

**Bipartisan Infrastructure Law Safe Streets for All Program
CDTC Local Road Safety Action Plan and New Visions 2050
Self-Certification Eligibility Worksheet**

Worksheet instructions: The purpose of the worksheet is to determine whether an applicant’s existing plan is substantially similar to an Action Plan, or not. For each question below, answer yes or no. For each yes, cite the specific page in your existing Action Plan or other plan/plans that corroborate your response, provide supporting documentation, or provide other evidence. Refer to Table 1 for further details on each component. Note: The term Action Plan is used in this worksheet; it covers either a stand-alone Action Plan or components of other plans that combined comprise an Action Plan.

Instructions to affirm eligibility: Based on the questions in this eligibility worksheet, an applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, if the following two conditions are met:

- Questions 3, 7, and 9 are answered “yes.” If Question 3, 7, or 9 is answered “no,” the plan is not substantially similar and ineligible to apply for Action Plan funds specifically for a supplemental action plan activity, nor an Implementation Grant.
- At least four of the six remaining Questions are answered “yes” (Questions 1, 2, 4, 5, 6, or 8).

If both conditions are met, an applicant has a substantially similar plan.

Question	Response, Document and Page Number
<p>1. Are both of the following true:</p> <ul style="list-style-type: none"> • Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries? • Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date? 	<p>Yes. The Capital District Transportation Committee, the Metropolitan Planning Organization for the metropolitan area surrounding the Albany-Schenectady and Saratoga Springs urbanized areas, completed a Local Road Safety Action Plan in 2019 and adopted it as part of the regional transportation plan known as New Visions 2050. The plan centers on the reduction of fatal and serious injury crashes on roadways owned by local governments (Local Road Safety Action Plan Executive Summary pages ii and iii) and encourages local governments to adopt Vision Zero policies.</p> <p>CDTC’s New Visions 2050 Plan safety principle states: “Our region will move toward eliminating transportation related deaths and serious injuries by 2050.” New Visions, page 32. CDTC’s performance measures mirror those of NYS and track regional crash data annually. The performance measures are the five-year rolling averages for number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT and</p>

	number of non-motorized fatalities and non-motorized serious injuries. Local Road Safety Action Plan , pages i and ii).
2. To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?	Yes. CDTC's ongoing Regional Operations and Safety Advisory Committee was heavily involved in the development of the Local Road Safety Action Plan and continues to support its implementation and monitoring.
3. Does the Action Plan include all of the following? <ul style="list-style-type: none"> • Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region; • Analysis of the location(s) where there are crashes, the severity, as well as contributing factors and crash types; • Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and • A geospatial identification (geographic or locational data using maps) of higher risk locations. 	Yes. The Local Road Safety Action Plan includes: <ul style="list-style-type: none"> • An analysis of existing conditions based on 6 years of fatal and serious injury crash data from 2011 – 2016 to define 6 emphasis areas for which more detailed breakdowns of the data were developed for the region. Local Road Safety Action Plan, Chapter 3, page 13 • An analysis of the 6 emphasis areas by location, contributing factors and crash types (summarized for the region on pages 18 and 19) with more detail in Chapter 4 of the Local Road Safety Action Plan. • High risk road and other factors are identified in Table 4, page 21. As well as Figure 2 on page 20. Additional details are available for each emphasis area in Chapter 4. The crash patterns observed in the data resulted in a focus on systemic and policy based implementation strategies. Local Road Safety Action Plan, Page iii and pages 122-132. • Maps by emphasis area are available in the Local Road Safety Action Plan for intersections (page 29), road user behavior (pages 40-43), age related (pages 58 and 59), vulnerable users including pedestrians, bicyclists and motorcycles (pages 70-71 and 84), lane departure (page 97) and speed (page 110).
4. Did the Action Plan development include all of the following activities? <ul style="list-style-type: none"> • Engagement with the public and relevant stakeholders, including the private sector and community groups; • Incorporation of information received from the engagement and collaboration into the plan; and 	Yes. Local Road Safety Action Plan , Chapter 2, page 4-12 summarizes the Stakeholder and Public Involvement process used in developing the plan. Two focus group meetings with both public and private sector representatives, a regional safety summit with a range of attendees including elected officials and staff from area municipalities and counties, representatives from under-served populations, NYS Department of Health, Governor's Traffic Safety Committee, Bicycle and pedestrian advocates, NYS Motorcyclist Safety Program, Local traffic safety boards, NYS Department of Transportation, Law enforcement and Transit providers, a meeting with professional engineering consultants that frequently work on safety projects for public

<ul style="list-style-type: none"> • Coordination that included inter- and intragovernmental cooperation and collaboration, as appropriate. 	<p>and private clients, an online survey for municipal leaders and public surveys were conducted during the process.</p> <p>The information gathered through this outreach was utilized in the development of strategies and actions to implement the plan. CDTC’s Regional Operations and Safety Advisory Committee also served as the study advisory committee for the plan. Additional information on the public process is available on CDTC’s Local Road Safety Action Plan webpage.</p>
<p>5. Did the Action Plan development include all of the following?</p> <ul style="list-style-type: none"> • Considerations of equity using inclusive and representative processes; • The identification of underserved communities through data; and • Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics. 	<p>Yes. CDTC ensured equity in the plan development process by including underrepresented populations in focus groups and public surveys. Specifically, the Arbor Hill Development Corporation in the City of Albany, the Alliance for Positive Health and CDTC’s Equity Advisory Committee were specifically consulted during the development of the plan. CDTC staff went to local events in areas with underrepresented populations to conduct public surveys, specifically the Albany County Traffic Safety Awareness Weekend at Crossgates Mall, the Watervliet Arsenal Run/Intersection Enhancement Project Event, the Collar City Ramble at the City of Troy Farmers Market and the City of Schenectady Bike Fest at Wallingford Park Local Road Safety Action Plan, Chapter 2, page 4-12.</p> <p>The data analysis in the Local Road Safety Action Plan identified municipalities that were overrepresented based on crash data in each of the six emphasis areas. CDTC’s New Visions 2050 regional transportation plan took the data analysis a step further than the Local Road Safety Action Plan by specifically reviewing the relationship between crashes and underserved populations in its Safety and Security White Paper, pages 37 and 38. The data showed that Non-Hispanic, Non-White individuals are at greater risk as pedestrians and bicyclists to be involved in a fatal crash and pedestrian and bicycle crashes occur in areas with higher densities of minorities and low income people. A map is included in the plan overlaying the percent minority population with pedestrian crash locations on page 39.</p>
<p>6. Are both of the following true?</p> <ul style="list-style-type: none"> • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and • The plan discusses implementation through the adoption of revised or 	<p>Yes. The Local Road Safety Action Plan reviewed existing programs and resources in Chapter 4, pages 24-26. In addition, CDTC’s Safety and Security White Paper, pages 13-25 describe the resources, current plans, programs and policies from a variety of sources in the region.</p> <p>The Local Road Safety Action Plan, chapter 5 pages 120-134 discusses plan implementation in detail including a range of engineering actions/countermeasures, education and enforcement actions/countermeasures, programs and policies as well as future explorations. CDTC’s Safety and Security White Paper, pages 45-48 discusses future safety considerations and on</p>

<p>new policies, guidelines, and/or standards.</p>	<p>pages 49-52 discusses strategies and actions that include policy changes and engineering programs.</p>
<p>7. Does the plan identify a comprehensive set of projects and strategies to address the safety problems identified in the Action Plan, time ranges when the strategies and projects will be deployed, and explain project prioritization criteria?</p>	<p>Yes. The strategies in the Local Road Safety Action Plan, Chapter 5 page 120, based on the data analysis, focus more on systemic treatments that can be implemented in any capital project, maintenance program or other local government effort. Local Road Safety Action Plan Strategies range from awareness initiatives and vulnerable user education to adopting policies that promote safe roadways and intersections and updating local government maintenance programs.</p>
<p>8. Does the plan include all of the following?</p> <ul style="list-style-type: none"> • A description of how progress will be measured over time that includes, at a minimum, outcome data • The plan is posted publicly online. 	<p>Yes. CDTC’s Local Road Safety Action Plan is available publicly at: https://www.cdtcmpo.org/images/safety/Final_Report_October_2019_web</p> <p>Progress will be measured based on annual crash data analysis related to the federal safety performance measures. A recent analysis of CDTC’s regional safety performance is available in the 2020 Safety and Security White Paper, pages 7-10.</p>
<p>9. Was the plan finalized and/or last updated between 2017 and 2022?</p>	<p>Yes. CDTC’s Local Road Safety Plan was Finalized in October 2019.</p>