

TRANSPORTATION ALTERNATIVES PROGRAM

PROJECT APPLICATION

Project Name: **Pedestrian Improvements for Public Transit in Albany, Troy, and Cohoes**

Project Location:
Municipality(ies): **Cities of Albany, Troy and Cohoes**
County(ies): **Albany and Rensselaer**

Sponsor: **Capital District Transportation Authority (CDTA)**

Applicant: **City of Albany, City of Cohoes, City of Troy**

FOR NYSDOT USE ONLY

Region & Proposal ID #: _____ Date Received: _____

Minimum Eligibility Criteria Met: _____ Yes _____ No

Within MPO Area: _____ Yes (MPO: _____) _____ No

Congressional District No. _____

NY Senate District No. _____

NY Assembly District No. _____

Regional or MPO Priority Ranking: _____ of _____

Funding Decision: _____ Project Fully Funded
_____ Project Partially Funded (Explanation Attached)
_____ Project Not Funded

Please refer to the NYSDOT Transportation Alternatives Program Guidebook for line-by-line instructions for preparing this project application.

Sponsor Information

Sponsor: **Capital District Transportation Authority**

Sponsor's Mailing Address: **110 Watervliet Avenue
Albany, NY 12206**

Contact Person:

Name: **Christopher Desany**

Title: **Vice President of Planning and Infrastructure**

Phone: **(518) 437-8320** Fax: **(518) 437-8347**

E-Mail Address: **ChrisD@cdta.org**

By submitting this application for Transportation Alternatives Program funds, I agree to enter into a State-Local Agreement with the New York State Department of Transportation, and will follow all USDOT, FHWA and State requirements for project administration, construction and completion.

Sponsor's Approval:

Signature: 

Date: 6/10/14

Title: Vice President of Planning + Infrastructure

Did Sponsor attend a Transportation Alternatives Program Workshop?

Yes No Location: **Capital District Transportation Committee
1 Park Place, Albany, NY 12205**

3/18/14

Attendee (name and title): **Ross Farrell, Director of Planning**

Did Sponsor attend a Federal Aid 101 Workshop within the last two years?

Yes No Location: **Capital District Transportation Committee
1 Park Place, Albany, NY 12205**

3/18/14

Attendee (name and title): **Ross Farrell, Director of Planning**

Applicant Information

Applicant: **City of Albany, New York**

Applicant's Mailing Address: **24 Eagle Street
Albany, NY 12207**

Contact Person:

Name: **Bradley Glass**

Title: **Senior Planner**

Phone: **(518) 445-0754** Fax: **(518) 434-5294**

E-Mail Address: **GlassB@ci.albany.ny.us**

Applicant's Approval:

Signature: 

Date: 6/11/14

Title: Senior Planner

Did Applicant (if different from Sponsor) attend a Transportation Alternatives Program Workshop?

Yes No Location: **Capital District Transportation Committee
1 Park Place, Albany, NY 12205**

4/23/14

Attendee (name and title): **Mary Millus, Senior Planner**

Did Applicant (if different from Sponsor) attend a Federal Aid 101 Workshop within the last two years?

Yes No Location: **Capital District Transportation Committee
1 Park Place, Albany, NY 12205**

4/23/14

Attendee (name and title): **Mary Millus, Senior Planner**

Applicant Information

Applicant: **City of Cohoes, New York**

Applicant's Mailing Address: **97 Mohawk Street
Cohoes, NY 12047**

Contact Person:

Name: **Ed Tremblay**

Title: **Director of Community & Economic Development**

Phone: **(518) 233-2117** Fax: **(518) 233-2168**

E-Mail Address: **etremblay@ci.cohoes.ny.us**

Applicant's Approval:

Signature: *Ed Tremblay*

Date: 6/10/14

Title: Director of CED

Did Applicant (if different from Sponsor) attend a Transportation Alternatives Program Workshop?

Yes No Location: **Online**

Attendee (name and title): **Ed Tremblay
Director of Community & Economic Development**

3/18/14

Did Applicant (if different from Sponsor) attend a Federal Aid 101 Workshop within the last two years?

Yes No Location: **Glens Falls - Crandall Library**

Attendee (name and title): **Ed Tremblay
Director of Community & Economic Development**

251 Glen Street, Glens Falls, NY 12901

7/23/12

Applicant Information

Applicant: **City of Troy, New York**

Applicant's Mailing Address: **433 River Street, 5th Floor
Troy NY 12180**

Contact Person:

Name: **Monica Kurzejeski**

Title: **Economic Development Coordinator**

Phone: **(518) 279-7412** Fax: **518) 268-1690**

E-Mail Address: **Monica.Kurzejeski@troyny.gov**

Applicant's Approval:

Signature: Monica Kurzejeski Date: 6/10/14

Title: Economic Development Coordinator

Did Applicant (if different from Sponsor) attend a Transportation Alternatives Program Workshop?

Yes No Location: **Capital District Transportation Committee** 4/23/14
1 Park Place, Albany, NY 12205

Attendee (name and title): **Monica Kurzejeski, Economic Development Coordinator**

Did Applicant (if different from Sponsor) attend a Federal Aid 101 Workshop within the last two years?

Yes No Location: **Capital District Transportation Committee** 4/23/14
1 Park Place, Albany, NY 12205

Attendee (name and title): **Monica Kurzejeski, Economic Development Coordinator**

Eligible Activity Category

Check the category or categories under which this project is eligible. The reasons for how the project fits each checked category are required in Attachment E.

Category (ies)

- Category 2: Construction, Planning and Design of Infrastructure-Related Projects to Provide Safe Routes for Non-drivers to Access Daily Needs**

Sub-Category (ies)

- Sub-Category A: Community Improvement Activities**

Project Costs and Funding

(From Attachment F.1)

Transportation Alternatives
Program (TAP) Funds Requested: **\$ 1,600,000 (78%)** (1) (MAX 80% of Total)

Local Non-Federal Share to Be Provided: **\$ 450,000 (22%)** (2) (MIN 20% of Total)

Funds from Other Sources: \$ (3)

(identify source(s)) _____

Total Project Cost: **\$ 2,050,000** (4)

Required Attachments

		<i>Maximum # of Pages*</i>
• Attachment A	Application Overview	4
• Attachment B	Sponsor and Applicant Information	2
• Attachment C	Project Description and Relationship to TAP and Surface Transportation	4*
• Attachment D	Expected Benefits to Result from Project and Documentation of Community Support	3*
• Attachment E	Benefit to the Public Interest and Documentation to Support Project Eligibility	1*
• Attachment F	Project Costs and Funding and Assurance of Match	2*
• Attachment G	Implementation Schedule	1

Notes:

* A page is defined as one side of an 8½" x 11" sheet of paper, with font size no smaller than 10 points. All pages in excess of the designated maximum number of pages may be removed and discarded and not considered in the application review. Additional pages may be allowed depending on the documentation provided (letters in support, maps and photos).

A maximum of six (6) additional pages (8½" x 11" sheets) for the required general location map and any optional project maps, photographs, sketches or illustrations also may be included in the attachment. One or two larger sheets (11" x 17" or 22" x 34") showing key conceptual project elements can be included, in addition to the aforementioned three pages of text and six pages of maps, photographs, sketches or illustrations.

Attachment B.1: Sponsor Information

Overview of Capital District Transportation Authority

This proposal is sponsored by the Capital District Transportation Authority (CDTA), a Class A public utility authority authorized under Title 11-C of the State Public Authorities Law. CDTA is New York State's Capital Region mobility company with an annual ridership of 16.5 million which operates 50 individual bus routes. CDTA was created by the Legislature in 1970 to develop and improve transportation services in a four county region, consisting of Albany, Rensselaer, Saratoga, and Schenectady. CDTA provides express, park & ride, local, and paratransit services and manages multiple mobility programs.

Project and Federal Aid Experience

CDTA has complete authority and ability to retain professional services, and to acquire property pursuant to Eminent Domain Procedures Law; and based on vast experience over a large number of projects, is intimately familiar with federal and State laws and regulations for project development. The agency has worked with Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and New York State Department of Transportation (NYSDOT) to progress a number of federal-aid projects for the public benefit. Two examples of these projects are detailed below and the CDTA staff described subsequently have managed these projects.

New York Route 5 Bus Rapid Transit – Federal-aid was used for the implementation of the region's first bus rapid transit line. A component of this project was the installation of BRT stations and signage and another was the construction of queue-jumpers. These included land acquisition, hiring of engineering firm and contractor, construction inspection, and all other aspects of a major capital project. The station work included improving pedestrian infrastructure surrounding stations.

BRT Queuejumper Project Budget: \$1,068,753 (80% Federal); Timeline - 2/28/10 to 10/31/11

BRT Stations Project Budget: \$2,533,850 (80% Federal); Timeline - 3/15/09 to 7/1/12

CDTA Street Amenities Program: This is an annual program that increases the comfort and safety of CDTA's riders by funding and constructing shelters, benches, signage, and other streets amenities, as well as for small-scale pedestrian and ADA infrastructure improvements.

Project Budget: ~\$400,000 per year (80% Federal); Timeline - Annual

Sponsor Staff (*Full resumes available by request*)

Chris Desany – CDTA Vice President of Planning and Infrastructure (Overall Lead): Mr. Desany is responsible for all strategic and service planning activities; all technology programs, including Intelligent Transportation Systems (ITS); and all infrastructure and facilities, from sidewalks and bus shelters, to operating and administrative buildings, train stations, and parking structures. He also serves as Chief Staff Liaison to Board of Directors.

Ross Farrell – CDTA Director of Planning: Mr. Farrell has been engaged with a number of major capital projects using federal assistance to improve and expand public transit operations. These include, but are not limited to, three bus rapid transit projects each of which include planning, public outreach, conceptual design, and environmental clearance. Funding through the FHWA and FTA grant programs have been utilized to a high degree to complete these initiatives.

Mark Wos – CDTA Director of Facilities: Mr. Wos is responsible for the post planning activities for major capital projects. This includes the completion of full engineering, construction, and construction management and inspection. Projects range from installation of pedestrian infrastructure and bus shelters, to construction of bus rapid transit lines and CDTA buildings.

Maintenance and Operation of Project

CDTA is the project sponsor which will directly hold the contract with NYSDOT and be responsible for implementation of the proposed pedestrian infrastructure. Each municipality will be responsible for the long-term maintenance of this infrastructure, as it will be included in their regular maintenance of all other sidewalks, crosswalks, pedestrian signals located in the public right-of-way. These responsibilities are described in the attached MOUs between CDTA and each municipality (Attachment D.2),

Attachment B.2: Applicant Information

Applicant Role

This grant application is a partnership between CDTA and the three municipalities of the City of Albany, City of Troy, and City of Cohoes. As project applicants the municipalities' roles will include technical support of the design and construction of the proposed infrastructure, assistance in obtaining permits for work in the public right-of-way, and serving as overall oversight of the project. As described in the attached MOUs, the municipalities agree to long-term maintenance of this infrastructure after construction. Although not directly part of this application, the municipalities have agreed to reimburse CDTA for part of the local match. However these third party agreements do not predicate any conditions or scope limitation on the proposed project, nor will the availability of the nonfederal match depend on them. This approach will simplify the relationship and responsibilities for project development with NYS DOT as CDTA will be the sole point of contact.

Applicant Staff *(Full Resumes Available By Request)*

Bradley Glass – Senior Planner, City of Albany: Mr. Glass is the primary staff contact for the City of Albany Planning Board and Board of Zoning Appeals, where he facilitates the interdepartmental review of development projects within the City. He is also responsible for the integration of transportation and land use activities, and will act as the liaison to CDTA for this project.

Randy Milano, PE – City Engineer, City of Albany: Mr. Milano supervises design, construction, alterations and maintenance of public works improvements. He is also responsible for administration of the activities of the engineering staff and supervises the entire engineering construction program.

William Trudeau – Chief Supervisor of Traffic Engineering, City of Albany: Mr. Trudeau manages the City's Traffic Engineering Unit and the installation and maintenance of traffic signals, traffic control signage, and pavement markings. He reviews & oversees traffic safety for roadway construction projects.

Monica Kurzejeski – Economic Development Coordinator, City of Troy: Mrs. Kurzejeski is responsible for planning, developing, and implementing strategies necessary to promote economic development throughout the city. She is the liaison with the business community, neighborhood groups, service and governmental agencies to assure outreach to the community and coordination of programs.

V. Zubkovs – Planner, City of Troy: During the past 3 years, Mr. Zubkovs has managed implementation of the federally funded South Troy Neighborhood Reinvestment Project and the North Central Neighborhood's River St. project. He is a member of the Mayor's "Transport Troy" advisory committee.

Ed Tremblay – Director of Community Development, City of Cohoes: Mr. Tremblay leads all the economic development activities in Cohoes. He administers all grant programs for the City, including those using federal aid.

Gary Nathan, PE – City Engineer, City of Cohoes: Mr. Nathan manages the Engineering Department which, among other activities, coordinates the preparation of plans and specifications for public works construction as well as the design approval and inspection of public facilities.

Kenneth Radliff, Commissioner of the Office of General Services: Mr. Radliff oversees all public roadways, right of way, water filtration & distribution, sewer collection and solid waste management.

Project and Federal Aid Experience:

The municipalities and the aforementioned individuals are all experienced with progression of federal aid transportation projects, both highway and public transit. Examples include the following:

City of Albany – Delaware Avenue Reconstruction (2009-2010); \$17.1 million (95% Federal)
City of Albany – Waterfront Pedestrian Bridge over I-787 (2001-2002) \$7.9 million (80% Federal)
City of Troy – Upper Congress Street Reconstruction – (2011-2014); \$9.8 million (80% Federal)
City of Troy – Lower Congress Street Reconstruction– (2006-2011); \$8.2 million (80% Federal)
City of Troy – Troy-Menands Bridge Pedestrian Connection (2010-11); \$910,000 (100% Federal)
City of Cohoes – Reconstruction of the Bridge Avenue Bridge (2008-2011), \$9,200,000 (100% Federal)
City of Cohoes – Black Bridge Trail Connector (2010-2013); \$640,000 (80% Federal)

Attachment C.1 – Project Description

The Capital District Transportation Authority is partnering with the City of Albany, City of Troy, and City of Cohoes to apply for funding for pedestrian infrastructure improvements surrounding intersections with existing and future high transit ridership. These locations are all part of a larger corridor adjacent to the Hudson River. This corridor is appropriately named the “River Corridor” and is serviced by and connects to several major public transit routes. It is heavily used by commuters as well as non-work trips due to the variety of destinations that include central business districts, colleges/universities, retail districts, residential neighborhoods, and several public housing complexes. Recognizing the growing urbanization trend in this corridor, this project has been developed to improve and update safety and accessibility for pedestrians. These locations are described in more detail below and in the attached maps.

Project Description and Scope of Work

This application proposes improvements for improving accessibility for pedestrians and the disabled to access daily needs, particularly to enhance access to public transit services. The proposed project encompass all or part of the following five general work scope areas:

- Replacing or adding sidewalks to facilitate pedestrian mobility
- Installing protected street crossings, high visibility crosswalks, pavement markings and signs; i.e. installing new facilities or improving existing to adhere to latest MUTCD standards.
- Use of traffic calming techniques for the benefit of pedestrians and bicyclists
- Providing sidewalk modifications related to transit stations; e.g. curb extensions
- Installing or upgrading pedestrian signal accommodations to latest MUTCD standards (e.g. countdown timers).

The work is centered on nine intersections with high volume boarding locations and future Bus Rapid Transit stations. An “influence area” of ¼ mile radius was evaluated around existing bus stops. This influence area represents the distance a transit rider will travel to access transit service, or an area to capture a rider. Locations have also been determined based on known and expected need for access to transit service. Descriptions of the proposed work at each location are detailed below, including maps that provide for more detail. Bus routes that service these locations are also listed.

The traffic signals providing control at the affected intersections were specially evaluated in conjunction with TAP eligibility requirements. Traffic conditions at these intersections meet warrants for signalization. However, upgrading the existing hardware to provide for pedestrian (and bicycle) control devices is not possible as the signals are out-dated. Not all signal installations require pedestrian indications. However, based on the existence of substantial pedestrian foot traffic (including documented evidence and occurrence of disabled persons), existence of major bus stops, and proximity to school grounds, either the pedestrian volume warrants are met or one of the other conditions in the NYSDOT Highway Design Manual Chapter 11 are met. Each installation will be reevaluated during the design process to provide the appropriate level of accommodation for pedestrians.

Troy

In the City of Troy, three priority locations were identified in the North Central and Lansingburgh neighborhoods. Work includes:

- 2nd Avenue & 102nd Street – Install curb extensions, expand sidewalk for bus shelters, add pedestrian signal, replace deteriorated sidewalk between 102nd-103rd Street and replace the existing traffic signal at 5th Avenue and 102nd Street in order to provide pedestrian signals.
- 2nd Avenue & 115th Street – Install curb extensions and expand sidewalks for bus shelters.
- 2nd Avenue & 124th Street – Expand sidewalks for bus shelter and replace sidewalks between 122nd and 125th streets.

The estimated total cost for the Troy improvements is \$745,000.

All locations are served by Route #85 which connects these neighborhoods to downtown Troy, and to other destinations such as village of Waterford, and connections to multiple other routes that travel throughout the rest of the Capital Region.

Cohoes

In Cohoes, one priority location was identified on Van Schaick Island at the intersection of Ontario Street & Park Avenue. Work includes:

- Install curb extensions and sidewalks for bus shelters
- Replace the existing traffic signal at Park Avenue & Ontario Street in order to provide pedestrian signals.
- Replace sidewalks on Park Avenue between Washington and Jackson Avenues to provide ADA complaint pedestrian connections.

The estimated total cost for the Cohoes improvements is \$430,000.

This location is serviced by Route #746 which connects the neighborhood to downtown Cohoes.

Albany

In the City of Albany, five priority locations were identified in the South End and North Albany neighborhoods. ∴

- South Pearl Street & 2nd Avenue – Install pedestrian signals and expand sidewalks for bus shelters.
- South Pearl Street & 1st Avenue – Install pedestrian countdown timers.
- South Pearl Street & Morton Avenue – Install pedestrian countdown timers and expand curb extensions and sidewalks for bus shelters.
- South Pearl Street & Madison Avenue – Expand curb extensions and sidewalks for bus shelters.
- Broadway & North 2nd Street – Install pedestrian signals and ADA curb ramps at Broadway and 2nd Street, requiring signal replacement. Expand sidewalks for bus shelters and install curb extensions. Install pedestrian level lighting on 2nd Street between Broadway and North Pearl Street and replace sidewalk to provide ADA conformance.

The estimated total cost for the Albany improvements is \$875,000.

Multiple routes serve these areas and vary by location. These include Routes #6, #7, #22, #100, #114, and #116. These all provide connections to downtown Albany as well as hospitals, colleges/universities, nearby cities' central business districts, and more.

The cost distribution among the Cities would be adjusted as needed based on final construction quantities.

Of special note are the signals and pavement markings within the work scope. NYSDOT recently issued new guidelines for hi-visibility crosswalk markings. These new standards will be used as replacements for the existing striping.

Future Transit Service

CDTA and each municipality partnering on this grant (as well as others located along the "River Corridor") are currently cooperatively planning for a bus rapid transit (BRT) line interconnecting the corridor's major destinations. The River Corridor BRT stretches for 15-miles from as far south as the Port of Albany to as

far north as the village of Waterford. This line is part of CDTA's plan for 40 miles of bus rapid transit in the Capital Region which ultimately will include three lines:

1. The NY Route 5 BRT (Red Line) from downtown Albany to downtown Schenectady via Colonie and Niskayuna which has been in operation since April 2011 and has led to a 25% increase in ridership
2. The Washington-Western BRT (Purple Line) from downtown Albany to the University at Albany and Crossgates Mall of which the planning process has been completed, and is currently under environmental clearance and project development.
3. The River Corridor BRT which will serve Albany, Menands, Watervliet, Troy, Cohoes, and Waterford which is currently in the planning phase as part of the "River Corridor Conceptual Design Study", which began in late 2013 and is planned to be completed in spring of 2015.

Although the River Corridor BRT is not necessary for the public benefit obtained from the construction of the pedestrian infrastructure proposed in this application, it will increase the level of use by increasing the level of transit ridership, and with it, the pedestrian trips walking to/from intersections with proposed bus rapid transit stations.

The River Corridor Conceptual Design Study has already completed multiple tasks that are pertinent to this application – they include a review of all transportation studies and their recommendations completed along the corridor, a substantial public input process, and an inventory of pedestrian infrastructure surrounding the proposed stations. These findings led CDTA and the municipalities to identify the gaps in pedestrian infrastructure that require the improvements included in this application. Many of these improvements are proven to be long overdue and will have substantial public benefit - with or without the proposed BRT.

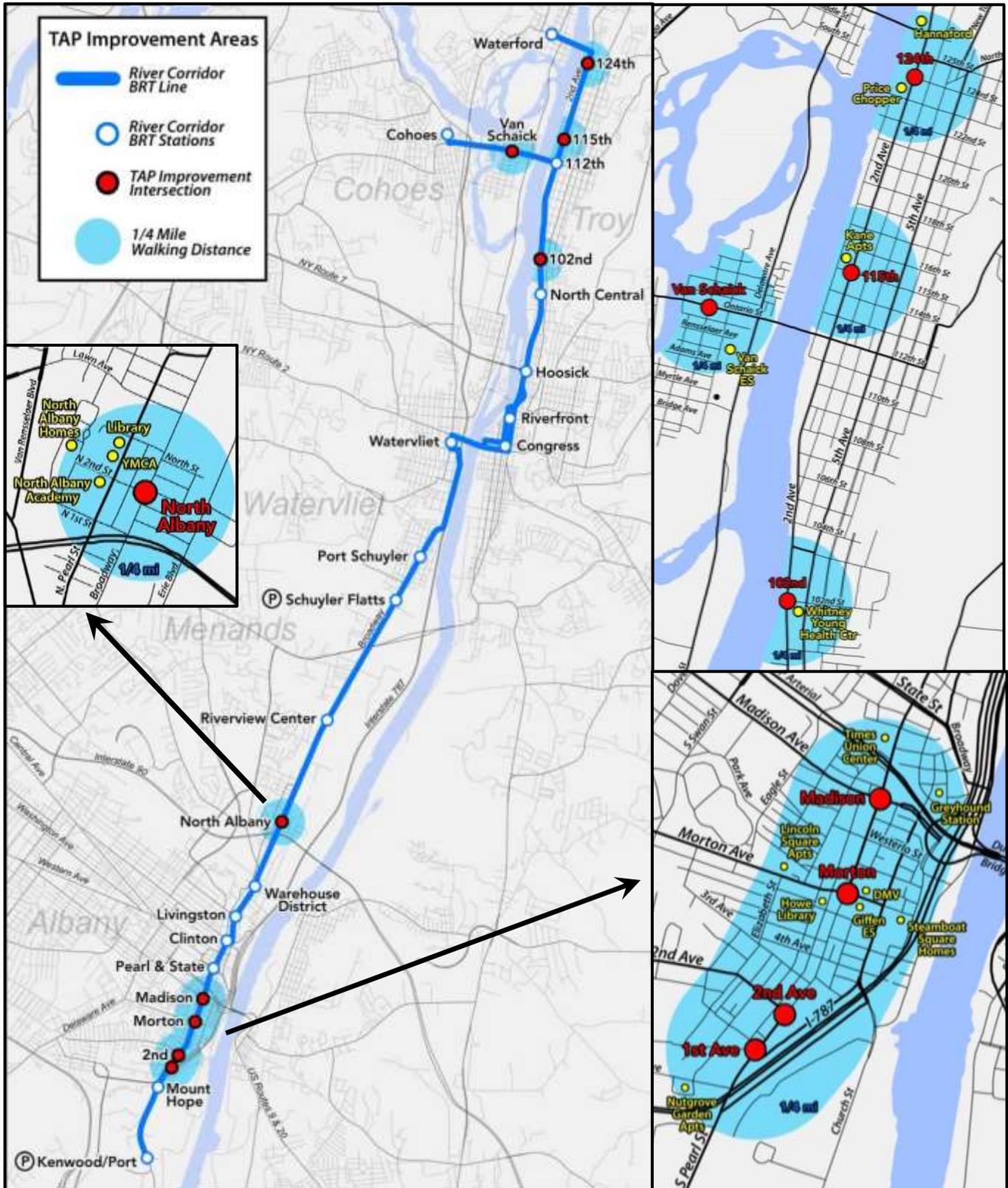
Nearly all of the locations listed above are intersections with proposed bus rapid transit stations. The only exception is South Pearl Street and 1st Avenue which has existing bus stops with high transit ridership. As part of the conceptual design study, CDTA will complete preliminary engineering of the entire project, as well as obtain environmental clearance for the project – this includes all the work proposed in this application. The study is planned to be completed in the spring of 2015 if not sooner.

The work identified in this application should be seen as the first round of improvements to address pedestrian access and safety in this key transit corridor and prepare for increased foot traffic to planned, enhanced BRT stations. A number of opportunity sites were examined for need, priority and feasibility for improvement using federal TAP funds. Need and priority were measured on transit ridership, existence of those with special mobility needs, current state of repair of pedestrian/bike facilities and ADA conformance. Those sites had to pass the test of being both of an immediate and future benefit as enhanced transit operations evolve. They also had to provide immediate benefit for non-transit, non- auto users to access daily activities and needs. Further, the governing body of the communities involved had to be supportive, in writing, with the proposed work and be willing to provide shared maintenance responsibilities.

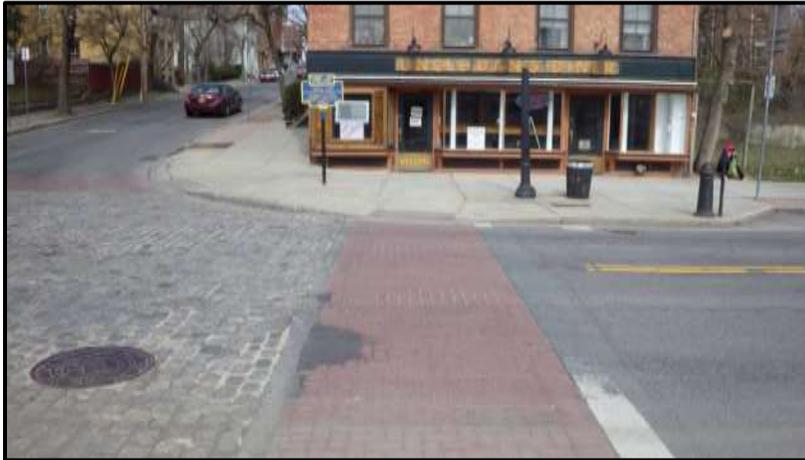
Right of Way Description

As part the River Corridor Conceptual Design Study, CDTA confirmed the public right-of-way boundaries surrounding proposed station locations. This was obtained by both land surveying the areas as well as tax parcel maps. All pedestrian infrastructure work proposed in this application will occur within the public right-of-way, and thus, no property acquisition is required. The public right-of-ways are all owned by the project applicants. For more information see maps below.

Locations / Intersections with Pedestrian Improvements for Public Transit
 (with "influence area" of ¼ mile from bus stops)



Photographs of Existing Conditions of Pedestrian Infrastructure



**ROUTE NAME/NUMBER:
South Pearl Street / NY 32
(Albany)**

Location: Intersection of South Pearl Street and 2nd Avenue; facing north-west

Description:

- Missing pedestrian signal indicators
- Worn crosswalk striping



**ROUTE NAME/NUMBER:
South Pearl Street / NY 32
(Albany)**

Location: Intersection of South Pearl Street and Mount Hope Drive; facing south-east

Description:

- Missing pedestrian signal indicators
- Worn crosswalk striping



**ROUTE NAME/NUMBER:
2nd Street (Albany)**

Location: Intersection of North Pearl Street and 2nd Street; facing east

Description:

- Non-ADA compliant sidewalk connections between Broadway and North Pearl Street

Photographs of Existing Conditions of Pedestrian Infrastructure



**ROUTE NAME/NUMBER:
2nd Street (Albany)**

Location: Intersection of Broadway and 2nd Street;
facing east

Description:

- No pedestrian signals at Broadway and 2nd Street.



**ROUTE NAME/NUMBER:
2nd Avenue / NY 4 (Troy)**

Location: Intersection of 2nd Avenue and 102nd Street;
facing west

Description:

- Worn crosswalk striping



**ROUTE NAME/NUMBER:
2nd Avenue / NY4 (Troy)**

Location: Intersection of 2nd Avenue and 102nd Street;
facing south

Description:

- Non-ADA compliant and deteriorated sidewalk

Photographs of Existing Conditions of Pedestrian Infrastructure



**ROUTE NAME/NUMBER:
2nd Avenue / NY 4 (Troy)**

Location: Intersection of 2nd Avenue and 115th Street; facing North

Description:

- Least desirable shared curb ramps to pedestrian crossings
- Worn crosswalk striping



**ROUTE NAME/NUMBER:
2nd Avenue / NY 4 (Troy)**

Location: Intersection of 2nd Avenue and 115th Street; facing West

Description:

- No crosswalk
- Missing ADA detectable warnings



**ROUTE NAME/NUMBER:
2nd Avenue / NY 4 (Troy)**

Location: Intersection of 2nd Avenue and 124th Street; facing South

Description:

- Deteriorated sidewalk
- Missing crosswalk striping

Photographs of Existing Conditions of Pedestrian Infrastructure



**ROUTE NAME/NUMBER:
2nd Avenue / NY 4 (Troy)**

Location: Intersection of 2nd Avenue and 124th Street; facing south

Description:

- Deteriorated sidewalk at existing bus stop



**ROUTE NAME/NUMBER:
2nd Avenue / NY 4 (Troy)**

Location: Intersection of 2nd Avenue and 125th Street; facing north

Description:

- Deteriorated sidewalk



**ROUTE NAME/NUMBER:
2nd Avenue / NY 4 (Troy)**

Location: Intersection of 2nd Avenue and 124th Street; facing South

Description:

- Deteriorated sidewalk

Photographs of Existing Conditions of Pedestrian Infrastructure



ROUTE NAME/NUMBER:
Ontario Street / NY 470 (Cohoes)

Location: Intersection of Ontario Street and Park Avenue; facing North

Description:

- No pedestrian signals
- Non-ADA compliant curb ramp



ROUTE NAME/NUMBER:
Ontario Street / NY 470 (Cohoes)

Location: Intersection of Ontario Street and Park Avenue; facing South

Description:

- No pedestrian signals
- Non-ADA compliant curb ramp

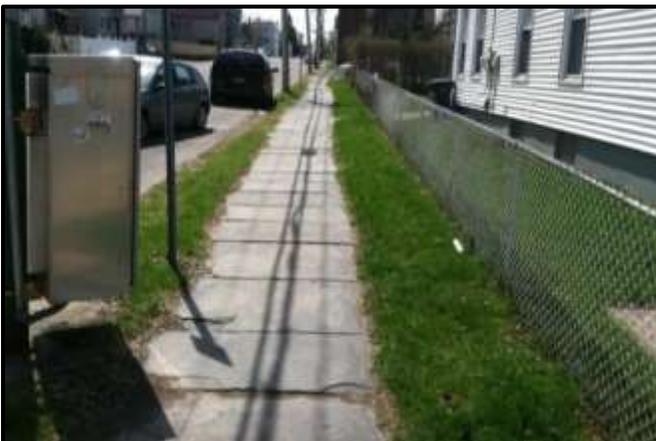


ROUTE NAME/NUMBER:
Ontario Street / NY 470 (Cohoes)

Location: Intersection of Ontario Street and Park Avenue; facing south

Description:

- Non-ADA compliant sidewalk connections
- Deteriorated sidewalk



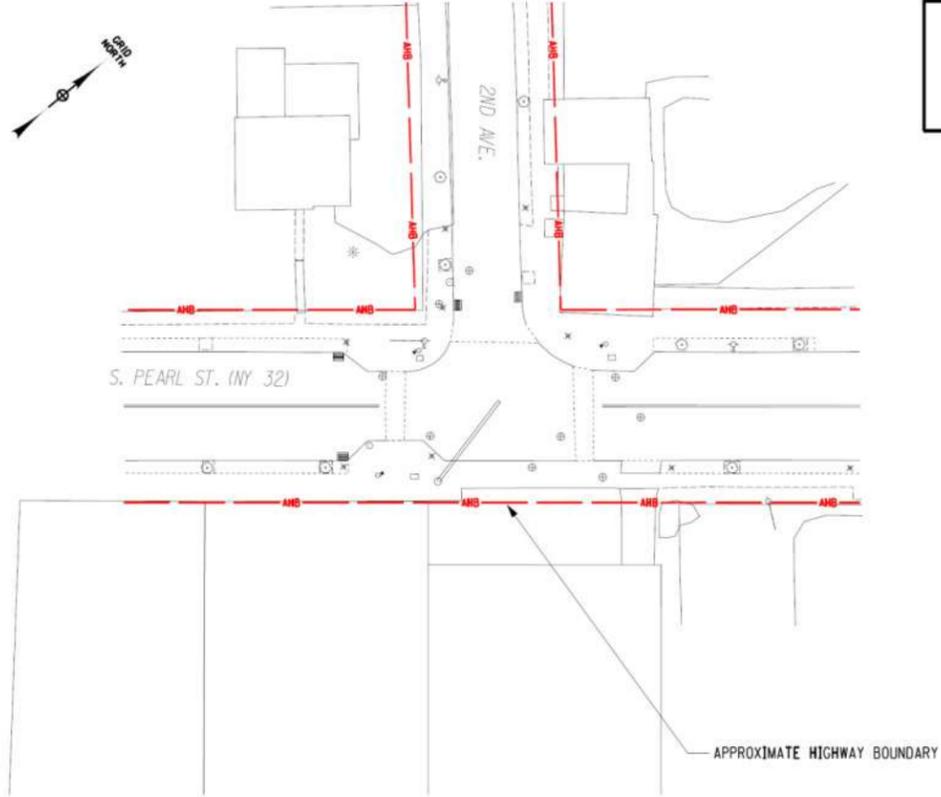
ROUTE NAME/NUMBER:
Ontario Street / NY 470 (Cohoes)

Location: Intersection of Park Avenue and Breslin Avenue; facing South

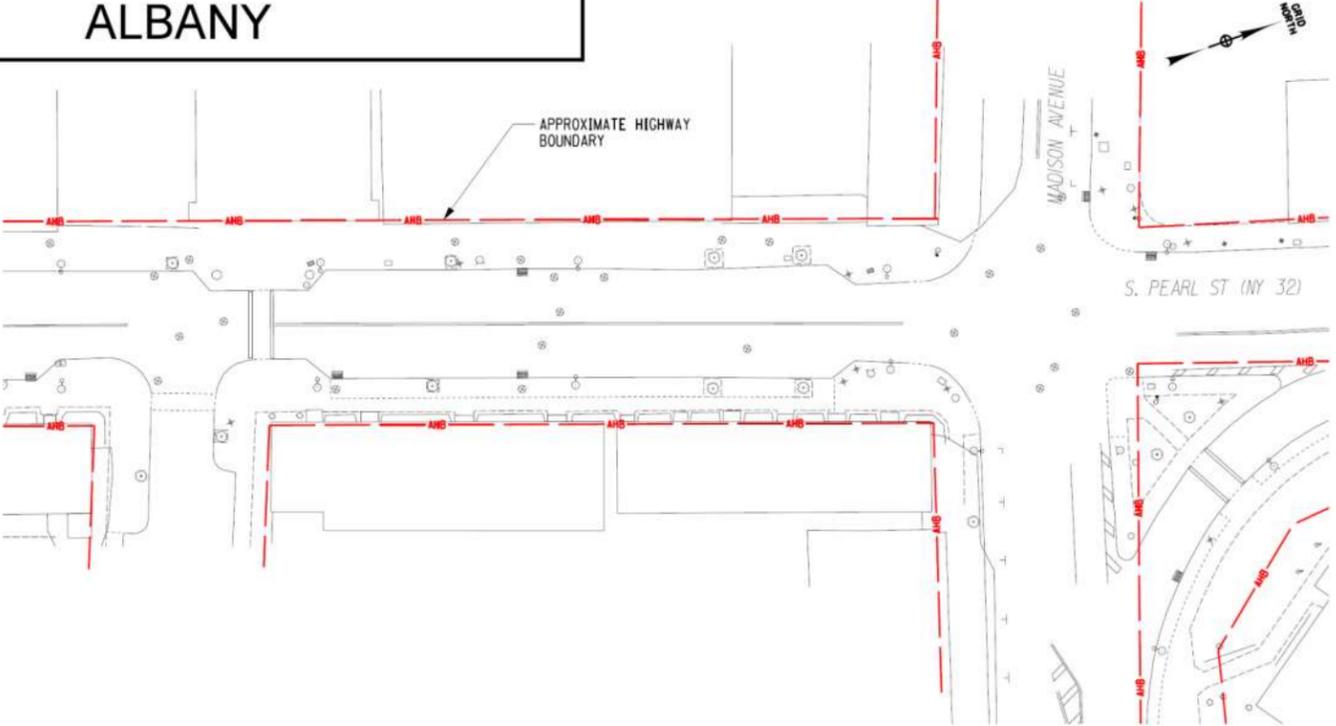
Description:

- Non-ADA compliant and deteriorated sidewalks

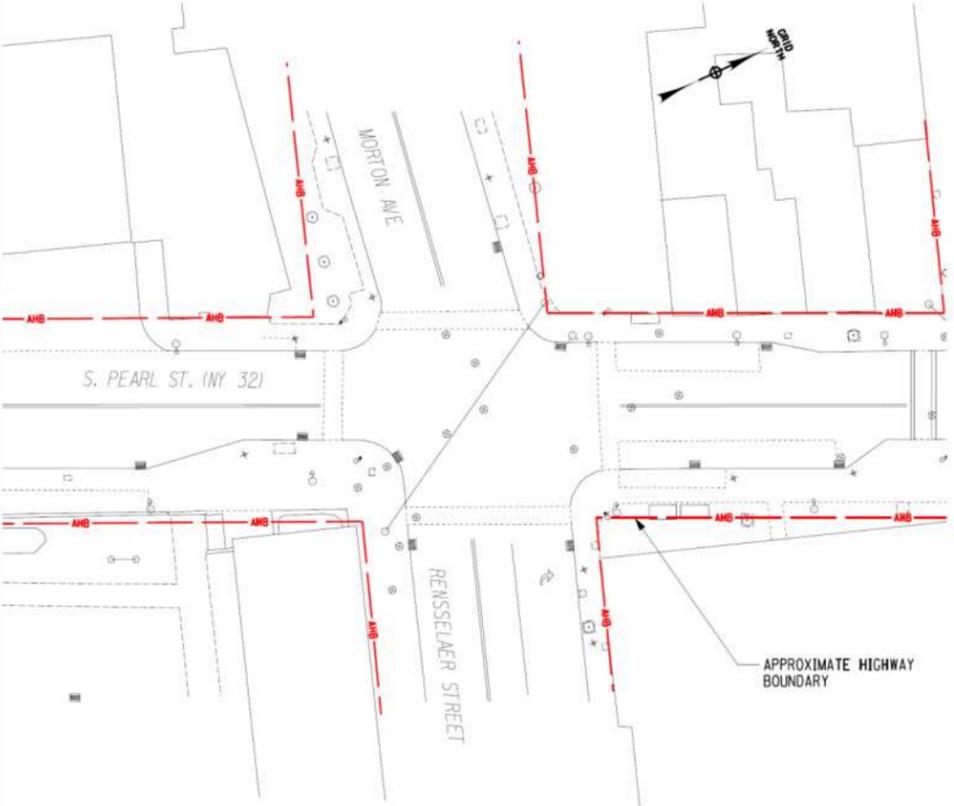
APPROXIMATE RIGHT-OF-WAY ALBANY



2ND AVENUE



MADISON AVENUE

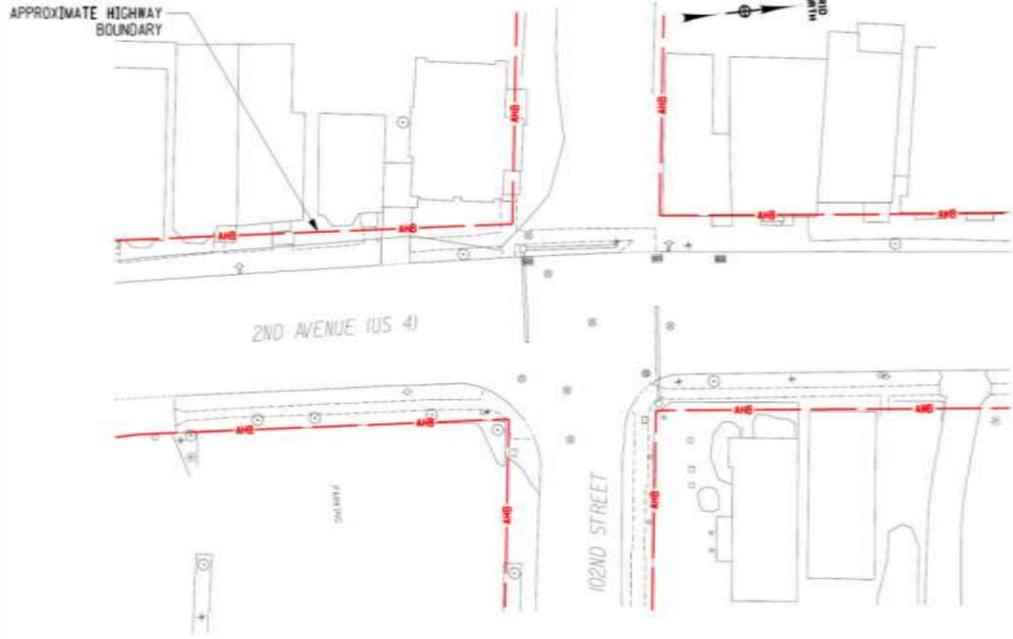


MORTON AVENUE

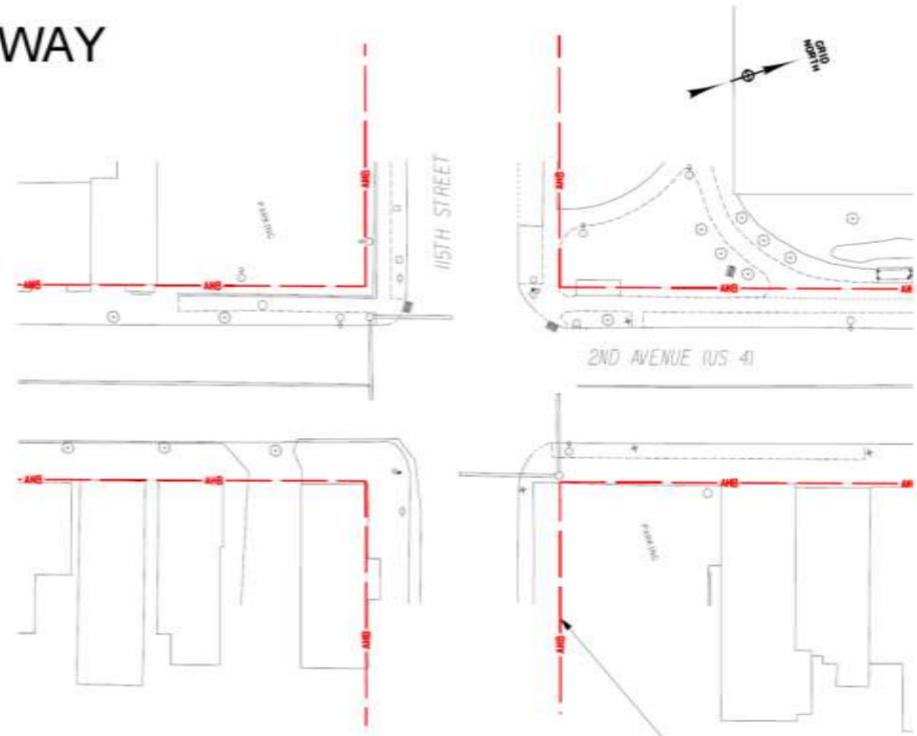


NORTH 2ND STREET

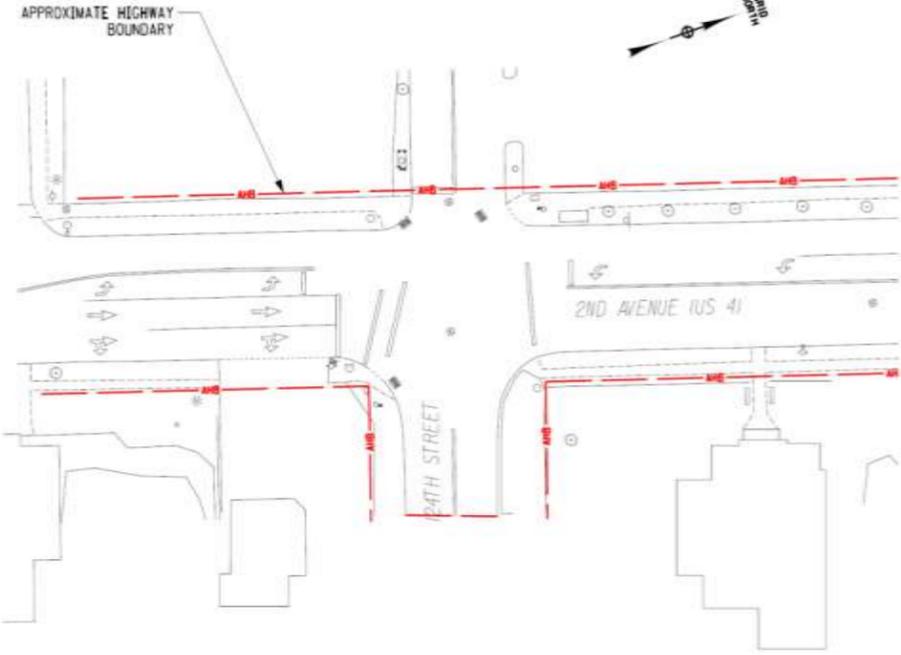
APPROXIMATE RIGHT-OF-WAY TROY - COHOES



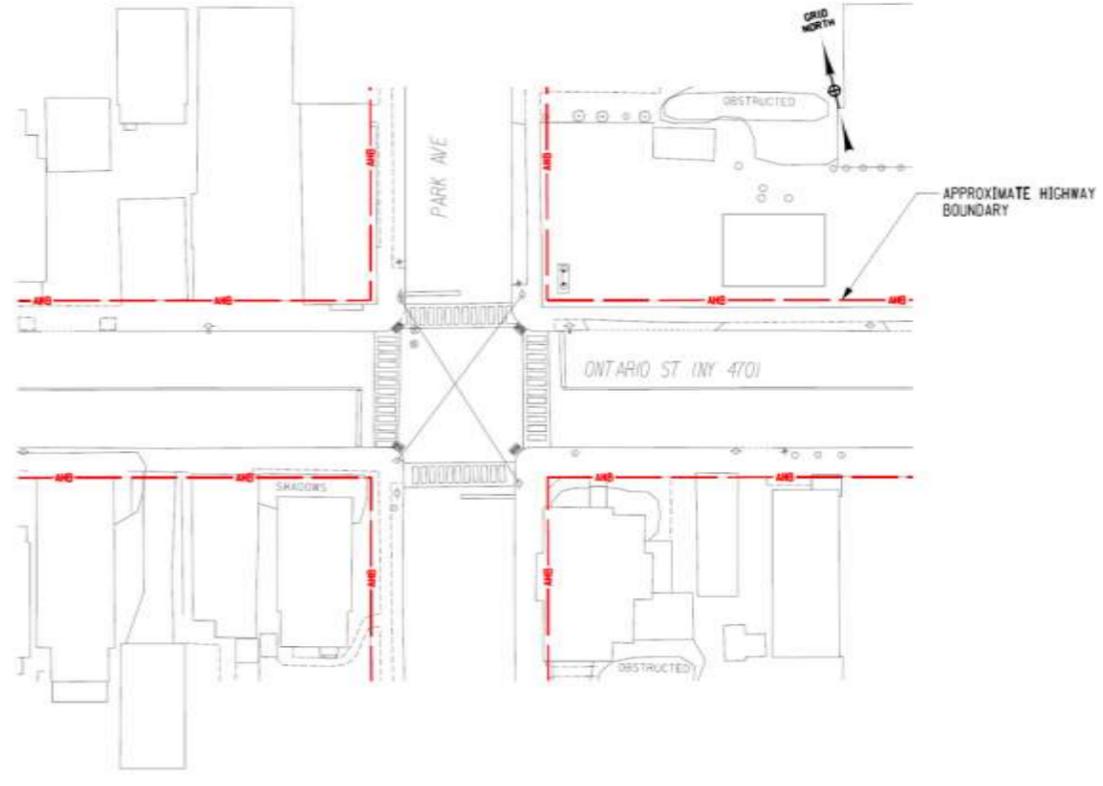
102ND STREET



115TH STREET



124TH STREET



PARK AVE/ONTARIO ST (VAN SCHAICK ISLAND, CITY OF COHOES)

Attachment C.2 – Eligibility: Relationship to Transportation Alternative Program and to Surface Transportation

Category 2

This proposal clearly meets the eligibility requirements under Category 2 of the TAP guidelines. It is fully intended to construct and reconstruct infrastructure to provide safe routes for non- drivers to access daily needs. This is directed to the non-auto modes to help with safe and secure access to work, shopping, medical appointments and a myriad of other daily activities. All of the specific work proposed addresses the specific examples cited in the TAP guidelines.

The TAP guidebook states specific examples of projects that are eligible under Category 2. The following are those that are included in this project application:

- Construction or reconstruction of sidewalks, transit shelters and transit stops providing access to daily needs
- Traffic calming techniques for the benefit of bicycle and pedestrian travelers
- Traffic control devices for bicycles and pedestrians, including MUTCD-complaint audible tactile signals
- Protected crossings, high visibility crosswalks, pavement markings, and signage
- Lighting and related safety infrastructure for pedestrian or bicycle facilities

The locations all serve and support major streets functionally classified as principal arterial other, minor arterial and major collector. Some sections of the project are located along the National Highway System and would serve parallel transit service. As all work will be completed in the public right of way it will be accessible to any individual, any time of day, for no fee.

All the proposed improvements relate to surface transportation and are not intended for primarily recreational purposes. They will support significant pedestrian traffic and public transit users. In addition, they will provide much needed conformance to ADA standards for the disabled. As noted previously the proposed improvement locations were selected on the basis of priority need and demand. Providing safe sidewalks, pedestrian actuated controls at signals and better defined stops for transit buses are clearly desirable for many reasons. Providing ADA ramps and proper cross slopes on new or deteriorated sidewalks will greatly assist the disabled in their mobility.

The curb extensions and other traffic calming techniques will increase safety by reducing vehicular and pedestrian conflicts. Vehicular speeds will slow, while at the same time, pedestrians will become more visible, and their ability to cross the roadways will be improved.

Providing these improvements not only benefit current non-auto mode traffic and current transit services, but also will support enhanced access to expanded transit operations in the future within the targeted areas.

Sub-Category A

This project application is also eligible for Sub-Category A due to the proposed lighting and streetscape improvements. By replacing out-dated infrastructure with new sidewalks, new crosswalks, and other new pedestrian amenities, the overall traveling experience will be enhanced. The experience is also improved due to the increase in safety of crossing roadways which is directly aligned with the increase in comfort and ease of travel. The pedestrian scale lighting proposed on North 2nd Street in Albany will enhance the experience and safety for pedestrians walking to Broadway bus stops and future BRT stations from North Pearl Street which includes a YMCA, library branch, daycare center, public school, and a public housing complex.

Attachment D.1- Expected Benefits to Result from Project

The expected benefits of this project are numerous and cover multiple spheres beyond that of just improved transportation. The benefits are spread across the region in several neighborhoods, three cities, and two counties. They positively impact a large number of people who are part of multiple demographic groups.

Transportation and Safety Benefits

The primary benefit to this project is improved transportation. As this is a multi-modal project, its improvements are for pedestrians, transit riders, and bicyclists. Due to reconstruction of elements of existing roadways it becomes safer and more comfortable to walk, bike, and travel by bus as adequate infrastructure for these modes are constructed, vehicular speeds are reduced, and safety at intersections is enhanced.

Pedestrians will see improvement whether they are transit riders or not. Although there is not detailed data on the number of pedestrians in the proposed locations, it can be easily assumed there is very high walking activity due to the high density of these neighborhoods which are primarily low-income and a high percentage of households that do not own an automobile (see below). The pedestrian environment is improved, as sidewalks have deteriorated to a point where concrete slabs are uneven or have been reduced to dirt patches. Photographs in Attachment C.1 visually show what the existing conditions are today. In addition to new sidewalks, pedestrians will more easily be able to cross roadways as curb-extensions / bump-outs will reduce the width of the roadway from curb to curb, they will make the pedestrian more visible to motorists (and motorists more visible to pedestrians), as well as reduce vehicular speeds with a tighter roadway and shorter turning radii. Crossing roadways will also be improved by replacing faded or deteriorating crosswalks, upgrading traffic signals with pedestrian countdown timers which make it clear when pedestrians can or cannot cross an intersection safely, as well as the potential to give a pedestrian-crossing phase in the signal timing itself.

Transit riders have identical benefits to those listed above as every transit rider starts and ends their trip as a pedestrian. In addition, the curb extensions allow more space for waiting passengers and room for future new (or large) bus shelters, as well as trash cans, more seating, and other amenities.. By improving access to transit stops this projects improves the mobility not only within the neighborhood but for those traveling to/from the neighborhood. The project map in Attachment C.2 shows the major destinations within a ¼ mile of the intersection locations of this application. Below is a table outlining the proposed locations in this application and the routes that serve them, with major connections, existing ridership, and future ridership after the River Corridor Bus Rapid Transit line is implemented.

Location	Nearby Destinations (1/4 mile)	CDTA Routes	Examples of Connections to Major Destinations	Existing Daily Ridership	Future Daily Ridership
Albany					
S Pearl St & 1 st / 2 nd Ave	Residential Nutgrove Apartments (PH)	#7, #116	Downtown Albany, Shopping centers in Glenmont, St. Peter's Hospital	141	174
S Pearl St & Morton Ave	Giffen Elementary School Lincoln Towers (PH) Steamboat Square (PH) Howe Library	#6, #7, #100	Downtown Albany, Shopping centers in Glenmont, Albany Medical Center	497	623
S Pearl St & Madison Ave	Residential Restaurants Retail Greyhound Bus Station	#6, #7, #100, #114	Downtown Albany, Shopping centers in Glenmont, Albany Medical Center, University at Albany, College of Saint Rose	335	421

Broadway & N 2 nd St	Albany YMCA North Albany Homes (PH) North Albany Academy North Albany Library	#22	Downtown Albany, Watervliet, Menands, Downtown Troy	118	149
Cohoes					
Van Schaick Island Ontario St & Park Ave	Commercial Residential Van Schaick Island Elementary School	#746	Downtown Cohoes	10	100
Troy					
2 nd Ave & 102 nd St	Whitney Young Health Center; Residential	#85	Downtown Troy; Waterford; Grocery & retail at 124 th St	57	73
2 nd Ave & 115 th St	Kane Apartments (PH) Commercial/Retail Residential	#85	Downtown Troy; Waterford; Grocery & retail at 124 th St	37	48
2 nd Ave & 124 th St	Multiple grocery stores Other commercial/retail Residential	#85	Downtown Troy; Waterford	68	88
<p><i>Notes: Ridership is based upon a count of patron on/off.</i> <i>PH = Public Housings</i> <i>Ped Accid. = Pedestrian-Vehicular Accidents in last year of recorded data</i> <i>Existing Ridership data from Automatic Passenger Counters on CDTA buses</i> <i>Future Ridership = 25% increase due to BRT (projected increase from River Corridor BRT Study)</i> <i>Future Ridership at Van Shaick project to be higher to due substantial increase in level of service</i></p>					

Lastly, bicyclists also benefit from the infrastructure proposed although there are not specific bicycle elements listed. The traffic-calming techniques that are being proposed will help to reduce vehicular traffic speeds at the intersections and their approaches. Reduced vehicular speeds translates directly to increased comfort and safety for bicyclists.

Social, Economic, and Environmental Benefits

In addition to a transportation project, the proposed work will benefit the surrounding neighborhoods in other areas. These benefits include, but are not limited to, the following:

- Improved Air Quality – By making walking, biking, and transit more accessible, comfortable, and safer these modes of travel become preferable over the automobile. In turn this creates decreased vehicular miles traveled in these areas, and with it, a reduction in air pollution generated from automobiles.
- Increased Health / Reduction in Obesity – By encouraging increased travel by foot and bicycle to and from transit stops and other destinations, it encourages more residents to use human-power to travel, thus improving their health and well-being. This has a direct correlation to the reduction in obesity which is a growing epidemic in the country, which is more prevalent in low-income communities.
- Economic Growth, Urban Revitalization, and Neighborhood Centers – It has been proven that improvements to transportation have a direct effect on the economic well-being of the surrounding areas. Increase access to public transportation, especially the future BRT line, will make these urban neighborhoods more accessible for those living/working outside to travel to the businesses located nearby transit stops. They will also make these neighborhoods more attractive for people to live in as they can more easily access destinations outside the area. Lastly, the infrastructure being

described has place-making elements that will define the centers of these neighborhoods which are at the proposed intersections.

Population Groups Benefitted

Due to the locations of the pedestrian infrastructure that is proposed, the improvements will primarily benefit disadvantaged populations who rely on walking and public transit for their daily travel needs. Data of these populations is displayed below obtained from the 2010 Census and the 2008-2012 American Community Survey. The most telling statistic is that, for the areas described in this application, 30.7% of households do not own a car. This is compared to 10.0% for the entire Capital Region.

Low-Income – Populations with lower annual incomes have less expendable income to be used on purchasing automobiles. This is why the majority of these households have no car and are dependent upon public transportation to access areas outside of their neighborhoods for jobs, social services, medical services, and other needs. The neighborhoods surrounding the project areas are low-income which includes multiple high-density public housing complexes. The average income for these areas is approximately \$46,000 compared to \$75,000 for the region. Also the percentage of those in poverty is 27.3% compared to 10.4% for the region.

Disabled and Elderly – These populations are also transit dependent, as they either cannot physically operate an automobile or it is difficult and unsafe. These are populations in which the curb-ramps and other ADA-related infrastructure have a direct benefit. The percentage of disabled in the project areas is 16.5% compared to 11.1% of the region. The percentage over 65 is 8.8%. In addition CDTA has data on annual boardings by route of passengers with wheelchairs. From April 2013 to the following year there were over 4,600 for the routes associated with this application – this is nearly 30% of all wheelchair boardings in the CDTA system.

Minority – The majority of the areas include in this application are neighborhoods with high minority populations. It has been shown that minorities are less likely to own automobiles and thus rely on transit and walking as the primary transportation mode when compared to non-minority populations. The percentage of minorities in the project area is 52.4% compared to 15.5% of the region.

Building Block for BRT

The future River Corridor Bus Rapid Transit project will further the usage and benefits of the infrastructure proposed in this application by increasing the number of transit riders, and, in turn, pedestrians and bicyclists who are accessing the new service. The River Corridor BRT Conceptual Design Study estimates that ridership will increase by 25% on the corridor as it has on the NY Route 5 BRT.

This project also increases the need for a future bus rapid transit line as it will increase the current high ridership at the described bus stop locations. With more ridership there will be more demand for an enhance bus service. This project will also improve the ability to implement the BRT as it will provide more room for larger shelters. It will also display a regional commitment to transit at these locations which will make funding applications for the BRT much more attractive. In ways this TAP project can be seen as the first step turns implementing a BRT line as pedestrian infrastructure is critical to BRT success.

Smart Growth

The project proposed is most definitely supportive of Smart Growth principles espoused under Section of the Environmental Conservation Law. Specifically, the project supports many of the precepts of the Smart Growth legislation (NYCRR 6-0107), most specifically:

- a. Advance projects for the use, maintenance or improvement of existing infrastructure.
- b. Advance projects in municipal centers.
- c. Advance projects in developed areas consistent with local plans.
- d. Provide mobility through transportation choices including improved public transportation.
- e. Participate in community based planning and collaboration (see Appendix D.2).

Attachment D.2 – Documentation of Community Support

As part of the River Corridor BRT Conceptual Design Study, CDTA has already convened public information meetings with government officials, neighborhood associations, community groups, and other stakeholders to assist with development of enhanced transit services for the areas included in the project. The three Cities involved have been formally engaged in the planning for this application, both through their separate technical staff and their governing bodies.

The following is a list of official meetings held over the past several months associated with the entire corridor. Communication is conducted on a regular basis and occurred before and after these meetings.

Albany	Albany YMCA, North Albany Academy, and North Albany Library (staff) – 1/29/14
	South End (community leaders) – 2/7/14
	City of Albany / Capitalize Albany (staff) – 3/10/14, 4/4/14, 5/1/14
	Albany Housing Authority (staff) – 3/18/14
	South End Neighborhood Association – 3/25/14, 4/22/14
	Council of Albany Neighborhood Associations – 5/7/14
	North Albany Neighborhood Association – 5/13/14
	Arbor Hill Neighborhood Association – 5/19/14
	City of Albany Common Council – 5/14/14
Cohoes	Harmony Group – 12/10/13
	City of Cohoes (Mayor and/or staff) – 3/19/14, 5/1/14
	City of Cohoes Common Council – 5/13/14
Troy	City of Troy (staff) – 2/3/14, 3/11/14, 4/3/14, 5/1/14
	Uptown Initiative and South Lansingburgh Neighborhood Association – 4/24/14
	North Lansingburgh Neighborhood Watch – 5/13/14
	City of Troy City Council – 5/22/14
Other Municipalities / Regional Groups	Village of Waterford (Mayor) and Southern Saratoga Chamber of Commerce – 3/31/14
	City of Watervliet (staff) – 4/23/14
	Capital District Citizens for Public Transportation – 5/21/14
	Village of Menands (Mayor and staff) – 6/4/14

Attendees at these meetings identified specific gaps and deficiencies in local pedestrian access to transit services. This project is intended to address some of those at the more heavily used locations. Outreach will continue as CDTA is holding public input meeting at four locations on the corridor in July 2014.

Attached are formal support letters and resolutions as well as Memorandums of Understanding (MOUs) between CDTA and its City partners on this application. These are from the following organizations:

Albany County	North Albany Neighborhood Association	Cohoes Local Development Corporation
City of Albany (MOU)	Second Avenue Neighborhood Association	Cohoes Housing Authority
City of Albany Common Council	Mansion Neighborhood Association	-----
Albany Housing Authority	-----	Rensselaer County
Albany Public Library	City of Cohoes (MOU)	City of Troy (MOU)
Albany YMCA	City of Cohoes Common Council	City of Troy City Council
AVillage	Cohoes IDA	Troy Housing Authority
Council of Albany Neighborhood Associations		North Lansingburgh Neighborhood Watch

MEMORANDUM OF UNDERSTANDING

BETWEEN

**THE CAPITAL DISTRICT TRANSPORTATION AUTHORITY
AND THE CITY OF ALBANY**

**REGARDING ROLES AND RESPONSIBILITIES IF FUNDING OBTAINED FROM
TRANSPORTATION ALTERNATIVES PROGRAM**

THIS AGREEMENT is made between CAPITAL DISTRICT TRANSPORTATION AUTHORITY (hereinafter "CDTA") and the CITY OF ALBANY (hereinafter "ALBANY").

WHEREAS, the New York State Department of Transportation is soliciting applications for the federally funded Transportation Alternatives Program (hereinafter "TAP").

WHEREAS, CDTA and ALBANY believe creating walkable, transit-oriented environments will improve the health and quality of life within communities, while also improving their economic vitality. Both entities understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

WHEREAS, CDTA in partnership with ALBANY, the City of Troy, and the City of Cohoes will be submitting an application for pedestrian infrastructure improvements surrounding key intersections in each municipality to improve connections to existing and future bus stops and stations.

WHEREAS, the application will be for a project total of \$2,050,000 with \$875,000 of improvements in Albany.

WHEREAS, the TAP program requires at least 20% matching funds which translates to a minimum of \$400,000 for this application.

WHEREAS, the city councils of each municipality have passed resolutions in support of the TAP application along with letters of support submitted by community institutions.

WHEREAS, CDTA in partnership with ALBANY, the City of Troy, the City of Cohoes, and other municipalities are planning for a Bus Rapid Transit line to provide enhance transit service connecting the communities along the Hudson River.

THEREFORE both parties mutually agree to proceed as follows if the project is selected for funding:

- 1) CDTA will enter into a formal agreement with the New York State Department of Transportation. This will include responsibility for payment of 22% in matching funds or \$450,000.
- 2) ALBANY will reimburse CDTA for \$87,500 three months after CDTA's payment to the New York State Department of Transportation or January 1, 2016, whichever comes latest.
- 3) ALBANY agrees to be responsible for the long-term maintenance of all infrastructure associated with the TAP application in each municipality including maintaining traffic signals, pedestrian signals, sidewalks, crosswalks, signage, and curb-cuts at its sole cost and expense. Once constructed, ALBANY must maintain walkways in an accessible condition for all pedestrians, including persons with disabilities, with only isolated or temporary interruptions in accessibility. This maintenance obligation includes reasonable snow removal efforts.

CAPITAL DISTRICT TRANSPORTATION AUTHORITY

By Carm Basile
Carm Basile, CEO

Dated: JUNE 6, 2014

CITY OF ALBANY

By Katherine Sheehan
Katherine Sheehan, Mayor

Dated: _____

Attachment:

TAP Factsheet for City of Albany – Description and map of proposed pedestrian improvements

TAP FACTSHEET CITY OF ALBANY

The improvements proposed depending on the specific locations encompass all or part of the following five general work scope areas:

- Replacing or adding sidewalks to facilitate pedestrian mobility
- Protected street crossings, high visibility crosswalks, pavement markings and signs
- Traffic calming techniques for the benefit of pedestrians and bicyclists
- Providing sidewalk modifications related to transit stations; e.g. curb extensions
- Installing or upgrading pedestrian signal accommodations

An "influence" area of ¼ mile radius was evaluated around existing bus stops and future Bus Rapid Transit stations. This influence area represents the distance a transit rider will travel to a transit service, or area to capture a rider. Locations have also been determined based on known and expected need for access to transit service.

In the city of Albany, five (5) priority locations were identified along North and South Pearl Street and Broadway:

1st Avenue – Install pedestrian countdown timers.

2nd Avenue – Install pedestrian signals and expand sidewalks for bus shelters.

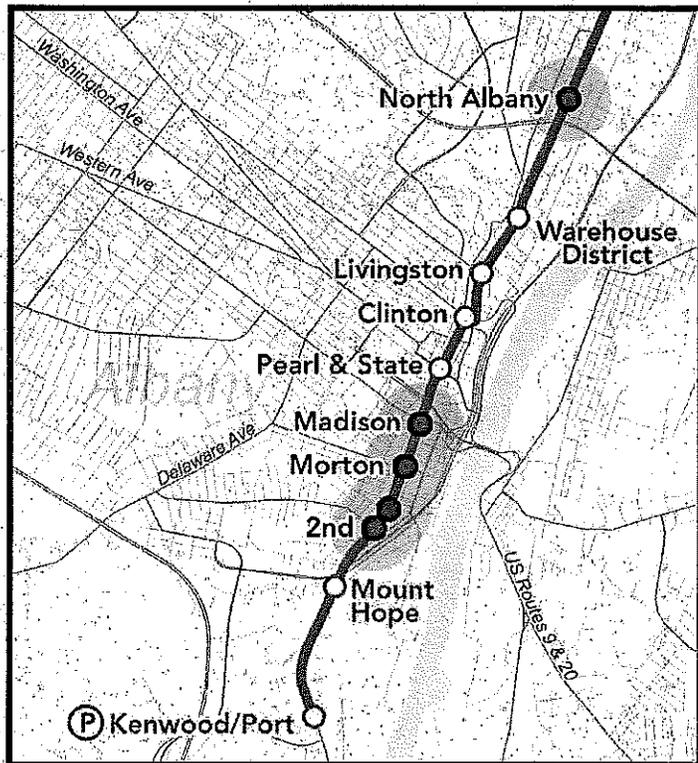
Morton Avenue – Install pedestrian countdown timers and expand sidewalks for bus shelters.

Madison Avenue – Expand curb extensions and sidewalks for bus shelters.

North Albany (N 2nd Street) – Install pedestrian signals and ADA curb ramps at Broadway and 2nd Street, requiring signal replacement. Expand sidewalks for bus shelters and install curb extensions. Install pedestrian level lighting on 2nd Street and replace sidewalk to provide ADA conformance.

The estimated total cost for the Albany improvements is \$875,000.

The cost distribution among the Cities will be adjusted as needed based on final construction quantities. "Soft" costs are included in the estimated totals for each municipality.



MEMORANDUM OF UNDERSTANDING

BETWEEN

**THE CAPITAL DISTRICT TRANSPORTATION AUTHORITY
AND THE CITY OF COHOES**

REGARDING ROLES AND RESPONSIBILITIES IF FUNDING OBTAINED FROM TRANSPORTATION ALTERNATIVES PROGRAM

THIS AGREEMENT is made between CAPITAL DISTRICT TRANSPORTATION AUTHORITY (hereinafter "CDTA") and the CITY OF COHOES (hereinafter "COHOES").

WHEREAS, the New York State Department of Transportation is soliciting applications for the federally funded Transportation Alternatives Program (hereinafter "TAP").

WHEREAS, CDTA and COHOES believe creating walkable, transit-oriented environments will improve the health and quality of life within communities, while also improving their economic vitality. Both entities understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

WHEREAS, CDTA in partnership with COHOES, the City of Albany, and the City of TROY will be submitting an application for pedestrian infrastructure improvements surrounding key intersections in each municipality to improve connections to existing and future bus stops and stations.

WHEREAS, the application will be for a total of \$2,050,000 with \$430,000 of improvements in COHOES.

WHEREAS, the TAP program requires at least 20% matching funds which translates to a minimum of \$400,000 for this application.

WHEREAS, the city councils of each municipality have passed resolutions in support of the TAP application along with letters of support submitted by community institutions.

WHEREAS, CDTA in partnership with COHOES, the City of Albany, the City of Troy, and other municipalities are planning for a Bus Rapid Transit line to provide enhance transit service connecting the communities along the Hudson River.

THEREFORE both parties mutually agree to proceed as follows if the project is selected for funding:

- 1) CDTA will enter into a formal agreement with the New York State Department of Transportation. This will include responsibility for payment of 22% in matching funds or \$450,000.
- 2) COHOES will reimburse CDTA for \$21,500 three months after CDTA's payment to the New York State Department of Transportation or January 1, 2016, whichever comes latest.
- 3) COHOES agrees to be responsible for the long-term maintenance of all infrastructure associated with the TAP application including maintaining traffic signals, pedestrian signals, sidewalks, crosswalks, signage, and curb-cuts at its sole cost and expense. Once constructed, COHOES must maintain walkways in an accessible condition for all pedestrians, including persons with disabilities, with only isolated or temporary interruptions in accessibility. This maintenance obligation includes reasonable snow removal efforts.
- 4) In addition to maintenance of infrastructure associated with the TAP application, COHOES agrees to all associated maintenance in the area in and around the future BRT stations planned for Ontario Street & Park Avenue and on Remsen Street between Cayuga Street and Ontario Street. This includes trash removal, snow removal, and landscaping. Trash removal includes from receptacles and on the ground. Snow removal will be conducted by city personnel and this responsibility will not be passed onto adjacent landowner. CDTA will be responsible for the station itself including the physical shelter itself and other associated components and amenities.

CAPITAL DISTRICT TRANSPORTATION AUTHORITY

By Carm Basile
Carm Basile, CEO

Dated: JUNE 10, 2014

CITY OF COHOES

By George Primeau
George Primeau, Mayor

Dated: JUNE 6, 2014

Attachment:

TAP Factsheet for City of Cohoes – Description and map of proposed pedestrian improvements

TAP FACTSHEET CITY OF COHOES

The improvements proposed depending on the specific locations encompass all or part of the following five general work scope areas:

- Replacing or adding sidewalks to facilitate pedestrian mobility
- Protected street crossings, high visibility crosswalks, pavement markings and signs
- Traffic calming techniques for the benefit of pedestrians and bicyclists
- Providing sidewalk modifications related to transit stations; e.g. curb extensions
- Installing or upgrading pedestrian signal accommodations

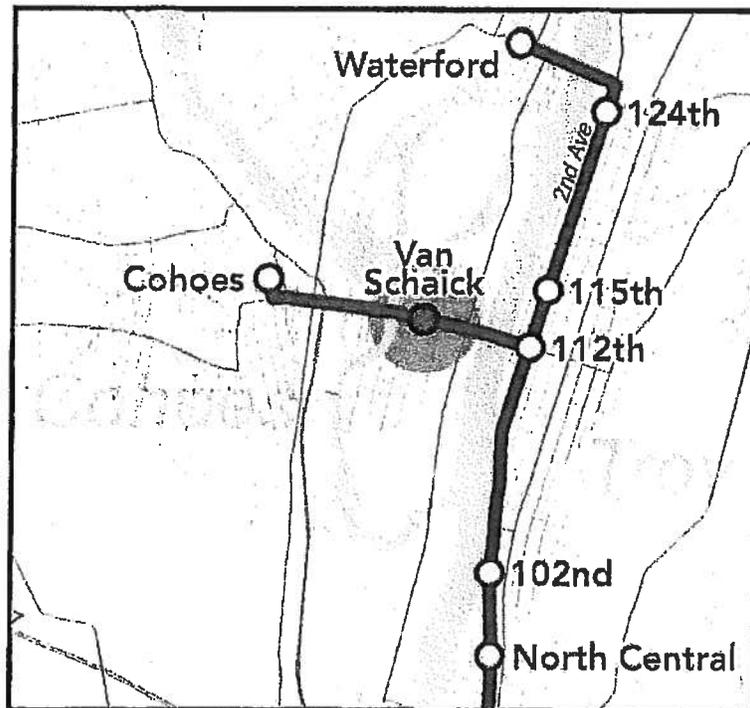
An “influence” area of ¼ mile radius was evaluated around existing bus stops and future Bus Rapid Transit stations. This influence area represents the distance a transit rider will travel to a transit service, or area to capture a rider. Locations have also been determined based on known and expected need for access to transit service.

In Cohoes, one (1) priority location was identified on Van Schaick Island, with work including:

- Install curb extensions and sidewalks for bus shelters
- Install new signal to provide pedestrian signals at Park Avenue and Ontario Street
- Replace sidewalks on Park Avenue between Washington and Jackson Avenues to provide ADA complaint pedestrian connections.

The estimated total cost for the Cohoes improvements is \$430,000.

The cost distribution among the Cities will be adjusted as needed based on final construction quantities. “Soft” costs are included in the estimated totals for each municipality.



MEMORANDUM OF UNDERSTANDING

BETWEEN

THE CAPITAL DISTRICT TRANSPORTATION AUTHORITY
AND THE CITY OF TROY

REGARDING ROLES AND RESPONSIBILITIES IF FUNDING OBTAINED FROM
TRANSPORTATION ALTERNATIVES PROGRAM

THIS AGREEMENT is made between CAPITAL DISTRICT TRANSPORTATION AUTHORITY (hereinafter "CDTA") and the CITY OF TROY (hereinafter "TROY").

WHEREAS, the New York State Department of Transportation is soliciting applications for the federally funded Transportation Alternatives Program (hereinafter "TAP").

WHEREAS, CDTA and TROY believe creating walkable, transit-oriented environments will improve the health and quality of life within communities, while also improving their economic vitality. Both entities understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

WHEREAS, CDTA in partnership with TROY, the City of Albany, and the City of Cohoes will be submitting an application for pedestrian infrastructure improvements surrounding key intersections in each municipality to improve connections to existing and future bus stops and stations.

WHEREAS, the application will be for a project total of \$2,050,000 with \$745,000 of improvements in TROY.

WHEREAS, the TAP program requires at least 20% matching funds which translates to a minimum of \$400,000 for this application.

WHEREAS, the city councils of each municipality have passed resolutions in support of the TAP application along with letters of support submitted by community institutions.

WHEREAS, CDTA in partnership with TROY, the City of Albany, the City of Cohoes, and other municipalities are planning for a Bus Rapid Transit line to provide enhance transit service connecting the communities along the Hudson River.

THEREFORE both parties mutually agree to proceed as follows if the project is selected for funding:

- 1) CDTA will enter into a formal agreement with the New York State Department of Transportation. This will include responsibility for payment of 22% in matching funds or \$450,000.
- 2) TROY agrees to be responsible for the long-term maintenance of all infrastructure associated with the TAP application including maintaining traffic signals, pedestrian signals, sidewalks, crosswalks, signage, and curb-cuts at its sole cost and expense. Once constructed, TROY must maintain walkways in an accessible condition for all pedestrians, including persons with disabilities, with only isolated or temporary interruptions in accessibility. This maintenance obligation includes the area in and around the future BRT stations planned for 2nd Avenue & Bond Street, 2nd Avenue & 102nd Street, 2nd Avenue & 111th/112th Street, 2nd Avenue & 115th Street, 2nd Avenue & 118th Street, and 2nd Avenue & 124th/125th Street. This includes trash removal, snow removal, and landscaping. Trash removal includes from receptacles and on the ground. Snow removal will be conducted by city personnel and this responsibility will not be passed onto adjacent landowner. CDTA will be responsible for the station itself including the physical shelter itself and other associated components and amenities.

CAPITAL DISTRICT TRANSPORTATION AUTHORITY

By Carm Basile
Carm Basile, CEO

Dated: JUNE 10, 2014

CITY OF TROY

By Lou Rosamilia
Lou Rosamilia, Mayor

Dated: 6/10/14

Attachment:

TAP Factsheet for City of TROY – Description and map of proposed pedestrian improvements

TAP FACTSHEET CITY OF TROY

The improvements proposed depending on the specific locations encompass all or part of the following five general work scope areas:

- Replacing or adding sidewalks to facilitate pedestrian mobility
- Protected street crossings, high visibility crosswalks, pavement markings and signs
- Traffic calming techniques for the benefit of pedestrians and bicyclists
- Providing sidewalk modifications related to transit stations; e.g. curb extensions
- Installing or upgrading pedestrian signal accommodations

An "influence" area of ¼ mile radius was evaluated around existing bus stop and future Bus Rapid Transit stations. This influence area represents the distance a transit rider will travel to a transit service, or area to capture a rider. Locations have also been determined based on known and expected need for access to transit service.

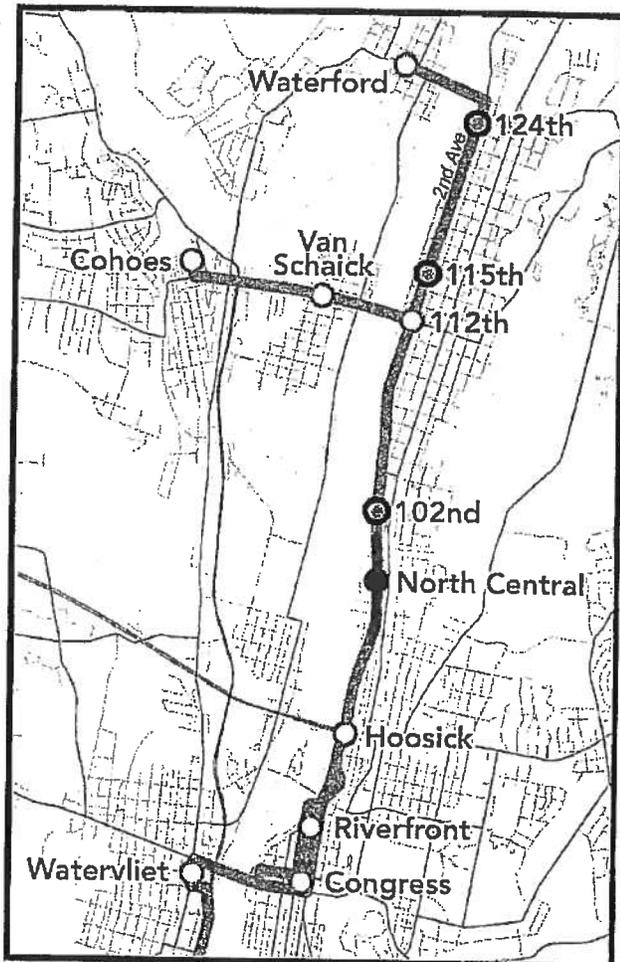
In Troy three (3) priority locations along 2nd Avenue were identified:

102nd Street – Install curb extensions, expand sidewalk for bus shelters, add pedestrian signal, replace deteriorated sidewalk between 102nd-103rd Street and install pedestrian signals at 5th Avenue and 102nd Street for pedestrian connections, which requires replacement of the existing traffic signal.

115th Street – Install curb extensions and expand sidewalks for bus shelters.

124th Street – Expand sidewalks for bus shelter and replace sidewalks between 122nd and 125th streets.

The estimated total cost for the Troy improvements is \$745,000.



The cost distribution among the Cities will be adjusted as needed based on final construction quantities. "Soft" costs are included in the estimated totals for each municipality.

Council Members Kornegay, Applrys, Bailey, Commisso, Conti, Doesschate, Fahey, Flynn, Golby, Herring, Igoe, Kimbrough, Krasher, O'Brien and Robinson introduced the following, which was approved by unanimous voice vote:

Resolution Number 49.61.14R

RESOLUTION OF THE COMMON COUNCIL SUPPORTING THE APPLICATION OF THE CAPITAL DISTRICT TRANSPORTATION AUTHORITY TO THE TRANSPORTATION ALTERNATIVES PROGRAM FOR IMPROVED PEDESTRIAN ACCESS TO BUS STOPS IN THE CITIES OF ALBANY, TROY AND COHOES

WHEREAS, the Common Council of the City of Albany (“the Council”) is an elected body with the responsibility of improving the lives of its residents and quality of its infrastructure; and

WHEREAS, the Council seeks to encourage walking, bicycling and the use of public transit within the city; and

WHEREAS, the Capital District Transportation Authority (“CDTA”) is the regional public transit provider and operates multiple routes within the city; and

WHEREAS, the transit ridership in the City of Albany has significantly increased over the years and with it the need for improved pedestrian access to bus stops; and

WHEREAS, due to this increase in ridership CDTA is responding with improved service through planning for a bus rapid transit line to interconnect the municipalities along the Hudson River; and

WHEREAS, the New York State Department of Transportation is seeking applications for funding of transportation infrastructure through its Transportation Alternatives Program (“TAP”); and

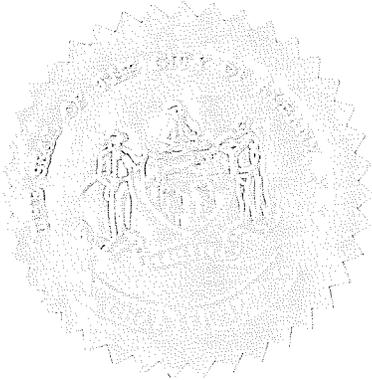
WHEREAS, CDTA, in partnership with the City of Albany, the City of Troy and the City of Cohoes, is applying for TAP funding for improvements to pedestrian infrastructure and access to existing and future bus stops in each municipality.

NOW, THEREFORE, BE IT RESOLVED, that the Common Council of the City of Albany hereby supports the Capital District Transportation Authority regarding an application to the Transportation Alternatives Program, which if granted will improve residents’ lives and the quality of the infrastructure in the City of Albany.

Passed by the following vote of all the Council Members elected voting in favor thereof:

Affirmative – Applyrs, Bailey, Commisso, Conti, Doesschate, Flynn, Golby, Herring, Igoe, Kimbrough, Kornegay, Krasher, O’Brien and Robinson

Affirmative 15 Negative 0 Abstain 0



I, Nala Woodard, City Clerk and Clerk of the Common Council, do hereby certify that Resolution Number 49.61.14R was passed at a meeting of the Albany Common Council on June 2nd, 2014.

In Affirmation thereof, I hereto set my hand and affix The Seal of the City of Albany this 3rd day of June 2014.

A handwritten signature in cursive script, appearing to read "Nala Woodard".

Clerk of the Common Council

**OFFICE OF THE
CITY CLERK**
97 Mohawk Street
Cohoes, New York
12047-2897



Phone: (518) 233-2141
Fax: (518) 237-0072

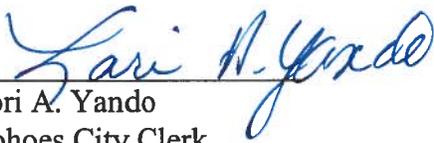
City of Cohoes

CERTIFICATION

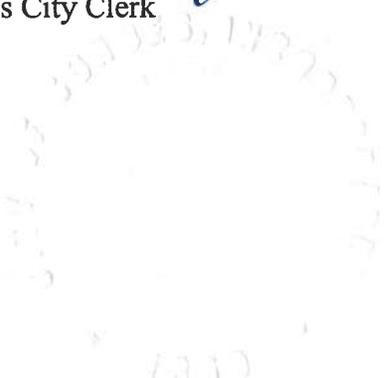
RESOLUTION NO. 18 FOR THE YEAR 2014

I, Lori A. Yando, City Clerk of the City of Cohoes and Clerk of the Common Council of the City of Cohoes, do hereby certify that the RESOLUTION attached hereto was duly adopted by the Common Council of the City of Cohoes at a meeting held on the 27 day of May, 2014 in accordance with the applicable provisions of law, and is an exact duplicate copy of the original thereof on file in the City Clerk's office, and I do hereby further certify that said RESOLUTION has not been amended, repealed nor in any way altered and is in full force and effect.

In witness whereof I have hereunto set my hand and affixed the seal of the City of Cohoes this 3rd day of June, 2014


Lori A. Yando
Cohoes City Clerk

SEAL



RESOLUTION NO. 18 FOR THE YEAR 2014

Members of Common Council April A. Kennedy, Alfred J. Turcotte, Dianne R. Nolin, Roger R. Ceccucci and Ralph V. Signoracci IV, ask for unanimous consent for the introduction and passage of the following Resolution:

A RESOLUTION OF THE COMMON COUNCIL TO SUPPORT THE APPLICATION OF THE CAPITAL DISTRICT TRANSPORTATION AUTHORITY TO THE TRANSPORTATION ALTERNATIVES PROGRAM FOR IMPROVED PEDESTRIAN ACCESS TO BUS STOPS IN THE CITIES OF ALBANY, TROY AND COHOES.

WHEREAS, the Common Council of the City of Cohoes ("the Council"), is an elected body with the responsibility of improving the lives of its residents and quality of its infrastructure; and

WHEREAS, the Council seeks to encourage walking, bicycling, and the use of public transit within the city; and

WHEREAS, the Capital District Transportation Authority ("CDTA"), is the regional public transit provider and operates multiple routes within the city; and

WHEREAS, the transit ridership in the city of Cohoes has significantly increased over the years and with it the need for improved pedestrian access to bus stops; and

WHEREAS, due to this increase in ridership CDTA is responding with improved service through planning for a bus rapid transit line to interconnect the municipalities along the Hudson River; and

WHEREAS, the New York State Department of Transportation is seeking applications for funding of transportation infrastructure through its Transportation Alternatives Program ("TAP"); and

WHEREAS, CDTA, in partnership with the City of Albany, City of Troy, and City of Cohoes, is applying for TAP funding for improvements to pedestrian infrastructure and access to existing and future bus stops in each municipality,

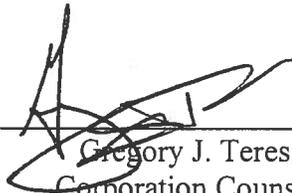
NOW, THEREFORE, BE IT

RESOLVED, that the Council states its support for CDTA's application to the TAP program which if granted will improve residents' lives and the quality of the infrastructure in the City of Cohoes; and be it further

Resolution No. 18 for the Year 2014
May 27, 2014
Page 2

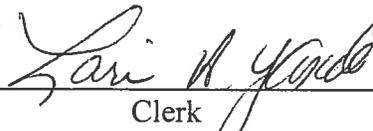
RESOLVED, that this Resolution shall take effect immediately.

Approved as to form this 27th day of May 2014.

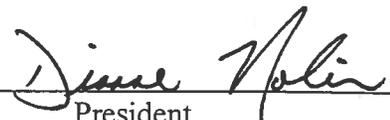


Gregory J. Teresi
Corporation Counsel

Engrossed and signed by the President of the Common Council and attested by the Clerk of the Common Council this 27 day of May 2014.



Clerk



President

I hereby approve the foregoing Resolution of the Common Council.

May 27, 2014

Date



Mayor of the City of Cohoes, New York

Cheryl Christiansen
City Clerk
Lucille Taylor
Deputy City Clerk



Office of the City Clerk

Phone (518) 279-7102
Fax (518) 270-4639

CERTIFICATION

I, Cheryl Christiansen, City Clerk to the City Council of the City of Troy, located in the County of Rensselaer, State of New York, do hereby certify that the following Resolution #45 was adopted at the Regular Meeting of the City Council held on June 5, 2014 and is on file and of record.

I have compared the foregoing Resolution #45 thereof, now on file in this office and the same is a true and correct copy of said Resolution. The whole of said original Resolution #45 was duly adopted by a vote of 8 Affirmative votes and 0 Negative votes, (being at least a majority of the voting strength of the City Council) on the 5th day of June 2014.

In Testimony Whereof, I have herunto set my hand and affixed the seal of the City of Troy this 6 day of June, 2014.


Cheryl Christiansen
City Clerk
City of Troy, New York

(SEAL)

RES. #45
RESOLUTION OF THE TROY CITY COUNCIL OF THE CITY OF TROY, NEW YORK TO SUPPORT THE
APPLICATION OF THE CAPITAL DISTRICT TRANSPORTATION AUTHORITY TO THE
TRANSPORTATION ALTERNATIVES PROGRAM FOR IMPROVED PEDESTRIAN ACCESS TO BUS
STOPS IN THE CITIES OF ALBANY, TROY, and COHOES

WHEREAS, the Troy City Council of the City of Troy, New York ("the Council") is an elected body with the responsibility of improving the lives of its residents and quality of its infrastructure; and

WHEREAS, the Council seeks to encourage walking, bicycling, and the use of public transit within the city; and

WHEREAS, the Capital District Transportation Authority ("CDTA") is the regional public transit provider and operates multiple routes within the city; and

WHEREAS, the transit ridership in the City of Troy has significantly increased over the years and with it the need for improved pedestrian access to bus stops; and

WHEREAS, due to this increase in ridership CDTA is responding with improving service through planning for a bus rapid transit line to interconnect the municipalities along the Hudson River; and

WHEREAS, the New York State Department of Transportation is seeking applications for funding of transportation infrastructure through its Transportation Alternatives Program ("TAP"); and

WHEREAS, CDTA, in partnership with the City of Albany, City of Troy, and City of Cohoes, is applying for TAP funding for improvements to pedestrian infrastructure and access to existing and future bus stops in each municipality; and

NOW, THEREFORE, BE IT RESOLVED, that the Council states its support for CDTA's application to the TAP program which if granted will improve residents' lives and the quality of the infrastructure in the City of Troy, New York.

Approved as to form, May 15, 2014

Ian H. Silverman, Esq., Corporation Counsel

AYES: 8

NOES: 0

ABSTAIN:

Troy City Clerk

Sent to the Mayor

6/6/14

Executive Action

Approved Date *6/6/14*

Received from the Mayor

6/6/14

Veto Not Endorsed

City Clerk

Ian H. Silverman

Mayor *Ian H. Silverman*



DANIEL P. MCCOY
COUNTY EXECUTIVE

COUNTY OF ALBANY
OFFICE OF THE EXECUTIVE
112 STATE STREET, ROOM 900
ALBANY, NEW YORK 12207-2021
(518) 447-7040 - FAX (518) 447-5589
WWW.ALBANYCOUNTY.COM

PHILIP F. CALDERONE, ESQ.
DEPUTY COUNTY EXECUTIVE

June 4, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of Albany County Executive Daniel P. McCoy for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

I believe that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

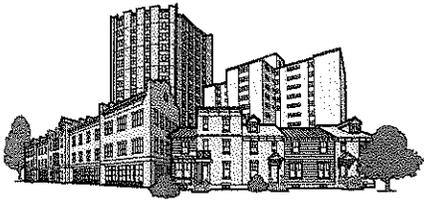
In the city of Cohoes, the project will enhance public safety by providing pedestrian signals at Park Avenue and Ontario Street and provide ADA compliant sidewalks on Park Avenue, between Washington and Jackson Avenue.

I am also pleased to note that the improvements in the city of Albany will include five priority locations along North and South Pearl Street and Broadway, both of which are important access streets for the city. The pedestrian timers, signals and ADA curb ramps will enhance safety and help CDTA better serve the riding public in the region.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

Daniel P. McCoy
Albany County Executive



ALBANY HOUSING AUTHORITY

Steven T. Longo, Executive Director

May 30, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the Albany Housing Authority for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

Albany Housing Authority believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

Steven T. Longo
Executive Director



AlbanyPublicLibrary
www.albanypubliclibrary.org

161 Washington Avenue
Albany, New York 12210

P: 518.427.4300
F: 518.449.3386

May 30, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the Albany Public Library North Albany Branch for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

The staff and patrons of the library believe that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

We feel that improving the walkability of the North Albany neighborhood would increase usage of our library and strengthen the community.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

Mary E. Coon

Mary E. Coon
Head of Branches – John J. Bach, North Albany and Pine Hills



AVillage... Inc.

3 Lincoln Sq.
Albany, NY 12202

... working to improve, enrich, and empower ... our communities

May 20, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of AVillage..., Inc. for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

AVillage believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transportation and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years. AVillage and Members in the community has always supported new ways of improving our community, having CDTA as a partner has been a blessing to our community, we

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

Willie J. White
Executive Director

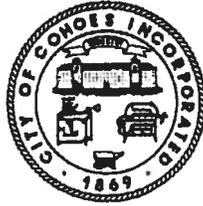
Willie White
Executive Director

avillage5@aol.com

O – 518.486.8185
C – 518.859.4305

**COHOES
INDUSTRIAL DEVELOPMENT
AGENCY**

97 Mohawk Street
Cohoes, New York
12047-2897



*Edward C. Tremblay,
Executive Director*

Phone: (518) 237-0507

Fax: (518) 237-0816

Email: Etremblay@ci.cohoes.ny.us

COHOES IDA

May 13, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the Cohoes Industrial Development Agency (IDA) for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

The IDA believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

The IDA knows that it is important to have a strong transit system to allow companies to have the means to get their employees to and from work.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

Edward C. Tremblay
Executive Director

Cohoes Local Development Corporation
97 Mohawk Street
P.O. Box 753
Cohoes, NY 12047
Phone: (518) 233-2117
Fax: (518) 233-2168

May 13, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the Cohoes Local Development Corporation (CLDC) for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

The CLDC believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

Our Mission is to improve the economic climate in the City of Cohoes. Making it easier for people to get to the business district from other cities makes our job a lot easier.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,



Edward C. Tremblay
Executive Director

**Council of Albany Neighborhood
Associations
(CANA)**
Visit our Web site:
<http://sites.google.com/site/canasite/>

c/o Howard Stoller
130 Melrose Avenue
Albany, NY 12203

May 31, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express CANA's support for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

CANA is an advocate for walking, cycling, and public transportation alternatives that are clean and healthy and must be encouraged and promoted, through the development of safe, affordable and attractive facilities; this is part of our vision statement. We also understand the connection between public transport and walking as every transit rider starts and ends his/her trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

Sincerely,

Howard Stoller

Howard Stoller
CANA Chair
HStoller@aol.com
518 489-8636 (H)
518 573-7786 (cell)

June 3, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the Mansion Neighborhood Association for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

Mansion NA believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

As a downtown neighborhood where many residents choose to live so they can walk to work or take buses to work or shop, we understand the importance of these projects.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

Holly Katz, Chair
Mansion Neighborhood Association
1 ½ Elm St.
Albany, NY 12202

June 4, 2014

North Albany Neighborhood Association
19 Main Street
Albany, NY 12204-2609

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the North Albany Neighborhood Association for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

NANA believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

NANA is extremely interested in seeing the cited improvements implemented in our neighborhood. These enhancements to North Albany will cut down on crime in the area, make the area streets safer for Senior Citizens and help eliminate the running of traffic stop lights by wayward drivers. The proposal of the "Bus Plus Blue Line" will be of the greatest benefit to our local residents having to get to work in the City Albany on a daily basis.

Our organization wishes you good luck on your application and hopes that it will be selected for funding.

Respectfully,

Georgeann Payne
President of the North Albany Neighborhood Association



FOR YOUTH DEVELOPMENT
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

June 6, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the Albany YMCA for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

We believe that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

Although the Albany YMCA and its members are still seeking the reinstatement of a bus stop on 3rd and North Pearl street, the Albany YMCA and its members will benefit to some extent if the following improvements actually occur in North Albany – Install pedestrian signals and ADA curb ramps at Broadway and 2nd Street, requiring signal replacement. Expand sidewalks for bus shelters and install curb extensions. Install pedestrian level lighting on 2nd Street and replace sidewalk to provide ADA conformance.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

Pedro Perez

Pedro Perez
Executive Director
Albany YMCA
616 North Pearl st
Albany NY 12204

June 6, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the North Lansingburgh Neighborhood Watch for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

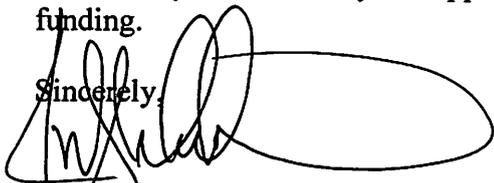
North Lansingburgh Neighborhood Watch believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

The changes that come along with this project will have a positive and valuable impact for the residents of Lansingburgh. The BRT line would run the entire length of our community, providing residents a reliable, affordable, simpler, and more expeditious way to travel to other areas of the Capital Region for work or pleasure. While the expanded service to the route 80 bus ensures the local transportation needs within Troy are met.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

A handwritten signature in black ink, appearing to read 'James R. Gordon', written over the word 'Sincerely,'.

James R. Gordon
Chairman
North Lansingburgh Neighborhood Watch



RENSSELAER COUNTY
OFFICE OF THE EXECUTIVE
NED PATTISON GOVERNMENT CENTER
TROY, NEW YORK 12180

RECEIVED
JUN 10 2014
Executive Office

Kathleen M. Jimino
Rensselaer County Executive

Phone: (518) 270-2900
Fax: (518) 270-2961

June 6, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express Rensselaer County's support of the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

My administration believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

As an employer as well as a service provider to tens of thousands of County residents, many of which rely on public transportation, I feel strongly that these sought after improvements will have a significantly positive impact on your ridership.

I wish you luck on this application and look forward seeing more achievements by CDTA under your leadership.

Sincerely,

Kathleen M. Jimino
Rensselaer County Executive

May 31, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the Second Avenue Neighborhood Association (SANA) for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

SANA believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

Our neighborhood has many bus riders who travel through out Albany/Capital District to employment, shopping, and leisure travel. Every bus rider also is walking to have access to the bus stop—which is critical to do so safely when traveling via public transport with small children (often including stroller); shopping packages; and including individuals with disabilities.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

Stephen Winters, President
Second Avenue Neighborhood Association (SANA)
227 Second Avenue, Albany NY 12209
Contact: Sdoxie@aol.com



Serving The Community Since 1944

Administrative Offices

One Eddy's Lane
Troy, NY 12180

Phone: (518) 273-3600
Fax: (518) 274-6633

May 15, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the Troy Housing Authority for the Capital District Transportation Authority (CDTA) application to the Transportation Alternatives Program (TAP). We understand you are seeking funding for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

The Troy Housing Authority believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We further understand the connection between public transportation and walking as most transit riders start and end their trip as pedestrians.

We are pleased to see that this project fits into CDTA's long-term plans for a Bus Rapid Transit (BRT) line to connect all the municipalities along the Hudson River in our area. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

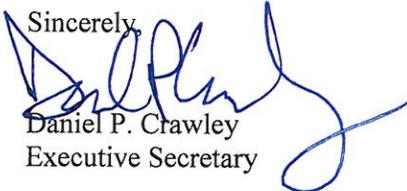
The Troy Housing Authority operates eleven sites within the City of Troy serving approximately 1,200 low income households. Our sites are located all over the City of Troy and the people we serve, and our staff, will benefit greatly from improvements to pedestrian infrastructure and expanded route options throughout the area.

The average annual household income of the persons we serve is \$16,700.00. Many of these households are unable to afford their own personal vehicle and therefore rely heavily on public transportation. We hope you are also considering expansion of routes for our most isolated sites; Phelan Court and Martin Luther King Apartments.

It is important to note that 49% of our households report income from wages of at least one family member. These households will utilize the TAP and BRT enhancements to get to and from work. Obtaining and maintaining employment is a goal of most of our families as they strive to get out of poverty and become self sufficient. Having reliable transportation is essential.

Additionally, 41% of our households report income from pensions, social security or supplemental security income of at least one family member. These households have an elderly or disabled family member and will greatly benefit from the TAP and BRT enhancements designed to assist these populations.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

Daniel P. Crawley
Executive Secretary

APARTMENTS UNDER MANAGEMENT: Conway Court ♦ Corliss Park ♦ Arnold E. Fallon
Grand Street ♦ Griswold Heights ♦ Edward A. Kane ♦ John F. Kennedy ♦ Martin Luther King
Margaret W. Phelan ♦ Catherine M. Sweeney ♦ John P. Taylor ♦ Section 8 Rental Assistance

Sandra J. Beston
Chairwoman
Charles A. Jeseo
Vice Chairman
Jeffrey Czarnecki
Bert Bouchey
Jane E. Hayes
Roberta Gilson
Regina Warner

Watervliet Housing Authority

Administration Office
2400 Second Avenue
Watervliet, New York 12189
Phone: 518-273-4717
Fax: 518-273-4730
e-mail: Office@WatervlietHousing.org

Charles V. Patricelli
Executive Director

Tracey Freemantle, C.P.A.
Fee Accountant

May 14, 2014

Carm Basile
Chief Executive Officer
Capital District Transportation Authority
110 Watervliet Avenue
Albany, NY 12206

SUBJECT: Support for CDTA's Application to the Transportation Alternatives Program

Dear Mr. Basile:

This letter is intended to express the support of the Cohoes/Watervliet Housing Authorities for the Capital District Transportation Authority's application to the Transportation Alternatives Program for improvements to pedestrian infrastructure and access to highly utilized bus stops in the cities of Albany, Troy, and Cohoes.

Our housing authorities believes that creating walkable, transit-oriented environments will improve the health and quality of life within our communities, while also improving their economic vitality. We also understand the connection between public transport and walking as every transit rider starts and ends its trip as a pedestrian.

We are pleased to see that this project fits into CDTA's long-term plans for a bus rapid transit line to connect municipalities along the Hudson River. There will be substantial benefits yielded even without the BRT line, but these will be even greater if it is implemented in the coming years.

We are constantly assisting our tenants, most are low and moderate income working families, a way to seek both employment and further education. Many have found it difficult to get to Albany in a timely manner and this type of service will greatly enhance their accessibility. We have over 300 families combined that are directly on this route making this a great source of transportation.

We wish you luck on your application and hope that it will be selected for funding.

Sincerely,

Charles V. Patricelli

Charles V. Patricelli
Executive Director

Attachment E.1 – Eligibility: Alignment with Transportation Plans, Projects and Systems

Public Access & Use

As this project is for pedestrian infrastructure in the public right of way, it will be accessible to the public with no restrictions. It will be open at all times with no fees. All uses are permitted which are allowed under New York State traffic and safety laws as well as the local laws and of the municipality.

Intermodal Transportation System

This project is clearly an intermodal project, as it includes improvements for pedestrians as well as transit riders who many times are both. It allows for two modes of transit – conventional bus service and BRT. Bicyclists will also see improvements due to the slowing vehicular speeds through traffic calming, and all CDTA buses are equipped with front-loading bicycle racks. The project also fills the gaps in a pedestrian network that travels throughout the neighborhoods and communities described.

Alignment with Local and Regional Transportation Plans

This project aligns and supports the recommendations of numerous transportation plans in the Capital Region. These range from larger region-wide plans to smaller neighborhood plans. These are listed below, including the policies they reinforce and recommendations they are helping to implement.

Name	Agency	Policy Reinforced / Recommendation Implemented
Transit Development Plan (January 2014)	CDTA	<ul style="list-style-type: none"> • Improve pedestrian environment surrounding bus stops • Implement 40-Miles of Bus Rapid Transit in the Capital Region including on the River Corridor
River Corridor BRT Conceptual Design Study (Fall 2014)	CDTA	<ul style="list-style-type: none"> • Create BRT line to connect municipalities along the Hudson River • Construct / Reconstruct pedestrian environment surrounding stations
New Visions 2035 Update: Regional Transportation Plan (2011)	CDTC (MPO)	<ul style="list-style-type: none"> • Implement 100-Miles of BRT in the Capital Region • “Make communities more walkable and livable” • “Revitalize urban areas” • “Plan and build for all modes”
Albany 2030 The City of Albany Comprehensive Plan (2012)	City of Albany	“Multi-Modal Transportation Hub: Albany’s neighborhoods and centers are connected to each other and to the rest of the region by an extensive, efficient, and safe network of complete streets, mass transit, bikeways, trails, & sidewalks.”
City of Albany Transit-Oriented Development Guidebook (2012)	City of Albany	<ul style="list-style-type: none"> • Encourage growth at current and planned transit nodes • Promote revitalization designed to reinforce a pedestrian-friendly environment
Capital South Plan: SEGway to the Future (2007)	City of Albany	<ul style="list-style-type: none"> • Expansion of transit service and access to connect to employment opportunities and services not available in the neighborhood • Nodal revitalization with specific focus at Pearl & Morton
Lansingburgh Village Study Master Plan (2004)	City of Troy	<ul style="list-style-type: none"> • “Improve pedestrian, bicycle, and transit rider facilities”; “Implement traffic calming measures..” • Replace of deteriorating sidewalks • 2nd Avenue & 115th – “Install bump outs”
2010-2014 Consolidated Plan (2009)	City of Troy	<ul style="list-style-type: none"> • Fund sidewalk improvements and curb cuts • Improved accessibility for the disabled • “Between 103rd & 101st Streets, replace curbs & sidewalks”
Van Schaick Island Transportation and Revitalization Plan (2008)	City of Cohoes	• “Modernize the traffic signal at Park Avenue on Ontario Street and provide full pedestrian accommodations with curb bump-outs.”

Attachment F.1 – Project Costs and Funding (1-2 pages with F.2)

As part of the River Corridor BRT Conceptual Design Study, capital cost estimates, including professional services, have been created for all components of the future BRT line. This includes the pedestrian infrastructure components that are proposed in this project. The cost estimates were developed based on extensive experience with similar completed work in the affected three Cities as well as previous work associated with the NY Route 5 BRT.

The estimate is summarized herein due to space limitations, but was compiled from detailed item by item and location by location analysis using NYSDOT specifications and standards. Item costs were developed based upon NYSDOT average weighted bid prices and experience with designing, bidding and inspecting this type of work. This estimate also includes requirements to meet ADA standards and provide for facilities for future enhanced transit services.

Engineering costs, to be provided by a qualifications based selection procedure, are included in the estimate as well as an allowance for inflation to time of construction bidding.

Identified Sites		
Cost Item	Quantity	Item Total Cost
Sidewalks	5300 linear feet	\$132,500
Shelter Pad and Infrastructure	15 total sites	\$300,000
Curb Extensions	16 total sites	\$340,000
Pedestrian Signals	3 intersections	\$60,000
Signal Replacements	3 intersection	\$390,000
Pavement Markings	9 sites	\$45,000
Lighting	16 lights	\$80,000
	Subtotal	\$1,347,500
	Contingency (16%)	\$217,000
	Field Change Order (5%)	\$78,135
	Mobilization (4%)	\$65,700
	Right of Way	N/A
	Construction Inspection	\$170,833
	Design Services	\$170,833
	Total Cost	\$2,050,000

CDTA is currently conducting the River Corridor BRT Conceptual Design Study which will be completed by the end of 2014. This reinforces the fact that the project for this application will be able to be completed in a timely manner. Surveying has already been completed and public outreach has begun and will be completed by the fall. This also includes conceptual design of BRT stations and the associated pedestrian infrastructure.

Attachment F.2: Assurance of Match (1-2 Pages with F.1)

The project is conceived as a joint initiative among the three cities and CDTA. However CDTA will be the sole party responsible for all first instance funding. CDTA will also be the lead and responsible party for progressing the project, including location specific engineering and development, additional public involvement and input, environmental clearance under NEPA and SEQRA and, most importantly, financing, both first instance costs and match shares..

CDTA's ongoing operating budget contains a number of sustainable sources of revenue including passenger fares, state operating subsidies, local contributions, and dedicated portions of mortgage, petroleum, business, and sales taxes. These revenue sources will be used to maintain the capital improvements in a state of good repair. CDTA will also incorporate its share (match) as part of its annual capital program.

Each municipal partner has been engaged and is expected to have a financial and operation/maintenance role for the proposed improvements. As outlined in the attached Memorandums of Understandings, the City of Albany will reimburse CDTA \$87,500 and the City of Cohoes will reimburse \$21,500. CDTA will be responsible for all intermunicipal agreements required for monetary transfers and engineering and construction payments to third parties. CDTA has often used these mechanisms for sharing costs for similar work.

However, to further emphasize, the project's progression and funding are not conditional on these third party agreements. Each of these will have terms and conditions tailored to the specifics of the improvements provided.

There will be no private donations or other assumed match sources, including donations or volunteer labor. All work is to be accomplished under competitive bidding procedures consistent and in accordance with NYS General Municipal Law and Title 23 USC.

Attachment G – Implementation Schedule

Event/Activity	Start Date	End Date
TAP Funds Awarded	10-2014	
Project Added to CDTC TIP	11-2014	
QBS design (PE) services	12-2014	03-2015
Execute Agreement with NYSDOT	03-2015	06-2015
Prepare DAD	07-2015	12-2016
Acquire Property	NA	NA
Prepare Contract Documents	01-2016	06-2016
Bid and Award project	07-2016	09-2016
Construction	10-2016	09-2017
Acceptance and Closeout	10-2017	12-2017

The schedule anticipates a programmatic categorical exclusion under NEPA, a Type II designation under SEQRA, no special permits, and a “no effect” determination from SHPO (no known historic sites or archeological sensitive areas to be impacted).

Right of way acquisitions will not be required for the work identified in this application. The ROW to be used for this project has been determined to be within the long established public way widths as indicated by surveying and on the tax maps for the affected cities. This research was done as part of the ongoing River Corridor BRT Conceptual Design Study.

The work already completed (and to be completed in the coming months) for River Corridor BRT Conceptual Design Study will assist this TAP project’s timely delivery. Although not directly tied to this project schedule, the study plans to have public outreach and schematic designs of stations and associated pedestrian infrastructure completed by the fall of 2014.