

RECOMMENDED RELEASE OF THE DRAFT 2010-15 TIP FOR PUBLIC REVIEW

Background

By law, CDTC must update its Transportation Improvement Program every four years as an integral element of a new Statewide Transportation Improvement Program (STIP). New York's practice has been to submit a new STIP every two years, to keep the program current. Due to the urgency of identifying and advancing projects using new "Stimulus" funds at this time last year, New York State and the 13 Metropolitan Planning Organizations (MPOs) in New York agreed to delay submission of the new STIP until 2010. While CDTC's practice is to maintain a five-year TIP, the federally-required STIP covers only the first four years of the period.

The new TIP will take effect October 1, 2010 and cover the period through September 30, 2014 (the four-year federal period) and through September 30, 2015 (CDTC's full five-year period). To give NYSDOT ample time to assemble the four-year STIP, CDTC's Planning Committee began work in July 2009 to prepare a new TIP for adoption by the Policy Board in June 2010.

CDTC last undertook a broad solicitation of candidate projects for prioritization in 2002. Since that time, much progress has been made in advancing programmed projects. The American Recovery and Reinvestment Act (ARRA) or "Stimulus" funding has recently further accelerated construction of many projects. As a result, the majority of the projects funded from the 2002 solicitation has been completed, are near completion, or have had to be re-scoped and delayed.

Anticipatory Funding: A Two-Track Approach

At the September 2009 Policy Board meeting, members approved the undertaking of a broad "anticipatory" solicitation to identify the next generation of federal-aid projects, even though the federal program has not been reauthorized and future funding levels are unknown. Completing a full-scale solicitation, evaluation and prioritization of project candidates both ensures that CDTC will be poised with a list of projects in the event that the region receives additional monies under the next highway bill and provides a context for difficult near-term TIP actions.

The CDTC Planning Committee has been cognizant over these past few months that it is advancing a TIP update on two tracks:

- Track one must respect the modestly-optimistic "official" NYSDOT funding estimates by fund source and produce a new TIP that is fiscally-constrained against these estimates for the four-year STIP period. This is the program that will automatically become part of the new STIP.
- Track two will include additional project commitments that reflect a scenario that is more optimistic than the "official" one with regard to future fund sources that are in the category that CDTC considers competitive – such as the current Surface Transportation

Program (STP), Congestion Mitigation / Air Quality Program (CMAQ), National Highway System Program (NHS), and Highway Safety Improvement Program (HSIP).

As a result of this broad “anticipatory” solicitation, CDTC received 83 applications for funding for a wide range of projects exceeding \$500 million. Because of the extensive work put into the applications by sponsors and into the project review and evaluations by the CDTC staff, the Planning Committee agreed to identify \$150 M of new project commitments from the candidates submitted. Planning Committee discussions determined that, to the extent possible, the new commitments should be viewed as “when” and not “if”. That is, it is hoped that the new project list will have a sufficient “shelf life” to serve as CDTC’s sequential priority list in coming years, without being dependent upon a specific annual funding level.

The CDTC staff has estimated that it would take approximately nine years to fund all existing projects and all of the \$150 M of new projects using competitive fund sources, if funding occurs according to the official estimates. The more optimistic scenario, reflecting the desires expressed by Congressional leaders, would provide the same resources in approximately six to seven years.

Track one of the TIP update will include some of the new projects from the \$150 M commitments, as well as early phases of others. Track two will result in showing the remaining set of new projects in the fifth year and “post” columns of the new TIP – demonstrating CDTC’s intent without violating fiscal constraint rules.

Work Completed to Date

The goal of CDTC is to produce a “balanced” TIP that contributes to implementation of the New Visions 2030 Plan. The CDTC approach meets both the letter and spirit of federal regulations by allowing CDTC to look at the array of projects and their relative merit, and to establish a program that best implements the range of goals included in the metropolitan transportation plan.

An overall programming approach was approved which compares New Visions categorical budgets to actual projects that have been implemented and suggested that the emphasis should be on infrastructure renewal projects (with accommodation of the needs of non-auto modes, etc).

The Planning Committee met four times since the December 2009 Policy Board meeting and began Round One programming at its January 20th meeting. At that time it was also decided that a \$150M programming target would be used to ensure that a “larger” list of projects would be ready to move forward (in the 2014-15 and post 2015 columns) so that when additional funding becomes available, the region will be well poised to move projects. The Planning Committee is following CDTC’s documented project selection process: screening candidates for eligibility and consistency with New Visions; determining merit; and programming the most compelling projects.

Round One is the phase of program building that considers new projects based strictly on quantitative merit evaluations and limits consideration to only those projects that are in project categories that are the most seriously-underfunded in the TIP, relative to the New Visions

budgets. The Planning Committee also determined that Round One commitments should be viewed as having a higher priority than other new commitments.

In Round Two (and Three), the Planning Committee opens the consideration to all projects in all categories and seeks to select additional projects for funding based on quantitative merit, other compelling non-quantitative arguments, geographic distribution and other issues to ensure a balanced program.

Based on Planning Committee discussions, \$75M of anticipatory competitive funding was targeted for Round One programming, with \$70.75M being programmed--\$ 65.95M was programmed for Highway Rehabilitation projects, \$4.2 M for Highway and Bridge Maintenance projects, and \$0.6 M for Goods Movement. Although targeted for Round One Programming, there were no Intelligent Transportation System (ITS) projects (target \$2M) or Community Compatibility/Economic Development (target \$2M) projects reachable within those target budgets.

This left \$70M for Round Two and \$8M for Round Three programming of projects.

Projects Programmed in Round One include:

Highway Rehabilitation: Planning Committee Members approved the first six projects on the Pavement project merit list (projects on the most important roads with the highest B/C ratio), skipped project #17 (because the cost exceeded the remaining budget), and approved the 8th and 10th projects for a total amount of \$65.95M. Projects programmed in Round One include:

1. NY 910D (Washington Ave Ext.) (Sponsor is NYSDOT)
Project Limits: NY 155 to Fuller Road, City of Albany (excludes Fuller Intersection)
Description: Repaving/reconstruction, drainage and safety improvements. Cost:\$11.86 M
2. US 20: East Greenbush, Schodack, Nassau (town and village) (Sponsor is NYSDOT)
Project Limits: US 4 (E. Greenbush) to E. Nassau Village Line
Description: Pavement resurfacing/rehabilitation (1R and 2R treatments), drainage and curb improvements, accessibility improvements (scoping phase will consider pedestrian accommodation, ADA Compliance and transit needs). Cost: \$13.59M
3. Albany Shaker Road Rehabilitation (Sponsor is City of Albany)
Project Limits: Corporate Woods Blvd to US 9 Overpass Bridge; Northern Blvd from US 9 Bridge to I-90 Bridge
Description: Reconstruction of Albany Shaker: new sidewalks and curbs, ADA compliant pedestrian facilities, crosswalks, bicycle facilities, replace traffic signals, and drainage. Northern Blvd reconstruction with turning lanes, raised landscaped median, shared travel lane. Cost: \$ 11.07M
4. US Rte 4/I-90 Exit 9 Corridor Improvements (Sponsor is Town of East Greenbush)
Project Limits: NY 151 to Mannix Road (excludes Mannix and NY 151 intersections)
Description: Sidewalks, crosswalks, ADA curb ramps, repaving, bike lanes, raised median, driveway relocation, modified interstate access, new curbing, closed drainage

and culverts. Consideration of installation of a two lane roundabout (at I-90 EB ramps).
Cost: \$ 6.74M

5. Lower State St (Rte 5) and Washington Ave Reconstruction and Improvements
(Sponsor is City of Schenectady)
Project Limits: State St (City Line to Erie Blvd), Washington Ave (NY 5 to I-890)
Description: Reconstruction, curbing, water line replacement, sidewalks, install limited raised median (possibly at Washington Ave only), crosswalks, ADA pedestrian signals and curb ramps, bike facilities, bike racks and landscaping. Cost: \$ 10.94M
6. Hamburg Street (NY 146) Corridor Improvement (Sponsor is Town of Rotterdam)
Project Limits: Curry Road to Caldicott Road (sidewalks), reconstruction from 4th St to Stoodley Place
Description: Reconstruction of 0.5 miles of roadway with curbing, maintenance strips, a 14 foot shared bike lane and a parking lane, access management. Replacement and installation of 8900 feet of sidewalk from Curry Rd to Caldicott Rd. Cost: \$ 5.71M
7. Broadway Reconstruction (Sponsor is Town of Rotterdam)
Project Limits: Broadway (Rotterdam) City/Town line to NY 7 and N. Westcott
Description: Reconstruction of Broadway with curbing, access management, storm drain replacement, sidewalks, crosswalks, curb ramps and bus stop shelter. Sidewalk construction on one side of N. Westcott from NY 7 to Library. Cost: \$ 2.65M
8. Upper Union Street Reconstruction (Sponsor is County of Schenectady)
Project Limits: West City/Town line at Van Antwerp Rd to NY 146 (Balltown Rd)
Description: Reconstruction with reduced cross section from Van Antwerp Rd to Oregon Ave, replace drainage system, curb, extend/consolidate driveways, replace sidewalks, add crosswalk at St. Helen's and a pedestrian island, new landscaping with lights and bus stop shelters, utility pole relocation and left turn lanes at two intersections. Cost: \$3.39M

Highway and Bridge Maintenance: \$4.2 M was programmed by the Planning Committee for:

9. Pavement Maintenance Set-aside (Sponsor is NYSDOT)
Project Limits: Various locations in the CDTC planning area
Description: Single course pavement overlay with minimal additional work at locations with pavement scores of 6 and 7 to maintain current good condition. Cost: \$4.2M

Goods Movement: \$0.6 M was programmed by the Planning Committee for:

10. Goods Movement Set-aside (Sponsor is TBD)
Project Limits: Various locations in the CDTC planning area
Description: Regional set-aside for small scale goods movement projects such as the implementation of Linkage study recommendations, goods movement security measures, rail improvements, environmentally friendly truck parking and other related freight activities. Cost: \$0.6M

At its February 3rd 2010 meeting the Planning Committee also confirmed the status of the following projects which were “post-2014” projects currently listed in the 2007-12 TIP. These pre-existing commitments were determined to have priority for access to funds in the new five-year TIP, ahead of projects previously programmed in Round One. These include:

Exit 3 (\$15M)
New Karner Road [at reduced scope]
Watervliet Shaker Road Phase III (\$6M)
Alternate Route 7 (\$9M)
Patroon Island Bridge (\$27 M)
Rural Rensselaer County Route 7 (\$10M)
US 9/9J over Amtrak Rensselaer County (\$12M)
Route 50 North of Saratoga Springs (\$13 M)

Round Two Programming:

Round Two Programming discussions resulted in the following list of projects to be submitted for inclusion in the Draft 2010-2015 TIP listings, for the time being to be shown in the “post” period. These include:

Safety

1. Albany County High Risk Rural Road Safety Program (Sponsor is Albany County)
Project Limits: Various locations from local roads to Principal Arterials.
Description: Guide rail, fixed object removal/modification, slope flattening, advanced warning signs, curve delineation with chevrons and similar low cost safety improvements at high risk land departure crash locations on county roads. Cost: \$0.54 M
2. 21st St Realignment & Hoosick St/Burdett Ave Intersection (Sponsor is City of Troy)
Project Limits: Hoosick St/Burdett Ave int. to 500 ft north at connection with 21st St.
Description: Realignment of 21st St to connect to Hoosick/Burdett intersection, 500 feet of new road, sidewalks, replacement of traffic signal and pedestrian pole, relocate bus shelter, access management, utility relocation and new storm drains. Cost: \$1.37 M
3. North Line Rd/Old Post Rd and Malta Ave Intersection (Sponsor is Town of Malta)
Project Limits: Malta Ave at North Line Rd and Old Post Rd
Description: Reduce 3 intersections to one roundabout, new curbs, sidewalks, ramps, crosswalks, landscaping, storm water drainage, utility pole relocation. Cost: \$3.30 M

Regional Set-asides – In addition to the Goods Movement set-aside programmed in Round 1, \$6.75 M for the following regional set-asides to occur within the CDTC area was programmed:

1. ADA Set-aside (PIN 180856) (Sponsor is NYSDOT)
Project Limits: Various locations
Description: Implementation of NYSDOT ADA Transition Plan: curb ramp and sidewalk improvements on and off state owned routes in the CDTC planning area.

Approx. 6+ miles of gaps/deficiencies to be addressed in set-aside targeting transit routes Cost: \$5 M

2. CDTC Spot Improvement Program (Sponsor is NYSDOT w/ Local Sponsors)
Description: Increase the program budget for Spot Improvements for Bicycle and Pedestrian Access per New Visions 2030 from \$100,000/year to \$150,000/year over the five year TIP to reflect the regional commitment to bicycle and pedestrian related projects that improve accessibility and enhance safety. Cost: \$ 0.75M
3. Linkage Transition Engineering (Sponsor is TBD\NYSDOT or other)
Description: Annual regional set-aside to finance supplemental or follow up work of a preliminary engineering quality to address outstanding issues and confirm the feasibility of Linkage study concepts Cost: \$ 1.0M

Bridges

Separately from the consideration of projects vying for “competitive” funds, CDTC also sought NYSDOT Region 1’s recommendations for new projects for the use of Highway Bridge Rehabilitation and Replacement (HBRR) funds. After Region 1’s additional outreach for projects, review by Region 1, and consideration by the Planning Committee, \$25.8M for 23 bridge projects was programmed, including three submitted by local sponsors during the CDTC solicitation period and twenty as a result of outreach to local sponsors by NYSDOT Region 1 staff.

Next Steps

The Planning Committee requests Policy Board authorization to release the draft 2010-15 TIP for public review and air quality conformity assessment.

Additional TIP development work on the draft includes:

- Work to program the remaining \$ 57 M for Round 2
- Determination of which new projects fit, in part or in whole, in the four-year STP period and the five-year TIP. (Others will show in the “post” column of the final TIP.)
- Review of schedule and funding commitments by year and fund source for the four-year STIP period. (This is track one of the update.)
- Completion of air quality conformity assessment.
- Review of public comments.

Upon completion of public review and air quality assessment, the Planning Committee will complete Round 2 programming and revise the draft program as necessary at its April meeting and May meeting. The balance of the \$150 M programming target of anticipatory competitive funding (approximately \$8 M) will be reserved for a Round Three of programming to take place at the time of Policy Board approval of the final draft at the Policy Board's June 2010 meeting. By law, the approved four-year portion of the TIP will be included without modification into the new STIP.