

PLANNING COMMITTEE MEETING

Meeting Minutes

March 2, 2016

MEMBERS ATTENDING

Bill Anslow, representing Darrell Duncan, Albany County
 Brad Birge, City of Saratoga Springs
 Frank Bonafide, NYS Department of Transportation- Region 1
 Kevin Corcoran, Town of Glenville
 Don Csaposs, Town of Guilderland
 Ross Farrell, Capital District Transportation Committee
 Steve Feeney, Schenectady County, Vice Chair
 Todd Fabozzi, representing Rocky Ferraro, Capital District Regional Planning Commission
 Michael Franchini, Capital District Transportation Committee, Secretary
 Stephen Iachetta, Albany County Airport Authority, Chair
 Andrew Kreshik, City of Troy
 Robert Leslie, Town of Bethlehem
 Randy Milano, City of Albany
 Charles Moore, City of Rensselaer
 Tom Richardson, City of Mechanicville
 Laura Robertson, Town of Niskayuna
 John Scavo, Town of Clifton Park
 Jeremy Smith, City of Watervliet
 Joseph Teliska, representing Wayne Bonesteel, Rensselaer County
 Michael Valentine, Saratoga County
 Tim Wainwright, NYS Thruway Authority
 Christopher Wallin, City of Schenectady

STAFF AND OTHERS

Chris Bauer, Capital District Transportation Committee
 Anne Benware, Capital District Transportation Committee
 Jennifer Caponis, Capital District Transportation Committee
 Maria Chau, Federal Highway Administration
 Robert Cherry, NYS Department of Transportation- Region 1
 Mayor Robert Conway, Village of Voorhesville
 Bryan Cross, NYS Department of Transportation- Region 1
 Christopher Desany, Capital District Transportation Authority
 Chanchilo Ezung, Capital District Transportation Committee
 Kenneth Guyer, Town of New Scotland
 Robert Hansen, Creighton Manning
 Karen Hulihan, NYS Department of Transportation- Region 1
 Jeffrey Johns, Stantec Consulting
 Doug LaGrange, Town of New Scotland
 Teresa LaSalle, Capital District Transportation Committee
 Erik Lellaer, CDM Smith
 Fred Mastroianni, GPI
 Shelley Norton, Town of Malta
 Chris O'Neill, Capital District Transportation Committee
 Glenn Posca, Capital District Transportation Committee
 Matthew Rosenbloom-Jones, Capital District Transportation Committee
 Dan Rourke, Barton & Loguidice
 Evan Seyboth, NYS Department of Transportation- Region 1
 Owen Shevlin, NYS Department of Transportation- Region 1
 Aaron Spies, Capital District Transportation Committee
 Carrie Ward, Capital District Transportation Committee
 Greg Wichser, NYS Department of Transportation- Region 1
 Edward Wolk, Capital District Transportation Authority

INTRODUCTION AND VISITORS' ISSUES

Steve Iachetta opened the meeting at approximately 9:35 AM. There were no visitor issues.

ADMINISTRATION

Previous Meeting Minutes - February 24, 2016

Members approved the February 24, 2016 minutes.

ACTION ITEMS

OCTOBER 1, 2016 - SEPTEMBER 30, 2021 TRANSPORTATION IMPROVEMENT PROGRAM UPDATE

DOT Set Asides

Frank Bonafide reviewed the State Set Asides listings (handed out), which include funding for Durable Pavement Markings, Bridge Inspections, Traffic Signals, TMC related programs, ITS, ADA Compliance, Rustic Rail Replacement, Guiderail Replacement and other expenses. These annual funds are necessary for federal funding because of low amounts of SDF (State Dedicated Funding). Members approved the DOT Set Asides as presented.

Budget Estimates by Fund Source and Year

Mike Franchini referred to the table in the mail out that is marked Agenda Item IV-B. He also referred to Tables 4 and 4A which were handed out. These tables show funding available by fund source by year. A motion to acknowledge and accept the numbers in these tables was approved by the members.

Preservation and Beyond Preservation Program Targets

Mike Franchini referred to the table in the mail out that was marked Agenda Item IV-C. He said that that table was superseded by an updated table that was handed out. The handout showed three year totals available for programming as \$19.1 M for Beyond Preservation and \$50.0 M for Preservation. The table was approved by members.

Project Evaluation Tables and Project Factsheets

Mike Franchini said that fact sheets were available on the website for all projects evaluated. He reported that the fact sheet for the Sitterly Road Corridor Project (# 100) was updated based on the notification that the Towns of Clifton Park and Halfmoon would pay more local share than originally presented. This decreased the federal share required for the project, which increased the benefit cost ratio. However, this change did not change the project ranking. New project ranking tables were handed out that reflected the update for Sitterly Road as well as a correction to the bridge sorting sheets noted by DOT.

Project Programming

Mike Franchini explained ground rules for programming. He explained that the most senior member representing a town or village is expected to vote on behalf of all towns and villages. Kevin Corcoran was the most senior town or village representative. Mike referred to a hand out titled "STEP 1" on the first page and "STEP 2" on the second page. A corrected version of the "STEP 2" table was handed out. These tables represented a suggested starting point for guiding how much to program in each category, based on the costs of all projects submitted in each category. Frank Bonafide said that NYSDOT had also developed a suggested guide for how much to program in each category, based on a proposed emphasis on bridge projects.

Bicycle and Pedestrian Preservation Projects- After discussion, members approved a motion to fund the two projects in this category:

ID #	Sponsor	Project Name
67	City of Watervliet	Watervliet Bike Path Construction Project
107	Schenectady County	Mohawk-Hudson Bike-Hike Trail Rehabilitation

Bicycle and Pedestrian Beyond Preservation Projects- Frank Bonafide explained the scope and benefits of the Menands Bike/Ped Connector. Mike Valentine distributed a hand out about the Zim Smith Trail and explained the benefits of the project. Don Csaposs explained that the West Old State Road Sidewalk project links to an elementary school. Mayor Conway explained that sidewalks are important to Voorheesville. After discussion, members approved a motion to fund the following projects in this category:

ID #	Sponsor	Project Name
84	Town of Sand Lake	Sand Lake Hamlets Sidewalk Enhancements Projects
101	Town of Halfmoon	Pruyn Hill Pedestrian Safety Project - Phase II
104	Schenectady County	Highbridge Road Sidewalk Reconstruction/Extension
83	Town of East Greenbush	US 9 and 20 Sidewalk Construction
74	Village of Voorheesville	Voorheesville Pedestrian Connectivity Project
70	Town of Guilderland	West Old State Road Sidewalk

Low Volume Local Projects- After discussion, members approved a motion to fund the following projects in this category:

ID #	Sponsor	Project Name
75	Rensselaer County	CR 18 (Hoags Corner Road)
71	Town of New Scotland	Krumkill Road Corrective Maintenance Improvements
72	Village of Green Island	Hudson Avenue Preservation Project
77	Rensselaer County	CR 68 (Snyder's Lake Road)
109	Schenectady County	Sunnyside Road Pavement Preservation Project
76	Rensselaer County	CR 51 (Burden Lake Road)
79	Rensselaer County	CR 129 (Tamarac Road) - Culvert Replacement

Pavement Preservation Projects- After discussion, members approved a motion to fund the following projects in this category:

ID #	Sponsor	Project Name
60	City of Albany	Madison Avenue Rehabilitation Project - New Scotland Avenue to Lark Street
59	City of Albany	Madison Avenue Rehabilitation Project - New Scotland Avenue to S. Lake Avenue
115	City of Schenectady	Erie Boulevard Preservation Project
39	NYSDOT	NY 377 and NY 378 Resurfacing Project
61	City of Albany	New Scotland Avenue Rehabilitation Project - S. Manning Boulevard to Onderdonk Ave.
112	City of Schenectady	Broadway Pavement Preservation Project
63	City of Albany	Pearl Street Rehabilitation Project - Clinton Avenue to Madison Avenue
65	City of Watervliet	NY 32 Project - 3rd Avenue Watervliet
9	NYSDOT	I-787 Pavement Joint Preservation

Pavement Beyond Preservation Projects- After discussion, members approved a motion to fund the following project in this category:

ID #	Sponsor	Project Name
81	City of Rensselaer	East Street: Partition St. to Third Avenue

Bridge Preservation Projects- Frank Bonafide proposed funding project numbers 10, 11, 54, 13, 42, 120, 21, 8. However, he proposed that project #21 would only be for design, for \$2.0M. Based on questions about project #120, Campbell Avenue Over the Wynantskill Creek, voting on project #120 was deferred. After discussion, members approved a motion to fund the following project in this category, with project #21 being funded for design only at \$2.0M:

ID #	Sponsor	Project Name
10	NYSDOT	I-90 Bridge over Erie Blvd., BINS 1092451, 1092452
11	NYSDOT	I-90 Bridge over Fuller Road, BIN 1034479
54	NYSDOT	US 9W Bridge over I-787, BIN 1054460
13	NYSDOT	Michigan Avenue Bridge over I-890, BIN 1049970
42	NYSDOT	NY 911F (Freemans Bridge) over the Mohawk River/Erie Canal, BIN 4050330
21	NYSDOT	NY 7 Bridge over the Hudson River, BIN 1070869.
8	NYSDOT	I-787 NB Ramp (over the SME) to the South Mall Expressway WB, BIN 109299A

Subsequent to the voting, Andrew Kreshik reported that project #120 should be a replacement and would not be appropriate in the category of bridge preservation. No motion was made to fund project #120.

Bridge Beyond Preservation Projects- Frank Bonafide proposed funding project numbers 85, 86, 30, 95, 15, 5, 14, 53. Members approved funding for these eight projects. However, later in the meeting, a motion was approved to remove funding for projects #86 and #95 in order to provide funding for the Zim Smith Trail project. After that action (described below in the minutes), funding was ultimately provided for the following six Bridge Beyond Preservation projects:

ID #	Sponsor	Project Name
85	Saratoga County	Ashdown Road over the DHRR, BIN 2202570
30	NYSDOT	NY 144 Bridge over the Hannacrois Creek, BIN 1038070
15	NYSDOT	NY 2 over NY 22 Bridge, BIN 1000250
5	NYSDOT	Crescent Avenue, East High Street and two Nelson Avenue Bridges over I-87 (Northway)
14	NYSDOT	NY 2 Bridge over the Poestenkill, BIN 1000190
53	NYSDOT	US 9 Bridge over I-90 (Exit 11), BIN 1092730

Culvert Projects- A motion was approved to fund project #96. Next, a motion was approved to remove funding for project numbers 86, 95 and 96, and to reprogram those funds to provide a total of \$2.907 M for Project 97, the Zim Smith Trail Extension, with the agreement that Saratoga County would provide additional funds to complete the full scope of the project.

Other Beyond Preservation Projects- Frank Bonafide said that project #19 (NY2 Slope Repair) should be considered a preservation project, and is a very important project because without addressing the slope failure on Route 2, DOT could be faced with closing a main route to Massachusetts. Frank Bonafide proposed funding project # 117, Rosa Road, Wendell Avenue and Nott Road Intersection Improvements. He said it might be possible that project #99 (Weibel Avenue) could be eligible for HSIP funding. Brad Birge said that project #98 (Geyser Road) is the priority project for the City of Saratoga Springs. Ross Farrell said that CDTA is planning service on Route 50 and this service would be greatly supported by the Geyser Road project. In response to a question, Anne Benware said that the Rosa Road project could be eligible for HSIP funding, but there was no guarantee. John Scavo proposed reducing the cost of project #100 (Sitterly Road) to reduce the cost. Comments were made that it would be inappropriate to change the scope at this point because the project was evaluated at the current scope.

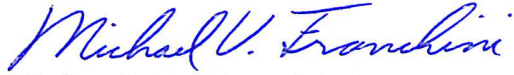
A motion was approved to fund projects #19 (NY 2 Slope Repair) and #98 (Geyser Road); and to provide contingency funding for projects #117 (Rosa Road) and #103 (Highbridge Road/East Campbell Road). The contingency funding for #117 and #103 is dependent on any approved projects being found eligible for enough HSIP funding to fund these projects, with #117 having first priority over #103.

Mike Franchini explained that the results of today's meeting would be reported no later than one week in advance of the March 29th Policy Board meeting. Planning Committee members will receive that documentation.

Adjournment

The meeting was adjourned at 2:01 PM. The next Planning Committee meeting is scheduled for April 6, 2016

Respectfully submitted,



Michael V. Franchini
Secretary

PIN 1754.59, 110-232 (TIP R-195)

South Troy Industrial Roadway: Schedule Parameters and Projections

March 1, 2016

The Draft NEPA Environmental Assessment (EA) is complete and signed by NYSDOT, FHWA and the City of Troy.

The remaining procedural steps discussed herein will bring the project to design approval of the preferred alternative along with, we expect, a finding of no significant impact (FONSI) under NEPA. The procedure has to comply with FHWA and NYSDOT procedural requirements (NYSDOT Project Development Manual, PDM) as well as NYS Eminent Domain Procedure Law (EDPL – esp. Section 202).

The pertinent and important requirements are review times for the public and regulatory agencies and notifications (advertisements) of and preparing for a combined EDPL and FHWA/NYSDOT design public hearing. Those are followed by efforts to respond to comments received by all hearing attendees and regulatory agencies. Further, we will need to “reactivate” the subcontractor for ROW acquisition “incidental” activities (RK Hite) as that funding was de-authorized a few years back due to inactivity of the account. **The schedule “projection” herein assumes best case scenario for limited comments and issues arising.**

FHWA Approval to Distribute EA: February 10, 2016, 2015

Distribute EA to Agencies and make available to general public: March 2016

Advertise Public Hearing: March 2016

Hold Public Hearing: April, 2016

Written Comments Due: May, 2016

Issue EDPL Statement of Findings May, 2016

Request Authorization for ROW Incidentals (Title Searches and Appraisals): May, 2016

Authorize RK Hite to begin ROW incidental work: May 31, 2016

Submit Revised “Final” NEPA EA and FONSI Statement to FHWA: June, 2016

FHWA Approval of FONSI and Distribution Process Completion: July, 2016

Project Design Approval: July, 2016

Receive ROW 353C estimate and Request ROW Acquisition Authorization: August, 2016

Commence Final design and ROW acquisition: October, 2016

Finish design, ROW acquisition and prepare for bid: January 2018

Receive Bids: March 2018

[illegible]

Table 5 (Continued) Page 3

TIP #	Project Description			Program Years (Federal Fiscal Years)							
PIN or ID#											
First TIP			Fund Source	5-Year Total	Commit'd 2015-16	1st Year 2016-17	2nd Year 2017-18	3rd Year 2018-19	4th Year 2019-20	5th Year 2020-21	Post 2021
Proj. Type	Municipality, Jurisdiction, Length		Phase								Other Notes
RG132	Rustic Rail Replacement		STP-Flex	0.290		.058 C	.058 C	.058 C	.058 C	.058 C	Res. Agency: NYSDOT Func. Class.: NA Plan Ref.: NV No EIS Required AQ Status: Exempt
1809.96			Total	0.290		.058	.058	.058	.058	.058	
2016-21			Construction	0.290		.058	.058	.058	.058	.058	
Safety	Multiple, State										
RG133	Guideraill Replacement		STP-Flex	1.005		.201 C	.201 C	.201 C	.201 C	.201 C	Res. Agency: NYSDOT Func. Class.: NA Plan Ref.: NV No EIS Required AQ Status: Exempt
1810.03			Total	1.005		.201	.201	.201	.201	.201	
2016-21			Construction	1.005		.201	.201	.201	.201	.201	
Safety	Multiple, State										
RG134	State Bridge Miscellaneous Preservation Set-Aside		NHPP	14.625		2.925 C	2.925 C	2.925 C	2.925 C	2.925 C	Res. Agency: NYSDOT Func. Class.: NA Plan Ref.: NV No EIS Required AQ Status: Exempt
			STP-Flex	2.500		.500 C	.500 C	.500 C	.500 C	.500 C	
			STP-Urb.	6.250		1.250 C	1.250 C	1.250 C	1.250 C	1.250 C	
2016-21	This includes such things as bridge painting and washing and is for bundling work for several bridges.		Total	23.375		4.675	4.675	4.675	4.675	4.675	
BridgeMisc	Multiple, State		Construction	23.375		4.675	4.675	4.675	4.675	4.675	
RG135	State Culvert Replacements Set-Aside		NHPP	4.125		.825 C	.825 C	.825 C	.825 C	.825 C	Res. Agency: NYSDOT Func. Class.: NA Plan Ref.: NV No EIS Required AQ Status: Exempt
			STP-Flex	0.470		.094 C	.094 C	.094 C	.094 C	.094 C	
2016-21			Total	4.595		.919	.919	.919	.919	.919	
BridgeMisc	Multiple, State		Construction	4.595		.919	.919	.919	.919	.919	

Table 5 (Continued) Page 4

TIP #	Project Description		Fund Source	5-Year Total	Program Years (Federal Fiscal Years)							Other Notes
					Commit'd 2015-16	1st Year 2016-17	2nd Year 2017-18	3rd Year 2018-19	4th Year 2019-20	5th Year 2020-21	Post 2021	
Proj. Type	Municipality, Jurisdiction, Length		Phase									
R6136	State Miscellaneous Pavement Maintenance Set-Aside	NHPP STP-Flex Safety STP-Urb.		30.565 12.500 1.665 15.625		6.113 C 2.500 C .333 C 3.125 C	6.113 C 2.500 C .333 C 3.125 C	6.113 C 2.500 C .333 C 3.125 C	6.113 C 2.500 C .333 C 3.125 C	6.113 C 2.500 C .333 C 3.125 C		Res. Agency: NYSDOT Func. Class.: NA Plan Ref.: NV No EIS Required AQ Status: Exempt
2016-21	This includes but is not limited to, crack sealing single course overlays, mill & fill, and limited related work for bundled work on several roads.	Total		60.355		12.071	12.071	12.071	12.071	12.071		
R&P	Multiple, State	Construction		60.355		12.071	12.071	12.071	12.071	12.071		
R6137	State Slope Repairs Set-Aside	STP-Flex		0.540		.108 C	.108 C	.108 C	.108 C	.108 C		Res. Agency: NYSDOT Func. Class.: NA Plan Ref.: NV No EIS Required AQ Status: Exempt
2016-21		Total		0.540		.108	.108	.108	.108	.108		
R&P	Multiple, State	Construction		0.540		.108	.108	.108	.108	.108		

Capital District Transportation Committee
Beyond Preservation (BP) vs. Preservation Estimation
Draft 2016-21 TIP

As of March 1, 2016

FFY TIP #	2017 BP	2017 Pres	2018 BP	2018 Pres	2019 BP	2019 Pres	3-yr Tot BP	3-yr Tot Pres	Comment
RG29		0.135		0.135		0.135	0.000	0.405	Project Dev.
RG103	0.750	0.250	0.750	0.250	0.750	0.250	2.250	0.750	Assume 1/4 pres
RG130		0.600		0.600		0.600	0.000	1.800	New Multimodal & TDM
RG131		2.740		2.740		2.740	0.000	8.220	New BRT Set-Aside
TBD		22.500		22.500		22.500	0.000	67.500	DOT Maintenance Total
T90		1.800					0.000	1.800	PE only (preservation?)
A487						2.000	0.000	2.000	"Minor" rehab
A526		2.040					0.000	2.040	Element specific bridge
A538		4.265					0.000	4.265	Per DOT letter
A539		2.875					0.000	2.875	Per DOT letter
A552	0.375						0.375	0.000	New sidewalk
A562		0.972					0.000	0.972	Element specific bridge
R195			9.460				9.460	0.000	Includes recent increase
<i>R287</i>	<i>0.201</i>		<i>0.004</i>		<i>1.210</i>		<i>1.415</i>	<i>0.000</i>	<i>Scope not defined</i>
<i>R289</i>	<i>0.042</i>		<i>0.004</i>		<i>0.726</i>		<i>0.772</i>	<i>0.000</i>	<i>Scope not defined</i>
<i>R297</i>	<i>0.683</i>						<i>0.683</i>	<i>0.000</i>	<i>Includes recent increase</i>
<i>R298</i>		<i>0.160</i>		<i>1.500</i>			<i>0.000</i>	<i>1.660</i>	<i>Element specific bridge</i>
SA280		0.160					0.000	0.160	Signal, replacement?
SA281		0.115					0.000	0.115	Replace traffic signal
SA290							0.000	0.000	1.92M TAP is NA
S204	0.530		0.001		3.320		3.851	0.000	Includes recent increase
S229	3.250						3.250	0.000	Safe-NY & NHPP funds
S231							0.000	0.000	\$1.202 TAP is NA
S236		1.200					0.000	1.200	Element specific bridge
FFY Total	45.643		37.944		34.231		117.818		Programmed in draft
Totals	5.831	39.812	10.219	27.725	6.006	28.225	22.056	95.762	Programmed in draft
%	13%	87%	27%	73%	18%	82%	19%	81%	
Budget	13.7	48.6	13.7	48.6	13.7	48.6	41.1	145.8	Estimate by CDTC Staff ⁵
Balance	7.9	8.8	3.5	20.9	7.7	20.4	19.1	50.0	Available to program

Notes:

- 1 2017 is FFY 2016-17, etc.
- 2 All federal highway fund sources are included
- 3 If a project adds capacity it counts as Beyond Preservation.
- 4 Preservation and Beyond Preservation percentages will change as costs change and as projects become better defined.
- 5 Beyond preservation is assumed to be 22% of the total available funding.
- 6 Italicized lines reflect changes since the last handout.
- 7 For the fourth and fifth years (2019-20 & 2020-21), programming capacity is \$12.055M for beyond preservation, and \$42.740M for preservation.

STEP 1 - CATEGORY NEED =

(CATEGORY PRESERVATION/BEYOND FUNDS REQUESTED/TOTAL PRESERVATION/BEYOND FUNDS REQUESTED) x PRESERVATION/BEYOND GOAL

Category	# of Projects	% of #	Requested Project Costs	% of Costs	
Pavement Preservation	42	35.29%	\$65.976	15.95%	
Pavement Beyond Preservation	3	2.52%	\$68.144	16.48%	
Bridge Preservation	27	22.69%	\$157.435	38.07%	
Bridge Beyond Preservation	14	11.76%	\$86.778	20.98%	
Bike/Ped Preservation	2	1.68%	\$0.721	0.17%	
Bike/Ped Beyond Preservation	11	9.24%	\$14.004	3.39%	
Culvert Beyond Preservation	1	0.84%	\$0.908	0.22%	
Other Beyond Preservation	8	6.72%	\$11.007	2.66%	
Low-Volume Local Projects	11	9.24%	\$8.618	2.08%	
Total	119		413.591		
				2016-19 Category Need	2019-21 Category Need
Pavement Preservation	42		\$65.976	20.52%	22.11%
Bridge Preservation	27		\$157.435	48.97%	52.76%
Bike/Ped Preservation	2		\$0.721	0.22%	0.24%
Low-Volume Local Projects	11		\$8.618	2.68%	2.89%
Total	82		232.75	72.40%	78.00%
Pavement Beyond Preservation	3		\$68.144	10.40%	8.29%
Bridge Beyond Preservation	14		\$86.778	13.24%	10.56%
Bike/Ped Beyond Preservation	11		\$14.004	2.14%	1.70%
Culvert Beyond Preservation	1		\$0.908	0.14%	0.11%
Other Beyond Preservation	8		\$11.007	1.68%	1.34%
Total	37		180.841	27.60%	22.00%

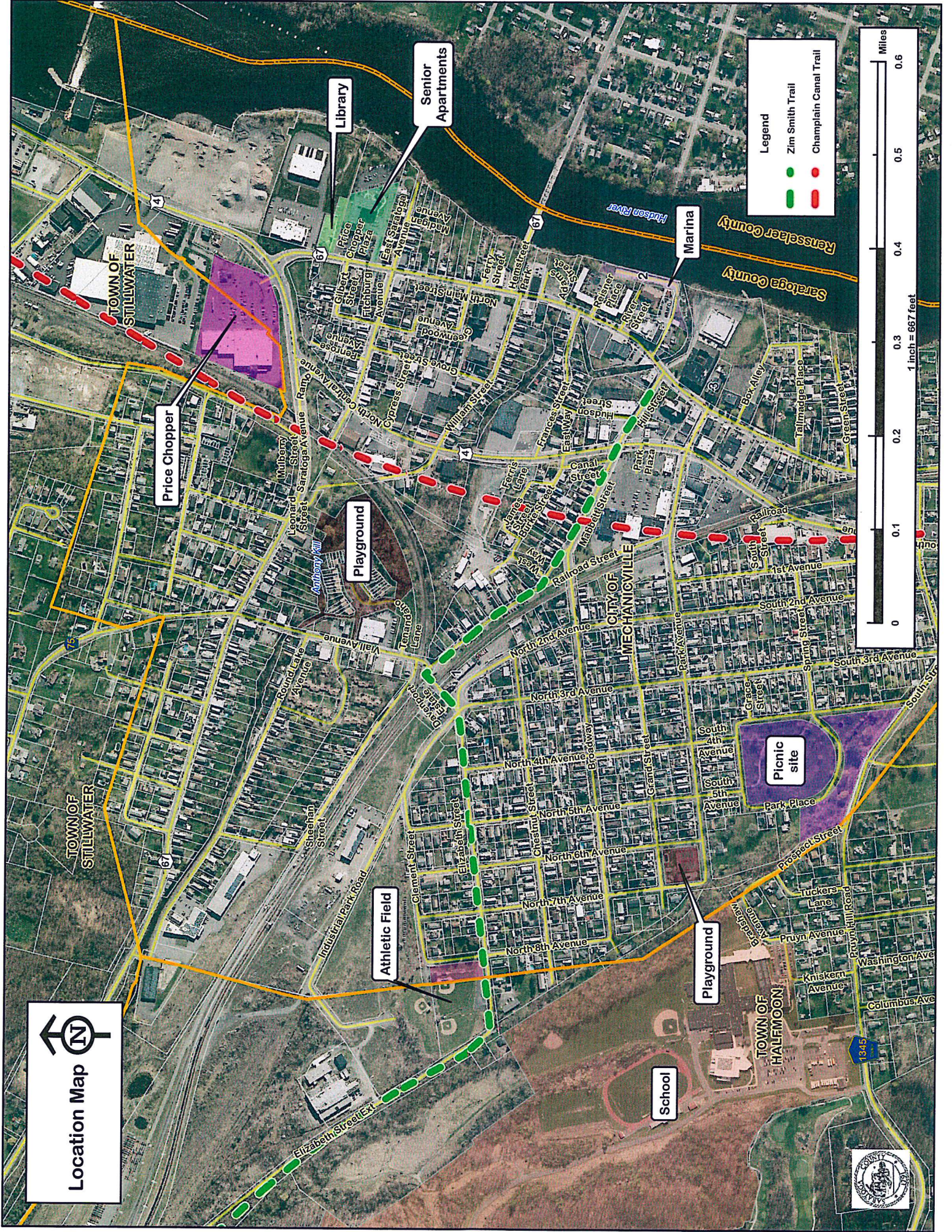
Note: 2016-19 programming capacity is \$69.205M and 2019-21 programming capacity is \$55.696M.

STEP 2 - BEYOND PRESERVATION FUNDING TARGETS BY FUND SOURCE

	# of Projects	Requested Project Costs	2016-19 Category Need	2016-19 Total Programming Capacity	3-year Target	2019-21 Category Need	2019-21 Total Programming Capacity	2-year Target
Pavement Beyond Preservation	3	\$68,144	10.40%			8.29%		
NHPP				\$36,387	\$3,784		\$64,890	\$5,379
STP Flex				\$14,115	\$1,468		\$19,090	\$1,583
STP Urban				\$14,341	\$1,491		\$17,160	\$1,423
HSIP				\$7,494	\$0,779		\$5,190	\$0,430
STP Bridge				-\$3,132	-\$0,326		\$1,760	\$0,146
Bridge Beyond Preservation	14	\$86,778	13.24%			10.56%		
NHPP				\$36,387	\$4,818		\$64,890	\$6,852
STP Flex				\$14,115	\$1,869		\$19,090	\$2,016
STP Urban				\$14,341	\$1,899		\$17,160	\$1,812
HSIP				\$7,494	\$0,992		\$5,190	\$0,548
STP Bridge				-\$3,132	-\$0,415		\$1,760	\$0,186
Bike/Ped Beyond Preservation	11	\$14,004	2.14%			1.70%		
NHPP				\$36,387	\$0,779		\$64,890	\$1,103
STP Flex				\$14,115	\$0,302		\$19,090	\$0,325
STP Urban				\$14,341	\$0,307		\$17,160	\$0,292
HSIP				\$7,494	\$0,160		\$5,190	\$0,088
STP Bridge				-\$3,132	-\$0,067		\$1,760	\$0,030
Culvert Beyond Preservation	1	\$0,908	0.14%			0.11%		
NHPP				\$36,387	\$0,051		\$64,890	\$0,071
STP Flex				\$14,115	\$0,020		\$19,090	\$0,021
STP Urban				\$14,341	\$0,020		\$17,160	\$0,019
HSIP				\$7,494	\$0,010		\$5,190	\$0,006
STP Bridge				-\$3,132	-\$0,004		\$1,760	\$0,002
Other Beyond Preservation	8	\$11,007	1.68%			1.34%		
NHPP				\$36,387	\$0,611		\$64,890	\$0,870
STP Flex				\$14,115	\$0,237		\$19,090	\$0,256
STP Urban				\$14,341	\$0,241		\$17,160	\$0,230
HSIP				\$7,494	\$0,126		\$5,190	\$0,070
STP Bridge				-\$3,132	-\$0,053		\$1,760	\$0,024
Total	37	180,841	27.60%		\$19,101	22.00%		\$23,780

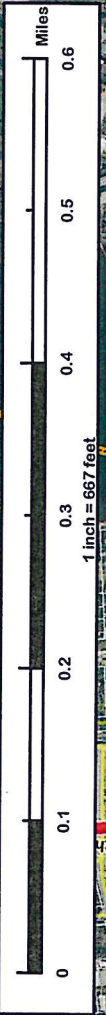
STEP 2 - PRESERVATION FUNDING TARGETS BY FUND SOURCE

	# of Projects	Requested Project Costs	2016-19 Category Need	2016-19 Total Programming Capacity	3-year Target	2019-21 Total Programming Capacity	5-year Target
Pavement Preservation	42	\$65.976	20.52%				
NHPP				\$36.387	\$7.467		
STP Flex				\$14.115	\$2.896		
STP Urban				\$14.341	\$2.943		
HSIP				\$7.494	\$1.538		
STP Bridge				-\$3.132	-\$0.643		
Bridge Preservation	27	\$157.435	48.97%				
NHPP				\$36.387	\$17.819		
STP Flex				\$14.115	\$6.912		
STP Urban				\$14.341	\$7.023		
HSIP				\$7.494	\$3.670		
STP Bridge				-\$3.132	-\$1.534		
Bike/Ped Preservation	2	\$0.721	0.23%				
NHPP				\$36.387	\$0.084		
STP Flex				\$14.115	\$0.032		
STP Urban				\$14.341	\$0.033		
HSIP				\$7.494	\$0.017		
STP Bridge				-\$3.132	-\$0.007		
Low-Volume Local Projects	11	\$8.618	2.68%				
NHPP				\$36.387	\$0.975		
STP Flex				\$14.115	\$0.378		
STP Urban				\$14.341	\$0.384		
HSIP				\$7.494	\$0.201		
STP Bridge				-\$3.132	-\$0.084		
Total	82	232.75	72.40%		\$50.104		



Legend

- Zim Smith Trail
- Champlain Canal Trail



Location Map

