

How to Read the TIP Project Listings

**** Capital District Transportation Committee ****

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CDTC TIP - February 2023

Wednesday, February 1, 2023

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
1 ALBANY CO 2 113216 R&P <Exempt>	4 NY 155/CR 157 NEW KARNER ROAD CORRIDOR REHABILITATION, FROM US 20 TO WATERVLIET SHAKER ROAD. INCLUDES SAFETY AND COMPLETE STREETS IMPROVEMENTS. TOWNS OF GUILDERLAND AND COLONIE, CITY OF ALBANY AND VILLAGE OF COLONIE, ALBANY COUNTY. A295	7 STBG LG URB 01/2024 8 LOCAL 01/2024 STBG LG URB 01/2024 LOCAL 01/2024 STBG LG URB 06/2022 LOCAL 06/2022 STBG LG URB 09/2022 LOCAL 09/2022	9 0.476 0.119 4.764 1.191 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST PRELDES PRELDES DETLDES DETLDES			0.476 0.119 4.764 1.191	12				
3 AQC:A10Z	5 ALBANY	6 TPC: \$6-\$9.4 M	TOTAL 5YR COST :	10 6.550		0.650	0.000	6.550	0.000	0.000	0.000	0.000

- Lead Agency** – MPO or government agency responsible for this project
- PIN** – Project Identification Number; this is a unique code that is used to identify a project (maximum of 12 characters)
- Air Quality Code** – Identifies whether the project is Exempt from transportation conformity (EXEMPT), non-exempt for transportation conformity (NON), or is not located within an air quality non-attainment area (N/A). (Appendix E)
- Project Description** – A brief description including the purpose, location, and other relevant necessary information used to justify federal approval for funding the project. (maximum of 255 characters)
- County** – The name of the county for the project location. MULTI if the project is located across a number of counties.
- Total Project Cost** – The total cost of all PINs at a particular location (bridge or length of highway corridor). Most projects will only have one PIN at a particular location, but very large projects are usually composed of a number of PINs.
- Fund Source** – This indicates all Federal Aid funds and Non-Federal Aid funds for each phase of the project. Note that typical Non-Federal Aid fund sources on the TIP are LOCAL, STATE, or SDF. (Appendix C & D)
- Obligation Date** – Month and year in which funding for each phase is anticipated to be obligated
- Cost** – The total 5-year cost (\$ millions) for each fund source by phase.
- Total 5yr Cost** – This is the total 5-year cost (\$ millions) for all fund sources.
- Phase** – This indicates specific actions (such as Scoping, Detailed Design, Right-of-Way Acquisitions, and Construction) that occur as a project progresses to completion. (Appendix A)
- Cost of Phase by Year** – This is a breakdown of how much the project will cost (\$ millions) for each fund source within a phase for each year. The total cost (\$ millions) for the federal fiscal year (FFY) is shown at the bottom of the column. (Appendix B)

How to Read the TIP Project Listings - Appendices

A. Phase Type – Phases are specific actions that occur as a project progresses to completion. The following phase descriptions may be found on the TIP:

SCOPING – Scoping

PRELDES – Preliminary Design

DETLDES – Detailed Design

ROWINCD – Right-of-Way Incidentals

ROWACQU – Right –of-way Acquisition

CONST – Construction

CONINSP – Construction Inspection

OPER – Operating

MISC – Maintenance, Transit, and other miscellaneous activities

B. Federal Fiscal Year – Federal fiscal year (FFY) in which funding for each phase is to be obligated. The Federal Fiscal Years included in this TIP are:

2023 – October 1, 2022, through September 30, 2023

2024 – October 1, 2023, through September 30, 2024

2025 – October 1, 2024, through September 30, 2025

2026 – October 1, 2025, through September 30, 2026

2027 – October 1, 2026, through September 30, 2027

C. Non-Federal Aid Fund Sources – The Non-Federal-Aid fund sources that may be found on the TIP are:

LOCAL – Funds from a local government or municipality that is only for use in that area/municipality; includes local transit authorities that are not MTA.

SDF – State Dedicated Funds; a state dedicated fund source that is generated through a state gasoline tax and is for highway and transit improvement projects throughout the state.

STATE – Funding from a variety of New York State sources, excluding transit and highway funds from the State Dedicated Fund (SDF), including

NYS Legislative Member items, Marchiselli or SHIP programs, State Transit Operating Assistance (STOA), NYS Bond Issues, NYS Match, or miscellaneous SDF (Rail, etc...)

OTHER – Is a variety of funding sources that falls between LOCAL and STATE; includes funds from NYSDEC, Ports, Out of State, Bridge Authorities, other State Agencies, Private Funding, or Route 9A (FTA or LMDC)

TWY – Funds from the New York State Thruway Authority for use in the NYS Thruway project only.

D. Federal-Aid Fund Source Codes – The Federal-Aid fund sources that may be found on the TIP are:

CMAQ – Congestion Mitigation and Air Quality

DISCR FA – Discretionary Federal-Aid, includes several discretionary programs

FBD – Ferryboat Discretionary; funds are administered by FHWA for the construction of ferryboats and ferryboat terminal facilities

FTA 5307 – FTA Section 5307 funds for urbanized areas.

FTA 5309 – FTA Section 5309 funds for new starts, rail modernization and other rail or bus improvements.

FTA 5309 NS – New NEW STARTS program under MAP 21, see FTA 5309 for full description.

FTA 5309 SS – Continuation of SMALL STARTS program under MAP 21.

FTA 5310 – FTA Section 5310 funds for elderly and disabled transportation service

FTA 5311 – FTA Section 5311 funds for rural areas

FTA 5316 – FTA Section 5316 Job Access Reverse Commute

FTA 5317 – FTA Section 5317 New Freedom program, to reduce transp. barriers to individuals with disabilities.

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D. Federal-Aid Fund Source Codes (Continued) – The Federal-Aid fund sources that may be found on the TIP are:

FTA 5324 – Emergency Relief program, help with expenses resulting from natural disasters

FTA 5329 – Safety program, support safety oversight work

FTA 5337 – State of Good Repair program, replaces fixed guideway modernization program under 5309

FTA 5339 – New formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program

FTA MISC – FTA non-traditional funds (e.g. USDOT's TIGER II program)

FTA NA – Code used to de-program FTA project on an amendment

HPP – High Priority Program; earmark-type projects list in legislation, included for use of remaining funds.

HSIP – Highway Safety Improvement Program

HSIP RAIL – HSIP Rail Safety Program; a set-aside program of HSIP-Safety

N/A – Not Applicable (funded with only non-federal funds)

NHPP – National Highway Performance Program (MAP 21) funds to support condition and performance of the NHS

OTHER FA – Fund name used for non-traditional funds that are managed by FHWA

REC TRAILS – Recreational Trails

SAFE RT SCH – Safe Routes to School Program, encourages children to walk and bike to school, included for use of remaining funds

STP ENHANCE – Surface Transportation Program (Enhancement), included for use of remaining funds

STP FLEX – Surface Transportation Program (Flexible)

STP LG URBAN – Surface Transportation Program (Large Urban)

STP-OFF – Surface Transportation Program – Off-NHS system

TAP LG URBAN – Transportation Alternatives Program (Large Urban – MAP 21) provides for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. Funds are sub-allocated to urbanized areas with over 200,000 population.

TAP RURAL – Transportation Alternatives Program (Rural – MAP 21) provides for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. Funds are sub-allocated to areas with a population of 5,000 or less.

TAP SM URBAN – Transportation Alternatives Program (Small Urban – MAP 21) provides for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. Funds are sub-allocated to small urbanized areas with population equal to or less than 200,000 population.

E. Air Quality Exempt Codes – Highway and Transit projects of the types listed below are exempt from the requirement to determine air quality conformity. Air Quality exempt codes that may be found on the TIP are:

A. Safety

A1. Railroad/highway crossing

A2. Projects that correct, improve, or eliminate a hazardous location or feature

A3. Safer non-Federal-aid system roads

A4. Shoulder improvements

A5. Increasing sight distance

A6. Highway Safety Improvement Program implementation

How to Read the TIP Project Listings - Appendices

E. Air Quality Exempt Codes (Continued) – Highway and Transit projects of the types listed below are exempt from the requirement to determine air quality conformity. Air Quality exempt codes that may be found on the TIP are:

A. Safety (Continued)

A7. Traffic control devices and operating assistance other than signalization projects (including ITS maintenance and ITS operations for incident management / safety warnings)

A8. Railroad/highway crossing warning devices

A9. Guiderails, median barriers, crash cushions

A10. Pavement resurfacing and/or rehabilitation

A11. Pavement marking demonstration

A12. Emergency relief (23 U.S.C. 125)

A13. Fencing

A14. Skid treatments

A15. Safety roadside rest areas

A16. Adding medians

A17. Truck climbing lanes outside the urbanized area

A18. Lighting improvements

A19. Widening narrow pavements or reconstructing bridges (no additional travel lanes)

A20. Emergency truck pullovers

B. Mass Transit

B1. Operating assistance to transit agencies (or entities that provide transit service)

B2. Purchase of support vehicles

B3. Rehabilitation of transit vehicles

B4. Purchase of office, shop, and operating equipment for existing facilities

B5. Purchase of operating equipment for vehicles (e.g. radios, fareboxes, lifts, etc.)

B6. Construction or renovation of power, signal, and communications systems (including new systems to inform passengers of transit line schedule/status)

B7. Construction of small passenger shelters and information kiosks

B8. Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)

B9. Rehabilitation or reconstruction of track structures, track, and track-bed in existing rights-of-way

B10. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions (< 10%) of the fleet. (NOTE: ICG recommends case-by-case consultation for all expansions)

B11. Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

C. Air Quality and Other

C1. Continuation of ride-sharing and van-pooling promotion activities at current levels

C2. Bicycle and pedestrian facilities

C3. Planning and technical studies that do not involve or lead directly to construction

How to Read the TIP Project Listings - Appendices

E. Air Quality Exempt Codes (Continued) – Highway and Transit projects of the types listed below are exempt from the requirement to determine air quality conformity. Air Quality exempt codes that may be found on the TIP are:

C. Air Quality and Other (Continued)

- C4. Grants for training and research programs
- C5. Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- C6. Federal-aid systems revisions
- C7. Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- C8. Noise attenuation
- C9. Emergency or advance land acquisitions (23 CFR 710.503)
- C10. Acquisition of scenic easements
- C11. Plantings, landscaping, etc.
- C12. Sign removal
- C13. Directional and informational signs (including ITS maintenance and ITS operations projects)
- C14. Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
- C15. Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity change

Projects Exempt from Regional Emissions Analysis

40 CFR Part 93.127 includes “Table 3 - Projects Exempt from Regional Emissions Analysis,” which is also presented in 6 NYCRR Part 240.28. Such projects are exempt from regional emissions analysis requirements but require consideration of the local effects with respect to CO or PM-10 concentrations to determine if a hot-spot analysis is required prior to making a

project-level conformity determination. These projects may then proceed to the project development process, even in the absence of a conforming plan and TIP.

D. “Hot-Spot” Project-Level Conformity Analysis

- D1. Intersection channelization projects
- D2. Intersection signalization projects at individual intersections
- D3. Interchange reconfiguration projects
- D4. Changes in vertical and horizontal alignment
- D5. Truck size and weight inspection stations
- D6. Bus terminals and transfer points

Other

- J1. Block of Funds, no projects
- K1. Exempt/not regionally significant through interagency consultation - and does not have a code listed above, for example, park-and-ride lot less than 100 spaces.
- K2. Project is subject to general conformity - and is not subject to the regional emissions analysis requirements under transportation conformity.