

Capital District Transportation Committee

DRAFT 2010-12 UNIFIED PLANNING WORK PROGRAM

Prepared for Planning Committee Review
February 3, 2010

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The 2010-12 UPWP contains the 2010-11 financial tables. The 2011-12 financial tables will be contained in the 2010-12 UPWP Addendum.

OVERVIEW OF THE UNIFIED PLANNING WORK PROGRAM

CDTC is required to develop a Unified Planning Work Program (UPWP) as a basis and condition for all FHWA and FTA funding assistance for transportation planning within the four county Capital District region. The CDTC has embraced the two-year UPWP concept, moving from annual to biennial development in 2006. Development of the 2010-12 UPWP began with the solicitation of ideas from CDTC's Planning Committee at its November, 2009 meeting. The solicitation for the 2010 Community and Transportation Linkage Planning Program will provide several additional studies for next year's planning program. Specific studies will be chosen by the Planning Committee at its February 3, 2010 meeting.

The Unified Planning Work Program identifies transportation planning and programming activities that are to be undertaken in the Capital District during the upcoming two years, beginning on April 1, 2010 and ending on March 31, 2012. The intent of the comprehensive work plan is to coordinate all federally-funded transportation-related planning activities in the region. The primary sources of federal planning funds supporting CDTC's UPWP activities include:

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

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

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

Each task listed in the UPWP is undertaken by either the CDTC staff, the staffs of CDTC's member agencies, or by consultants. The 2010-12 UPWP also includes resources for staff support for NYSMPO Association activities. Separate budgets are shown for the 2010-11 and 2011-12 federal fiscal years. The 2011-12 budget will be contained in the 2011-12 addendum to the UPWP.

FEDERAL CERTIFICATION OF CDTC'S METROPOLITAN TRANSPORTATION PLANNING PROCESS

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

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

The **New Visions 2030 Plan** was completed and adopted by the Policy Board in October, 2007, and it received a positive FHWA/FTA air quality determination on April 8, 2009. While the plan is the long-range transportation plan for the region, it strives to have the region recognize the importance of land use design and smart growth management to maintain the quality of the region as well as the quality of the transportation system. The content of the plan, including its policies and expanded principles, frames the way this region will look at such items as transit service, urban reinvestment, roundabouts, the scope of capital projects, treatment of the Northway and other expressway congestion issues, and highway widening issues in general.

The Capital Region could experience noticeable growth related to its becoming a high-tech research and development hub. The potential growth of the region presents a significant challenge to transportation, and CDTC through New Visions, is positioned well to meet that challenge. CDTC's approach to planning is characterized by two words – stewardship and vision. It strives to answer questions such as: “How will the expectations and role of the transportation system be different in 2030 than they are today? What type of future development pattern should be encouraged through strategic transportation investments? How can the transportation system be managed or improved to enhance the quality of life, protect the environment, and sustain economic vitality? What are the financial requirements to provide the desired system and how can they be secured?”

The CDTC planning program must reflect current issues and concerns if it is to be meaningful. The issues are well defined as a result of the breadth and depth of the planning effort during the TEA era. The New Visions work has grappled with long-term budgetary needs; has generated 31

planning and investment principles and identified dozens of actions to assure a stable, balanced transportation system; and completion of more than 65 Community and Transportation Linkage Planning studies has raised the stakes regarding transportation and land use integration. As a result of all of this work, the CDTC cooperative planning effort over the next two years and beyond will continue to emphasize “follow-through” – on addressing the technical and institutional obstacles to implementing the broad vision of the plan, as well as pursuing the new challenges that emerge as the long-range horizon is pushed out to 2040 and beyond.

The agenda for the coming two-to-five years is at the same time more manageable (being more clear) and more challenging (dealing with institutional barriers and plan implementation) than that of past years. CDTC does not anticipate repeating the broad, foundational New Visions effort over the next few years, but will reconcile, extend, and refocus the plan repeatedly during the period. Congress is expected to pass a new transportation bill sometime within the next 12-18 months. It is expected that the priorities of the new legislation will not be very different from SAFETEA-LU, but is likely to include emphasis on climate and energy concerns. Several new initiatives are added to the UPWP for next year, including work to begin a dialogue on climate change issues.

MAJOR THEMES OF THE 2010-12 UPWP

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

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

The 2008-10 UPWP was the first work program to be based on the adopted New Visions 2030 Plan. Some of the key accomplishments of CDTC’s 2008-10 UPWP include:

- Completion of a new MPO Planning Agreement with CDTA and NYSDOT
- Preparation of a new Prospectus
- Successful management of NYSMPO Association staff support contract
- Further validation of STEP Model travel forecasts
- Completed highway condition surveys for the non-state federal-aid system and sample of the local road system; condition surveys for Albany County and the City of Albany were completed (under contract) as well
- Shifted highway condition survey base to a GPS/GIS platform
- Completion of the Hudson River Crossing Study and initiation of several integrated corridor efforts
- Development of the 2009-14 Transportation Improvement Program
- Solicitation and programming of ARRA projects

- Partnered with CDTA to launch a new pilot vanpool program
- Engagement on financial issues and regional growth patterns with the broader community
- Integration of CDTA's Transit Development Plan work into New Visions
- Successful demand management, carpool, vanpool promotion
- Conversion of CDTC's Commuter Register to a GIS based system, named ipool2
- Progress on congestion and safety management system planning
- Enhanced human service agency/public transit coordination by expanding the JARC regional committee to include additional stakeholders
- Further integration of arterial management principles into linkage studies
- Completed and published a major trail and property owners survey to support bike/ped implementation efforts
- Took first steps to reach out to regional environmental agencies and stakeholders under CDTC's New Visions Environmental Initiative; CDTC's TIP process was enhanced to be more sensitive to environmental and cultural resources
- CDTC's Regional Operations Committee has facilitated discussion of a "regional concept" for transportation operations in the Capital District
- Continued involvement in CDTA's BRT implementation efforts, especially in the NY 5 corridor
- Continued to provide leadership in USDOE's Clean Communities Program; CDTC is the only New York State MPO to directly host the program.
- Re-launched CDTC's newsletter, re-named *In Motion*
- Successful completion of thirteen Linkage studies related to local planning activities
- Publication of CDTA's Transit Supportive Development Case Study, supported by the NYSMPO Association's SCI program
- Participating members on project design committees for the Exit 3 and Balltown Road projects
- Participation in NYSDOT's Capital Plan process

For the coming two-year period under CDTC's 2010-12 UPWP, many foundational activities will continue and several new tasks will be added with emphasis on the following:

- Continued effort to pursue safety conscious planning and further integration of operations into the planning process
- Adoption of the new 2010-15 Transportation Improvement Program
- Participation in and tracking of the new Federal transportation and climate legislation
- Initiation and completion of an update to New Visions Plan
- Continued Economic Stimulus planning and programming under the expected Jobs for Main Street legislation
- Initiation of several new Linkage Program planning efforts
- Renewed emphasis on Environmental Justice, ADA, and Freight planning
- STEP model refinement, including development of a mode choice model
- Documentation of US Census results
- Update CDTC's web-based traffic volume report
- Completion of New Visions Guidebook and Training Program
- Enhance CDTC's environmental planning capacity
- Continue to explore the feasibility of a CDTC-housed regional operations initiative
- Continued involvement in BRT planning and implementation activities
- Determine CDTC's appropriate role in Security Planning
- Initiate discussions about energy and climate change with Capital Re

Highlights of the 2010-12 Program

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

New Visions

Thirteen years ago, CDTC issued its first New Visions Plan and presented a regional consensus about the future of the Capital District. In New Visions 2030, adopted in October 2007, CDTC revisited and expanded the in depth examination of overarching topics for the region that was the work of the original plan. Particular attention was made of the information gathered through the ground-breaking work of the Quality Region Initiative. Broad outreach to general public and region's municipalities began in 2009 with the publication of the brochure, Choosing Our Future: New Visions for a Quality Region. In partnership with CDRPC, CDTC began work on the development of a guidebook on the subject of sustainable development. Both of these efforts will continue in 2010.

The New Visions Plan will need to be updated over the next year or so. The scope of the effort will depend on the new transportation and climate legislation currently being debated in Congress. CDTC does not anticipate to repeat the broad, foundational New Visions effort, but will reconcile, extend, and refocus the plan. At a minimum, dialogue on climate change and energy issues will begin.

ARRA Planning and Programming

Designed to create jobs and deliver needed infrastructure to the country, the American Recovery & Reinvestment Act (ARRA) was signed by President Obama on February 17, 2009. The Capital District Region received \$100 million for transportation investment in the four county area. Since December 2008, the CDTC staff worked with NYSDOT, CDTA, and county and municipal members to identify eligible projects that could advance with ARRA funds. There is a good chance that a second stimulus bill, currently called Jobs for Main Street, will be signed into law early this spring. CDTC's role is expected to be similar to the role that CDTC played in ARRA -- CDTC will facilitate project evaluation, selection, and public outreach.

Transportation Improvement Program

One of CDTC's most important responsibilities is the development of a multi-modal program of transportation projects called the Transportation Improvement Program (TIP). Congress has not yet approved a new transportation bill, but the Capital Region must be prepared with its priorities for when Congress does act. Since early September 2009, the CDTC has been working with all of its members to solicit new projects for the program, based on an "anticipatory" funding level of about \$100 million. This TIP will include an improved scope accountability process. Development and maintenance of CDTC's TIP will continue to require a high level of staff effort in the 2010-12 period. Because the TIP is updated once every two years, another update is expected in 2012.

Data Collection

Keeping CDTC's data systems current remains an important element of CDTC's work program, and is critical to maintaining credibility. In recent years, CDTC has collected traffic and land use data to support travel simulation modeling. It has secured access to NYSDOT's crash data files, purchased supplemental household travel survey data from the Census Bureau, collected extensive inventories of pedestrian and bicycle features on the region's roadway network, and expanded its condition survey work to cover 100 percent of Albany County and City of Albany streets. CDTC, together with the other twelve New York MPOs, participated in a data collaboration scan to determine how to use data collection resources more efficiently to avoid duplication. The scan offered CDTC the opportunity to re-examine existing data collection efforts. As a result, CDTC will commit to a higher scale of data collection in the next two years, that will involve using one or more consultants to conduct a variety of traffic surveys.

Technology

CDTC will continue to keep pace with rapidly changing technology. In recent years, this has included routine replacement of computer equipment, purchase of additional modeling and GIS software, and new methods of data collection and interpretation. With the purchase of GPS equipment last year, CDTC has increased its capabilities to collect data more efficiently. The internet will continue to expand in capability in coming years, and CDTC will shift more of its internal communication and public access materials to real-time web-based methods. Technology helps foster a strong knowledge base to keep staff at the cutting edge of emerging planning techniques and processes.

New Visions Environmental Initiative

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

Regional Operations Initiative

The CDTC Regional Operations Committee was formed in 2008 to further the development and implementation of ITS, incident management, and operations systems in the Capital District. This committee will continue to explore the formal development of a "regional concept" for overall transportation operations in the region. A CDTC-housed regional initiative has been proposed for funding in the 2010-15 TIP. The prospect of a regional operations group depends on the outcome of the 2010-15 TIP development and the resources provided under the new transportation bill.

ADA Compliance

Compliance with the Americans with Disabilities Act of 1990 has become an area of increasing emphasis by USDOT. Guidance on what is expected of MPOs to comply with the law is currently being developed by NYSDOT and FHWA. At a minimum, CDTC will prepare a document that summarizes all of the ADA related work that CDTC is responsible for or is involved.

Safety Conscious Planning

CDTC continues to have a lead role in the NYSMPO Association's Safety Working Group, which recently published a Safety Assessment Process for Evaluating Safety on Local Roads. Building upon this work, CDTC will participate in a shared effort, led by the Elmira MPO, to develop a multi-modal safety monitoring process.

Transit System Development

Transit system development continues with planning coordination required for several TIP related projects including NY 5 BRT Implementation, Washington/Western BRT Implementation, and the Schenectady AMTRAK Station Redevelopment. In addition, CDTC will work with CDTA and NYSDOT to produce an assessment of the current status, future demand, and policy recommendations for park-and-ride facility development in the region.

Integrated Corridor Efforts

The Linkage Program remains the cornerstone of CDTC's local planning assistance and public outreach efforts, and is a key implementation activity of New Visions 2030. Roughly \$4.0 million in federal, state, and local funds have been committed to more than 60 planning studies since its inception in 2000. A complementary initiative has emerged from the statewide corridor program where three major corridors in the region are being closely studied using a multi-modal and context sensitive approach: (1) I-87/US 9 in Albany and Saratoga Counties; (2) I-90 from Buffalo to the Massachusetts State Line; and (3) Hudson River Crossings. The Hudson River Crossing study was completed in 2008, and is being used in the project development process for the Patroon Island Bridge project.

Statewide MPO Association Support

The CDTC successfully participates with the twelve other New York MPOs in a statewide association. The association facilitates dialogue among MPOs and State/Federal agencies through regular meetings of MPO Directors, periodic technical meetings among MPO staff, and through conferences and training institutes. The Policy Boards of all thirteen MPOs authorized the use of pooled funds to contract with an individual or planning firm to provide staff support. Staff support is currently being provided by Wilbur Smith & Associates. The 2010-11 budget has been reduced from \$230,000 to \$110,000 because of federal rescissions that have occurred in the last two years. The scope of services has been modified to limit Wilbur Smith's effort to managing the day-to-day operational needs of the Association and coordinating with other state and national associations.

2010-12 UPWP BUDGET

The full UPWP agenda is ambitious and demanding. CDTC's ability to pursue the proposed agenda is a result of the Administrative & Finance Standing Subcommittee's confidence in the staff's management and technical abilities, their stewardship of CDTC's financial resources and contractual commitments, and their commitment to a stable staffing structure. The budget for the first year (2010-11) of the two-year 2010-12 UPWP has grown slightly from last year to reflect the increased challenges that the staff is being asked to meet. The budget reflects a modest one-time commitment of resources for data collection and other specialized consultant activity. The proposed CDTC staff budget for 2010-11 is shown in Appendix A: Financial Tables.

The two primary sources of federal planning funds supporting UPWP activities are FHWA's Section 104(f) Metropolitan Planning (PL) funds and FTA's Section 5303 Metropolitan Planning Program (MPP) funds. The federal funds in the 2010-12 UPWP from these programs are \$1,882,435 and \$338,757, respectively for 2010-11. CDTC staff activity is primarily matched by NYSDOT in-kind services that exceed \$447,902.

Because CDTC staff carries out specific activities that are beyond the normal MPO planning activities, the UPWP also includes other additional resources:

- \$469,063 FHWA SPR Funds
- \$135,000 FHWA STP Funds (for project development work)
- \$ 82,620 Town of Colonie, Albany County, and City of Albany
- \$112,500 Local cash contribution to support Linkage Program
- \$950,000 CMAQ Funds for three CDTA TIP planning projects
- \$ 76,500 US Department of Energy

The 2010 UPWP contains about \$581,250 in CDTC administered consultant contracts along with \$110,000 pass through funds to support CDRPC efforts.

RELATIONSHIP TO NYSDOT EMPHASIS AREAS

It should be noted that through the various tasks described in this document, the UPWP supports NYSDOT's emphasis areas. For example, NYSDOT's policy regarding Advancing the Transportation-Land Use Connection is strongly supported and advanced through CDTC's Linkage Program. The Department's Highway Safety, ITS, and Operations emphasis areas are supported through CDTC's regional safety systems planning and regional operations committee. CDTC is also advancing work related to local ADA compliance and economic stimulus planning.

2010-12 UNIFIED PLANNING WORK PROGRAM TASK DESCRIPTIONS

I. PROGRAM COORDINATION

1.51 Committee Activities

This task covers CDTC meetings, maintenance of committee membership and structure, personnel management, and other organizational activities.

1.61 Certification Review

Successful USDOT certification was completed June, 2009. The certification report noted more than a dozen noteworthy practices. Several corrective actions were noted as well: MPO planning agreement; update Prospectus; MOU w/AGFTC re AQ coordination; CDTC's role in security planning.

Self-certification will be carried out with 2010-15 TIP adoption, expected in June 2010.

1.65 UPWP Development

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

The UPWP may need to be amended to meet requirements of new transportation & climate bills.

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

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

Look to conduct additional Environmental Justice analyses to understand additional aspects of transportation system performance in EJ areas and to compare to performance elsewhere. Continue to explore improved participation of traditionally under-represented groups in the planning process.

1.67 Prospectus

MPO planning agreement approved by Policy Board in December, 2009.

Completed new document that reflects current working relationships and federal regulations. Next steps would be to develop a five-year planning agenda and financial plan upon Congressional approval of the new transportation bill.

1.68 NYSMPO Association Support

CDTC continues to manage the statewide contract. Major accomplishments include: Annual Conferences in 2008 and 2009; completion and publication of *Safety Assessment Guidelines* (outlines a process for improving safety on local transportation facilities), *Transit Supportive Development Guidelines* (including Capital District case study), and *Assessment of New York MPOs During the TEA Era*.

The Association is looking at reduced support in the next two years in face of federal recessions. SCI efforts will be scaled back, at least for 2010-11.

II. SURVEILLANCE

2.16 STEP Model

CDTC's transportation modeling procedures were enhanced and upgraded to improve the accuracy and responsiveness of the VISUM model. Last year the VISUM post-processor which calculates vehicle operating costs was added, among other routine updates. At the request of CDTA, staff started work to develop a mode split model using the VISUM platform. The mode split module will be used to support BRT planning in the region.

Some model development and refinement work will continue, including time period modeling and validation, and development of the mode split model. The mode choice model will require consultant support.

2.25 Data Collection

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

Data collection over the last two years has been extensive. With the help of Graduate Student interns, the staff has compiled more than 100 traffic and pedestrian counts at 40 intersections; completed 24 trip generation studies; conducted ten speed/delay studies; documented traffic observations at seven locations; and completed land use inventories in five corridors. Also continued to collect information on pedestrian and bicycle features and usage on the region's bike/ped priority network. The use of graduate students has proven to be a very cost-effective way of collecting data and will continue for the foreseeable future.

With the purchase of GPS technology last year, staff has incorporated GPS into data collection efforts. This has allowed for detailed inventories of roadway features such as signs, sidewalks, transit shelters, trail alignments, etc.

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

CDTC expects data needs in beyond the TEA era to remain extensive. CDTC has also explored the use of consultants to supplement the intern-based program; we plan on retaining one or more consultants beginning this Spring to conduct a variety of data studies including traffic counts, trip generation, travel time/delay, and spot speed.

2.28 Census/Household Travel Survey

Participated in PSAP census training and worked with CDRPC on identifying new boundaries for census tracts that exceed population and household thresholds. CDTC also worked with NYSDOT on the National Household Travel Survey.

The US Census will be conducted during 2010. CDTC will work with CDRPC on geo-coding, but involvement likely to be limited.

Beginning in 2010, and annually thereafter, the Census will begin releasing data sets from the American Community Survey providing detailed socio-economic data about the population down to the Block Group level based on a five-year period estimate. Upon the release of the data, CDRPC will prepare customized data sets about the region's population. The initial effort will include working with CDTC and CDTA to evaluate the released files, ascertain those data sets of interest, and identify the most appropriate means to communicate the data for internal and external use. The Census is expected to provide information on basic travel behavior; additional data can be collected outside of the Census if necessary.

2.29 GIS

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

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

New technical advances and methodologies to provide geospatial information in an efficient manner for use in various technical projects by CDTC, its member agencies, and others will be continuously reviewed by CDTC and CDRPC. Enhancements to existing geospatial data will include the expansion and refinements of attributes and the improvement of the positional accuracy of features.

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

CDRPC will continue to process and assemble data and clip the information specific to the Capital Region and the communities within the region. New data coverage will continue to be added as mapped and statistical data become available. CDRPC will work with CDTC and

CDTA staffs to coordinate availability of data, including the ACS data, and prepare customized maps to meet the needs of each agency without duplicating efforts. As a member of the NYS GIS Coordinating Body, CDRPC will continue to participate in meetings and dialogue with GIS users statewide in developing policies and protocols regarding distribution of data.

2.30 Routine Highway Condition Inventory

Both CDTC's long-range plan and capital program rely on pavement condition data that is comprehensive, reliable, and easily accessible. Staff conducts regular surveys of Capital District roads. Over the last two years:

- non-federal aid sample
- non-state federal aid
- under contract with the City of Albany and Albany County to survey roads under their jurisdiction.

During 2009, we shifted survey base to GPS/GIS platform for the non-state federal aid system.

In 2010, the every-fourth-year survey of non-state, non federal aid roads will be undertaken. The annual survey of Albany County-owned roads will be completed and may be repeated for the City of Albany. The survey of non-state, federal-aid roads will be conducted in 2011. All survey work will use CDTC's GPS/GIS platform.

A comprehensive report documenting condition trends since the first survey was completed in 1983 will be prepared. Results will be presented to the Planning Committee.

2.31 Traffic Volume Report

CDTC continued to maintain a web-based report.

A comprehensive update of the report, originally conducted in 2008, will be repeated sometime in the next two years. The update relies on NYSDOT implementing a new count program for federal-aid roads to meet federal requirements for the HPMS. A consultant-supplemented count program will assist the update.

III. PLAN APPRAISAL

3.77 New Visions

Ten years ago, CDTC issued its first New Visions Plan and presented a regional consensus about the future of the Capital District. In *New Visions 2030*, adopted in October 2007, CDTC revisited and expanded the in depth examination of overarching topics for the region that was the work of the original plan. Particular attention was made of the information gathered through the ground breaking work of the Quality Region Initiative.

Broad outreach to the general public and the region's municipalities began in 2009 with the publication of the CDTC report, *Choosing Our Future: New Visions for a Quality Region*. In partnership with CDRPC, CDTC began work on the development of a guidebook for planning boards, zoning boards, and local officials on the subject of sustainable development (the guidebook is expected to be substantially complete by March 31, 2009). The Linkage forum has been used as a sounding board for the guidebook. Approval and publication of the guidebook has

been delayed to April, 2010 because of staff time allocated to ARRA planning and other New Visions and TIP development tasks.

The brochure and guidebook will be used in the coming months in various outreach activities to get the word out on New Visions. The objective is to engage the public in a dialogue about managing growth, encouraging urban reinvestment, transit oriented development, complete streets, and other topics.

CDTC is required to prepare and maintain a long-range plan with a minimum 20-year horizon, and to update the plan every four years. A New Visions 2035 effort will be initiated in 2010, but its direction will depend on the content of the new transportation and climate bills currently being debated in Congress. At a minimum, a dialogue on climate change issues should begin. At the current time, we are assuming that the new legislation would not change the basic structure of New Visions and that the new plan will update key aspects of the 2030 plan including: (1) demographic update; (2) exploration of climate and energy issues; (3) validation of travel assumptions used in developing the 2030 plan; and (4) updating budget forecasts and adding ADA compliance as a new budget element. Adoption of the updated plan is scheduled for October, 2011, meaning that all technical work must be completed by June, 2011.

3.01 Management Systems

Staff effort on safety and congestion management planning has been substantial in the TEA era, and a comparable effort is expected to continue through 2011 and beyond.

The Congestion Management Process (CMP) was adopted as part of the New Visions 2030 Plan. Staff has been working with the Regional Operations Committee to develop performance measures related to reliability. New opportunities for monitoring speed and delay on arterial corridors using GPS technology were explored. The use of cell phones to measure real time speeds was explored. These expanded performance measures will be used to revise the CMP articulation of critical congestion corridors.

For 2010-12, CMP work will continue along three tracks:

- > Staff will conduct a system-wide inventory of arterial speeds and congestion using the floating car survey technique with GPS technology. The analysis will supplement capacity analysis, allowing an assessment of the quality of an overall trip through a corridor. The data will also be valuable for refinement of speed/volume relationships used in the STEP model.
- > Update expressway travel time and delay data last completed in 2002-03 using MIST data, and will explore the possibility of incorporating other data sets, such as TRANSMIT, into the analysis.
- > In 1995, CDTC prepared a methodology for holistically evaluating transportation benefits, described in the report, Estimated Marginal Monetary Costs of Travel in the Capital District. CDTC will refine this methodology and explore ways in which it can be used to meet emerging federal requirements for evaluating GHG impacts and livability benefits.

CDTC is in the midst of developing a formal Safety Management System of the Capital Region that moves beyond the traditional approach of identifying high vehicle crash locations. Access to NYSDOT's ALIS system, which has enhanced CDTC's access to safety data, will enable

regional safety analysis to be efficiently progressed. CDTC is using ALIS data to advance the Rensselaer County Safety Pilot Project.

Staff continues to have a lead role in the NYSMPO Association's Safety Working Group, which developed and published a Safety Assessment Process for Evaluating Safety on Local Roads. Staff will participate in a shared comprehensive planning task, led by the Elmira MPO, to develop a multimodal MPO safety monitoring and planning process. As time allows, staff will analyze available regional safety data to identify emphasis areas and to undertake safety assessments at strategic locations.

3.02 Air Quality Planning

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

- > In partnership with NYSDOT, NYSDEC, and NYSMPO Association, CDTC staff participated in lengthy discussions and reviewed technical analyses about the development of State Implementation Plan emission budgets. Participation in this interagency coordination group will continue.

- > CDTC approved an MOU that addresses how CDTC and AGFTC coordinate the conformity process.

- > Conformity determination for the 2010-15 Transportation Improvement Program will be completed. This is a very rigorous and time-consuming effort.

3.06 Goods Movement Planning

CDTC's Goods Movement Task Force is an excellent example of an MPO using its forum to better integrate freight into the regional planning process. The task force has ensured that goods movement strategies are incorporated into CDTC's plans and programs. Meetings of the task force over the last year or so have been reduced because private freight carrier has been marginal at best.

Staff also participated in the Tech Valley Civic Forum Metrics Task Force that was formed by CDRPC. The mission of the task force is to guide the development of a roadmap to reflect the relationship between social/environmental/economic factors and freight facilities and services.

In the coming months, staff will re-establish regular meeting schedule of the task force with expanded outreach to private carriers. Other goods movement related tasks are proposed under a new Freight Planning initiative.

IV. IMPLEMENTATION PLANNING AND PROGRAMMING

4.07 ADA/Human Service Agency Transportation

SAFETEA-LU requires recipients of JARC, New Freedom, and Section 5310 funds to certify that projects are derived from a locally developed and coordinated public transit-human service

agency transportation plan. CDTC formed a new committee called the Regional Transportation Coordination Committee to work on coordination requirements.

CDTC became involved in the Saratoga Vital Aging Network Group, participated in the Schenectady Long-Term Care Consortium, and met with Saratoga Bridges and other advocacy groups. CDTC helped Catholic Charities of Schenectady County, Schenectady County ARC and the city of Watervliet commence their New Freedom projects. Given that successful JARC and New Freedom projects have been worked on, CDTC staff will need to update the Coordinated Plan required under the SAFETEA-LU legislation, documenting these activities. The update will occur in 2010.

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

Also see ADA Compliance under New Initiatives.

4.17 Arterial Management Planning

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

- Integration into linkage studies
- Staff support in the development of the Route 5 Access Management Plan to support CDTA's BRT effort
- Technical assistance to the Town of Colonie in the support of access management actions in the Route 7 and 9 corridors.

For 2010-12, staff will revisit and update CDTC's adopted guidelines to reflect new information on access management practice, policy, and experience. Update of community compatibility index for suburban and urban major streets will be pursued. (Both of these tasks were programmed in the 2008-10 UPWP, but were deferred because of insufficient staff time).

4.18 ITS Architecture

CDTC doesn't have much of a technical role here. However, any changes to the regional architecture must be formerly adopted by CDTC's Policy Board. No changes were proposed since 2004. Staff will meet with NYSDOT Region 1 staff in the coming months to discuss any possible upcoming changes.

4.19 Trail and Property Owners Survey

Completed.

4.20 New Visions Environmental Initiative

- Took first steps to reach out to environmental agencies and other stakeholders
- GIS mapping of regional environmental features

- Revised TIP Project Justification Package to be more sensitive to environmental and cultural resource impacts of candidate projects.

Using recently developed web-based natural and cultural resources inventories by various state agencies and inter-state regional consortiums, we will continue to refine CDTC's GIS based environmental screening process for TIP project candidates and other planning efforts. Post resulting maps, tables, and narrative on CDTC's website.

Consistent with the potential array of tasks to be undertaken as part of an Energy and Climate Change Initiative (see Possible New Planning Initiatives below), begin the process to create an Integrated Community and Transportation Design toolkit to ensure pursuit of enhanced environmental quality of projects emerging from the New Visions 2030 Plan, and to assist communities in integrating land use and transportation activities, and in developing sustainable site design. Areas of research in developing this toolkit could include benefits of low impact development, benefits of increasing tree coverage, and other elements of "green" infrastructure. This work will build upon work to be completed for the New Visions Guidebook and Training.

4.62 Implementation Planning: Transit Operations

CDTA, in partnership with NYSDOT Region 1 and CDTC, will produce an assessment of the current status, projections for future demand, and policy recommendations for the development of park and ride lots in the greater Capital District.

Responsibilities for the park and ride lot network in the Capital District are shared. CDTC has the lead role for keeping track of the inventory and publicizing it via ipool2.org and other ridesharing efforts, and has established a set-aside of \$300,000 per year in the CMAQ program for park and ride lot expansion and rehabilitation. CDTA owns, leases, and/or operates a handful of lots, as does NYSDOT Region 1. Many lots dating from the 1980's (the last time a concerted regional park and ride effort was exerted) have no formal arrangements, and four have been lost recently, which is the genesis of this proposal to step back and take a comprehensive regional look at the regional network and to develop a strategic plan addressing documented need for rideshare support facilities. This will provide a basis for evaluation of future proposals for use of the regional set aside.

4.67 Bike/Pedestrian Planning

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

- Task Force remains active
- Community assistance
- In partnership with NYSMPO Association, prepared comments on Chapter 17

- Solicitation for a fifth round Spot Improvement Program
- Completed update of regional bicycle and pedestrian signage guidelines
- Bike maps updated and printed
- Participation in NYSDOT's TEP solicitation and evaluation
- Printed updated edition of the Regional Bike/Hike Map
- Staff represents NYSMPO on the National Safe Routes to School Partnership.
- Participated in the Capital District Older Driver Network (formal presentation planned for January 6, 2010 Planning Committee)

- Seat on the NYSHEPA Built Environment Task Force

Most of the work listed above will continue. Staff will explore ways of better integrating public health in the planning and programming process.

4.97 TIP Development and Maintenance

Development and maintenance of CDTC's TIP required a high level of staff effort that included the following:

- Amendment processing
- ARRA planning (with the assistance of CDRPC, completed an assessment of Economically Distressed Areas)
- Project solicitation and programming of several set-asides and Spot Improvement Program
- Refined project solicitation and project justification package procedures
- Interim TIP update that resulted in a new 2009-14 TIP
- Project solicitation and evaluation for the 2010-15 TIP Update (included county-level meetings to explain the PJP process)
- Special outreach through CDTC's newsletter, In Motion.
- (Planning and programming for ARRA 2 – Jobs for Main Street?)

The 2008-10 UPWP called for developing a companion TIP document that contains sufficient information to convey the scope and expectations for programmed projects. It is expected that the companion document could consist of electronically scanned and stored PJPs and staff evaluation materials, along with relevant information on project amendments. This information would be accessible via CDTC's website and would assist in integrating planning with subsequent project development and performance tracking (such as consistency with long range plan goals as well as with public participation goals). Information reported in this document would hold project sponsors accountable for the scope, cost, and schedule authorized in the TIP. This would also allow CDTC to consider the role of deadlines or "sunset" provisions to ensure steady progress on TIP projects. This desirability of preparing a companion document was discussed with the Planning Committee in 2009; the document will be prepared concurrently with the 2010-15 TIP.

Two additional improvements to the PJP, among others, will be advanced:

- Development of an "exposure factor" for bike/ped project evaluation
- Development of a Cost Estimation Manual

V. PROVISION OF SERVICES

5.11 Regional Operations Planning

The CDTC Regional Operations Committee was formed to further development and implementation of ITS, incident management, and operations systems in the Capital District. Regional meetings that have been held over the last two years have facilitated discussion of opportunities for coordination of initiatives across jurisdictions. A particular aspect of the effort will be the identifications of cost-effective operations and management initiatives for consideration in CMAQ programming efforts, including routine draw-downs of regional set-asides in the TIP.

This committee will continue to explore the formal development of a “regional concept” for overall transportation operations, with potential components focused on signal systems, transit, among others. A CDTC-housed regional initiative has been proposed for funding in the 2010-15 TIP. The prospect of a regional operations initiative depends on outcome of the 2010-15 TIP development and the resources provided under the new transportation legislation.

5.27 Transit Oriented Development (TOD)

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

- Implements a component of the transit provisions of the *New Visions* Regional Transportation Plan;
- Will improve the potential for long-term success of BRT projects;
- Will better position the region to garner Small Starts funding for future BRT projects; and
- Will provide a regional example of the use of zoning to promote concentrated development along transit lines.

5.51/5.52 Provision of Services

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

5.57 Commuter Support Services

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

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

5.59 Transit Supportive Development Case Study (NYSMPO Association SCI)

This study is complete.

5.60 Public Transit Planning Support

CDTC staff continues to actively support CDTA and its consultants in exploring alternative and innovative ways of implementing New Visions transit-related recommendations.

5.61 Project Development Support

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

Major efforts in 2008-10 included modeling for several design projects including Patroon Island Bridge, Exit 3/4, Latham Circle Reconstruction, I-87 Exit 6 diversion analysis, Old Niskayuna Road/Watervliet Shaker Road Roundabout, and Balltown Road.

5.62 NY 5 Corridor Support

CDTC staff continued to participate in CDTA efforts toward implementation of BRT in the Route 5 corridor. Two implementation studies covering BRT operations and station planning were completed in 2008. Using Corridor Management Initiative funds, CDTA retained a consultant to design queue jumpers, transit signal priority, and arterial management plan to support BRT operations in the Route 5 corridor. CDTC staff, along with NYSDOT Main Office staff, assumed a lead role in the arterial management element of the study. This study was managed by CDTA with assistance from CDTC, and was completed in 2009. Public outreach for the arterial management plan will occur during the spring of 2010.

5.63 Travel Demand Management Initiative (TIP Supported)

This project is led by CDTA with CDTC staff assistance.

A noteworthy achievement of this initiative was the launching of a new pilot vanpool program for the Capital Region. CDTC has been working with CDTA and VPSI in identifying test markets and potential participating employers. CDTC installed a vanpool module in the iPool2 system. To date, three vanpools have been formed. With NYSERDA/NYSDOT support, subsidy monies are available to help support up to 15 additional vanpools.

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

CDTA's effort includes:

- Staff support services for TDM at CDTA, including marketing;
- Occasional Use parking arrangements for transit users;
- Urban homeowner incentive programs in partnership with urban renewal efforts;
- Refugee transit support to develop new transit markets;
- Free transfers from the private commuter carriers to CDTA;
- Ongoing support for iPool2, the regional ridesharing program;
- Support for the NYSERDA and CMAQ funded vanpool programs;

- Pilot program to establish a bicycle parking program in the region by providing subsidies and simplified procurement for bicycle racks at both public and private destinations.

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

5.64 Harriman Campus & Washington/Western BRT Support

Resolutions supporting the recommendations of the Harriman Campus Linkage Study were approved by the City of Albany and CDTC's Policy Board in 2008. Staff continues to work with various stakeholders on the implementation of Linkage Study recommendations, including the Washington/Western BRT system and the TMA feasibility study. CDTC will assist CDTA in BRT planning for 2010-12.

The Conceptual Design Study will produce an implementation proposal based on stakeholder consensus for a high-quality bus transit connection from downtown Albany to the east, to the redeveloped Harriman Research and Technology Park, SUNY Albany, Nanotech, and Crossgates Mall to the west. The implementation proposal will include service design, station locations and conceptual design, right-of-way assessment, multi-modal connections, and cost estimates.

5.86 Clean Communities

- The Capital District continues to participate in USDOE's Clean Cities Program. USDOE provides \$17,500 in support of these efforts.
- CDTC is the only MPO in New York to directly host the Clean Communities Program in its region
- CDTC is in its ninth year leading Clean Communities.
- CDTC developed a new website for the coalition, which includes an on-line membership form.
- CDTC solicited for diesel retrofits in 2008; Clean Communities coalition participants evaluated project proposals and submitted a list of recommendations to the Planning Committee
- A comparable effort will continue through 2010-12. USDOE assistance will increase to \$76,500 in 2010, and will at least be that amount in 2011.

5.89 New Visions Guidebook/Training

To assist local communities in aligning local planning actions with sustainable development principles, CDTC and CDRPC have partnered in the creation of the New Visions 2030 Regional Development Guides. These guides will provide municipal Planning Boards, Zoning Boards, professional planners and elected officials with examples of development tools and techniques being used in the Capital Region to foster sustainable community development and smart growth.

The planning guides will focus on examples related to integrated community design: how residential, retail, office and other land uses can be connected to and support each other to create vibrant communities with sustainable transportation choices. The foundation for these tools and techniques can be found in the regional principles of the New Visions 2030 metropolitan transportation plan, which were developed from the best practices of communities and regions around the nation with visions for a more sustainable future.

During the next phase of activity, CDRPC will assist in the finalization of the planning guides and will be engaged in a variety of educational and outreach efforts informing policy makers and other interested parties about the opportunities to incorporate the sustainable development principles outlined in the guides as part of their local planning effort.

5.90 Public Participation

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

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

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

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

Linkage Studies

- 14 studies completed or will be completed by 3/31
 - Albany Bicycle Master Plan
 - Bethlehem Route 9W
 - Bethlehem Delaware Avenue
 - Guilderland Center Hamlet
 - Schaghticoke Route 40 Corridor
 - Village of Scotia Waterfront
 - Altamont Bicycle/Pedestrian Plan
 - Mechanicville Central Corridors
 - Schenectady NY 5 Transit Gateway
 - Clifton Park/Halfmoon I-87 Exit 9 Plan
 - Rotterdam NYS Thruway Exit 26
 - City of Cohoes Van Schaick Island
 - Guilderland/Princeton US 20
 - Mohawk Hudson Bike/Hike Trail Crossroads Connection Study (non-linkage)
- 5 Continuing Planning Studies
 - Albany Education District
 - Colonie/Guilderland/Albany County Railroad Avenue
 - Sand Lake
 - Saratoga Springs (NYSDOT) Route 50 Bike/Ped (SPR funded)
 - Menands/Colonie/Watervliet Route 32 Redevelopment Study

- Solicitation for 10th Round Linkage – Eight candidates (February Planning Committee Action)
 - Town of Guilderland: Westmere Corridor
 - Town of New Scotland: Hamlet Master Plan
 - Town of Rotterdam: Five Corners Land Use & Transportation Study
 - Town of Wilton: Wilton Exit 16
 - City of Albany: Albany Bike-Share & Signage
 - Town of East Greenbush: Town-wide Design Standards
 - Town of Clifton Park: Town Center Plan
 - Town of Malta: Travel Demand Management Program

5.67/5.68 Linkage Program Oversight/Technical Support

These two specialized tasks either support technical activity on linkage studies that do not specify direct CDTC involvement in a study or require administrative help in prepare scopes, selecting consultants, preparing contracts, etc. The quarterly Linkage Forum activities are included in these tasks. These tasks will continue with a similar scope and effort as shown in the past.

CDRPC has been actively involved with linkage studies since 2005. For the next year, CDRPC will use UPWP funds to contribute additional technical support and input into the individual studies, including serving on the advisory committees. CDRPC will also continue to serve as a member of the Linkage Submission Review Committee, along with NYSDOT and CDTA staff.

VI. STATEWIDE PLANNING EFFORTS

Shared Cost Initiatives

The Shared Cost Initiative Program is a joint program of the State’s thirteen MPOs, with funding provided from each MPO and administration provided by a “host” MPO for each effort on behalf of the group.

- NYSMPO Staff Support: CDTC will continue to hold the annual contract for the Statewide Association staff support. For 2010, the contract will be \$110,000 and is expected to remain at that level in 2011.
- Shared Cost Studies: Several previously programmed studies are wrapping up, others have been deferred in light of current and anticipated fiscal issues. The Association has decided not to add new projects until the new transportation bill is signed, so there are no new commitments to shared cost studies. (Status of completed and on-going studies will be included in the final UPWP document).
- AMPO Dues: CDTC’s AMPO dues total \$3,689 (PL funds), which are redistributed to BMTS which pays AMPO on behalf of all New York State MPOs.

State Planning Research Funds

There are four NYSDOT State Planning Research (SPR) studies that are directly applicable to the Capital District:

- Conceptual Design for BRT in the Western Ave/Washington Ave Corridor

- I-87/Route 9 Integrated Corridor Study
- Route 50 Saratoga Springs Bike/Ped Safety Study
- Mohawk-Erie Multimodal Transportation Corridor Study

PROPOSED NEW PLANNING INITIATIVES

Freight Planning

Freight movement is an important planning factor within the Capital District. Evidence of the importance attached to freight can be found in New Visions 2030, CDTC's TIP, and many other aspects of CDTC's work (truck access issues do occasionally arise in linkage studies). CDTC's Goods Movement Task Force, now in its 10th year of service, has sustained meaningful outreach to the local freight community, building awareness and expertise among planners and the general public. Freight shipments are growing steadily, especially in the Quebec/New York corridor and at the Port of Albany.

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

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

ADA Compliance

Compliance with the Americans with Disabilities Act of 1990 has become another area of increasing emphasis by USDOT. Over the last several months, NYSDOT has been working with FHWA and FTA to address ADA compliance with respect to the Department's facilities and services. One part of NYSDOT's effort involves working with New York's MPOs to ensure that federal regulations with respect to planning are being met. CDTC must certify ADA compliance in the upcoming self-certification due with the October 1, 2010 STIP submittal.

Guidance on what is expected of MPOs to comply with ADA is currently being developed by NYSDOT and FHWA. Some actions that involve physical collection of data, like sidewalk condition and intersection friendliness, will require significant training and effort. Assessing compliance with respect to public activities and program accessibility are much easier to complete.

At a minimum, this task will involve preparing a document that summarizes all the ADA-related work that CDTC is responsible for or is involved.

Security Planning

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

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

Energy and Climate Change Initiative

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

The debate on how to meet the nation’s climate change challenge is well underway, and ambitious goals for greenhouse gas reductions are likely to be established. Congress has not yet approved a new transportation bill, but proposals under discussion would set national targets for reductions of GHG emissions.

There is a need to start planning now to address these issues so that the region is best prepared to address requirements of the new transportation and climate legislation. CDTC is uniquely positioned to take leadership role in this area. CDTC staff has been asked to become involved in the Climate Action Council activities during 2010. CDTC staff has been assigned to the Transportation and Land Use Technical Work Group for the preparation of a Climate Action Plan for the State of New York. At the core of CDTC’s activities are transportation and land use planning, both of which are of central importance to the region’s preparation to use less energy and to become resilient in the face of climate change. Much of CDTC’s work is already directed at areas that prepare the region for climate change and energy uncertainty.....

- Explore creating a regional GHG inventory, consistent with guidance provided for local government as referenced in NYSDEC’s Climate Smart Community Guide.
- Begin engaging stakeholders on climate change issues
- In collaboration with NYSDOT and NYSDEC, initiate an analysis of GHG emissions reductions options
- Coordination and facilitation
- Within Linkage, work with municipalities to create model ordinance language related to alternative energy access; work to develop tools to evaluate links between development patterns, energy use, and greenhouse gas emissions.

- Regional modeling of alternative future scenarios conducted as part of New Visions update to include the impacts of various household, organizational, local, state, and national policy actions

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

Bicycle Education Campaign: Capital Co-exist

In response to public comment, CDTC dedicated a portion of the Bike/Pedestrian planning funds for developing a bicycle education campaign. A local design firm was chosen in 2009 to take professional-grade local photographs and to create designs in several layouts for publication. Four distinct messages were created and will be widely distributed in the Spring of 2010. The campaign will also develop a separate web domain; it is anticipated that the website will be the “go to” place for bicycle education materials and links in the Capital Region.

This proposed new task will sustain the campaign by (1) supporting website services and maintenance, (2) allow for spreading the campaign throughout the region via events, partnerships, and distribution of materials.

RELATIONSHIP TO NYSDOT EMPHASIS AREAS

It should be noted that through the various tasks described in this document, the UPWP supports NYSDOT’s emphasis areas. For example, NYSDOT’s policy regarding Advancing the Transportation-Land Use Connection is strongly supported and advanced through CDTC’s Linkage Program. The Department’s Highway Safety, ITS, and Operations emphasis areas are supported through CDTC’s regional safety systems planning and regional operations committee. CDTC is also advancing work related to local ADA compliance and economic stimulus planning.