

Transportation Improvement Program (TIP) Project Set-Aside Solicitation

Project Justification Package

Part A: General Information and Instructions

General Information: In order to apply for federal transportation funds a Project Justification Package (PJP) must be prepared for each project proposal. The PJP includes three parts:

- Part A describes PJP purpose, eligibility guidelines, deadlines, and contact information.
- Part B asks for specific information about the proposed project.
- Part C asks several questions about how the proposed project is related to the metropolitan transportation plan known as New Visions 2035 (www.cdtcmpr.org/rtp2035/2035.htm) and other local and statewide plans.

Purpose: The PJP asks for a variety of traffic, transit, land use and other information that will be used by the CDTC staff to evaluate the merits of each candidate project. This information will be compiled and shared with the CDTC Planning Committee to guide the selection of new projects for several 2013-18 Transportation Improvement Program set-aside projects. In programming these set-aside projects, CDTC will take into consideration the transportation funding expected to be available during the 2nd (2014-2015) and 3rd (2015-2016) years of the TIP. This funding may change when the latest federal transportation act (MAP-21) is re-authorized. Projects selected for funding will be programmed in the first three years of the TIP: 2013-2014, 2014-2015, and 2015-2016. CDTC's TIP evaluation process will be posted on the CDTC website (<http://www.cdtcmpr.org/tipdoc13/solicitation/solicitations.htm>) on December 9, 2013. CDTC is soliciting candidate projects for the following set-asides and funding. Please visit CDTC's Website for additional submission information regarding each specific set-aside:

TIP Number	Project Description	1 st Year 2013–2014 (\$M) ¹	2 nd Year 2014–2015 (\$M)	3 rd Year 2015–2016 (\$M)	Total Funding (\$M)
RG28	Intelligent Transportation Systems (ITS) ²		0.824	1.233	2.057
RG39	ITS Set-Aside for Local Traffic Signals	0.450	0.719	0.719	1.888
RG102	Alternative Fuel Program for non-CDTA fleets		0.372	0.372	0.744
RG103	Bicycle/Pedestrian Network Set-Aside ²	0.109	0.764	0.764	1.637
RG116	Goods Movement Set-Aside		0.625	0.625	1.250
RG119	Linkage Program Implementation		0.469	0.469	0.938
RG124	Intersection Safety Improvements ³		2.083	2.083	4.166
RG125	Pavement Preservation for Non-State Roads		8.238	3.412	11.65

¹ According to NYSDOT guidelines, all projects funded in 2013-2014 must be obligated by October 1, 2014.

² Project sponsors interested in qualifying for the Highway Safety Improvement Program (HSIP) funds associated with these set-asides will need to provide additional crash data analysis due to HSIP requirements. See pp. 9 - 10 for details.

³ Projects submitted for this set-aside **must** provide additional crash data analysis due to Highway Safety Improvement Program (HSIP) requirements. See page 10 for details.

Project Sponsors: Project sponsors (the agencies designated to implement projects) are responsible for initiating requests for TIP programming, applying for programmed funds, and carrying their projects to completion. Project sponsors must be public entities. Public sponsors include state agencies (i.e. NYSDOT, NYSTA, etc.), regional authorities (i.e. CDTA, Albany Port District, etc.), the counties of Albany, Rensselaer, Saratoga and Schenectady, and the cities, villages, and towns within those counties with the exception of the Town of Moreau and the Village of South Glens Falls. Ideas for projects can emerge from the private and non-profit sectors, but must obtain the support of one of the CDTC region's implementing agencies which would then act as project sponsor.

Eligibility: ITS, traffic signals, alternative fuels, bicycle and pedestrian, goods movement, intersection safety, pavement preservation, bicycle and pedestrian projects and small scale projects that implement Linkage Program concepts are eligible under this solicitation. For more information regarding fund sources and associated eligibility see the TIP project listings on the CDTC website (<http://www.cdtcmpr.org/tipdoc13/solicitation/solicitations.htm>). Specific eligibility requirements, and a listing of potential project types, will be posted on our website on December 9, 2013.

CDTC Assistance: There will be no workshops for this solicitation. However sponsors can at any time contact CDTC for assistance. If requested, CDTC staff will review your applications before submittal and offer suggestions for improvement. As always, our staff is available to answer any of your questions.

Project Selection: All submitted project proposals will be reviewed by CDTC committees, including but not limited to the bicycle/pedestrian task force, the operations/safety task force, and the freight advisory committee. In addition, NYSDOT staff will screen HSIP candidates and non-state road pavement preservation candidates for program eligibility and consistency. All project programming decisions for these set-asides will be made by the CDTC Planning Committee and Policy Board.

Project Status: Making progress in implementing and completing local, federal-aid projects is critical. Too often local projects are not progressed, and very limited federal funding is not utilized. In order to urge local sponsors to progress projects, CDTC will implement a new rule for new projects awarded funding in this set-aside solicitation. If a sponsor does not obligate preliminary engineering funds in the federal fiscal year in which the project is programmed, the entire project will be removed from the TIP and federal funds will be returned to its source, in this case the appropriate regional set-aside. The project would then have no status. The CDTC Planning Committee can take action to approve exceptions to this rule at its discretion.

Electronic Information: A downloadable version of these forms in Microsoft Word and Adobe PDF format will be available on the CDTC website at <http://www.cdtcmpo.org/tipdoc13/solicitation/solicitations.htm> on December 9, 2013 along with additional guidance and background materials. The CDTC staff can provide additional applications via email or U.S. mail upon request.

Deadlines and Transmittal Instructions: One (1) hard copy and one (1) electronic copy of the completed PJP (Parts B & C) must be completed and returned to the CDTC office by 5:00 p.m. on **Friday, January 31, 2014**. Hard copies may be hand delivered or mailed and electronic copies may be provided via email to pjp@cdtcmpo.org or on CD/flash drive via hand delivery or regular mail.

Mailing address:	Michael V. Franchini, Executive Director	Phone: (518) 458-2161
	Capital District Transportation Committee	Fax: (518) 729-5764
	One Park Place, Main Floor	
	Albany, NY 12205	

CDTC Contact Information: For questions please contact Michael V. Franchini, Executive Director or David Jukins, Deputy Director of the CDTC staff at (518) 458-2161 or by email pjp@cdtcmpo.org.

**Transportation Improvement Program (TIP) Project Set-Aside Solicitation
Project Justification Package
Part B: Candidate Project Information**

Section 1: Sponsor Information

Project Name: _____

Project Location: _____

Project Sponsor (government body submitting the proposal): _____

Contact person with direct knowledge of the project (CDTC staff may need to contact this person for additional information)

Name: _____

Organization: _____

Title: _____

Street Address: _____

City/Zip: _____

County: _____

Telephone: _____

Email: _____

Place an X in the boxes to indicate that you have read and understand the following:

☐ The sponsor has provided a signed cover letter from the chief elected official or equivalent along with this Project Justification Package.

☐ The sponsoring municipality or agency agrees to provide the minimum required local match (20% of the total project cost). NOTE: The 20% local match may be reduced depending on the project type, the federal fund source and the availability of Marchiselli funding.

☐ For alternative fuel vehicle purchases and leases only: the project sponsor must pay the cost of the comparable gasoline or diesel vehicle +20% of the differential between the gasoline or diesel vehicle and alternative fuel vehicle.

☐ The sponsoring municipality or agency acknowledges that funds for locally administered federal aid projects will be provided on a reimbursement basis. The sponsor will be responsible for 100% of the upfront costs and will be reimbursed following completion of the project.

☐ The sponsoring municipality or agency acknowledges that the cost estimate provided by the sponsor may be adjusted by CDTC staff based on federal unit costs or other information related to federal aid projects.

☐ The sponsoring municipality or agency acknowledges that if preliminary engineering funds are not obligated in the federal fiscal year in which they are programmed, the entire project will be removed from the TIP and federal funds will be returned to their source, in this case the appropriate regional set-aside. The project would then have no status.

Section 2: Project Information

1) Project Type (mark only one with “X”):

☐

Alternative Fuels for non-CDTA Fleets

☐

Bicycle/Pedestrian Network

☐

Goods Movement

☐

Intersection Safety

☐

ITS

☐

Linkage Implementation

☐

Pavement Preservation for Non-State Roads

☐

Traffic Signals (Local ITS)

2) Project Purpose and Need:

Describe the nature of the problem that the project intends to mitigate or fix. For example, is it designed to address a current congestion, operational or safety problem? Is it designed to preserve a deficient pavement? Is it designed to support or enhance use of alternative fuels, goods movement/freight or to implement a concept from a Linkage Study? Is it designed to improve the pedestrian environment, cycling environment and/or address ADA Compliance/Universal Access needs? Will it displace petroleum use or reduce emissions? How was the need for the project identified?

3) Project Description:

Provide a description of the project including the key project elements. For pavement preservation projects for non-state roads, a specific preservation strategy should be identified.

4) Location Map:

Provide a location map that shows project boundaries, sketches, and/or renderings as an attachment to the completed Project Justification Package.

5) Existing and Proposed Conditions:

Please provide the following information for the existing and proposed conditions as they relate to the appropriate project type. Certain project types will be required to provide additional information beyond that required on pages 6-8. Information required for specific set-asides is outlined beginning on page 9. Indicate N/A if the data item is not present or is not applicable. (Attach detailed data summaries to this application, if needed.)

It is important that the existing and proposed conditions of the project area be provided as CDTC uses this information in the calculation of project benefits. Therefore, the below table and additional questions should be filled out as accurately as possible. If the project details (i.e. shoulder width, travel lane width, etc.) vary by road segment then provide the following information for each segment.

Disclaimer: Some project proposals, particularly transit, alternative fuels or goods movement related projects, may have components that do not fit the required requested information for the existing or proposed conditions. In such cases, supplemental information may be provided.

1. Is the project directly related to an existing federal aid project? If so, provided the PIN and TIP numbers:
2. Will the proposed project require drainage work, utility relocations, addition or replacement of curbing, culvert installation or replacement and other ancillary work? Provide details.
3. If sidewalks, bike lanes or other bicycle/pedestrian accommodations (i.e. shared lane w/pavement markings, striped shoulder sufficient to accommodate bicyclists, etc.) are NOT proposed, indicate how pedestrians, bicyclists, and transit users will be accommodated in the project (including ADA compliance), if applicable:

PROVIDE THE FOLLOWING FOR ALL PROJECT TYPES AS THEY RELATE TO THE PROJECT:

		Existing Condition (Pre-Project)	Proposed Condition (Post Project)
1.	Road Name or Route Number		
2.	Road Owner		
3.	Functional Classification		
4.	Is the Project on the National Highway System (Yes or No)?		
5.	Is the project located on a National or State Scenic Byway (Yes or No)?		
6.	Right of Way Width (Feet)		Additional Needed? If so, how much and where?
7.	Project Limits (From/To)		
8.	Project Length (Feet or Miles)		
9.	Total Number of Travel Lanes		
10.	Number of Travel Lanes by Direction	NB/EB:	NB/EB:
		SB/WB:	SB/WB:
11.	Width of Travel Lanes (Feet)	NB/EB:	NB/EB:
		SB/WB:	SB/WB:
12.	Pavement Type		
13.	Pavement Condition Score (from CDTC website)		
14.	Shoulder Type (i.e. Paved or Unpaved)		
15.	Shoulder Width by Direction (Feet)	NB/EB:	NB/EB:
		SB/WB:	SB/WB:
16.	Median Type (i.e. Raised or Flush? Pedestrian Refuge Incorporated?)		
17.	Median Width (Feet)		
18.	Number of Mid-block Crosswalks		
19.	Parking Lane Width by Direction (Feet)	NB/EB:	NB/EB:
		SB/WB:	SB/WB:
20.	Sidewalk Width by Direction (Feet)	NB/EB:	NB/EB:
		SB/WB:	SB/WB:
21.	Bike Lane Width by Direction (Feet)	NB/EB:	NB/EB:
		SB/WB:	SB/WB:
22.	Multi-Use Path Width (Feet)		
23.	Sidewalk/Path Buffer/Planting Area Width (Feet)		
24.	Average Annual Daily Traffic (AADT in Vehicles per Day)		

25.	Date of AADT Count		
26.	Percentage of Heavy Vehicles		
27.	Hourly Traffic Volumes (if applicable)		
28.	Date of Hourly Traffic Volume Count		
29.	Posted Speed Limit		
30.	Transit Route(s) in the Project Area (include Route Number)		
31.	School Bus Route in the Project Area (Yes or No)		
32.	Number & Location of Transit Stops	NB/EB:	NB/EB:
		SB/WB:	SB/WB:
33.	Number & Location of Bus Pullouts	NB/EB:	NB/EB:
		SB/WB:	SB/WB:
34.	Number & Location of Commercial Driveways	NB/EB:	NB/EB:
		SB/WB:	SB/WB:
35.	Landscape or Streetscape Features Incorporated?		
36.	Will Green Infrastructure Elements be Incorporated?		
37.	Number of Signalized Intersections in Project area (Include Cross Street Names)		
For Each Signalized Intersection:			
A.	Number and Width (Feet) of Turn Lanes		
B.	Signal Type (i.e. Actuated or Pre- Timed)		
C.	New or Replaced Signal		
D.	Adding Signalized Traffic Controls (i.e. Pedestrian/Bike Signals, Countdown Timers, etc.)		
E.	Peak Hour Vehicle Counts		
F.	Peak Hour Bicycle Counts		
G.	Peak Hour Pedestrian Counts		
H.	Peak Hour Transit Vehicle Counts		
I.	Peak Hour Truck Counts		
J.	Date of Peak Hour Counts		
K.	Crosswalk Location and Type		
L.	Intersection Turn Radii		
M.	Number of ADA Compliant Curb Ramps		

N.	Number and Location of Pedestrian Refuge Islands		
O.	Number and Location of Bulb outs or Curb Extensions		
P.	Other Intersection Features (i.e. channelization)		

PROVIDE THE FOLLOWING CRASH DATA FOR ALL PROJECT TYPES (IF APPLICABLE):

	Total Crashes	Time Period (Date Range)	Number of Crashes/Year	Total Number of Fatal Crashes	Total Number of Injury Crashes	Total Number of Property Damage and Non Reportable Crashes	Total Number of Bicycle Related Crashes	Total Number of Pedestrian Related Crashes
Intersection Crashes								
Mainline Crashes								
Total								

Crash Data Source:

Existing Crash Types:

Existing Crash Rate (if known):

Does the Crash Rate include reportable crashes only or both reportable and non-reportable crashes?

FOR ALTERNATIVE FUELS PROJECTS ONLY:

(For addition application information see <http://www.cdtempo.org/tipdoc13/solicitation/solicitations.htm>)

Please mark with an "X" the appropriate box below for the project type being proposed:

- ☐ On-Road Alternative Fuel Vehicles
- ☐ Electric Vehicle Charging Stations
- ☐ Fueling Infrastructure
- ☐ Retrofit or Add-on of Emission Reduction Technology
- ☐ Repower of Heavy-Duty Vehicles

1. Number and type of vehicle(s) to be retrofitted/replaced: _____
2. Location of vehicle registration: _____
3. Fueling Station Location: _____
4. Vehicle(s) being purchased or leased: _____
5. Comparable gasoline or diesel vehicle: _____
6. Cost of comparable gasoline or diesel vehicle: _____
7. Alternative fuel being used: _____
8. Anticipated MPG/GGE*: _____
9. Type of vehicle being replaced: _____
10. Number of vehicle(s) being replaced: _____
11. MPG of vehicle being replaced: _____
12. Where is the remaining cost of the vehicle coming from? _____
13. Gallons of petroleum to be displaced: _____
14. Estimated Emissions Reduction: _____
15. Estimated use of station: _____

16. Does this project need a Buy America Waiver? ☐ Yes ☐ No
17. Retrofit materials are EPA or CARB certified (please provide proof)? ☐ Yes ☐ No

*GGE = Gallon Gasoline Equivalent

FOR BICYCLE/PEDESTRIAN NETWORK PROJECTS ONLY:

1. Is the project part of a larger effort to improve safety along a corridor? If so, how? _____
2. Is it replacing or adding new pedestrian signals? What type (countdown timers, leading pedestrian interval, etc.)? _____
3. Is it adding bicycle signals? _____
4. For midblock crosswalks, also note signalization such as: none, HAWK signal, flashing beacon, etc.) _____
5. Other: _____

Note: A portion of the available federal funding for this set-aside (\$0.278 M of the available \$1.637 M) utilizes Highway Safety Improvement Program (HSIP) funds. Sponsors should consider if any element of the proposed project may reduce existing fatal and/or injury crashes based on crash history. In order for a project, or project element, to be eligible for HSIP funds, additional crash data analysis must be provided by the sponsor. See the additional questions below and the information on CDTC's Website (<http://www.cdtempo.org/tipdoc13/solicitation/solicitations.htm>) including HSIP forms. To qualify for HSIP funds, a countermeasure(s) must be selected for the project that is directly related to the crash types occurring in the project area. The selected countermeasures should also consider how they most cost effectively reduce crashes, particularly fatal and injury crashes. Providing this information will give the sponsor access to the additional \$0.278 M available in the set-aside for project programming:

1. Complete NYSDOT Forms TE 164A (Safety Benefits Evaluation Form) and TE 204A (Project Benefit and Cost Summary) with this application. They are provided on CDTC's website at the link above.

2. List the countermeasures being proposed. What is (are) their source? _____
3. What is the expected reduction in Fatal crashes per year? _____
4. What is the expected reduction in Injury crashes per year? _____
5. What is the expected reduction of Total crashes per year? _____
6. What is the Safety Benefit/Cost Ratio from form TE 204A? _____

FOR GOODS MOVEMENT PROJECTS ONLY:

1. Explain how the project or study supports or enhances goods movement? _____
2. Does the project incorporate the use of advanced or innovative technologies? If so, please list: _____
3. Does the project reduce adverse community or environmental impacts? If so, please explain: _____
4. Are at grade crossings reduced? _____
5. Change in vertical clearance restrictions (increase or decrease)? _____
6. Change in load limits (increase or decrease)? _____
7. Explain the goods movement issue the study intends to investigate or address: _____
8. Other: _____

Note: Both public and private sector entities located in the counties of Albany, Rensselaer, Saratoga and Schenectady are encouraged to apply. Private sector entities must, however, partner with a public entity and the public entity must be the project sponsor to be eligible for funding.

FOR INTERSECTION SAFETY PROJECTS ONLY:

Highway Safety Improvement Program (HSIP) funds (\$4.166 M) have been assigned to this set-aside. Sponsors must consider if the proposed project reduces existing fatal and/or injury crashes based on crash history. In order for a project, or project element, to be eligible for HSIP funds, additional crash data analysis must be provided by the sponsor. See the additional questions below and the information on CDTC's Website at <http://www.cdtcmpo.org/tipdoc13/solicitation/solicitations.htm> including HSIP forms. To qualify for HSIP funds, a countermeasure(s) must be selected for the project that is directly related to the crash types occurring in the project area. The selected countermeasures should also consider how they most cost effectively reduce crashes, particularly fatal and injury crashes. Providing this information will give the sponsor access to funding in this set-aside.

1. Complete NYSDOT Forms TE 164A (Safety Benefits Evaluation Form) and TE 204A (Project Benefit and Cost Summary) with this application. They are provided on CDTC's website at the link above.
2. List the counter measures being proposed. What is (are) their source? _____
3. What is the expected reduction in Fatal crashes per year? _____
4. What is the expected reduction in Injury crashes per year? _____
5. What is the expected reduction of Total crashes per year? _____
6. What is the Safety Benefit/Cost Ratio from form TE 204A? _____
7. Is the project part of a larger effort to improve safety along a corridor? If so, how? _____
8. Is it replacing or adding new pedestrian signals? What type (countdown timers, leading pedestrian interval, etc.)? _____
9. Is it adding bicycle signals? _____
10. Other: _____

FOR ITS PROJECTS ONLY:

1. Is transit signal priority being added? _____
2. Will signals be coordinated? Explain. _____
3. Is the project part of a larger effort to improve safety along a corridor? If so, how? _____
4. Describe non-traffic signal ITS project types and their benefits: _____

Note: A portion of the available federal funding for this set-aside (\$0.278 M of the available \$2.057 M) utilizes Highway Safety Improvement Program (HSIP) funds. Sponsors should consider if any element of the proposed project may reduce existing fatal and/or injury crashes based on crash history. In order for a project, or project element, to be

eligible for HSIP funds, additional crash data analysis must be provided by the sponsor. See the additional questions below and the information on CDTC's Website at <http://www.cdtcmpr.org/tipdoc13/solicitation/solicitations.htm> including HSIP forms. To qualify for HSIP funds, a countermeasure(s) must be selected for the project that is directly related to the crash types occurring in the project area. The selected countermeasures should also consider how they most cost effectively reduce crashes, particularly fatal and injury crashes. Providing this information will give the sponsor access to the additional \$0.278 M available in the set-aside for project programming:

1. Complete NYSDOT Forms TE 164A (Safety Benefits Evaluation Form) and TE 204A (Project Benefit and Cost Summary) with this application. They are provided on CDTC's website at the link above.
2. List the countermeasures being proposed. What is (are) their source? _____
3. What is the expected reduction in Fatal crashes per year? _____
4. What is the expected reduction in Injury crashes per year? _____
5. What is the expected reduction of Total crashes per year? _____
6. What is the Safety Benefit/Cost Ratio from form TE 204A? _____
7. Is it replacing or adding new pedestrian signals? What type (countdown timers, leading pedestrian interval, etc.)? _____
8. Is it adding bicycle signals? _____
9. For midblock crosswalks, also note signalization such as: none, HAWK signal, flashing beacon, etc.) _____
10. Other: _____

FOR PAVEMENT PRESERVATION PROJECTS ON NON-STATE ROADS ONLY:

1. What is the pavement preservation strategy to be utilized? _____
2. Will the striping plan be the same or different than the current striping plan? _____
3. If different, describe how: _____
4. Other: _____

6) Project Costs and Priority:

Accurate costs estimates are an important part of the benefit/cost scope of the project evaluation. Accurate cost estimates can prevent unintentional over-programming or under-programming of the TIP. Perhaps just as important, is that the costs of the candidate projects be consistent so all projects are treated equally. The latter indicates the value of an unbiased single source for all cost estimates.

CDTC staff has developed unit cost estimates for some project types based on recent federal-aid construction experience. Therefore, sponsors should complete the worksheet below using CDTC unit costs as applicable. The unit costs will be posted on the CDTC website at <http://www.cdtempo.org/tipdoc13/solicitation/solicitations.htm> on December 9, 2013. If the project includes an element(s) for which CDTC has no empirical unit costs or other experience, please provide a cost estimate and indicate its source for each element below:

<input type="checkbox"/> Professional judgment	<input type="checkbox"/> Consultant for the community or agency
<input type="checkbox"/> Preliminary engineering report	<input type="checkbox"/> Estimate prepared by NYSDOT
<input type="checkbox"/> Cost estimate based on CDTC unit costs	<input type="checkbox"/> Other: _____

PROJECT COSTS - For all project types except as noted below:

A. Estimated Total Project Costs

Construction Costs (in 2014 \$)	\$ _____
+ Inspection Cost (12%)*	\$ _____
+ All Design Phases (18%)*	\$ _____
+ Right-of-Way	\$ _____
A.TOTAL***	\$ _____

B. Proposed Project Funding

Federal Funds Requested**	\$ _____
+ Additional Local Funds	\$ _____
+ Funds from Other Sources	\$ _____
(Please list: _____)	
B. TOTAL***	\$ _____

In addition, for all Intersection Safety set-aside projects and, if applicable, Bicycle/Pedestrian Network and ITS set-asides, provide the cost of ONLY the safety strategies or counter measures to be implemented (if different than the estimated total project cost above).

A. Estimated Safety Element Project Costs

Safety Element Construction Costs (in 2014 \$)	\$ _____
+ Inspection Cost (12%)*	\$ _____
+ All Design Phases (18%)*	\$ _____
+ Right-of-Way	\$ _____
A. TOTAL***	\$ _____

B. Proposed Project Funding

Federal Funds Requested**	\$ _____
+ Additional Local Funds	\$ _____
+ Funds from Other Sources	\$ _____
(Please list: _____)	
B. TOTAL***	\$ _____

For the Alternative Fuels for Non-CDTA fleets set-aside projects:

A. Estimated Project Costs

Vehicle Cost (Purchase or Lease)	\$ _____
Fueling Infrastructure Cost	\$ _____
Diesel Retrofit Cost	\$ _____
Installation Cost	\$ _____
A.TOTAL***	\$ _____

B. Proposed Project Funding

Federal Funds Requested**	\$ _____
+ Additional Local Funds	\$ _____
+ Funds from Other Sources	\$ _____
(Please list: _____)	
B. TOTAL***	\$ _____

Notes:

- * Percentages shown are percentages of construction cost
- ** Include 10% or 20% local match depending on fund source match requirements
- *** Total in A. must equal Total in B.

All project cost estimates will be inflated 3.0% by CDTC staff.

In what year or years are you requesting funding?

Design Phases	_____
Right-of-Way	_____
Construction	_____
Purchase or Lease	_____

Describe any conditions that would affect project costs (steep slopes, poor soils, utility relocation or reconstruction, curb replacement, drainage or stormwater improvements, culvert reconstruction, etc.)

PROJECT PRIORITY:

Sponsors submitting multiple project proposals should numerically rank them (1 being highest) as an indication of their priority to the sponsor.

Priority Level: _____

Transportation Improvement Program (TIP) Project Solicitation
Project Justification Package
Part C: Relationship to New Visions 2035 and Other Local & Statewide Plans

The following questions are designed to identify New Visions 2035 principles that are being addressed by the proposed project. All answers must be direct and brief. For example, for a project proposing new capacity, pointing to an access management plan that has been adopted by the municipality can be one way to show how the project meets the land use management requirements of New Visions 2035. A repaving project that includes sidewalk repair and high visibility crosswalks can point to New Visions 2035 principles related to infrastructure renewal and multi-modalism.

1. Does the project advance 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 Environmental Impact Study (GEIS), NYS Energy Plan, Cleaner Greener, etc.)?
☐ Yes ☐ No

If **Yes** please indicate the name and date of the study and include appropriate citations, excerpts or pages from the plan.

2. Describe how the project is related to the long-range metropolitan transportation plan known as New Visions 2035 and its principles, strategies and actions (<http://www.cdtcmpr.org/rtp2035/2035.htm>).

3. Describe the community context and identify key destinations within close proximity of the project area (i.e. Is it an urban downtown or a suburban town center? Is there a major community shopping street or a suburban arterial in the project area? Do nearby land uses include schools, hospitals, parks, fleet garages, travel centers, etc.? Is the project along a transit route?). Please review the NYS Smart Growth Public Infrastructure Policy Act criteria (<https://www.dot.ny.gov/programs/smart-planning/smartgrowth-law>) to determine whether or not your project meets the intent of the law. If your project is selected for funding, you will be required to fill out the NYSDOT Smart Growth Screening Tool (link). In addition to new projects, the following maintenance projects will also be required to fill out the Smart Growth Screening Tool:

- Shoulder rehabilitation and/or repair
- Upgrade sign(s) and/or traffic signal(s)
- Park and Ride lot rehabilitation
- 1R projects that include single course surfacing (inlay or overlay), per chapter 7 of the NYSDOT Highway Design Manual.

4. For projects adding or removing capacity to the transportation system, describe how the project is consistent with CDTC's Congestion Management Process? (<http://www.cdtcmmpo.org/rtp2030/materials/cm-doc.pdf>)

5. Linear capacity improvement projects are required to be linked to land use management actions. Describe the sponsor commitment to a local land use/transportation plan, access management, the construction of new local streets or the provision of supplemental transit services.

6. Describe the public process used to generate the local plans or other public support for the proposed project.

7. Is there a new economic development initiative being planned or constructed which would be dependent on this project? Describe the nature of the initiative and how the proposed project will support it.

8. If the project is a bicycle/pedestrian project, how does it enhance the overall local and regional bike/ped transportation system? What destinations (i.e. schools) and users are connected within one mile or in close proximity?

9. Describe how the project may potentially impact various categories of roadway users or land uses near the intersection(s), along the adjacent roadway or other new or "preserved" facility. 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. Projects must be consistent with the NYS Complete Streets Law (see <https://www.dot.ny.gov/programs/completestreets>) and the NYS Association of MPO's Complete Street factsheet. (See: http://nysmpos.org/wordpress/wp-content/uploads/2012/06/NYSAMPO-Fact-Sheet_-Complete-Streets_FINAL.pdf).

10. Describe which safety objectives in the NYS Strategic Highway Safety Plan, if any, does the project address. What crash types are the strategies intending to mitigate?

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11. 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.

12. If the project is near or crosses a jurisdictional boundary, is it consistent or complimentary with the facility in the adjacent jurisdiction? Please explain.

13. Could the project encroach on or impact any historic, environmental, or recreational areas? If yes, provide as much specific information as possible. If wetland (or other) mitigation is necessary, are plans in place to implement mitigation? Is there a cost implication? (For general location information on select natural and cultural resources see New Visions 2035 maps at <http://www.cdtcmpo.org/em-maps.pdf>)

14. Describe any inter-modal connections that are being created or enhanced by the proposed project.

15. Does the project improve goods movement/freight access? ☐ Yes ☐ No

If **Yes**, explain how:

16. Does this project improve the local green infrastructure system for managing stormwater? Does it include permeable surface options? ☐ Yes ☐ No

If **Yes**, explain how:

Transportation Improvement Program (TIP) Project Solicitation
Project Justification Package
Part D: Attachments

Please attach any additional relevant information as required in the application material or that will support the project application (i.e. engineering, planning studies, etc.)