improvements.
- Development of an overall plan for funding the identified improvements.

This effort is underway and will be completed in 2005-06 with consultant assistance.

TASK 5.07     Town of Rotterdam: Route 7, I-88, NYS Thruway Exit 25A Land Use & Transportation Study (completed in 2004-05)

TASK 5.08     W. Haywood Burns Environmental Education Center, Inc.: Patroon Greenway Trail Project (completed in 2004-05)

TASK 5.09     Fifth Year Linkage Program Reserve (new task)

CDTC intends to continue the successful Community and Transportation Linkage Planning Program with a solicitation for new studies in 2005-06. The solicitation had been delayed due to the delay in approval of the TEA-21 Reauthorization and to allow existing Linkage studies to move forward. A solicitation was made in the fall of 2004 and 14 submissions have been reviewed. The final 2005-06 UPWP will include a listing of the selected studies.

CDTC has tentatively reserved \$200,000 in FHWA PL funds to support the fifth year program.

TASK 5.10 Travel Behavior Factors Shared Cost Initiative

CDTC assumed the lead for NYSMPO on this study in 2004. By early 2005, a steering committee involving NYSMPO, FHWA Office of Planning and the Volpe National Transportation Systems Center was created. The format of the effort was established, focusing on a “Colloquy” of invited experts at the Rensselaerville Institute in June 2005 and web-based discussions before and after the colloquy. Final products are expected in early 2006.

The effort is using \$100,000 in NYSMPO shared cost initiative funds and an additional \$100,000 in FHWA funds assigned to the Volpe Center. A small portion of the NYSMPO funds will be used to cover CDTC staff administration and Sarah Siwek Associates’ staff administration of the project.

TASK 5.11 Regional Operations Planning (new task)

To help integrate management and operations into the planning process, CDTC intends to explore the creation of a joint CDTC/NYS DOT 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 (new task)

CDTC will assist the Town of Malta with a consultant study to develop a plan for the Route 9 north and south corridor. The plan will identify each parcel located within the corridor (excluding the Downtown Overlay District) and determine what type of development would be best suited to be incorporated on each parcel. The plan will generate design standards to guide this development and will incorporate architectural standards, streetscapes, parking standards, and visually attractive entranceways. This plan will also incorporate the ideas generated in a previous linkage study (the Malta Highway Access Guide and Pedestrian Plan) to help improve street connectivity and allow for sidewalks or multi-use paths.

Consultant Total: \$50,000 (\$35,000 federal, \$15,000 local cash match)

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

CDTC will assist the Harriman Research and Technology Development Corporation (HRTDC) with an integrated study that considers growth and development plans for the North Washington Avenue parcels, the planned transformation of the Harriman Campus into a Research and Development Park and the planned expansion of the U/Albany – CESTM facility. The HRTDC has requested that it administer a consultant contract, with additional CDTC staff technical assistance, to consider traffic and transportation-related issues within the geographic boundaries of I-90, Washington Avenue, Fuller Road, Western Avenue, Brevator Street and Route 85.

Consideration will be given but not limited to:

- bicycle and pedestrian facilities

- transit routing, timing and public notification/awareness
- roadway traffic patterns, signal timing and appropriate speed limits
- traffic, parking and access, and campus interconnectivity
- lighting, way-finding and security improvements
- emergency and maintenance vehicle access

This study would be part of the Campus Master Planning Process and would have the immediate goals of evaluating the current use of the Harriman Campus and Ring Roads, developing recommendations regarding traffic and pedestrian travel in the U/Albany – CESTM campus, planning input for the new CESTM building, evaluating and making recommendations for traffic on Fuller Road, plan recommendations for the undeveloped parcels on the North Washington Avenue property at Washington Avenue and I-90 and developing plans for interconnectivity to Western Avenue and Brevator Street.

Consultant Total: \$100,000 (\$50,000 federal, \$50,000 local cash match)

Additional CDTC Staff Technical Assistance: Amount to be determined by CDTC

**TASK 5.14**     Town of Stillwater/Village of Stillwater: Route 4 Main Street Plan (new task)

CDTC will assist the Town and Village of Stillwater with a consultant study to develop strategies for an active and attractive Route 4 corridor. The plan will identify ways to support revitalization and redevelopment of the Village Center and commercial corridor, improve safe access between Route 4 and the Hudson River, enhance and develop additional activity nodes in the downtown area and improve bicycle and pedestrian safety through well defined connections. The plan will also encourage preservation of the community’s historic structures, rural character and visual quality. The plan will identify a multi-modal network that can accommodate and integrate all modes. Finally, the plan will develop design guidelines for building development, signage, bicycle/pedestrian improvements, access management and traffic calming measures.

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

**TASK 5.15**     City of Saratoga Springs: Downtown Improvement Plan (new task)

CDTC will assist the City of Saratoga Springs with a consultant study to identify future transportation improvements that will have to be made to accommodate new development in the downtown area. The study will identify a fair share plan to raise the required funds to implement the improvements. The study will also screen different levels of development intensity against alternative transportation improvements. The screening will identify needs and consequences of the land use development scenarios and transportation improvements. The study will assist the City to identify other policies that should guide land use and transportation decisions in the downtown.

Consultant Total: \$80,000 (\$40,000 federal, \$40,000 local cash match plus an additional \$5,000 City staff in-kind services)

TASK 5.16 Town of Guilderland: Guilderland Hamlet Neighborhood Master (new task)

CDTC will assist the Town of Guilderland with a consultant study and staff technical assistance to prepare a master plan for the Guilderland Hamlet. The plan would be one of five studies recommended in the Town's Comprehensive Plan. The plan will address the topics of access management, pedestrian facilities, streetscape improvements, scenic and environmental features, architectural and site design standards, and standards for mixed use development. The study area is bounded by Route 20, the 20 Mall, and the Hunger Kill adjacent to the Guilderland YMCA.

Consultant Total: \$52,000 (\$39,000 federal, \$13,000 local cash match plus an additional \$2,500 in Town staff in-kind services). Additional CDTC Staff Technical Assistance: \$7,500.

TASK 5.17 Town of Bethlehem: Route 9W Corridor Study (new task)

CDTC will assist the Town of Bethlehem with a consultant study that will look at the Route 9W corridor from Exit 22 to the Routes 32/9W interchange. The study will build upon the recommendations and needs identified in the Town's Comprehensive Plan by providing a focused and targeted 9W corridor vision and management plan. It will also review the feasibility of a northern alignment alternative to the Selkirk Bypass project. This connection is envisioned to improve safety and traffic on Route 396, facilitate economic development, and ease traffic pressures on Route 9W. The plan will also identify standards for shared driveways along the corridor and identify sidewalk standards for incorporation into subdivision or site plan regulations. Finally, the plan will identify bicycle and pedestrian loops between existing and future points of interest along the corridor.

Because of the study's connection to project A290, the Selkirk Bypass, TIP funds (STP) will be 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 (new task)

CDTC will assist the Town of Hadley with a consultant study to develop a plan for the Town's hamlet district. The plan will create conceptual designs, design standards and identify a means of implementation to create a gateway and appropriate streetscaping to link existing transportation routes and recreational areas. The primary focus of the plan will be Rockwell Street, the entrance into the Town from the bridge over the Hudson River. The plan will develop streetscape designs for a pedestrian friendly sidewalk and trail system. The plan will also address parking concerns in the hamlet district.

Consultant Total: \$37,500 (\$27,500 federal, \$10,000 local cash match)

TASK 5.19 Town of Berne: East Berne Hamlet Study (new task)

CDTC will assist the Town of Berne with a small consultant study to focus on the revitalization of the East Berne Hamlet. The study will develop strategies for integrating small-scale economic development while preserving the historic setting and current residential neighborhoods. It is expected that the plan will bring more commerce to the region, answer residential demands for services while protecting the

rural working landscape of farms and forests. The plan will recommend zoning changes that allow for a greater mix of uses in the hamlet accompanied by rigorous design standards.

Consultant Total: \$12,000 (\$6,000 federal, \$6,000 local cash match).

## **VI. STATEWIDE EFFORTS**

The following are additional Statewide Cooperative Initiative (SCI) studies partly 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. Additional Statewide Data Collection (high tech)**

The Binghamton Metropolitan Transportation Study (BMTS) completed a \$150,000 statewide contract to survey the current state of the practice and develop recommendations. Follow-up refinement and implementation of technology-driven data collection is also scheduled to begin in 2005-06; \$100,000 is reserved for this activity. A RFP is under development.

Budget: \$100,000 (05-06).

- 4. Exploration of Factors Influencing Future Travel Behavior (carryover)**

See task 5.10.

- 5. ITS Operations and Management Integration Strategies (carryover)**

This reflects a statewide effort to pursue strategies for integrating system operations and management activities into the MPO process. As transportation system emphasis increasingly moves away from construction of capital solutions to mobility problems and toward operational actions, there is a clear need to integrate the MPO process and operational activities.

Current discussions are focusing on linking this work to current NYSDOT statewide planning work on ITS strategies. A scope for the shared-cost project will be developed in collaboration with NYSDOT. Budget: \$150,000.

- 6. 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 2005-06 budget for this is \$100,000.

## **7. Congestion Management System Research**

A new Shared Cost Initiative for 2005-06 is research into Congestion Management System practices. The effort will seek to identify and share alternative successful practices with regard to metropolitan CMS work. The budget for this effort is \$80,000.

## **8. Intercity Corridor Planning (carryover)**

In anticipation of planning needs related to NYSDOT's new organizational structure, the NYS MPOs have reserved \$100,000 for a shared cost initiative that would partner with NYSDOT commitment of State Planning and Research (SPR) funds. The joint initiative would seek to explore and define roles and responsibilities with regard to planning and programming actions on strategic intercity trade corridors within metropolitan areas.

In addition to the Shared Cost Initiatives, NYSDOT SPR activities are often directly applicable to the Capital District. The one applicable to CDTC for 2005-06 is listed below.

### **Border Crossings and International Trade Corridor Tasks**

NYSDOT will advance a number of activities dealing with border crossings and international trade a significant component is the I-87 corridor. Activities will include a joint working group effort with the Ministry of Transport in Quebec and the Eastern Border Transportation Coalition, discussions with Transport Canada toward a bi-national working group, and consultant work on a Statewide Multimodal and Integrated Plan for the Borders and Trade Corridors Program. Work on the Port of Excellence is also expected. The budget is \$500,000.

APPENDIX A  
FINANCIAL TABLES