

APPENDIX D -

PUBLIC INVOLVEMENT AND CONSULTATION

CDTC hosted a series of public participation opportunities that employed a range of strategies and technologies in order to make the metropolitan transportation planning process reasonably accessible to as many stakeholders as possible.

The public participation opportunities included the following events and activities:

- ◆ TIP Feedback Portal
 - CDTC developed an interactive, [web-based form](#) to gather public input. This form includes materials that describe the TIP and programming process, [interactive map](#) and project data, a survey, and open-ended feedback form.
- ◆ Social and print media outreach
 - CDTC used its Twitter, Facebook, and Instagram to promote events, the TIP Feedback Portal, and to collect comments related to the 2022-2027 TIP.
 - Several press releases announcing public input opportunities, upcoming events, and closing of the comment period were distributed to all major and minor local media outlets.
 - CDTC developed print materials including a Public Comment Summary of the TIP Document, walk sheet booklets detailing the projects in each county along with analysis and data about the full program, survey and comment postcards, sandwich boards directing people to the TIP Feedback Portal, and a variety of maps and project listings that illustrate project locations and details.
 - CDTC worked with members and stakeholders to cross-promote the public participation opportunities.
- ◆ TIP Virtual Workshop
 - CDTC held a virtual workshop on Tuesday, July 19 6:00 p.m. It included an overview of the TIP, programming process, project information, and how to find details on each project contained in the TIP. The workshop was recorded and uploaded to the CDTC YouTube channel (where closed captioning was available), and it was embedded in the TIP Feedback Portal.
- ◆ TIP Open House & Pop-up Events
 - In order to reach as many stakeholders in the Capital Region as possible, CDTC partnered with local agencies and organizations, including CDTA, to engage the public at several community events. The following events were held in each of the four counties covered by CDTC:
 - Wednesday, July 27, 5:30 p.m.– 7:30 p.m., Open House at Saratoga County Office Building, 50 W. High Street, Ballston Spa, NY
 - Saturday, July 30, 9:00 a.m. – 2:00 p.m., Popup at Troy Waterfront Farmers’ Market, Monument Square, Downtown Troy, NY
 - Tuesday, August 2, 4:00 p.m. – 5:00 p.m., Popup in front of

Albany Public Library Main Branch, 161 Washington Ave, Albany, NY

- Tuesday, August 2, 5:00 p.m. – 7:00 p.m., Open House at Albany Public Library Main Branch, 161 Washington Ave, Albany, NY
- Sunday, August 7, 10:00 a.m. – 2:00 p.m., Popup at Schenectady Greenmarket, around City Hall, Schenectady, NY

◆ Other consultation

- CDTC invited federal land stakeholders in the Capital Region to participate in the public review and consultation period, including direct communication from the Executive Director, Sandy Misiewicz. Federal land holders include the Watervliet Arsenal (US ARMY), the National Laboratory and the Saratoga National Historical Park. While no comments were received for the TIP, further and ongoing contact is expected and may lead to deeper inclusion in the regional transportation planning process.
- CDTC invited Tribal Nations with interests in the Capital Region to participate in the public review and consultation period. The Executive Director Sandy Misiewicz had the opportunity to attend a summit with representatives of the Tribal Nations in Ellicottville, NY in July. While we received no comments on the TIP, relationships with the Tribal Nations were established, allowing for ongoing communication and better integration of their concerns into the regional transportation planning process.
- CDTC collaborated with CDTA on public outreach events that attempted to reach populations that do not have access to a private vehicle. While some contact with this population happened at both farmers' markets, the tabling event at the Albany Public Library's Washington Avenue branch – where a CDTA bus stop is located – was the most fruitful. All public outreach events were all accessible by transit

In total, CDTC received 28 survey submissions, five comments by email, one comment via social media platforms, and one comment from CDTC's Equity Advisory Committee. In addition, CDTC staff interacted with approximately 150 people over the course of four events in each of the four counties covered by CDTC.

Of the comments received, several themes emerged:

- ◆ Over half of comments call for more funding weighted to non-motorized vehicle travel, particularly bike and pedestrian infrastructure
- ◆ Several comments wanted to see less emphasis on preservation and more emphasis on funding for a future less defined by the automobile
- ◆ Several cited a need for more transit and/or transit supportive funding

- ◆ A few comments brought up issues around the process of the formulating the TIP, specifically citing a lack of transparency/communication and desire for CDTC set a progressive agenda and encourage regional networks

A full list of comments received, and any actions taken in response to a comment(s) are included below.

1. Email from James Martin, Town of Glenville, submitted 2/17/22

Comment: “[...]n logical conclusion to the Complete Streets Plan [previously] referenced... and the design development phase requested, I also request that the round-a-bout the intersection of Freemans Bridge Road and Route 50 be listed in the TIP for the Capital Region so that the project can advance to construction and implementation.”

Response: As part of the development of the 2022-2027 Transportation Improvement Program, CDTC solicited state and local government sponsors for proposed projects to be considered for funding. Unfortunately, neither the Town of Glenville nor NYSDOT applied for federal funds to design and implement a roundabout project on Freemans Bridge Road. Therefore, we are also unable to include this project in the TIP.

2. Email from Ben MacKrell, City of Albany resident, submitted May 27, 2022

Comment: Based on an initial review of the project prioritization calculations based on the Merit Evaluations. It seems like this rubric has overvalued the “Preservation/Renewal of Existing” category. Certainly, there is value and cost savings in investing in existing infrastructure, but not to the point of being duped by the sunk-cost fallacy.

Comparing the 5 points of “Existing” infrastructure category to the 8 points of the “Environment & Health” feels like investing in the past instead of the future.

Response: The CDTC evaluation criteria does emphasize funding projects that preserve existing infrastructure instead of building out new pieces of the transportation system. This approach is consistent with the “Preservation First” Policy outlined in the NYSDOT Transportation Asset Management Program and helps support statewide pavement and bridge condition performance targets that are required by federal law. Although these criteria impact the project selection process, sponsor need, local priority, fiscal constraint, and other factors also play an important role in the selection of new TIP projects by the CDTC Planning Committee. In addition, the utilization of Federal Highway funds requires the adoption of various performance measures that set targets on the higher functional class facilities to be maintained in an overall state of good repair.

3. Email from Steve Strauss, Executive Director, Empire State Passengers Association, submitted June 21, 2022

Comment: Can you provide some idea of when you expect to include the Livingston Ave. Bridge replacement program in the TIP for the Capital Region? Are there any plans to more aggressively apply for discretionary funding in the federal infrastructure bill for transit and rail projects in the CDTC MPO area? There are billions of dollars in railroad grade separation funds in the bill for example.

Response: Construction fund sources for the Livingston Avenue bridge have not yet been identified by New York State. CDTC strongly supports the replacement of the bridge and is ready to work with our partners to see the bridge reconstructed. NYSDOT, CDTA and others who are eligible to directly apply for transit and rail discretionary funding are evaluating their options and no decisions have been made at this time regarding applications. It was announced on August 16, 2022 that CDTA was awarded over \$25 million through the FTA for electric buses through the FY 2022 Low and No Emission Vehicle Grant Program.

4. Email from Bob Derocher, Town of Colonie resident, submitted June 21, 2022

Comment: Can DOT explore the development of synchronized traffic lights along the Loudon Road corridor from 9R south to 378? The stop-and-go traffic flow is awful and only leads to longer traffic jams during rush hour. Route 9 traffic flow shouldn't come to a halt because one car wants to leave Newton Plaza.

Response: NYSDOT sent their signal crew out to this area in late June 2022 and discovered two bad loop detectors at the Newton Plaza driveway and a bad magnetic detector at the intersection of Route 9 and Old Niskayuna Road. CDTC has made both NYSDOT and the Town of Colonie aware of the concerns in the Route 9 area and has encouraged the Town to apply for a planning study in this area.

In addition, NYSDOT is in the process of adopting/updating a Traffic Signal Management Plan. This plan includes upgrading traffic signals with more modern detection (smart cameras), remote connectivity for real time adjustments, corridor and incident management plans, and continues evaluation and implementation of new technology. This is a plan that will gradually roll out given the number of existing signals. One example however is when projects rip out traffic loops, we intend to replace them with video detection, phasing out the old loop technology.

5. Email from Michael Volkman, City of Albany resident, submitted June 22, 2022

Comment: There is lots of talk about replacing 787 with a boulevard. While it seems like a nice idea, it's not very practical for the tens of thousands of commuters who live in the suburbs at work downtown. Remember three years ago when Amazon was asking for a place to have its second headquarters and Albany put in a bid? The colossal complex proposal would have been great for local growth but would have been a nightmare for commuters to be jammed into a confined area.

I have been reading your reports for 30 years. You repeatedly ask the question on whether it is worth for capital expense to build a "fixed guideway" system of mass transit. The answer you keep coming up with is "maybe," and your recommendations for going through with the building such a system are to wait until the answer comes back as a definite "yes." If that is even going to happen. My response to that is: if you build it, they will come. This region is not one with a centralized city. It has six clustered cities with heavily populated towns in between. The downtowns are congested with heavy traffic and numerous parking garages that are still not enough to meet the demand. This region is the only upstate region that is growing. We want to encourage more investment and growth. We want businesses to establish and expand. We want people to move here and stay here.

If they are entirely dependent on their own cars and slow buses, that is a disincentive. We need to have one more option that will make this area much more attractive: a metro! You think this area is not large enough for that? Maybe not at first, but there are so many reasons for doing it and having one will make the reasons get better and better.

There is one more thing that we must make it a big deal. With RPI, The College of Nanoscale Science, and University at Albany School of Engineering, along with all the businesses large and small as part of "Text Valley," we have another muscle power to make this an international center of research and development for mass transportation technology using our metro as a living laboratory to create better transit systems to be used around the world.

Response: The upcoming I-787 Feasibility Study will be considering a range of options and will assess current and projected future traffic in the area to ensure mobility is maintained for commuters and other transportation system users. Our metropolitan transportation plan will be updated and completely refreshed by 2025

and fixed guideway will likely be revisited. However, regional commitment to bus rapid transit has been more practical given limited funding, greater flexibility with route changes and lower operational costs. A possible expansion of Bus Rapid Transit lines may help the region meet future demand. The CDTC/CDTA Bus Lane Feasibility study due to be completed in fall 2022 will identify infrastructure intended to speed up the buses and improve their reliability if implemented.

6. Comment submitted via online survey

Comment: Stop wasting money on 787 and tear it down already

Response: NYSDOT will be managing a \$5 million feasibility study for I-787 over the next two years and we anticipate that plan will identify capital projects that could transform I-787 into a different kind of transportation facility. Downsizing and eliminating unneeded infrastructure will be reviewed as part of the study.

7. Comment submitted via online survey

Comment: For project 176253 in the Town of Wilton, the Northern Pines, Carr Road, Jones Road Project you are missing a tremendous opportunity to connect the Wilton community. There are 3 major developments that house a large portion of Wilton's population and families along Northern Pines Road. Not extending the pedestrian and bike multiuser trail north to at least Lonesome Pines Road excludes these neighborhoods from using it and makes it extremely dangerous if not impossible to access for those families. Northern Pines Road is basically a rural highway that became a connection road when developments got built along it. It is one of the major barriers to connecting Wilton's families. Please reconsider and extend this multiuse path or please note this when looking at future projects. By extending this path north to Lonesome Pines it would give these 3 neighborhoods, the 3 largest in Wilton, Geyser Crest, Estates of Northern Pines, and the Fairways full access to other neighborhoods, the elementary school, and Wilton's Recreation center Gavin Park among other benefits. It would help to take rural highway locked pocket communities and turn them into a real accessible community. I think the project is great but just needs a bit more to really provide actual community access and connection.

Response: This comment was shared with the Town of Wilton as the project sponsor for consideration. Northern Pines road is a County owned and maintained roadway. The connection to Lonesome Pine would entail an addition of over a mile of multi-use trail and likely require the need for additional Right of Way. A nearby connection through the Fairways neighborhood will provide access to Jones Road via Jodi Lane and thus connections to the elementary school and Wilton's Recreation center.

8. Comment submitted via online survey

Comment: We live about 2 miles from of Shaker Middle School, and yet there is NO safe way for my daughter to bike there. Route 155 needs a safe and separated bike lane. Until then 155 will continue to be clogged with cars every morning and afternoon with parents dropping of just 1 or 2 kids each. It is stressful car congestion for anyone traveling on this road, terrible for the environment, and a missed opportunity for our kids to get some exercise outside of a PE class or recess and learn the value of transportation alternatives.

Response: This comment was forwarded to NYSDOT and the Town of Colonie for their information. No transportation projects have been funded using federal funds in this area at this time.

9. Comment submitted via online survey

Comment: Widen and expand traffic capabilities of Bridge at Ballard Road in Wilton, NY Exit 16

Response: Project ID# SA338, PIN# 172276 I-87 Exit 16 Interchange Improvements and Bridge Replacement is sponsored by NYSDOT and is included in the 2022-2027 TIP. The total project cost is \$21 million.

10. Comment submitted via online survey

Comment: I want more investment into transit biking and walking. I do not support maintaining bridges and highways to suburbs and ex urbs. They should be toll roads because it only induces more traffic and VMT, which is a net loss for everyone. Improve transit and walkability for our urban core and stop subsidizing the car commuters.

Response: CDTC's metropolitan transportation plan, New Visions 2050, calls for regional investment in transit, bicycle and walking facilities. As announced by Governor Kathy Hochul in June 2022, the region was awarded over \$25 million in additional federal funding for 12 transit, bicycle and pedestrian projects which will be included in the 2022-2027 Transportation Improvement Program. Maintaining the existing bridge and highway system in a state of good repair is a priority of New York State and CDTC. A pilot congestion pricing program is being planned in New York City which will use pricing to manage motor vehicle travel in a portion of Manhattan. The results of the pilot will inform the state as to the potential for congestion pricing.

11. Comment submitted via online survey

Comment: Any focus on road widening outside of a highway is misguided and will lead to increased pedestrian and vehicle collisions and deaths.

As a former car owner, my concern increasingly is with the frequency of service of available transit to get to where I want to go, as well as the safety of my commute when not driving. Many of the streets in Albany, Troy, and Schenectady are much wider than necessary, especially for an urban environment.

Transportation funding should be human scaled and considerate of all users, without prioritizing just those protected by a vehicle.

Response: CDTC's New Visions 2050 metropolitan transportation plan has as adopted policy that "Congestion management is much more cost effective than highway capacity increases or new lanes. Congestion alone does not justify increasing highway capacity or adding new lanes. Some congestion is acceptable when the community deems it acceptable, or when it results from balancing the needs of other transportation modes like walking, bicycling, and transit." New projects receiving federal funding that add capacity were limited to roundabouts in the 2022-2027 Transportation Improvement Program. Several projects propose lane reductions to improve the safety of bicyclists and pedestrians including project ID# A611, PIN# 176230: Central Avenue Reconstruction Project in the City of Albany which proposes to reduce the current four travel lanes to two travel lanes in each direction with the addition of new bicycle and pedestrian facilities from North Allen Street to Henry Johnson Boulevard.

12. Comment submitted via online survey

Comment: Central Ave: Please put in protected bike lines protected with a curb or bollards, not just paint Please do not design this road exactly like Madison Ave, the painted bike lanes in the door zone are unsafe and are too easy to double park in. Albany Shaker Rd corridor: Please do not put a bike shoulder on a high-speed roadway. Bike infrastructure on high-speed roads need to be separated by a curb or bollards, otherwise it is very unsafe and people will not use it.

In general, every major repaving project must include a redesign that puts in protected bike lanes and traffic calming otherwise we will lose our opportunity to create safer streets and people will die and get seriously injured because of our inaction It will also save you money in the long term because bike lanes do not need repaving nearly as often as car lanes. Thank you.

Response: The design processes for the Central Avenue and Albany Shaker Road projects have not yet begun. Your comment has been shared with the sponsors of those projects for their consideration.

13. Comment submitted via online survey

Comment: While I appreciate we have a lot of built infrastructure that requires significant maintenance I am disappointed that bulk of funding will go towards maintaining this infrastructure rather than supporting projects that would enhance multimodal experience for those who walk bike or utilize mass transit and encourage others to do so I can only hope that many of the projects going towards road and bridge infrastructure will use this opportunity to lead with enhancements to the pedestrian experience Too often we repave the same sins leaving those who do not drive to deal with unfriendly pedestrian infrastructure.

We should not be expanding infrastructure compounding future maintenance costs. Pavement beyond preservation projects should lead with improving pedestrian mass transit bicycling access. Far too little in this plan for bicycle and ped infrastructure. Any projects covered elsewhere should lead with improving bicycle pedestrian experience first than preserving or enhancing our infrastructure for vehicular use. Before expanding infrastructure, we need to get serious about improving multimodal safety at intersections in region but specifically in cities. Projects covered in other area e.g., Pavement Beyond Preservation should emphasize intersection safety. Far too little support to CDTA and mass transit in current plan. We need more support to projects that enhance multimodal experience in region. We have some good bones in place but there is a lot of work to improve pedestrian bicyclist and mass transit user experience from one mode to other.

Response: Maintaining the existing bridge and highway system in a state of good repair is a priority of New York State and CDTC. In addition, CDTC's metropolitan transportation plan, New Visions 2050, calls for regional investment in transit, bicycle and walking facilities. As announced by Governor Kathy Hochul in June 2022, the region was awarded over \$25 million in additional federal funding for 12 transit, bicycle and pedestrian projects which will be included in the 2022-2027 Transportation Improvement Program. Our metropolitan transportation plan will be updated and completely refreshed by 2025 and the balance of investment and approach to planning for transportation will likely be revisited.

14. Comment submitted via online survey

Comment: It does seem like your hands are tied quite a bit more than is ideal both by the strings attached to various buckets of money the fact that municipalities need to submit projects to you rather than you suggesting advocating requiring ideal projects and the rules by which you need to evaluate proposals. One of the challenges of living in the Capital District is that all but the most mundane of errands trips involves passing through multiple municipalities each of whom seem to have different ideas of what an ideal transportation system should be. I'd like to see more interconnected projects. For me personally, Colonie to Albany or Colonie to Halfmoon /Clifton Park connections for bikes are both very desirable and absent. I

love the Zim Smith extension project. I'd love it even more if there were a better way to get there from Colonie that didn't involve going through Waterford and Mechanicville. I'm also cautiously optimistic about the improvements to Central Ave, though I'm disappointed that they're limited to the Albany portions of the street rather than the Colonie portions. That's a huge missed opportunity as it runs from downtown Albany to downtown Schenectady in a straight line. It should be a major transit pedestrian and cycling thoroughfare and one of the crown jewels of our region's transportation system. Instead, people keep dying on it and it's clogged with traffic.

Overall, as a cyclist, I'm disappointed in the lack of a consistent approach to creating cycling routes throughout our region. We may be more spread out than some MSAs. We're four times the size of Columbus OH, where I grew up for example, but there's no reason we shouldn't have a comprehensive network of safe cycling routes throughout. There's a vast difference between the municipalities that seem to be doing a good job - Watervliet is underrated in this respect - and those that just don't care, like my own Colonie. But, it wouldn't take all that much to create a good network. It's disappointing that the TIP seems to focus on disparate projects rather than a comprehensive vision in that respect.

I used a largely arbitrary number here. The bottom line is that we need to maintain what we have, and this should take reasonable priority. I have no idea whether twenty five percent is a reasonable percentage or not. Rivers and highways cut through our region. Crossing these without a car is difficult. More frequent crossings would be beneficial. Pavement reduction? Colonie, in particular (I can't speak to others), has absurdly wide streets and huge curb radii.

Response: CDTC and all metropolitan planning organizations like it, use the metropolitan transportation plan to set regional policies on planning and investment decisions. With respect to trails, CDTC's 2019 Capital District Trails Plan proposes a regional trail network that if implemented would add 200 miles of new trails to the regional system. The Trails plan has led to some municipalities and counties to consider more local connections to this regional trail system through the development of local trail plans. Central Avenue is a complicated roadway as it is owned and maintained by the City of Albany to its border and by NYSDOT through to Schenectady County. The difference in ownership creates a coordination challenge due to differing priorities at the point of project application and different community contexts. Additional opportunities for Central Avenue may arise in the future. With respect to river crossings, building new bridges at new locations is not a priority of New York State as these types of projects would add significant capacity for motor vehicles. However, as the state begins rebuilding bridges over the rivers in the region, the addition of bicycle and pedestrian facilities will be considered in the design process.

15. Comment submitted via online survey

Comment: CDTA does an ineffective job at communicating to their target audience. The interactive map is of little use to the average CDTA rider. CDTA must invest in more user-friendly IT solutions in order to expand ridership. The average senior citizen cannot understand the bus routes with the tools provided, nor will a millennial choose to interface with the CDTA tools compared to Uber or google maps. IT is infrastructure too.

Response: Comment was sent to CDTA.

16. Comment submitted via online survey

Comment: Central Avenue needs a redesign from downtown Albany to Schenectady not just repaving and some design work in downtown Albany. Look at the pedestrian deaths which occur in downtown Albany, but also in the more suburban portion of central Ave as well. The street needs a lot of signals installed to manage the traffic during the 20 hours a day where there is not enough volume to justify all those lanes of traffic.

I drive every day in the region and over the last year I think I have seen two potholes This (pavement preservation) is not a big priority. We desperately need sidewalks and roadside trails throughout the region. My young kids have no independence because most of the streets in my area do not have sidewalks. If we had bike and pedestrian infrastructure, they could live more complete lives and I could get some peace and quiet. There are several Central Ave pavement projects, but this street needs a redesign from downtown Albany to Schenectady - probably among the most high crash street in the region. It does not work well for drivers or for pedestrians. Our bridges are fine. Please add sidewalks to bridges, yes. CDTA is a gem, but I think the thing that's most important for an increase in ridership is to make it more convenient and comfortable to walk to or from the bus stop. It is shocking that so many of our signals do not have pedestrian heads and that so few of our traffic signals are timed to cause traffic to flow in platoons This is cheap, basic easy stuff.

Response: Project ID# A611, PIN# 176230: Central Avenue Reconstruction Project in the City of Albany proposes to reduce the current four travel lanes to two travel lanes in each direction with the addition of new bicycle and pedestrian facilities from North Allen Street to Henry Johnson Boulevard. This project goes beyond repaving and is intended to improve bicycle and pedestrian safety. While maintaining the existing transportation system in a state of good repair is a priority for New York State and CDTC, which has required adoption of various performance measures to access Federal Highway Funds, investing in bicycling and pedestrian infrastructure is also a priority.

As announced by Governor Kathy Hochul in June 2022, the region was awarded over \$25 million in additional federal funding for 12 transit, bicycle and pedestrian projects which will be included in the 2022-2027 Transportation Improvement Program. CDTC will be embarking on a regional traffic signal timing study which will not only look to improve timing plans for motor vehicles but will consider pedestrian crossing times as well. This study will assist the region in identifying needed infrastructure at signals in Cities throughout the region.

NYSDOT is also in the process of adopting/updating a Traffic Signal Management Plan. This plan includes upgrading traffic signals with more modern detection (smart cameras), remote connectivity for real time adjustments, corridor and incident management plans, and continues evaluation and implementation of new technology. This is a plan that will gradually roll out given the number of existing signals in the region but is expected to phase out loop detection technology, replacing it with video detection.

17. Comment submitted by the CDTC Equity Advisory Committee on 8/12/22

Comment: The Capital District Transportation Committee's Equity Advisory Committee discussed the Draft 2022-2027 Transportation Improvement Program (TIP) at its July 18, 2022 meeting. It identified several concerns regarding TIP #R350, Federal Street Corridor Improvements (Design Only). The Equity Advisory Committee wishes to share the following concerns with the CDTC:

First, it is difficult to assess a project and its impacts on environmental justice communities when the parameters of the project have not been set. Even so, although the current Linkage project is still incomplete, the public materials suggest that roundabouts are the preferred alternative treatment by the city. The Equity Advisory Committee is concerned that vulnerable users, who frequently use the public right of way in the project area, will not be adequately protected from traffic conflicts by roundabout treatments.

Although some roundabouts can adequately accommodate pedestrians and bicyclists, doing so on a roadway with traffic volumes as high as Federal Street's would be very difficult because roundabouts are designed to keep car traffic moving. Of particular concern are the residents of the JFK Towers due to their more limited ability to negotiate traffic.

Thank you for the opportunity to comment on the Draft 2022-2027 TIP. We appreciate the opportunity to share our thoughts and concerns about upcoming projects.

Response: CDTC has shared the comments related to Federal Street with the City of Troy. While the Linkage study is still underway, the design process for the project

has not yet begun. CDTC encourages you to stay engaged in the upcoming design process that will be managed by the City of Troy.

18. Exchange with username John (@tazees) via Twitter beginning 8/9/22

Comment from John: Personally, I wish better public contribution time was allowed. Did not seem to me at least there was any transparency. My thoughts on it.

CDTC response via Twitter: Thank you for your feedback, John. Would you care to provide further comment on what specifically lacked transparency, so as to better address your concern?

John: It was because of communication that by the time I heard of the projects, with the exception on 1, they were well into the final stages. That's what I meant about transparency. More of accessibility to the initial meetings. Thanks for the reply.

CDTC response via Twitter: Hi John, the projects that are being considered here, in the 2022-2027 TIP, are in the very early stages (no design or construction yet). Are you referring to the selection process for projects to receive funding via the TIP?

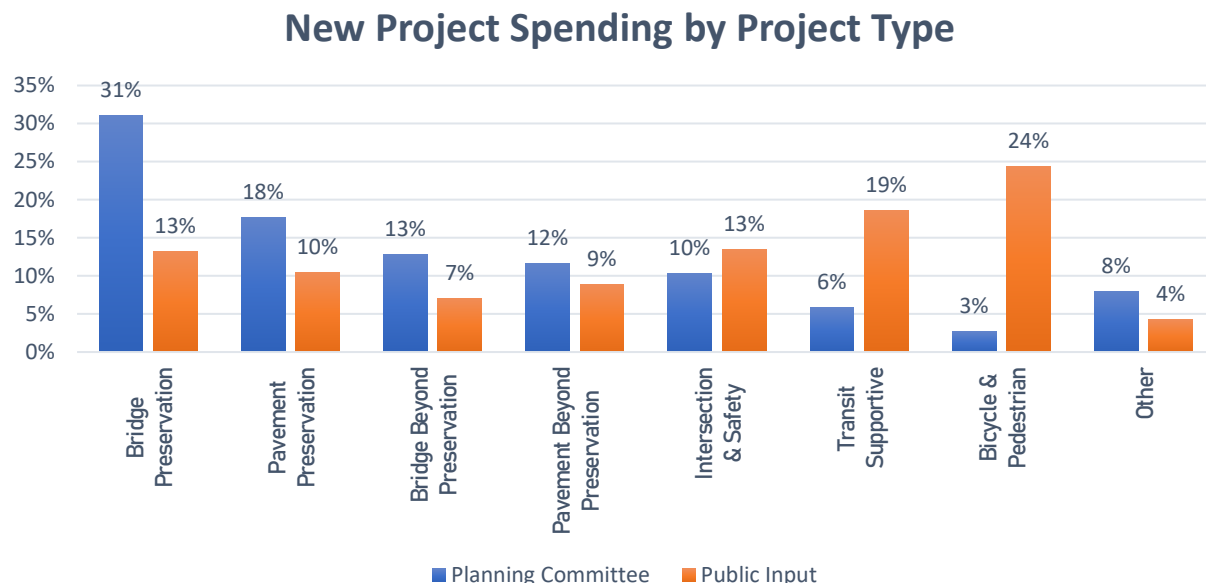
No further comment received.

CDTC TIP FUNDING PUBLIC SURVEY RESULTS

One of the methods of gathering public feedback CDTC employed was to create a survey that aimed to provide members with some quantitative data in addition to qualitative comments. The first element the survey was a funding exercise that asked respondents to mimic setting funding targets for each of the project types. Respondents were asked to spend a hypothetical \$100 in the 8 project type categories. CDTC received 28 survey submissions. The funding exercise resulted the following public preferred average funding shares by CDTC project type.

Project Type	Public Preferred Funding Share
Bicycle & Pedestrian	24.30%
Transit Supportive	18.60%
Intersection & Safety	13.40%
Bridge Preservation	13.10%
Pavement Preservation	10.40%
Pavement Beyond Preservation	8.80%
Bridge Beyond Preservation	7.00%
Other	4.30%
Total	100%

When compared to the funding targets adopted in the TIP, there is a distinct difference in priorities:



The second section of the survey posed five questions regarding the TIP. The questions asked respondents to rate how well the TIP performed on a 7-point scale (with an additional “Not Sure” option).

The results are as follows:

Question	Avg. Rating
Execute the principles outlined in the Capital District's Long-Range Transportation Plan, New Visions 2050?	4.3
Achieve an appropriate geographical distribution of site-specific projects within the Capital District?	4.7
Address the future transportation needs of the Capital District?	4.0
Appropriately consider environmental justice and equity in the TIP development process and in project selection?	4.1
How well do you understand the TIP development process?	4.2

The following pages include screen captures from the online TIP Funding Survey.



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Comment Period Closes August 12th

Tell Us What You Think about CDTC's Draft 2022-2027 Transportation Improvement Program

We value your opinion and appreciate your help contributing to the public commentary on CDTC's Draft 2022-2027 Transportation Improvement Program (TIP). Your feedback will provide valuable insight and direction for this -- and future -- federal transportation investments to benefit the Capital Region and its residents.

The TIP is the document that specifies which projects in the Capital District will receive federal funding over the next five years. For more information on what the TIP is and how it is developed, please visit the [TIP page](#).

How Would You Spend the Money?

Before we ask any specific questions about the TIP document or projects, we want to know how you would allocate federal funding. Given the many needs for transportation money from maintaining existing roads and bridges to reshaping our transportation system for the future, what balance would you strike?

In the exercise below, you will have \$100 to allocate in the categories listed below that correspond to the categories used in the TIP project evaluation and selection process. You must spend all \$100 and enter round numbers to submit your final answers.

Enter Your Allocations



Pavement Preservation *

\$

Add/Edit Comments



Pavement Beyond Preservation *

\$

Add/Edit Comments



Bicycle and Pedestrian *

\$

Add/Edit Comments



Intersection Safety *

\$

Add/Edit Comments



Bridge Preservation *

\$

Add/Edit Comments



Bridge Beyond Preservation *

\$

Add/Edit Comments



Transit Supportive *

\$

Add/Edit Comments



Other Allocation *

\$

Add/Edit Comments

Total Allocations (* Must Equal a Total of \$100)

\$0

Must equal a total of \$100.

Quick Links

WEBINAR: Learn about what the TIP is, how projects were evaluated and selected, which projects were selected, and analysis of the full program



[Read the Public Comment Summary](#) of the Draft 2022-2027 TIP Document

[Review the Full TIP Document](#) or visit the TIP Update Webpage for all related documents

[Explore the Draft TIP Interactive Project Map](#)

[Dive Into the Draft TIP Project Fact Sheets](#)

Events: Talk to CDTC staff in person about the TIP

Wednesday, July 27, 5:30p – 7:30p, Open House at Saratoga County Office Building, 50 W. High Street, Ballston Spa, NY

Saturday, July 30, 9a – 2p, Pop up at Troy Waterfront Farmers' Market, Monument Square, Downtown Troy, NY

Tuesday, August 2, 5p – 7p, Open House at Albany Public Library Main Branch, 161 Washington Ave, Albany, NY

Sunday, August 7, 10a – 2p, Pop up at Schenectady Greenmarket, around City Hall, Schenectady, NY

What's Your Opinion of the Draft 2022-2027 TIP?

Now we want to hear your thoughts on the draft TIP document for the next five years, including all the projects selected for funding. Please answer the following five questions on the five-point scale below (note: there are links on the right side of this page to documents and resources that you may find useful in your evaluation). Feel free to use the comment buttons to explain your answer.

How well does the Draft 2022-2027 TIP do the following:

Execute the principles outlined in the Capital District's Long-Range Transportation Plan, New Visions 2050 ([New Visions Summary](#))? *

Poor 1 2 3 4 5 Excellent Not Sure

Achieve an appropriate geographical distribution of site-specific projects within the Capital District ([View the interactive map](#))? *

Poor 1 2 3 4 5 Excellent Not Sure

Address the future transportation needs of the Capital District? *

Poor 1 2 3 4 5 Excellent Not Sure

Appropriately consider environmental justice and equity in the TIP development process and in project selection (environmental justice populations are mapped in the [interactive map](#))? *

Poor 1 2 3 4 5 Excellent Not Sure

How well do you understand the TIP development process? *

Poor 1 2 3 4 5 Excellent Not Sure

What other thoughts do you have on the Draft 2022-2027 TIP?

Thoughts on specific projects? On the TIP development process? Please leave your thoughts below. Please be as specific as possible.