

COMMUNITY PLANNER FORUM

Date: June 15, 2023

Start Time: 9:30 AM

End Time: 11:00 AM

Facilitator: Jen Ceponis

Study/Project/Task: 1.75: Linkage Admin

Attendance

Name & Organization/Agency

Ellen McNulty-Ryan, Village of Green Island
Catherine Lawson, UAlbany
Austin Erickson, City of Schenectady
Celeste Harp, R1 NYSDOT
John Scavo, Town of Clifton Park
Kim Lampert, Saratoga County
Kristin Diotte, City of Schenectady
Linda Von Der Heide, Rensselaer County
Todd Fabozzi, CDRPC
Mark Castiglione, CDRPC
Rima Shamieh, Transportation Council

Andrew Tracy, Transportation Council
Rebecca O'Dell, Transportation Council
Jen Ceponis, Transportation Council
Liz Kormos, Ballston Spa
Madison Hrysko, CDRPC
Sean Maguire, Town of Colonie
Susan Barden, Saratoga Springs
Scott Ostrander, Milton
Peter Comenzo, Rotterdam
Lucas Rogers, Albany County

Agenda Items:

1. Featured Presentation

Congestion Mitigation Process, Andrew Tracy (Transportation Council)

The Congestion Mitigation Process (CMP) document is required for MPOs with at least 200k residents, including the Transportation Council. We will be locating areas with congestion and identifying the best means to treat congestion and pathways to fund implementation of treatments.

We estimated 1.2 billion trips per year in our region, all modes. Congestion wasted an estimated 14.1 million hours of time, translating to at least \$277 billion of value lost, not including freight value. Physical bottlenecks account for 40% of delays, the rest is accounted for by unanticipated events like crashes and weather. If you know you're going to run into traffic you can plan for that, but if the congestion is unpredictable, that's disruptive. Predictability matters.

Regional post-Covid traffic counts show that office-bound traffic is still 40% below baseline, while traffic to universities/colleges is 12% below. However, truck volume is up, maybe because of e-commerce. Our region is also experiencing “peak shaving” on many roadways (the AM and PM peaks are not as high/sharp and are more spread out). Rather than the traditional “camel humps,” we have more of a midday plateau that goes up and stays high until the end of the day. We are taking these trends into account in the CMP.

Route 50 between Ballston Spa and Saratoga Springs is congested. Ballston Spa is looking to add bus bump outs and remove parking, which may make it worse. Although, the Village does recognize that there are some positive aspects to congestion because we don’t want traffic to zip through at high speeds.

The survey will be open into the summer. Contact Andrew Tracy, Senior Transportation Engineer, with questions, atracy@cdtcmpo.org.

Please promote the CMP survey to the general public: www.cdtcmpo.org/2023CMP

2. Regional Trends StoryMap Preview, Madison Hrysko (CDRPC)

Madison previewed the StoryMap, which is still in development. Categories include: History & Background, People, Economy, Land Use & Development, Infrastructure, Mobility, and Safety. Scrolling down in each category reveals text, maps, images and links that present rich, interactive information about the region.

Group suggestions and observations:

- Look at RPS classifications to represent multifamily housing changes over time and throughout the region, similar to the single-family development map.
- Include where trail, sidewalk, and other infrastructure has changed.
- An increase in the number of accessory dwelling units is needed, regionally and in the state. The Housing Compact needs to be revisited.
- The data on new road infrastructure needs to be teased out of the “noise” of where the accuracy of the road shapefile was simply improved.
- What is the story we’re trying to tell?
 - Sprawl, disinvestment in inner cities and existing infrastructure. What does it mean for the region if we continue on this path? For example, where are the elderly populations going to live?
 - We’re not a rapidly growing region and we have made progress with complete streets, bike/ped infrastructure development, safety, etc. We want to tell a positive story, but we have to tell the story of how past, and current, policies encouraged/encourage the creation of the state that we’re in right now.
 - Maybe have a series of stories, some highlighting the positives and successes, our quality of life, etc., such as the region’s low unemployment rate and steady population growth rate. And have some highlighting some of the negatives, the concerns.
 - Highlight agricultural assets and agriculture/ open space conservation as an argument to curb sprawl.
- Who are we telling story to? How do we want them to act after they get this information? The story should give local officials the information and tools to develop policy positions that meet local, regional and state goals (greenhouse gas emission reduction, equity, maintenance, etc.).

- A concern 10+ years from now is that large, expensive, suburban single-family houses may lose so much value and could lead to retrofitting as multi-family dwellings, which increases traffic in those areas. This is happening in the Seattle area and may become an issue in our region.

Please send other ideas about the story map and photos of all aspects of the region to feature within the StoryMap to jceponis@cdtcmpo.org.

3. CDRPC Planning Updates

a. Sustainability Updates

Todd Fabozzi is working on a new 4-yr initiative, the Climate Pollution Reduction Grant, to develop a Climate Action Plan for the Capital Region.

b. 2020 Census Results status

The US Census Bureau finally released demographic and housing data, so CDRPC can now do population and housing projections and age/cohort projections for the region. The size of the 65+ years cohort increased 30%, while the 0-5 years age cohort shrank. An excel workbook was released as well:

<https://pad.human.cornell.edu/counties/downloads/2020DP1NYcounties.xlsx>.

Populations projections will be provided by each census tract.

c. Other

- Mark your calendars for the last two Fridays in October, the 20th and 27th, for the CDRPC Planning Workshop.
- Are you interested in data on short term rentals (STRs)? Contact Mark Castiglione, mark@cdrpc.org, CDRPC is considering purchasing data on STRs but needs to gauge communities' level of interest.

4. Transportation Council Planning Updates

a. Metropolitan Transportation Plan (New Visions) update

There are many plans in progress right now between the Transportation Council, NYSDOT, and USDOT, so the entities are coordinating so the public doesn't get overloaded with engagement attempts.

b. New Policy Development

Transportation Council staff is working on developing a Complete Streets Policy that will be used to evaluate projects for funding and is also working on developing an Equity Policy.

c. Coordinated Human Services Transportation Plan update

The plan will be drafted and adopted this summer.

Please help promote this survey to seniors and disabled people (closes the end of June): <https://form.jotform.com/cdtcmpo/transportation-survey>

d. Planning Study Status – sent out with this month's agenda

e. Transportation Council/CDRPC Technical Assistance Program

Submissions accepted until September (earlier than last year). Please reach out to schedule a meeting and discuss scope. Send an email to techassist@cdrpc.org or call (518) 458-2161 and provide your name, phone number and a time convenient for representatives to call you.

f. [Bipartisan Infrastructure Law \(BIL\)](#)

- Safe Streets for All NOFO– open through July, 2023
- PROTECT will open winter/spring for state projects only

- Reconnecting Communities Program & Neighborhood Access & Equity Grant Program expected to open in Summer, 2023
- SMART expected to open in August, 2023

5. Trainings/ Workshops

a. NYS LTAP Center – Cornell Local Roads Program

- ADA in the Public Right-of-Way**, Schenectady County – July 12th 8:30 am – 4:30 pm
- Low-Volume Road Pavement Design**, Albany County – August 1st 8:00 am – 4:00 pm
- Federal Aid 101 Virtual Workshop** – September 12th 9:30 am – 3:00 pm

b. [NY Planning Federation Training School](#) – September 12th in Sand Lake, NY

c. [NY Upstate APA Mini Conference](#), September 15, 2023 in Syracuse, NY

d. Visit the **News & Events** Pages on both the [Transportation Council](#) and [CDRPC](#) websites for additional updates on training and workshops.

6. Other Regional, State and Local Planning Updates

a. **Albany Airport Master Plan** (www.ALB-Master-Plan.com) – Thursday, June 20th 5:00 – 7:00 PM at 3 Winners Circle, Albany, NY 12205

b. **Reimagine 787 Open House** – Tuesday, June 27th 4:30 – 7:30 PM at the MVP Arena Media Room

7. 2023 Meeting Schedule: September 21; December 21 at 9:30 AM

**Note that the Capital District Transportation Committee has changed its name to the Capital Region Transportation Council, being referred to as the “Transportation Council.”*



CAPITAL REGION
**Transportation
Council**



Capital Region Community Planner Forum

June 15, 2023

You know the drill!



Hybrid Meeting Guidelines

- Mute your microphone
- You can choose to use just the phone function
- You can choose to turn your camera off if you want
- Use Zoom's chat function or "raise hand" if you have a question during the presentation
- Zoom meetings and chats (even private messages) are recorded; Zoom provides a transcript of the chat
- CDTC is live streaming the meeting to YouTube

Agenda

1. **Welcome**
2. **Featured Presentation**
 - Congestion Mitigation Process
 - Regional Trends StoryMap Preview
3. **CDRPC Planning Updates**
4. **Transportation Council Planning Updates**
5. **Training/Workshops**
6. **Other Regional, State and Local Planning Updates**
7. **2023 Meeting Schedule:** September 21,
December 21





CAPITAL REGION
**Transportation
Council**

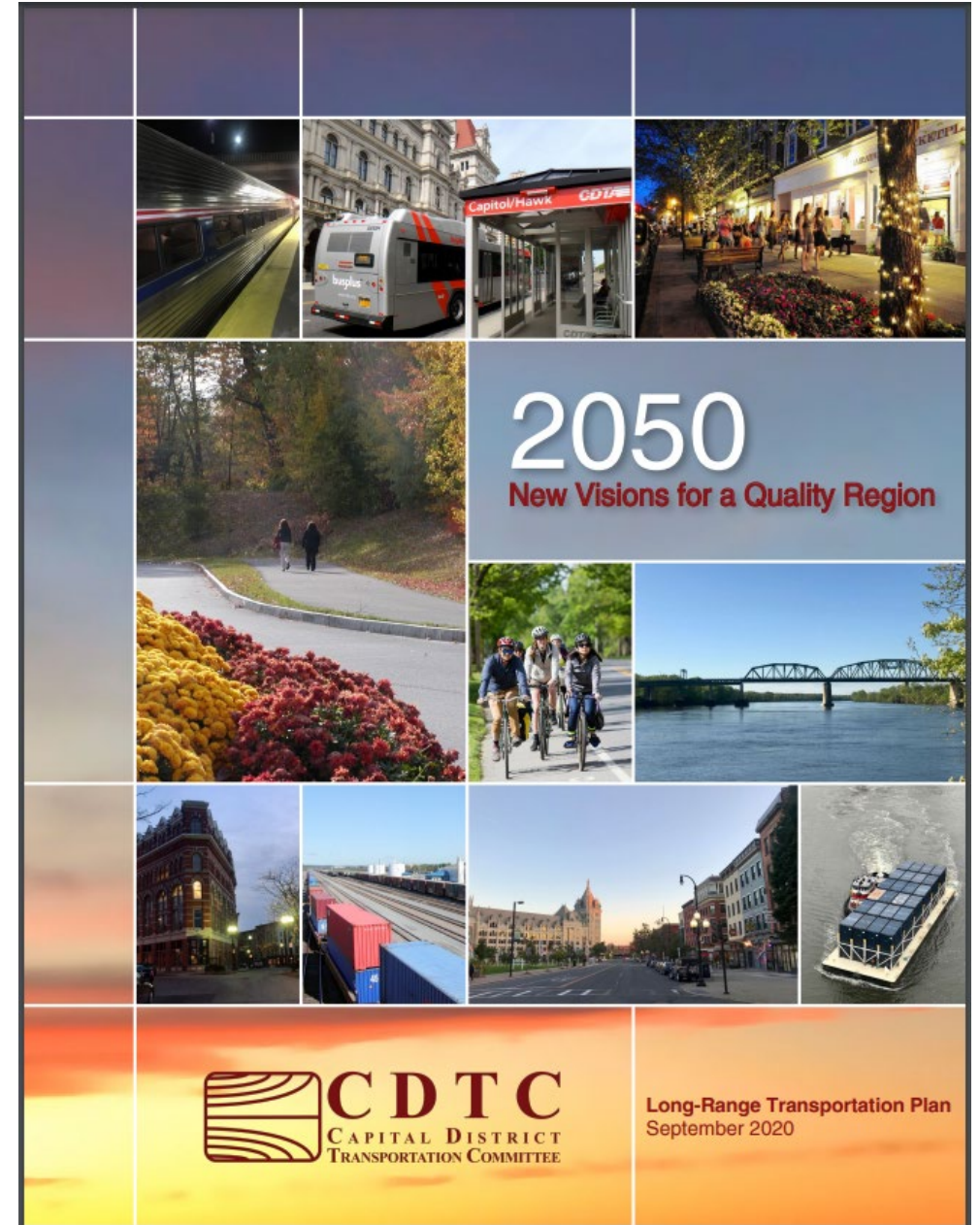
Capital Region Congestion Management Process

Andrew Tracy, Capital Region Transportation
Council

Community Planner Forum
June 15th, 2023

Core Transportation Planning Products

- Metropolitan Transportation Plan:
 - Long-range plan; updated every 5 years
 - Next update begins 2024, adoption 2025
- Transportation Improvement Program:
 - List of federally funded projects; updated every 3 years
 - Next update begins Fall 2024, adoption 2025
- Congestion Management Process:
 - Update in progress!





Each year in the Capital Region...

853 thousand residents take **1.2 billion trips** by auto, transit, walking or biking

We travel on over **14,000 lane-miles** of roadway and over **1,000 bridges**

... including over 800 lane-miles of Interstate Highways

We travel through **1148** traffic signals

... including 313 in the City of Albany,

... 137 in the City of Schenectady,

... and 120 in the City of Troy.

We make **98 million trips** crossing the **Hudson River** and **84 million trips** crossing the **Mohawk River**

Traffic congestion adds an additional **14.1 million hours** of travel time, costing us an additional **\$277 million** in wasted time.

The Congestion Management Process is a systematic approach to identifying the causes of congestion and implementing congestion management strategies. A successful CMP offers many benefits to the travelling public by making the regional transportation system safer, greener, more efficient, and improving quality of life for all travelers.

What is the Congestion Management Process?

“The Congestion Management Process (CMP) is a systematic approach to managing congestion using accurate and up-to-date transportation system performance data to identify congestion problems and implement congestion management strategies.”

The CMP shall:

- Identify congested locations
- Assess congestion management strategies
- Recommend effective strategies for each facility
- Program and implement strategies

Congestion Management Process Federal Requirements



Congestion Management Process (CMP)

Provides system performance measures and strategies to the MTP and TIP



Metropolitan Transportation Plan (MTP)

Provides regional vision and goals to the CMP and TIP



Transportation Improvement Program (TIP)

Provides funding for projects consistent with MTP and CMP priorities



What are the causes of congestion?



Physical Bottlenecks - where travel demand exceeds road capacity; for example, at lane reductions, merge areas at interchanges, steep grades and sharp curves, etc.



Traffic Incidents - events that disrupt normal traffic flow, such as crashes, breakdowns, or debris in the road.



Work Zones - construction activities may reduce the number or width of travel lanes or result in temporary roadway closures.



Weather - inclement weather including rain or snow.



Traffic Control Devices - stop signs, railroad crossings, and traffic signals may impede traffic. Improvements to signal timing and technology may improve traffic flow.



Special Events - travel demand may increase during sporting events, cultural events, skiing weekends, concerts, and other events.



Fluctuations in Normal Traffic - even normal day-to-day variability in travel demand can lead to traffic congestion.

What are the costs of congestion?



Personal time costs - Time is money - according to the Texas Transportation Institute, the time value of delay is \$19.64 per person-hour or \$30.26 per vehicle-hour. For trucks, the cost is higher at \$55.24 per vehicle-hour (with far greater costs when supply chains are impacted).



Fuel costs - In 2019, 6.2 million gallons of extra fuel were consumed due to congestion in the Albany-Schenectady metro area alone. Wasted fuel also produces emissions that are harmful to human health and to global climate.



Vehicle maintenance and depreciation costs - Most notably, tires and brake systems experience greater wear in stop-and-go traffic.



Freight and supply chain costs - The rise of 'just-in-time' supply chain management strategies means that trucks often deliver goods as they are needed - making delays far more costly.



Costs to household services - Plumbers, electricians, HVAC technicians, and on-call trades of all kinds can make fewer calls per day when delayed by traffic, leading to loss of productivity and higher prices for customers.



Costs to emergency services - Medical, fire, and police services may be delayed from attending to emergency situations. This can have far greater than just monetary costs.



Costs to regional economic vitality - Congestion on commuter routes can reduce employment opportunities for workers and make commercial development undesirable. Higher transportation costs are passed onto other sectors of the economy.

Stakeholder and Public Involvement

- Advisory Group: Regional Operations & Safety Advisory Committee
 - New York State Department of Transportation, Region 1 and Main Office
 - Capital District Transportation Authority (CDTA)
 - Capital District Regional Planning Commission (CDRPC)
 - Governor's Traffic Safety Committee
 - U.S. Environmental Protection Agency, Region 2
 - Federal Highway Administration, NY Division
 - Representatives from county and municipal governments
 - Local private sector consulting firms
- Targeted stakeholder outreach to transit operators, freight community, etc.
- Public Involvement

Where is the Traffic in the Capital Region?
Tell us!

CDTC
CAPITAL DISTRICT
TRANSPORTATION COMMITTEE

Photo: Creighton Manning Engineering

CDTC is collecting data for the region's Congestion Management Process, which will identify congested locations and recommend strategies to improve traffic. YOUR input will inform how federal funding is spent on transportation projects in the coming years.

We're interested in hearing about where YOU experience traffic congestion. Please complete the short 10-minute survey via the link below:

 www.cdtcmpo.org/2023CMP

Impact of COVID-19 on Mobility

In the Capital Region...

- Traffic on roadways directly serving office complexes was still lower than pre-COVID levels (down an average of 40% on these roadways).
- Traffic on roadways directly serving colleges and universities was still 12% lower than pre-COVID levels, suggesting lower enrollment or more remote learning.
- Locations on the Freight Priority Network or otherwise serving freight facilities saw a traffic reduction of 9.6%; however, these counts showed an increase of 30% in truck volumes.
- On all types of roadway, peak period traffic saw greater reduction than daily traffic, suggested that traffic is spread more evenly throughout the day.



Work-from-home: According to Replica, 8.8% of residents of the Capital Region continue to work from home as of Fall 2021 (up from 1.6% in 2019).



Remote learning: Schools, and especially colleges and universities, now have the option of hosting classes virtually online, which may reduce the number of school trips taken on roads.



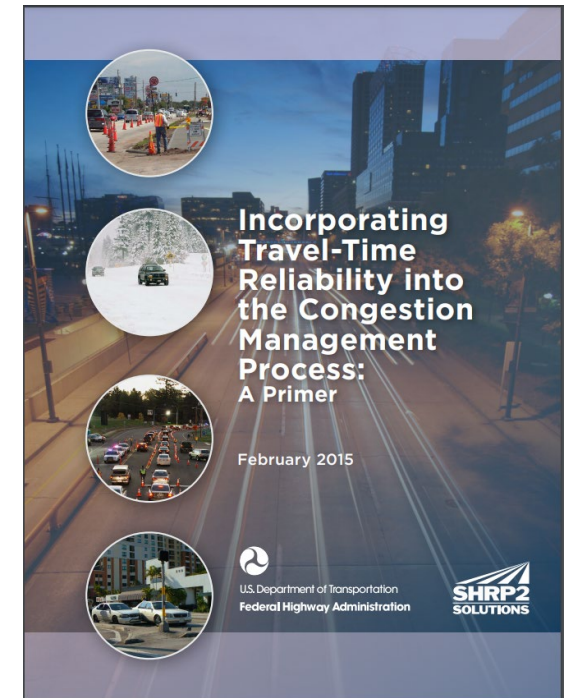
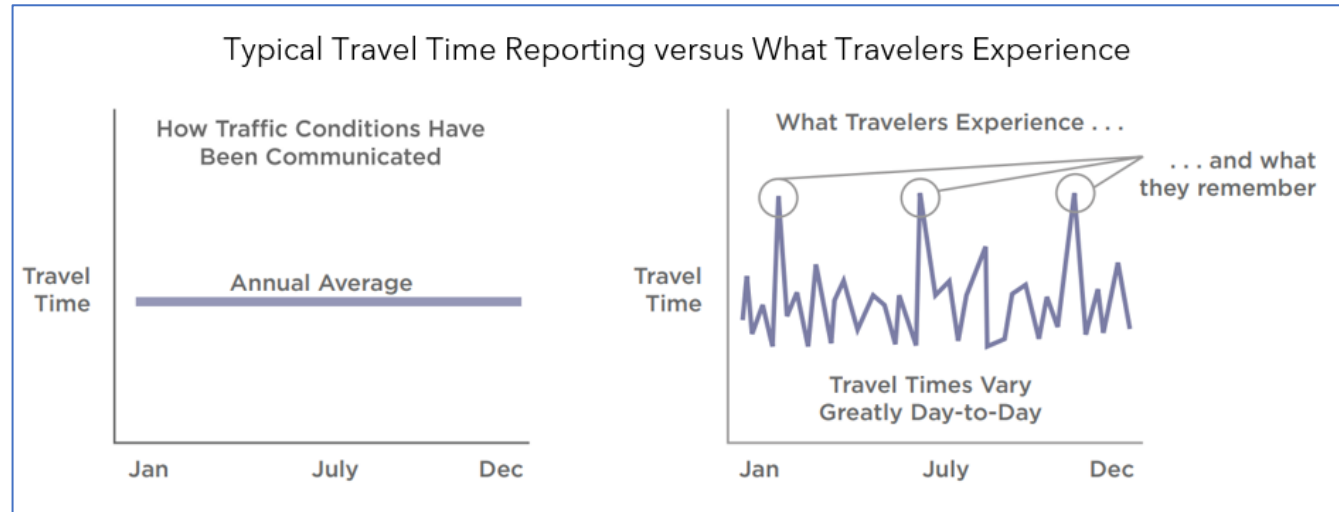
Tele-health: routine medical appointments are now often done over the phone, or via Zoom or similar online platforms.



Local deliveries: E-commerce continues to increase in market share, spurred by an increase in home shopping due to COVID. Meal and grocery delivery services are also more common.

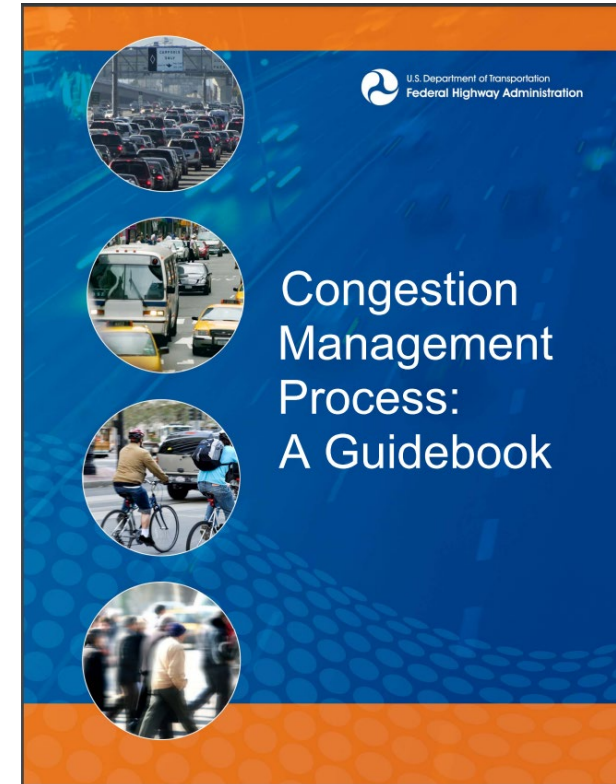
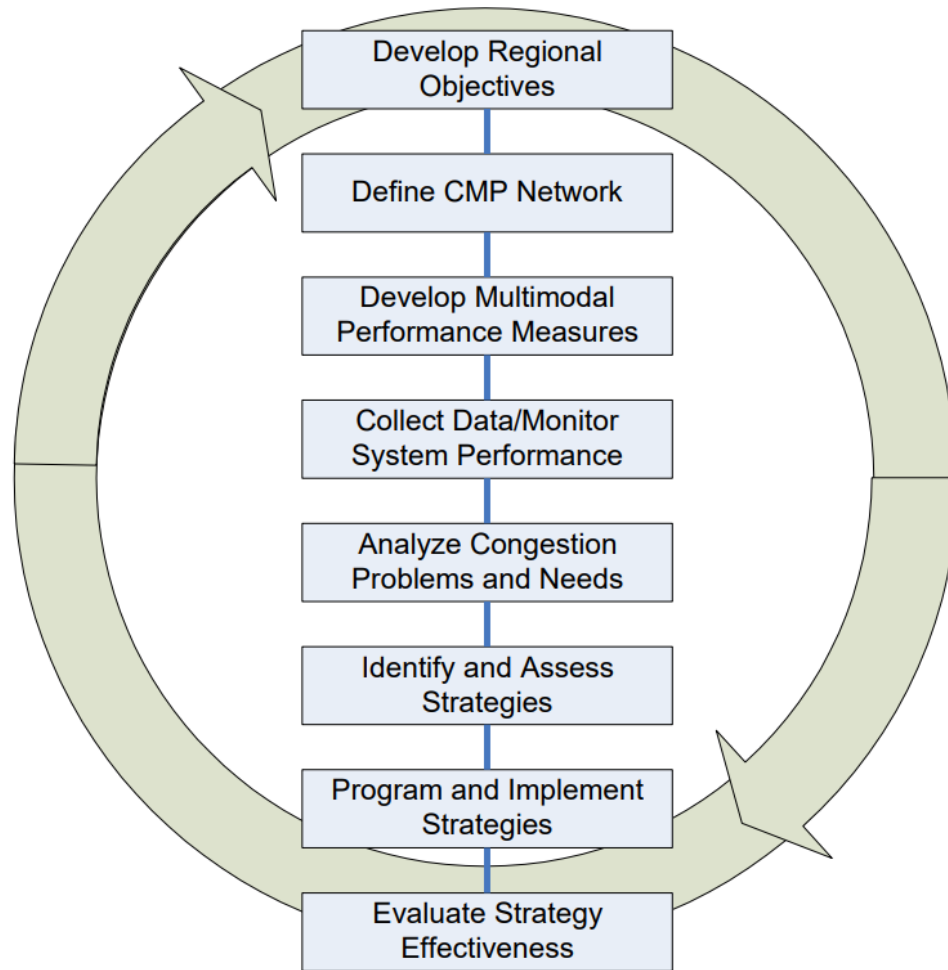
Planning for Reliability

- Broad availability of travel time data allows for performance measures that directly capture traveler experience
- **Travel time reliability** is the variation in travel time for the same trip from day to day
- Emphasis in Federal Guidance on planning for reliability
- ITS and TSMO strategies are effective at treating the non-recurring delay and improving travel time reliability



Source: *Incorporating Reliability into the Congestion Management Process: A Primer*. Federal Highway Administration.

The Eight-Step Congestion Management Process



Source: FHWA Congestion Management Process Guidebook

Data Collection and System Performance Monitoring

Total Excessive Delay per mile in the Capital Region, 2022



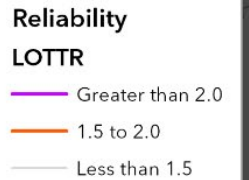
0 2.5 5 10 Miles

Data source: NPMRDS via AVAIL
Map prepared April 2023



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Level of Travel Time Reliability in the Capital Region, 2022



0 2.5 5 10 Miles

Data source: NPMRDS via AVAIL
Map prepared April 2023



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Analysis of Congestion Problems and Needs

Work in progress!

- Corridor-level performance measures will be used to identify the appropriate strategies for each congested location and prioritize investment

	A	C	D	G	H	I	K	L	M	N	O	
1	tmc	roadname	altrtename	aadt	freeflow	miles	ted_freeflow_ris	ted_freeflow_ris_per_mi	tedNORM	tedRANK	tti	ttiM
2	120N05888	RT-7	Collar City Brid	47774	38.993	0.11557	37204.826	321924.6	5	1	2.662	3.9
3	120P12162	RT-146		32895	31.017	0.035583	10308.29	289697.046	4.599563948	2	2.501	3.6
4	120P24660	WOLF RD	Ref Rt 910B Wolf	26131	33.984	0.092513	22896.828	247498.492	4.07523553	9	3.262	
5	120P16175	EVERETT RD		21670	24.004	0.104949	27113.018	258344.701	4.210002603	5	2.749	4.
6	120N12162	RT-146		32895	30	0.035583	9468.114	266085.322	4.306181907	3	2.325	3.3
7	120N12280	RT-7		46381	46.006	0.378013	95852.379	253569.002	4.150663255	6	2.562	3.7
8	120N08067	RT-2	NINETEENTH ST	36081	26.989	0.08644	22972.715	265764.866	4.302200155	4	2.425	3.4
9	120P24689	CR-151		32362	28.003	0.122048	30716.195	251673.071	4.127105801	7	2.525	3.6
10	120+17027	WASHINGTON AVE		24084	37.062	0.018531	3963.026	213859.263	3.657259035	13	2.694	3.
11	120N24658	WOLF RD	Ref Rt 910B Wolf	26131	27	0.059024	13523.754	229122.967	3.846914675	10	2.291	
12	120P24658	WOLF RD	Ref Rt 910B Wolf	26131	30.012	0.059024	13140.787	222634.64	3.766295462	12	2.257	3.1
13	120-10226	RT-50	Ballston Ave/Rou	31473	33.989	0.063635	13481.927	211863.393	3.632459812	14	2.586	3.7
14	120-08075	RT-146		32895	28.006	0.154813	38852.449	250963.737	4.118292134	8	2.143	2.9
15	120N25373	NORTHERN BLVD	CLINTON AVE	19259	29.988	0.044316	7057.32	159249.932	2.978723366	24	3.086	4.6
16	120N24689	CR-151		32362	29.991	0.122048	25159.225	206142.051	3.561370594	15	2.502	3.6
17	120P27852				58.003	0.384753	18832.392	48946.706	1.608176026	138	2.655	3.9
18	120-08086	RT-5	CENTRAL AVE	33216	30.001	0.432435	83225.726	192458.349	3.391346905	16	2.263	3.1
19	120N15529	ADIRONDACK NORTHWAY	Ref Rt 910F Full	41245	43.989	0.104473	17735.914	169765.528	3.109382483	18	2.513	3.6
20	120P11275	US-9	S BROADWAY	19555	16.984	0.016276	3700.27	227345.171	3.82482508	11	1.808	2.3
21	120P25344	RT-146	Ref Rt 914T Ball	15661	25.051	0.011064	1639.39	148173.355	2.841093908	27	2.704	3.

We want to hear from you!

- What are your community's mobility needs? What congestion challenges do you face?
- Where does traffic create unsafe conditions for drivers and non-motorized travelers?
- What are the costs of congestion to your community?
- What congestion management strategies would you like us to promote in the Congestion Management Process?
- Help us distribute the survey →



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Photo: Creighton Manning Engineering

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Regional StoryMap Preview

- Highlight key trends shaping transportation and land use in the region
- Explain mode choice and travel patterns
- Measure progress in achieving long-range goals

<https://storymaps.arcgis.com/stories/16834ab0f564478aa953d1aee43388f1>

3. CDRPC Planning Updates

- a) Sustainability Updates
- b) 2020 Census Results status
- c) Other



Census 2020

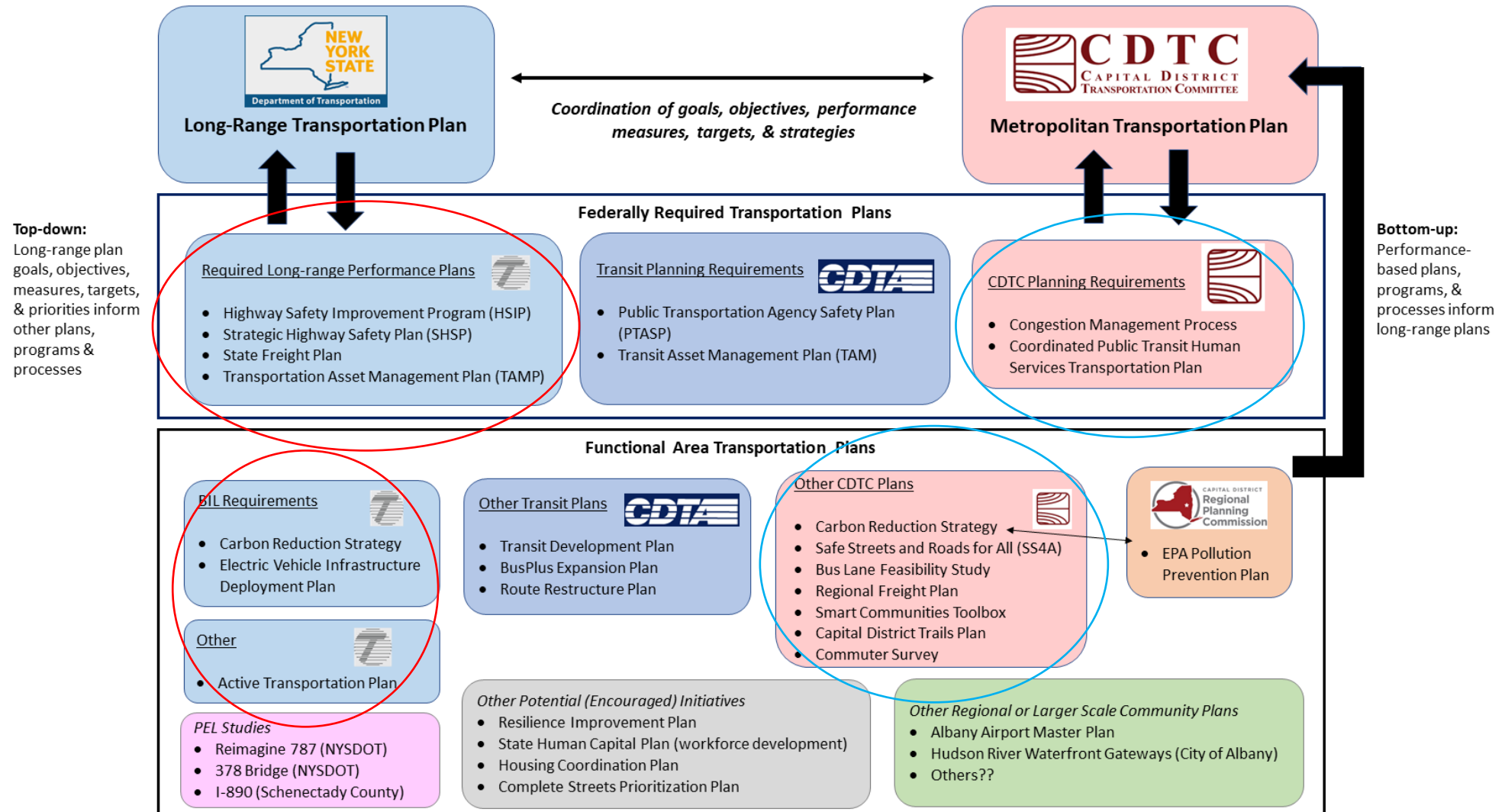
Transportation Council Planning Updates

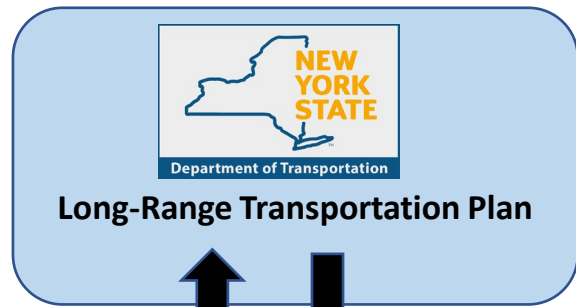
- a) Metropolitan Transportation Plan (New Visions) update
- b) New Policy Development
- c) Coordinated Human Services Transportation Plan update
- d) Planning Study Status
- e) CDTC/CDRPC Technical Assistance Program
- f) Bipartisan Infrastructure Law (BIL)

Metropolitan Transportation Plan

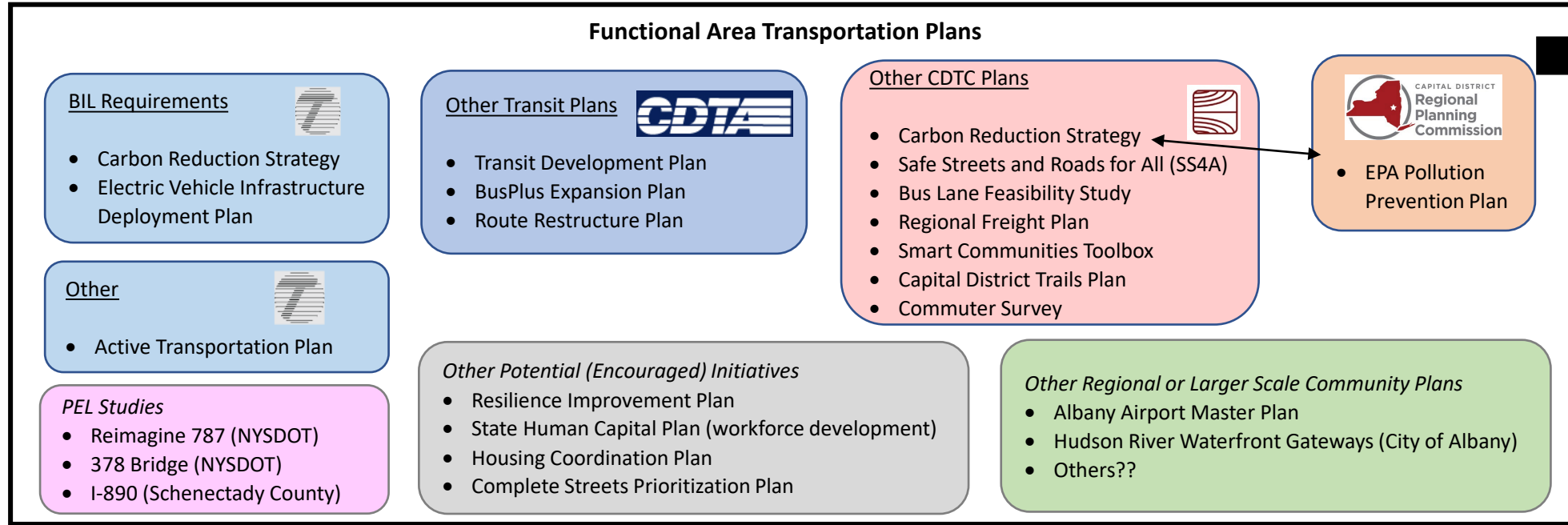
- Summarize regional trends
- Review:
 - Transportation system gaps & deficiencies
 - Local planning initiatives
 - Budgets & transportation spending
- Develop growth & development scenarios
- Public outreach phase #1

Long-Range Planning updates





← Coordination of goals, objectives, performance measures, targets, & strategies →




Top-down:
Long-range plan goals, objectives, measures, targets, & priorities inform other plans, programs & processes

Bottom-up:
Performance-based plans, programs, & processes inform long-range plans



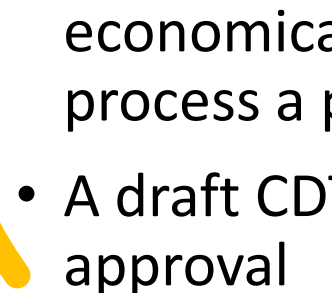
Complete Streets Policy Development

Purpose: to achieve the region's long-range vision for fair and equitable investments among modes and programs, and to serve all users equitably, including pedestrians, bicyclists, transit vehicles and riders, freight, and personal vehicle drivers and riders.





Equity Policy Development

- The Bipartisan Infrastructure Law (BIL) has increased emphasis on equity in the transportation planning process
 - Federal discretionary programs in the BIL have reinforced this priority by adding equity as a foundational program principle or as a project selection criterion
 - The Biden Administration and Federal Highway Administration have made reconnecting communities and ensuring the inclusion of historically and economically disadvantaged groups in the planning, project selection and design process a priority
 - A draft CDTC policy will be presented to Planning Committee and Policy Board for approval
- 

Coordinated Human Services Transportation Plan

Federal transportation legislation requires a locally developed, [coordinated public transit-human services transportation plan](#). The plan identifies potential projects for [Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program](#) funds available through the Federal Transit Administration (FTA) as administered by [NYSDOT](#).

Staff is beginning the process to update the Coordinated Plan, and is collecting [Transportation Survey](#) responses from seniors, people who have a disability, and lower-income residents in the Capital Region.

The current Coordinated Plan adopted in 2019 includes:

- An inventory and assessment of available services that identifies current transportation providers from the public, private, and non-profit sectors;
- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited means;
- Strategies to address identified gaps in service and achieve efficiencies in service delivery and eliminate or reduce duplication in services for more efficient utilization of resources;
- Priorities and/or projects based on resources, time, and feasibility for implementing the specific strategies/activities identified.

Help us promote the survey: <https://form.jotform.com/cdtcmpo/transportation-survey>

CDTC/CDRPC Technical Assistance Program

Eligible Projects

Eligible community planning assistance includes but is not limited to one or more of the following:

<p>Comprehensive/Neighborhood Planning</p> <ul style="list-style-type: none">• Guidance in goal setting, plan development and procedural requirements• Data collection and analysis• Research into a planning issue• Identification of innovative solutions to local planning challenges	<p>Community Design Assessment</p> <p>Evaluate a subsection of a community to consider:</p> <ul style="list-style-type: none">• active living• food choices• transportation choices• public safety• social cohesion• social equity• environmental health	<p>General Community Planning</p> <ul style="list-style-type: none">• Public input and community visioning• Meeting facilitation and coordination• Surveys and communications activities• Training• Professional advisement
<p>Land Use Plan Implementation</p> <p>Initiate recommended actions in Comprehensive Plans, Linkage Program Plans or other plans such as:</p> <ul style="list-style-type: none">• zoning language related to electric vehicle infrastructure, access management, groundwater or open space protection• vacant property data gathering• re-evaluating PDD requirements	<p>Data Collection</p> <ul style="list-style-type: none">• Identify issues and/or opportunities for collecting data• Set data collection goals• Plan approach and identify data collection methods• Collect data	<p>Data Analysis and Mapping</p> <ul style="list-style-type: none">• Analyze demographic, building permit, and other community development trends• Data research and visualization• GIS mapping and analysis
<p>Recreation Trail Planning</p> <ul style="list-style-type: none">• Recreation plan guidance• Management plan guidance• Nonmotorized trail plan guidance	<p>Transportation Safety and Operations Planning</p> <ul style="list-style-type: none">• Crash data analysis• Road safety assessments• Traffic signal operational analysis• Intersection analysis• Before and after studies of capital projects• Recommendation and scoping of ITS strategies	<p>Zoning and Site Planning</p> <ul style="list-style-type: none">• Guidance on best practices towards the implementation of planning policies and goals• Zoning ordinance audits• Development of zoning ordinance amendments• Site plan review assistance• Planning for development of regional impact


How to Apply:

If your community is interested in applying, you must contact CDRPC and CDTC to discuss your request.

Send an email to techassist@CDRPC.org or call 518-458-2161 and provide your name, phone number and a time convenient for representatives to call you.

Bipartisan Infrastructure Law (BIL)

www.cdtcmpo.org/BIL



Address: One Park Place Albany, NY 12205-1606
Phone: (518) 458-2161 | Email: cdtc@cdtcmpo.org


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Federal Transportation Funding Available

The Federal Infrastructure Investment and Jobs Act (IIJA), also known as the **Bipartisan Infrastructure Law (BIL)**, was enacted on November 15, 2021 providing \$350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026), new formula programs (Bridge Investment Program, National EV Charging Program (NEV), Carbon Reduction Program, PROTECT program (resiliency)) and 40+ discretionary funding programs. This page provides up to date information on current grant opportunities, resources and other information related to the implementation of the Bipartisan Infrastructure Law.

The Bipartisan Infrastructure Law Will Deliver for New York U.S. Department of Transportation

For more information or questions, [contact CDTC](#).



Guidance and Support

The **Thriving Communities Initiative** provides technical assistance and capacity building resources. A new online portal, the **DOT Navigator**, helps communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services. One of the key features is a **mapping tool** for identifying transportation disadvantaged census tracts. In addition, the USDOT is partnering with the Department of Housing and Urban Development to improve the coordination of housing and transportation planning to advance residents' access to opportunity and increase housing supply.

Additional resources include:

- [White House Website](#)
- [Bipartisan Infrastructure Law Guidebook and Policy Memo](#)
- [Bipartisan Infrastructure Law Technical Assistance Guide](#)
- [FHWA/FTA Planning Emphasis Areas](#)
- [FY 2022 allocations under the Bipartisan Infrastructure Law](#)
- [FTA Funding Programs](#)

Grant Opportunities

[Competitive Grant Programs Matrix](#)

[Upcoming Notice of Funding Opportunity \(NOFO\) Announcements](#)

- Bridge Investment Program
 - [Notice of Funding Opportunity](#)
 - [Program Website](#)
 - Planning Project Application Due: July 25, 2022, at 11:59 PM EDT
 - Large Bridge Project Application Due: August 9, 2022, at 11:59 PM EDT
 - Bridge Project Application Due: September 8, 2022, at 11:59 PM EDT
- Multimodal Project Discretionary Grant Program (MPDG)
 - Nationally Significant Freight and Highway Projects (INFRA) [Program Website](#), applications due on May 23, 2022
 - National Infrastructure Project Assistance (MEGA) [Program Website](#), applications due on May 23, 2022
 - Rural Transportation Program (RURAL) [Program Website](#), applications due on May 23, 2022
- National Culvert Removal, Replacement, & Restoration Grant Program
 - Details available soon
- Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program
 - [2022 Grant Opportunity](#), applications due on October 24, 2022
- Railroad Crossing Elimination Program
 - [Notice of Funding Opportunity](#), application due on October 4, 2022

Upcoming NYS Formula Programs

National Electric Vehicle Infrastructure (NEVI) Formula Program

New York State is required to submit an EV Infrastructure Deployment Plan describing how the State intends to use its NEVI Formula Program funds to the Joint U.S. Office of Energy and Transportation not later than August 1, 2022. The Federal Highway Administration (FHWA) will approve eligible Plans by September 30, 2022. See the [Guidance](#) document for more information.

[Draft NYS National Electric Vehicle Infrastructure Formula Program Readiness Plan - Survey Open for Comment](#) closing in September

[NYS NEVI Program Website](#)

[Interactive Eligibility Map](#)

[Notice of Proposed Rulemaking Factsheet](#)

[Electric Vehicle Infrastructure Funding on the National Highway System - Guidance](#)

Carbon Reduction Program (CRP)

By November 15, 2023, States are required to develop a Carbon Reduction Strategy in consultation with CDTC and all 14 New York State MPOs. The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years. States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State's Carbon Reduction Strategy.

upcoming webinars:

September 15, 2022 from 2:00 p.m. to 3:00 p.m. Eastern
Register at https://us02.zoomgov.com/webinar/register/WN_ZeAga-yS1etf8jC

September 21, 2022 from 11:00 a.m. to 12:00 p.m. Eastern
Register at https://us02.zoomgov.com/webinar/register/WN_CiDo7ANRT2630-ji6AA

PROTECT Formula Program

[Factsheet](#)
[Guidance](#)

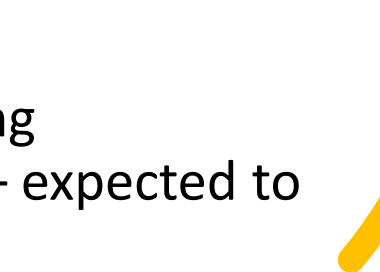
Have Questions? Contact Us!

Sandra Misiewicz AICP, CDTC Executive Director
Phone: (518) 458-2161
Fax: (518) 729-5764
General E-Mail: cdtc@cdtcmpo.org

[Notice of Funding Opportunity](#), applications due on April 14, 2022
[Program Information](#)
[RAISE Program Awards FFY 2022](#)

- Reconnecting Communities Pilot Program – Planning Grants and Capital Construction Grants
 - [Grant Program Website](#), applications are due on Thursday, October 13, 2022
 - [Notice of Funding Opportunity](#)
 - [Understanding Non-Federal Match](#)
 - [Webinars Page](#)
- Safe Streets and Roads for All (SS4A) Grant Program
 - [Notice of Funding Opportunity](#), applications due on September 15, 2022
 - [How to Apply](#)
 - Completed [Self-Certification Checklist](#) for CDTC's Local Road Safety Action Plan and New Visions 2050. A completed checklist is needed to certify eligibility to apply for implementation funds.
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
 - [SMART Grant Program Website](#), Notice of Funding Opportunity will open in September 2022
 - [Program Factsheet](#)
 - [Program Webinar Recording](#)
 - [DRAFT CDTC Smart Mobility Toolbox](#)
- Tribal Transportation Program (TTP)
 - [Program Q & A](#)
- Transit-Oriented Development (TOD) Planning Pilot Program
 - [Pilot Program for Transit-Oriented Development \(TOD\) Planning Grant Information](#)
 - Eligible applicants and eventual grant recipients under this program must be FTA grantees, such as CDTA. A proposer must either be the project sponsor of an eligible transit capital project as defined above or an entity with land use planning authority in an eligible transit capital project corridor. Evidence of a partnership between these two types of entities will be required unless the applicant has both responsibilities. Refer to the [Notice of Funding Opportunity](#) for more information.
 - Applications are due on July 25, 2022. Only one application per transit capital project corridor may be submitted to FTA.
 - visit the [USDOT Grants webpage](#) for additional grant information

Bipartisan Infrastructure Law (BIL)

- Safe Streets for All – NOFO is open through July 10, 2023
 - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – expected to open in Winter/Spring 2023 (state projects only)
 - Reconnecting Communities Program & Neighborhood Access & Equity Grant Program – expected to open Summer 2023
 - Carbon Reduction Program – statewide plan in development; programming of formula funds expected by Late Spring 2023
 - Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program – expected to open August 2023
- 

CDTC/CDRPC Technical Assistance Program

Comprehensive/Neighborhood Planning

- Guidance in goal setting, plan development and procedural requirements
- Data collection and analysis
- Research into a planning issue
- Identification of innovative solutions to local planning challenges

Community Design Assessment

Evaluate a subsection of a community to consider:

- active living
- food choices
- transportation choices
- public safety
- social cohesion
- social equity
- environmental health

General Community Planning

- Public input and community visioning
- Meeting facilitation and coordination
- Surveys and communications activities
- Training
- Professional advisement

Land Use Plan Implementation

Initiate recommended actions in Comprehensive Plans, Linkage Program Plans or other plans such as:

- zoning language related to electric vehicle infrastructure, access management, groundwater or open space protection
- vacant property data gathering
- re-evaluating PDD requirements

Data Collection

- Identify issues and/or opportunities for collecting data
- Set data collection goals
- Plan approach and identify data collection methods
- Collect data

Data Analysis and Mapping

- Analyze demographic, building permit, and other community development trends
- Data research and visualization
- GIS mapping and analysis

Recreation Trail Planning

- Recreation plan guidance
- Management plan guidance
- Nonmotorized trail plan guidance

Transportation Safety and Operations Planning

- Crash data analysis
- Road safety assessments
- Traffic signal operational analysis
- Intersection analysis
- Before and after studies of capital projects
- Recommendation and scoping of ITS strategies

Zoning and Site Planning

- Guidance on best practices towards the implementation of planning policies and goals
- Zoning ordinance audits
- Development of zoning ordinance amendments
- Site plan review assistance
- Planning for development of regional impact

- 2023 call for project is now open.
- Proposals will be accepted through September 30, 2023 (as funding allows).
- Eligible applicants include municipalities and municipally convened groups (i.e. planning boards).
- To apply, email techassist@cdrpc.org with your contact information and CDRPC and CDTC will schedule a meeting to discuss your request.

Status of Planning Initiatives

(as of June 1, 2023)

STATUS OF CDTC PLANNING INITIATIVES AS OF JUNE 1, 2023

NAME AND LOCAL SPONSOR	CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	ESTIMATED COMPLETION DATE	PROJECT WEBSITE LINK
COMMUNITY PLANNING SUPPORT					
1. Route 4 Corridor Study: Inter-Municipal Update Town of East Greenbush	M.J. Engineering and Land Surveying \$90,000 Chris Bauer	Policy Board Approved 3/4/21	SAC Meeting #3 was held on May 19, 2023. The consultant has prepared a draft Future Operational Analysis, which is being reviewed by the Town, CDTC, and NYSDOT. CDTC prepared a draft connector/service road analysis, which is also being reviewed by the consultant team and the SAC.	November 2023	https://nyroute4study.com
2. Town of Brunswick Hoosick Road Corridor Study Town of Brunswick	Creighton Manning Engineering \$99,000 Andrew Tracy	Policy Board Approved 3/3/22	Study Advisory Committee Meeting #2 was held on May 18th. Existing conditions and public outreach results were presented. Upcoming pop up events will be held at Price Chopper in June and one other location TBD. Project website live at https://hoosickroadstudy.com/ .	September 2023	https://hoosickroadstudy.com/
3. Sand Creek Road Complete Street Feasibility Study Village of Colonie	MJ Engineering and Land Surveying \$65,000 Jacob Beeman	Policy Board Approved 3/3/22	Draft existing conditions report was provided to the project team on May 10th. CDTC staff has reviewed the existing conditions report and provided comments to the consultant. SAC Meeting #2 and field visit has been scheduled for June 1st.	September 2023	https://www.sandcreekcompletestreets.com/
4. City of Schenectady Albany & Crane Streets Linkage Study City of Schenectady	PLACE Alliance \$90,000 Jen Ceponis	Policy Board Approved 3/3/22	The Existing Conditions Report and Complete Streets Concepts have been presented to and reviewed by the Study Advisory Committee. Public meetings and outreach events are scheduled for early June.	November 2023	https://www.craig-main-connection.com/albany-crane-streets.html
5. All Access Complete Streets Feasibility Study Village of Voorheesville	TBD \$55,000 Rima Shamieh	Policy Board Approved 3/2/23	Award letter, program procedures, and MOU have been sent to sponsor. CDTC and Village have scheduled a meeting to discuss the project scope. REI development is in process.	November 2024	TBD
6. Broadway Flood Resilient Multi-Modal Corridor Study Albany County	TBD \$115,000 Jen Ceponis	Policy Board Approved 3/2/24	Award letter, program procedures, and MOU have been sent to sponsor. CDTC and Albany County staff have discussed the draft project scope. REI development is in process.	November 2024	TBD
7. Castleton Complete Streets & Connections Plan Village of Castleton-on-Hudson	TBD \$75,000 Chaim Simon	Policy Board Approved 3/2/25	MOU was signed May 16th. Initial meeting with the village was held on May 15th. REI development is in process.	November 2024	TBD
8. Central Avenue West Corridor Study Town of Colonie	TBD \$150,000 Andrew Tracy	Policy Board Approved 3/2/26	Award letter, program procedures, and MOU have been sent to sponsor.	November 2024	TBD
9. Curry Road & Guilderland Avenue Multi-Modal Study Town of Rotterdam	TBD \$90,000 Carrie Ward	Policy Board Approved 3/2/27	Award letter, program procedures, and MOU have been sent to sponsor.	November 2024	TBD

COMMUNITY PLANNING SUPPORT (continued)

NAME AND LOCAL SPONSOR	CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	ESTIMATED COMPLETION DATE	PROJECT WEBSITE LINK
10. Milton Town Center Plan Update Town of Milton	TBD \$100,000 Jacob Beeman	Policy Board Approved 3/2/27	Signed MOU was returned to sponsor on 4/18/2023. Initial scoping meeting with the Town scheduled for 5/18/23. Scope development will begin following the meeting.	November 2024	TBD

COMMUNITY PLANNING TECHNICAL ASSISTANCE PROGRAM

1. Reconnecting the West Side City of Saratoga Springs	CDTC, CDRPC and City Staff \$13,512 Jen Ceponis	Planning Committee Approved 10/5/22	This project is complete.	May 2023	N/A
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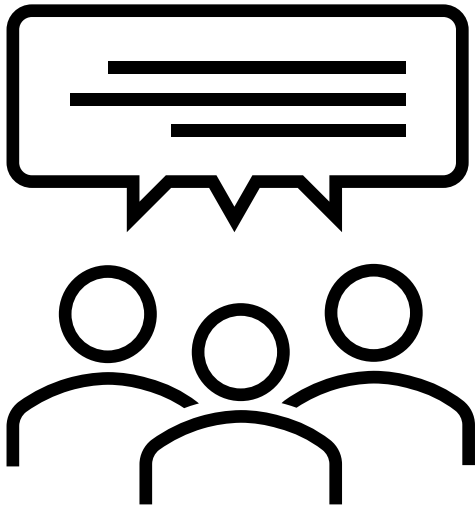
ADDITIONAL CDTC PLANNING INITIATIVES

1. New Visions 2050 CDTC - Regional	CDTC Staff \$100,000 Jen Ceponis	Included in the 2020-2022 UPWP	The New Visions Virtual Learning Series has ended. An update to the Metropolitan Transportation Plan is anticipated to begin in Spring 2023.	Adopted September 3, 2020	https://www.cdtcmpo.org/nv2050
2. NY 378 Bridge Transportation Scoping/PEL Study NYS DOT	WSP \$400,000 Susan Olsen, NYSDOT Andrew Tracy	TIP Project A605/R344: NY 378 Troy Menands Bridge Study	The second public meeting was held virtually on Wednesday, April 26, at 6:00pm. Conceptual bridge alignments were presented, along with baseline traffic analysis and other existing conditions.	TBD	https://www.dot.ny.gov/troymenandsbridge
3. Regional Truck Parking Study	Gannett Fleming \$137,750 Chris Bauer	Planning Committee Approved 4/7/21	The project approach was presented at the NYSAMPO conference poster session in May. The consultant team is preparing the draft report, toolkit, and other deliverables.	August 2023	TBD
4. ADA Self-Evaluation and Transition Plan for Pedestrian Infrastructure	Village of Ballston Spa Town of Guilderland City of Troy Carrie Ward	Planning Committee Approved 11/2/2022	Troy kicked off in April. Staff data collection training in Guilderland was held in May and in Ballston Spa in June.	December 2023	N/A
5. Hoosick Asset Management Plan Town of Hoosick	TBD \$33,000 Teresa LaSalle	Policy Board Approved 3/3/22	The consultant team will be rating pavements on Town-owned and maintained roads in late May/early June.	March 2024	N/A
6. Design-Engineering Feasibility and Planning Study for Reimagining the I- 787 Corridor NYS DOT	TBD \$5,000,000 Greg Wichser, NYSDOT Kelly Kircher, NYSDOT Chris Bauer Jen Ceponis	TIP Project A609 Reimagining the I- 787 Corridor Planning Study	NYSDOT posted an Engineering Opportunity Designation for the RFQ to Parsons Transportation Group of NY, Inc. in association with Foit Albert Assoc. Arch. Eng. & Surveying; AKRF, Inc.; Fisher Associates, PE, LS, LA, DPC; Creighton Manning Engineering LLP. A project briefing meeting was held in February to provide elected officials and stakeholder groups with an overview of the proposed project scope. A public project kick-off meeting will be scheduled for late June 2023. The consultant team is working with CDTC to develop a procedure for undertaking the project's travel demand modeling needs.	March 2026	N/A

ADDITIONAL CDTC PLANNING INITIATIVES (continued)

NAME AND LOCAL SPONSOR	CONSULTANT OR STAFF, PROJECT COST, CDTC CONTACT	FUNDING APPROVAL DATE	STATUS	ESTIMATED COMPLETION DATE	PROJECT WEBSITE LINK
7. On-Demand Motor Vehicle, Bicycle and Pedestrian Count Services	NDS (National Data & Surveying Services) Up to \$160,000 Teresa LaSalle	Included in the 2022-2023 UPWP	Vehicular, bicycle and pedestrian counts continue to be undertaken to support CDTC planning studies and projects.	18 month contract with an optional one year extension.	N/A
8. Regional Signal Timing Program	GPI \$100,000 Andrew Tracy	Included in the 2022-2023 UPWP	GPI was selected as project consultant. Project kickoff was held on May 22nd.	March 2024	N/A

Upcoming Training / Workshops



- a. [NY Planning Federation Training School](#) – September 12th in Sand Lake, NY
- b. American Planning Association
 - i. [NY Upstate APA Mini Conference](#), September 15, 2023 in Syracuse, NY.
- c. NYS LTAP Center – Cornell Local Roads Program: Register for upcoming workshops: <https://nysltapclrp.regfox.com/2023-engineering-workshops>
 - i. Federal Aid 101 Virtual Workshop, September 12, 2023
 - ii. ADA in the Public Right-of-Way, July 12, 2023 in Schenectady County, NY
 - iii. Low-Volume Road Pavement Design, August 1, 2023 in Albany, NY

Visit the **News & Events** Pages on both the [CDTC](#) and [CDRPC](#) websites for additional updates on training and workshops



Other Regional, State, & Local Planning Updates

- Comprehensive Plans
- Zoning Updates
- Traffic Studies
- Brownfield Redevelopment
- Downtown Redevelopment Initiatives
- Resiliency Planning

REIMAGINE I-787 Open House



**Tuesday, June 27, 2023
4:30 p.m. to 7:30 p.m.**

**MVP Arena (Media Room)
51 S. Pearl Street, Albany, NY 12207**

For free parking, please inform the parking attendant you're there for the public meeting.

Spanish interpretation will be provided
Un intérprete de español estará presente

For any other accommodations, such as American Sign Language or other needs, please contact 787@dot.ny.gov

We look forward to seeing you there



Public Information Open House Albany International Airport Master Plan Update

**Your insight on the future of Albany
International Airport is needed!**

The Albany International Airport is developing a Master Plan Update to support growth and guide airport improvement to meet existing and future needs of Airport users over a 20-year planning period.

Attend the Public Information Session

Please attend the information session to learn more about the ongoing Airport Master Plan Update. You will have an opportunity to provide feedback on the Draft Plan that will guide future Airport Development.

**Thursday, June 20, 2023, 5 – 7 PM
3 Winners Circle
Albany (Colonie), NY 12205**

Stay Connected Online: www.ALB-Master-Plan.com

On the website, share your input, join the mailing list, and stay up to date with the Plan process and documents.



Thank you!



CapitalDistrictMPO



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Capital District Transportation Committee

***2023 Meeting Schedule: September 21;
December 21 @ 9:30 am***

