

Capital District  
Transportation Committee

November 9, 2016

### **Amendments to the 2016-21 TIP**

At its October 5, 2016 and November 2, 2016 meetings, the CDTC Planning Committee recommended the following amendments to the Transportation Improvement Program (TIP).

#### **1. S247 (1760.57) Brandywine Avenue Safety Improvements**

Funding for this project is coming from the HSIP funds which the state reserved for statewide use. Therefore, the fund source shows as Safe-NY and not Safety. It is the understanding of CDTC, that no additional statewide funds will be available for this project.

The work is to include signal upgrades, pedestrian safety improvements, corridor lighting improvements (from City funds) and driving lane reconfiguration (modification to striping) on Brandywine Avenue between I-890 and NY 5 (State Street).

| <u>TIP Project</u> | <u>Year</u> | <u>Phase</u> | <u>Source</u> | <u>Amount</u> |
|--------------------|-------------|--------------|---------------|---------------|
| S247, 1760.57      | 17-18       | P            | Safe-NY       | \$0.063M      |
|                    | 17-18       | D            | Safe-NY       | 0.063         |
|                    | 18-19       | C            | Safe-NY       | 1.134         |

#### **2. A564 (1760.25), A565 (1760.26) & 1760.58 Madison Avenue Improvements**

There are two amendments here. The first is to add 1760.58 to the TIP. Funding for it comes from the HSIP funds which the state reserved for statewide use. Therefore, the fund source shows as "Safe-NY" and not "Safety". It is the understanding of CDTC, that no additional statewide funds will be available for this project.

The project implements a road diet on Madison Avenue from Partridge Street to Lark Street and includes pedestrian improvements and traffic signals.

The second amendment combines this project and two existing

projects, A564 and A565. A564 and A565 are pavement preservation projects on two adjacent sections of Madison Avenue from Lake Avenue to Lark Street. The limits of A564 and A565 are included in the limits of the Safety project (1760.58). The resulting project will be A564 (1760.25).

| TIP<br>Project               | Current TIP Data |                |       |          | Proposed TIP Data |                |       |          |
|------------------------------|------------------|----------------|-------|----------|-------------------|----------------|-------|----------|
|                              | Phase            | Fund<br>Source | Year  | Amount   | Phase             | Fund<br>Source | Year  | Amount   |
| A564<br>1760.25<br>& 1760.58 | P                | Safety         | 16-17 | \$0.058M | P                 | Safety         | 16-17 | \$0.120M |
|                              | D                | Safety         | 16-17 | 0.058    | D                 | Safety         | 16-17 | 0.120    |
|                              | C                | Safety         | 17-18 | 0.526    | C                 | Safety         | 16-17 | 1.086    |
|                              |                  |                |       |          | P                 | Safe-NY        | 16-17 | 0.070    |
|                              |                  |                |       |          | D                 | Safe-NY        | 16-17 | 0.070    |
|                              |                  |                |       |          | C                 | Safe-NY        | 16-17 | 1.260    |
| A565<br>1760.26              | P                | Safety         | 16-17 | \$0.062M | P                 | Safety         | 16-17 | ---      |
|                              | D                | Safety         | 16-17 | 0.062    | D                 | Safety         | 16-17 | ---      |
|                              | C                | Safety         | 17-18 | 0.560    | C                 | Safety         | 17-18 | ---      |

### **3. A580/R308 (1306.81) NY 7 Bridge over the Hudson River: Element Specific Repairs**

Engineering funds for this project were already on the TIP. Funding for construction is coming from STP Urban funds which the state reserved for statewide use. Therefore, the construction fund source is "Urban-NY" and not "STP-Urb.". Since the project is in two counties, it shows in the TIP twice, with each project showing half the funding. It is the understanding of CDTC, that no additional statewide funds will be available for this project.

| TIP<br>Project | Current TIP Data |                |       |          | Proposed TIP Data |                |       |          |
|----------------|------------------|----------------|-------|----------|-------------------|----------------|-------|----------|
|                | Phase            | Fund<br>Source | Year  | Amount   | Phase             | Fund<br>Source | Year  | Amount   |
| A580           | P                | STP-Urb.       | 18-19 | \$0.500M | P                 | STP-Urb.       | 16-17 | \$0.500M |
|                | D                | STP-Urb.       | 18-19 | 0.500    | D                 | STP-Urb.       | 17-18 | 0.500    |
|                |                  |                |       |          | C                 | Urban-NY       | 18-19 | 8.750    |
| R308           | P                | STP-Urb.       | 18-19 | \$0.500M | P                 | STP-Urb.       | 16-17 | \$0.500M |
|                | D                | STP-Urb.       | 18-19 | 0.500    | D                 | STP-Urb.       | 17-18 | 0.500    |
|                |                  |                |       |          | C                 | Urban-NY       | 18-19 | 8.750    |

#### 4. A584 (1810.74) Menands Bike/Ped Connector

Funding for this project is coming from STP Flexible funds which the state reserved for statewide use. Therefore, the construction fund source is "Flex-NY" and not "STP-Flex". It is the understanding of CDTC, that no additional statewide funds will be available for this project.

| TIP<br>Project | Current TIP Data |                |      |        | Proposed TIP Data |                |       |          |
|----------------|------------------|----------------|------|--------|-------------------|----------------|-------|----------|
|                | Phase            | Fund<br>Source | Year | Amount | Phase             | Fund<br>Source | Year  | Amount   |
| A584           | ---              | ---            | ---  | ---    | P                 | Flex-NY        | 16-17 | \$0.200M |
|                | ---              | ---            | ---  | ---    | D                 | Flex-NY        | 17-18 | \$0.200M |
|                | ---              | ---            | ---  | ---    | I                 | Flex-NY        | 16-17 | \$0.010M |
|                | ---              | ---            | ---  | ---    | R                 | Flex-NY        | 17-18 | \$0.040M |
|                | ---              | ---            | ---  | ---    | C                 | Flex-NY        | 18-19 | \$4.750M |

#### 5. T109 (1760.59) Washington/Western BRT Phase 1

This project has two sources of funding. First, there is funding from the HSIP funds which the state reserved for statewide use under PIN 1760.59. That funding is Safe-NY. It is the understanding of CDTC, that no additional statewide funds will be available for this project.

This project is also a drawdown on RG131 (CDTC's BRT Set-Aside). Since that part of the funding (NHPP and STP-Flex) is a drawdown on a set-aside, there is no cost increase to the TIP. In order to minimize confusion in the funding table below, for RG131, only the affected elements are shown.

The scope includes bus stop work, enhanced lighting, raised medians, turn lanes, on-street parking, signalized mid-block pedestrian crossings, curb extensions and bump outs. The design work was completed under project T90.

| TIP<br>Project | Current TIP Data |                |       |          | Proposed TIP Data |                |       |        |
|----------------|------------------|----------------|-------|----------|-------------------|----------------|-------|--------|
|                | Phase            | Fund<br>Source | Year  | Amount   | Phase             | Fund<br>Source | Year  | Amount |
| RG131          | C                | NHPP           | 16-17 | \$0.720M | C                 | NHPP           | 16-17 | ---    |
|                | C                | STP-Flex       | 16-17 | 0.720    | C                 | STP-Flex       | 16-17 | ---    |
|                | C                | NHPP           | 17-18 | 0.195    | C                 | NHPP           | 17-18 | 0.145  |
|                | C                | STP-Flex       | 17-18 | 0.195    | C                 | STP-Flex       | 17-18 | 0.145  |

|      |   |       |       |     |   |          |       |          |
|------|---|-------|-------|-----|---|----------|-------|----------|
| T109 | - | ----- | ----- | --- | C | NHPP     | 16-17 | \$0.720M |
|      | - | ----- | ----- | --- | C | STP-Flex | 16-17 | 0.720    |
|      | - | ----- | ----- | --- | C | Safe-NY  | 16-17 | 0.770    |
|      | - | ----- | ----- | --- | C | NHPP     | 17-18 | 0.050    |
|      | - | ----- | ----- | --- | C | STP-Flex | 17-18 | 0.050    |

## 6. Repurposed Earmark Funds

The enactment of the Consolidated Appropriations Act of 2016, allowed the repurposing of certain earmarked federal funds, which CDTC refers to as "Demo" funds (short for federal demonstration funds). There are certain rules associated with the use of these repurposed funds.

CDTC is adding three projects, funding for which come from the former I-90 Exit 4 Connector project's demo funds, R173 from previous TIP's (most recently, the 2010-15 TIP).

The Planning Committee capped the federal-aid for these projects at the amounts shown. Any additional funds must come from non-federal sources.

| <u>TIP Project</u>         | <u>Year</u> | <u>Phase</u> | <u>Fund Source</u> | <u>Amount</u> |
|----------------------------|-------------|--------------|--------------------|---------------|
| A584, 1007.19              | 16-17       | P            | Demo.              | \$0.075M      |
| Corrective Maintenance &   | 16-17       | D            | Demo.              | 0.075         |
| ADA Improvements, NY 144   | 16-17       | I            | Demo.              | 0.010         |
| (Nadine Mt Rd to Coeymans  | 16-17       | R            | Demo.              | 0.040         |
| Creek) & NY 143 (9W to     | 17-18       | C            | Demo.              | 1.300         |
| NY 143)                    |             |              |                    |               |
| R320, 1089.75              | 16-17       | P            | Demo.              | 0.075         |
| Pedestrian Improvements    | 17-18       | D            | Demo.              | 0.075         |
| Along NY 4 in North        | 17-18       | I            | Demo.              | 0.010         |
| Greenbush                  | 17-18       | R            | Demo.              | 0.040         |
|                            | 18-19       | C            | Demo.              | 1.100         |
| R321, 1089.76              | 16-17       | P            | Demo.              | 0.200         |
| Intersection Improvements  | 17-18       | D            | Demo.              | 0.200         |
| At NY 4 & Bloomingrove Rd. | 17-18       | I            | Demo.              | 0.010         |
| In North Greenbush         | 17-18       | R            | Demo.              | 0.040         |
|                            | 18-19       | C            | Demo.              | 2.199         |

## 7. Funding of Safety Projects Via Solicitation

CDTC recently conducted a solicitation for safety projects that would qualify for HSIP funds. Three projects were proposed, two were approved by the Planning Committee, and the eligibility of the Broadway project is still being determined. The costs of these projects are:

| <u>TIP Project</u>      | <u>Year</u> | <u>Phase</u> | <u>Fund Source</u> | <u>Amount</u> |
|-------------------------|-------------|--------------|--------------------|---------------|
| SA304                   | 16-17       | P            | Safety             | \$0.250M      |
| NY 146/NY 146A          | 16-17       | I            | Safety             | 0.050         |
| Intersection Safety     | 17-18       | D            | Safety             | 0.250         |
| Improvements            | 17-18       | R            | Safety             | 0.300         |
|                         | 17-18       | C            | Safety             | 2.975         |
| S247                    | 16-17       | P            | Safety             | 0.100         |
| Nott Street/Balltown Rd | 16-17       | D            | Safety             | 0.100         |
| Intersection Safety     | 17-18       | C            | Safety             | 1.103         |
| Improvements            | 17-18       | C            | Local              | 0.250         |
| S248                    | 16-17       | P            | Safety             | 0.015         |
| Broadway Traffic Signal | 16-17       | D            | Safety             | 0.015         |
| Safety Improvements     | 16-17       | C            | Safety             | 0.325         |