

2007 – 2012 Transportation Improvement Program (TIP)
DRAFT Set-Asides Solicitation

Background:

The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) that includes Albany, Rensselaer, Saratoga and Schenectady Counties. Briefly stated, the function of the MPO is to provide a forum for State and local officials to discuss transportation issues and develop an overall transportation plan and capital program.

As part of the 2007-2012 Transportation Improvement Program (TIP) update process, funds were allocated to several set-asides to help address needs in the areas of Bicycle/Pedestrian Projects, Intersections/Queue Jumpers/ Roundabouts, ITS for local signals, and Safety for Non-State Roads.

CDTC is now soliciting for projects for these set-aside areas. For each of the set-asides there are specific program requirements and evaluation criteria as described in the attached Project Justification Package (PJP). Eligible project sponsors include state agencies, counties, cities, towns, and villages.

Bicycle/Pedestrian Projects (RG 103) --\$1M in Congestion Mitigation, Air Quality (CMAQ) funds. Projects are meant to implement recommendations from completed Community and Transportation Linkage Planning Projects. There are certain requirements that must be met to use CMAQ funds—*see program summary in this packet.*

Intersections /Queue Jumpers/Roundabouts (RG 104) --\$5M in CMAQ funds. Fitting within the FHWA CMAQ category of “traffic flow”, these projects are meant to improve traffic flow i.e. mobility benefits, for the greatest number of travelers regardless of mode. This set aside is intended to emphasize roundabouts, consistent with NYSDOT’s roundabout guidelines, and queue jumpers. Note that CDTC’s principles extend NYSDOT’s roundabout guidelines to all federal-aid facilities (<http://www.cdtempo.org/rtp2030/materials/cm-plan.pdf> pg 7). In addition, there are certain requirements that must be met to use CMAQ funds—*see program summary.*

ITS for Local Traffic Signals (RG 39)--\$2.25M in CMAQ funds. Projects should be located on the locally-owned federal-aid system. Examples of ITS for traffic signals include signal coordination, transit signal priority (TSP), pedestrian actuated no-right-turn-on-red signs, red light photo enforcement cameras, flashing crosswalk lights, countdown signals, animated eyes, and ITS road lighting technologies for traffic signals. In addition, there are certain requirements that must be met to use CMAQ funds—*see program summary.*

Safety for Non-State Roads (RG 105)--\$7.5M in STP Safety funds. This set-aside is intended to be a mechanism for funding safety projects off the state owned roadway system that address know safety problem areas for not only motor vehicles but for bicyclists, pedestrians and other users of the roadway system. It is expected that these projects will be on roadways in which there is a demonstrated history of fatal or injury crashes or locations with a high frequency of crashes. Projects must be on the local system and no segment can be a state facility. Implementing the strategies in the NYS Strategic Highway Safety Plan is a priority.

To apply for these funds, the following Project Justification Package (PJP) must be completed for each project being proposed. X copies of the completed PJP must be submitted to CDTC by 5pm on

DAY, MONTH, DATE, YEAR

DRAFT

PROJECT JUSTIFICATION PACKAGE

FOR CANDIDATE PROJECTS FROM THE
FOLLOWING 2007 – 2012 TIP SET-ASIDES

Bicycle/Pedestrian Projects

Intersections/Roundabouts/Queue Jumpers

ITS for Local Signals

Safety for Non-State Roads

Congestion Mitigation, Air Quality (CMAQ) Program Summary

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides funding to State and local governments for transportation projects and programs that help meet the requirements of the Clean Air Act. Funding for this program is available to state and local government entities within the Capital District by virtue of our regional status as a “non-attainment” area for certain pollutants.

In order to be approved for CMAQ funds, a transportation improvement project must demonstrate an emissions benefit. CDTC staff will conduct air quality analysis of proposed projects to determine the potential for emissions reductions of each. This information will be used in project evaluations and ultimately will help determine which projects are selected for funding. In addition, other types of benefits of eligible projects may also be considered during project selection, including greenhouse gas reduction, congestion relief, safety, or other elements.¹

As stated above, CDTC is currently soliciting for three set-asides to be funded through CMAQ: Bicycle/Pedestrian Projects; Intersections/Roundabouts/Queue Jumpers; and ITS for Local Signals. Types of projects envisioned to be proposed for these set-aside categories can be found in the list of “Eligible Projects” as described in both the federal and NYSDOT CMAQ guidance as indicated in the guidance excerpts below:

Transportation Control Measures (TCMs) including Bike & Pedestrian Facilities

- restriction of certain roads or lanes to, or construction of such roads or lanes for use by passenger buses (i.e. queue jumpers);
- traffic flow improvement programs that reduce emissions;
- programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists;
- programs for new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. Such bicycle and pedestrian facilities are eligible if they are not exclusively recreational and result in reduced vehicle trips.

Congestion Reduction & Traffic Flow Improvements:

- traditional traffic flow improvements, such as the construction of roundabouts, HOV lanes, left-turn or other managed lanes, are eligible if they demonstrate net emissions benefit;
- Intelligent Transportation Systems (ITS) projects, such as traffic signal synchronization projects and traffic signal control systems can be effective in relieving traffic congestion, enhancing transit bus performance, and improving air quality.

¹ Pg. 6, NYSDOT CMAQ Guidance, transmitted 11/27/07

Section 1—General Project Information (required for all project types)

Sponsor Information

Project Sponsor: _____
(i.e. City of X)

Contact Information:

Name: _____

Title: _____

Address: _____

Phone: _____

Fax: _____

Email: _____

Project Title: _____

Which set-aside are you applying for? (check one) *Note: A separate PJP is required for each project proposed*

CMAQ Set-Asides:

Bicycle/Pedestrian Projects (complete Section 2-A)

Intersections /Queue Jumpers/Roundabouts (complete Section 2-B)

ITS for Local Signals (complete Section 2-C)

STP Safety Set-Aside:

Safety for Non-State Roads (complete Section 3)

NOTE: CDTC reserves the right to adjust the fund source or set-aside used based on the scope of work for the project and overall fit with the stated purposed of each set-aside.

Section 2-A Bicycle/Pedestrian

The Capital District Transportation Committee's 2007-12 Transportation Improvement Program (TIP) includes a \$1 million Bicycle/Pedestrian set-aside to enhance the Capital District's bicycle and pedestrian travel environment. The intended purpose is to implement modest-sized bike/ped specific recommendations that were developed as part of a completed Linkage, or similar, study.

CDTC is now ready to solicit for applications for a total of one million dollars (\$1,000,000) of projects on an 80%/20% basis (\$800,000 federal plus \$200,000 local match). There are no minimum or maximum funding levels associated with the set-aside, although the overall budget is modest. It should be kept in mind that projects using CMAQ funds have specific eligibility requirements. Please see the CMAQ program summary that is a part of this package.

Submission Requirements and Evaluation Criteria:

Submission Information:

Complete Sections 1 and 2-A of this PJP and submit X copies to CDTC no later than 5pm on **mm/dd/yy**.

Evaluation Criteria:

Using the information provided in the PJP each project will be evaluated based on the following:

- Does the project provide an air quality benefit? (required for use of CMAQ funds)
- Potential market and cost effectiveness of the project; calculated using CDTC's regional traffic model.
- Established counter measures and crash reduction factors will be used to determine the safety benefit of each project.
- Status of the Linkage project, or similar plan (i.e. adopted by municipality? And/or other study recommendations being funded/implemented by other means).
- Does the project meet the principles of New Visions 2030?
- Is the project on CDTC's Bicycle and Pedestrian Priority Network (not required but will add merit to the evaluation)?
- Does the project have logical termini?
- Level of support from the community, elected officials and advocacy groups.
- Can the project be implemented within the timeframe specified?

Project Information:

If you are applying for the Bicycle/Pedestrian set-aside, please answer the following questions.

1. Does the project implement a specific recommendation from a completed Linkage Study?

- Yes No

If yes, which one? On a separate sheet, or in the space below, please provide an excerpt to support your application (i.e. a photocopy of the appropriate page(s) from a final report).

2. Describe the nature of the problem the project is intended to solve.

3. Project Description. On a separate sheet(s) please describe the proposed project being as specific as possible and including:

- A narrative describing the project
- A map indicating the location and end points of the projects.
- All elements of the project, their location, and quantity (ex. 500 linear feet along the north side of Main Street between Avenue A and Park Rd and 4 high visibility crosswalks on all legs of the intersection with Avenue A and Main Street)
- Does the project include drainage improvements, utility relocation, or curbing, or culvert installation or replacement?

4. Provide a detailed cost-estimate for the project. Include all cost to be incurred as part of the project. Please provide the source of the cost estimate.

Federal Funds Requested	\$ _____
Local Share (20% min required)	\$ _____
Other fund sources (if any)	\$ _____
Total Project Cost	\$ _____

5. How does the project enhance the overall bike/ped regional transportation system?
(use additional pages as necessary)

6. Describe how the project is related to the regional long-range transportation plan, New Visions 2030 and the goals and objectives outlined in the updated Bike/Ped Toolbox?
(www.cdtempo.org/rtp2030/materials/bp-doc.pdf)

7. Will any Right of Way need to be taken or purchased to complete this project?

Yes No

If yes,

How many acres? _____

How many square feet? _____

What is the estimated cost? \$ _____

Where is it located within the project limits? _____

8. Who will be responsible for the maintenance of the completed project (snow removal, grass trimming, repair, wiring, lights, etc)? Please include a statement of willingness from the responsible party to fully maintain the completed project.

9. Is the project on the CDTC Bicycle and Pedestrian Priority Network (www.cdtempo.org/bike/prioritynetwork.pdf)

Yes No

10. Will the project impact any historic, environmental, or recreational sensitive lands?

Yes No

If yes, please provide as much specific information as possible including location(s). If wetland (or other) mitigation is necessary are plans in place to implement the mitigation? Explain.

11. Are there other environmental issues not mentioned above?

Yes No

If yes, please explain.

12. Describe the safety benefit(s) that the proposed project is expected to create.

13. Please list any physical constraints to implementing the project that may increase costs and affect project feasibility (grades, curves, utilities, sight distance, etc)

14. Please outline a timetable for completion of the proposed project by project phase and an estimated completion date.

Section 2-B
Intersections /Queue
Jumpers/Roundabouts

The Capital District Transportation Committee's 2007-12 Transportation Improvement Program (TIP) includes a \$5 million Intersections /Queue Jumpers/Roundabouts set-aside primarily to provide resources to implement some of the many roundabout candidates region-wide. In keeping with CMAQ eligibility requirements and intent, these projects are meant to improve traffic flow i.e. mobility benefits, for the greatest number of travelers regardless of mode, and result in reduced emissions. Safety benefits, ability to fit well within the surrounding community context and support a community's planning efforts and goals will be important considerations in the evaluation of projects for this set aside.

CDTC is now ready to solicit for applications for a total of five million dollars (\$5,000,000) of projects on an 80%/20% basis (\$4,000,000 federal plus \$1,000,000 local match). There are no minimum or maximum funding levels associated with the set-aside, although the overall budget is modest. It should be kept in mind that projects using CMAQ funds have specific eligibility requirements. Please see the CMAQ program summary that is a part of this package.

Submission Requirements and Evaluation Criteria:

Submission Information:

Complete Sections 1 and 2-B of this PJP and submit X copies to CDTC no later than 5pm on **mm/dd/yy**.

Evaluation Criteria:

Using the information provided in the PJP each project will be evaluated based on the following:

- Does the project provide an air quality benefit? (This is required for use of CMAQ funds; CDTC staff will calculate air quality benefits.)
- Potential market and cost effectiveness of the project; calculated using CDTC's regional traffic model.
- Established counter measures and crash reduction factors will be used to determine the safety benefit of each project.
- Is the project identified as a recommended improvement in a past Linkage Study or similar community planning effort?
- Does the project fit well with the surrounding community context?
- Is the project consistent with CDTC's Congestion Management Principles and Process (CMP)?
- Does the project meet the principles of New Visions 2030?
- Is the project on CDTC's Transit, Bicycle and Pedestrian, or other relevant Priority Network (not required but will add merit to the evaluation)?
- Can the project be implemented within the timeframe specified?

Project Information:

If you are applying for the Intersections /Queue Jumpers/Roundabouts set-aside, please answer the following questions.

1. Does the project implement a specific recommendation from a completed Linkage Study or community planning effort?

- Yes No

If yes, which one? On a separate sheet, or in the space below, please provide an excerpt to support your application (i.e. a photocopy of the appropriate page(s) from a final report).

2. Describe the nature of the problem the project is intended to solve. What are the current congestion, operational or safety problems at this location?

3. Project Description. On a separate sheet(s) please describe the proposed project being as specific as possible and including:

- A narrative describing the project
- A map indicating the location and end points of the projects.
- All elements of the project, their location, and quantity (ex. two lane roundabout at the intersection of Main Street and Avenue A with high visibility crosswalks on all legs of the intersection, etc)
- Does the project include drainage improvements, utility relocation, or curbing, or culvert installation or replacement?

4. Provide a detailed cost-estimate for the project. Include all cost to be incurred as part of the project. Please provide the source of the cost estimate.

Federal Funds Requested	\$ _____
Local Share (20% min required)	\$ _____
Other fund sources (if any)	\$ _____
Total Project Cost	\$ _____

5. Describe the community context surrounding the project location (i.e. examples might include: downtown/town center, on a community shopping street, nearby uses include a school, along a transit route, suburban arterial with a description of surrounding land uses, etc.)

6. Describe how the project is related to the regional long-range transportation plan, New Visions 2030 and the Congestion Management Process.
<http://www.cdtempo.org/rtp2030/materials/cm-plan.pdf>

7. Describe how the project may potentially impact various categories of roadway users or land uses near the intersection and along the adjacent roadway. For example, will land access be enhanced or diminished for certain parcels? Will pedestrian crossing distances be increased? Decreased? Will transit riders be impacted? Etc.

8. Will any Right of Way need to be taken or purchased to complete this project?

Yes No

If yes,

How many acres? _____

How many square feet? _____

What is the estimated cost? \$ _____

Where is it located within the project limits? _____

9. Will the project impact any historic, environmental, or recreational sensitive lands?

Yes No

If yes, please provide as much specific information as possible including location(s). If wetland (or other) mitigation is necessary are plans in place to implement the mitigation? Explain.

10. Are there other environmental issues not mentioned above?

Yes No

If yes, please explain.

11. Describe the safety benefit(s) that the proposed project is expected to create.

12. Please list any physical constraints to implementing the project that may increase costs and affect project feasibility (grades, curves, utilities, sight distance, etc)

13. Please outline a timetable for completion of the proposed project by project phase and an estimated completion date.

Section 2-C

ITS for Local Signals

The Capital District Transportation Committee's 2007-12 Transportation Improvement Program (TIP) includes \$2.25 million in CMAQ funds for ITS for Local Signals. Projects should be on the local system. The intended purpose is to implement modest-sized projects that improve traffic flow, improve transit service, improve pedestrian crossings, and improve safety by using intelligent transportation system (ITS) features for traffic signals. Examples of ITS for traffic signals include signal coordination, transit signal priority (TSP), pedestrian actuated no-right-turn-on-red signs, red light photo enforcement cameras, flashing crosswalk lights, countdown signals, animated eyes, and ITS road lighting technologies for traffic signals.

Recommended Parameters:

- Must be CMAQ eligible; see guidelines in this packet.
- A local share of 20% is needed for each project
- All intersection approaches should be on the local system.
- Minimum Cost: \$30,000
- Maximum Cost: \$500,000
- Total Available \$2.25 M

Submission Requirements and Evaluation Criteria:

Submission Information:

Complete Sections 1 and 2-A of this PJP and submit X copies to CDTC no later than 5pm on **mm/dd/yy**.

Evaluation Criteria:

Using the information provided in the PJP each project will be evaluated based on the following:

- Does the project provide an air quality benefit? (required for use of CMAQ funds)
- Potential market and cost effectiveness of the project; calculated using CDTC's regional traffic model.
- Status of the Linkage project, or similar plan (i.e. adopted by municipality? And/or other study recommendations being funded/implemented by other means).
- Does the project meet the principles of New Visions 2030?
- Level of support from the community, elected officials and advocacy groups.
- Does the project improve vehicle flow, transit, pedestrian and bicycle access?

Project Information:

If you are applying for the ITS for Local Signals set-aside, please answer the following questions.

1. Does the project implement a specific recommendation from a completed Linkage Study, or similar project (ie. Municipal comprehensive plan, bike/ped plan, etc)?

- Yes No

If yes, which one? On a separate sheet, or in the space below, please provide an excerpt to support your application (i.e. a photocopy of the appropriate page(s) from a final report).

2. Describe the nature of the problem the project is intended to solve.

3. Project Description. On a separate sheet(s) please describe the proposed project being as specific as possible and including:

- A narrative describing the project
- A map indicating the location and end points of the projects.
- All elements of the project, their location, and quantity (ex. 500 linear feet along the north side of Main Street between Avenue A and Park Rd and 4 high visibility crosswalks on all legs of the intersection with Avenue A and Main Street)
- Does the project include drainage improvements, utility relocation, or curbing, or culvert installation or replacement?

4. Provide a detailed cost-estimate for the project. Include all cost to be incurred as part of the project. Please provide the source of the cost estimate.

Federal Funds Requested	\$ _____
Local Share (20% min required)	\$ _____
Other fund sources (if any)	\$ _____
Total Project Cost	\$ _____

5. How does the project enhance the intersection operations, including improved traffic flow, improved transit service, improved pedestrian crossings, and improved safety? (use additional pages as necessary)

6. Describe how the project is related to the principles of the regional long-range transportation plan, New Visions 2030? (<http://www.cdtempo.org/rtp2030/principles.pdf>)

7. Will any Right of Way need to be taken or purchased to complete this project?

Yes No

If yes,

How many acres? _____

How many square feet? _____

What is the estimated cost? \$ _____

Where is it located within the project limits? _____

8. Who will be responsible for the maintenance of the completed project? Please include a statement of willingness from the responsible party to fully maintain the completed project.

10. Will the project impact any historic, environmental, or recreational sensitive lands?

Yes No

If yes, please provide as much specific information as possible including location(s). If wetland (or other) mitigation is necessary are plans in place to implement the mitigation? Explain.

11. Are there other environmental issues not mentioned above?

Yes No

If yes, please explain.

12. Describe the safety benefit(s) that the proposed project is expected to create.

13. Please list any physical constraints to implementing the project that may increase costs and affect project feasibility (grades, curves, utilities, sight distance, etc)

14. Please outline a timetable for completion of the proposed project by project phase and an estimated completion date.

Section 3

Safety for Non-State Roads

Please note that this material describes solicitation under Option 1 as a CDTC based TIP Set aside Solicitation.

TIP Purpose: The Capital District Transportation Committee's 2007-12 Transportation Improvement Program (TIP) includes a \$7.5 million set aside for Safety for Non-State Roads. This set-aside is intended to fund safety projects off the State-owned roadway system using Surface Transportation Program (STP) Safety funds for a total of seven and one half million dollars (\$7,500,000) of projects on an 80%/20% basis (\$6,000,000 federal plus \$1,500,000 local match).

Planning Framework: Both CDTC's New Visions Plan and New York State's Strategic Highway Safety Plan lay out clear strategies to improve the safety of the Region's transportation system for all modes and facilities. Both plans call for reduction and prevention of injuries and fatalities by providing safer facilities for motor vehicles, pedestrians, bicyclists and persons with special needs; better enforcement of traffic laws; and community sensitive design. Examples of safety measures encouraged by both plans include elimination of roadside hazards, better intersection controls, pedestrian and bicycle treatments, speed limit enforcement, traffic calming, and access management, among others.

Concept: This TIP set-aside is designed to identify large or small projects that **target existing hazardous locations**. There are no minimum or maximum project costs.

Eligible Project Types: Projects that enhance the safety of all users of the transportation system are eligible for funding (pedestrian, bicycle and motor vehicle). CDTC prefers to not limit its program of local safety projects to engineering actions correcting roadway features. A set of projects that address the various emphasis areas in the NYS Strategic Highway Safety Plan is desired. Project mix as well as cost effectiveness will be considered in selecting a program of projects. More information about the Strategic Highway Safety Plan and the emphasis areas can be found on NYSDOT's website at <https://www.nysdot.gov/portal/page/portal/divisions/operating/osss/highway-repository/SHSP.pdf>

Projects that do not have a direct connection to improving the safety of the transportation system based on documented crash experience will not be eligible. Projects that are located within the right-of-way of New York State-owned highways are not eligible; for example, a high crash intersection of county road and state-owned road would not be eligible.

Examples of Eligible Actions: The following list is not exhaustive, but gives an idea of the kinds of actions eligible under this program.

General Roadside Improvements:

- ◆ Install/Improve warning signs, traffic signs, curve warning flashers, stop signs, etc.
- ◆ Protection or removal of fixed objects
- ◆ Installation/Improvement of guiderail, rumble strips, etc.

Cross-section Improvements:

- ◆ Shoulder widening and pavement widening
- ◆ Install/improve center median (raised or flush)
- ◆ Skid treatments
- ◆ Install/improve pavement markings and lane delineations (includes shoulder markings, bike lane markings, crosswalk markings, etc.)

Intersections Improvements:

- ◆ Traffic signal installation or upgrades (including installation of pedestrian crossing signals)
- ◆ Intersection site distance/alignment improvements
- ◆ Signage including no turn on red, warning or regulatory signs, updated stop signs
- ◆ Additional turning lanes
- ◆ Roundabouts
- ◆ Pedestrian Crosswalks/ADA Ramps
- ◆ Bicycle lanes

Educational and enforcement actions that address pedestrian and bicycle safety, or those associated with driver behavior (targeted enforcement campaigns) are also eligible actions. Other examples of eligible projects are described in CDTC's New Visions Plan <http://www.cdtcmpo.org/rtp2030/2030.htm> and NYSDOT's Strategic Highway Safety Plan.

Eligible Applicants: Eligible applicants for this program include cities, towns, counties, or other public bodies which own roadways or other transportation facilities.

Submission Requirements: Projects will be proposed using an updated TIP Project Justification Package. The project sponsor will be responsible to provide all required information. CDTC staff will be able to provide some limited assistance to sponsors in the four county CDTC area.

Evaluation Factors: Examples of evaluation factors include the following:

- Estimated reduction in total crashes
- Estimated reduction in fatal and injury crashes
- Traffic conflict reduction
- Expected reduction in speed (for targeted enforcement projects)
- Consistency with local, regional, and statewide plans and programs
- Community context
- Safety benefits
- Impact on the walking and cycling environment

Project Selection: Projects considered for programming will demonstrate strong potential to reduce the number and severity of crashes by improving hazardous locations while striking a balance between safety for all roadway users and surrounding community

context. Projects will be evaluated using a combination of quantitative and qualitative measures. Projects will be evaluated by type. CDTC is seeking a set of projects that advances a number of aspects of the state safety plan. CDTC anticipates arraying projects by cost effectiveness and other factors, noting the project type, and suggesting options for building a program of projects.

Submission Information:

Complete Sections 1 and 3 of this PJP and submit X copies to CDTC no later than 5pm on **mm/dd/yy**.

Crash Data Requirement:

The project sponsor must provide information demonstrating that the proposed project area has an established history of crashes. This evidence can include data on number and types of crashes (including those involving injuries and fatalities) from one or more of the following sources:

- State agencies including the NYS Department of Motor Vehicles, the NYS Department of Transportation, or the Institute for Transportation Safety Management and Research
- State, County or Municipal Police Crash Reports

Photographic evidence from the identified location such as photographic evidence of tire skids, damaged roadside features, etc. may also be considered.

CDTC staff can provide only limited assistance to project sponsors in gathering crash data through supplemental use of CDTC's crash record databases where absolutely necessary.

Safety Benefits Evaluation Procedure:

Safety benefits will be measured in the dollar value of the projected reduction in crashes per year calculated by using the steps described below. Established counter measures and crash reduction factors will be used to determine the safety benefit of each project.

Step 1: Multiply pre-project crashes by applicable crash reduction factors (CRF) to arrive at an estimate of post-project reduced number of crashes by severity.

Step 2: Subtract annualized post-project crashes from pre-project crashes to arrive at an estimate of crashes avoided due to the project.

Step 3: Multiply estimate of crashes avoided (categorized by severity) due to the project by NYSDOT crash costs by severity to arrive at \$ value of project's estimated safety benefit.

Using the project specific crash data provided, applicable crash reduction factors will be applied. The information provided by the project sponsor in the PJP regarding planned improvements to be undertaken for each proposed project will be used in applying applicable crash reduction factors. Appropriate crash reduction factors to be used in this analysis will be obtained from a variety of sources including NYSDOT, FHWA, AASHTO, and others pending additional research. The most up to date and reliable CRFs will be used for this analysis. CRFs for both motorized and non-motorized crash types will be used.

An example of crash (accident) reduction factors used by CDTC in past TIP candidate project evaluations can be found at <http://www.cdtcmo.org/tipdoc07/tip07.pdf> on pg 123 – Appendix H.

Project Information:

If you are applying for the Safety for Non-State Roads set-aside, please answer the following questions.

1. Does the project implement a specific recommendation from a completed Linkage Study, or similar planning study or municipal program (i.e. Municipal comprehensive plan, bike/ped plan, sub area study, Generic Impact Study (GEIS), etc.)?

Yes No

If yes, which one(s)? On a separate sheet, or in the space below, please provide an excerpt to support your application (i.e. a photocopy of the appropriate page(s) from a final report or other appropriate document).

2. Describe the nature of the problem the project is intended to solve.

3. Project Description. On a separate sheet(s) please describe the proposed project being

as specific as possible and including:

- A narrative describing the project
- A map indicating the location and end points of the projects.
- All elements of the project, their location, and quantity (ex. 500 linear feet along the north side of Main Street between Avenue A and Park Rd and 4 high visibility crosswalks on all legs of the intersection with Avenue A and Main Street)
- Does the project include drainage improvements, utility relocation, or curbing, or culvert installation or replacement?

4. Provide a detailed cost-estimate for the project. Include all cost to be incurred as part of the project. Please provide the source of the cost estimate.

Federal Funds Requested	\$ _____
Local Share (20% min required)	\$ _____
Other fund sources (if any)	\$ _____
Total Project Cost	\$ _____

5. Describe the safety benefit(s) that the proposed project is expected to create.

6. On a separate sheet(s) please include all available data on crashes that have occurred in the proposed project area covering a reasonably recent three year period (i.e. 2002 -2005 data is acceptable, for example). Data available over longer time periods is preferable, if possible.

Data must include the following information on EACH CRASH that has occurred

within the time period used:

- location
- if crash location was an intersection
- if crash location was mid-block (between intersections)
- type (head on, left turn, not reported, other, overtaking, rear end, right angle, right turn, sideswipe, unknown)
- number of injuries, if any
- number of fatalities, if any
- if a bicyclist(s) was involved
- if a pedestrian(s) was involved
- time of day
- other information deemed important by the project sponsor such as roadway conditions (dry/wet/snow/slush), light conditions, age of driver(s)/bicyclist/pedestrian, etc.

7. Describe how the current roadway infrastructure/configuration (i.e. grades, curves, lack of facilities for bicycles/pedestrians, confusing roadside environment with numerous and undefined curb cuts, etc.) and surrounding environment, including land uses/community context (i.e. town or village commercial center, adjacent schools, residential area, etc), are related to the hazardous situation the project is seeking to mitigate.

8. Describe how the project is related to the regional long-range transportation plan, CDTC's New Visions 2030 (www.cdtempo.org/rtp2030).

9. Will any Right of Way need to be taken or purchased to complete this project?

Yes No

If yes,

How many acres? _____

How many square feet? _____

What is the estimated cost? \$ _____

Where is it located within the project limits? _____

10. Is the project on the CDTC Bicycle and Pedestrian Priority Network or any other Priority Networks (www.cdtempo.org/bike/prioritynetwork.pdf)? Please list them.

Yes No

11. Will the project impact any historic, environmental, or recreational sensitive lands?

Yes No

If yes, please provide as much specific information as possible including location(s). If wetland (or other) mitigation is necessary are plans in place to implement the mitigation? Explain.

12. Are there other environmental issues not mentioned above?

Yes No

If yes, please explain.

13. Please list any physical constraints to implementing the project that may increase costs and affect project feasibility (grades, curves, utilities, sight distance, etc)

14. Please outline a timetable for completion of the proposed project by project phase and an estimated completion date.
