

Capital District
Transportation Committee

March 22, 2016

2016-21 TIP EXECUTIVE SUMMARY

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. But after the 2013-18 TIP Update, with new federal transportation funding legislation on the horizon, New York State and the Metropolitan Planning Organizations (MPOs) in New York agreed to delay submission of the new STIP one year, in the hope that new legislation would be in place. 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 State TIP (STIP) will take effect October 1, 2016 and cover the period through September 30, 2020 (the four-year STIP period). The TIP will cover an additional federal fiscal year (FFY), running through September 30, 2021 (covering CDTC's full five-year period).

The 2016-21 TIP Update

In the fall of 2015, CDTC began the process of updating the TIP to cover the federal fiscal years (FFY) 2016-17 to 2020-21. For this TIP update, there is new federal transportation funding legislation, Fixing America's Surface Transportation Act, (FAST Act). Its impact on TIP development is minor, in that funding levels rise very slightly (perhaps about the level of inflation or slightly higher), and fund source eligibility is only slightly different.

During the 2016-21 TIP Update, CDTC has done the following in adopting the draft 2016-21 TIP Project Listings:

1. Determine that sufficient funds will exist to solicit for candidate projects and subsequently program new projects in the TIP,
2. Give tentative approval to a process to evaluate candidate projects,
3. Solicit potential project sponsors for project candidates,
4. Evaluate 122 candidate projects,
5. Approve the continued funding of several projects on the current (2013-18) TIP,
6. Approve set-asides for BRT and TDM for CDTA,
7. Approve set-asides for DOT Maintenance projects,
8. Approved two additional set-asides; one for low-volume local roads, bridges and culverts, and one for bicycle/pedestrian projects,
9. Approve projects funded with transit funds for the five-year programming period, and
10. Approve 41 new projects from the 122 candidates.

The current schedule is to make project listings available for public review at the March 2016 Policy Board meeting, with final adoption in early June 2016.

Preservation and Beyond Preservation

It was CDTC’s intention to programmed 78% of its funding on projects that meet the NYSDOT definition of “Preservation”. For bridges, this includes element specific work, which affects the repairs on only the deficient “elements” of a bridge, mitigating the need to reconstruct the entire bridge. For pavements, this includes treatments limited to preventive and corrective maintenance, and does not include major rehabilitations and reconstructions.

It was CDTC’s intention to programmed 22% of its funding on projects that meet the NYSDOT definition of Beyond Preservation. NYSDOT has specific criteria that qualify a project as Beyond Preservation.

The 41 New Projects

Below are two tables with information regarding the 41 new projects only. These 41 projects are referenced in step “9.”, and don’t include projects from the other steps in the TIP Update shown above.

Project Type	Cost (\$M)	Number of Projects
Pavement Preservation Projects	9.536	9
Pavement Beyond Preservation Projects	2.251	1
Bridge Preservation Projects	34.729	7
Bridge Beyond Preservation Projects	37.020	6
Bicycle and Pedestrian Preservation Projects	0.721	2
Bicycle and Pedestrian Beyond Preservation Projects	7.436	7
Other Beyond Preservation Projects	2.857	2
Low Volume Local Projects	2.907	7
Total	97.457	41

Sponsor Type	Cost (\$M)	Number of Projects	Number of Sponsors
State	75.825	15	1
County	7.306	9	3
City	9.485	10	5
Town	3.285	5	5
Village	1.556	2	2
Total	97.457	41	16

Next Steps

During the public review period, before final adoption of the 2016-21 TIP, CDTC, in conjunction with NYSDOT, will take steps to balance the five-year TIP, according to the fiscal constraint standards of New York State, FTA and FHWA. Also, CDTC staff will await comments from project implementers regarding the cost and schedule information shown in the draft project listings. These could result in changes to some of the schedules of some projects in the draft project listings.

The condensed programming portion of the 2016-21 TIP Update prevented the TIP narrative from being developed prior to the beginning of the project listings public review period. The narrative will be available in whole or in part at the Planning Committee meetings during the public review period and at the next Policy Committee meetings.

The final 2016-21 TIP will be submitted for approval to the Planning Committee in May and Policy Board in June.