



CAPITAL DISTRICT TRANSPORTATION COMMITTEE

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September 9, 2009

To: All Interested Parties

From: John P. Poorman, Staff Director
David P. Jukins, Deputy Director

RE: **Notification of "Anticipatory" TIP Solicitation**

The Capital District Transportation Committee (CDTC), as the designated Metropolitan Planning Organization for Albany, Rensselaer, Saratoga and Schenectady Counties, has responsibility under federal law to adopt a Transportation Improvement Program (TIP). CDTC will be soon developing the TIP to cover all federal-aid transportation projects for the period from October 1, 2010 through September 30, 2015. A schedule for TIP adoption is enclosed.

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 have been completed, are near completion, or have had to be re-scoped and delayed.

This year, CDTC is undertaking a broad "anticipatory" solicitation. **It is considered anticipatory because Congress has not yet authorized federal funding for the coming six years (running through the end of the new TIP period).** The House of Representatives has staked out a position that seeks a significant increase in the federal transportation program; the Senate and the Obama administration are more cautious, wanting to take up to eighteen months to sort out where to find the resources to support an expanded program.

Because Congress is as likely to act quickly as it is to take time in passing the new legislation, and because the "pipeline" of strategic transportation projects in the Capital District is beginning to run dry, CDTC has decided to solicit, evaluate and prioritize important candidate projects now to be ready to include in the out-years (mostly 2013 through 2015) of a new TIP.

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Eligible project sponsors (NYSDOT, CDTA, counties, cities and other municipalities and public entities) are encouraged to consider candidates and submit those of greatest priority and best fit to CDTC's adopted principles and plans. Sponsors must be aware that CDTC does not know the amount of funding that Congress will make available for the Capital District, but are encouraged to help us identify the best set of the "next generation" of TIP projects to fund once Congressional action is complete. For purposes of program development, CDTC is using a placeholder dollar value of approximately \$100 M in competitive funds (that is, fund sources not limited to certain facilities or modes) to assign to new projects.

If you have candidate projects that meet the federal and CDTC eligibility criteria and would like to submit candidate projects for CDTC to consider adding to the TIP, you must do so **by November 9, 2009**. If we do not hear from you by then, we will conclude that your jurisdiction is not interested in submitting candidates for funding from the upcoming federal transportation authorization act.

Please be aware that CDTC's eligibility criteria require integration of modes and appropriate integration of transportation and land use in all projects. All candidate projects must be consistent with CDTC's New Visions 2030 Plan as reflected in CDTC's adopted Planning and Investment Principles.

Your confirmation letter to CDTC should contain the following:

- 1) Completed Project Justification Packages (enclosed and available for download on the 2010-2015 TIP Update Section of the CDTC website at www.cdtcmpo.org) for each new project submittal. If a given candidate project was already submitted in an earlier TIP solicitation but not added to the TIP at that time, simply refer to the project and update and add any data required for the 2010-2015 Project Justification Package.
- 2) An indication of your priorities among the projects you propose. Because of the effort required for CDTC to evaluate projects, your effort to submit only your highest priority projects will be appreciated.

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- 3) An affirmation of local ability/willingness to pay 20% of project costs (subject to availability of state "Marchiselli" funds, this could be reduced to 5% for many project types) and maintain the project once built, if a non-state facility, should also be included. Note that state procedures may require the local jurisdiction to "front" money for future reimbursement during the project development process.
- 4) The name of a contact person for further information. CDTC staff will rely on this individual during the process of clarifying project details and evaluating project merit.

Your work in submitting priority candidates for TIP funding is important in helping CDTC build a strong and balanced program of projects that will receive funding commitments from CDTC once Congress passes a new transportation bill.

Candidate projects are first screened for basic eligibility and consistency with the long range transportation plan, evaluated for merit using cost/benefit analysis supplemented by qualitative information, and then formed into a balanced program that makes progress towards meeting regional goals. We refer you to the 2010-2015 TIP Update Section of the CDTC Website (www.cdtcmpo.org) for complete information on project eligibility, project screening and project evaluation criteria. This information will be posted on September 21, 2009.

In order to assist Capital District communities with the application process, the CDTC staff has scheduled four workshops across all four counties. The date, time and location of each workshop is highlighted on the first page of the enclosed Project Justification Package.

As noted above, CDTC will be relying upon the principles and budget emphasis of its New Visions long-range transportation plan when prioritizing the TIP projects. This report is available upon request and also can be found at www.cdtcmpo.org/rtp2030/nv.htm.

If you have any questions please call either David Jukins or Glenn Posca of the CDTC staff.

