CAPITAL DISTRICT TRANSPORTATION COMMITTEE

2019-24 TIP Development

Public Meeting 5/7/19

Federal Transportation Programming Process

What is CDTC?

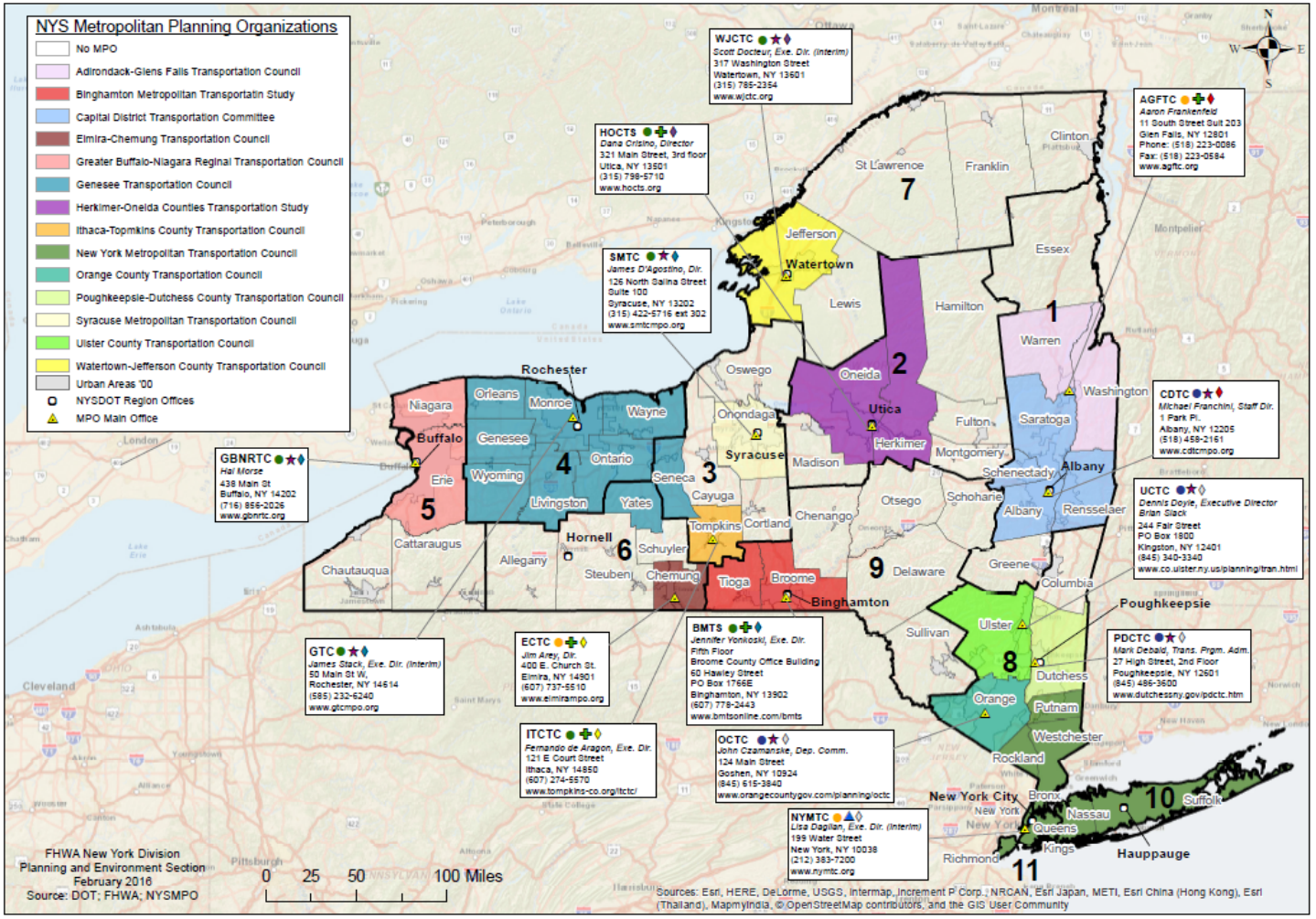
- CDTC is a regional, public, federally-funded planning agency, a Metropolitan Planning Organization (MPO) established to:
- Plan for future transportation improvements, and program millions of dollars in federal transportation funding
- Provide local input to the regional transportation process
- The Federal Highway Act of 1962 required the formation of MPO's for any urbanized area with a population greater than 50,000

Who are the Members?

- CDTC established in 1964
- 21 members including elected officials and representatives from:
  - Each County
  - All 8 Cities (2 metropolitan areas)
  - The Town of Colonie
  - 2 rotating town representatives
  - Every regional transportation agency including CDTA, CDRPC, NYSDOT, NYS Thruway, Albany International Airport, and Albany Port District Commission
- Staff
  - Planners & Engineers

Where are the other MPOs?

New York State Transportation Planning Contacts



Federal Contacts

FHWA

- ★ Maria Chau - (518) 431-8878
  Senior Community Planner
- ▲ Karen Rosenberger - (212) 668-6091
  Intermodal Transp. Coordinator
- ✚ Benjamin Fischer - (518) 431-8863
  Transportation Specialist
  Valeriya Remezova - (518) 431-8862
  Planning and Environment Team Leader
  Anna Price - (518) 431-8858
  Director, Office of Program Management

FTA

Nancy Danzig- (212) 668-2177
- ● James Goveia- (212) 668-2325
- ● Daniel Moser- (212) 668-2326

Nina Chung- (212) 668-2180
- ● Victor Waldron- (212) 668-2183

FHWA NY Division Area Engineer Region Assignments (through March 2016)

1-	Weibel	x 8891
2-	Millington	x 8841
3-	Millington	x 8841
4-	Anker	x 8896
5-	Anker	x 8896
6-	Kowalczyk	x 8892
7-	Toni	x 8867
8-	Kowalczyk	x 8892
9-	Weibel	x 8891
10-	Nickelson	x 8887
11-	Mondillo/Beers	x 8859

NYSDOT Contacts

Statewide Planning Bureau

	Marty Neveu, *Dir. (Acting)*	(518) 457-3438
♦	Cathy Kuzsman	(518) 457-6144
♦	Lisa Cataldo	(518) 485-7556
◊	Colleen Smith-Lemmon	(518) 457-6201
♦	Korie McAllister	(518) 485-0990
◊	Harriet Lewis	(518) 485-0196

Project Management Bureau

Supervisor	Bill Hebert	(518) 457-4086
Region 1, 5	Mike Jackson	(518) 457-1716
Region 2, 3, 9	Tammy Stoliker	(518) 485-7551
Region 4, 6, 7	Mike Shaker	(518) 457-0726
Region 8, 10, 11	John Morrone	(518) 457-7478
Recreational Trail	-	-
Scenic Byways	-	-

Regional Planning & Program Managers

1-	Frank Bonafide	(518) 485-8459
2-	Alice Romanych	(315) 793-2450
3-	Mark Frechette	(315) 428-4409
4-	Dan Hallowell	(585) 272-3410
5-	Ramsey Kahl	(716) 847-3241
6-	Andrew Williams	(607) 324-6411
7-	Scott Docteur	(315) 785-2354
8-	Tom Weiner	(845) 431-5723
9-	Pam Eshbaugh	(607) 721-8250
10-	(Acting) Glenn Murrell	(631) 952-6108
11-	Luis Calderon	(718) 482-4765

What does CDTC produce?

- Linkage Studies – local transportation/land use studies
- Unified Planning Work Program (UPWP) – budget & tasks
- Transportation Improvement Program (TIP) – 5-year capital plan
- Long-range, regional transportation plan – "New Visions 2040"
- Travel demand computer model

Transportation Improvement Program (TIP)

- 5-year capital plan for federal transportation funding, about $102 million per year
- Must reflect recommendations, goals, and priorities in the long-range regional transportation plan (New Visions)!
- Must contribute to achieving (07) new performance targets!
- Rare example of regional cooperation, where goal is to fund the most benefical projects

Federal-Aid Eligibility

- Based on FHWA highway functional classification
- Based on
  - service provided & traffic volume
  - connectivity to the system
  - road condition
  - urban or rural
- Must meet high standard

Transportation Improvement Program (TIP)

STEPS:

1. NYSDOT determines the federal funding for each DOT Region. If the DOT Region has more than 1 MPO, the Region and the MPOs determine funding for each MPO.
2. DOT Region and MPO determine the funding needed for projects on the existing TIP and regional set-asides. Planning Committee approves.
3. Depending on the expected fund balance, call letters are mailed to all 77 municipalities requesting project candidates.

Transportation Improvement Program (TIP)

STEPS:

4. Staff reviews applications and contacts sponsors to clarify information and answer any questions.
5. Staff evaluates each project for eligibility, calculates a benefit/cost ratio, and scores qualitative benefits.
6. Planning Committee reviews project scopes and evaluations, and programs projects.

Transportation Improvement Program (TIP)

2019-24 TIP Schedule:

- October 17: New Candidate Project Solicitation emailed and mailed.
- November 5 – 16: TIP Applications Workshops
- November 28: New Project Proposal Deadline (Sponsors have 6 weeks to submit proposals.)
- December 28: Staff initial evaluations complete (Staff has 4 weeks to evaluate.)
- January 9: Planning Committee meeting – Candidate Project lists available
- January 2 – 11: CDTC Advisory Committees meet to discuss projects

Transportation Improvement Program (TIP)

2019-24 TIP Schedule:

- January 14: Project evaluation results provided to sponsors for review
- January 18: Sponsor comments on evaluations due to CDTC
- January 29: Planning Committee sent completed project evaluations
- February 7: Planning Committee meeting – Project programming
- April 3: Planning Committee meeting – Complete project programming and begin 60-day public comment period
- May 7: Public Meeting
- June 6: Policy Board meeting – 2019-2024 TIP approval

Project Evaluations

- Quantitative (Benefit/Cost ratio)
  - Use our travel demand computer model to develop the costs of not improving the facility for each project, and calculate safety, travel time, operating, user costs, and facility life benefits.
- Qualitative (Merit Scoresheet)
  - Use a merit scoresheet with 12 categories, maximum points based on New Vision priorities, scores specifically defined.

New Merit (Qualitative) Scoresheet

PROJECT NAME:

MERIT CATEGORIES	NUMERIC VALUES				SCORE
COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE)					
Land Use Compatability	SCORE	-1	to	+3	0
Smart Growth	SCORE	-1	to	+3	0
Environmental Justice	SCORE	-1	to	+2	0
Accessibility / ADA / Universal Design/Human Services Transport	SCORE	-1	to	+2	0
	SUBTOTAL	**-4**	**to**	**+10**	**0**
APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)					
Preservation/Renewal of Existing	SCORE	-2	to	+5	0
Complete Streets	SCORE	-2	to	+5	0
	SUBTOTAL	**-4**	**to**	**+10**	**0**
MULTI-MODALISM (10 POINTS POSSIBLE)					
Transit	SCORE	-2	to	+5	0
Pedestrian	SCORE	-1	to	+3	0
Bicycle	SCORE	-1	to	+2	0
	SUBTOTAL	**-4**	**to**	**+10**	**0**
ENVIRONMENT & HEALTH (8 POINTS POSSIBLE)					
Sensitive Area Protection/Mitigation	SCORE	-1	to	+2	0
Greenhouse Gas Emissions Reduction	SCORE	-1	to	+2	0
Alternative Fuels Support	SCORE	-1	to	+2	0
Other Environmental/Health Benefit	SCORE	-1	to	+2	0
	SUBTOTAL	**-4**	**to**	**+8**	**0**
REGIONAL BENEFIT (5 POINTS POSSIBLE)					
Benefit beyond project to transportation system or quality region	SCORE	-2	to	+5	0
	SUBTOTAL	**-2**	**to**	**+5**	**0**
ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)					
Economic Impact	SCORE	-2	to	+5	0
	SUBTOTAL	**-2**	**to**	**+5**	**0**
SAFETY & SECURITY (5 POINTS POSSIBLE)					
Additional Safety Benefit Beyond Crash History	SCORE	-1	to	+3	0
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE	-1	to	+2	0
	SUBTOTAL	**-2**	**to**	**+5**	**0**
OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)					
Traffic Operations & Reliability Improvements	SCORE	-1	to	+3	0
Use of Beneficial Advanced Technologies	SCORE	-1	to	+2	0
	SUBTOTAL	**-2**	**to**	**+5**	**0**
FREIGHT (5 POINTS POSSIBLE)					
Freight and Goods Movement	SCORE	-2	to	+5	0
	SUBTOTAL	**-2**	**to**	**+5**	**0**
PERFORMANCE (3 POINTS POSSIBLE)					
Anticipated Effect on all Performance Targets	SCORE	-1	to	+3	0
	SUBTOTAL	**-1**	**to**	**+3**	**0**
INNOVATION (2 POINTS POSSIBLE)					
Innovative Solutions	SCORE	0	to	+2	0
	SUBTOTAL	**0**	**to**	**+2**	**0**
PROJECT DELIVERY (2 POINTS POSSIBLE)					
On Schedule/On Budget	SCORE	-2	to	+2	0
	SUBTOTAL	**-2**	**to**	**+2**	**0**
PROJECT MERIT CATEGORY SUB TOTAL					
Total from Line Items Above	**SUBTOTAL**	**-29**	**to**	**+70**	**0**
Scaled to 50 points					**0.0**

MERIT POINTS TOTAL

B/C RATIO					
B/C Ratio Value (imported from separate analysis)	**SUBTOTAL**	**0**	**to**	**+50**	

B/C SCORE CONVERTED TO POINT SCALE

PROJECT TOTAL (UP TO 100 POINTS)					
Merit Categories + B/C Value	**TOTAL**	**-21**	**to**	**100**	**0.0**

TOTAL PROJECT SCORE

CDTC

OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)	
Traffic Operations & Reliability Improvements (3 points)	
Project is a significant investment in operations or reliability such as installation of new roundabout, corridor signalization improvements, TMC operations funding, or an initiative involving adaptive signal control, self-organizing signals initiative, speed harmonization, dynamic lane assignment or other appropriate active traffic management strategy.	3
Project is located on the ITS priority network and includes substantial features targeting operations and reliability improvements such as traffic signal intersection improvements (including signal coordination, transit signal priority, and/or pedestrian signals), or ITS/CCTV signage or infrastructure.	2
Project is not located on the ITS priority network but includes substantial features targeting operations and reliability improvements such as traffic signal intersection improvements (including signal coordination, transit signal priority, and/or pedestrian signals), or ITS/CCTV signage or infrastructure.	1
Project has neutral effect (no known impact, positive or negative) on operations and reliability.	0
Project introduces a new impediment to or reduction of traffic operations or reliability.	-1
TRAFFIC OPERATIONS & RELIABILITY IMPROVEMENTS SCORE	
Use of Beneficial Advanced Technologies (2 points)	
Project's primary purpose is, and over 50% of budget is devoted to, upgrades to advanced technological features or introduction of new advanced technological features, such as signal coordination, transit signal priority, pedestrian signals, adaptive signal control, self-organizing signals, bluetooth based detection, CCTV, variable message signs, central software, in pavement detection, speed harmonization, variable speed limits, dynamic lane assignment, queue warning, etc.	2
Project includes appropriate upgrades to advanced technological features or introduction of new advanced technological features.	1
Project has neutral effect (no known impact, positive or negative) on advanced technology.	0
Project removes useful advanced technology without replacing or upgrading or fails to include appropriate advanced technology in scope.	-1
USE OF BENEFICENT ADVANCED TECHNOLOGIES SCORE	
OPERATIONS & TECHNOLOGY SUBTOTAL SCORE	**0**
FREIGHT (5 POINTS POSSIBLE)	
Freight and Goods Movement (5 points)	
Award 1 point for each of these criteria (for a cumulative total of up to 5 maximum): • Project improves a MPO or NYSDOT identified freight movement issue. • Project removes/substantially improves a freight related land-use compatibility, noise, or safety issue. • Project is located on, or provides access to, the CDTC Freight Priority Network, and provides a travel time and/or reliability benefit(s). • Project enhances access to a key freight generator (Ex: Airport, Ports, Major Distribution Centers, Industrial Park/cluster of industrial land uses). • Project enhances access to any intermodal freight movement (Ex: air to truck/rail, rail to truck/water, water to rail/truck/air, etc.).	1 to 5
Project has neutral effect (no known impact, positive or negative) on freight and goods movement.	0
Project is located on, or provides access to, the CDTC Freight Priority Network, and increases travel time and/or decreases reliability.	-1
Project negatively affects freight movement or safety in an area with a known MPO or NYSDOT identified freight movement or freight-related safety issue; alternatively, project introduces a specifically freight-related land use incompatibility (e.g., substantial increase to freight traffic load in residential area, introduction of significant freight traffic noise or other significant freight related nuisance).	-2
FREIGHT SUBTOTAL SCORE	

Advisory Committee Roles

- 6 Advisory Committees: Bike/Pedestrian, Complete Streets, Equity, Freight, Human Services Transportation, and Regional Operations & Safety
- Experts in their field meant to advise the Planning Committee and the Policy Board
- Review all TIP projects and provide input; for example, priority of projects, positive and negative impacts, information not available to us which may be useful for evaluation, etc.

Project Evaluations

CDTC Planning Committee Priorities
(as of February 27, 2019)
Sorted by Project Type and Total Project Score (high to low)

CDTC ID #	Sponsor	Project Name	Project Location	Detailed Project Description	Sponsor Priority (by Project Category)	Potential Fund Source Eligibility	Design Year	Construction Year	Notes	Total Benefits ($1,000's/Year)	Cost (Matched and Inflated)		Benefit/Cost		Merit Categories		Total Project Score
											Total Cost Estimate ($M)	Annualized Cost ($1,000's)	Calculated B/C Ratio	B/C Ratio Capped at 50 Points	Total Points	Final Scaled Score	
Pavement Preservation																	
7	Albany (City)	Henry Johnson Boulevard Rehabilitation	City of Albany, Sheridan Avenue to Livingston Avenue	Milling a minimum of 2" of the existing asphalt surface, truing and leveling course and final wearing course. Provide ADA-compliant pedestrian amenities for all sidewalks and crosswalks. Approximately 1,000 square feet of sidewalk is in need of replacement. High visibility crosswalks will be added. Reset approximately 1,000 feet of granite curbing. Existing driveway widths will be evaluated and reduced when conditions warrant. Existing turning lanes will be evaluated and reestablished.	2	NHPP STP	2020-2021	2021-2022	Related to existing TIP Project A562, PIN 1760.13	5088.5	0.964	61.2	83.2	50.0	28	20.0	**70.0**
8	Albany (City)	Lark Street Rehabilitation	City of Albany, Madison Avenue to Washington Avenue	Milling a minimum of 2" of the existing asphalt surface, truing and leveling course & final wearing course. Provide ADA-compliant pedestrian amenities for all sidewalks and crosswalks and install shared lane pavement markings and appropriate signage notifying vehicles of bicycle traffic. Approximately 1,200 square feet of sidewalk is in need of replacement. High visibility crosswalks will be added. Reset approximately 500 feet of granite curbing. Existing driveway widths will be evaluated and reduced when conditions warrant. Existing turning lanes will be evaluated and reestablished.	1	NHPP STP	2020-2021	2021-2022	Full planning study awarded to City for Lark Street on 12/18/18 by NYS through Empire State Development.	2701.7	0.744	47.2	57.2	50.0	27	19.3	**69.3**
13	Rensselaer (City)	Third Avenue Pavement Rehabilitation & Bike/Ped Improvements	City of Rensselaer, Third Avenue from the Bridge to City/Town Line	Rehabilitation of Third Ave including milling of pavement (top and binder) to the base course to remove pavement distress, crack seal surface of milled pavement if needed prior to overlay, overlay new binder and top courses to include 2" hot mix asphalt binder and 1-1/2" top courses, replace ADA curb ramps to comply with current standards at all eight (8) intersections, provide high-visibility crosswalks at the intersections of Third Avenue with Adams Street, Plum Street and High Street, provide pedestrian push button with countdown timers and new stop bars at the signalized intersections Adams Street and High Street, install new centerline and edge line striping to improve roadway safety and separate the driving and parking lanes, provide sharrows for bicyclists from the bridge to High Street. For the remainder of the project area, since shoulders are wide enough from High Street to the City/Town line, covert them to bike lanes and add bicycle symbols. Coordinate with CDTA to determine what would best improve the convenience and safety of the Third Ave/Adams St. bus stop that may include a bus shelter.	1	STP	Not Indicated	Not Indicated		4564.7	0.575	36.5	125.2	50.0	27	19.3	**69.3**
70	Schenectady County	Guilderland Avenue Pavement Preservation Project	Town of Rotterdam, Curry Road (NY 7) to the Schenectady City Line (near Cleveland Avenue)	Cold mill the existing hot mix asphalt surface and then place a 2 inch thick hot mix asphalt top course. Add 8 curb ramp nodes at all the Town intersections within the project limits, add approximately 100 feet of sidewalk and concrete curbing in front of the Bellevue Gospel Chapel, improve the two existing curb ramps at the Curry Road / Guilderland Avenue intersection.	4	STP	2019-2020	2020-2021		1616.0	0.375	23.8	68.0	50.0	18	12.9	**62.9**
24	NYSDOT	I-87 Resurfacing Exit 16 to CDTC Planning Area Boundary	Town of Wilton, Southbound and Northbound sides of I-87 from Exit 16 to CDTC Planning Area Boundary	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72' will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	6	NHPP STP	2021-2022	2021-2022	Total cost anticipated to be $5.040M and would be split with the AGFTC MPO area. CDTC's share would be $2.097 (2.6 center line miles of 7 mile project).	16637.9	2.097	250.2	66.5	50.0	16	11.4	**61.4**
71	Schenectady County	Helderberg Avenue Pavement Preservation Project	Town of Rotterdam, Curry Road (State Route 7) to City of Schenectady municipal line (near Amelia Street)	Cold mill the existing travel lanes and shoulders and replace with a 2 inch asphalt overlay, replace approximately 650 linear feet of 4 foot wide asphalt sidewalk with 5 foot wide concrete sidewalk, install approximately 200 feet of new sidewalk, repair an additional 100 lineal feet of sidewalk, install 28 ADA curb ramps, improve the pavement markings as well as update current signage where needed.	2	STP	2019-2020	2020-2021		2103.9	0.718	45.5	46.2	46.2	20	14.3	**60.5**
26	NYSDOT	I-87 Resurfacing Exits 13-15	Town of Malta, City of Saratoga Springs and Town of Wilton, Both sides of I-87 from Exit 13 to the north of Exit 15	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72' will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	2	NHPP STP	2021-2022	2021-2022	NYSDOT is carrying the same cost on projects 25, 26 and 27 due to variables including Ramp resurfacing, potential sign replacements, and median guiderail installation requirements.	23689.6	4.370	521.2	45.5	45.5	16	11.4	**56.9**

2019-24 TIP

- 69 existing projects with total cost of $111.7 million from 2016-21 TIP moved into new TIP
- 13 transit-only eligible projects costing $107.9 million per year (bus replacement, preventive maintenance, etc.
- New Set-asides
  - $23.6 million per year NYS DOT maintenance
  - $4.48 million per year CDTA BRT and TDM
  - $1.3 million per year bike/ped
  - $1.3 million per year low-volume local projects
- 100 new project applications totaling $553.5 million submitted and evaluated

2019-24 TIP New Projects

Project Type	Cost ($M)	Number of Projects
Bridge Repair	61.339	7
Bridge Replacement	18.761	2
Pavement Repair	48.001	14
Pavement Reconstruction	5.521	1
Bicycle or Pedestrian Improvement	12.866	8
Safety	11.844	4
Low Volume Local Roads	7.979	11
Intersection Improvement	2.293	1
Other	0.866	2
Total	169.470	50

Sponsor Type	Cost ($M)	Number of Projects	Number of Sponsors
City	14.786	9	5
County	12.859	12	4
State	122.839	20	1
Town	12.249	6	6
Village	6.737	3	2
Total	169.470	50	18

- 78% of projects are the highest rated projects in their category!

Air Quality Conformity Determination

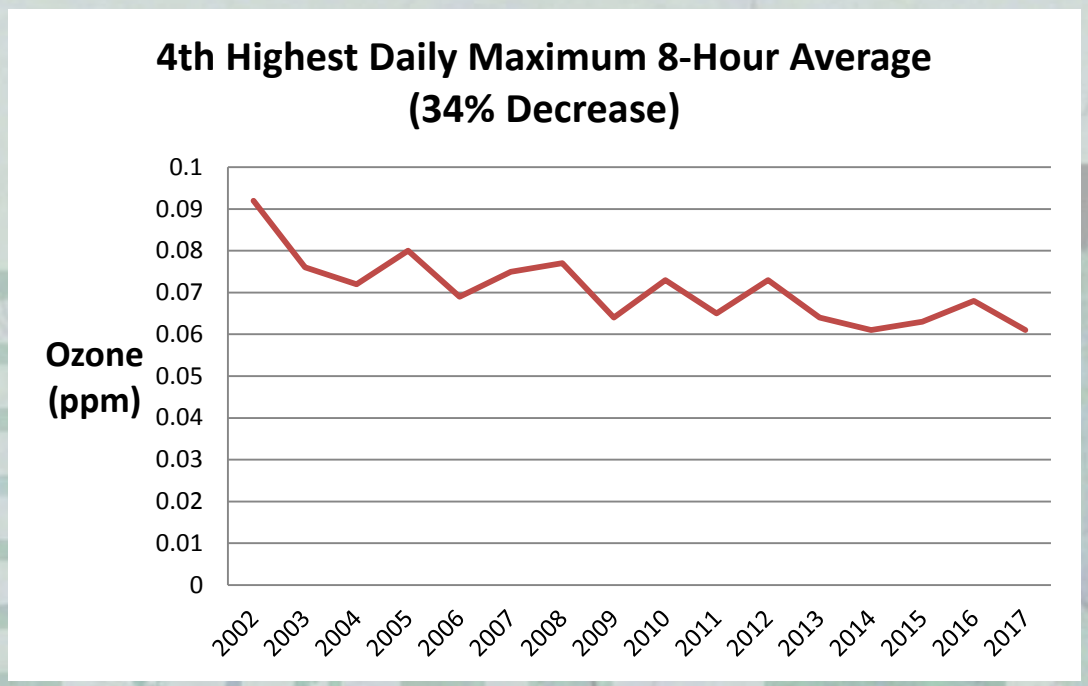
- In accordance with Clean Air Act of 1977, as amended in 1990
- Conformity means that “highway and transit activities will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.”
- National ambient air quality standards exist for:
  - Sulfur Dioxide
  - Particulate matter
  - Carbon Monoxide
  - Ozone
  - Nitrogen Dioxide
  - Lead

Air Quality Conformity Determination

- Our metropolitan area is designated nonattainment for ozone standard.
- Conformity is determined by an Interagency Consultation Group (ICG) consisting of representatives from FHWA, FTA, USEPA, NYDEC, and NYSDOT.
- “Exempt” projects are exempt from requirement to determine conformity.
- “Non-exempt” projects must be further analyzed to determine their impact on air quality.
- All projects on new TIP are exempt.

Air Quality Conformity Determination

- Because of Clean Air Act requirements, air quality in the Capital District continues to improve.



Questions

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or go to

http://www.cdtcmpo.org/tipupdate