

**Approved 2025-2026
Unified Planning Work Program**

**Capital Region Transportation Planning Activities
in State Fiscal Year April 1, 2025 – March 31, 2026**



Approved by Policy Board March 6, 2025



**CAPITAL REGION
Transportation
Council**

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RESOLUTION #25-3

2025-2026 UNIFIED PLANNING WORK PROGRAM APPROVAL

WHEREAS the Capital Region Transportation Council (Transportation Council) has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuing, and cooperative transportation planning process for the Capital District Transportation Management Area (TMA) which includes Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23, U.S.C. Section 134 and Title 49 U.S.C. Section 5303; and

WHEREAS, 23 CFR Section 450.308 and 49 CFR Section 613.100 state that the Unified Planning Work Program shall annually describe all urban transportation and transportation related planning activities anticipated within the Transportation Council's metropolitan planning area during the next year regardless of funding sources; and,

WHEREAS, the Transportation Council has determined that the 2025-2026 Unified Planning Work Program (2025-2026 UPWP) addresses the planning requirements set forth by the Infrastructure Investment and Jobs (IIJA) Act, enacted on November 15, 2021; and

WHEREAS, the 2025-2026 UPWP has been developed in accordance with the regulations of the U.S. Department of Transportation which require a discussion of the important transportation issues facing the area and serve as the framework for selecting program tasks, and

WHEREAS, the planning activities identified in the 2025-2026 UPWP are consistent with the vision, strategies and recommendations in New Visions 2050, the adopted metropolitan transportation plan for the region, and

WHEREAS, public comment has been solicited on a Draft 2025-2026 UPWP, and

WHEREAS, the Planning Committee, at its January 29, 2025 meeting, recommended approval of the 2025-2026 UPWP for the Capital Region by the Transportation Council.

THEREFORE, BE IT RESOLVED, the Transportation Council approves the 2025-2026 UPWP for its metropolitan planning area which includes the Capital District Transportation Management Area (TMA); and,

BE IT FURTHER RESOLVED, that the Transportation Council authorizes the Planning Committee to make minor revisions and refinements consistent with the overall intent of the 2025-2026 UPWP that are necessary during the course of the year; and,

BE IT FURTHER RESOLVED, that the Transportation Council authorizes the New York State Department of Transportation to submit the 2025-2026 UPWP to the Federal Highway Administration to secure Metropolitan Planning (PL), Surface Transportation Block Grant Program, and other federal transportation planning funds as described in the 2025-2026 UPWP, and

BE IT FURTHER RESOLVED, that the Transportation Council authorizes the New York State Department of Transportation to submit an application to the Federal Transit Administration (FTA) to secure Section 5303 Metropolitan Planning Program (MPP) funds, on behalf of the Transportation Council.



Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital Region Transportation Council

3-6-2025

March 6, 2025

Disclaimer

Financial assistance for the preparation of this report was provided through grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), U.S. Department of Transportation through the New York State Department of Transportation. The Capital Region Transportation Council is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Title VI and Nondiscrimination Policy Statement

The Capital Region Transportation Council (Transportation Council) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, or national origin as protected by Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d). Additionally, the Transportation Council will provide meaningful access to services for persons with Limited English Proficiency (LEP) in accordance with Executive Order # 13166. The Transportation Council is also committed to ensuring that no person is excluded from participation in, or denied the benefits of, its transportation planning process on the basis of sex, age, or disability as protected by Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. § 324), the Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990.

If information is needed in another language, contact 518-458-2161 or send an e-mail to info@capitalmpo.org.

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Table of Contents

| | |
|---|-----|
| Disclaimer..... | iii |
| Title VI and Nondiscrimination Policy Statement..... | iii |
| Introduction | 1 |
| About the Transportation Council | 1 |
| Transportation Council Structure | 3 |
| Federal Requirements | 5 |
| Development of the UPWP..... | 5 |
| Public Review Process | 6 |
| Federal Planning Factors..... | 7 |
| UPWP Planning Priorities for the Capital Region | 8 |
| New UPWP Tasks..... | 12 |
| Key Accomplishments of the 2024-2025 UPWP..... | 14 |
| Proposed 2025-2026 UPWP Budget..... | 15 |
| FHWA PL Carryover Plan | 17 |
| UPWP Task Descriptions..... | 18 |
| 44.21.00 Program Support and Administration | 20 |
| 1.51 Committee Activities..... | 20 |
| 1.61 Transportation Council Administration | 20 |
| 1.65 UPWP Development and Reporting | 21 |
| 1.66 Title VI and Nondiscrimination..... | 22 |
| 1.68 NYSAMPO Administration | 23 |
| 1.69 NYSAMPO/AMPO/TRB Committees and Working Groups | 23 |
| 1.70 Public Participation | 24 |
| 44.22.00 General Development and Comprehensive Planning | 25 |
| 2.01 Technical Assistance Program | 25 |
| 2.25 Transportation Data Collection and Analysis | 26 |
| 2.28 Census and Capital Region Indicators..... | 27 |
| 2.29 Geographic Information Systems (GIS) | 28 |
| 2.30 Human Services Transportation Coordination..... | 29 |
| 2.31 Housing and Community Planning..... | 30 |
| 44.23.01 Long-Range Transportation Planning (LRTP) – System Level | 31 |
| 3.11 STEP Model Development and Maintenance..... | 31 |

| | |
|---|----|
| 3.31 Infrastructure Planning | 32 |
| 3.41 Metropolitan Transportation Plan..... | 33 |
| 3.51 Performance-Based Planning | 34 |
| 44.23.02 Long-Range Transportation Planning (LRTP) – Project Level..... | 35 |
| 3.22 Regional Operations and Congestion Management..... | 35 |
| 3.32 Regional Signal Timing Program..... | 36 |
| 44.24.00 Short-Range Transportation Planning (SRTP) | 37 |
| 4.13 Transit Planning..... | 37 |
| 4.14 Transportation Demand Management Initiatives..... | 37 |
| 4.15 Safety Planning..... | 38 |
| 4.16 Resilience and Security Planning..... | 39 |
| 4.17 Complete Streets..... | 40 |
| 4.21 Freight Planning | 41 |
| 4.64 Americans with Disabilities Act (ADA) Planning..... | 42 |
| 4.67 Active Transportation Planning | 42 |
| 4.70 USDOE Clean Cities and Communities Program..... | 43 |
| 44.25.00 Transportation Improvement Program (TIP) | 44 |
| 5.01 Transportation Improvement Program (TIP) Development and Maintenance | 44 |
| 5.21 Air Quality and Conformity | 45 |
| 5.51 Travel Demand Modeling Services | 46 |
| 5.61 TIP Project Development Support | 46 |
| 44.27.00 Other Activities..... | 47 |
| 7.10 Town of Colonie GEIS Support..... | 47 |
| 7.11 Town of Malta GEIS Support..... | 48 |
| 7.12 Albany County Active Transportation Technical Assistance..... | 48 |
| 7.13 Village of Ballston Spa - Traffic Calming Master Plan..... | 49 |
| 7.14 City of Saratoga Springs – West Avenue Complete Streets Study | 50 |
| 7.21 Voorheesville All Access Complete Streets Feasibility Study | 50 |
| 7.22 Broadway Flood Resilient Multi-Modal Corridor Study..... | 51 |
| 7.24 Central Avenue West Corridor Study..... | 52 |

| | |
|--|----|
| 7.25 Curry Road & Guilderland Avenue Multi-Modal Study | 53 |
| 7.26 Milton Town Center Plan Update..... | 54 |
| 7.89 Halfmoon/Clifton Park County Route 109 Corridor Study | 54 |
| 7.90 Niskayuna Complete Streets Study: NYS Route 7..... | 55 |
| Statewide Planning Efforts..... | 56 |
| NYSAMPO Shared Cost Initiatives (SCI)..... | 56 |
| State Planning Research (SPR) Funded Efforts During FFY25..... | 57 |
| Appendix A: UPWP Funding Tables..... | 61 |
| Appendix B: Public Comments and Responses..... | 68 |

Introduction

The Capital Region Transportation Council (Transportation Council) is the Metropolitan Planning Organization (MPO) for Albany, Rensselaer, Saratoga¹, and Schenectady Counties in New York State, hereafter referred to as the Capital Region. Per 23 USC 134 and 49 USC 5303, every urbanized area in the United States with a population of at least 50,000 must have a designated MPO to qualify for federal transportation funding programs. MPOs are responsible for leading the regional transportation planning process, providing a forum for State and local officials to discuss transportation issues and to reach consensus on transportation plans and programs of capital projects. The Transportation Council is a Transportation Management Area (TMA) per 23 USC 134(k) and 49 USC 5303(k) with the additional responsibility of addressing congestion through a congestion management process.

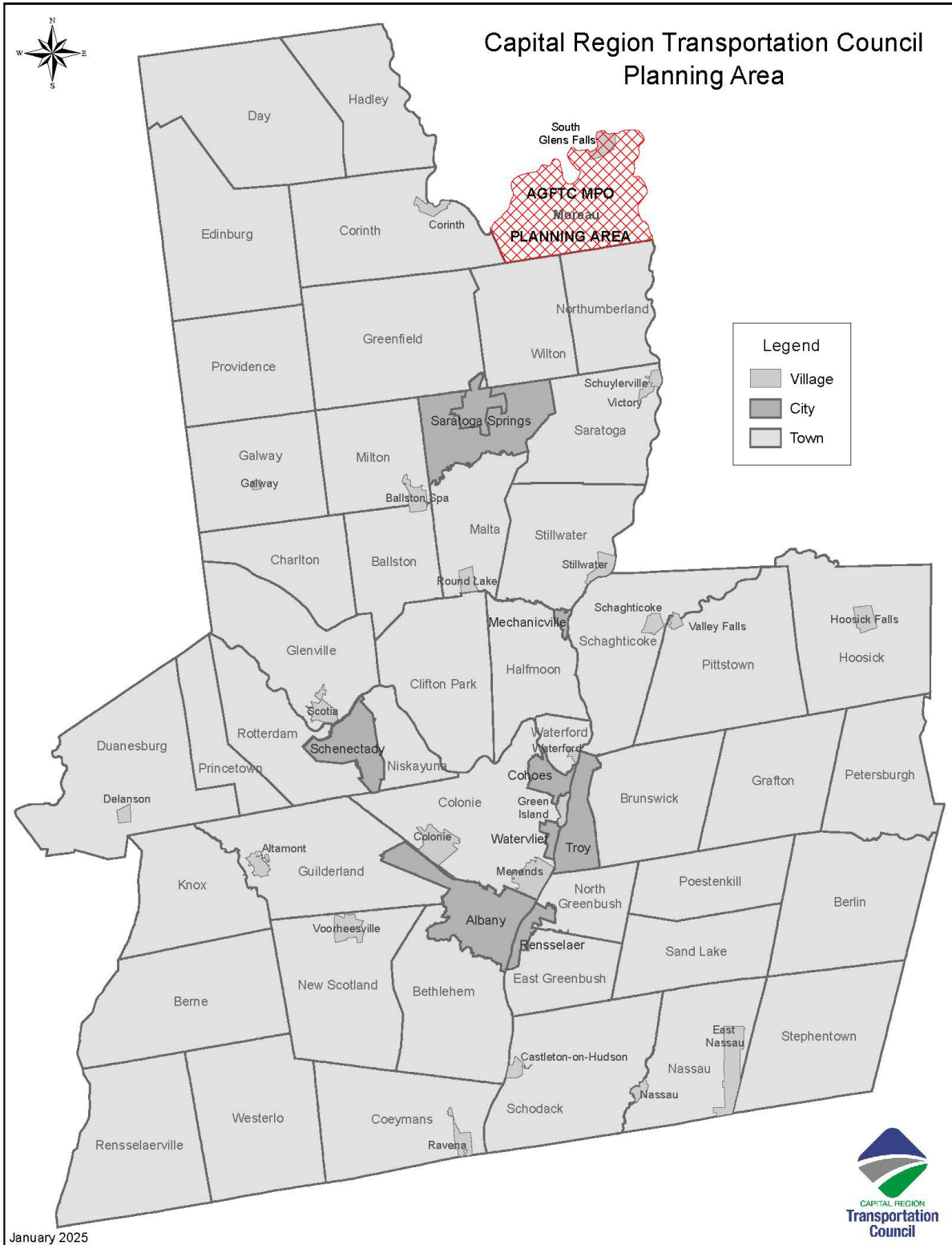
This Unified Planning Work Program (UPWP) is consistent with 23 CFR 450.308(b) and describes the region's transportation planning activities to be performed within its planning area using federal funds. The UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds. The 2025-2026 UPWP covers the state fiscal year beginning April 1, 2025 and ending March 31, 2026.

About the Transportation Council

The Transportation Council supports a transportation planning process that is cooperative, collaborative, and technically sound in a planning area shown in Map 1. Its planning work is comprehensive in nature and oriented to preserving transportation infrastructure, providing mobility options, and developing a resilient and sustainable transportation system. This work is undertaken in cooperation with state agencies, regional organizations, and local governments, especially the New York State Department of Transportation (NYSDOT) and the Capital District Transportation Authority (CDTA), through a Policy Board and a Planning Committee.

¹ The Town of Moreau and the Village of South Glens Falls in Saratoga County are part of the Adirondack/Glens Falls Transportation Council.

Map 1 – Capital Region Transportation Council Metropolitan Planning Area



Transportation Council Structure

The Transportation Council's decision making body is its Policy Board, comprised of 25 voting members including local elected officials (or their designees) from four counties (two seats per county), eight cities, three towns and villages (two of which rotate annually), and officials and transportation agency representatives from NYSDOT, CDTA, the Capital District Regional Planning Commission (CDRPC), the New York State Thruway Authority (NYSTA), the Albany Port District Commission, and the Albany County Airport Authority. Table 1 lists all the voting and advisory Policy Board members. Policy Board members are encouraged to bring forth issues and concerns at any time as they are expected to be active participants in the planning process.

Much of the work necessary to develop recommendations about plans and programs for Policy Board review and approval is delegated to the Transportation Council's Planning Committee. The Planning Committee is largely composed of technical staff (i.e., city engineers, planning directors, etc.) as appointed by the Policy Board members (i.e., Mayors, Supervisors, etc.). The Planning Committee provides input and direction to the Transportation Council's planning efforts, develops recommendations for action by the Policy Board, and has the delegated authority to approve small-scale changes to the Transportation Council's work program or to the Transportation Improvement Program.

Table 1 Transportation Council Policy Board Members

| Member Organization/Community | Representative as of March 6, 2025 |
|---|--|
| Albany County | Daniel P. McCoy, Albany County Executive |
| | Joanne Cunningham, Chair, Albany County Legislature |
| City of Albany | Kathy M. Sheehan, Mayor (Chair) |
| Albany County Airport Authority | Peter Stuto, Acting Chief Executive Officer |
| Albany Port District Commission | Christine Stuto, Chief Financial Officer |
| Capital District Regional Planning Commission | Lawrence Schillinger, Esq., CDRPC Chair |
| Capital District Transportation Authority | Michael Collins, Acting CEO (Vice Chair) |
| City of Cohoes | William T. Keeler, Mayor |
| Town of Colonie | Peter Crummey, Supervisor |
| Town of Coeymans | Stephen Donnelly, Supervisor |
| Federal Highway Administration* | Richard J. Marquis, Albany Division Administrator |
| Federal Transit Administration* | Michael Culotta, Regional Administrator |
| City of Mechanicville | Michael Butler, Mayor |
| NYS Department of Transportation – Region 1 | Michael Arthur, Regional Director (Secretary) |
| NYS Thruway Authority | Phil Serafino, Albany Division Director |
| City of Rensselaer | Michael E. Stammel, Mayor |
| Rensselaer County | Steven McLaughlin, Rensselaer County Executive |
| | Kelly Hoffman, Chair, Rensselaer County Legislature |
| Saratoga County | Philip C. Barrett, Chair, Saratoga County Board of Supervisors |
| | Tom Werner, Saratoga County |
| City of Saratoga Springs | John Safford, Mayor |
| Village of Schaghticoke | Scott Rice, Mayor |
| City of Schenectady | Gary McCarthy, Mayor |
| Schenectady County | Gary Hughes, Chair, Schenectady County Legislature |
| | Rory Fluman, Schenectady County Manager |
| City of Troy | Carmella Mantello, Mayor |
| City of Watervliet | Charles V. Patricelli, Mayor |

* Advisory or non-voting member.

Federal Requirements

Under Federal law, the Transportation Council is required to develop three major products in support of the metropolitan transportation planning process:

1. Metropolitan Transportation Plan (MTP) – The MTP, also referred to as the long-range regional transportation plan, establishes investment policies and principles that guide the Transportation Council’s decision-making and activities for a planning horizon of no less than 20 years. The MTP is updated every five years and is currently known as New Visions 2050. An updated MTP will be adopted in September 2025.
2. Unified Planning Work Program (UPWP) – The UPWP is a one-year program of planning activities to be undertaken by the Transportation Council that includes budgets by task.
3. Transportation Improvement Program (TIP) – The TIP is the Transportation Council’s five-year capital program of transportation projects updated every three years. The current TIP includes federal fiscal years 2022-2027 and is being updated to include federal fiscal years 2025-2030. The 2025-2030 TIP is expected to be adopted in June 2025.

Additional information about the Transportation Council’s structure and operations is available in the Reference Guide to the Capital Region Transportation Council.

Development of the UPWP

The UPWP identifies transportation planning activities that are to be undertaken in the Capital Region to further develop the policies and recommendations contained in New Visions 2050. At minimum, the UPWP includes a description of each task, the resulting products and who the work will be performed by (i.e., Transportation Council staff, consultants, etc.). The time frames for completing each task are also identified along with costs and fund sources. The Transportation Council’s UPWP also includes resources for staff support services for the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and support for the U.S. Department of Energy’s Clean Cities and Communities program.

This UPWP has been prepared for the state fiscal year 2025-2026 (beginning April 1, 2025 and ending March 31, 2026). Preparing the UPWP annually allows the Transportation Council to be more responsive to the region’s transportation planning needs and to adjust to changes in federal and state transportation policy. The Infrastructure and Investment Jobs Act (IIJA), also known as the Infrastructure Investment and Jobs Act (IIJA) (or BIL), enacted on November 15, 2021 added additional planning funds and planning requirements that the Transportation Council addresses in this document. The UPWP may be amended at any time based on changes

in planning activities and budgets or to comply with Executive Orders or guidance issued by USDOT via FHWA and FTA. The Transportation Council will coordinate with FHWA, FTA, New York State, and others on UPWP amendments as needed.

Development of this UPWP began with Transportation Council staff preparing work plans for on-going or in-progress tasks from the previous 2024-2025 UPWP. A call for community planning/Linkage Program initiatives and ADA Self-Evaluations and Transition Plans was also issued by the Transportation Council in October 2024. Three proposals were submitted for consideration by the December 6, 2024 deadline. The project evaluation recommendations as well as the staff work plans were incorporated into a draft UPWP that was reviewed and approved for public review by the Planning Committee at its January 29, 2025 meeting.

Public Review Process

The public review process began with a press release on January 30, 2025 announcing the availability of the Draft UPWP and a Summary document for Public Review on the Transportation Council's website. The Public Review Summary discussed what the UPWP is, how it was developed, what general planning tasks were included, the proposed budgets, and highlighted the major planning tasks. The summary was translated into three "Safe Harbor" languages, Spanish, Chinese, and Arabic. The public was invited to provide feedback at a virtual public meeting, during an in person Open House, through an online survey, and by emailing, mailing, or calling the Transportation Council with comments. The comment deadline was March 5, 2025.

Website links to the UPWP materials were provided to the public via social media, the Transportation Council's newsletter, and through emails sent to the Transportation Council's Policy Board, Planning Committee, and Advisory Committees. Additionally, several social media campaigns were created to educate the public about what an MPO is, what the UPWP is, promote UPWP events, and inform the public as to how to submit comments.

The virtual UPWP public meeting was held on February 6, 2025. Seventeen (17) individuals participated in the meeting. A link to the recording of the meeting was provided on the Transportation Council's website for viewing. The public open house was held at the Transportation Council's office on February 11, 2025 with nine (9) people in attendance.

The public survey for the UPWP attempted to gauge the public's transportation planning priorities for the region. Since the survey opened on January 30, seventeen (17) responses were received. The top priorities of respondents included 1) planning to increase accessibility, transit options, active transportation options, and rail options for the movement of people and goods, 2) planning that supports the economic vitality of the region, 3) planning for the efficient management and operation of the transportation system and 4) planning that enhances and protects the environment. Respondents were split on favoring larger, more complex planning

work in the UPWP versus more narrow, quicker planning work but thirteen (13) respondents noted a combination of both was important. Respondents were similarly split on prioritizing region wide planning work versus local planning assistance.

A summary of public comments received as well as the Transportation Council's responses is available in Appendix B.

The Transportation Council also consulted with the Delaware Tribe, Stockbridge-Munsee Community Band of Mohican Indians, and the Saint Regis Mohawk Tribe as well as the Federal Land Management Agency (FLMA), the Watervliet Arsenal, the National Laboratory and the Saratoga Battlefield/National Park Service. At the time of UPWP adoption, there were no comments from these entities.

Federal Planning Factors

The Transportation Council is required to address ten planning factors through a continuous, cooperative, and comprehensive metropolitan transportation planning process. The ten planning factors were established in the Fixing America's Surface Transportation (FAST) Act of 2015 and were reaffirmed in the 2021 Infrastructure Investment and Jobs Act (IIJA) (BIL). The ten planning factors and related UPWP tasks that address each factor are provided in Table 2.

Table 2 Federal Planning Factors

| Federal Planning Factor | UPWP Tasks |
|---|---|
| (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency | 3.41 Metropolitan Transportation Plan 3.51 Performance-Based Planning 4.21 Freight Planning |
| (2) Increase the safety of the transportation system for motorized and non-motorized users | 4.15 Safety Planning 4.17 Complete Streets 4.67 Active Transportation Planning |
| (3) Increase the security of the transportation system for motorized and non-motorized users | 3.22 Regional Operations and Congestion Management 4.16 Resilience and Security Planning |
| (4) Increase accessibility and mobility of people and freight | 2.30 Human Services Transportation Coordination 4.13 Transit Planning 4.21 Freight Planning |
| (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns | 2.31 Housing and Community Planning 3.41 Metropolitan Transportation Plan 4.16 Resilience and Security Planning |
| (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight | 3.41 Metropolitan Transportation Plan 4.13 Transit Planning 4.17 Complete Streets |
| (7) Promote efficient system management and operation | 3.11 STEP Model Development and Maintenance 3.22 Regional Operations and Congestion Management |
| (8) Emphasize the preservation of the existing transportation system | 3.31 Infrastructure Planning 3.51 Performance-Based Planning |
| (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation | 3.22 Regional Operations and Congestion Management 4.16 Resilience and Security Planning |
| (10) Enhance travel and tourism | 3.41 Metropolitan Transportation Plan 4.17 Complete Streets 4.67 Active Transportation Planning |

UPWP Planning Priorities for the Capital Region

The Transportation Council adopted its New Visions 2050 Metropolitan Transportation Plan on September 3, 2020. A plan update is underway and will be completed in September 2025. As adopted, New Visions 2050 supports keeping the region’s highways and bridges in good condition, providing high quality transit service through continued investment in Bus Rapid Transit, and designing safer streets. Implementation of New Visions 2050 requires coordination with state agencies, regional organizations, and local governments. The UPWP allows the region to undertake planning that supports New Visions 2050 priorities. The following describes the region’s planning priorities and their relationship to tasks in the UPWP.

- **Invest in a Quality Region** – A quality region considers health, the economy, and the environment within an overall framework of land use planning and transportation policies. Creating and sustaining a quality region is central to the direction of New Visions 2050 toward urban investment, concentrated development patterns, and smart economic growth. Related UPWP task(s):
 - 7.21, 7.22, 7.23, 7.24, 7.25, 7.26, 7.89, and 7.90 along with new tasks 7.12, 7.13, and 7.14. These planning studies are part of the Transportation Council’s Community Planning/Linkage Program. UPWP funds are provided to local governments for strategic community-based plans that integrate land use and transportation planning. This work is undertaken by consultants.

- **Make Investments Regionally Equitable** – Transportation investments will address all needs fairly and equally. Funding for appropriate repair, replacement and reconstruction will be based on the function and condition of the facility – not ownership. Related UPWP task(s):
 - 5.01 Transportation Improvement Program (TIP) – The 2025-2030 TIP was prepared using updated project categories to be consistent with Metropolitan Transportation Plan (MTP) goals and federally required performance measure focus areas. Projects were selected based on staff evaluations which consider function, condition, traffic volume, and safety, among other criteria.

- **Support Economic Development** – Transportation is critical to the region’s economy. New Visions articulates the transportation investment needed for sustainable regional economic growth. Related UPWP task(s):
 - 2.28 Census and Capital Region Indicators – The Transportation Council and CDRPC will continue to partner on the maintenance and update of the Capital Region Indicators website, providing census and other data for use in marketing the region for economic development initiatives.
 - 3.41 Metropolitan Transportation Plan – Coordination with the Capital Region Economic Development Council, the Capital Region Chamber of Commerce and other groups will ensure that the new metropolitan transportation plan considers and incorporates the region’s economic development priorities that have evolved since the 2020 adoption of New Visions 2050.

- **Preserve and Manage the Transportation System** – Transportation funding must be sufficient to both repair and sometimes replace our highway, bridge, and transit infrastructure. Related UPWP task(s):
 - 3.31 Infrastructure Planning – In conjunction with Task 6.17 Resilience and Security Planning, develop a scope of work and hire a consultant for a Resiliency Improvement Plan that includes a regional infrastructure vulnerability assessment.
 - 3.41 Metropolitan Transportation Plan – Complete a consultant effort to develop revenue projections, prepare infrastructure condition forecasts and repair cost

estimates of local federal aid roadways, and prepare a financial plan for the Metropolitan Transportation Plan update.

- **Maintain Travel Reliability** – Reliable traffic flow is more important than reducing congestion as traffic congestion is often a sign of an area’s economic vitality. Related UPWP task(s):
 - 3.22 Regional Operations and Congestion Management – Update traffic forecasts and strategy recommendations for Congestion Management Process identified corridors. Develop a Capital Region Smart Roads Program with a template scope of work for a concept of operations plan for Intelligent Transportation Systems (ITS) and operations improvements on the region’s arterials.
 - 3.51 Performance-Based Planning – Continue to collect, analyze, and share data to measure the performance of the transportation system and the Metropolitan Transportation Plan.
- **Invest in Safety** – Our region will move toward eliminating transportation related deaths and serious injuries by 2050. Related UPWP task(s):
 - 4.15 Safety Planning – Continue to administer a federal Safe Streets and Roads for All grant to develop the Capital Region Vision Zero Safety Action Plan.
- **Invest in Security** – Protection of critical infrastructure from natural disasters, acts of terrorism and cyber-attacks are of increasing concern. Scenario planning and computer modeling will support regional security planning efforts. Related UPWP task(s):
 - 4.16 Resilience and Security Planning – Prepare a scope of work and hire a consultant to prepare a Capital Region Resilience Improvement Plan, support NYS DOT with the development of the NYS Resiliency Plan, and provide technical assistance to local, regional, and state agencies on emergency route planning and hazard mitigation planning.
- **Invest in Complete Streets** – Street design will serve all users, including pedestrians, bicyclists, transit riders, freight and personal vehicle drivers and riders. Related UPWP task(s):
 - 4.17 Complete Streets – Encourage community adoption of complete streets policies, continue to assess the impact of Complete Streets projects through before and after studies, and prepare an active transportation/complete streets network for the Capital Region.
- **Encourage Bicycle and Pedestrian Travel** – Bicycle and pedestrian improvements will be considered from the perspective of developing a system. A regional system of sidewalks, bicycle facilities, and multi-use trails will encourage safe bicycle and pedestrian use. Related UPWP task(s):
 - 4.67 Active Transportation Planning – Transportation Council staff will support and maintain the Active Transportation Advisory Committee, monitor and record

progress toward developing a regional active transportation/complete streets network, and will coordinate with communities on the implementation of the Capital District Trails Plan.

- **Invest in Transit and Provide Essential Mobility for All** – Innovative and viable transportation services support concentrated development by providing access to reliable and affordable transportation. Related UPWP task(s):
 - 2.30 Human Services Transportation Coordination – Convene the Human Services Transportation Advisory Committee to coordinate service provision and assist human services transportation providers with inter-agency communication, coordination, and other improvements for seniors and people with disabilities.
 - 4.13 Transit Planning – Continue to support CDTA on the development and implementation of its Bus Rapid Transit Expansion Study and Transit Development Plan (TDP).
- **Prioritize Affordable and Convenient Travel Options** – Regional efforts will prioritize affordable and convenient travel options and programs that encourage behavioral shifts away from single occupancy vehicle (SOV) travel and help balance the transportation system among driving, bicycling, walking, transit, carpooling, vanpooling, and telework. Related UPWP task(s):
 - 4.14 Transportation Demand Management (TDM) Initiatives – Transportation Council staff will use the results of the Driver Survey to identify TDM strategies for the Metropolitan Transportation Plan. Continue to maintain the 511NY Rideshare Capital Moves website and assist with the administration of the Guaranteed Ride Home program.
- **Move Freight Efficiently** – The Transportation Council’s planning efforts will embrace freight’s key contributions to regional prosperity, while also trying to mitigate the negative impacts of all modes of freight movement on local communities. Maintaining the health and improving the efficiency of freight facilities in the region through public/private partnerships is a high priority. Related UPWP task(s):
 - 4.21 Freight Planning – Transportation Council staff will facilitate quarterly Freight Advisory Committee (FAC) meetings and collect data and provide technical assistance to local jurisdictions to identify over-dimension routes and potential projects to support the movement of over dimension cargo in the region.
- **Preserve the Environment** – Transportation investments must improve or preserve the region’s cultural and natural environment, must not encourage development in environmentally sensitive areas and must help preserve rural character. Related UPWP task(s):
 - 2.29 Geographic Information Systems - Monitor the availability of GIS data for regional environmental features from federal and state agencies and other secondary sources to map and document the environmental systems, natural,

and cultural resources present at the project and regional level.

- 4.70 USDOE Clean Cities and Communities Program – The Transportation Council continues to host the Capital District Clean Communities Coalition, funded through the US Department of Energy (USDOE) Clean Cities program to promote the use of alternative fuel vehicles in the Capital Region.
- **Leverage Technology** – Plan for advancements in technology, such as self-driving cars, self-adjusting traffic signals, smart phone applications, and shared mobility that will have tremendous and wide-reaching impacts on future transportation. Related UPWP task(s):
 - 3.22 Regional Operations and Congestion Management – Transportation Council staff will facilitate the Regional Operations and Safety Advisory Committee (ROSAC) to discuss and coordinate operations and safety initiatives, share best practices, and plan for the implementation of ITS, incident management, congestion management, and safety projects.

New UPWP Tasks

Four new planning tasks are included in the 2025-2026 UPWP, several existing tasks have new proposed projects or were consolidated, and the remaining tasks represent on-going or carryover activities from the previous UPWP. The four new planning tasks and new projects that are part of existing UPWP tasks, along with their relationship to the planning priorities in New Visions 2050, the metropolitan transportation plan, are:

New Task 2.31 Housing and Community Planning:

- Purpose: To collect data and provide regional and local assessments of housing and community planning issues. The assessments will consider the relationship between transportation infrastructure and housing patterns, including the need for affordable housing.
- Relationship to Federal Planning Factors: Supports Planning Factors 1 (Support Economic Vitality), 4 (Increase Accessibility), and 5 (Protect and Enhance the Environment).
- Relationship to New Visions 2050 priorities: Supports Investing in a Quality Region, Economic Development, and Preserving the Environment.

New Task 7.12 Albany County Active Transportation Technical Assistance:

- Purpose: To assess the feasibility of enhancing active transportation on Albany County streets and lands near the Albany International Airport and along Russell Road.
- Relationship to Federal Planning Factors: Supports Planning Factors 2 (Improve Safety), 3 (Increase Security), 4 (Increase Accessibility), and 6 (Enhance Transportation System Integration and Connectivity).
- Relationship to New Visions 2050 priorities: Supports Investing in a Quality Region, Investing in Complete Streets and Investing in Safety.

New Task 7.13 Village of Ballston Spa – Traffic Calming Master Plan:

- Purpose: To prepare a village-wide Traffic Calming Master Plan that builds upon previous complete streets workshops and the 2022 Pedestrian and Bicycle Master Plan. The plan will include physical and policy-based recommendations to reduce vehicle speeds, including a study needed to adopt a village-wide 25 mph speed limit, prepare a Complete Streets ordinance, improve safety on roadways in the Village, and promote multi-modal mobility and access.
- Relationship to Federal Planning Factors: Supports Planning Factors 2 (Improve Safety), 3 (Increase Security), 4 (Increase Accessibility), 5 (Improve Quality of Life), and 6 (Enhance Transportation System Integration and Connectivity).
- Relationship to New Visions 2050 priorities: Supports Investing in a Quality Region, Investing in Complete Streets, and Investing in Safety.

New Task 7.14 City of Saratoga Springs – West Avenue Complete Streets Study:

- Purpose: To assess the impacts of projected growth in the vicinity of West Avenue in the City of Saratoga Springs and identify potential mitigation strategies in the context of complete streets design. Concepts to improve walking, biking, and access to existing public transit, in addition to infrastructure cost sharing as a potential implementation tool will be explored. The study builds upon the previously completed technical memo "Reconnecting the West Side".
- Relationship to Federal Planning Factors: Supports Planning Factors 2 (Improve Safety), 3 (Increase Security), 4 (Increase Accessibility), 5 (Improve Quality of Life), and 6 (Enhance Transportation System Integration and Connectivity).
- Relationship to New Visions 2050 priorities: Supports Investing in a Quality Region, Investing in Complete Streets, and Investing in Safety.

New projects proposed as part of existing tasks include:

- Task 3.11 STEP Model Development and Maintenance – Retain a consultant(s) for multi-year services related to a new Household Travel Survey and a STEP Model update. Up to \$1 million will support this joint effort between the Transportation Council, NYSDOT, and the Adirondack Glens Falls Transportation Council.
- Task 3.22 Regional Operations and Congestion Management – Support the NYSDOT Traffic Signal Project by developing a proposal for a Capital Region Smart Roads program, including template scope of work for and concept of operations plan for ITS and Operations improvements on the region's signalized arterials.
- Task 4.17 Complete Streets – Perform complete street project before and after studies and create an active transportation/complete streets network across the region in coordination with Task 4.67 Active Transportation Planning.

- Task 4.21 Freight Planning – Collect data and provide technical assistance to local jurisdictions to identify over-dimension routes through the region, and projects that could have an impact on the movement of over-dimension cargo.
- Task 4.64 Americans with Disabilities Act (ADA) Planning – Hire a consultant for a \$22,000 contract to prepare an ADA Self-Evaluation and Transition Plan for Albany County.

Key Accomplishments of the 2024-2025 UPWP

The Transportation Council's 2024-2025 UPWP focused on implementing the recommendations of the New Visions 2050 Plan. Key accomplishments include:

Transportation Improvement Program (TIP) – The TIP Task Force finalized a TIP Guidance Document, approved by the Policy Board in September 2024, that updated the TIP project evaluation process. The status of existing TIP projects was assessed and a TIP project sponsor meeting was held. A solicitation for new projects was issued in October with a December 2024 deadline. New projects were evaluated and selected for inclusion in the 2025-2030 TIP in January and the draft 2025-2030 TIP was released for public review in March 2025.

Metropolitan Transportation Plan – Significant staff time was dedicated to the preparation of the new metropolitan transportation plan to be known as In Motion: The Plan to 2050 to be adopted in September 2025. A draft vision statement, goals and objectives were released for public review, a planning scenario workshop was held, a needs assessment was completed, and a drone video/photo library was created.

Safety – Made substantial progress on the Capital Region Vision Zero Safety Action Plan. Completed tasks including defining the data approach, document and resource review, historical crash summary and emphasis areas, highway safety investigations, data collection for speed limit recommendations, and corridor concept development workshops.

ADA Transition Plans – Self-assessment and Transition Plans were substantially completed in the City of Troy, Village of Ballston Spa, Town of Guilderland, Village of Menands, City of Rensselaer, and the Towns of Clifton Park and Wilton.

Technical Assistance Program – The following Technical Assistance projects were completed:

- Town of North Greenbush US Route 4 and Bloomingrove Road
- Traffic Assessment City of Rensselaer Broadway and Partition Street
- Traffic Assessment Town of Ballston Intersections
- Albany County – Picard Road Data Collection
- Town of Bethlehem/Regional ReUse Center Technical Assistance

Community Planning/Linkage Program Studies – The Transportation Council staff continued to provide technical assistance to NYSDOT for the Reimagine 787 Planning and Environment Linkages (PEL) study and to Schenectady County for its I-890 Exit 4C PEL Study. The following community planning studies were completed:

- Town of Brunswick Hoosick Road Corridor Study
- Sand Creek Road Complete Street Feasibility
- City of Schenectady Albany and Crane Streets Linkage Study
- East and North Greenbush Route 4 Corridor Study: Inter-Municipal Update
- Curry Road & Guilderland Avenue Multi-Modal Study

The following planning studies were substantially completed.

- Voorheesville All Access Complete Streets Feasibility Study
- Broadway Flood Resilient Multi-Modal Corridor Study
- Castleton Complete Streets & Connections Plan
- Milton Town Center Plan Update

Complete Streets – Completed the Capital Region Complete Streets StoryMap.

Title VI and Nondiscrimination - Drafted a revised Title VI Implementation Plan and Assurances document that was adopted in September 2024.

Regional Operations and Congestion Management – Issued a solicitation for Congestion Management Process Field Visits and Problem Statements to local public agencies. Four responses received; work ongoing.

Regional Signal Timing Program – Completed a consultant led study to develop and field implement optimized signal timing plans in the Cities of Albany, Schenectady, and Troy.

Transit and Human Service Agency Transportation – Held a Tools of the Trade Workshop for Human Services Transportation Providers in April 2024. Coordinated with CDTA on the development of the Transit Development Plan.

Transportation Demand Management – Completed a Capital Region Driver Survey.

Proposed 2025-2026 UPWP Budget

The primary sources of federal planning funds supporting UPWP activities are FHWA's Section 104(f) Metropolitan Planning (PL) funds and FTA's Section 5303 Metropolitan Planning Program (MPP) funds. The Transportation Council's estimated allocation of PL and MPP funds for fiscal year 2025-2026 are \$2,712,858 and \$471,658, respectively. The Transportation Council's allocation for the Safe and Accessible Transportation Options Metropolitan Planning Set-Aside (PL Set-Aside: Complete Streets) for complete streets planning work is \$54,619 for federal fiscal

year 2025 in addition to a carryover balance of \$95,754. The UPWP assigned over \$1,500,000 in PL funds to Transportation Council administered consultant contracts and \$183,000 in pass through PL funds to support CDRPC efforts, matched with \$61,000 in local CDRPC cash. In addition, the Transportation Council will continue to administer a \$1.15 M Safe Streets and Roads for All Program grant through the Federal Highway Administration.

The detailed proposed UPWP budget estimate, containing all federal, state, and local fund sources, is shown in Appendix A: Financial Tables (funding estimates are subject to change). A summary is provided in Table 3.

The NYSDOT Statewide Planning and Research (SPR) activities that directly pertain to the Capital Region are described in the text of the UPWP but are not shown in the financial tables. A list of SPR projects that pertain to the region is available on page 57 of this UPWP.

The Transportation Council’s federal aid program is primarily matched by NYSDOT Toll Credits, valued at over \$300,000. Additional non-federal sources of funding supporting the Transportation Council’s planning activities include Local In-Kind and cash contributions which are collected to not only meet the Transportation Council’s local match requirements on federal transportation planning funds but are also used to leverage staff resources to expand the scope of the Transportation Council’s planning program.

Table 3: 2025-2026 UPWP Budget Estimate Summary**
(See Appendix A, Table 1 for details) (as of March 6, 2025)

| Fund Source | Federal | State | Local | Total |
|---|--------------------|------------------|------------------|--------------------|
| 2025-2026 FHWA Metropolitan Planning (PL) | \$2,712,858 | | | \$2,712,858 |
| CDRPC FHWA Metropolitan Planning (PL) | \$183,000 | | \$61,000 | \$244,000 |
| FHWA PL SCI* | \$200,000 | | | \$200,000 |
| PL Set-Aside: Complete Streets | \$150,373 | | | \$150,373 |
| FHWA SPR | \$80,000 | \$20,000 | | \$100,000 |
| FTA X035 | \$471,658 | | | \$471,658 |
| FTA X034 | \$50,000 | | | \$50,000 |
| STBG-Flex | \$428,000 | \$107,000 | | \$535,000 |
| Local Agreements & Cash contributions | | | \$366,943 | \$366,943 |
| Local In-Kind | | | \$142,500 | \$142,500 |
| USDOE | \$147,887 | | | \$147,887 |
| SS4A: Safe Streets & Roads for All | \$746,509 | \$40,300 | \$176,743 | \$963,552 |
| Total | \$5,170,285 | \$167,300 | \$745,186 | \$6,082,771 |

*\$50,000 is dedicated to the Syracuse Metropolitan Transportation Council (SMTC) for New York State Association of Metropolitan Planning Organizations conference planning as a Shared Cost Initiative (SCI).

**This table does not include State match from In-Kind Services or Toll Credits.

FHWA PL Carryover Plan

The Transportation Council's budgeting strategy is to assign all available federal transportation funds to planning tasks along with any fund balances (carryover) from prior years. Carryover balances occur when programmed activities are not completed or expenditures are not made in a given fiscal year. The Transportation Council estimates a roughly \$600,000 carryover balance from the prior UPWP, largely a result of reduced staffing and consultant activities that were not completed or initiated as quickly as expected. To spend down this carryover balance, the Transportation Council will adjust personnel, overhead, consultant, and pass-through costs.

1. **Personnel costs.** The Transportation Council experienced staff turnover in 2024 which slowed the use of federal funds. Four staff were hired in fall/winter 2024 and three additional hires are expected in 2025, returning staff time expenditures to prior levels. In addition, staff salary increases related to cost of living and merit adjustments will increase spending in the 2025-2026 UPWP. A limited 'rainy day' fund reserve will be maintained.
2. **Overhead costs.** The Transportation Council's overhead costs are kept lower than other organizations due to its public purpose. The Transportation Council's hosting agreement with CDTA is meant to reduce administrative staff and costs by relying on the host's resources to provide financial, auditing, legal, and purchasing services. Increasing overhead costs is not a reasonable option for spending carryover balance.
3. **Consultant costs.** The Transportation Council has consultant contracts to provide specific professional services, such as the development of Community Planning/Linkage Program plans, collecting transportation data, and support services toward the development of the Metropolitan Transportation Plan. Consultant contracts are limited by CDTA's ability and willingness to deal with cash flow as the Transportation Council's host agency. Cash flow refers to the practice in which the host agency pays for monthly expenses, the Transportation Council submits reimbursement requests to the NYSDOT, and several months later the host receives the reimbursement. The Transportation Council is fortunate that CDTA has the financial ability and the willingness to deal with cash flow issues. Increasing the use of consultants is a primary tool to reduce the carryover balance over time.
4. **Pass-through costs.** Some MPOs pass MPO funding directly onto their members. This method is "fraught with danger" as members become very reliant on and competitive for these funds. There are never enough MPO funds to fund all members, and like MPO capital funding, members can rarely agree on who receives them and the amounts. For its entire history, the Transportation Council has only passed funds to its fellow regional planning agency and member, the Capital District Regional Planning Commission (CDRPC) which has not spent the funds entirely each year. Increasing pass-through costs is not a reasonable option for spending carryover balance.

The Transportation Council’s plan to spend down its carryover balance will be through increased spending on consultant work and three new staff members in 2025.

UPWP Task Descriptions

Each UPWP planning task description includes a goal, a list of the primary activities and anticipated products, an indication as to who will perform the work, a schedule, and a budget estimate. The task budget estimate is provided by fund source for staff time, professional services (i.e. consultant contracts), local agreements (paid technical work provided by Transportation Council staff to a local government) and other expenditures (i.e., costs related to software, travel, printing, etc.).

How to read the UPWP Tasks:

3.51 Performance-Based Planning

Goal: To include national performance goals for the Federal-Aid Highway and Federal Transit Programs in the Transportation Council’s metropolitan transportation planning activities.

Activities and Products:

- Continue to collect and analyze data for NYSDOT (highway) and CDTA (transit) system performance targets.
- Coordinate with NYSDOT and CDTA on the review and update of regional targets that correspond to national performance goals for highways and transit.
- Maintain and update the system performance report as needed.
- Explore the development of an online dashboard to share performance measure data.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|--------------------|-----------------|--------------------------------------|--------------------|----------------------|
| FHWA PL | \$15,000 | \$0 | \$0 | \$15,000 |
| FTA X035 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$20,000 | \$0 | \$0 | \$20,000 |

Task Number and Name

Goal of the Task

List of planning activities and products to be developed

Entity undertaking the work

Proposed schedule

Budget estimate by fund source. includes staff time, consultants, and other expenditures

Fund Source Acronyms:

| | |
|--------------------|--|
| FHWA PL | FHWA Metropolitan Planning Funds |
| FHWA PL Set-Aside | 2.5% FHWA Metropolitan Planning Fund Set-Aside: Safe and Accessible Transportation Options |
| FTA X035 | FTA Section 5303 Metropolitan Planning Program Funds for Fiscal Year 2025-2026 |
| FTA X034 | FTA Section 5303 Metropolitan Planning Program Funds for prior year |
| SPR Funds | FHWA State Planning and Research Funds |
| STBG-Flex | Surface Transportation Block Grant Program - Flexible Funds |
| Other Federal | United States Department of Energy (USDOE) – Clean Cities and Communities Program |
| Local Cash | Local Government Funds |
| State Cash | New York State Department of Transportation Funds |
| SS4A: Safe Streets | Safe Streets and Roads for All Program Funds |

44.21.00 Program Support and Administration

1.51 Committee Activities

Goal: To support ongoing administrative activities related to the Transportation Council’s Policy Board, Planning Committee, and other Policy Board subcommittees as needed.

Activities and Products:

- Provide administrative support to the Transportation Council’s Policy Board, Planning Committee, Administrative and Finance Standing Subcommittee, Nominating Subcommittee, and other committees and subcommittees as needed.
- Maintain membership lists, meeting calendars, and website content.
- Develop and distribute Policy Board, Planning Committee, Administrative and Finance Standing Subcommittee, and Nominating Subcommittee meeting notices, agenda packages, and meeting summaries.
- Coordinate with NYSDOT, CDTA, CDRPC, local governments, and other entities on transportation initiatives in the region.
- Reserve \$1,000 for expenses related to Committee member training.

Work Performed By: Transportation Council staff.

Schedule: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$44,000 | \$0 | \$1,000 | \$45,000 |
| FTA X035 | \$35,000 | \$0 | \$0 | \$35,000 |
| Grand Total | \$79,000 | \$0 | \$1,000 | \$80,000 |

1.61 Transportation Council Administration

Goal: To support the administration of the Transportation Council and its staff in the implementation of the metropolitan transportation planning process.

Activities and Products:

- Update and maintain the Transportation Council’s Administrative Procedures, Employee Handbook, and Continuing Operations Plan.
- Update and maintain the Transportation Council’s consultant and Community Planning Study/Linkage Program Administration and Procedures.
- Provide staff training on contract management, Community Planning Study/Linkage Program Administration and Procedures, and other Transportation Council policies and programs.

- Update and maintain planning study policies related to the Title VI, ADA, Environmental Mitigation, Limited English Proficiency, Public Participation, and other requirements.
- Reserve \$10,000 for conference registrations, professional development, and training, including travel expenses, to implement the metropolitan transportation planning process.

Work Performed By: Transportation Council staff.

Schedule: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|--------------------|-----------------|--------------------------------------|--------------------|----------------------|
| FHWA PL | \$30,000 | \$0 | \$10,000 | \$40,000 |
| Grand Total | \$30,000 | \$0 | \$10,000 | \$40,000 |

1.65 UPWP Development and Reporting

Goal: To prepare and maintain the Transportation Council’s Unified Planning Work Program (UPWP) and to report on performance and progress.

Activities and Products:

- Amend and otherwise maintain the 2025-2026 UPWP.
- Monitor expenditures, prepare Performance and Expenditure Reports, and submit them to FHWA and FTA.
- Prepare and submit the Uniform Report of Disadvantaged Business Enterprise (DBE) Commitment/Awards and Payments.
- Develop 2026-2027 UPWP solicitation materials and guidance, solicit for and evaluate project proposals, and prepare the 2026-2027 UPWP.
- Submit CDRPC quarterly progress reports and payment vouchers on UPWP tasks to NYSDOT.

Work Performed By: Transportation Council and CDRPC staff.

Schedule: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|--------------------|-----------------|--------------------------------------|--------------------|----------------------|
| FHWA PL | \$23,000 | \$0 | \$0 | \$23,000 |
| FTA X035 | \$15,658 | \$0 | \$0 | \$15,658 |
| FTA X034 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$43,658 | \$0 | \$0 | \$43,658 |

CDRPC Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$5,000 | \$0 | \$0 | \$5,000 |

1.66 Title VI and Nondiscrimination

Goal: To ensure the Transportation Council’s metropolitan planning process complies with state and federal Title VI and Nondiscrimination requirements.

Activities and Products:

- Update the Transportation Council’s Title VI Analysis report and create related interactive online data map(s).
- Assess Transportation Council committee and public engagement process data to determine if participation reflects regional demographics.
- Coordinate with Title VI related stakeholders on transportation planning initiatives.
- Assess the need for a Title VI related Advisory Committee.
- Ensure compliance with the Transportation Council’s Limited English Proficiency (LEP) Plan and reserve \$10,000 for translation services.
- Provide Title VI and LEP training to Transportation Council staff.
- Ensure the Transportation Council’s compliance with ADA requirements by monitoring policies, practices, and procedures related to planning products, public participation, and the office space.
- Update the Transportation Council’s ADA Self Evaluation and Transition Plan.
- Continue to provide technical assistance to ecoLong for its Digital Twin project.

Work Performed By: Transportation Council staff.

Schedule: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$10,000 | \$10,000 | \$0 | \$20,000 |
| FTA X035 | \$15,000 | \$0 | \$0 | \$15,000 |
| FTA X034 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$30,000 | \$10,000 | \$0 | \$40,000 |

1.68 NYSAMPO Administration

Goal: To support the New York State Association of Metropolitan Planning Organizations (NYSAMPO) by administering the staff consultant contract on behalf of the association. NYSAMPO is a coalition of the fourteen New York State MPOs committed to working together toward common goals.

Activities and Products:

- Manage a \$500,000 statewide consultant contract for NYSAMPO staff support services as a Shared Cost Initiative – a collaborative statewide planning effort that uses pooled State (FHWA SPR) and Federal (FHWA PL) funds from the fourteen MPOs to support planning activities of a mutually beneficial nature.

Work Performed By: Consultant (Lead)

Schedule: Consultant contract is for a two-year period beginning January 1, 2025 and ending December 31, 2026 with an option for a one-year extension beginning January 1, 2027 and ending December 31, 2027; 10% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$0 | \$200,000* | \$0 | \$200,000 |
| SPR Funds | \$0 | \$100,000 | \$0 | \$100,000 |
| Grand Total | \$0 | \$300,000 | \$0 | \$300,000 |

*This task is supported by pooled funds from the fourteen NYS MPOs. The Transportation Council is the lead agency and \$50,000 is dedicated to the Syracuse Metropolitan Transportation Council (SMTC) for NYSAMPO Conference activities. The Transportation Council's share is about 6%.

1.69 NYSAMPO/AMPO/TRB Committees and Working Groups

Goal: To support Transportation Council staff involvement in working groups, committees, training events, and conferences related to the New York State Association of Metropolitan Planning Organizations (NYSAMPO), the Association of Metropolitan Planning Organizations (AMPO), and the Transportation Research Board (TRB).

Activities and Products:

- Manage the NYSAMPO Staff Support contract and participate in Executive Committee and Director’s meetings.
- Provide staff support and technical assistance to the NYSAMPO working groups. Transportation Council staff serve as chair of the Transportation Systems Management & Operations Working Group and vice chair of the Modeling Working Group.

- Participate in the development of New York State transportation plans required by the Infrastructure Investment and Jobs Act (IIJA) through NYSAMPO.
- Participate in NYSAMPO, AMPO, and TRB committees and trainings.
- Support staff attendance at NYSAMPO, AMPO, and TRB conferences, working group meetings, webinars, and trainings with \$20,000 in travel, training, and related expenses.

Work Performed By: Transportation Council staff (Lead).

Schedule: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$60,000 | \$0 | \$20,000 | \$80,000 |
| Grand Total | \$60,000 | \$0 | \$20,000 | \$80,000 |

1.70 Public Participation

Goal: To support implementation of the Transportation Council’s Public Participation Plan including website maintenance, management of social media, and e-newsletter production.

Activities and Products:

- Implement the Transportation Council’s Public Participation Plan and revise, as needed.
- Update and maintain content on the Transportation Council’s website and social media and provide software training to staff.
- Ensure web content and mobile apps meet WCAG 2.1, Level AA guidelines, as applicable.
- Reserve \$10,000 for graphic design services.
- Prepare a monthly e-newsletter, one hardcopy newsletter or flyer, and maintain the newsletter email list.
- Continue coordination with the federally recognized Native Nations in the Capital Region (Delaware Tribe, Stockbridge-Munsee Community Band of Mohican Indians, and the Saint Regis Mohawk Tribe), the Federal Land Management Agency (FLMA), the Watervliet Arsenal, the National Laboratory, and the Saratoga Battlefield/National Park Service on Transportation Council transportation planning activities.
- Update the Reference Guide to the Transportation Council and its related brochure.
- Assess and report on the effectiveness of the Transportation Council’s Public Participation Plan and process.
- Coordinate with CDRPC on community presentations on topics related to the metropolitan transportation planning process.
- CDRPC will manage a Future Leaders in Planning (FLIP) program, a civic leadership program for high school students to learn about career paths in transportation, urban, and environmental planning. Includes \$3,000 for the University at Albany facility rental.

Work Performed By: Transportation Council and CDRPC staff (joint effort).

Schedule: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$40,000 | \$10,000 | \$5,000* | \$55,000 |
| FTA X035 | \$40,000 | \$0 | \$0 | \$40,000 |
| Grand Total | \$80,000 | \$10,000 | \$5,000 | \$95,000 |

*Includes subscriptions to Hootsuite, Mailchimp, social media boosts, and one hardcopy newsletter.

CDRPC Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$10,000 | \$0 | \$3,000 | \$13,000 |
| Grand Total | \$10,000 | \$0 | \$3,000 | \$13,000 |

44.22.00 General Development and Comprehensive Planning

2.01 Technical Assistance Program

Goal: To provide Technical Assistance through staff time and vendor services to local governments undertaking small scale transportation and community planning initiatives. Projects must be short duration, limited in scope, result in a defined product, and relate to the principles of the Transportation Council’s metropolitan transportation plan.

Activities and Products:

- Manage an on-demand program for small scale local government technical assistance planning projects jointly with CDRPC.
- CDRPC and Transportation Council staff will prepare project scopes of work, award letters, provide community planning assistance, and report on progress.
- Document local in-kind support.
- Reserve \$20,000 for vendor services to support community planning tasks such as concept sketches, computer aided design drawings, data analysis, etc.

Work Performed By: Transportation Council and CDRPC staff (joint effort)

Schedule: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$40,000 | \$20,000 | \$0 | \$60,000 |
| Grand Total | \$40,000 | \$20,000 | \$0 | \$60,000* |

*An additional \$5,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

CDRPC Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$64,000 | \$0 | \$0 | \$64,000 |
| Grand Total | \$64,000 | \$0 | \$0 | \$64,000 |

2.25 Transportation Data Collection and Analysis

Goal: To collect and analyze transportation related data to support the metropolitan transportation planning process.

Activities and Products:

- Manage and complete the remainder of the \$160,000 On-Demand Motor Vehicle, Bicycle and Pedestrian Count Services consultant contract for data collection.
- Collect, update, and maintain in-house data on bicycle and pedestrian facilities using geospatial data collection methods and technologies.
- Additional staff data collection activities will be related to:
 - Traffic data
 - Transportation infrastructure
 - Trail user count data
 - Roadway and intersection characteristics
- Maintain Eco Counters and continue trail count program and reporting.
- Develop a scope of work and issue a Request for Proposals for on-demand count services for two years beyond April 1, 2026, if needed, or collaborate with NYSDOT on traffic counts.

Work Performed By: Transportation Council staff (Lead) and consultant.

Schedule: Ongoing staff initiative beginning April 1, 2025 and ending March 31, 2026. The initial \$100,000 On-Demand Motor Vehicle, Bicycle and Pedestrian Count Services consultant contract began October 31, 2022, was extended through March 2025 with an additional \$60,000, and had a no-cost extension through March 2026; 55% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|--------------------|-----------------|--------------------------------------|--------------------|----------------------|
| FHWA PL | \$30,000 | \$76,646 | \$2,500* | \$109,146 |
| FTA X035 | \$10,000 | \$0 | \$0 | \$10,000 |
| Grand Total | \$40,000 | \$76,646 | \$2,500 | \$119,146 |

*Includes Power BI software, Eco Counter software and equipment maintenance.

2.28 Census and Capital Region Indicators

Goal: To use and disseminate data from the U.S. Census, the American Community Survey (ACS) and other national, state, and regional data sets to support regional and local planning, the development of regional and local plans and studies and to make current data products more accessible and useful for communities and stakeholders.

Activities and Products:

- Review, analyze, and disseminate 2020 Decennial Census and American Community Survey (ACS) data products as they become available.
- Review Functional Classification changes resulting from the 2020 Decennial Census data and the FHWA approved adjusted Urban Area boundary, as needed.
- Assist municipalities with Functional Classification inquiries and change requests.
- Download updated Census data to use in the Transportation Council's Title VI and Limited English Proficiency related plans, planning studies, programs, and products.
- Participate in Census and Census-related webinars and trainings.
- CDRPC will:
 - Maintain and enhance the Capital Region Indicators website <http://capitalregionindicators.org/> data, mapping interface and community profiles, supported by a \$20,000 consultant effort.
 - Provide technical assistance to the Transportation Council and to communities related to analysis of 2020 Decennial Census data and associated population and household projections.
 - Produce population and household projections in ten-year increments by minor civil division to the year 2060 for the Transportation Council.
 - Assist with the development of population, household and employment projections by traffic analysis zone in ten-year increments to the year 2050 for the Transportation Council through a \$20,000 CDRPC funded consultant.
 - Provide the Transportation Council with data sets from the American Community Survey (ACS), the 2020 Decennial Census, and other Census products to support various Transportation Council programs and planning efforts.

Work Performed By: Transportation Council and CDRPC staff (joint effort).

Schedule: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026 including a consultant providing website management services to CDRPC for Capital Region Indicators; 0% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$10,000 | \$0 | \$0 | \$10,000 |
| FTA X035 | \$10,000 | \$0 | \$0 | \$10,000 |
| Grand Total | \$20,000 | \$0 | \$0 | \$20,000 |

CDRPC Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$40,000 | \$40,000 | \$0 | \$80,000 |
| Grand Total | \$40,000 | \$40,000 | \$0 | \$80,000 |

2.29 Geographic Information Systems (GIS)

Goal: To use geospatial technologies such as GIS in data warehousing, data analysis, and map production to inform the metropolitan transportation planning process and to support the development of planning studies, programs, and products.

Activities and Products:

- Create, maintain, and enhance geospatial data and mapping products.
- Maintain access to and acquire updated and new GIS data from local, regional, state, and federal agencies.
- Create, maintain, and enhance interactive online mapping applications and other mapping content on the Transportation Council’s website.
- Respond to external and internal GIS data requests.
- Manage and maintain GIS and Global Positioning System (GPS) software and hardware.
- Monitor the availability of GIS data for regional environmental features from federal and state agencies and other secondary sources to map and document the environmental systems, natural, and cultural resources present at the project and regional level.
- Support training for Transportation Council staff on GIS and data analysis tools.
- Coordinate with CDRPC and CDTA to exchange data and to prepare customized maps to meet the needs of each agency without duplicating efforts.
- Reserve \$10,000 to renew the ArcGIS Online Organizational Account (annual fee).
- CDRPC will:

- Acquire and/or update new map and attribute data as it becomes available.
- Post map products on CDRPC’s website (cdrpc.org) for public consumption.
- Process, manipulate and map information specific to the Capital Region and the communities within its planning area.
- Use GIS to explore regional growth, sustainability and renewable energy.
- Perform a parcel-level analysis of residential development within the four-county Capital Region. Single family and apartment development built between 2010 and 2020, which corresponds to the decennial census periods, will be documented through a StoryMap with a tabular summary.
- Prepare a StoryMap(s) to display a 2020 regional land uses, census tract-level income, race, new housing units, and housing tenure data, a composite overlay of single-family parcels built between 2010 and 2020, the Transportation Council’s regional sidewalk inventory, and sidewalk data for single family parcels developed between 2010 and 2020.
- Assist the Transportation Council with mapping and GIS services as needed.

Work Performed By: Transportation Council and CDRPC staff (joint effort).

Schedule: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$70,000 | \$0 | \$10,000* | \$80,000 |
| FTA X035 | \$30,000 | \$0 | \$0 | \$30,000 |
| FTA X034 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$105,000 | \$0 | \$10,000 | \$115,000 |

*GIS software for the Transportation Council and GPS related equipment.

CDRPC Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$28,000 | \$0 | \$4,000* | \$32,000 |
| Grand Total | \$28,000 | \$0 | \$4,000 | \$32,000 |

*GIS software for the Capital District Regional Planning Commission.

2.30 Human Services Transportation Coordination

Goal: To fulfill requirements related to the 5310 Program: Enhanced Mobility of Seniors and Individuals with Disabilities and maintain the Coordinated Public Transit-Human Services Transportation Plan.

Activities and Products:

- Assist NYSDOT on an anticipated fall 2025 5310 program solicitation and coordinate a regional review committee.
- Convene and support the Human Services Transportation Advisory Committee (HSTAC) to coordinate service provision, recruiting state agency departments and offices to discuss their policies and practices related to the transportation needs and services for transportation disadvantaged populations.
- Assist Advisory Committee participants and other providers of human services transportation to improve inter-agency communication and coordination and otherwise improve transportation access for seniors and people with disabilities.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$10,000 | \$0 | \$0 | \$10,000 |
| FTA X035 | \$25,000 | \$0 | \$0 | \$25,000 |
| FTA X034 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$40,000 | \$0 | \$0 | \$40,000* |

*An additional \$2,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

2.31 Housing and Community Planning

Goal: To collect data and provide regional and local assessments of housing and community planning issues. The assessments will consider the relationship between transportation infrastructure and housing patterns, including the need for affordable housing.

Activities and Products:

- Facilitate Community Planner Forum meetings to discuss transportation, housing, and community planning issues in a regional context.
- Collaborate with CDRPC on regional housing planning including the collection and analysis of data. The impact of short term rentals on the housing supply and housing costs will be explored.
- Prepare summaries of Linkage Program studies and create a Linkage Program StoryMap to highlight success stories related to community planning in the region.
- Maintain a monthly Status of Transportation Council Planning Initiatives table.
- Coordinate with CDRPC on community presentations on topics related to transportation, housing, and community planning.
- CDRPC will:

- Provide staff support for Linkage Planning Program and other consultant led planning studies funded through the Transportation Council.
- Participate in Community Planner Forum meetings.

Work Performed By: Transportation Council staff and CDRPC staff (joint effort).

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$20,000 | \$0 | \$0 | \$20,000 |
| FTA X035 | \$10,000 | \$0 | \$0 | \$10,000 |
| Grand Total | \$30,000 | \$0 | \$0 | \$30,000 |

CDRPC Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$25,000 | \$0 | \$0 | \$25,000 |
| Grand Total | \$25,000 | \$0 | \$0 | \$25,000 |

44.23.01 Long-Range Transportation Planning (LRTP) – System Level

3.11 STEP Model Development and Maintenance

Goal: To update and enhance the current Transportation Council’s Systemic Transportation Evaluation and Planning (STEP) Model to incorporate 2020 Census Data and CDRPC forecasts of population, households, and employment; and begin a model update by initiating a household travel survey. The STEP Model is a regional travel demand model that includes all federal aid roads and highways in the Transportation Council’s metropolitan planning area.

Activities and Products:

- Maintain, refine, update, and expand the current Transportation Council STEP Model for use in project development support and regional transportation planning.
- Update the road network and review modeled traffic volumes against actual traffic volumes.
- Review recent traffic count data to assess the lasting impacts of post-COVID-19 travel patterns and their impact on modeling assumptions.

- Collect available recent traffic count data and transit boarding/alighting data.
- Build travel demand modeling proficiency for new staff, including training and webinars.
- Retain a consultant(s) for multi-year services related to a new Household Travel Survey and a STEP Model update. Up to \$1 million will support this joint effort between the Transportation Council, NYSDOT, and the Adirondack Glens Falls Transportation Council. The scope of services will consider best practices peer review, technical assistance for Transportation Council staff, options for surveying or capturing household travel patterns, including the potential use of Replica, a location-based GPS data service, and assess the feasibility of expanding the geographic coverage area of the model.
- Incorporate the 2020 Decennial Census population and household data and CDRPC's forecasts of population, households, and employment when available.

Work Performed By: Transportation Council staff (Lead) and a consultant.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026. Consultant work to be initiated during the fiscal year, lasting at least two fiscal years; 0% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$58,000 | \$410,000* | \$12,000** | \$525,000 |
| FHWA PL AGFTC | \$0 | \$45,000 | | |
| STBG-Flex | \$0 | \$500,000 | \$0 | \$545,000 |
| STBG-Flex AGFTC | \$0 | \$45,000 | | |
| Grand Total | \$58,000 | \$1,000,000 | \$12,000 | \$1,070,000 |

* Includes a minimum of two years of PL funds for model related professional services.

**Includes an estimated \$12,000 for PTV VISUM modeling software.

3.31 Infrastructure Planning

Goal: To implement infrastructure planning recommendations from the Transportation Council's New Visions 2050 Metropolitan Transportation Plan, to document the condition of transportation infrastructure including highways and bridges, and to prepare recommendations for maintaining these assets in a state of good repair.

Activities and Products:

- Continue management of the Bridge NY Program.
- Continue to manage and support the TIP Task Force/Infrastructure Working Group.
- In conjunction with Task 3.41 Metropolitan Transportation Plan, support the development of infrastructure condition forecasts and the MTP Financial Plan.
- Request infrastructure data from NYSDOT as needed including the non-state federal aid pavement condition data.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$20,000 | \$0 | \$0 | \$20,000 |
| FTA X035 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$25,000 | \$0 | \$0 | \$25,000 |

3.41 Metropolitan Transportation Plan

Goal: To implement the current Metropolitan Transportation Plan (MTP), New Visions 2050, while developing a new plan, In Motion, that is expected to be adopted in September 2025.

Activities and Products:

- Maintain and promote the current MTP, New Visions 2050, and current investment principles through Transportation Council planning products and programs.
- Develop a draft MTP to replace New Visions 2050, to be known as In Motion:
 - Track and compile federal legislation and guidance to support the MTP.
 - Coordinate with CDRPC to compile regional land use, demographic, economic, mobility data, and other regional information.
 - Manage a \$250,000 consultant effort for services related to the MTP for graphic design, photo and video collection, scenario planning, assessment of infrastructure needs, and financial planning in conjunction with Task 3.31 Infrastructure planning.
 - Initiate a supplemental \$40,000 consultant contract to write the In Motion plan.
 - Conduct public outreach on MTP topics and the Transportation Council’s visions, goals, and objectives.
 - Develop and analyze scenarios to identify policies and strategies for the MTP.
 - Coordinate with NYSDOT, CDTA, CDRPC, and other Transportation Council members regarding MTP development.
 - Identify and select regional projects and priorities to be included in the MTP.
 - Provide technical support and up to \$5,000 to community events that provide educational opportunities related to the MTP.
- CDRPC will:
 - Support the development of a new MTP through the preparation of at least one StoryMap, participation in task force meetings, and assistance with public participation.
 - Refine recently compiled regional land use, demographic, economic, mobility data, and other regional information as it becomes available.
 - Share work and data developed for the USEPA funded Regional Climate Action Plan.

Work Performed By: Transportation Council and CDRPC staff (joint effort).

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026; Consultant contracts for plan update to be completed in September 2025; 43% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$80,000 | \$179,398 | \$5,000 | \$264,398 |
| FTA X035 | \$70,000 | \$0 | \$0 | \$70,000 |
| FTA X034 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$145,000 | \$179,398 | \$5,000 | \$339,398 |

CDRPC Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$25,000 | \$0 | \$0 | \$25,000 |
| Grand Total | \$25,000 | \$0 | \$0 | \$25,000 |

3.51 Performance-Based Planning

Goal: To include national performance goals for the Federal-Aid Highway and Federal Transit Programs in the Transportation Council’s metropolitan transportation planning activities.

Activities and Products:

- Continue to collect and analyze data for NYSDOT (highway) and CDTA (transit) system performance targets.
- Coordinate with NYSDOT and CDTA on the review and update of regional targets that correspond to national performance goals for highways and transit, related to the following UPWP tasks:
 - 3.22 Regional Operations and Congestion Management (PM3)
 - 3.31 Infrastructure Planning (PM2)
 - 4.13 Transit Planning (TAMP / PTASP)
 - 4.15 Safety Planning (PM1)
 - 4.21 Freight Planning (PM3)
- Maintain and update the system performance report as needed.
- Explore the development of an online dashboard to share performance measure data.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$15,000 | \$0 | \$0 | \$15,000 |
| FTA X035 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$20,000 | \$0 | \$0 | \$20,000 |

44.23.02 Long-Range Transportation Planning (LRTP) – Project Level

3.22 Regional Operations and Congestion Management

Goal: To implement the Transportation Council’s Congestion Management Process (CMP) and to prepare performance measures and strategy recommendations for the upcoming Metropolitan Transportation Plan update.

Activities and Products:

- Update traffic forecasts and strategy recommendations for CMP identified corridors.
- Refresh performance measure data annually and update the online map of CMP data.
- Assist with organizing USDOT ITS Architecture & Systems Engineering workshop for the Capital Region; anticipated for Spring 2025.
- Prepare before and after reviews, and conduct field visits, prepare problem statements, and support ongoing stakeholder collaboration.
- Support the NYSDOT Traffic Signal Project by developing a proposal for a Capital Region Smart Roads program, including template scope of work for and concept of operations plan for ITS and Operations improvements on the region’s signalized arterials.
- Develop strategy recommendations to incorporate into the MTP update.
- Collaborate with the City of Albany and CDTA on assessing the effectiveness of Transit Signal Priority systems using Miovision.
- Identify discretionary grant programs that may be leveraged for CMP implementation.
- Facilitate the Transportation Council’s Regional Operations and Safety Advisory Committee (ROSAC) to discuss and coordinate operations and safety initiatives, share best practices and plan for the implementation of ITS, incident management, congestion management, and safety projects.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$42,000 | \$0 | \$3,000** | \$45,000 |
| FTA X035 | \$15,000 | \$0 | \$0 | \$15,000 |
| FTA X034 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$62,000 | \$0 | \$3,000 | \$65,000* |

*An additional \$2,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

**Includes an estimated \$3,000 for Synchro Studio Version 12 and Highway Capacity Software.

3.32 Regional Signal Timing Program

Goal: To improve traffic flow and safety on the region’s congested signalized corridors by developing and implementing optimized signal timing plans.

Activities and Products:

- Work with NYSDOT and local governments and use available congestion analytics to identify signalized corridors with the greatest potential benefit from timing optimization.
- Coordinate with NYSDOT and their consultant to identify the best available Traffic Signal Technology in the region’s top congested corridors and provide signal retiming and coordination services.
- Conduct before-and-after studies to quantify the benefit of the timing optimization.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$15,000 | \$0 | \$0 | \$15,000 |
| FTA X035 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$20,000 | \$0 | \$0 | \$20,000 |

44.24.00 Short-Range Transportation Planning (S RTP)

4.13 Transit Planning

Goal: To provide transit system planning support to the Capital District Transportation Authority (CDTA), and to support CDTA in meeting its Federal Transit Administration (FTA) requirements.

Activities and Products:

- Support CDTA on the development and implementation of the Route Planning for System Expansion and Improvement Project and the Transit Development Plan (TDP).
- Coordinate with state, regional, and local partners to plan the Albany Transit Center.
- Initiate development of a Transit Access Toolkit that includes transit-friendly site design best practices and policies for use by local government; coordinate the Toolkit development with other Transportation Council Travel Demand Management efforts.
- Coordinate with CDTA staff on TIP amendments and other funding-related requests.
- Coordinate with CDTA on the development and adoption of federal public transit-related performance measures and targets.
- Update data demonstrating regional performance toward supporting the Transit Asset Management and Public Transportation Agency Safety Plan final rules, in coordination with Task 3.51 Performance-Based Planning.

Work Performed By: Transportation Council staff (Lead) and CDTA staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$10,000 | \$0 | \$0 | \$10,000 |
| FTA X035 | \$25,000 | \$0 | \$0 | \$25,000 |
| FTA X034 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$40,000 | \$0 | \$0 | \$40,000* |

*In-kind services valued at \$65,000 are anticipated, shown in UPWP Table 1A.

4.14 Transportation Demand Management Initiatives

Goal: To reduce traffic congestion by enabling and encouraging trip behavior change.

Activities and Products:

- Use 2025 Driver Survey results to support the MTP and the development of Transportation Demand Management (TDM) programs and strategies.

- Assist in implementing the Congestion Management Process (Task 3.22 Regional Operations/Congestion Management) by developing criteria for identifying effective TDM strategies in congested corridors.
- Support programs and policies throughout the region that encourage or facilitate traveler behavior change away from single occupancy vehicle (SOV) trips, such as maintaining the 511NY Rideshare Capital Moves website and assisting in the administration of the Guaranteed Ride Home program.
- Advise, educate, and inform local and regional business and municipal decision-makers about TDM programs and policies.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$10,000 | \$0 | \$0 | \$10,000 |
| FTA X035 | \$15,000 | \$0 | \$0 | \$15,000 |
| FTA X034 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$30,000 | \$0 | \$0 | \$30,000 |

4.15 Safety Planning

Goal: To provide tools, data, and resources to reduce crashes, particularly fatal and serious injury crashes, on all public roads.

Activities and Products:

- Continue to administer a \$1,150,000 FHWA Safe Streets and Roads for All Grant for supplemental safety analysis and Vision Zero safety planning in the Capital Region. Joint recipients include the Cities of Albany, Saratoga Springs, Watervliet, Troy, and the Village of Green Island, with financial support from NYSDOT. The Capital Region Vision Zero Safety Action Plan specifies projects eligible to access available Highway Safety Improvement Program (HSIP) funding. This planning effort gave particular attention to underserved communities.
- Collaborate with the Town of Colonie Department of Emergency Medical Services on its FHWA Safe Streets and Roads for All Grant Award, as well as with CDTA on its FHWA Safe Streets and Roads for All Grant Award.
- Contribute to the Regional Operations and Safety Advisory Committee (ROSAC).
- Utilize the NYSDOT Crash Location Engineering & Analysis Repository (CLEAR) Viewer and Safety applications for analyzing crash data and providing localized data and analysis to municipalities upon request.
- Attend county Traffic Safety Board meetings and provide technical assistance.

- Support implementation of the NYSDOT Roadway Departure Safety Action Plan by assisting NYSDOT with a solicitation for HSIP funded projects and creating a plan to use available HSIP funding to reduce curve-related lane departure crashes.
- Update data demonstrating regional performance toward supporting the annual NYSDOT safety performance targets in conformance with the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490), in coordination with Task 3.51 Performance-Based Planning.

Work Performed By: Transportation Council staff and consultant.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026; Consultant contract for Vision Zero Safety Plan is \$1,287,620; 31% complete; expected completion December 2025.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$35,000 | \$0 | \$0 | \$35,000 |
| FTA X035 | \$21,000 | \$0 | \$0 | \$5,000 |
| SS4A: Safe Streets | \$0 | \$746,509 | \$0 | \$746,509 |
| Local Cash | \$79,423 | \$97,320 | \$0 | \$176,743 |
| State Cash | \$0 | \$40,300 | \$0 | \$40,300 |
| Grand Total | \$232,200 | \$884,129 | \$0 | \$1,003,552 |

4.16 Resilience and Security Planning

Goal: To work with the owners and operators of the region’s transportation system to identify critical assets and vulnerabilities and develop an adaptation framework to integrate into the metropolitan planning process.

Activities and Products:

- Issue the Request for Proposals for the Capital Region Resilience Improvement Plan and manage the \$150,000 consultant-led effort. Project will involve significant coordination with state and local stakeholders.
- Support the development of the NYS Resiliency Plan.
- Coordinate with local, state, and federal agencies on hazard mitigation initiatives and resiliency planning.
- Support local and regional resiliency and adaptation planning efforts.
- Track and monitor state and federal guidance and funding available to promote resiliency and adaptation.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$30,000 | \$150,000 | \$0 | \$180,000 |
| FTA X035 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$30,000 | \$150,000 | \$0 | \$185,000 |

4.17 Complete Streets

Goal: To support planning and implementation of Complete Streets in the region to improve safety and public health.

Activities and Products:

- Develop and implement an active transportation/complete streets network across the region in coordination with Task 4.67 Active Transportation Planning.
- Assist communities with the implementation and maintenance of Complete Streets, including the promotion of the Transportation Council Complete Streets Design Guide and evolving best practices.
- Compile issues with complete streets treatments and identify current guidance to supplement the Complete Streets Design Guide.
- Encourage Complete Streets policy adoption and design best practices; facilitate coordination between different levels of government and agencies in conjunction with Task 4.17 Active Transportation.
- Continue collecting “before” usage counts on upcoming projects with significant Complete Streets elements. Monitor completion of projects for which “before” counts were taken and complete “after” counts as well as economic and crash analysis to evaluate return on investment and guide complete street and active transportation projects and plans.
- Support state and local health department initiatives that promote healthy and safe streets and communities.
- Maintain and expand local examples in the Complete Streets Best Practices StoryMap.
- Coordinate with CDRPC on the economic analyses related to evaluating complete street and active transportation projects and plans return on investment.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026; 10% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$20,000 | \$0 | \$0 | \$20,000 |
| FTA X035 | \$15,000 | \$0 | \$0 | \$15,000 |
| Grand Total | \$35,000 | \$0 | \$0 | \$35,000 |

4.21 Freight Planning

Goal: To further the Transportation Council’s freight planning efforts by facilitating the Freight Advisory Committee and implementing recommendations from the NY State Freight Plan and the Transportation Council’s freight plans and studies.

Activities and Products:

- Facilitate quarterly Freight Advisory Committee (FAC) meetings and sustain meaningful outreach to regional public and private freight stakeholders by growing FAC membership.
- Assist NYSDOT and local jurisdictions with planning and the implementation of the Transportation Council Freight Plan and the New York State Freight Plan.
- Update and develop new data and GIS information for regional freight facilities and activity.
- Implement and monitor the freight system performance measures in coordination with Task 3.51 Performance-Based Planning, and collect appropriate data, as needed.
- Collect data to monitor the regional Freight Priority Network and update, as needed.
- Participate as requested to provide freight-related input for local planning studies.
- Build relationships with the Rensselaer Polytechnic Institute (RPI) Volvo Center of Excellence for Sustainable Urban Freight Systems and the University at Albany to support their freight-related activities and develop new initiatives.
- Collect data and provide technical assistance to local jurisdictions to identify over-dimension travel routes and projects that could support the movement of over-dimension cargo.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$50,000 | \$0 | \$0 | \$50,000 |
| Grand Total | \$50,000 | \$0 | \$0 | \$50,000* |

*An additional \$2,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

4.64 Americans with Disabilities Act (ADA) Planning

Goal: To support municipalities toward the development of ADA Transition Plans for pedestrian infrastructure.

Activities and Products:

- Complete the ADA Transition Plan consultant contract and initiatives in Rensselaer, Menands, Clifton Park, and Wilton.
- Review the need to solicit for municipal partners who would like to complete ADA Transition Plans for pedestrian infrastructure in 2026, as well as associated consultant assistance.
- Hire a consultant for a \$22,000 contract to prepare an ADA Self-Evaluation and Transition Plan for Albany County.

Work Performed By: Transportation Council staff (Lead) and a consultant.

Schedule: Consultant contract for Rensselaer, Menands, Clifton Park and Wilton projects began April 1, 2023 and will end March 31, 2025; 80% complete. New consultant contract for Albany County to begin after April 1, 2025 and end by December 31, 2025; 0% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$10,000 | \$30,697 | \$0 | \$40,697 |
| FTA X035 | \$10,000 | \$0 | \$0 | \$10,000 |
| Local Cash | \$0 | \$2,200 | \$0 | \$2,200 |
| Grand Total | \$20,000 | \$32,897 | \$0 | \$52,897 |

4.67 Active Transportation Planning

Goal: To plan for a connected, robust, and accessible network of sidewalks, multi-use trails, and bicycle facilities throughout the Capital Region and support municipalities in the planning, design, and management of active transportation infrastructure.

Activities and Products:

- Support and maintain the Active Transportation Advisory Committee (ATAC).
- Monitor and record progress toward developing a regional active transportation/complete streets network in conjunction with Task 4.17 Complete Streets.
- Encourage complete streets policy adoption and design best practices; facilitate coordination between different levels of government and agencies in conjunction with Task 4.17 Complete Streets.
- Provide guidance on planning for emerging micro-mobility technology including e-bikes and e-scooters.

- Track opportunities to fund active transportation planning and infrastructure construction.
- Provide opportunities for local municipalities to receive training and the most up-to-date information on design, maintenance, and construction best practices for active transportation infrastructure and programs.
- Coordinate with NYSDOT on the preparation of the NYS Active Transportation Plan.
- Assist with NYSDOT the solicitation and project evaluations for the Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Carbon Reduction Program (CRP).
- Coordinate with communities on the implementation of the Capital District Trails Plan as well as the Recreation Trails program through the NYS Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) and the Hudson River Valley Greenway on trail planning initiatives.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$30,000 | \$0 | \$0 | \$30,000 |
| FTA X035 | \$30,000 | \$0 | \$0 | \$30,000 |
| FTA X034 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$65,000 | \$0 | \$0 | \$65,000* |

*An additional \$2,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

4.70 USDOE Clean Cities and Communities Program

Goal: To host the Capital District Clean Communities Coalition (CDCC) and employ strategies to advance affordable, efficient, and clean transportation fuels and technologies as part of the U.S. Department of Energy’s (USDOE) Clean Cities and Communities Program.

Activities and Products:

- Perform work outlined in the Clean Cities Coalition Network Outreach Education and Performance Tracking Program’s 2025-2026 Statement of Project Objectives (SOPO).
- Organize events to promote and advance the use of alternative fuel vehicles. Events may include education workshops and webinars, vehicle ride and drives, stakeholder listening sessions and outreach on alternative fuel projects happening in the region.
- Provide technical assistance, technical training, and education to fleets related to alternative fuel vehicles.
- Prepare content for social media and the website.
- Work to strengthen the coalition and increase active stakeholders through a targeted stakeholder program.

- Provide support for activities related to the implementation of the New York State Climate Leadership and Community Protection Act (CLCPA).
- To participate in work with the other NYS coalitions to see how we can better coordinate clean cities coalitions across the state.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026. USDOE contract aligns with the Transportation Council’s fiscal year budget.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| Other Federal | \$144,887 | \$0 | \$3,000* | \$147,887 |
| Grand Total | \$144,887 | \$0 | \$3,000 | \$147,887 |

*Includes \$3,000 for conferences, training, and travel.

44.25.00 Transportation Improvement Program (TIP)

5.01 Transportation Improvement Program (TIP) Development and Maintenance

Goal: To develop and maintain a multi-modal program of transportation projects called the Transportation Improvement Program (TIP). The Transportation Council’s goal is to produce a balanced TIP that contributes to implementation of the Metropolitan Transportation Plan as well as NYSDOT’s Transportation Asset Management Plan.

Activities and Products:

- Perform ongoing maintenance to the current 2022-2027 TIP / STIP and maintain the TIP webpage.
- Prepare the 2025-2030 TIP document and project database.
- Continue to manage and support the TIP Task Force/Infrastructure Working Group.
- Perform ongoing monitoring of TIP Fiscal Constraint, TIP Performance, and project delivery status.
- Support the solicitation and evaluation of projects related to upcoming NYSDOT programs, including TAP/CMAQ and Roadway Departures.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$80,000 | \$0 | \$0 | \$80,000 |
| FTA X035 | \$50,000 | \$0 | \$0 | \$50,000 |
| FTA X034 | \$5,000 | \$0 | \$0 | \$5,000 |
| Grand Total | \$135,000 | \$0 | \$0 | \$135,000* |

*An additional \$2,000 in local in-kind services is anticipated as shown in UPWP Table 1A.

5.21 Air Quality and Conformity

Goal: To ensure the Transportation Council meets air quality conformity requirements under the Clean Air Act. The Transportation Council’s metropolitan planning area continues to be in ‘Nonattainment’ for the 1997 Ozone National Ambient Air Quality Standards (NAAQS), requiring air quality conformity for TIP projects, and is in ‘Attainment’ for all other NAAQS.

Activities and Products:

- Update the region’s Conformity Determination documentation for the 2025-2030 TIP and In Motion MTP updates, and as needed.
- Consult with the New York State Interagency Consultation Group (ICG) for all TIP amendments and with the assignment of exempt/non-exempt codes to new TIP projects.
- Support local, regional, and state planning initiatives and programs that assist the New York State Climate Leadership and Protection Act’s (CLCPA) goals .
- Explore the ability to incorporate the latest outputs from the Environmental Protection Agency’s MOVES model into the Transportation Council’s STEP model. The Motor Vehicle Emission Simulator (MOVES) is an emission modeling system that estimates emissions for mobile sources at the national, county, and project level.
- Investigate how to build air quality considerations into future travel demand model update(s).

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$20,000 | \$0 | \$0 | \$20,000 |
| FTA X035 | \$10,000 | \$0 | \$0 | \$10,000 |
| Grand Total | \$30,000 | \$0 | \$0 | \$30,000 |

5.51 Travel Demand Modeling Services

Goal: To provide small scale on-demand services to the region’s municipalities for travel demand modeling related to local transportation planning and traffic engineering initiatives.

Activities and Products:

- Provide on-demand travel demand modeling services and traffic engineering studies designed to assess the feasibility and impact of complete street treatments, access management strategies, street network connectivity, pedestrian improvements, and any other action that would promote the implementation of the Metropolitan Transportation Plan. These should be simple studies that address operational questions at the planning/sketch level. Examples include:
 - Sketch-level analysis of new or revised roadway configurations.
 - Sketch-level analysis of traffic pattern revisions.
 - Background traffic growth rates for development studies.
 - Trip generation and distribution analysis for development.
 - Sketch-level analysis of detours related to emergencies and special events.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$20,000 | \$0 | \$0 | \$20,000 |
| Grand Total | \$20,000 | \$0 | \$0 | \$20,000 |

5.61 TIP Project Development Support

Goal: To support Transportation Improvement Program sponsors with the development of traffic forecasts and other material for TIP project development and design purposes.

Activities and Products:

- Support NYSDOT in developing traffic forecasts and other material for use in project development and design, including traffic diversion analysis for construction projects.
- Provide travel demand modeling and technical support to NYSDOT and members for the Reimagine I-787 Planning and Environmental Linkages Study and the I-890 Exit 4C Transportation Planning and Environmental Linkages Study.
- Provide technical support to the U.S. Environmental Protection Agency’s Community Connectors grant project in Albany as it relates to the Reimagine I-787 Study.
- Other projects will be addressed on an as-requested basis.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| STBG-Flex | \$35,000 | \$0 | \$0 | \$35,000 |
| Grand Total | \$35,000 | \$0 | \$0 | \$35,000 |

44.27.00 Other Activities

7.10 Town of Colonie GEIS Support

Goal: To perform traffic and mitigation cost reviews for land development projects in the Town of Colonie Airport and Boght Generic Environmental Impact Statement (GEIS) areas.

Activities and Products:

- Support implementation of the GEIS mitigation cost program in the Airport, Lisha Kill, and Boght Road areas of the Town of Colonie.
- Provide Transportation Council technical services by reviewing each development application in the GEIS study areas, calculating the appropriate transportation mitigation cost for use by the town, and reviewing arterial management and site circulation issues.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2025 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| Local Cash | \$0 | \$45,000 | \$0 | \$45,000 |
| Grand Total | \$0 | \$45,000 | \$0 | \$45,000 |

7.11 Town of Malta GEIS Support

Goal: To perform traffic and mitigation cost reviews for land development projects in the Town of Malta for the town wide Generic Environmental Impact Statement (GEIS).

Activities and Products:

- Support implementation of the GEIS mitigation cost program in the Town of Malta.
- Provide Transportation Council technical services by reviewing each development application in the GEIS study areas, calculating the appropriate transportation mitigation cost for use by the town, and reviewing arterial management and site circulation issues.

Work Performed By: Transportation Council staff.

Timeline: Ongoing initiative beginning April 1, 2024 and ending March 31, 2026.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| Local Cash | \$0 | \$25,000 | \$0 | \$25,000 |
| Grand Total | \$0 | \$25,000 | \$0 | \$25,000 |

7.12 Albany County Active Transportation Technical Assistance

Goal: To assess the feasibility of enhancing active transportation on Albany County streets and lands near the Albany International Airport and along Russell Road.

Activities and Products:

- Develop a scope of work for the project and issue a Request for Proposals/Expressions of Interest for a contract(s) up to \$65,000 in County funds over eighteen months.
- Evaluate consultant expressions of interest, select a consultant for the contract and manage the consultant contract.
- Provide technical support by developing and executing a public involvement plan, providing existing conditions data and mapping, and providing other technical work as needed.

Work Performed By: Consultant; Albany County is the project sponsor.

Timeline: The project will begin April 1, 2025 with completion expected by December 2026. 0% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$20,000 | \$0 | \$0 | \$20,000 |
| Local Cash | \$0 | \$65,000 | \$0 | \$65,000 |
| Grand Total | \$20,000 | \$65,000 | \$0 | \$85,000* |

*An additional \$2,000 in local in-kind match will be provided by Albany County to support the project as shown in UPWP Table 1A.

7.13 Village of Ballston Spa - Traffic Calming Master Plan

Goal: To prepare a village-wide Traffic Calming Master Plan that builds upon previous complete streets workshops and the 2022 Pedestrian and Bicycle Master Plan. The plan will include physical and policy-based recommendations to reduce vehicle speeds, including a study needed to adopt a village-wide 25 mph speed limit, prepare a Complete Streets ordinance, improve safety on roadways in the Village, and promote multi-modal mobility and access.

Activities and Products:

- Develop a scope of work for the project and issue a Request for Proposals/Expressions of Interest for a \$75,000 contract over eighteen months.
- Evaluate consultant expressions of interest and select a consultant for the contract.
- Manage a consultant contract to prepare the Traffic Calming Master Plan for the Village of Ballston Spa. This study is part of the Transportation Council's 2025-2026 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work as needed.

Work Performed By: Consultant; Village of Ballston Spa is the project sponsor.

Timeline: The project will begin April 1, 2025 with completion expected by December 2026. 0% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$25,000 | \$67,500 | \$0 | \$92,500 |
| Local Cash | \$0 | \$7,500 | \$0 | \$7,500 |
| Grand Total | \$25,000 | \$75,000 | \$0 | \$100,000* |

*An additional \$2,000 in local in-kind match will be provided by the Village of Ballston Spa to support the project as shown in UPWP Table 1A.

7.14 City of Saratoga Springs – West Avenue Complete Streets Study

Goal: To assess the impacts of projected growth in the vicinity of West Avenue in the City of Saratoga Springs and identify potential mitigation strategies in the context of complete streets design. Concepts to improve walking, biking, and access to existing public transit, in addition to infrastructure cost sharing as a potential implementation tool, will be explored. The study builds upon the previously completed technical memo, “Reconnecting the West Side”.

Activities and Products:

- Develop a scope of work for the project and issue a Request for Expressions of Interest for a \$77,000 contract over eighteen months.
- Evaluate consultant expressions of interest and select a consultant for the contract.
- Manage a consultant contract to prepare the West Avenue Complete Streets Study for the City of Saratoga Springs. This study is part of the Transportation Council’s 2025-2026 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work as needed.

Work Performed By: Consultant; City of Saratoga Springs is the project sponsor.

Timeline: The project will begin April 1, 2025 with completion expected by December 2026. 0% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|--------------------|-----------------|--------------------------------------|--------------------|----------------------|
| FHWA PL | \$25,000 | \$15,381 | \$0 | \$40,381 |
| FHWA PL Set-Aside | \$0 | \$54,619 | \$0 | \$54,619 |
| Local Cash | \$0 | \$7,000 | \$0 | \$7,000 |
| Grand Total | \$25,000 | \$77,000 | \$0 | \$102,000* |

*An additional \$2,000 in local in-kind match will be provided by the Village of Ballston Spa to support the project as shown in UPWP Table 1A.

7.21 Voorheesville All Access Complete Streets Feasibility Study

Goal: To conduct a community-wide pedestrian and bicycle safety assessment and prepare a Complete Streets Feasibility Study including preliminary concepts at certain high priority walking and bicycling areas that are known and perceived to present safety hazards for motorists, pedestrians, and bicyclists.

Activities and Products:

- Continue to manage a \$54,935 consultant contract to prepare the All Access Complete Streets Feasibility Study. This study is part of the Transportation Council’s 2023-2024 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work as needed.

Work Performed By: Consultant; Village of Voorheesville project sponsor.

Timeline: The project began April 1, 2023 with completion expected by April 2025; 75% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$5,000 | \$0 | \$0 | \$5,000 |
| Local Cash | \$0 | \$5,500 | \$0 | \$5,500 |
| FHWA PL Set-Aside | \$0 | \$23,130 | \$0 | \$23,130 |
| Grand Total | \$5,000 | \$28,630 | \$0 | \$33,630 |

7.22 Broadway Flood Resilient Multi-Modal Corridor Study

Goal: To identify and evaluate transportation planning concepts that improve multi-modal transportation facilities and connectivity, increase the urban forest, and integrate green infrastructure and resiliency along the length of the Broadway/Route 32 corridor from Albany to Watervliet.

Activities and Products:

- Continue to manage a \$115,000 consultant contract to prepare a Resilient Multi-Modal Corridor Plan funded as part of the 2023-2024 Community and Transportation Linkage Program.
- Provide technical support as needed.

Work Performed By: Consultant; Albany County project sponsor.

Timeline: The project began April 1, 2023 with completion expected by April 2025; 10% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$3,000 | \$38,721 | \$0 | \$41,721 |
| Local Cash | \$0 | \$0 | \$0 | \$0 |
| Grand Total | \$3,000 | \$38,721 | \$0 | \$41,721 |

7.23 Castleton Complete Streets & Connections Plan

Goal: To develop concepts for Complete Streets, managed parking, and more pedestrian-friendly streets, identified as priorities in the Village's Comprehensive Plan. Trail connections between downtown and Schodack Island State Park will also be explored.

Activities and Products:

- Complete the \$75,000 consultant contract to prepare the Castleton Complete Streets & Connections Plan. This study was funded as part of the Transportation Council's 2023-2024 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work as needed.

Work Performed By: Consultant; Village of Castleton-on-Hudson project sponsor.

Timeline: The project began April 1, 2023 with completion expected April 2025; 95% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$2,000 | \$0 | \$0 | \$2,000 |
| FHWA PL Set-Aside | \$0 | \$44,195 | \$0 | \$44,195 |
| Local Cash | \$0 | \$3,000 | \$0 | \$3,000 |
| Grand Total | \$2,000 | \$47,195 | \$0 | \$49,195* |

*An additional \$5,000 in local in-kind match will be provided by the Village of Castleton-on-Hudson to support the project as shown in UPWP Table 1A.

7.24 Central Avenue West Corridor Study

Goal: To examine existing conditions and identify opportunities for potential development or

redevelopment sites, improve access management, and develop Complete Streets concepts for the NY 5 Corridor from New Karner Road/Route 155 west to the Niskayuna town line.

Activities and Products:

- Continue to manage a \$150,000 consultant contract to prepare the Central Avenue West Corridor Study. This study is part of the Transportation Council’s 2023-2024 Community and Transportation Linkage Planning Program.
- Provide technical support by generating environmental mitigation and Limited English Proficiency mapping and analysis, existing conditions, and other technical work as needed.

Work Performed By: Consultant; Town of Colonie project sponsor.

Timeline: The project began April 1, 2023, completion expected December 2025; 50% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|--------------------|-----------------|--------------------------------------|--------------------|----------------------|
| FHWA PL | \$15,000 | \$103,437 | \$0 | \$103,437 |
| Grand Total | \$15,000 | \$103,437 | \$0 | \$118,437* |

*An additional \$15,000 in local in-kind match will be provided by the Town of Colonie to support the project, shown in UPWP Table 1A.

7.25 Curry Road & Guilderland Avenue Multi-Modal Study

Goal: To create a plan for a more balanced transportation system along the Curry Road and Guilderland Avenue corridors in the Town of Rotterdam that includes safe and compliant ADA access for all users, including pedestrians, bicyclists, transit users, and motorists.

Activities and Products:

- Continue to manage a consultant to prepare the Curry Road & Guilderland Avenue Multi-Modal Study. This \$89,590 study was funded as part of the Transportation Council’s 2023-2024 Community and Transportation Linkage Planning Program.
- Provide staff technical support as needed.

Work Performed By: Consultant; Town of Rotterdam project sponsor.

Timeline: The project began April 1, 2023 with completion expected April 2025; 95% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$2,000 | \$21,928 | \$0 | \$23,928 |
| Local Cash | \$0 | \$0 | \$0 | \$0 |
| Grand Total | \$2,000 | \$21,928 | \$0 | \$23,928* |

*An additional \$20,000 in local in-kind match will be provided by the Town of Rotterdam to support the project as shown in UPWP Table 1A.

7.26 Milton Town Center Plan Update

Goal: To identify potential improvements for safe walking and bicycling facilities from West Milton to the Town's center and create connections to the Zim Smith and Geysers Road trails.

Activities and Products:

- Complete the consultant contract to prepare the Milton Town Center Plan Update. This study is part of the Transportation Council's 2023-2024 Community and Transportation Linkage Planning Program.

Work Performed By: Consultant; Town of Milton project sponsor.

Timeline: The project began April 1, 2023 with completion expected April 2025; 95% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$2,000 | \$49,606 | \$0 | \$51,606 |
| Local Cash | \$0 | \$0 | \$0 | \$0 |
| Grand Total | \$2,000 | \$49,606 | \$0 | \$51,606 |

7.89 Halfmoon/Clifton Park County Route 109 Corridor Study

Goal: To prepare a Corridor Study of a 4.7-mile stretch of County Route 109 from NYS Route 146A, east to Highview Way that will evaluate Complete Streets opportunities and concepts to provide walking and potential bicycle facilities in the corridor and create connections between neighborhoods recently developed along the Farm to Market Road.

Activities and Products:

- Manage a \$150,000 consultant contract to prepare the County Route 109 Corridor Study. This study is part of the 2024-2025 Community Planning/Linkage Planning Program.
- Provide technical support by generating existing conditions and other data as needed.

Work Performed By: Consultant; Town of Halfmoon is lead sponsor with support from Saratoga County and the Town of Clifton Park.

Timeline: The project began April 1, 2024 with completion expected March 2026; 0% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$16,000 | \$87,000 | \$0 | \$103,000 |
| Local Cash | \$0 | \$30,000 | \$0 | \$30,000 |
| Grand Total | \$16,000 | \$117,000 | \$0 | \$133,000 |

7.90 Niskayuna Complete Streets Study: NYS Route 7

Goal: To prepare a Niskayuna NYS Route 7 Complete Streets study that assesses complete streets treatments on NYS Route 7 between the Town's borders with the City of Schenectady and the Town of Colonie.

Activities and Products:

- Continue to manage a \$139,472 consultant contract to prepare the Route 7 Complete Streets Study. This study is part of the 2024-2025 Community Planning/Linkage Planning Program.
- Provide technical support by generating existing conditions and other data as needed.

Work Performed By: Consultant; Town of Niskayuna is the sponsor.

Timeline: The project will begin April 1, 2024 with completion expected by March 2026; 5% complete.

Budget Estimate:

| Fund Sources | Staff Time | Professional Services and Agreements | Other Expenditures | Total by Fund Source |
|---------------------|-------------------|---|---------------------------|-----------------------------|
| FHWA PL | \$16,000 | \$111,043 | \$0 | \$127,043 |
| FHWA PL Set-Aside | \$0 | \$28,429 | \$0 | \$28,429 |
| Grand Total | \$16,000 | \$139,472 | \$0 | \$155,472* |

*An additional \$14,500 in local in-kind match will be provided by the Town of Niskayuna to support the project as shown in UPWP Table 1A.

Statewide Planning Efforts

NYSAMPO Shared Cost Initiatives (SCI)

The Shared Cost Initiative Program is a joint program of the State's fourteen MPOs, with funding provided from each MPO and administration provided by a "host" MPO for each effort on behalf of the group. Planning efforts funded through this program support research and technical activities of a mutually beneficial nature to all fourteen MPOs in the State.

- **NYSAMPO Staff Support**

Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.

Cost: \$250,000 (\$150,000 FHWA PL and \$100,000 NYSDOT SPR)

Lead Agency: Capital Region Transportation Council

- **NYSAMPO Conference Support**

Objective: Organize and provide technical support to NYSAMPO for the bi-annual conference.

Cost: \$50,000 FHWA PL

Lead Agency: Syracuse Metropolitan Transportation Council

- **NYSAMPO Staff Training**

Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.

Cost: \$45,953 FHWA PL and \$94,683 FTA MPP/\$23,671 NYSDOT IKS

Lead Agency: Genesee Transportation Council

- **AMPO Dues**

Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.

Cost: \$55,222 FHWA PL

Lead Agency: Binghamton Metropolitan Transportation Study

State Planning Research (SPR) Funded Efforts During FFY25

| SPR # | Project Title | SPR Funding | Description |
|-----------------|---|--------------|---|
| HOCTC | Region 2 | | |
| SP-21-07 | Interstate 90 Exit 31 Interchange Reconstruction Feasibility Planning Study | \$700,000 | HOCTC & NYSDOT are undertaking a Transportation Scoping/Planning & Environmental Linkages (PEL) Study for an I-90 Exit 31 Interchange Reconstruction Project in the City of Utica. In accordance w/the National Environmental Policy Act (NEPA) & NYSDOT procedures for implementation of the State Environmental Quality Review Act (SEQR), engineering scoping/PEL study will assess engineering feasibility & impacts to the community, economy, & the safety & mobility of adjacent roadway network: I-790, NY 49, NY 5 & North Genesee St. (921C). |
| SMTC | Region 3 | | |
| SP-22-05 | SMTC Regional Model and I-81 Modeling Reconciliation | \$150,000 | The goal of this project is to work collaboratively with the Syracuse Metropolitan Transportation Council (SMTC) to reconcile the NYSDOT derivative I-81 model with the current SMTC Regional Travel Demand Model to create one single model used in the region transportation planning and programming. |
| All MPOs | | | |
| C-17-53 | Pavement Condition Data Collection Services | \$20,500,000 | Collect pavement condition data as necessary to comply w/annual state & federal requirements & NYSDOT pavement management practices & develop & maintain a system to track location, dimension & condition of other highway related assets. |
| C-17-56 | Statewide Coordination of Metropolitan Planning Programs | \$600,000 | Support & maintain the ongoing coordination of metropolitan planning programs in NYS for statewide benefit; ongoing collaboration of the 14 MPOs; & on-going coordination of metropolitan & statewide planning programs. |
| C-17-59 | Traffic Data System | \$3,890,100 | Implement an automated traffic data management system application. |
| C-18-55 | NYS Transportation Master Plan | \$2,000,000 | Produce an updated, statewide long-range transportation plan to coordinate federal & state transportation planning activities. |
| SP-19-03 | Temporary Service Contracts - Traffic Data Processing | \$1,375,000 | The goal of this project is to provide for the processing of traffic data that is obtained from counts taken in NYSDOT's 11 Regions, including Interstates and Expressways. |
| SP-20-02 | NPTS, CTPP, Intercity Travel (ATS) and Travel Patterns for NYS | \$3,580,616 | Establish a research & analysis capability with Oak Ridge National Labs (ORNL), Center for Transportation Analysis, to assist NYS in analyzing national data. |

| SPR # | Project Title | SPR Funding | Description |
|----------|--|--------------|---|
| SP-20-03 | Research, Development & Support of an Integrated Planning & Performance Data & Analytics Framework (PPDAF) | \$2,600,000 | Leverage the current analysis tools to research & further integrate travel time datasets & available open- source analytics tools w/other transportation, economic & demographic data to support efficient & consistent planning & analysis. |
| SP-21-02 | Program & Project Management System Support Services | \$1,588,328 | Provide support services for post-implementation of a Department-wide enhanced & improved enterprise level program & project management system to facilitate improvements to capital program delivery. |
| SP-21-04 | Highway Oversize/Overweight Credentialing System (HOOCS) Phase 2 | \$1,950,000 | Implement a Commercial Off-the-Shelf (COTS) HOOCS software solution & obtain accompanying integration services necessary to fulfill NYSDOT's Central Permitting Bureau's business requirements. Phase 2 will advance functionality of HOOCS. |
| SP-21-06 | Accelerating the Use of Integrated Incident Management System (IIMS) for Traffic Incident Data Collection and Management | \$295,000 | Demonstrate the ability of an enhanced IIMS to provide improved sharing of incident reporting between First/Secondary Response teams & operations centers to: improve situational awareness, enhance coordinated response to incidents & safety of incident scenes, reduce incident duration & impact (lane closures, delay, & occurrence of secondary incidents) using analytical tools that correlate IIMS w/vehicle sensor & other data sources. |
| SP-21-08 | Continuous Count Traffic Count Program, Zone 1 | \$5,082,107 | This initiative is the continuous count (CC) traffic count program for Zone 1 with full performance-based maintenance and upgrade services in Zone 1 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. Zone 1 includes the eastern half of the state (Region 1, 2, 7, 8, 9). |
| SP-21-09 | Continuous Count Traffic Count Program, Zone 2 | \$10,634,500 | This initiative is the continuous count (CC) traffic count program for Zone 2 with full performance-based maintenance and upgrade services in Zone 2 to provide better coverage, distribution, and differentiation by functional classification of roadway, geographic area, and seasonality of traffic patterns. Zone 2 includes the western half of the state (Region 3, 4, 5, 6). |

| SPR # | | SPR Funding | Description |
|----------|---|-------------|--|
| SP-22-03 | Statewide Mobility Services Program | \$7,882,320 | To continue and expand on NYSDOT's agency-wide efforts to support and encourage the use of sustainable and efficient modal options for travel, while addressing the goals of the NYS Climate Leadership and Community Protection Act (CLCPA) to reduce GHGs 85% and achieve economy-wide carbon neutrality by 2050. It will build on the efforts of the existing Statewide Active Transportation Demand Management (ATDM) and will include additional technical assistance program elements, policy research, pilot initiatives and partnerships with employers, large institutions, destination, neighborhood and community organizations, local governments, and mobility providers. Work products are expected to result in products that specifically integrate mobility into existing NYSDOT policies, programs, projects, and protocols. This will include but is not limited to: regional and statewide project development, prioritization, and programming; corridor plans; integrated multimodal systems management and transportation management center (TMS) operations; and freight analysis. |
| SP-22-06 | TRANSEARCH Data | \$1,100,000 | The NYS Department of Transportation (DOT) desires to maintain and regularly update key data and forecasts to support short and long-range economic development, infrastructure, and environmental quality planning throughout the state. To achieve this goal, the DOT needs modal commodity freight flow data and profiles of the state and sub-state areas, trade areas and projections of this data into the future. |
| SP-22-07 | The Eastern Transportation Coalition (TETC) / University of Maryland Data Acquisition | \$750,000 | Acquire reliable and real-time travel time and speed data that has utility across multiple functional groups for the entire roadway network without the need for sensors or other hardware from six different categories: (1) Travel Time and Speed; (2) Origin-Destination; (3) Freight; (4) Waypoint; (5) Volume; (6) Conflation. |
| SP-23-03 | NYS Resiliency Improvement Program | \$350,000 | Develop a NYS Resilience Improvement Plan (RIP) to help guide the immediate and long-range planning activities and investments of the State in respect to the resilience of the surface transportation system. |
| SP-23-04 | Employment / Establishment Data Acquisition | \$400,000 | Access up-to-date employer and establishment data containing industry classification, employment and sales information that will contribute to modeling the use of a multimodal system by highlighting demand and supply areas, anticipate growth of need and increasing safety. |

| SPR # | | SPR Funding | Description |
|----------|---|--------------|---|
| SP-24-02 | AASHTO Census Transportation Solutions Technical Services (2025-2029) | \$525,398 | The goal of this project is the prudent consolidated purchase of CTPP data. CTPP data remains the only source for the small-area journey-to-work data States and MPOs use for travel demand modeling, long-range planning, corridor analysis and many other planning functions. The ACTS program not only produces and delivers this important transportation data, but also provides technical assistance, training, outreach and associated research. |
| SP-24-03 | Speed Probe Data | \$48,500 | The goal of this project is to purchase floating car probe data to establish performance targets to assess travel reliability, congestion and emissions, and to perform other analyses and visualizations of road performance for both passenger cars and trucks. |
| SP-24-05 | Short Count Traffic Program (2025-2029) | \$12,000,000 | The goal of this project is to provide for the collection of traffic data across NYS. This will be achieved by contracting for the collection of that data. NYSDOT's 11 Regions, including Interstates and Expressways, will be grouped into 10 zones. |
| SP-25-02 | Statewide Coordination of Metropolitan Planning Programs | \$100,000 | The goal of this project is to support and maintain the ongoing coordination of the metropolitan planning programs in NYS for statewide benefit; the ongoing collaboration of the fourteen (14) metropolitan planning organizations (MPOs). |
| SP-25-03 | Bus Safety Inspection Program | \$459,930 | The goal of this project is to replace the existing 25+ year old mainframe system with a new modern server-based IT system. |

Appendix A: UPWP Funding Tables

DRAFT FY2025-2026 FINANCIAL TABLES

Financial Tables will be adjusted when closeout balances are final.

**Table 1
2025 - 2026 UPWP
Transportation Council Staff Budget
Task and Auditable Budgets**

| | FHWA | | | | | SS4A: Safe Streets & Roads for All | X034 24-25 SEC 5303 GRANT | X035 25-26 SEC 5303 GRANT | USDOE | Local In-Kind | Local Cash/Agreements | GRAND TOTALS |
|--|------------------|----------------------|-------------------|----------------------------|----------------|------------------------------------|---------------------------|---------------------------|----------------|----------------|-----------------------|------------------|
| | PL Staff | PL Consultant/Vendor | FHWA PL Set-Aside | STBG Flex Project Develop. | SPR | | | | | | | |
| 44.21.00 PROGRAM SUPPORT & ADMINISTRATION | | | | | | | | | | | | |
| 1.51 Committee Activities | 45,000 | 0 | 0 | 0 | 0 | 0 | 0 | 35,000 | 0 | 0 | 0 | 80,000 |
| 1.61 Transportation Council Administration | 40,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40,000 |
| 1.65 UPWP Development and Reporting | 23,000 | 0 | 0 | 0 | 0 | 0 | 5,000 | 15,658 | 0 | 0 | 0 | 43,658 |
| 1.66 Title VI and Nondiscrimination | 10,000 | 10,000 | 0 | 0 | 0 | 0 | 5,000 | 15,000 | 0 | 0 | 0 | 40,000 |
| 1.68 NYSAMPO Administration* | 0 | 200,000 | 0 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 300,000 |
| 1.69 NYSAMPO / AMPO / TRB | 80,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80,000 |
| 1.70 Public Participation | 45,000 | 10,000 | 0 | 0 | 0 | 0 | 0 | 40,000 | 0 | 0 | 0 | 95,000 |
| 44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING | | | | | | | | | | | | |
| 2.01 Technical Assistance Program | 40,000 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 | 0 | 65,000 |
| 2.25 Transportation Data Collection | 32,500 | 76,646 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 119,146 |
| 2.28 Census and Capital Region Indicators | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 20,000 |
| 2.29 GIS | 80,000 | 0 | 0 | 0 | 0 | 0 | 5,000 | 30,000 | 0 | 0 | 0 | 115,000 |
| 2.30 Human Services Agency Transportation | 10,000 | 0 | 0 | 0 | 0 | 0 | 5,000 | 25,000 | 0 | 2,000 | 0 | 42,000 |
| 2.31 Housing and Community Planning | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 30,000 |
| 44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level | | | | | | | | | | | | |
| 3.11 STEP Model Development | 70,000 | 410,000 | 0 | 500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 980,000 |
| 3.31 Infrastructure Planning | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 25,000 |
| 3.41 Metropolitan Transportation Plan | 85,000 | 179,398 | 0 | 0 | 0 | 0 | 5,000 | 70,000 | 0 | 2,500 | 0 | 341,898 |
| 3.51 Performance-Based Planning | 15,000 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 20,000 |
| 44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level | | | | | | | | | | | | |
| 3.22 Regional Operations/Congestion Management | 45,000 | 0 | 0 | 0 | 0 | 0 | 5,000 | 15,000 | 0 | 2,000 | 0 | 67,000 |
| 3.32 Regional Signal Timing Program | 15,000 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 20,000 |
| 44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP) | | | | | | | | | | | | |
| 4.13 Transit Planning | 10,000 | 0 | 0 | 0 | 0 | 0 | 5,000 | 25,000 | 0 | 65,000 | 0 | 105,000 |
| 4.14 TDM Initiatives | 10,000 | 0 | 0 | 0 | 0 | 0 | 5,000 | 15,000 | 0 | 0 | 0 | 30,000 |
| 4.15 Safety Planning | 35,000 | 0 | 0 | 0 | 0 | 746,509 | 0 | 21,000 | 0 | 0 | 176,743 | 979,252 |
| 4.16 Resilience and Security Planning | 30,000 | 150,000 | 0 | 0 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 185,000 |
| 4.17 Complete Streets | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 15,000 | 0 | 0 | 0 | 35,000 |
| 4.21 Freight Planning | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | 52,000 |
| 4.64 ADA Planning | 10,000 | 30,697 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 2,200 | 52,897 |
| 4.67 Active Transportation Planning | 30,000 | 0 | 0 | 0 | 0 | 0 | 0 | 30,000 | 0 | 2,000 | 0 | 67,000 |
| 4.70 USDOE Clean Cities and Communities Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147,887 | 0 | 0 | 147,887 |
| 44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) | | | | | | | | | | | | |
| 5.01 TIP | 80,000 | 0 | 0 | 0 | 0 | 0 | 5,000 | 50,000 | 0 | 2,000 | 0 | 137,000 |
| 5.21 Air Quality and Conformity | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 30,000 |
| 5.51 Travel Demand Modeling Services | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 |
| 5.61 TIP Project Development Support | 0 | 0 | 0 | 35,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35,000 |
| 44.27.00 OTHER ACTIVITIES | | | | | | | | | | | | |
| 7.10 Town of Colonie GEIS Support | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45,000 | 45,000 |
| 7.11 Town of Malta GEIS Support | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25,000 | 25,000 |
| 7.12 Albany County Active Transportation Technical Assistance | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 65,000 | 87,000 |
| 7.13 Ballston Spa - Traffic Calming Master Plan | 25,000 | 67,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 7,500 | 102,000 |
| 7.14 Saratoga Springs - West Avenue Complete Streets Study | 25,000 | 15,381 | 54,619 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 7,000 | 104,000 |
| 7.21 All Access Complete Streets Feasibility Study | 5,000 | 0 | 23,130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,500 | 33,630 |
| 7.22 Broadway Flood Resilient Multi-Modal Corridor Study | 3,000 | 38,721 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41,721 |
| 7.23 Castleton Complete Streets & Connections Plan | 2,000 | 0 | 44,195 | 0 | 0 | 0 | 0 | 0 | 0 | 2,500 | 3,000 | 51,695 |
| 7.24 Central Avenue West Corridor Study | 15,000 | 103,437 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15,000 | 0 | 133,437 |
| 7.25 Curry Road & Guilderland Avenue Multi-Modal Study | 2,000 | 21,928 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | 0 | 43,928 |
| 7.26 Milton Town Center Plan Update | 2,000 | 49,607 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51,607 |
| 7.89 Halfmoon/Clifton Park County Route 109 Corridor Study | 16,000 | 87,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30,000 | 133,000 |
| 7.90 Niskayuna Complete Streets Study: NYS Route 7 | 16,000 | 111,043 | 28,429 | 0 | 0 | 0 | 0 | 0 | 0 | 14,500 | 0 | 169,972 |
| TRANSPORTATION COUNCIL UPWP TOTAL EFFORT | 1,131,500 | 1,581,358 | 150,373 | 535,000 | 100,000 | 746,509 | 50,000 | 471,658 | 147,887 | 140,500 | 366,943 | 5,421,728 |
| TOTAL FEDERAL | 2,663,231 | 1,581,358 | 150,373 | 428,000 | 80,000 | 746,509 | 50,000 | 471,658 | 147,887 | 0 | 0 | 4,587,285 |
| Transportation Council Non-Federal Match | 132,256 | 0 | 0 | 0 | 0 | 0 | 3,124 | 29,466 | 0 | 0 | 0 | 164,845 |
| CDRPC PL Program | 183,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61,000 | 244,000 |
| STATE CASH | 0 | 0 | 0 | 107,000 | 20,000 | 40,300 | 0 | 0 | 0 | 0 | 0 | 167,300 |
| STATE IKS | 0 | 0 | 0 | 0 | 0 | 0 | 9,375 | 88,436 | 0 | 0 | 0 | 97,811 |
| STATE TOLL CREDITS | 394,014 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 394,014 |
| LOCAL CASH | 0 | 0 | 0 | 0 | 0 | 176,743 | 0 | 0 | 0 | 140,500 | 366,943 | 684,186 |
| SCI | 200,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200,000 |
| TRANSPORTATION COUNCIL UPWP TOTAL PROGRAM | 3,572,500 | 1,581,358 | 150,373 | 535,000 | 100,000 | 963,552 | 62,499 | 589,560 | 147,887 | 140,500 | 427,943 | 6,539,441 |

* This task is supported by pooled funds from the 14 NYS MPOs. The Transportation Council is the lead agency and \$50,000 is dedicated to SMTc for NYSAMPO Conference activities. The Transportation Council's share is about 6%.

**TABLE 1A
FY2025-2026 UPWP**

Explanation of Calculations for PL Match

| | |
|--------------|---|
| 2,712,858.00 | Total Federal Transportation Council PL amount |
| 150,000.00 | Less MPO PL Shared Cost Initiatives (matched by NYSDOT) |
| 50,000.00 | Less MPO PL Shared Cost Initiatives (matched by NYSDOT) |
| 2,512,858.00 | |
| 132,255.68 | Total Transportation Council PL Match required |
| 394,013.67 | State match |
| 183,000.00 | |
| 61,000.00 | |
| 244,000.00 | CDRPC PL Program |
| 193,255.68 | Total Federal PL Match required |

Explanation of Calculations for FTA Match

| | |
|------------|--|
| 471,658.00 | Total new Federal FTA funds** |
| 50,000.00 | Total Carryover Federal FTA funds |
| 521,658.00 | |
| 29,466.10 | Match required for new FTA (X033) |
| 3,123.67 | Match required for old FTA (X032) |
| 32,589.77 | Total match required for both FTA |
| 88,435.88 | State match for new FTA |
| 9,375.00 | State match required for carryover FTA |
| 97,810.88 | |

In-Kind Contributions Match for FTA & PL Match by Task

| | |
|------------|---|
| 2,500.00 | Metropolitan Transportation Plan |
| 5,000.00 | Technical Assistance Program |
| 2,000.00 | Regional Operations/Congestion Management |
| 2,000.00 | Freight Planning |
| 2,000.00 | Active Transportation Planning |
| 2,000.00 | TIP Advisory |
| 2,000.00 | Human Services Agency Transportation |
| 65,000.00 | CDTA Staff - MPO Activities |
| 2,000.00 | Albany County Active Transportation Technical Assistance |
| 2,000.00 | Ballston Spa - Traffic Calming Master Plan |
| 2,000.00 | Saratoga Springs – West Avenue Complete Streets Study |
| 2,500.00 | Linkage - Castleton Complete Streets & Connections Plan |
| 15,000.00 | Linkage - Central Avenue West Corridor Study |
| 20,000.00 | Linkage - Curry Road & Guilderland Avenue Multi-Modal Study |
| 14,500.00 | Niskayuna Complete Streets Study: NYS Route 7 |
| 140,500.00 | |

TABLE 2
2025-2026 UPWP
Non-Federal Activities Used By Transportation Council In-Kind Match
Task and Auditable Budgets

| | FTA 2024-25 | FTA 2025-26 | GRAND |
|--|-------------|-------------|--------|
| | SEC 5303 | SEC 5303 | TOTALS |
| 44.21.00. PROGRAM SUPPORT & ADMINISTRATION | | | |
| 1.51 Committee Activities | 0 | 0 | 0 |
| 1.61 Transportation Council Administration | 0 | 0 | 0 |
| 1.65 UPWP Development and Reporting | 0 | 0 | 0 |
| 1.66 Title VI and Nondiscrimination | 0 | 0 | 0 |
| 1.68 NYSAMPO Administration* | 0 | 0 | 0 |
| 1.69 NYSAMPO / AMPO / TRB | 0 | 0 | 0 |
| 1.70 Public Participation | 0 | 0 | 0 |
| 44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING | | | |
| 2.01 Technical Assistance Program | 0 | 0 | 0 |
| 2.25 Transportation Data Collection | 0 | 0 | 0 |
| 2.28 Census and Capital Region Indicators | 0 | 0 | 0 |
| 2.29 GIS | 0 | 0 | 0 |
| 2.30 Human Services Agency Transportation | 0 | 0 | 0 |
| 2.31 Housing and Community Planning | 0 | 0 | 0 |
| 44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level | | | |
| 3.11 STEP Model Development | 0 | 0 | 0 |
| 3.31 Infrastructure Planning | 0 | 0 | 0 |
| 3.41 Metropolitan Transportation Plan | 0 | 0 | 0 |
| 3.51 Performance-Based Planning | 0 | 0 | 0 |
| 44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level | | | |
| 3.22 Regional Operations/Congestion Management | 0 | 0 | 0 |
| 3.32 Regional Signal Timing Program | 0 | 0 | 0 |
| 44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP) | | | |
| 4.13 Transit Planning | 0 | 0 | 0 |
| 4.14 TDM Initiatives | 0 | 0 | 0 |
| 4.15 Safety Planning | 0 | 0 | 0 |
| 4.16 Resilience and Security Planning | 0 | 0 | 0 |
| 4.17 Complete Streets | 0 | 0 | 0 |
| 4.21 Freight Planning | 0 | 0 | 0 |
| 4.64 ADA Planning | 0 | 0 | 0 |
| 4.67 Active Transportation Planning | 0 | 0 | 0 |
| 4.70 USDOE Clean Cities and Communities Program | 0 | 0 | 0 |
| 44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) | | | |
| 5.01 TIP | 0 | 0 | 0 |
| 5.21 Air Quality Conformity | 0 | 0 | 0 |
| 5.51 Travel Demand Modeling Services | 3,124 | 29,466 | 32,590 |
| 5.61 TIP Project Development Support | 0 | 0 | 0 |
| 44.27.00 OTHER ACTIVITIES | | | |
| 7.10 Town of Colonie GEIS Support | 0 | 0 | 0 |
| 7.11 Town of Malta GEIS Support | 0 | 0 | 0 |
| 7.12 Albany County Active Transportation Technical Assistance | 0 | 0 | 0 |
| 7.13 Ballston Spa - Traffic Calming Master Plan | 0 | 0 | 0 |
| 7.14 Saratoga Springs – West Avenue Complete Streets Study | 0 | 0 | 0 |
| 7.21 All Access Complete Streets Feasibility Study | 0 | 0 | 0 |
| 7.22 Broadway Flood Resilient Multi-Modal Corridor Study | 0 | 0 | 0 |
| 7.23 Castleton Complete Streets & Connections Plan | 0 | 0 | 0 |
| 7.24 Central Avenue West Corridor Study | 0 | 0 | 0 |
| 7.25 Curry Road & Guilderland Avenue Multi-Modal Study | 0 | 0 | 0 |
| 7.26 Milton Town Center Plan Update | 0 | 0 | 0 |
| 7.89 Halfmoon/Clifton Park County Route 109 Corridor Study | 0 | 0 | 0 |
| 7.90 Niskayuna Complete Streets Study: NYS Route 7 | 0 | 0 | 0 |

TABLE 4
2025-2026 UPWP
CDRPC
Task and Auditable Budgets

| | 2024-2025 | FTA | | GRAND TOTALS |
|--|----------------|----------------|----------|----------------|
| | PL | SEC 5307 GRANT | FAA | |
| 44.21.00 PROGRAM SUPPORT & ADMINISTRATION | | | | |
| 1.51 Committee Activities | 0 | 0 | 0 | 0 |
| 1.61 Transportation Council Administration | 0 | 0 | 0 | 0 |
| 1.65 UPWP Development and Reporting | 5,000 | 0 | 0 | 5,000 |
| 1.66 Title VI and Nondiscrimination | 0 | 0 | 0 | 0 |
| 1.68 NYSAMPO Administration* | 0 | 0 | 0 | 0 |
| 1.69 NYSAMPO / AMPO / TRB | 0 | 0 | 0 | 0 |
| 1.70 Public Participation | 13,000 | 0 | 0 | 13,000 |
| 44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING | | | | |
| 2.01 Technical Assistance Program | 64,000 | 0 | 0 | 64,000 |
| 2.25 Transportation Data Collection | 0 | 0 | 0 | 0 |
| 2.28 Census and Capital Region Indicators | 80,000 | 0 | 0 | 80,000 |
| 2.29 GIS | 32,000 | 0 | 0 | 32,000 |
| 2.30 Human Services Agency Transportation | 0 | 0 | 0 | 0 |
| 2.31 Housing and Community Planning | 25,000 | 0 | 0 | 25,000 |
| 44.23.01 LONG-RANGE TRANSP. PLANNING (LRTP) - System Level | | | | |
| 3.11 STEP Model Development | 0 | 0 | 0 | 0 |
| 3.31 Infrastructure Planning | 0 | 0 | 0 | 0 |
| 3.41 Metropolitan Transportation Plan | 25,000 | 0 | 0 | 25,000 |
| 3.51 Performance-Based Planning | 0 | 0 | 0 | 0 |
| 44.23.02 LONG-RANGE TRANSP. PLANNING (LRTP) - Project Level | | | | |
| 3.22 Regional Operations/Congestion Management | 0 | 0 | 0 | 0 |
| 3.32 Regional Signal Timing Program | 0 | 0 | 0 | 0 |
| 44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP) | | | | |
| 4.13 Transit Planning | 0 | 0 | 0 | 0 |
| 4.14 TDM Initiatives | 0 | 0 | 0 | 0 |
| 4.15 Safety Planning | 0 | 0 | 0 | 0 |
| 4.16 Resilience and Security Planning | 0 | 0 | 0 | 0 |
| 4.17 Complete Streets | 0 | 0 | 0 | 0 |
| 4.21 Freight Planning | 0 | 0 | 0 | 0 |
| 4.64 ADA Planning | 0 | 0 | 0 | 0 |
| 4.67 Active Transportation Planning | 0 | 0 | 0 | 0 |
| 4.70 USDOE Clean Cities and Communities Program | 0 | 0 | 0 | 0 |
| 44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) | | | | |
| 5.01 TIP | 0 | 0 | 0 | 0 |
| 5.21 Air Quality Conformity | 0 | 0 | 0 | 0 |
| 5.51 Travel Demand Modeling Services | 0 | 0 | 0 | 0 |
| 5.61 TIP Project Development Support | 0 | 0 | 0 | 0 |
| 44.27.00 OTHER ACTIVITIES | | | | |
| 7.10 Town of Colonie GEIS Support | 0 | 0 | 0 | 0 |
| 7.11 Town of Malta GEIS Support | 0 | 0 | 0 | 0 |
| 7.12 Albany County Active Transportation Technical Assistance | 0 | 0 | 0 | 0 |
| 7.13 Ballston Spa - Traffic Calming Master Plan | 0 | 0 | 0 | 0 |
| 7.14 Saratoga Springs – West Avenue Complete Streets Study | 0 | 0 | 0 | 0 |
| 7.21 All Access Complete Streets Feasibility Study | 0 | 0 | 0 | 0 |
| 7.22 Broadway Flood Resilient Multi-Modal Corridor Study | 0 | 0 | 0 | 0 |
| 7.23 Castleton Complete Streets & Connections Plan | 0 | 0 | 0 | 0 |
| 7.24 Central Avenue West Corridor Study | 0 | 0 | 0 | 0 |
| 7.25 Curry Road & Guilderland Avenue Multi-Modal Study | 0 | 0 | 0 | 0 |
| 7.26 Milton Town Center Plan Update | 0 | 0 | 0 | 0 |
| 7.89 Halfmoon/Clifton Park County Route 109 Corridor Study | 0 | 0 | 0 | 0 |
| 7.90 Niskayuna Complete Streets Study: NYS Route 7 | 0 | 0 | 0 | 0 |
| TOTAL EFFORT | 244,000 | 0 | 0 | 244,000 |
| FEDERAL | 183,000 | 0 | 0 | 183,000 |
| CDRPC MATCH | 61,000 | 0 | 0 | 61,000 |

Table 5
Capital Region Transportation Council
2025-2026 UPWP
Metropolitan Planning (PL) Funds
Task and Auditable Budgets

| TASK BUDGET | TOTAL | NEW | CARRY- | NYS DOT | CDRPC | Local Cash | Local In-Kind | TOTAL | | CDTC IKS |
|--|----------------|----------------|------------|---------------|---------------|---------------|---------------|-----------------------|-----------------------|----------|
| | ALL | GRANT | OVER GRANT | | | | | Transp. Council STAFF | Transp. Council STAFF | |
| 44.21.00 PROGRAM SUPPORT & ADMINISTRATION | 734687 | 734687 | 0 | 189687 | 82000 | | 0 | 463000 | 463000 | 0 |
| | 335263 | 335263 | 0 | 7263 | 0 | | 0 | 328000 | 328000 | 0 |
| | 399424 | 399424 | 0 | 182424 | 82000 | | 0 | 135000 | 135000 | 0 |
| 44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING | 412154 | 412154 | 0 | 11008 | 112000 | | 0 | 289146 | 289146 | 0 |
| | 407943 | 407943 | 0 | 6797 | 112000 | | 0 | 289146 | 289146 | 0 |
| | 4211 | 4211 | 0 | 4211 | 0 | | 0 | 0 | 0 | 0 |
| 44.23.01 LONG-RANGE TRANSP. PLANNING - System Level | 870945 | 870945 | 0 | 41547 | 50000 | | 0 | 779398 | 779398 | 0 |
| | 854103 | 854103 | 0 | 39705 | 50000 | | 0 | 764398 | 764398 | 0 |
| | 16842 | 16842 | 0 | 1842 | 0 | | 0 | 15000 | 15000 | 0 |
| 44.23.02 LONG-RANGE TRANSPOR. PLANNING - Project Level | 63157 | 63157 | 0 | 3157 | 0 | | 0 | 60000 | 60000 | 0 |
| | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 63157 | 63157 | 0 | 3157 | 0 | | 0 | 60000 | 60000 | 0 |
| 44.24.00 SHORT-RANGE TRANSPORTATION PLANNING (SRTP) | 395471 | 395471 | 0 | 19774 | 0 | | 0 | 375697 | 375697 | 0 |
| | 395471 | 395471 | 0 | 19774 | 0 | | 0 | 375697 | 375697 | 0 |
| 44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) | 126317 | 126317 | 0 | 6317 | 0 | | 140500 | 120000 | 120000 | 0 |
| | 126317 | 126317 | 0 | 6317 | 0 | | 140500 | 120000 | 120000 | 0 |
| 44.27.00 OTHER ACTIVITIES | 748141 | 748141 | 0 | 122524 | 0 | 366943 | 0 | 625617 | 625617 | 0 |
| | 748141 | 748141 | 0 | 122524 | 0 | 366943 | 0 | 625617 | 625617 | 0 |
| TOTAL | 3350872 | 3350872 | 0 | 394014 | 244000 | 366943 | 140500 | 2712858 | 2712858 | 0 |
| AUDITABLE BUDGET | | | | | | | | | | |
| Direct Labor | 781569 | 781569 | 0 | 0 | 183000 | | 0 | 1105935 | 1105935 | 0 |
| Fringe Charges | 719825 | 719825 | 0 | 0 | 61000 | | 0 | 954422 | 954422 | 0 |
| Travel | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| Equipment | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| Printing | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| Contractual | 1375065 | 1375065 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| Computer | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| Indirect Charges | 474413 | 474413 | 0 | 0 | 0 | | 0 | 652502 | 652502 | 0 |
| Toll Credits | | | | 394014 | | | | | | |
| TOTAL | 3350872 | 3350872 | 0 | 394014 | 244000 | 366943 | 140500 | 2712858 | 2712858 | 0 |
| Federal Share | 2956858 | 2956858 | 0 | 0 | 244000 | 0 | 0 | 2712858 | 2712858 | 0 |
| State Share | 394014 | 394014 | 0 | 394014 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Share | 427943 | 427943 | 0 | 0 | 61000 | 366943 | 140500 | 0 | 0 | 0 |
| % Federal Share | 80% | 80% | 0% | 0% | 75% | 0% | 0 | 100% | 100% | 0% |
| % State Share | 15% | 15% | 0% | 100% | 0% | 0% | 0 | 0% | 0% | 0% |
| % Local Share | 5% | 5% | 0% | 0% | 25% | 100% | 0 | 0% | 0% | 100% |

Appendix B: Public Comments and Responses

The 2025-2025 UPWP public comment period began on January 30, 2025 and ended on March 5, 2025. To follow is a summary of comments received and the Transportation Council’s responses. Seventeen (17) comments were received via an online survey.

Survey Question 1: What transportation planning initiatives do you think should be our priorities?

| Planning Priority | Low Priority | Priority | Top Priority | Not a Priority | Not Sure | Number of Responses |
|---|---------------------|-----------------|---------------------|-----------------------|-----------------|----------------------------|
| Planning that supports the economic vitality of the region | 1 | 10 | 5 | | | 16 |
| Planning for a safer transportation system | 4 | 5 | 7 | | | 16 |
| Planning for a more secure and resilient transportation system | 4 | 2 | 6 | 2 | 1 | 15 |
| Planning to increase accessibility, transit options, active transportation options, and rail options for the movement of people and goods | 2 | 2 | 12 | | | 16 |
| Planning that enhances and protects the environment | 2 | 9 | 5 | 1 | | 17 |
| Planning that integrates transportation and land use | 2 | 6 | 5 | 2 | 1 | 16 |
| Planning for the efficient management and operation of the transportation system | 1 | 10 | 5 | 1 | | 17 |
| Planning that preserves the existing transportation system | 3 | 6 | | 6 | 1 | 16 |
| Planning that supports and enhances tourism | 7 | 4 | 2 | 3 | | 16 |

Other Noted Priorities: Planning for more light rail/trams; Planning that prioritizes pedestrian movement; Potholes; A cost-effective gondola system to connect the Amtrak station to the concourse/museum; Lead with technology investments for the USA in safer transportation systems; Mandate capital improvement plans for road systems; bike lanes; Planning that provides multitudes of feasible transportation options; and Planning that supports disabled adults.

Survey Question 2: What scope should Transportation Council planning work prioritize? (16 responses)

| Scope | Number of Responses |
|--|---------------------|
| A combination, but favoring larger, more complex planning work | 10 |
| A combination, but favoring more narrow, quicker planning work | 3 |
| Broad and complex planning work that may take more time, but could have a large impact (i.e. regional resiliency plan) | 3 |

Survey Question 3: What geographic scale should Transportation Council planning work prioritize? (16 responses)

| Scope | Number of Responses |
|---|---------------------|
| A combination, favoring local assistance | 8 |
| A combination, favoring regional planning | 4 |
| Assist local governments with local plans and studies to be better positioned for funding specific projects | 2 |
| Conduct regional plans and studies to facilitate coordination and position a range of projects for funding | 2 |

Survey Question 4: Do you have any specific comments about the Draft 2025-2026 UPWP?

- Get rid of I-787!
- Assist with advancing design projects for funding when opportunities arise on local projects.
- Emphasize the importance of transit equity and expansion of public transit to transportation deserts.
- I am strongly in favor/support of the directions identified in the Draft 2025-2026 UPWP.
- Please clarify the responsibilities of driver's to observe handicap areas of the bus and keep kids and teens out of handicap areas in the front. Also teach drivers to be kinder. Many are just plain rude to passengers. Also, keep stops clear of ice and snow in the winter.

All comments are noted.