

2020-22 Unified Planning Work Program (UPWP) Amendments

2021-22 Budget Carryovers

CDTC approved the current 2-year 2020-22 UPWP in March 2020. As in the past, we are now submitting minor and administrative amendments for the 2nd year.

As with everything, the current pandemic has impacted our planning and our UPWP. Since CDTC staff was able to work remotely relatively quickly and easily, tasks completed primarily by staff were less impacted than tasks involving members. For example, last year staff completed our first-ever virtual long-range plan (New Visions 2050) update and our first-ever, and the first-ever in New York State, federal certification review.

That said, and as you know, members have been and still are being significantly impacted. For many reasons many potential study sponsors were unable to participate in our planning process, and many current study sponsors were unable to dedicate the expected staff resources. The result was that some studies were not initiated and others were delayed.

In a normal year, unspent planning funds are automatically carried over into the following year, but not programmed until the following UPWP update. Because this year's unspent funds are more substantial and needed to complete the tasks, we are requesting your approval to carryover the 2020-21 funds for those studies which were not progressed as expected, into the 2021-22 year.

The following table includes those studies and the requested amounts being carried over into the 2nd year of our UPWP. There are no cost increases for all but 2 of these changes. For those 2 tasks (described further below) the sponsor is providing additional funding. This table also includes the funding for the new 2021-22 linkage studies.

Tasks 2020-22	Total PL Funding			
	1st Year	1st Year Bal.	2nd Year	New 2nd Year
1.64 ADA Transition Plans	37,500	13,489	37,500	50,989
3.31 Local Bridge Study	52,500	52,500	52,500	105,000
3.22 Signal Timing Program	50,000	50,000	50,000	100,000
4.17 Complete Streets	50,000	19,841	50,000	69,841
4.21 Freight Planning	68,875	68,875	68,875	137,750
4.30 Smart Communities	75,000	75,000	25,000	100,000
4.60 Capital Coexist	45,000	17,061	45,000	62,061

4.68 Regional Trails	37,500	37,500	37,500	75,000
6.13 Bus Lane Feasibility	50,000	50,000	150,000	200,000
6.14 TDM Survey	45,000	45,000	45,000	90,000
7.30 Albany Master Bike Plan	22,500	-14,490	45,000	30,510
7.40 Ballston Spa	30,000	30,000	15,000	45,000
7.50 Menands	40,000	40,000	20,000	60,000
7.60 Scotia	30,000	30,000	15,000	45,000
7XX FY2021-22 Linkage			15,000	15,000
7XX FY2021-22 Linkage			15,000	15,000
7XX FY2021-22 Linkage			15,000	15,000

Task 2.30.2 Highway Condition Inventory City of Albany

In 2021 the biennial survey of Albany City-owned roads will be carried out under the biennial contract with the City of Albany. Contract deliverables include pavement ratings, tables, charts and maps, as well as GIS files and a final report summarizing current and historical pavement condition.

All survey work will be completed by CDTC staff trained in the visual procedures developed and used by the New York State Department of Transportation, known as the Windshield Survey Method. This method rates pavements based on the frequency and severity of surface distress. All survey work will be conducted using CDTC's GIS & GPS platforms. This is an increase in study scope and an increase in budget which was requested by the City of Albany. The City has decided to increase the project budget and the City's cost.

Task 4.21 Freight Planning

This is a change in study scope. One of the major study stakeholders thought that the original study scope was no longer necessary. A survey describing potential freight planning initiatives (below) was developed, and we are requesting input from members and the Freight Advisory Committee. The final study scope will be approved by the Planning Committee at their April 2021 meeting.

Task 4.30 Smart Communities

CDTC launched its Smart Communities program in 2018. As part of the program, a task force was assembled to act as a platform for local authorities to give them the opportunity to share and exchange their experiences adopting new technology. It will improve the local knowledge in the field of new technologies and how they can improve or work alongside mobility and transportation, including autonomous vehicles, internet of things, and improve traffic systems. Some work related to this task may overlap with Task 4.70 (Clean Communities), 3.22 (Regional Operations), 6.14 (TDM), and 3.21 (Energy, Climate Change Initiative, Air Quality & Environment).

As part of this task, CDTC will contract with a consultant to lead an effort to develop a Capital Region Smart Communities Roadmap & Best Practices Guide. This is a change in study scope. No study sponsors applied for this study, so we are recommending a regional study which will benefit all our members.

Task 6.13 Transit Planning

CDTC will partner with CDTA on a consultant-led Bus Lane Feasibility Study. One of the next steps for improving bus level of service is to determine if bus-only or shared bus/bike or bus/parking lanes are feasible in our area. To date there are no such lanes in our region, though one is planned for the Washington-Western BRT line in the NYS Harriman State Office Campus and the UAlbany Campus in Albany. CDTC and CDTA have allocated \$200,000 for the consultant contract. This is an increase in study scope and an increase in budget which was requested by CDTA. CDTA has decided to increase the study budget and its share of the study cost.

Task 7.XX Linkage Studies

The following studies were completed and therefore deleted from the UPWP:

- Task 7.30 Albany Bicycle and Pedestrian Master Plan, City of Albany
- Task 7.90 Hoosick Street Parkway Implementation Study, City of Troy

At its February 3, 2021 meeting, CDTC's Planning Committee approved Option 2: fund the below projects sponsored by East Greenbush, Troy and Rensselaer. The projects are recommended for incorporation into CDTC's 2020-2022 Unified Planning Work Program with Policy Board approval. CDTC staff will collect the Local In-Kind Match Contribution from the project sponsor. Each project will also receive \$30,000 in CDTC staff technical support for each project.

Tasks 7.70 Towns of East Greenbush and North Greenbush Route 4 Corridor Study: Inter-Municipal Update

The Towns of East and North Greenbush will collaboratively advance the effort, with East Greenbush serving as the Project Sponsor. This project will update the 2006 Route 4 Corridor Study which has had many of its recommendations implemented by the Town of East Greenbush.

Tasks 7.85 City of Rensselaer: Waterfront Connectivity Study

The City of Rensselaer will explore multi-modal transportation options to support Hudson River waterfront redevelopment in the north end of the City. The study area is bounded by the

waterfront to the west, to the north by open space south of I-90, to the east by Van Rensselaer Drive and Washington Avenue and to the south by Broadway and Tracy Street.

Tasks 7.80 City of Troy: Federal Street Corridor Study

The City of Troy is experiencing a rebirth of downtown but Federal Street, which has a dated Urban Renewal era design, separates downtown from new development. Based on preliminary concept work completed in 2020, the City would like to explore repurposing Federal Street into a raised boulevard bookended with Roundabouts at River Street and Sixth Avenue.

2020-21 UPWP KEY ACCOMPLISHMENTS

Some of the key accomplishments of CDTC's 2020-22 Unified Planning Work Program (UPWP) for the period beginning April 1, 2020 and ending March 31, 2020 include:

- The Policy Board voted to approve the Final New Visions 2050 Update. CDTC developed and adopted the New Visions 2050 Plan – an update of the New Visions 2040 Plan. Eleven committees were used to develop technical papers for eleven different topic areas which are included as appendices to the final Plan. The eleven committees included seven existing advisory committees and task forces and four task forces established for the update. A total of seventeen documents were developed by CDTC staff. After a comprehensive public comment period, the Final Plan was presented to Policy Board in September and adopted.
- New Visions 2050 continuing initiatives include a Virtual Learning Series, virtual trainings, and continuing contact with the public to receive feedback on ongoing transportation trends and issues. CDTC continues to monitor mobility impacts of COVID-19 and plans to make amendments to the plan accordingly, including a Resiliency chapter.
- CDTC's Policy Board approved the Transportation & Air Quality Conformity Determination and the Environmental Justice & Title VI Analysis. The conformity determination process completed for the 2019-2024 A/GFTC and CDTC TIPs, the A/GFTC 2040 Ahead MTP, the updated CDTC New Visions 2050 MTP, and the Capital Program of Transportation Projects in Greene, Montgomery, and Schoharie Counties demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.
- Regional Operations and Travel Reliability: CDTC's Congestion Management Process. CDTC updated its *Congestion Management Process* (CMP). The Advisory Committee considered ways in which the CMP could be updated and strengthened. The National Performance Management Research Data Set (NPMRDS) was used to prioritize

congestion locations and to measure reliability. The Regional Operations & Safety Advisory Committee provided input and Policy Board approved the new CMP.

- In May and June, CDTC underwent its Certification Review Process with the Federal Highway Administration and Federal Transit Administration. This process occurs every four years. On September 22, CDTC received a U.S. Department of Transportation letter that certified the CDTC planning process effective September 22, 2020, along with a copy of the final Certification Review Report. Included in the Certification Review Report are ten (10) topic areas related to the federal metropolitan transportation planning process with twelve (12) recommendations for consideration in furthering program excellence, seven (7) commendations to recognize best practices, several notable practices, and no corrective actions.
- An extensive public engagement process was developed in the document *New Visions 2050 Long Range Transportation Plan Public Participation Strategy*. The Public Participation Plan ensures the community has a voice in the development of the 2050 Plan by creating opportunities to be informed and engaged throughout the planning process in the way that is convenient and understandable to the public. Because of the COVID-19 pandemic, the public engagement process was modified and was extended through the summer.
- CDTC adopted the *Continuing Operations Plan* – commonly referred to as the *Prospectus* – which presents a detailed description of CDTC, its organizational structure and related responsibilities, as well as the procedures used to carry out the federally-mandated transportation planning process in the Capital District region. This document also provides an overview of how other agencies are involved in the regional planning process, and a brief description of the federal planning requirements and guidelines.
- The Capital Region has over 100 miles of multi-use trails, for which CDTC measured use and opinions on trails in 2006 and 2016. This data was used for the draft Capital District Trails Plan which was released in early 2019, an update to the 2007 *Tech Valley Trails* greenway vision. As a part of the 2020-2022 UPWP, CDTC has begun a solicitation process for trail feasibility studies to implement and expand trails in the Capital District Trails Plan, and selected the Patroon Greenway in Albany for further study.
- The CDTC Planning Committee approved 27 TIP amendments and the Policy Board approved three TIP amendments during the last year. CDTC continues to support its members' efforts to maintain accurate and feasible TIP project implementation.
- CDTC staff continued coordination with CDRPC on the Community Planning Technical Assistance Program. In 2020, CDTC and CDRPC worked on the Western Clifton Park Development & Conservation Trends Analysis with the Town of Clifton Park, the Comprehensive Plan & Zoning Code Analysis - NYS Route 50 in the Town of Glenville, the Comprehensive Plan Committee Assistance in the Town of Westerlo, and the Gilligan Road Complete Streets Enhancements in the Town of East Greenbush.

- As a part of the 2020-2022 UPWP, CDTC and CDTA are beginning a Bus Lane Feasibility Study. This project will help identify partners and corridors throughout the Capital Region for the implementation of bus and transit lanes.
- As a part of the 2020-2022 UPWP, CDTC staff began an update to the Local Bridge Preservation Report and a region-wide signal timing initiative. CDM Smith will prepare the technical study “Identification of Bridge Preservation Candidates, Treatments, and Costs for Locally Owned Capital District Bridges: 2020 Update”. Staff prepared an inventory of locally-owned bridges and assessment of bridge conditions, and convened project steering committee comprised of local bridge engineers and DOT staff. An RFP was developed and advertised, a consultant selected, and the study begun. The final report is expected in April 2021, making it available for both the BridgeNY and the TIP solicitations this year.
- CDTC solicited for and selected the City of Saratoga Springs and the Town of Glenville for ADA Self-Evaluation & Transition Plans for Pedestrian Infrastructure. This initiative will assist communities with improving ADA-compliance and increasing accessibility.
- The City of Albany Bicycle and Pedestrian Master Plan, and the City of Troy Hoosick Hillside Linkage Studies were both completed. CDTC began and continued work on several new Linkage Projects, including the Village of Ballston Spa Bicycle and Pedestrian Master Plan, the Village of Menands Land Use Regulations Update, and the Scotia Downtown Connections Plan. Each of these studies promotes CDTC’s regional understanding of the connection between transportation and land use.
- CDTA presented on their Public Transportation Agency Safety Plan and Safety Performance Targets to Planning Committee and Policy Board, and the Safety Plan was approved at the September 3rd Policy Board Meeting. The NYSDOT Safety Performance Measures & Target were approved at the December 3rd Policy Board Meeting.
- Staff, with input from the Complete Streets Advisory Committee, continued development of the 2020 Complete Streets Workshop Series. The primary goal of the Workshop Series is to assist local governments in developing and implementing Complete Streets policies and projects. CDTC has developed a revised workshop format, renegotiated the consultant contract, and revised the sponsor application materials. Staff developed the materials for the 2020 Complete Streets Workshop Series Solicitation. CDTC, on behalf of local governments, will administer the consultant contract for the workshop series and serve as the project manager. CDTC’s Planning Committee awarded workshops to the Village of Ballston Spa and Schenectady County.
- The U.S. Department of Energy’s (USDOE) Clean Cities Program is a voluntary, locally-based government and industry partnership to advance economic and energy security by reducing the use of petroleum fuels in vehicles. CDTC has been leading the coalition for over 20 years in the Capital District, and is the only MPO in New York to directly host

the Clean Communities Program. CDTC was invited to participate in a Clean Cities pilot contract which could allow coalitions more flexibility in the work they do. This new contract began February 2020. As part of the new contract, CDTC staff will provides feedback to the DOE on the contracting process itself though monthly phone calls and Pilot group meetings.

- Completed an extensive update of our Public Participation Plan which developed new and innovative virtual methods for participation, and emphasized the need to reach disadvantaged populations in our region. The Planning Committee and Policy Board approved the release of the draft plan to the public, the public comment period extended from December 3, 2020 – January 18, 2021 (45 days), the Planning Committee adopted the final plan on February 2, 2021, and the Policy Board adopted it on March 4, 2021.
- Began a TIP Application and Evaluation Update. Priorities include development of a web based application, update of the merit evaluation score sheet and improvements to staff evaluation data management and communication of evaluation results. The goals of the project are to simplify the application process for project sponsors, streamline staff evaluation efforts and ensure the process is consistent with the principles and language in New Visions 2050.
- With assistance from NYSAMPO and NYSDOT, CDTC began the Shared Transit Service Planning and Analytics Initiative. This initiative will support a set of collaborative pilot applications of common transit mobility planning and analysis tools. The results of these pilots will guide a potential broader statewide hosting of these tools for use by MPOs, NYSDOT and Transit Systems in New York State. CDTC completed the solicitation development and submission requirements (in accordance with the NYSDOT Procurement Checklist for a competitive solicitation), and advertised in both the State Contract Reporter and a national publication.