

**Capital District Transportation Committee**

**UNIFIED PLANNING WORK PROGRAM**

**2006-08**

*Approved by the CDTC Policy Board  
February 16, 2006*

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## **OVERVIEW OF THE UNIFIED PLANNING WORK PROGRAM**

The Unified Planning Work Program (UPWP) identifies transportation planning and programming activities that are to be undertaken in the Capital District during the upcoming two years (4/1/06 – 3/31/08). The intent of a comprehensive work plan is to coordinate all federally-funded transportation planning and transportation-related planning activities in the region. Such planning activities are assisted by several federal sources of funding. These include:

- Federal Transit Administration (FTA): Section 5303 funds and Section 5307 funds;
- Federal Highway Administration (FHWA): 1 ¼ % Planning (PL), Statewide Planning and Research (SPR) funds and Surface Transportation Program (STP), Congestion Mitigation / Air Quality (CMAQ) or other capital funds committed to planning efforts in the Transportation Improvement Program; and,
- Federal Aviation Administration (FAA): Airport Improvement Program funds.

Statewide Planning and Research (SPR) activities by NYSDOT that directly pertain to the Capital District are listed in the text of the UPWP; but are not shown in the financial tables. Full documentation of the SPR program is available separately from NYSDOT.

In addition to the required descriptions of tasks using federal funds, CDTC also describes contractual efforts with Albany County and town of Colonie in the UPWP. Further, CDTC's "Community and Transportation Linkage" Program has increased the amount of local commitment to coordinated regional / local, land use / transportation planning. Typically, Linkage studies are carried out through consultant contracts held by CDTC using federal funds and local cash provided to CDTC by the sponsoring municipality.

Work efforts performed for each item listed in the UPWP are undertaken by the CDTC Staff, CDTC's participating agencies' staff, or by consultants. The 2006-08 UPWP also includes over \$300,000 in activities in support of and funded by the state's thirteen MPOs. Separate budgets are shown for the 2006-07 fiscal year and the 2007-08 fiscal year.

### **CDTC'S NEW VISIONS REGIONAL TRANSPORTATION PLAN AND THE UNIFIED PLANNING WORK PROGRAM**

In recent years, CDTC has built upon the New Visions foundation to explore new areas of cooperative effort. With the addition of nine new Community and Transportation Linkage studies for 2006-07 and a comparable commitment expected in 2007-08, the aggregate Linkage commitment since 2000 now exceeds 50 studies in 28 municipalities with a total resource investment of over \$3,000,000. CDTC will continue to develop its broad New Visions 2030 plan and adopt it in the coming year. (A New Visions 2025 Amendment was adopted by CDTC in August 2004 to bring CDTC into full compliance with federal regulations.)

Technical work on multiple fronts was advanced in 2005-06, providing for an extended public involvement period that will help guide the development of the New Visions 2030 plan.

## **MAJOR THEMES OF THE 2006-08 UPWP**

### **Key Direction**

The concept of adopting a two-year UPWP was proposed for 2006-08 to allow UPWP development and TIP development to occur in alternating two-year cycles. (UPWP development this winter, TIP development next winter, etc.). SAFETEA-LU resolved the question of planning resources by providing CDTC a modest increase in funding. This will allow CDTC to maintain an overall effort at roughly the same magnitude as in recent years.

There are few downsides to moving to a two-year UPWP. Many of CDTC's activities are ongoing and the UPWP description differs little from year to year. Some activities, such as the Linkage program, would remain on an annual cycle and second-year Linkage programming and other changes would be treated as UPWP amendments when necessary.

The past year's work effort (2005-06) has emphasized the following:

- Completion of major technical effort regarding New Visions 2030 subjects by five working groups
- 2005-10 TIP development and Air Quality Conformity determination of the TIP and Plan using the new 8-hour ozone standards.
- Work on fourteen Linkage studies and related local planning activities.
- Participation in and tracking of TEA-21 Reauthorization, NYSDOT Transformation and NYSDOT Master Plan development
- Work on Transit Development Plan efforts
- Completion of the Bus Rapid Transit Concept Study
- Substantial data work with pavement condition, pedestrian treatment and bike LOS inventories and initiation of a regional off-state safety management system.
- Completion (on behalf of NY's MPOs) of the Colloquy on the Coming Transformation of Travel and the statewide Integrated Community and Transportation Design Study

For the coming two-year period, many efforts will continue and emphasis will shift slightly to:

- Cooperative completion of a CDTC/CDRPC/CEG/SUNYA fiscal assessment of alternative growth scenarios
- Completion of the Transit Development Plan
- Completion of the New Visions 2030 update after extensive public dialogue
- Review of SAFETEA-LU requirements and development of a consensus approach to deal with public participation, agency outreach, TIP and plan cycles and other issues
- Adoption of a new public participation policy
- Development of a new 2007-12 TIP (assuming that NY stays on a two-year cycle)
- Solicitation and programming of a fourth round of Spot Improvements
- Solicitation and programming of a new round of Enhancement projects
- Initiation of a 2035 or 2040 New Visions process aligned with SAFETEA-LU requirements
- Initiation of fifteen or more new Linkage studies, selected through two annual solicitation processes
- Completion of the regional Safety Management System
- A shift of freight activities to an annual workshop/conference

- Extensive technical work ranging from traffic data, pavement condition data, trail users data, updates to the regional travel model, refinement of Commuter Register matching, and continued GEIS mitigation fee calculations

Highlights of the draft program are provided below. The full UPWP agenda continues to be ambitious and demanding, particularly with the major work on New Visions 2030.

## **New Visions**

CDTC gained some schedule latitude due to the August 2004 adoption of the New Visions 2025 amendment. Over the past year, work by the five working groups has been completed and discussion documents are on CDTC's website. Next steps include circulating a summary document of this material, working through various means to add detail to the hypothetical big idea / big ticket initiatives from Working Group C, and updating CDTC's estimates of resource availability and unit costs. The detailed assessment of fiscal impacts of alternative growth scenarios will be conducted on a parallel track but may be able to dovetail with New Visions 2030 prior to its completion. A late 2006 adoption of the New Visions 2030 plan is expected.

While the New Visions 2035 or 2040 effort will be the first to fully reflect SAFETEA-LU requirements for early participation of outside resource agencies (NYSDEC, EPA, SHPO, etc.), CDTC will make efforts to bring the New Visions 2030 work into compliance with SAFETEA-LU to the extent possible.

## **Linkage Program Years Six, Seven and Eight**

Over 40 Linkage studies have been initiated to date in 26 municipalities, making CDTC's integrated transportation – land use / regional – local planning program one of the most extensive in the nation. The CDTC Planning Committee selected nine of fifteen submissions for inclusion in the 2006-07 budget. Including staff administration and technical work and technical participation by CDRPC staff, the new projects represent a commitment of over \$500,000 in federal funds and over \$260,000 in state, regional and local cash and in-kind services. September 2007 solicitation will identify additional Linkage studies for the 2008-10 UPWP. As part of the Linkage effort CDTC will review the progress of completed Linkage studies in terms of implementation and document any issues, concerns or success stories. Particular attention will be given to the studies funded in the early days (2000 and 2001). CDTC will document if a study has not moved forward, why not, and are there opportunities to get the ideas back on the table.

## **NYSDOT Transformation, Master Plan and CDTC's Prospectus**

A year ago, it was expected that NYSDOT Transformation would necessitate a modification to the CDTC's Prospectus. At present, there do not appear to be any major changes in NYSDOT's participation or roles in CDTC's process on the horizon. A Prospectus update will finally take place with the effort more one of documenting all the existing roles, procedures, policies and practices in one place than one of defining new sets of responsibilities.

## **The TIP**

CDTC plans to initiate development of the 2007-12 in September 2006. Under new federal law, the STIP will cover four (rather than three) years and must be updated at least every four (rather than two) years. CDTC has a

strong interest in continuing on a two-year TIP cycle to maintain credibility of the TIP. Agreements with NYSDOT on a statewide basis are needed for this. A four-year STIP coverage will also trigger a modification of CDTC's existing policies which draw a distinction between the first three and last two years of the five-year TIP. The new TIP will need to comply with requirements of SAFETEA-LU.

A fourth round of Spot Improvement Program projects will be solicited in the spring of 2006. At some point in 2006, it is expected that NYSDOT will initiate a statewide solicitation for Transportation Enhancement Program projects – probably for two or three years' worth of funds. CDTC expects to do the solicitation locally and prioritize submissions as in the past.

### **Safety Initiative**

The schedule for this work remains uncertain, due to continue difficulties with timely access to crash data. CDTC staff has initiated a pilot effort at looking at local-system crash data on a systemic basis, beginning with Rensselaer County. NYSDOT has been exploring ways of facilitating CDTC staff access to NYSDOT's internal crash information systems for the past year. Recently, data streams are beginning to work and CDTC staff has begun the technical work on the Rensselaer County data. The effort will be extended to all four counties and integrated with NYSDOT's state system analysis during the two-year period. A major staff commitment may be needed to achieve this goal.

### **Operations Planning**

For 2005-06, CDTC and NYSDOT agreed to jointly explore an ongoing regional operations committee and identify the potential scope of CMAQ-based regional initiatives to improve the quality of operations and inter-agency coordination. Early meetings are expected before April 2006, and the committee will be in full swing through the two-year UPWP period.

### **Transit**

The Bus Rapid Transit (BRT) concept design study is complete. The follow-up detailed design study will be initiated shortly. CDTA has also successfully implemented its simplified fare structure.

The overall Transit Development Program (TDP) is well underway with coordinated work by CDTA, CDTC, CDRPC and consultants. CDTA adopted TDP principles in 2005 and is working on defining future fleet needs. Service concepts and fleet requirements should be completed in 2006

SAFETEA-LU also revises responsibilities for CDTC in the areas of Jobs Access / Reverse Commuting and similar services. NYSDOT has the lead in a second phase of United We Ride efforts in Albany County.

### **STEP Model Upgrade**

The conversion from TMODEL2 to VISUM continues successfully. Highway networks for a new 900-zone system established for the 2000 Census has been coded into VISUM. 2001 NHTS and 2000 Census data are being examined to confirm trip rates and trip lengths; indications are that underlying travel behavior (adjusted by socio-economic characteristics) has not changed substantially since CDTC's 1983 home interview survey, lessening the urgency of conversion. Conversion to VISUM will continue in two tracks – one as a continued

refinement of the peak-hour based STEP model and one as an exploration of a multi-hour, trip chain model. The latter will not replace the peak-hour model until all calibration and validation is completed – during the coming two-year period.

CDTC continues to gain experience with the micro-simulation tool, VISSIM. The East Greenbush US 4 Linkage study was the first Linkage study to use the products of VISSIM modeling. Recent consultant work for NYSDOT demonstrating a high-end visualization application of VISSIM will be pursued for CDTC use in helping meet SAFETEA-LU requirements for visualization tools.

### **Bike and Pedestrian Planning**

CDTC will publish an updated regional trails map in 2006. A major survey effort of users and property owners will be an effort in 2006, as well. The survey will cover the Mohawk-Hudson trail and others as a repeat and expansion of the earlier survey. An effort to capture trip purpose for users will be made for use in future market assessment.

### **Goods Movement**

CDTC has maintained a Goods Movement Task Force for a decade, meeting quarterly in recent years. In the coming year, CDTC will explore moving to an annual event – a conference or workshop on emerging issues.

### **Other Contractual Elements**

In 2005-06, CDTC will continue to host the statewide MPO association staff contract at approximately \$120,000. CDTC will hold the \$100,000 contract for the second phase of a statewide effort to seek to educate stakeholders and demonstrate methods of integrating community design and transportation system design. Additionally, CDTC will hold the contract for a statewide study of analytical methods for bicycle and pedestrian treatments, with the goal of establishing statewide practice.

#### *Other Ongoing and Follow-up Activities*

TDM, Access Transit Support: CDTC staff will continue to assist CDTA in both expanding the regional TDM / transit pass program and in developing the Access Transit system. In the new UPWP, CDTC will explore formal matching software for the Commuter Register and seek greater awareness of the program as part of an energy contingency planning process.

Pavement Inventory: The 2006 survey will include the 100% sample of Albany County roads, under contract. Data bases will be fully moved to a GIS basis. Inventory processes will be shifted to a GPS-based data collection system during the two-year UPWP period.

Traffic Volume Report: A thorough update of the web-based traffic information is planned.

Clean Communities Program: CDTC is the only MPO in New York to directly host the Clean Communities Program in its region. This effort will continue.



I-87, Thruway Capacity, High Speed Rail Studies: Further work on these subjects will be dovetailed into CDTC's policies and plans. Particular areas that need careful treatment relative to existing CDTC policy are concepts for widening the Thruway mainline between Exit 24 and 25 and any commuter rail concepts emerging from the High Speed Rail study.

Other: Major effort will continue to be devoted to data collection, contractual support to Albany County, the Town of Colonie and NYSDOT and expansion of CDTC's internet information services.

## SUMMARY OF RESOURCE AVAILABILITY

The 2006-08 UPWP involves a significant commitment of financial resources for activities by NYSDOT, CDRPC, CDTA, and the CDTC Staff.

Fund Source	Federal	State	Local	Total
FHWA % Metropolitan Planning (PL)	\$3,589,696	365,771	31,666	2,238,217
STP Project Development tasks in UPWP	130,000	32,500	0-	162,500
CMAQ	932,000	46,500	116,500	1,095,000
2005-06 FTA Section 5303	50,000	9,375	3,125	62,500
2006-08 FTA Section 5303	284,515	53,347	17,782	355,644
New FTA Section 5307	240,000	30,000	30,000	300,000
Albany County & Town of Colonie			60,000	60,000
Municipal Linkage Funding			268,250	268,250
<u>Federal Aviation Administration</u>	<u>5,000</u>		<u>1,667</u>	<u>6,667</u>
Total	\$3,482,295	\$537,493	\$528,993	\$4,548,778

### Notes

Table represents actual effort. Financial tables (see Appendix A) use some Albany County, Town of Colonie and Linkage cash match to supplement the local PL amount shown above to meet CDTC's local match requirements. FHWA PL funds have been increased by using carryover funds and unexpended balances from prior years. A total of \$330,000 of the PL amount represents funds pooled by the thirteen MPOs in New York to fund shared cost initiatives led by CDTC.

The nearly \$400,000 in local cash participation in CDTC's activities demonstrates the local value of the work effort. This level of local cash participation in MPO planning activities is unparalleled in New York.

## TASK STATUS FOR THE 2006-08 UPWP

### Continuing Tasks in both the 2005-06 and 2006-08 UPWPs

Task	Lead Agency	06-08 Comments
1.51 Committee Activities	CDTC	
1.61 Certification Review	CDTC	FFY04 review to be repeated FFY08
1.65 UPWP Development and Monitoring	CDTC	develop 2008-10 two-year UPWP
1.66 DBE/Title VI Program Update	CDTC	Envir. Justice work continues
1.68 Statewide MPO Administration	CDTC	continue consultant support
2.16 Microcomputer Model Refinement	CDTC	continue development of new model
2.30 Routine Highway Condition Inventory	CDTC	federal-aid system in 2007
2.31 Traffic Volume Report	CDTC	web-based, continual updates
2.25 Collection of Transp Planning Support Data	CDTC	continued heavy use of interns
2.28 Census Transp. Planning Package	CDTC	further NHTS exploration in 2006
2.29 Geog.Info System for Transp.	CDTC	coordinate with new traffic model
3.77 New Visions	CDTC	New Visions 2030, 2035/2040
3.05 Infrastructure Renewal Planning	CDTC	resource review for New Visions 2030
3.06 Goods Movement Planning	CDTC	switch to annual conference
3.10 I-87 Corridor	CDTC	phase 2 in 04-05; final report soon
3.86 Continuous Aviation System Planning	CDRPC	
3.01 Management Systems	CDTC	development of Safety Mgt. System; update of CMS data, process
3.02 Air Quality Planning	CDTC	conformity continues
3.11 REVEST	CDTC	folded into I-87 corridor committee
4.07 ADA / Human Service Agency Options	CDTC	assist in Access Transit, Alb. Co. pilot
4.17 Arterial Management Planning	CDTC	revise, update standards
4.62 Transit Operations Planning	CDTA	TDP effort major activity
4.67 Bicycle and Pedestrian Planning	CDTC	Engage in New Visions 2030
4.97 TIP Development, Monitoring and Update	CDTC	develop, adopt 2007-12 TIP
5.11 Regional Operations Planning	CDTC/NYSDOT	continuing
5.51 General Technical Services	CDTC	continued local support
5.61 Project Development Support	CDTC / NYSDOT	TIP Implementation
5.67 Linkage Project Oversight	CDTC	continuing, larger budget
5.68 Linkage Technical Work	CDTC	as needed to support consultant work
5.52 General Community Services	CDTC	
5.57 Commuter Support Services	CDTC	refine on-line matching operation
5.60 Public Transit Planning Support	CDTC / CDTA	linkage to New Visions, BRT, TDP
5.62 Corridor Management Initiative	Municipalities / CDTC / NYSDOT	covers costs of NY5 BRT design
5.63 Demand Management	CDTA/ NYSDOT / CDTC	pilot CMAQ programs continue
5.86 Clean Communities Program	CDTC	continuing without DOE funding

## TASK STATUS FOR THE 2006-08 UPWP

### Carryover tasks from 2005-06 and New Tasks in the 2006-08 UPWP

Task	Lead Agency	06-08 Comments
1.67 Prospectus	CDTC	to reflect NYSDOT transformation deferred to 06-08
3.12 Transit Service Design Guidelines	CDTC/CDTA	underway as part of TDP effort
4.19 Trail User and Property Owner Survey	CDTC	new
5.62 NY 5 Corridor Support	CDTC	continuing
5.81 Lansingburgh Study	Troy	delayed; complete in 06-08
5.84 NY 5 Corridor Tools	CDTC	folded into Task 5.62
5.85 Integrated Transp. / Community Design	CDTC	complete in 06-08
5.88 Ballston/Malta Route 67 study	CDTC	underway, complete in 06-08
5.97 Thruway Capacity Study	Thruway Authority	carryover, complete in 06-08
5.98 North Greenbush I-90 Land Use Study	North Greenbush	carryover, TIP funded, compl in 06-08
5.01 Arbor Hill Gateway Planning	CDTC	delete; completed with city funds
5.02 Town of Colonie Route 7	CDTC	completed in 05-06
5.03 Village of Colonie Streetscape Guidelines	CDTC	completed in 05-06
5.04 East Greenbush Route 4	CDTC	completed in 05-06
5.06 Halfmoon Center Roadways	CDTC	completed in 05-06
5.09 Linkage Reserve	CDTC	reserve for 07-08 studies
5.10 Travel Behavior Factors SCI	CDTC/NYSMPO	initiated in 04-05; completed in 05-06
5.12 Malta Route 9 Corridor	CDTC	initiated in 05-06, complete 06-08
5.13 Harriman Campus Redevelopment	HRTDC/CDTC	initiated in 05-06, complete 06-08
5.14 Stillwater Route 4 Main Street	CDTC	initiated in 05-06, complete 06-08
5.15 Saratoga Springs Downtown	CDTC	initiated in 05-06, complete 06-08
5.16 Guilderland Hamlet Study	CDTC	initiated in 05-06, complete 06-08
5.17 Bethlehem Route 9W	CDTC	initiated in 05-06, complete 06-08
5.18 Hadley Streetscape Study	CDTC	initiated and completed in 05-06
5.19 East Berne Hamlet Study	CDTC	initiated in 05-06, complete 06-08
5.20 Bicycle Quantifications Study	CDTC	new
5.21 North Swan Multimodal Accessibility	CDTC	new
5.22 Delaware Avenue Hamlet Enhancement	CDTC	new
5.23 Van Shaick Island Transp & Revitalization	CDTC	new
5.24 Route 20 Land Use / Transportation	CDTC	new
5.25 Renss. Traffic Patterns and Connectivity	CDTC	new
5.26 NY 7 / NY 146, Rotterdam	CDTC	new
5.27 NY 5 Transit Oriented Mixed Use Catalyst	CDTC	new, CMAQ funded from TIP
5.28 Scotia Waterfront / Master Plan Overlay	CDTC	new
5.29 Congress & Ferry Mixed Use Development	CDTC	new



## **2006-08 UNIFIED PLANNING WORK PROGRAM**

The UPWP is developed through efforts to identify the transportation planning needs of the Capital District and define work tasks. Refinement of the work program is pursued by the Planning Committee and CDTC Staff Director throughout the year, revising priorities, detailing tasks and reviewing resource availability on a quarterly basis.

### **Fiscal Constraint**

CDTC's staff budget relies upon approximately \$ 2,865,000 in CDTC's Federal Highway Administration metropolitan planning funds (approximately \$2,700,000 in new and \$165,000 in carryover funds, supplemented by \$515,000 from other MPOs' allocations to cover staff support to the state MPO association and other "shared cost initiatives" and \$580,600 in new Federal Transit Administration planning funds. A smaller amount of contractual work with Albany County, Saratoga County and the town of Colonie also supports CDTC staff work, as do project development funds through NYSDOT. The UPWP also includes significant federally-funded transit planning by CDTA and both aviation and Geographic Information System (GIS) planning and other work by the Capital District Regional Planning Commission (CDRPC). A total of \$195,000 of CDTC's FHWA planning funds (new) have been provided to CDRPC for GIS work and other tasks. NYSDOT contributes nearly \$1,050,000 in supporting, state-funded work and cash to help match the federal funds and complete the necessary work.

The 2006-08 UPWP also reflects modest use of TIP-funded activities. CDTC's adopted staff plan relies upon continued use of STP funds to support project development activities (modeling, etc.) by staff; and one Bethlehem 9W Corridor Linkage study related to project A290 (Selkirk Bypass) Additional TIP funds (CDTA section 5307 and CMAQ) are programmed for CDTA's use and for one carryover Demo project (North Greenbush).

Including CDTC's administration of statewide studies, consultant support of CDTC staff efforts, and CDTC-administered consultant studies, the 2006-08 UPWP reflects nearly \$638,250 in CDTC-administered consultant contracts.

Additionally, the nearly \$500,000 in local cash participation in the UPWP efforts represents a level of local commitment to MPO activities unparalleled across New York.

*Narratives on the following pages highlight 2005-06 accomplishments and 2006-08 work efforts. Detailed discussion of accomplishments for all tasks is included in semi-annual progress reports. Task budgets for all tasks are shown in the financial tables.*

## **I. PROGRAM COORDINATION**

### **TASK 1.51      Committee Activities**

This task covers CDTC meetings and maintenance of committee membership and structure. Beginning in April 2006, CDTC moves to a new meeting schedule featuring Planning Committee meetings in eight months and Policy Board meetings on a true quarterly schedule in the remaining months.

### **TASK 1.68      Statewide MPO Association Support**

Sarah Siwek and Associates was re-hired by CDTC in 2004 to serve as the NYS MPO Association's staff on a contractual basis. The \$175,000 annual budget is designed around an enhanced level of effort per year (professional and/or support staff), providing sufficient resources for travel to statewide meetings and national (AMPO, etc.) activities. The firm will continue to develop and organize statewide meetings and conferences, develop outlines for potential statewide initiatives, help administer statewide initiative contracts on behalf of the association, and represent the perspectives of NY's MPOs at statewide and national meetings.

### **TASK 1.61      Certification Review**

The formal certification review by USDOT was completed in 2004. A positive report cited a number of best practices for national consideration; a few comments and recommendations were cited. Self-certification will be performed in 2006 and 2007 in conjunction with the TIP or UPWP adoption actions. A new USDOT certification review is anticipated for FFY08, based on SAFETEA-LU's new four-year certification cycle.

### **TASK 1.65      UPWP Development**

This work program moves CDTC to a two-year UPWP cycle. The two-year cycle will reduce the administrative load of UPWP development and also put the two-year TIP cycle and two-year UPWP cycle on alternate years. Amendments will be necessary, including selection of specific Linkage studies. The 2008-10 UPWP will also be developed under this task.

### **TASK 1.66      DBE Plan/ Environmental Justice**

Civil Rights and Environmental Justice explorations will continue to be primary areas of investigation for CDTC staff. Environmental Justice assessments were included in TIP evaluations for the first time in the 2003-08 TIP update and repeated in the 2005-10 TIP and 2005-06 and 2006-08 Linkage submission reviews. CDTC's current Environmental Justice / Title VI report is available on its web site. In 2006-08, CDTC will explore ways of refining the geographic screening for areas of special interest.

### **TASK 1.67      Prospectus Update**

The need for a formal document containing all organizational, operational and work program aspects of CDTC's program in one place continues to be modest. The "Guide to the Capital District Transportation Committee" is updated annually and has proven to be an accessible description of roles, responsibilities

and policies for use with new members and the general public. A year ago, it was expected that NYSDOT Transformation would necessitate a modification to the CDTC's Prospectus. At present, there do not appear to be any major changes in NYSDOT's participation or roles in CDTC's process on the horizon. A Prospectus update will finally take place with the effort more one of documenting all the existing roles, procedures, policies and practices in one place than one of defining new sets of responsibilities.

## **II. SURVEILLANCE**

### **TASK 2.16      Microcomputer Model Refinement**

During 2001-02, CDTC purchased an advanced software package to allow CDTC to move from its TMODEL2-based modeling system. The conversion from TMODEL2 to VISUM continues successfully. Highway networks for a new 900-zone system established for the 2000 Census has been coded into VISUM. 2001 NHTS and 2000 Census data are being examined to confirm trip rates and trip lengths; indications are that underlying travel behavior (adjusted by socio-economic characteristics) has not changed substantially since CDTC's 1983 home interview survey, lessening the urgency of conversion. Conversion to VISUM will continue in two tracks – one as a continued refinement of the peak-hour based STEP model and one as an exploration of a multi-hour, trip chain model. The latter will not replace the peak-hour model until all calibration and validation is completed – during the coming two-year period.

CDTC continues to gain experience with the micro-simulation tool, VISSIM. The East Greenbush US 4 Linkage study was the first Linkage study to use the products of VISSIM modeling. Recent consultant work for NYSDOT demonstrating a high-end visualization application of VISSIM will be pursued for CDTC use in helping meet SAFETEA-LU requirements for visualization tools.

### **TASK 2.30      Routine Highway Condition Inventory**

In 2005, CDTC completed its annual Albany County conditions review and also completed the every-second-year survey of non-state federal aid roads. Discrepancies in the link lists were addressed and the survey data base was shifted to a GIS system. A summary of 1995-2003 surveys was published and used in the New Visions 2030 update.

The annual review of Albany County's conditions will occur in 2006. The every-second-year survey of non-state federal aid roads will be completed in 2007. The every-fourth-year sample survey of non-state, non-federal aid roads (local roads) will be undertaken in 2008 (2008-10 UPWP). Results will be posted to the web site.

### **TASK 2.25      Collection of Transportation Planning Support Data**

CDTC continues to use interns for extensive data collection.

These general tasks will continue in 2006-08, increasing the Capital District's base of locally-generated travel data and travel relationships. A small consultant budget is included to allow for specialized traffic

studies (in addition to routine and special counts by NYSDOT and its consultants.) The consultant effort may include speed monitoring and speed-delay data collection.

In 2003, CDTC collected speed and delay data on NY5 for both the BRT and NY5 ITS signal project upon completion of the ITS implementation. In 2004-05, additional data was collected after traffic signal prioritization was implemented and travel time savings of the new system was documented. Further monitoring will seek to assess the impact of transit signal prioritization.

Comprehensive transit ridership data collection has been undertaken by CDTA in 2004-05 both through automated passenger counting equipment and through on board surveys. The BRT study included detailed boarding and debarking information on the NY 5 corridor.

During 2005-06, CDTC collected extensive data on pedestrian and bicycle accommodations on the region's priority bike and ped network. Bicycle LOS (BLOS) was calculated for the system.

#### TASK 2.28      Census / Household Travel Survey

CDTC transferred \$175,000 of its funds to NYSDOT for use in the 2001 National Household Transportation Study (NHTS) allowing for approximately 1600 data samples in the Capital District. This saved CDTC approximately \$50,000 from estimates made for the cost of a locally-administered household travel survey. It will also allow for consistency in data with the national data base and allow for maintenance of Capital District travel parameters through tracking of national trends.

CDTC's analysis of the 2001 NHTS data for the Capital District has largely confirmed the trip generation relationships (derived from the 1983 data) used in CDTC's STEP model. This provides CDTC with some time to explore trip chaining relationships as the primary rationale for updating the trip generation models in VISUM.

During 2002-03, CDRPC reviewed its population projections and estimates against initial rollout of 2000 Census counts. In 2004-05, 2040 forecasts were prepared to help guide New Visions work. Estimates were refined for TAZ's and projections updated for minor civil divisions. Alternative growth scenarios were prepared by CDRPC as part of New Visions 2030. (See New Visions 2030 discussion.)

During 2006-08, CDRPC will update zonal employment estimates and forecasts for use in the New Visions process. Differences between these numbers and those produced statewide by Global Insights for NYSDOT will be documented and addressed with NYSDOT.

During 2006-08, CDTC will also explore the merit of purchasing additional samples in a planned 2008 National Household Transportation Study. If pursued, a UPWP budget amendment would be required to transfer to NYSDOT the resources for the additional sample.

#### TASK 2.29      Regional Geographic Information System

This task is designed to permit the continued creation, modification, conversion, and maintenance of map features and data in conjunction with CDRPC's and CDTC's NYSDOT-based regional GIS effort.



CDRPC and CDTC staff will continue to process and manipulate data and clip the information specific to the Capital Region and the communities within its jurisdiction.

For 2006-08, CDRPC and CDTC staff will continue to incorporate parcel-level data and high-resolution orthophotography for the entire region and add this information to data coverages on the GIS.

The CDTC staff continues to make its own contributions to the regional GIS. Numerous GIS applications include the regional trails map, scenic byways maps, bike and pedestrian crash data maps and support mapping for various studies including the TDP effort.

As a member of the NYS GIS Coordinating Body, CDRPC will continue to participate in meetings and dialogue with GIS users statewide in developing policies and protocol regarding the distribution of data.

CDTC's Civil Rights and Environmental Justice work will continue to be a major GIS product of 2006-08, along with Safety Management System work. GIS is also playing a larger role in the New Visions 2030 / New Visions for a Quality Region effort than was possible in the previous New Visions processes.

#### **TASK 2.31      Traffic Volume Report**

CDTC continues to maintain a web-available report. Efforts in 2005-06 have included scanning hundreds of paper copies of detailed traffic counts. Upgrades to the web-based data file are planned for 2006-08.

#### **TASK 2.33      Employment Projections**

CDRPC will prepare a new set of employment projections by Minor Civil Division and selected traffic analysis zones. CDRPC will work with CDTC to develop and appropriate strategy, including a review of the previously prepared employment projections, in order to update the projections based on CDTC forecast needs.

### **III. PLAN APPRAISAL**

#### **TASK 3.77      New Visions 2030 / New Visions for a Quality Region/ New Visions 2035 or 2040**

The New Visions Plan largely revolves around regional consensus, incremental changes, and fiscal constraint. The strength of the plan is in the degree to which consensus on key principles was found, and in the affordability of the recommended actions. It shifts the transportation investment program's emphasis, but largely works within available resources.

The New Visions 2030 effort extends the planning horizon to 2030 and seeks to address larger issues concerning regional development patterns and quality of life; resource constraints and "big ticket" ideas; and local planning capacity. In February 2002, a new task force was launched to oversee a visioning exercise for the 2030 plan. The effort implements the New Visions' recommendation for an update to the Capital District Regional Planning Commission's "Regional Development Plan". Labeled the Quality Region Initiative, work led to circulation of the document "Pursuing Quality in the Capital Region" in the fall of 2002.

A broad consensus emerged around seven principles:

1. All regional initiatives reflect a belief that there is a need for some degree of economic growth in the region in order to sustain and enhance the region's quality of life.
2. All assert that, along with nurturing heritage tourism and retaining current industry, growth in the high tech sector offers opportunities to the region for developing a local economy with a range of career-type jobs.
3. All the initiatives seek to revitalize the region's older urban areas through economic development.
4. All the initiatives recognize that much of the growth will occur in suburban areas, and seek to have that growth help construct communities that are stronger and better than what was there before, while retaining the character of the community that brought the residents there.
5. All the initiatives seek to have growth benefit all the region's residents through adequate access to jobs, education and training.
6. Regarding transportation, all have expressed a desire to find ways to prevent serious loss of the highway mobility that is part of the region's quality of life. All have articulated a desire to use public transportation, walkable communities and alternate modes to the maximum degree feasible to assure access and travel options.
7. The best way to address these issues regionally is to assign responsibilities for different facets to different agencies and initiatives.

By January 2004, CDTC determined that the CDTC/CDRPC work would be best facilitated by using small "working groups" and other existing task forces to help the staff analyze in parallel the subjects identified by the Quality Region Task Force and guide the documentation of the analysis. Working groups include staff, some Quality Region Task Force members and a few others selected based on their knowledge and interest in the subject. CDRPC staff is providing technical support and working group administration support in an integrated manner with CDTC staff.

In August 2004, CDTC adopted a new regional plan via a New Visions 2025 Amendment. This action will provide the time necessary to allow the new working group analysis and discussion to play out prior to adoption of New Visions 2030.

The technical reports guided by working group and task force review have attempted to articulate issues and identify on one hand those potential policy responses that are likely to receive consensus support once they are circulated, and on the other hand those policy issues that require broad discussion and debate. Substantial documents have been prepared regarding each of the issues assigned to the working groups. By the end of 2005-06, CDTC has moved to the beginning of a period of broad public discussion through presentations, booklets, media coverage and web involvement. Next steps include circulating a summary document of this material, working through various means to add detail to the hypothetical big idea / big ticket initiatives from Working Group C, and updating CDTC's estimates of resource availability and unit costs through a Transportation Finance Task Force. The task force will also review CDTC's 1989 Public-Private Highway Financing Policy.

CDRPC will continue to coordinate the effort between the work between the work being prepared under separate contract with the Center for Economic Growth, *Estimating the Fiscal Impact of Alternative Futures for the Capital District*, and the New Visions document. The study will estimate the fiscal investment for selected infrastructure necessary to accommodate each of four alternative regional growth scenarios. This study is intended to provide the basis for a constructive regional and community dialogue about policy options to manage future growth in the region.

The discussion and debate will continue in 2006-08, with the conclusion being a draft plan circulated for public review and adoption by CDTC. The target for completion of New Visions 2030 is October 2006. Efforts will be made to coordinate CDTC's schedule with that of the Adirondack – Glens Falls Transportation Council. Also, CDTC will coordinate examination with NYSDOT of the New Visions 2030 elements on the attainment of goals of the New York State Energy Plan.

A New Visions 2035 or 2040 effort will be initiated during the 2006-08 period. It will be the first to fully reflect SAFETEA-LU requirements for early participation of outside resource agencies (NYSDEC, EPA, SHPO, etc.). CDTC will make efforts to bring the New Visions 2030 work into compliance with SAFETEA-LU to the extent possible.

#### TASK 3.01      Safety and Congestion Management Systems

The approach for the safety effort will be modeled after the development of the New Visions plan. A Safety Advisory Committee will be created with representatives from each county, various federal, state, and regional agencies (including CDTA, NYSDOH, NYSDOT, and NYSDMV), the region's business community, neighborhood groups, and the police departments. The committee will oversee and guide the safety management effort and will assist CDTC staff and the Planning Committee on the development of the work program. Members of the advisory committee will also participate in a small number of task forces, which will focus on important issues identified by the advisory committee for further study. CDTC staff responsibility will primarily be in the areas of research, data collection, and coordination of the task forces and advisory committee. The task forces will develop products that provide guidance on project development and other issues related to safety.

The schedule of this effort has depended on the quality and timeliness of GIS-based crash history data; a completion date is not known at this time. NYSDOT has been exploring ways of facilitating CDTC staff access to NYSDOT's internal crash information systems for the past year. Recently, data streams are beginning to work and CDTC staff has begun the technical work on the Rensselaer County data. The effort will be extended to all four counties and integrated with NYSDOT's state system analysis during the two-year period. A major staff commitment may be needed to achieve this goal.

In addition, in the context of the New Visions 2030 exercise, CDTC will revise its CMS principles and its articulation of critical congestion corridors. CDTC and NYSDOT will continue to work together to try to develop procedures for the "tradeoff analysis" specified in CDTC's congestion management principles. The tradeoff analysis is required in considering capacity aspects of highway projects, particularly infrastructure reconstruction projects. CDTC also remains committed to examining the actual congestion

relief benefits achieved from CMS projects; much of this work, however, will need to wait until such projects as Albany-Shaker Road are implemented in coming years.

**TASK 3.02      Air Quality Planning**

The Capital District remains an ozone non-attainment area under the final, eight-hour standards. CDTC completed conformity determinations for the New Visions 2025 and 2003-08 TIP in 2004. This effort will be repeated for New Visions 2030 and the 2005-10 TIP.

**TASK 3.05      Infrastructure Planning**

The New Visions 2030 outline triggers the need to review long-range state and local infrastructure financing. In conjunction with the Transportation Finance Task Force, staff activity has initiated examination of the components of recently experienced increases in unit costs for infrastructure work and estimation of the long-range fiscal impacts of these higher costs.

**TASK 3.06      Goods Movement Planning**

During 2005-06, quarterly task force meetings continued under CDTC sponsorship. These have been successful in engaging the freight community in a continuing fashion on regional issues, TIP development and the New Visions planning.

In the coming year, CDTC will explore moving to an annual event – a conference or workshop on emerging issues.

**TASK 3.10      I-87 Study / Champlain-Hudson Trade Corridor Planning**

Progress in this trade corridor work has led to renaming the effort as the "Quebec - New York" Trade Corridor. Funding for implementation of key projects has been secured by Congress in recent years. Meetings of the coalition will continue.

Congressional action in the FFY03 Transportation Appropriations Bill earmarked \$2,000,000 toward study of the I-87 corridor from New York to Canada. With a \$500,000 state match, this effort began in early 2003 on a two-phased effort to explore multi-modal issues from New York City to Montreal.

Final products are expected in late 2005-06 or early 2006-08 and will be brought into the New Visions 2030 process.

This task also includes continuation of the REVEST working group meetings as a subset of the trade corridor coalition transportation committee meetings.

**TASK 3.12      Transit Development Plan (carryover)**

The effort will seek to provide guidelines for appropriate transit treatment throughout the region, based upon development densities, corridor orientation and available funding. The study will build upon work

to date to provide the basis for CDTA's operations plan in coming years. It will also provide guidance to CDTA regarding the appropriate vehicle mix for its fleet, well in advance of the next major scheduled fleet replacement.

During 2005-06, CDTA adopted New Visions-compatible principles for service planning and completed a Saratoga Springs service plan. Development of the remainder of the TDP will follow.

CDTA adoption of the resulting plan is anticipated, as well as CDTC adoption as appropriate. Products will feed both TIP and New Visions processes. Completion of the effort is expected in 2006-08.

**TASK 3.86      Continuous Aviation System Planning Project (CASPP)**

This CDRPC-led effort will continue in 2006-08.

**IV. IMPLEMENTATION PLANNING AND PROGRAMMING**

**TASK 4.07      ADA / Human Service Agency Transportation Options/ Welfare-to-Work / Special Transportation**

CDTC staff continues to work with the Access Transit staff and county agencies to assure success of the brokerage. CDTC and CDTA staff will continue in 2006-08 to seek additional brokerage opportunities in other service areas.

CDTC continues to assist CDTA in its development of several related initiatives, including the successful regional program using state funds (Community Solutions for Transportation) and the federal Jobs Access / Reverse Commute program. These efforts will continue and will need to address the reduced, formula-based funding provided to CDTA in SAFETEA-LU. Coordinated effort with CDTA is required to address SAFETEA-LU's planning requirement for developing a comprehensive regional human service transportation plan that covers the disparate objectives of Section 5310 (vehicles for private non-profit agencies), JARC and the "New Freedom Initiative". This will involve expansion of the current JARC regional committee to include representatives from additional stakeholder groups and the use of the expanded committee to guide staff work in developing the plan. At present, CDTC anticipates modeling the New Freedom Program after CDTC's successful Spot Improvement Program.

CDTC will also continue to participate in the Albany County / NYSDOT pilot effort under the federal "United We Ride" service consolidation initiative and consider mechanisms to link that effort to the comprehensive human service plan.

**TASK 4.17      Arterial Management Planning**

Formal arterial management efforts were modest during 2005-06, although arterial management policies, plans and standards are a routine aspect of Linkage studies. In 2005-06, the Rt 67 study, the Rt 7 Colonie study, the Rt 4 East Greenbush study, the Colonie Village Architectural and Design Standards Study and others prepared effective arterial management plans. Staff expects to revisit various CDTC arterial

management guidelines in 2006-08, to consider the need for 'standards' for arterial capacity and levels-of-service. Additionally, work will begin on an urban arterial version of the "level of compatibility" indices developed in 1995 for suburban settings.

**TASK 4.18      ITS Architecture and Integration (complete)**

NYSDOT and CDTC, along with CDTA, the NYSTA and other major players, completed the development of a "regional architecture" for the Capital District ITS deployment in 2003-04. The architecture was formally adopted by CDTC in December 2004. Cooperative efforts will maintain the infrastructure in 2006-08.

**TASK 4.62      Transit Operations Planning**

CDTA will continue to conduct planning effort under this task.

**TASK 4.67      Bikeway / Pedestrian Facility Planning**

The Bike and Pedestrian Transportation Task Force remained active during 2005-06. Activities and products included provision of technical support to the Saratoga Heritage Trail program and involvement in CDTC's Spot Improvement Program, Linkage planning and Greenway and TIP issues. A major effort was an update to the "Tool Box" adopted as part of the New Visions plan. Candidates for addition to the priority network were developed. The group also assisted CDTC in the development of a revised version of the Regional Trails Map, originally published in Spring 2002.

Under this task heading, CDTC staff will continue to offer community assistance related to bike and pedestrian planning issues, including the broader category of "traffic calming" options and consideration of the "complete streets" concept. Additionally, CDTC will continue its cooperative work with county traffic safety committees and the Governor's Traffic Safety Committee to coordinate attention on bike and pedestrian safety issues.

For 2006-08, it is anticipated that the task force will assist in fleshing out a candidate "big idea / big ticket" bike/ped regional greenway initiative for use in the New Visions 2030 public dialogue.

CDTC continues to see success with its Spot Improvement Program. The first three rounds have funded 30 capital projects that would normally be too small in scale for TIP funding. CDTC will solicit a fourth round of funding in the spring of 2006.

**TASK 4.19      Trail and Property Owners Survey (new task)**

A major survey effort of users and property owners will be an effort in 2006, as well. The survey will cover the Mohawk-Hudson trail, Zim Smith Trail, Uncle Sam Trail and the area of the planned Helderberg Rail Trail as a repeat and expansion of the earlier survey. An effort to capture trip purpose for users will be made for use in future market assessment.

**TASK 4.72      TIP Project Planning and Development Work (TIP funded)**

NYSDOT continues project planning and development work for a number of projects on the CDTC TIP. This work will define the range of feasible alternatives to be considered in preliminary engineering, based on traffic operations, cost, and ROW impacts. Work will continue in 2006-08.

**TASK 4.97**      TIP Development, Monitoring and Update

During 2005-06, the 2005-10 TIP was adopted and maintained through numerous amendments and publication of a "real time" TIP on CDTC's web site. During 2006-08, it is anticipated that the fourth round of Spot Improvement Program projects will be solicited and programmed; Enhancement Program projects will be solicited and prioritized for NYSDOT selection; and a 2007-12 TIP will be developed and adopted in May 2007.

Prior to initiating the 2007-12 TIP update, New York's MPOs must reach agreement with NYSDOT on a cycle for TIP/STIP development in the SAFETEA-LU era. (SAFETEA-LU allows up to four years between STIP development.)

**V. PROVISION OF SERVICES**

**TASK 5.51, 5.52** Provision of Services

This task continues with a scope similar to that shown in the past. CDTC staff provides a *significant* amount of technical assistance to members and other local agencies under Task 5.51 (and to other parties through Task 5.52, Provision of Community Services) annually, as shown in CDTC's extensive quarterly report documentation of this work. In 2006-08, this task will continue to include contractual support of the Town of Colonie's FGEIS implementation in the Airport area.

More significant, ongoing technical assistance is programmed for Albany County in connection with its annual contract with CDTC.

In 2006-08, CDTC will continue to work with the town of Colonie and Albany County to refine the GEIS statement of findings to ensure consistency with the current implementation plan.

**TASK 5.61**      Project Development Support (TIP funded)

CDTC staff continues to assist NYSDOT Region 1 in an ongoing fashion in developing traffic forecasts and other material for project development and design purposes. Specific support ranges from analysis of maintenance of traffic plans related to bridge or lane closures to sketch analysis of traffic diversions from alternative highway routings. This effort is funded with Surface Transportation Program (STP) as part of the TIP and will continue at the same level in 2006-08. Major efforts in 2005-06 included technical support for alternative analysis for projects such as Balltown Rd. / Rexford Bridge; Exit 6; the I-90 reconstruction; and Exit 3. CDTC's services are increasingly being used to examine the feasibility of partial or full road closures to reduce the cost of highway projects; the I-90 reconstruction was the first successful application of VISUM to estimate diversions and delays.

TASK 5.57      Commuter Support Services

CDTC's carpool/bus/bike/walk "Guaranteed Ride Home" program and Commuter Register program will continue. As a pilot program, the Guaranteed Ride Home program was enhanced by engaging Access Transit to broker taxi services for NYSDEC carpool and non-CDTA bus users. CDTC will continually improve the Internet capabilities of the Commuter Register, provide paper copies as requested and seek employer access for publicity. Ongoing telephone surveys of listers will continue; this survey has provided CDTC with a long (ten+ year) time series of data regarding success rates, and the nature and duration of carpools.

During 2005-06, CDTC prepared a brief list of energy contingency actions available to key stakeholders in the region. During 2006-08, CDTC will refine this list and explore online carpool matching software for the Commuter Register .

TASK 5.60      Public Transit Planning Support

CDTC staff will be continue to be active in assisting CDTA and its consultants in exploring alternative ways of implementing the New Visions recommendations.

TASK 5.62      NY 5 Corridor Support

The NY 5 Land Use and Transportation Concepts Plan was completed in 2001, culminating in adoption by CDTC in October. Additionally, each of the five corridor municipalities endorsed the study recommendations by resolution, and pledged to work with CDTC, NYSDOT and CDTA on implementation activities. In 2003-04, CDTC staff contracted with ITC for a full VISSIM microsimulation of transit priority features for the Central Avenue TIP project A341. Traffic flow and speed and delay runs were prepared as well, serving both the TIP project and the BRT study.

Major effort in 2005-06 was the BRT concept design study, co-administered by CDTC and CDTA. Final products were prepared, leading to a preliminary design phase with completion expected in 2006-08. CDTC staff will continue to be active in the project development process.

TASK 5.63      Travel Demand Management Initiative (implementation as TIP project)

This project is led by CDTA with CDTC staff assistance. In June 2001, NYSDEC and its labor unions agreed to participate in a transit incentive program funded through the TDM project on the TIP. This pilot proved successful, and a celebration of the 1,000,000<sup>th</sup> mile saved took place in 2003. A new pilot with the large Albany downtown BID began in December 2003, labeled "Commuter Cash." This pilot lasted six months with the intention of leading to employer-sponsored TDM effort. The pilot has also spurred greater state employee interest in a permanent, employer-sponsored "Commuter Check" program.

Exploration of broader coverage and additional pilot experiments will occur in 2006-08. These will include further work with state employees and health care employees; exploration of the long-standing vanpool commitment; and elaboration on regional energy contingency planning.

TASK 5.67      Linkage Program Oversight



This task supports staff activity on a number of Linkage Program projects that do not involve direct CDTC technical work. Activity under this category includes work with project sponsors to develop requests for proposals, evaluate proposals, select consultants, develop contracts, participate in study advisory committees, monitor work progress and solicit and evaluate proposals for future Linkage Program projects.

Over 40 Linkage studies have been initiated in 26 municipalities through 2005-06, making CDTC's integrated transportation – land use / regional – local planning program one of the most extensive in the nation. CDTC's Linkage Program was selected by the Upstate Chapter of the American Planning Association for its 2005 Outstanding Project Award.

A January 6, 2006 deadline for year six submissions resulted in 15 submissions. Nine have been selected and are included below as tasks 5.21 through 5.29. A September 2006 solicitation will provide an additional set of studies for initiation after January 2007 and a September 2007 solicitation will provide those for the 2008-10 UPWP. As part of the Linkage effort CDTC will review the progress of completed Linkage studies in terms of implementation and document any issues, concerns or success stories. Particular attention will be given to the studies funded in the early days (2000 and 2001). CDTC will document if a study has not moved forward, why not, and are there opportunities to get the ideas back on the table.

In February 2002, CDTC established an ongoing "Community / Transportation Planning Group" to meet regularly and review progress on the many Linkage and related local planning efforts. This group will continued to meet in 2005-06, reframed as the "Linkage Regional Coordination Forum" with Linkage funding recipients expected to participate on a regular basis. This forum is proving to be a very successful regional planning roundtable, assisting in the sharing of planning experience among at least two dozen municipalities. The forum will continue in 2006-08.

CDRPC staff became more involved with Linkage studies in 2005-06. For 2006-08, CDRPC will use UPWP funds to contribute additional technical input into the individual studies. CDRPC will also serve as a member of the Linkage Grant Application Review Committee.

**TASK 5.68      Linkage Study Technical Support (new continuing task)**

This task supports staff technical activity on a number of Linkage Program projects that do not specify direct CDTC technical work in the scope of services. Activity under this category includes data collection, analysis, and technical writing when the use of CDTC staff appears to be a more appropriate and effective means of completing tasks than remaining in a review and oversight role. None of the nine new Linkage studies for 2006-07 are intended to be studies completed primarily through CDTC staff effort.

**TASK 5.81      Troy: Lansingburgh 112<sup>th</sup> St. Corridor Study (completed)**

**TASK 5.84      NY 5 Corridor Implementation Tools (folded into Task 5.62)**

**TASK 5.85      Integrated Transportation and Community Design (second phase)**

A major emphasis has been placed on documenting innovative practices and projects within New York State, supplementing these examples with a limited number of best-practice results elsewhere. An important product is an accessible, attractive document to be made broadly available to transportation professionals, elected officials and other community leaders throughout the state. Completion of phase one is expected in early 2006.

A follow-up training effort of \$100,000 is also programmed. The NYSMPO Study Advisory Committee will develop the detailed scope for this effort, which is directed at disseminating phase one products and conducting workshops, training seminars or other activities to improve planning and design practice across the state.

**TASK 5.86      Capital District Clean Communities Program**

In early 2001, CDTC agreed to assume the lead role in the Capital District Clean Communities Program previously provided by Schenectady County. Efforts will continue to focus on alternative fuels and provide a forum for CDTA, the Albany County Airport Authority, local governments and private sector representatives to explore new technologies jointly. In addition, CDTC's involvement will assure coordination with regional planning and programming activities, including TDM, transit and carpooling efforts. The coalition will assist CDTC in considering new CMAQ requirements in SAFETEA-LU to "give priority" to off-road projects and diesel retrofits. Work will continue during 2006-08.

**TASK 5.88      Town of Ballston & Malta: Route 67 Corridor Study (completed)**

**TASK 5.97      Thruway Capacity Analysis Study (completed)**

**TASK 5.98      North Greenbush I-90 Exit 8 Connector Land Use Study (carryover)**

TIP Project R173, I-90 Exit 8 Connector Phase 2:ITS Demonstration, is listed in the New Visions long-range regional transportation plan under the category of community enhancement/regional economic development. The MIS/EPP for this project was adopted by CDTC in December 1999. Since that time, work on this project continues and involves development of alternative arterial designs and a draft Environmental Impact Statement.

As work has progressed, it has been apparent to NYSDOT, Town, County and CDTC staffs that a more clearly town-articulated land use vision for this important area would be beneficial in assuring that the investment to be made in this corridor is preserved and enhanced. To accomplish this, NYSDOT and CDTC approached the Town with a proposal to use a portion of the available demo funds to support a town-lead land use planning study that would explore land use alternatives and access arrangements within the area around the proposed connector. Funding was obtained by shifting a portion of monies already secured for construction into the preliminary engineering category. This Town-directed planning study can proceed in parallel to the environmental analysis and other work being progressed for the I-90 Exit 8 Phase II Connector.

The study began in 2003-04, was delayed for a period to allow a GEIS effort to proceed in a portion of the study area and will be completed in 2006-08.

**TASK 5.02      Town of Colonie: Route 7 Corridor Study (completed)**

- TASK 5.03     Village of Colonie: Streetscape Guidelines and Architectural Design Standards (completed)
- TASK 5.04     Town of East Greenbush: Route 4 Transportation/Land Use Master Plan (completion expected by 3/31/06)
- TASK 5.06     Town of Halfmoon: Halfmoon Center Roadway Improvement Study (completed)
- TASK 5.09     Sixth, Seventh, Eighth Year Linkage Program Reserve (three sets of new tasks)

CDTC intends to continue the successful Community and Transportation Linkage Planning Program with additional studies (resulting from the Fall 2005 solicitation for new studies) in 2006-07. A seventh year program will include an earlier solicitation, in September 2006; the 2007-08 set of studies will be identified through a UPWP amendment in February or March of 2007. The eighth year program will include a solicitation in September 2007 for inclusion in the 2008-10 UPWP. The final 2006-08 UPWP will include a listing of the selected studies.

CDTC has tentatively reserved \$200,000 in FHWA PL funds and \$100,000 in staff effort each year to support new projects in the two-year UPWP.

- TASK 5.10     Travel Behavior Factors Shared Cost Initiative (completed)

CDTC assumed the lead for NYSMPO on this study in 2004. By early 2005, a steering committee involving NYSMPO, FHWA Office of Planning and the Volpe National Transportation Systems Center was created. The format of the effort was established, focusing on a “Colloquy” of invited experts at the Rensselaerville Institute in June 2005 and web-based discussions before and after the colloquy. Products have included white papers on Demographics, Economics, Public Policy, Technology and Urban Growth; statements of generally-held expectations on each of these subjects; a set of circumstances that would undermine the assumptions; planning findings and planning recommendations. The products will be finalized in early 2006.

- TASK 5.11     Regional Operations Planning (continuing)

To help integrate management and operations into the planning process, CDTC intends to explore the creation of a joint CDTC/NYSOT regional operations committee. Regular meetings will facilitate coordination of activities and initiatives across jurisdictions. A particular aspect of the effort will be the identification of cost-effective operations and management initiatives for consideration in CMAQ programming efforts, including routine draw-downs of regional set-asides in the 2005-10 TIP. This group will be initiated as a continuing effort prior to 3/31/06.

- TASK 5.12     Town of Malta: Route 9 Corridor Plan (completion expected by 3/31/06)

CDTC will assist the Town of Malta with a consultant study to develop a plan for the Route 9 north and south corridor. The plan will identify each parcel located within the corridor (excluding the Downtown Overlay District) and determine what type of development would be best suited to be incorporated on each parcel. The plan will generate design standards to guide this development and will incorporate

architectural standards, streetscapes, parking standards, and visually attractive entranceways. This plan will also incorporate the ideas generated in a previous linkage study (the Malta Highway Access Guide and Pedestrian Plan) to help improve street connectivity and allow for sidewalks or multi-use paths.

Consultant Total: \$50,000 (\$35,000 federal, \$15,000 local cash match)

**TASK 5.13      Harriman Research and Technology Development Corporation: The Harriman Campus-University of Albany Corridor Transportation Study (carryover)**

CDTC will assist the Harriman Research and Technology Development Corporation (HRTDC) with an integrated study that considers growth and development plans for the North Washington Avenue parcels, the planned transformation of the Harriman Campus into a Research and Development Park and the planned expansion of the U/Albany – CESTM facility. The HRTDC has requested that it administer a consultant contract, with additional CDTC staff technical assistance, to consider traffic and transportation-related issues within the geographic boundaries of I-90, Washington Avenue, Fuller Road, Western Avenue, Brevator Street and Route 85.

Consideration will be given but not limited to:

- bicycle and pedestrian facilities
- transit routing, timing and public notification/awareness
- roadway traffic patterns, signal timing and appropriate speed limits
- traffic, parking and access, and campus interconnectivity
- lighting, way-finding and security improvements
- emergency and maintenance vehicle access

This study would be part of the Campus Master Planning Process and would have the immediate goals of evaluating the current use of the Harriman Campus and Ring Roads, developing recommendations regarding traffic and pedestrian travel in the U/Albany – CESTM campus, planning input for the new CESTM building, evaluating and making recommendations for traffic on Fuller Road, plan recommendations for the undeveloped parcels on the North Washington Avenue property at Washington Avenue and I-90 and developing plans for interconnectivity to Western Avenue and Brevator Street.

The study was initiated in 2005-06 and will be completed in 2006-08.

Consultant Total: \$100,000 (\$50,000 federal, \$50,000 local cash match)

Additional CDTC Staff Technical Assistance: Amount to be determined by CDTC

**TASK 5.14      Town of Stillwater/Village of Stillwater: Route 4 Main Street Plan (new task)**

CDTC will assist the Town and Village of Stillwater with a consultant study to develop strategies for an active and attractive Route 4 corridor. The plan will identify ways to support revitalization and redevelopment of the Village Center and commercial corridor, improve safe access between Route 4 and the Hudson River, enhance and develop additional activity nodes in the downtown area and improve bicycle and pedestrian safety through well defined connections. The plan will also encourage preservation of the community's historic structures, rural character and visual quality. The plan will identify a multi-modal network that can accommodate and integrate all modes. Finally, the plan will

develop design guidelines for building development, signage, bicycle/pedestrian improvements, access management and traffic calming measures.

The study is underway as of late 2005 and will be completed in 2006.

Consultant Total: \$50,000 (\$37,500 federal, \$12,500 local cash match)

**TASK 5.15      City of Saratoga Springs: Downtown Improvement Plan (carryover)**

CDTC will assist the City of Saratoga Springs with a consultant study to identify future transportation improvements that will have to be made to accommodate new development in the downtown area. The study will identify a fair share plan to raise the required funds to implement the improvements. The study will also screen different levels of development intensity against alternative transportation improvements. The screening will identify needs and consequences of the land use development scenarios and transportation improvements. The study will assist the City to identify other policies that should guide land use and transportation decisions in the downtown.

The study was initiated in 2005-06 and will be completed in 2006-08.

Consultant Total: \$80,000 (\$40,000 federal, \$40,000 local cash match plus an additional \$5,000 City staff in-kind services)

**TASK 5.16      Town of Guilderland: Guilderland Hamlet Neighborhood Master (carryover)**

CDTC will assist the Town of Guilderland with a consultant study and staff technical assistance to prepare a master plan for the Guilderland Hamlet. The plan would be one of five studies recommended in the Town's Comprehensive Plan. The plan will address the topics of access management, pedestrian facilities, streetscape improvements, scenic and environmental features, architectural and site design standards, and standards for mixed use development. The study area is bounded by Route 20, the 20 Mall, and the Hunger Kill adjacent to the Guilderland YMCA.

The study was initiated in 2005-06 and will be completed in 2006-08.

Consultant Total: \$52,000 (\$39,000 federal, \$13,000 local cash match plus an additional \$2,500 in Town staff in-kind services). Additional CDTC Staff Technical Assistance: \$7,500.

**TASK 5.17      Town of Bethlehem: Route 9W Corridor Study (carryover)**

CDTC will assist the Town of Bethlehem with a consultant study that will look at the Route 9W corridor from Exit 22 to the Routes 32/9W interchange. The study will build upon the recommendations and needs identified in the Town's Comprehensive Plan by providing a focused and targeted 9W corridor vision and management plan. It will also review the feasibility of a northern alignment alternative to the Selkirk Bypass project. This connection is envisioned to improve safety and traffic on Route 396, facilitate economic development, and ease traffic pressures on Route 9W. The plan will also identify standards for shared driveways along the corridor and identify sidewalk standards for incorporation into

subdivision or site plan regulations. Finally, the plan will identify bicycle and pedestrian loops between existing and future points of interest along the corridor.

Because of the study's connection to project A290, the Selkirk Bypass, TIP funds (STP) will be used to fund this Linkage effort.

The study was initiated in 2005-06 and will be completed in 2006-08.

Consultant Total: \$75,000 (\$37,500 federal, \$37,500 local cash match)

**TASK 5.18      Town of Hadley: Hadley Design and Land Use Standards (carryover)**

CDTC will assist the Town of Hadley with a consultant study to develop a plan for the Town's hamlet district. The plan will create conceptual designs, design standards and identify a means of implementation to create a gateway and appropriate streetscaping to link existing transportation routes and recreational areas. The primary focus of the plan will be Rockwell Street, the entrance into the Town from the bridge over the Hudson River. The plan will develop streetscape designs for a pedestrian friendly sidewalk and trail system. The plan will also address parking concerns in the hamlet district.

The study was underway by late 2005 and will be completed in early 2006.

Consultant Total: \$37,500 (\$27,500 federal, \$10,000 local cash match)

**TASK 5.19      Town of Berne: East Berne Hamlet Study (new task)**

CDTC will assist the Town of Berne with a small consultant study to focus on the revitalization of the East Berne Hamlet. The study will develop strategies for integrating small-scale economic development while preserving the historic setting and current residential neighborhoods. It is expected that the plan will bring more commerce to the region, answer residential demands for services while protecting the rural working landscape of farms and forests. The plan will recommend zoning changes that allow for a greater mix of uses in the hamlet accompanied by rigorous design standards.

The study was initiated in 2005-06 and will be completed in 2006.

Consultant Total: \$12,000 (\$6,000 federal, \$6,000 local cash match.)

**TASK 5.20      Bicycle Service Quantification (new NYSMPO Shared Cost Initiative)**

CDTC will hold the contract for a NYSMPO Shared Cost Initiative to review the methods used across New York and nationally regarding quantification and evaluation of bicycle transportation quality of service. Recommendations for common practice for NY MPOs and NYSDOT will be produced.

Consultant Total: \$45,000 plus \$5,000 for CDTC staff support.

**TASK 5.21      Albany Housing Authority: North Swan Street Multimodal Accessibility Study( new task)**

CDTC will assist the Albany Housing Authority (AHA), with support from the City of Albany, with a consultant study to assess the accessibility of the North Swan Street area for all transportation modes. Significant investment is being made in the study area by the AHA, the City and others including new and rehabilitated residential housing units, the reuse of St. Joseph's Academy and the purchase of the King Building for offices, a gallery and gift shop for the Ten Broeck Mansion. This study will: 1) review the adequacy of sidewalks and crosswalks; 2) review the adequacy of streets for bicycling and bicycle parking; 3) review present transit service to the area including shelters and stops; 4) review the availability of on- and off-street parking and traffic circulation; and 5) identify potential loading areas for trucks. A conceptual streetscape plan will be developed and recommendations made regarding changing circulation patterns.

Consultant Total: \$20,000 (\$15,000 federal, \$5,000 local cash match)

**TASK 5.22 Town of Bethlehem: Delaware Avenue Hamlet Enhancement Study (new task)**

The CDTC will assist the town with a consultant study to strengthen the main street characteristics of a portion of the Delmar and Elsmere hamlet areas along Delaware Avenue in a manner consistent with the goals of the Town's Comprehensive Plan. The study will address: 1) urban design guidelines/standards including building scale, massing, design and setbacks; 2) streetscape guidelines including a typical street cross-section; 3) parking and circulation for vehicles and bicycles; 4) alternative roadway connections from Delaware Avenue to New Scotland Road; and 5) access management on Delaware Avenue.

Consultant Total: \$75,000 (\$45,000 federal, \$30,000 local cash match). Due to the anticipated timing of this project, \$14,000 of the federal commitment will be shown in the 2006-07 element and \$31,000 of the federal fund commitment will be shown in the 2007-08 element of the two-year UPWP.

**TASK 5.23 City of Cohoes: Van Schaick Island Transportation and Revitalization Plan (new task)**

CDTC will assist the town with a consultant study to develop a transportation and revitalization plan for Van Schaick Island. This study will build upon the current vision for the redevelopment of the Hudson River waterfront and the Route 470 Corridor Study. The plan will include a traffic management plan for the Island that includes access management on Route 470, identifies potential transit and multi-modal nodes on the Island, integrates the Delaware Avenue trail with the Mohawk Hudson Trail and enhances commercial activity.

Consultant Total: \$62,000 (\$46,500 federal, \$15,500 local cash match)

Additional City Staff In-kind: \$5,660

**TASK 5.24 Towns of Guilderland and Princetown: Land Use and Transportation Study for the Route 20 Corridor (new task)**

CDTC will assist the towns of Guilderland and Princetown with a consultant study to examine the land resources and current zoning in the Route 20 corridor from NY 158 to Duanesburg, focusing on the development of mixed use country hamlet zones. The study will also determine the feasibility and cost of infrastructure modifications with the prospect of creating an economically and aesthetically enhanced Route 20 corridor in the two municipalities. Bicycles and pedestrians will be considered. This effort will

help the town of Guilderland implement recommendations in its Comprehensive Plan and its Rural Guilderland Study. It will also assist the town of Princetown in addressing the challenges being faced with the arrival of public water in the Route 20 corridor.

This intermunicipal, bi-county planning effort receives its Linkage funds from a set-aside for regional or intermunicipal projects in the 2006-07 Linkage solicitation.

The recommendations of the Watervliet Reservoir Watershed Protection Study (CDRPC, 2003) will also be considered.

Consultant Total: \$32,000 (\$24,000 federal, \$8,000 local cash match)

**TASK 5.25 City of Rensselaer: Impact of Proposed Development on Traffic Patterns and Connectivity (new task)**

CDTC will assist the city with a consultant study to review the cumulative impacts of three large development proposals (no formal applications have been made to the City as of January 2006) on City streets and to develop an access and circulation plan. Two residential developments totaling 380 units and a mixed use development including 150 housing units, a hotel, retail and office space are proposed along the waterfront and in the center of the city. The plan will: 1) consider bicycle and pedestrian accommodation within and between the proposed developments; 2) identify opportunities to increase transit and minimize the impact of car traffic; 3) develop an access plan to connect the new development with the rest of the city including existing commercial hubs; and 4) identify the likely traffic increase of the new developments and potential changes to local traffic patterns. This effort will be consistent with the goals of the City's Comprehensive Plan.

Consultant Total: \$30,000 (\$22,500 federal, \$7,500 local cash match)

Additional City Staff In-kind: \$7,500

**TASK 5.26 Town of Rotterdam: NY 7 & NY 146 Land Use and Transportation Study (new task)**

CDTC will assist the city with a consultant study to prepare a land use and transportation management plan for the area of NY 7 and NY 146 near Thruway Exit 25. This effort will help the Town implement its Comprehensive Plan and to develop access management and driveway consolidation policies, pedestrian/bicycle improvement plans, a concept for the intersection of NY 7/NY 146 and other suggested transportation system improvements. In addition, the study will examine future development potential in the study area and propose modifications to existing zoning. The study should provide clear expectations and development standards and identify specific improvements that can be incorporated into site plan review.

Consultant Total: \$35,000 (\$26,250 federal, \$8,750 local cash match)

**TASK 5.27 City of Schenectady: Route 5 Transit Oriented, Mixed Use Catalyst Project Study (new task, TIP funded)**



CDTC and CDTA will assist the city with a consultant study to redevelop a half mile to one mile stretch of Route 5 from Nott Terrace to Steuben Street. The study will build upon the NY 5 Corridor Study and will provide a specific project that accommodates and accelerates creation of the Bus Rapid Transit project. The consultant will develop a concept for an enhanced mixed-use Neighborhood Center with housing, retail and office opportunities. Design elements will include high-density development and opportunities to increase bus and non-vehicular travel to support Hamilton Hill and Vale Village Neighborhoods.

Based on its connection to the NY 5 BRT implementation, the project limits are expanded beyond the original limits proposed by the city and the scope of work increased to include integration of BRT station concepts; the project limits encompass two BRT station locations.

Consultant Total: \$92,000 (\$92,000 federal CMAQ from TIP Project RG31, Corridor Management Initiative. This will be a CDTA-held contract as part of its FTA grant; CDTC will administer the consultant contract. CDTA will provide its portion of the FTA grant match through in-kind services on this and other Linkage projects. A \$17,000 local cash match from the city will be used to support CDTC staff activities.

**TASK 5.28 Village of Scotia: Adapting Scotia Waterfront Concept Study to Master Plan Overlay (new task)**

CDTC will assist the village with a consultant effort and CDTC staff support to facilitate a committee of community volunteers to analyze a waterfront planning concept study and transform that study into a master plan overlay for the Village. CDTC staff will work with the Village to review existing planning efforts completed to date, determine what pieces make sense for Scotia to move forward with and a consultant will develop a master plan and appropriate zoning for the study area. Elements of the study include a review of traffic circulation, links to the Mohawk Avenue business district, economic development on Mohawk Avenue, a possible entranceway off the Western Gateway Bridge including traffic calming, bicycle routing in Collins Park and through the Village, and park, commercial and residential land uses. The Community Foundation of the Capital District may provide resources to further expand the project to include the use of Transfer of Development Rights to increase building densities along Mohawk Avenue in exchange for reduced build out densities elsewhere in Glenville.

Consultant Total: \$30,000 (\$22,500 federal, \$7,500 local cash match)

CDTC Staff Technical Assistance: To Be Determined

Additional Village Staff In-Kind: \$2,500

**TASK 5.29 City of Troy: Congress & Ferry Street Corridor – Mixed Use Development Study (new task)**

CDTC will assist the city with a consultant study to integrate redevelopment of the lands in the vicinity of the Congress/Ferry Street realignment (TIP #R245) for mixed use development. The study will focus on the intersection of Congress/Ferry/8<sup>th</sup> Streets and will look to integrate land uses with multi-modal transportation linkages, integrate the plans of major stakeholders including RPI, Troy Housing Authority, etc., enhance the corridor as a gateway to the City and develop design standards for redevelopment. The city is also seeking NYS Quality Communities funding to expand the scope of this work.

Consultant Total: \$40,000 (\$30,000 federal, \$10,000 local cash match)

## **VI. STATEWIDE EFFORTS**

The following are additional Statewide Cooperative Initiative (SCI) studies partly funded with CDTC's PL funds. The SCI program is a joint program of the state's thirteen MPOs, with funding provided from each MPO and administration provided by a single MPO for each effort on behalf of the group.

- 1. Statewide MPO Association Staff Support (CDTC administered contract; see Task 1.68)**
- 2. Integrated Transportation and Community Design (CDTC administered contract; see Task 5.85)**
- 3. Bicycle Service Quantification (CDTC administered contract; see Task 5.20)**
- 4. Transit Oriented Development**

This task will include a consultant evaluation of obstacles to achieving "transit supportive development" in New York. As part of this task, three case study municipalities will be selected for sketch planning toward the transit-supportive goal. Tentative budget: \$165,000.

**5. Innovative Approaches to Planning Implementation**

This task will include a consultant evaluation of techniques used (a) to ensure that products of planning studies are brought to the TIP table; and (b) to consider non-traditional project types during TIP development. Tentative budget: \$100,000.

**6. Training for MPO Staffs (continuing)**

The NYSMPO will continue to provide for training opportunities for MPO staffs, extending previous successful work with GIS training and freight data training. The 2006-07 budget for this is \$150,000.

**7. Congestion Management System Research (completed in 2005-06)**

**8. Intercity Corridor Planning (deferred)**

**9. Statewide ITS Planning Integration (deferred)**

**10. AMPO**

\$2,183 (2006/07) and \$2182 (2007/08) of CDTC FHWA PL funds are redistributed to BMTS, which pays AMPO dues on behalf of all NYS MPOs.

In addition to the Shared Cost Initiatives, NYSDOT SPR activities are often directly applicable to the Capital District. These have not been identified as of February 2006.

APPENDIX A  
FINANCIAL TABLES