

APPENDIX B: RELATIONSHIP OF THE 2000-01 UPWP WITH THE 1997 NEW VISIONS RECOMMENDATIONS

New Visions Planning Recommendations (as Worded in March 1997 Plan)

Completed or Reflected in the 2000-01 UPWP

(Current status shown in italics)

1. “Within two years, develop and implement a Safety Management System (SMS) for non-state roads on par with the NYSDOT SMS for the state system.” *(SMS currently under development; minimal formal progress to date. However, the expanded non-state crash data base that will serve as the core of the local SMS was used for the first time to evaluate TIP candidate projects in the 1997-2002 TIP update. In 1999-00, CDTC and NYSDOT worked out methods for transferring geo-coded crash data for the state highway system; CDTC developed a conversion process to allow local crash data to be displayed on the regional GIS as well. In 2000-01, the Safety Management System and routine analytical use of the data will be established.)*
- 2.. “Work with NYSDOT Region 1 to articulate a risk assessment or tradeoff procedure for use in the Capital District within one year. Identify infrastructure projects on the TIP or to be proposed that would trigger the procedure prior to entering the design process.” *(Experience in this area is being gained rapidly by NYSDOT in preparation for more formal articulation of process. TIP projects such as NY 7 in Brunswick and Northway bridge and interchange reconstruction projects have demonstrated new techniques in tradeoff analysis related to capacity elements of infrastructure projects. The Northway “pre-MIS” task in the 2000-01 UPWP is a further extension of this principle. NYSDOT Region 1 has indicated a desire to work on a written procedure for applying this principle in connection with the New Visions 2030 work)*
3. “Use the various priority networks prepared by the New Visions task forces as a basis for mapping a priority treatment network, and document the network and the associated design considerations in a "Priority Network" document within one year of New Visions adoption.” *(CDTC has advanced the GIS mapping of this effort, beginning with a bicycle/pedestrian priority network. In 1998-99, the full functional classification system was incorporated into the GIS and a set of functional class revisions prepared. Completion of the priority network task will occur in 2000-01.)*
4. “Update the existing RDP over the next two years, addressing issues raised by the State Commission on the Capital Region regarding more complete integration of economic issues with the transportation plan and the need to identify economic development sites, and issues raised in the New Visions work regarding urban revitalization, suburban design and rural protection.” *(A regional forum was held in 1997 to assess support for regional development plan efforts. As a result, CDRPC has distributed a Regional Atlas. During 1998-99, CDRPC relocated its offices to the same building housing CDTC staff, thus increasing coordination of activities. In collaboration with CDTC, CDRPC mapped and interpreted areas of recent development using satellite imagery in 1999-00 and expects to circulate a report on regional settlement patterns by March 2000. This work will contribute to the New Visions 2030 effort. CDRPC's work on a formal RDP update is not yet scheduled.*
5. “Ensure adequate provision for CDTC technical assistance to communities interested in cooperative transportation / land use plans to build upon recent successes in Colonie, Niskayuna, Glenville, Rotterdam, Clifton Park and other communities. Maintain the \$100,000 per year TIP commitment to corridor management plans and include corridor management work in all significant infrastructure projects.” *(The 1999-00 UPWP reflected new technical assistance to Niskayuna, Clifton Park and Albany County. A landmark \$500,000 study of land use and transportation integration in the South Troy Waterfront was also initiated in 2000-01 UPWP commitments. For 2000-01, CDTC has earmarked a significant portion of its planning fund balance for a program it has named the "Linkage" program. Eleven additional, locally-generated study efforts totalling nearly \$500,000 in federal and local funding will be initiated in 2000-01. These projects range from suburban town center planning to downtown parking issues, from truck access through minority areas to a joint commercial market assessment with the Albany Housing Authority.)*

6. “Conduct workshops on arterial management once a year; extend the curriculum to communicate other aspects of the New Visions plan.” *(Activities are continuing, although the annual nature of the arterial management training has not been maintained. Local training extended to extensive efforts in bicycle and pedestrian accommodation beginning in 1998-99.)*
7. “Continue the coordination effort begun with CDTA's Statewide Coordinated Transportation Study (SCOTS) and, within two years, identify the additional transportation cost associated with facilities sited away from transportation services.” *(SCOTS work continues; as a result of the SCOTS and New Visions efforts, CDTA's Access Transit brokerage for human service agency transportation began brokering Medicaid transportation services in 1998 and has now completed its first year of service in Albany, Rensselaer and Schenectady counties. CDTC continues to budget staff time to assist in the maintenance and expansion of the brokerage program.)*
8. “Within five years, establish policies for brokered transportation cost allocation and access to federal transit (vehicle) funds that assigns the additional cost to the agencies responsible.” *(The schedule for this initiative was advanced. Cost allocation related to Medicaid services began in 1998, establishing procedures for other types of service calls in later phases of the brokerage.)*
9. “Initiate a Major Investment Study for completion of the I-90 Exit 8 Phase 2 project.” *(The MIS was completed in 1999, with an adoption of its finding by CDTC in December 1999. The MIS refined the New Visions plan's assumptions about the project and initiated the detail engineering and design work on a limited number of remaining alternatives. Through the MIS, the project location was refined and an arterial design selected.)*
10. “Establish criteria for "community enhancement" and "regional economic development" and identify additional specific projects for inclusion in the 1998-2003 TIP.” *(CDTC advanced the schedule for this and both entertained and programmed a significant number of community enhancement and regional economic development projects in the 1997-2002 TIP. These practices received national attention through AMPO and other means in late 1997 and early 1998. Practices continued in the 1999-2004 TIP. The first of the new "community enhancement" projects (Lincoln Ave. sidewalks in the village of Colonie) is scheduled to go to bid in February 2000.)*
11. “Prepare a "public distribution" version of the New Visions plan and circulate it widely within one year. Explore new methods of involvement on a continuous basis. In 1996, test the use of "add-ons" to a long-standing SUNYA Capital District residents' attitude survey to benchmark perceptions of the transportation system. In conjunction with public review of the New Visions Plan and the 1997-2002 TIP, test new methods of involvement.” *(CDTC has already established Internet access to New Visions and TIP materials in response to this recommendation. In 1998-99, the Internet Commuter Register was enhanced significantly by allowing users to register on line. 15,000 copies of a high quality public distribution summary of the New Visions plan were printed for broad distribution in early 1998. The complete text of the plan were added to CDTC's web site in 1999-00. The SUNYA attitude survey is now an annual activity.)*
12. “Provide permanent status to bike and goods movement task forces.” *(The change in status has been recommended by CDTC's Administrative and Financial Standing Subcommittee and will be completed with approval of a new Prospectus. Both task forces have continued activity and CDTC is again increasing its level of staff support for bike and pedestrian planning in 2000-01. The goods movement group was very active in 1999-00 in the emerging "Champlain-Hudson International Trade Corridor" work). In 2000-01, the bike and pedestrian group will help guide two separate contractual efforts aimed at defining urban bikeway design guidelines and also orchestrating a student competition to design a logo for the regional bikeway system.)*
13. “Review and revise TIP Project Evaluation processes as necessary over the next year to ensure that the importance of providing for all modes is captured adequately. Review and revise TIP Project Evaluation processes as necessary over the next year to ensure that the value of connectiveness, the multiple public objectives of transit service, and the importance of concentrating development in the Urban Service Area and preserving rural character is captured adequately.” *(Much of this was completed during the 1997-2002 TIP development; remaining work on Urban Service Area and rural character aspects is best deferred until these issues are addressed by CDRPC.)*
14. “Provide CDTC technical assistance to communities exploring traffic calming in residential areas.” *(Available, ongoing, complemented by local pedestrian "road shows".)*

15. “Aggressively pursue the Wolf Road service road plan in cooperation with the Town and Village of Colonie and NYSDOT.” *(Ongoing. Service roads were added to the functional class system and the 1999-04 draft TIP reflects town of Colonie lead agency status for construction of the service road connecting to Maxwell Rd. In addition, consultants under contract to NYSDOT have designed driveway consolidations and service road connections along Wolf Rd. for construction during the upcoming Wolf Rd. reconstruction and sidewalk project in the TIP.)*
16. “Establish and maintain service standards that indicate the type and frequency of transit service that can be provided to various markets consistently across the region at various funding levels. Crucial to this effort will be integration of special transit services into the regional system and better coordination of special transportation needs, the development of feeder service (expansion of the "ShuttleBug") and expanded paratransit services in the central suburban area, and improved transfer processes. An exploration of increased flexibility in labor rules will be necessary in conjunction with major transit service restructuring. A cooperative study, with CDTA lead and user input, on such a restructuring will be conducted within two years. In the meantime, more mobility training for impaired individuals will be provided.” *(CDTC lent Senior Transportation Planner Kristina Younger to CDTA for one year to assist with major ShuttleBug expansion and service restructuring in line with the ambitious recommendations of the New Visions plan and the Transit Futures Report. Ms. Younger has joined CDTA's permanent staff after the conclusion of the loan period and major progress has been achieved in these areas. During 1999-00, CDTA completed a successful core routes rescheduling effort leading to improved service. For 2000-01, CDTA and CDTC, with CDRPC staff assistance, will conduct a thorough Transit Service Standards Study in conjunction with the New Visions 2030 effort.)*
17. “Over the next year, strengthen ties with CDRPC, CEG and other economic development organizations, non-governmental environmental agencies, transportation firms and the area's state legislative and Congressional delegation. Establish on-going communication and seek windows of opportunity on a continuing basis to advocate for regional project needs. (Advocacy must be carried out primarily by CDTC members rather than staff, due to restrictions on the use of federal funding.) Work with local and state officials, state and federal legislators during the coming year on TEA-21 reauthorization to encourage equitable and adequate treatment of the Capital District's needs. Join with other MPOs in the coming year in a statewide study of long-term transportation financing and take action on its results by 1998.” *(Contacts have improved and continue. CDTC's Staff Director testified at Congressional hearings on ISTEA reauthorization and CDTC worked closely with Governor Pataki's ISTEA task force in the successful efforts culminating with passage of TEA-21. The REVEST initiative of the spring of 1998 reflected strong ties with private sector and legislative staff, leading to earmarks for elements of REVEST in TEA-21. Continuing liaison with CEG's Local Government Council has been effective. Efforts to engage more fully with Empire State Development will continue.)*
18. “Work with local officials and state officials and the local legislative delegation regarding local option funding mechanisms, in conjunction with the statewide financing study and in conjunction with congestion pricing studies. The transit service restructuring study will specifically examine the role of passenger fares in financing existing and expanded transit service.” *(For 2000-01, CDTC will participate with the other 11 MPOs in New York in a shared-cost initiative aimed at addressing long-range transportation financing. A \$200,000 budget has been established for this important effort.)*
19. “Continue full implementation of mitigation fees in the Albany County Airport Area Generic Environmental Impact Study (GEIS) area. Over the next year, implement mitigation fees in the Lisha Kill GEIS area. Within two years, update CDTC's policy on public-private financing to reflect mitigation fee experience and economic development projects. Incorporate mitigation fees into the Site Review Handbook.” *(Mitigation fee calculations continue at an increasing pace in the airport area. Revised agreements on the use of future fees to cover the required private share of major TIP projects in the airport area were reflected in the 1999-04 TIP. The first major project to rely on these fees (Albany-Shaker Rd. relocation) is slated for construction in 2001. Mitigation fees in the Lisha Kill area are constrained due to court action.)*
20. “Encourage NYSDOT, counties and local governments to continue to identify direct actions by developers to help mitigate traffic impacts (e.g. bus stop improvements, designated carpool parking), when area-wide mitigation fees are not appropriate.” *(Efforts continue.)*
21. “Initiate a Major Investment Study for the Northway within six months of plan adoption, and complete it within eighteen months from initiation.” *(This recommendation was predicated upon the expectation that the Federal Highway Administration (FHWA) would require an MIS prior to design of the Northway Exit 3 project. Further information has clarified that an MIS would not be needed immediately for this purpose. Therefore, the full-scale corridor MIS to determine a definitive highway or transit plan for the Northway can be deferred until more experience with ITS investments in the corridor is gained. However, understanding potential main line configuration requirements of*

alternative future Northway investments is becoming increasingly critical to short-term infrastructure project designs. As a result, a "pre-MIS" task is scheduled for 2000-01, having been deferred from 1999-00 due to CDTC's pre-financing limitation. This task will articulate the main line cross-sectional requirements of various widening and transit alternatives to allow upcoming Northway bridge and interchange reconstruction projects to be designed in such a way as to preclude as few future Northway options as possible.)

22. "Conduct a land use investigation of the NY 5 corridor and complete it within twelve months of initiation. Pursue general transit actions toward a "best bus" service in the corridor and monitor technology developments. Identify the broader opportunities contained in the report and circulate these ideas to other communities. Make the "corridor management initiative" funds available to communities seeking to achieve intensification along transit corridors." *(The NY 5 assessment is underway, with completion in 2000-01. Corridor management initiative funds have also been assigned to the SUNYA-led Urban Corridor Study focusing on transit and parking management in the Washington-Western corridor of Albany. This study was concluded in 1999-00.)*
23. "Include site design aspects in the planned examination of land use intensification opportunities in the NY 5 corridor. Extend the site design ideas through a supplemental or follow-up study within two years to develop a visual representation of affordable site design practices that have transportation system benefits. Within one year, complete CDTC's Site Development Handbook with contributions from CDTA." *(The formal handbook completion continues to be deferred while the NY 5 assessment is advanced and other implementation experience is gained. Site and street design is a major component of the NY5 study.)*
24. "In conjunction with the Site Review Handbook and the update of CDTC's public-private financing policy, explicitly elevate demand management, transit support and other mitigation items (such as sidewalk construction) to the same plane as service roads, intersection improvements and highway widenings." *(While the formal handbook and public-private financing policy updates have been deferred, practice in the airport GEIS reviews now incorporates non-highway contributions.)*
25. "Within one year, develop an implementation plan for the Travel Demand Management (TDM) project in the TIP." *(A major TDM initiative has been developed by CDTC and CDTA with CDTA in a lead role and presented to the City of Albany, Albany County and the NYS Department of Environmental Conservation. Success was achieved in 1999-00 through Albany County's participation in transit pass subsidy efforts. The City of Albany has created a formal Capital Albany Transportation Committee which has completed employer surveys to expand upon this success. In the 1999-04 TIP, the TDM project budget was revised to reflect current plans.)*
26. "Engage OGS and SUNYA in the overall transit service restructuring study to better integrate peripheral park and ride and shuttle services into the regional system. As contract negotiations with employee bargaining units occur over the next five years, include transit passes, increased parking permit costs, and a "transportation allowance" in the discussion. Within two years, seek New York State commitment to a demonstration of a transportation allowance program using the TDM funds for the pilot period." *(Through a cooperative effort initiated by the State University Construction Fund, the "Urban Corridor Study" will address the service restructuring. CDTA also negotiated unsuccessfully with OGS to integrate services. The TDM initiative will seek to achieve additional demonstration projects during 2000-01).*
27. "The Commuter Register (rideshare matching) and Guaranteed Ride Home (GRH) programs will continue indefinitely, using public support. Implement current park and ride lots on the TIP in a timely manner, and pursue additional lots in prime transit corridors (such as US 20, NY 5, US 4, NY 7.)" *(Commuter Register and GRH programs continue. A major park-and-ride lot at I-87 Exit 8 was opened in 1998 and transit service expansion followed. A new regional park-and-ride lot construction setaside is included in the 1999-04 TIP.)*
28. "Work with NYSDOT in the next two years to refine the outreach and involvement process in project development, using projects such as Pearl Street as building blocks." *(NYSDOT's outreach process is broadening through experience. The 2000-01 includes a unique \$50,000 effort toward training NYSDOT and other implementers in successful public outreach and public relations; this effort was deferred from 1999-00 due to CDTC's pre-financing limitation.)*
29. "Encourage revision of the NYSDOT scoping and development procedures manual to allow increased flexibility and community-focus in the application of AASHTO standards on non-NHS routes. Involve more NYSDOT design personnel and city engineering departments in the transportation planning processes. Work with NYSDOT Region 1 over

the next two years to develop materials for use in the design process to assure full consideration of New Visions principles in facility design decisions.” (NYSDOT scoping and project development practices are gaining greater flexibility and community focus through experience. Region 1 practices of involving CDTC staff in scoping and project development are changing to increase participation. The lead for an unprecedented number of non-state projects has been assumed by local government. These experiences will lead to formalization of procedures.)

30. “Work with NYSDOT Region 1 over the next two years to develop materials for use in the design process to assure full consideration of all modes in facility design decisions. This includes the incorporation of traffic calming steps in existing and upcoming transportation projects, particularly in residential and mixed use areas. Distribute these guidelines to local governments for their use when opportunities (through locally-funded reconstruction, for example) arise to make design improvements.” (No formal development has occurred. However, experience in project implementation is broadening consideration of these issues. The Albany-Shaker Rd. and Broadway (Saratoga Springs) projects demonstrate innovative arterial design. CDTC and NYSDOT Region 1 continue to pursue options for “community-compatible” and traffic calming features on arterials, but national experience in this arena is scarce. For 2000-01, a consultant effort to define appropriate bike design guidelines for urban areas is included in the UPWP.)
31. “Study overall port circulation issues in preparation for longer term access improvements, perhaps including additional or modified I-787 access ramps.” (The schedule for this effort has been advanced through the Tandem Lot study added to the TIP and UPWP in 1997. The study was undertaken in 1998-99, resulting in a short list of lot locations. One of the contenders includes a new ramp directly from Exit 23 on the Thruway to the Port of Albany. CDTC submitted an application in January 1999 for National Corridor Planning and Development Funds to carry this analysis further.)
32. “Pursue low-risk opportunities to “test” commuter rail options.” (Informal discussions in early 1998 led to CDTC’s REVEST initiative knitting grass roots rail initiatives with New Visions policies. As a result of Congressman Solomon’s efforts in TEA-21, CDTC continued REVEST working group discussions led to a TIP action in October 1998 that assigned lead status to CDTA for the \$6.8 million commuter rail project. Implementation efforts are underway.)
33. Pursue and complete small scale jurisdictional transfers in the Capital District in the next three years. One possibility is a swap of county-owned roads in the vicinity of the Albany International Airport for some lower function state routes in rural Albany County. Over the next five years, further explore the merit of larger scale realignment of jurisdiction with function (e.g. arterials within cities). (Albany County and NYSDOT are actively negotiating jurisdictional realignment of the routes mentioned above. Larger-scale realignment has not yet been discussed.)
34. Work with the legislature, NYSDOT, other MPOs and the railroads to explore the provision of property tax relief on rail lines. Support continued regulatory simplification by NYSDOT and the Department of Motor Vehicles. In the project development process, ensure that height and weight restrictions continue to be routinely eliminated during infrastructure renewal, particularly on the freight priority network. In conjunction with the development of the RDP, develop policies encouraging the location of freight-intensive industries near existing rail lines and intermodal facilities. (Property tax issues are being negotiated between NYSDOT and the railroads in conjunction with double-tracking and other TIP projects. The South Troy Waterfront Study and several new “Linkage” projects in the 2000-01 UPWP deal with truck/rail/port access issues and interface with neighborhood quality of life. Progress continues in conjunction with New York State regarding the Industrial Access Program projects, as well.

**Additional New Visions Planning Recommendations as Worded in March, 1997 Plan
Not Explicitly Reflected in the 2000-01 UPWP**

1. Explore increased equipment and facility sharing and contractual maintenance activities to allow improved maintenance (including such activities as sweeping shoulders for bike travel) within current budgets.
2. Work with NYSDOT main office and NYSDOT Region 1, CDTA, local governments and others in building from past experience to articulate a clear policy for arterial access.

3. Work with CDRPC, CEG, the State Commission on the Capital Region and other groups to informally explore cost and benefit sharing mechanisms over the next two years. Identify the extent of interest in benefit sharing through that effort, and use the results to modify the New Visions approach to cost-sharing of "community enhancement" and "economic development" projects. As part of this effort, conduct a survey of high tech and service industry firms to determine the transportation component of location decisions. Use the results in the economic development component of the RDP and to refine the budget priorities of the Regional Transportation Plan.
4. *In conjunction with the Regional Development Plan update, establish criteria for and define an Urban Service Area. Articulate the highway and transit facility and service implications and reach agreement on implementation within one year from the date of defining the area. Include study of the transportation infrastructure needs of rural areas. Develop guidelines for investments in rural areas that preserve their rural character.*
5. Identify a candidate community and work with that community and CDRPC in a shared-cost project to draft model zoning legislation within two years.
6. Over the next five years, complete formal access plans and secure state, county and local commitment for implementation on at least one major travel corridor in each county.
7. Within five years, reach agreement with all communities in the urbanized area to follow the procedures outlined in the handbook.
8. Build upon the Site Review Handbook and Site Design work to develop a specific set of guidelines for delivery access and commercial parking programs within five years.
9. Explore further opportunities to use the service road technique in corridors where land is available for cost-effective implementation.
10. In cooperation with the Albany County Airport Authority, study the transit market potential for direct express CDTA service to the Airport.
11. Identify project sponsors and appropriate programming of projects to protect and enhance environmentally-sensitive lands, address safety concerns at high-conflict locations, and goods movement accommodation.
12. Monitor the New York State Thruway Authority's congestion pricing study on the Tappan Zee Bridge and explore possible applications to the Capital Region. Develop a coalition to develop and support parking "cash out" legislation at the state level. Monitor the implementation of residential parking permit programs and work cooperatively to insure that alternatives to driving alone are sufficiently provided for in the process.
13. Within two years, implement an Eco-Pass project to extend transit passes to all employees at a work site. In all of these investigations, the potential for technology to substitute for travel (e.g. telecommuting, teleconferencing) will be explicitly explored, and promoted where appropriate.
14. Defer to and encourage NYSDOT to increase partnering relationships with contractors, such as incentives for project acceleration. Over the next five years, assist NYSDOT and CDTA in developing partnerships with privately-owned transportation firms to efficiently carry out the Rensselaer Amtrak station, Glenridge Rd. and other projects; maintain recreational options should the Old Albany Main be sold to another private operator; maintain Upstate transit service; keep commuter rail options open. Extend the ITS project to explore access to currently-proprietary information regarding traffic speeds and flows collected by shipping firms and others. Engage the private sector in transit service delivery where appropriate.
15. Incorporate mitigation fees or an annual assessment into the financing package for the New Karner Road TIP project.
16. In the next two years, explore state funding programs similar to the State Aid to Local Bridges (SALB) program that expired. Change NYSDOT design procedures to allow lower geometric standards to be applied to lower volume roads, regardless of the fund source being used on the repair. Explore the desirability of exchanging federal and state funds to match the level of repair dictated by road function.

17. Initiate a Major Investment Study in the NY 5 corridor within six months after completion of the land use investigation -- if warranted by the land use study. Incorporate transit options into the Northway MIS. Adopt MIS recommendations.
18. Adopt study recommendations and design near-term corridor projects in keeping with the long-term recommendations.

CDTC will continue to monitor opportunities to progress these recommendations as amendments to the 2000-01 UPWP or as possible tasks in subsequent years.