Capital District Transportation Committee

- Metropolitan Planning Organization (MPO)
- Transportation policy-making & planning
- Allocate federal transportation funds
- Members include:
### Key CDTC Functions

<table>
<thead>
<tr>
<th><strong>MTP</strong></th>
<th><strong>TIP</strong></th>
<th><strong>UPWP</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The Metropolitan Transportation Plan</strong> establishes investment policies &amp; principles that guide decision-making &amp; activities for a planning horizon of no less than 20 years &amp; updated every 5 years.</td>
<td><strong>The Transportation Improvement Program</strong> is the 5-year capital program of projects updated every 2 or 3 years.</td>
<td><strong>The Unified Planning Work Program</strong> is a 1-year plan that contains all MPO planning activities &amp; task budgets.</td>
</tr>
<tr>
<td><strong>New Visions 2050</strong></td>
<td><strong>2022-2027 TIP</strong></td>
<td><strong>2022-2023 UPWP</strong></td>
</tr>
</tbody>
</table>
Transportation Affects Everyone
New Visions 2050

- 15 Planning and Investment Principles
- Directly relate to capital & planning project evaluation criteria
- Influence the staff work plan
- Drive how federal funds are spent

- Update to begin in 2023!
TIP

• 5-year capital plan for federal transportation funding
• ~$75 million per year
• Projects reflect New Visions
• Must contribute to achieving federal and regional performance targets
• Bipartisan Infrastructure Law Programs
Bipartisan Infrastructure Law

• Asset condition
• Safety – vulnerable users
• Accessibility (ADA)
• GHG emissions reduction
• Resiliency against a changing climate - protect vulnerable infrastructure
• Invest in electric vehicle infrastructure, renewable energy, and broadband deployment
• Reconnect communities/Equity
Formula and Competitive Funding Programs

• 11 formula and 10+ competitive programs

• Increase to Bridge and National Highway System Funding Programs

• Estimated Formula Apportionments to New York ($ in billions):

<table>
<thead>
<tr>
<th>Program</th>
<th>BIL</th>
<th>FAST Act</th>
<th>Change</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway/Bridge(1)</td>
<td>$13.463</td>
<td>$8.857</td>
<td>$4.606</td>
<td>52.0%*</td>
</tr>
<tr>
<td>Transit</td>
<td>$10.706</td>
<td>$7.923</td>
<td>$2.783</td>
<td>35.1%</td>
</tr>
<tr>
<td>Total</td>
<td>$24.169</td>
<td>$16.780</td>
<td>$7.389</td>
<td>44.0%</td>
</tr>
</tbody>
</table>

(1) Includes $1.9 billion in supplemental bridge formula funding
# Formula Funding Program Estimates

<table>
<thead>
<tr>
<th>Federal Fiscal Year</th>
<th>National Highway Performance Program (NHPP)</th>
<th>Surface Transportation Program (STP)</th>
<th>Highway Safety Improvement Program (HSIP)</th>
<th>Railway-Highway Crossings (Section 130)</th>
<th>Congestion Mitigation and Air Quality Improvement Program (CMAQ)</th>
<th>Metropolitan Planning</th>
<th>National Highway Freight Program (NHFP)</th>
<th>Formula Carbon Reduction Program</th>
<th>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program</th>
<th>Subtotal Core Formula Apportionments</th>
<th>Supplemental Extraordinary Bridge Formula Program</th>
<th>Total All Formula Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016-2020</td>
<td>4,660,524,643</td>
<td>2,345,612,619</td>
<td>475,137,751</td>
<td>35,742,535</td>
<td>946,707,006</td>
<td>129,221,070</td>
<td>265,034,485</td>
<td>$0</td>
<td>$0</td>
<td>$8,857,980,709</td>
<td>$0</td>
<td>$8,857,980,709</td>
</tr>
<tr>
<td>$1,164,879,205</td>
<td>$566,697,991</td>
<td>$125,370,024</td>
<td>$6,718,958</td>
<td>$203,296,992</td>
<td>$33,603,427</td>
<td>$59,377,110</td>
<td>$50,530,571</td>
<td>$57,456,880</td>
<td>$2,286,211,158</td>
<td>$378,275,117</td>
<td>$2,646,606,275</td>
<td></td>
</tr>
<tr>
<td>$1,188,176,789</td>
<td>$578,031,551</td>
<td>$128,014,615</td>
<td>$6,718,958</td>
<td>$207,668,382</td>
<td>$34,775,485</td>
<td>$60,564,653</td>
<td>$51,541,182</td>
<td>$58,605,017</td>
<td>$2,313,598,502</td>
<td>$378,275,117</td>
<td>$2,691,873,709</td>
<td></td>
</tr>
<tr>
<td>$1,211,940,325</td>
<td>$589,592,590</td>
<td>$130,712,097</td>
<td>$6,718,958</td>
<td>$211,822,310</td>
<td>$34,961,005</td>
<td>$61,775,946</td>
<td>$52,572,006</td>
<td>$59,775,138</td>
<td>$2,359,873,375</td>
<td>$378,275,117</td>
<td>$2,738,148,492</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$5,943,213,884</strong></td>
<td><strong>$2,891,293,239</strong></td>
<td><strong>$640,337,554</strong></td>
<td><strong>$33,594,790</strong></td>
<td><strong>$1,038,751,884</strong></td>
<td><strong>$171,444,688</strong></td>
<td><strong>$302,947,026</strong></td>
<td><strong>$357,806,980</strong></td>
<td><strong>$293,145,009</strong></td>
<td><strong>$11,572,530,054</strong></td>
<td><strong>$1,891,375,585</strong></td>
<td><strong>$13,462,905,639</strong></td>
</tr>
<tr>
<td><strong>Change</strong></td>
<td><strong>$1,282,689,741</strong></td>
<td><strong>$545,680,620</strong></td>
<td><strong>$165,199,803</strong></td>
<td><strong>$32,147,745</strong></td>
<td><strong>$92,044,278</strong></td>
<td><strong>$42,223,618</strong></td>
<td><strong>$37,907,541</strong></td>
<td><strong>$257,806,980</strong></td>
<td><strong>$293,145,009</strong></td>
<td><strong>$2,714,549,345</strong></td>
<td><strong>$1,891,375,585</strong></td>
<td><strong>$4,605,924,930</strong></td>
</tr>
<tr>
<td><strong>Percent Change</strong></td>
<td><strong>27.5%</strong></td>
<td><strong>23.3%</strong></td>
<td><strong>34.8%</strong></td>
<td><strong>-6.0%</strong></td>
<td><strong>9.7%</strong></td>
<td><strong>32.7%</strong></td>
<td><strong>14.3%</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>-</strong></td>
<td><strong>52.0%</strong></td>
</tr>
</tbody>
</table>
NYSDOT TIP/STIP Guidance

- Identifies NYS funding priorities
- $4.6 billion increase in formula funds to NYS

- $4.2 billion to be used to reconnect communities:
  - Buffalo - Restoring the Humboldt Parkway
  - Syracuse - Constructing the Community Grid
  - Rochester - Raising the Inner Loop freeway
  - New York City - Covering portions of the Cross Bronx Expressway
<table>
<thead>
<tr>
<th>Element</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDTC Target</td>
<td>90.293</td>
<td>75.586</td>
<td>75.586</td>
<td>75.586</td>
<td>75.586</td>
<td>392.636</td>
</tr>
<tr>
<td>Existing TIP Projects</td>
<td>48.397</td>
<td>37.998</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>86.395</td>
</tr>
<tr>
<td>CDTA BRT Set-Aside</td>
<td>2.750</td>
<td>3.750</td>
<td>3.750</td>
<td>3.750</td>
<td>3.750</td>
<td>17.750</td>
</tr>
<tr>
<td>CDTC Project Development Set-Aside</td>
<td>0.135</td>
<td>0.135</td>
<td>0.135</td>
<td>0.135</td>
<td>0.135</td>
<td>0.675</td>
</tr>
<tr>
<td>Site Specific Projects</td>
<td>22.721</td>
<td>15.616</td>
<td>43.393</td>
<td>45.157</td>
<td>65.098</td>
<td>191.309</td>
</tr>
</tbody>
</table>

Note: The Federal Fiscal Year (FFY) begins on October 1 and ends September 30. The FFY is designated by the calendar year in which it ends (i.e. FFY23 begins October 1, 2022 and ends September 30, 2023).
New Site-Specific Projects

• 47 new projects in 2022-2027 TIP

• Approximately $191 M

• 17 different local project sponsors

Funding by Project Type

- Bridge Preservation: 25.1%
- Pavement Preservation: 21.8%
- Bridge BP: 20.5%
- Pavement BP: 18.7%
- Intersection/Safety BP: 9.4%
- Bike/Ped BP: 4.3%
- Other BP: 0.2%

BP=Beyond Preservation
TIP Project Map
BIL Formula Program Highlights

- **Bridge Program - NEW**
  - Bridge/culvert repair, rehabilitation and replacement program
  - Bridge NY (coming soon!)
BIL Formula Program Highlights

• **Carbon Reduction Program (CRP) - NEW**
  - Reduce GHG & transportation-related emissions
  - Eligible activities:
    • Traffic Monitoring/congestion management
    • Public Transportation projects
    • Bicycle/pedestrian facilities/active transportation
    • Reduce impacts of freight movement
    • Congestion pricing, mode shift and transportation demand management
    • Diesel retrofits and truck stop electrification
BIL Formula Program Highlights

• National Electric Vehicle Infrastructure Program
  - NEVI Plan
  - Strategically deploy electric vehicle charging infrastructure
  - Supports electric, hydrogen, propane and natural gas
  - Contract with private entities for the acquisition/installation of publicly accessible infrastructure
  - Prioritizes deployment in low-and moderate-income areas
BIL Formula Program Highlights

• **Promoting Resilient Opportunities for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - NEW**
  - Projects that enhance resilience
  - Strengthen, harden, elevate, relocate highways and non-rail infrastructure
    - Mitigate storm surge
    - Enhance flood protection
    - Facilitate aquatic ecosystem restoration related to transportation facilities
BIL Competitive Program Highlights

• Reconnecting Communities
• Nationally Significant Freight and Highway Projects (INFRA Grants)
• Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
• Safe Streets for All
• Strengthening Mobility and Revolutionizing Transportation (SMART)
• Healthy Streets (not yet funded but authorized)
• So much more...
BIPARTISAN INFRASTRUCTURE LAW

Guidance and Support

The Federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was enacted on November 15, 2021, providing $550 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026), new formula programs (Bridge Investment Program, National EV Charging Program (NEV), Carbon Reduction Program, PROTECT program (resiliency) and 40+ discretionary funding programs. This page provides updates to date information on current grant opportunities, resources for and other information related to the implementation of the Bipartisan Infrastructure Law.

The Bipartisan Infrastructure Law Will Deliver for New York (US) Department of Transportation

For more information or questions, contact CDTC.

Resources

White House Website
Bipartisan Infrastructure Law Guidebook and Policy Memo
Bipartisan Infrastructure Law Technical Assistance Guide

Open Grant Opportunities

Competitive Grant Programs Matrix
Upcoming Notice of Funding Opportunity (NOFO) Announcements

- Advanced Transportation Technologies and Innovation (ATTAIN) Program

This program promotes advanced technologies to improve safety and reduce travel times for drivers and transit riders and that can serve as national examples.

Program Webpage
Notice of Funding Opportunity: applications due on November 15, 2023

Upcoming NYS Formula Programs

National Electric Vehicle Infrastructure (NEVI) Formula Program

New York State is required to submit an EV Infrastructure Deployment Plan describing how the State intends to use its NEVI Formula Program funds to the Joint US Office of Energy and Transportation not later than August 1, 2022. The Federal
Unified Planning Work Program (UPWP)

- Planning project descriptions
  - Consultant or Staff
- Schedules
- Costs & fund sources
- Built through
  - Bipartisan Infrastructure Law
  - Member agency requests
  - Staff suggestions
  - Community solicitation
BIL Metropolitan Planning Highlights

• **Housing**
  - Encourage transportation planning and housing coordination
    • Integrate housing, transportation, and economic development strategies
    • Encouraged development of a housing coordination plan

• **Complete Streets**
  - 2.5% of planning funds required for planning
    • May include adoption of Complete Street Standards or policies
    • Development of a Complete Streets prioritization plan
Unified Planning Work Program (UPWP)

Call for Local & Regional Transportation Planning Projects

CDTC is calling for local and regional transportation planning initiatives for inclusion in CDTC’s 2023-2024 Unified Planning Work Program (UPWP). $1 Million in funding is available to cities, towns, villages, counties, and member organizations in CDTC’s metropolitan planning area. Applications from not-for-profits, neighborhood groups, and other organizations will be considered if the application is sponsored and submitted by at least one local government in the study area and involves the participation of others, if applicable.

Pre-Application

A virtual UPWP workshop is scheduled for Thursday, October 20th at 1 p.m. via Zoom. Sponsor attendance is highly encouraged. Register via the link to the right. CDTC staff is available to discuss planning project concepts with sponsors prior to submitting a proposal. Contact CDTC if you would like to set up a pre-application meeting or have application questions at (518)458-2161 or at cdtc@cdtcmpo.org.

Application Process

All proposals must be received by Wednesday, November 30, 2022 at 5:00 p.m. Project sponsors must complete an application form, available via the link to the right, for each proposed project. Briefly, the process is as follows:

- A brief cover letter that includes a commitment to the local match requirement signed by the lead elected official or chief executive.
- A project location map, if applicable.
- Letters indicating commitment of transportation facility owners, if the facility is not owned by the project sponsor, to the project.
- Letters from project partners proposing in-kind services or the provision of matching funds.

For more detailed application information, program guidance, evaluation criteria, and a detailed timeline, click the “Program Guidance” link at right.
Eligible Sponsors

Lead applicants:
- Cities, towns, villages & counties
- CDTC member organizations

Co-applicants:
- Not-for-profits, neighborhood groups, & other organizations
- Other cities, towns, villages, counties, or CDTC member organizations

– **intermunicipal cooperation is encouraged!**
Eligible Planning Activities

<table>
<thead>
<tr>
<th>Small Scale: Technical Assistance Program</th>
<th>Up to $25,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Small-scale community planning initiatives</td>
<td>Match requirement:</td>
</tr>
<tr>
<td>• Staff led</td>
<td>In-kind match 10% min of project cost</td>
</tr>
<tr>
<td>• Short duration</td>
<td></td>
</tr>
<tr>
<td>• Limited public outreach</td>
<td></td>
</tr>
</tbody>
</table>

Examples:

• Data collection and analysis
• Public input and community visioning
• GIS mapping and analysis
• Road safety assessments
## Eligible Planning Activities

<table>
<thead>
<tr>
<th>Medium Scale: Community Planning/Linkage Program</th>
<th>$20,000 (minimum - $150,000 (maximum)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Community-based transportation and land use plans</td>
<td></td>
</tr>
<tr>
<td>• Generally consultant led</td>
<td></td>
</tr>
<tr>
<td>• Comprehensive scope</td>
<td></td>
</tr>
<tr>
<td>• Robust public participation</td>
<td></td>
</tr>
</tbody>
</table>

**Examples:**

• Neighborhood or Corridor Studies  
• Complete Streets Plans  
• Zoning and Land Use Regulations  
• Pedestrian and Bicycle Master Plans  

**Match requirement:**

- Cash match **10% min**
- **OR**
- In-kind match **10% min** of project cost
### Eligible Planning Activities

<table>
<thead>
<tr>
<th>Large Scale: Regional Planning Program</th>
<th>$100,000 (minimum) - $250,000 (maximum)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Multi-jurisdiction, regionwide or have regional implications</td>
<td></td>
</tr>
<tr>
<td>• Consultant led</td>
<td></td>
</tr>
<tr>
<td>• Comprehensive scope of work</td>
<td></td>
</tr>
<tr>
<td>• Public Participation Plan required</td>
<td></td>
</tr>
</tbody>
</table>

Examples:

• Multi-jurisdiction State or US Route Corridor Studies
• Transit Planning Studies
• Feasibility Assessments of major infrastructure investments
• Freight Planning Studies

Match requirement:

- Cash match **15% min**
- OR
- In-kind match **10% min** of project cost
Linkage Program Planning Studies

• Integrated land use and transportation plans
• Consistent with New Visions 2050
• Funded 98 studies in partnership with 43 local communities and other entities to date
INTRODUCTION
The Village of Menands is pleased to update their land use regulations and the planning and public engagement process, announcements, and public workshop members of the community to participate.

Federal Street Corridor Study
City of Troy

Welcome!
Welcome to the City of Rensselaer Waterfront Connectivity Study

Home
Online Presentation: “Join at Your Own Pace” Public Workshop

Click here first to watch the “Join at Your Own Pace” Public Workshop presentation.
Data Collection, Analysis & Sharing

- Traffic Volume/Bicycle/Ped Counts
- Trail Counts (Eco-counters)
- On-Road Bike Routes, Bike Lanes, Sharrows & Cycle Tracks, etc.
- Trails, Sidewalks & Crosswalks
- Crash Data Analysis
- Pavement Condition Data – Local contracts
- Asset Management Planning
- Local Bridge Data Analysis
Travel Demand Modeling

- Forecast future traffic volumes
- Analyze development scenarios
- Prepare traffic growth rates
- Support traffic impact studies
- Analyze project impacts on travel
Trails & Regional Plan Implementation

- Capital Region Trails Plan implementation
  - Patroon Greenway Feasibility Study
  - Albany County Loop
  - Street level connections
- Smart Communities Toolbox
- Local Road Safety Action Plan
- Regional Freight Plan
- ADA Transition Plans

Patroon Greenway Feasibility Study

Project Website Information
https://www.patroongreenway.com/

The Patroon Greenway would provide a much needed east-west connection for bicyclists and pedestrians, connecting recent and anticipated projects like the Albany Skyway and Tivoli Lake Preserve with residential development on both sides of the corridor and with major commercial and institutional destinations, like New York State’s Harriman Office Campus, the State University of New York (SUNY) at Albany, Albany Nanotech, Corporate Woods Office complex, and more.

This study will identify feasible alignments and sources of funding for the engineering and construction of the trail. It will evaluate and analyze the 2004 Patroon Greenway Project’s conceptual alignment, potential easements, and review alternative alignments, including the connection from Tivoli Preserve to the downtown Albany waterfront.
Transit Planning/TDM

- Transit Station/Stop Design
- Mobility Hubs

- Transportation Demand Management
  - Encouragement Programs
  - Bike Skills Training
  - Walk and Roll to School Day
    - Informational Meeting on November 4th!
Training

• **New Visions 2050 virtual training**
  - Town Boards
  - City Councils
  - Zoning and/or Planning Boards
  - Learn how local governments can help create the next generation transportation system

• **New Visions 2050 Webinar Series**

• **Complete Streets Training**

• **Other?**
<table>
<thead>
<tr>
<th>UPWP Planning Project Evaluation Criteria</th>
<th>Points (up to)</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Visions principles or Federal Planning Factors</td>
<td>5</td>
</tr>
<tr>
<td>Low income or minority census tract (based upon CDTC’s Environmental Justice Analysis)</td>
<td>4</td>
</tr>
<tr>
<td>Intermunicipal or public/private partnership</td>
<td>4</td>
</tr>
<tr>
<td>Sponsor support (i.e. support resolution, overmatch, identified implementation funds, etc.)</td>
<td>3</td>
</tr>
<tr>
<td>Furthers past planning work</td>
<td>3</td>
</tr>
<tr>
<td>Commitment of staff, appointed officials or volunteers</td>
<td>3</td>
</tr>
<tr>
<td>Innovative - a creative or new planning approach</td>
<td>3</td>
</tr>
</tbody>
</table>

**Total potential points** 25
Schedule

• **October 2022** – Call for projects released; Virtual workshop held

• **November 30, 2022** – Application deadline (up to $1 M available)

• **January 2023** – Project selection and notification

• **February 2023** – Incorporate into draft 2023-2024 UPWP

• **March 2, 2023** – 2023-2024 UPWP adopted

• **April 1, 2023** – Projects may begin!
CDTC/CDRPC Technical Assistance Program

• Small scale, short duration
• 25% local in-kind or cash match
• Pre-application meeting – techassist@cdrpc.org
• Eligible projects include:
  • Data Collection
  • Data Analysis & Mapping
  • Transportation Safety & Operations Planning
  • General Community / Neighborhood Planning
  • Recreation Trail Planning
Big Thinking Coming Soon

- NY 378 Bridge PEL Study
- Reimaging I-787
- I-890 Exit 4C/Washington Ave/State Street PEL Study
Questions?

Sandy Misiewicz, AICP
CDTC Executive Director
Email: smisiewicz@cdtcmpo.org
Phone: (518) 458-2161
www.cdtcmpo.org