

Capital District
Transportation Committee

January 27, 2016

**Capital District Transportation Committee
2016-21 TIP Update
Second Set of Notes Regarding Draft Project Listings**

At the January 13, 2016 Planning Committee meeting, CDTC staff handed out the first draft of 2016-21 TIP project listings to give the Planning Committee an opportunity to examine them for accuracy. Since then, the following requests for changes have been received. They are divided into two categories, minor changes and major changes.

Minor Changes Not Yet Approved:

- 1) A545 (CDTC45), Washington/Western Bus Rapid Transit (BRT) Small Starts: The NHPP funds in the 2013-18 TIP were added to the committed column since they were obligated in November 2015.
- 2) T92 (1760.08), Pedestrian Improvements for Transit in Albany, Cohoes and Troy: The P phase was removed, and the funds added to C, at the request of the implementer.
- 3) R257 (1755.36), NY 151 over East Street: Region One reports that this project needs an additional \$0.219M 12% for C.
- 4) R287 (1758.15), CR 68 Over Wynantskill Creek: P & D were advanced to first year and \$0.006M for I & R was added.
- 5) R289 (1758.14), CR 114 Over Powamppokonk Creek: P & D were advanced to first year and \$0.006M for I & R was added.
- 6) R298 (1758.99), Preservation of County Bridges: Funds for P & D were added to the first year and C moved to the second year.
- 7) S170 (1822.85), Western Gateway Transportation Center: The implementer (NYSDOT) reports that a letting is expected this spring (the committed year of the 2016-21 TIP).

Major Changes Not Yet Approved:

- 1) S143: Sponsor would like all funding to be in the post period.
- 2) Listings for projects in the Transit group except for T82, T90 and T92, which have already been approved by the Committee.
- 3) R195 (1754.59), South Troy Industrial Park Road: Region One reports that this project needs an additional \$5.060M (101%) for ROW and C.
- 4) R297 (1758.98), Plank Road (CR 126) over the Deepkill: The sponsor has requested a scope change for this project, from element specific to reconstruction/replacement, with a possible need for slightly more money. The policy for changing preservation projects to beyond preservation is recorded in the minutes of the July 10, 2013 Planning Committee meeting.
- 5) RG130 (Travel Demand Management & Multimodal): CDTA has requested that the funds change from a 50/50 split between NHPP and STP-Flex to 100% STP-Flex. This shifts \$0.300M per year from NHPP to STP-Flex.

- 6) RG131 (New BRT Set-Aside): CDTA has requested that the funds change as shown below. The total funding by fund source is the same in the new proposal and what was approved on January 13, 2016. This would move \$2.030M of beyond preservation spending forward.

RG131- Current version							
<u>Fund Source</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>Post '21</u>
NHPP	0	1.370 <u>C</u>	1.370 <u>C</u>	1.370 <u>C</u>	1.370 <u>C</u>	1.370 <u>C</u>	0
STP-Flex	0	1.370 <u>C</u>	1.370 <u>C</u>	1.370 <u>C</u>	1.370 <u>C</u>	1.370 <u>C</u>	

RG131- Proposed version							
<u>Fund Source</u>	<u>2015-16</u>	<u>2016-17</u>	<u>2017-18</u>	<u>2018-19</u>	<u>2019-20</u>	<u>2020-21</u>	<u>Post '21</u>
NHPP	0	1.400 <u>C</u>	1.340 <u>C</u>	1.370 <u>C</u>	1.370 <u>C</u>	1.370 <u>C</u>	0
STP-Flex	0	3.370 <u>C</u>	.870 <u>C</u>	.870 <u>C</u>	.870 <u>C</u>	.870 <u>C</u>	

Cost Increases Above:

The below table details all cost increases to the draft 2016-21 TIP proposed above. Note that these are cost increases in the committed year (2015-16) and the five-year program. Funds moving from one year to another within the five-year program have no net effect on the total cost increase of the program, and, consequently, don't show in the below table.

TIP#	2016-17 Increase	5-Year Increase	Total Increase
R257		0.291	0.291
R287		0.006	0.006
R289		0.006	0.006
R298		0.160	0.160
R195	0.450	4.610	5.060
R297		0	0
Total	0.450	5.073	5.523