Capital District Transportation Committee

2022-2027 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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June 2022

This Capital District Transportation Committee (CDTC) report was prepared in cooperation with local governments, regional agencies and New York State agencies. The report was funded in part from grants from the Federal Highway Administration and the Federal Transit Administration of the United States Department of Transportation. The contents do not necessarily reflect the official views or policies of these governmental agencies.

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TITLE VI & NONDISCRIMINATION STATEMENT

The Capital District Transportation Committee (CDTC) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, gender, age, disability, or economic status, as protected by Title VI of the Civil Rights Act of 1964 and related statutes and regulations. It is also the policy of the CDTC to ensure that all programs, policies, and other activities do not have disproportionate adverse effects on minority and low-income populations. Additionally, the CDTC will provide meaningful access to services for persons with Limited English Proficiency.

Appropriate services can be provided to qualified individuals with disabilities who submit a request at least seven days prior to a meeting. Call 518-458-2161 or email cdtc@cdtcmpo.org.

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SECTION I -

RESOLUTIONS

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Resolution Placeholder 1:

Resolution of The Capital District Transportation Committee Certifying the Urban Transportation Planning Process In The Capital District Metropolitan Area Is In Conformance With Federal Requirements

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Resolution Placeholder 2:

Resolution of the Capital District Transportation Committee Endorsing the Transportation Improvement Program

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SECTION II -

INTRODUCTION

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OVERVIEW OF THE CAPITAL DISTRICT TRANSPORTATION COMMITTEE

The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for the Albany-Schenectady and Saratoga Springs urbanized areas. CDTC is responsible for fostering regional cooperation and coordination of planning activities in Albany, Rensselaer, Saratoga (except the Town of Moreau and Village of South Glens Falls), and Schenectady counties. This means working not just with municipalities and elected officials, but state and federal agencies and regional organizations, as well as transportation industry experts to make decisions about major transportation infrastructure investments.

As the MPO, CDTC is tasked with certain responsibilities in accordance with the most recent federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) (November 15, 2021). The policy and provisions of this legislation are still in the process of being carried out by the U.S. Department of Transportation (USDOT) through the regulatory process. Federal regulations require CDTC to produce three major products: (1) Metropolitan Transportation Plan (MTP, New Visions); (2) Transportation Improvement Program (TIP); and (3) Unified Planning Work Program (UPWP).

FIGURE 1: CDTC FEDERAL REQUIREMENTS

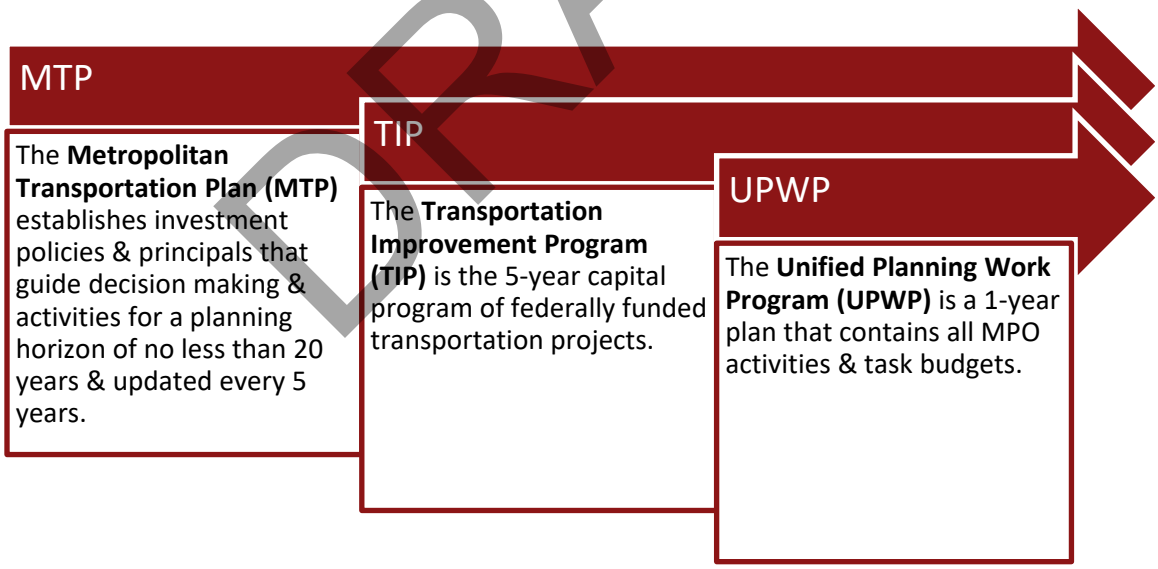

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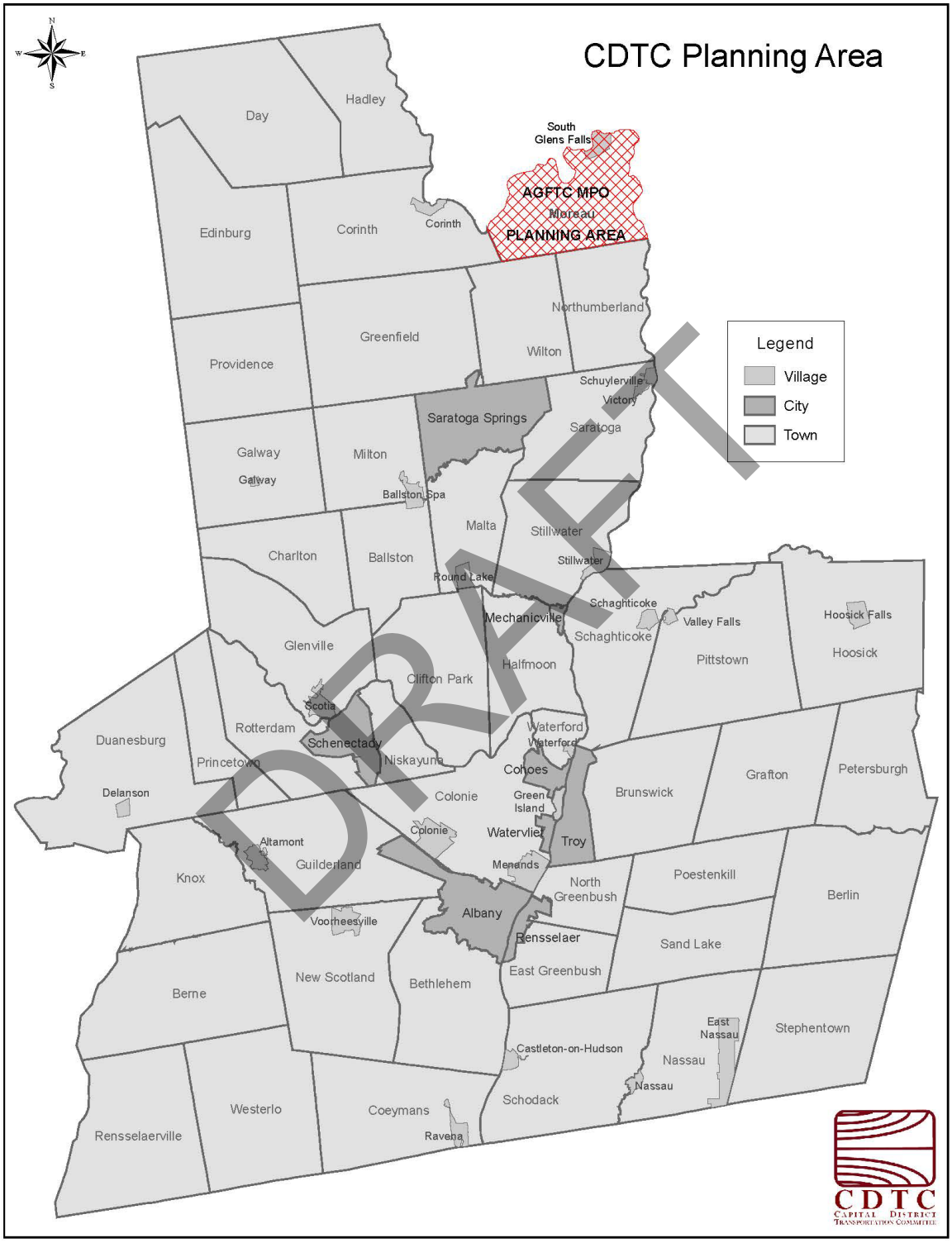
FIGURE 2: CDTC PLANNING AREA



CDTC Structure

The CDTC structure is made up of three key elements: the Policy Board, Planning Committee, and CDTC staff. A full list of current CDTC Policy Board and Planning Committee members can be found in Appendix N.

The CDTC Policy Board is the ultimate authority for all CDTC actions and is composed of representatives of local governments and transportation agencies. Policy Board members include elected and appointed officials of each of the region's eight cities, four counties, and all municipalities with 50,000 or more residents. The Policy Board also includes two town and village positions that rotate on an annual basis, and representatives from the New York State Department of Transportation (NYSDOT), Capital District Transportation Authority (CDTA), Capital District Regional Planning Commission (CDRPC), New York State Thruway Authority (NYSTA), Albany County Airport Authority, and the Albany Port District Commission. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) serve as advisory members to the Committee.

The second major component of CDTC's structure is the Planning Committee. The Planning Committee is primarily composed of technical counterparts to the policy members of the CDTC. For example, mayors serve at the policy level while city engineers or planning directors serve on the Planning Committee (the at-large Planning Committee member may or may not come from the town or village currently serving on the Policy Board). Since the Policy Board meets on a quarterly basis, much of the work necessary to effectively develop recommendations about transportation plans and programs is delegated to CDTC's Planning Committee.

The third element of the CDTC structure is the CDTC staff. CDTC staff members serve as resources to the Policy Board and Planning Committee, both carrying out the assignments given to the staff by the Policy Board and Planning Committee through the UPWP and also identifying opportunities for additional efforts or improved techniques. The staff seeks to apply a diverse set of skills to ensure that CDTC's deliberations are founded on solid technical work and broad public access.

CDTC uses this structure to provide members with a forum to discuss local and regional transportation issues and opportunities and applies those discussions to develop transportation policies and programs for the Capital Region. Figure 3 provides a detailed framework of CDTC’s operating structure.

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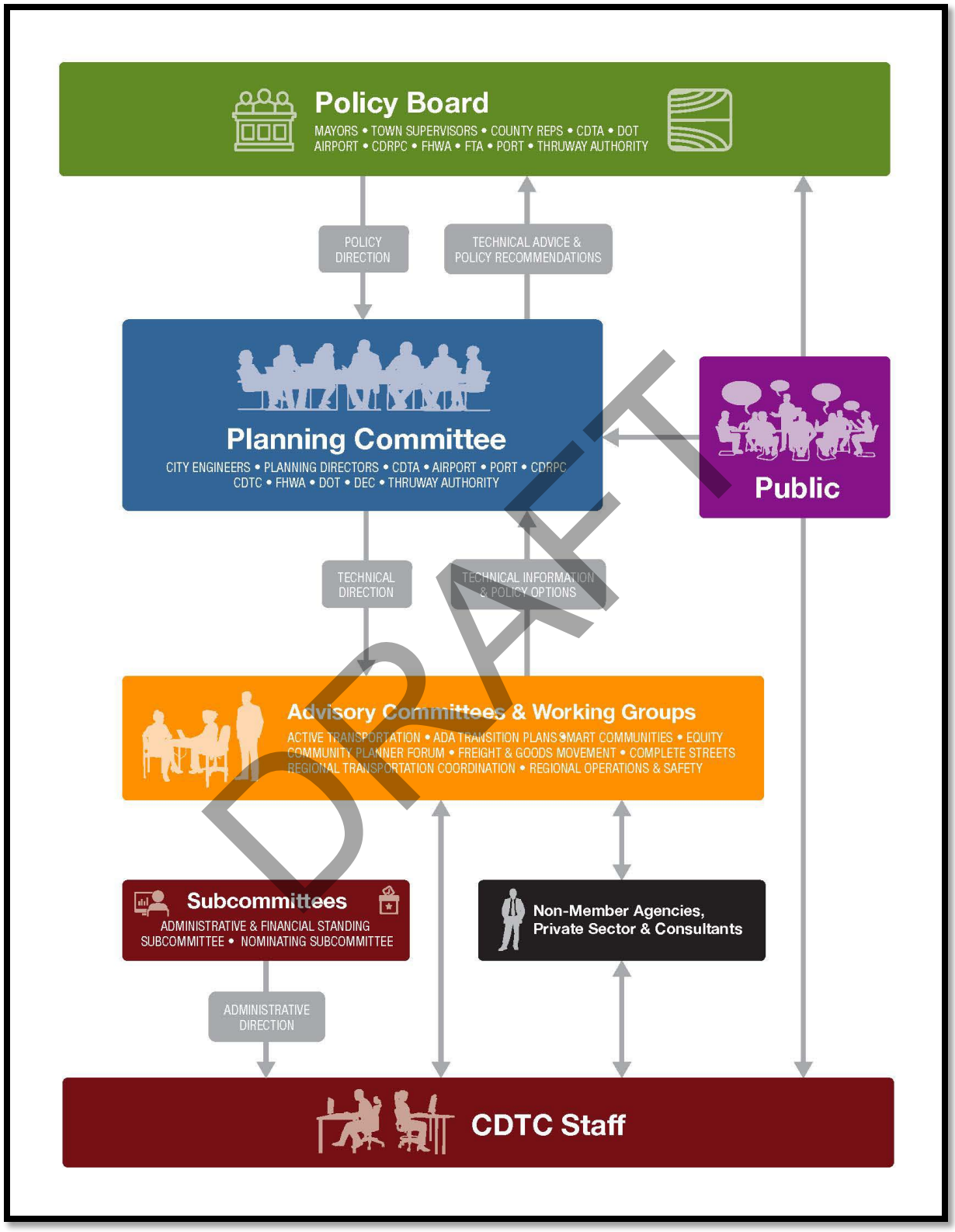
FIGURE 3: CDTC ORGANIZATIONAL STRUCTURE



NEW VISIONS 2050 AND THE TIP

New Visions 2050 is the Metropolitan Transportation Plan (MTP) adopted in September 2020 for the Capital Region. All major CDTC products are guided by this 30-year vision for a safer, more resilient, accessible, technologically advanced, and equitable transportation system outlined in New Visions. It reflects a regional consensus of residents, businesses, state and local government representatives, and transportation providers to use transportation and public policy to promote sustainable economic growth and maintain a high quality of life. This plan articulates a series of short-range and long-range recommendations and actions to help achieve these goals, and an innovative budget approach to ensure implementation of the plan. All projects included in the TIP must be consistent with the MTP.

New Visions does not contain a list of capital projects the region expects to undertake over the next 30 years. CDTC does not substitute New Visions for the careful project-by-project priority setting that takes place in creating the TIP. The centerpiece of New Visions is the 15 planning and investment principles which have inspired a comprehensive and holistic approach to transportation planning and programming.

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Planning and Investment Principles

- **Invest in a Quality Region** – A quality region considers health, the economy, and the environment within an overall framework of land use planning and transportation policies. Creating and sustaining a quality region is central to the direction of New Visions 2050 toward urban investment, concentrated development patterns, and smart economic growth.
- **Make Investments Regionally Equitable** – Transportation investments will address all needs fairly and equally. Funding for appropriate repair, replacement and construction will be based on the function and condition of the facility – not ownership.
- **Support Economic Development** – Transportation is critical to the region's economy. New Visions articulates the transportation investment needed for sustainable regional economic growth.
- **Preserve and Manage the Transportation System** – Transportation funding must be sufficient to both repair and sometimes replace our highway, bridge, and transit infrastructure.
- **Maintain Travel Reliability** – Reliable traffic flow is more important than reducing congestion as traffic congestion is often a sign of an area's economic vitality.
- **Invest in Safety** – Our region will move toward eliminating transportation related deaths and serious injuries by 2050.
- **Invest in Security** – Protection of critical infrastructure from natural disasters, acts of terrorism and cyber-attacks are of increasing concern.

- **Invest in Complete Streets** – Street design will serve all users equitably, including pedestrians, bicyclists, transit riders, freight and personal vehicle drivers and riders.
- **Encourage Bicycle and Pedestrian Travel** – Bicycle and pedestrian improvements will be considered from the perspective of developing a system. A regional system of sidewalks, bicycle facilities, and multi-use trails will encourage safe bicycle and pedestrian use.
- **Invest in Transit** – Innovative and viable transportation services support concentrated development by providing equitable access to reliable and affordable transportation.
- **Provide Essential Mobility for All** – Improve the viability and livability of our built environment through investments in all modes to expand access to opportunity to all residents of the region regardless of income, class, or ability.
- **Prioritize Affordable and Convenient Travel Options** – Regional efforts will prioritize affordable and convenient travel options and programs that encourage behavioral shifts away from single occupancy vehicle (SOV) travel and help balance the transportation system among driving, bicycling, walking, transit, carpooling, vanpooling, and telework.
- **Move Freight Efficiently** – CDTC's planning efforts will embrace freight's key contributions to regional prosperity, while also trying to mitigate the negative impacts of all modes of freight movement on local communities. Maintaining the health and improving the efficiency of freight facilities in the region through public/private partnerships is a high priority.
- **Preserve the Environment** – Transportation investments must improve or preserve the region's cultural and natural environment, must not encourage development in environmentally sensitive areas and must help preserve rural character. Transportation investments will support alternative fuel vehicles and greenhouse gas reduction.
- **Leverage Technology** – Plan for advancements in technology, such as self-driving cars, self-adjusting traffic signals, smartphone applications, and shared mobility, that will have tremendous and wide-reaching impacts on future transportation.

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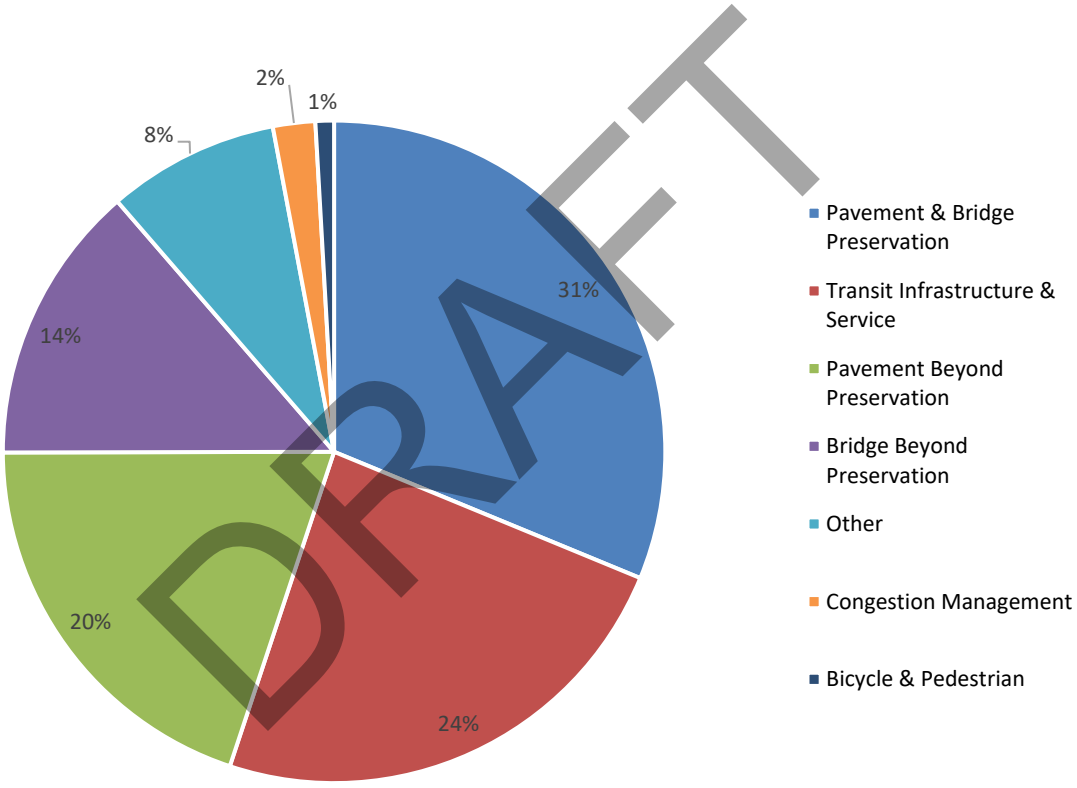
When making decisions about which projects to fund, the MPO considers how the allocation of funds implements New Visions 2050 and how each investment program compares to the funding goals. These principles are directly related to the qualitative portion of the TIP evaluation criteria. These criteria ensure transportation investments make incremental progress towards implementing the New Visions 2050 Plan across all modes and program.

Full implementation of New Visions 2050 means steady progress with physical and technological improvements to the region's transportation system, coupled with significant land use and demand management actions that dampen the rate of travel growth by shifting more trips away from single-occupancy vehicles. The plan focuses on managing and

redesigning existing facilities, services and ways of doing business more than on physically expanding the system.

In addition to the direct policy linkage between New Visions and the TIP, there is a budgetary link as well. As mentioned earlier, CDTC does not identify specific projects to be programmed in New Visions. Instead, funds are programmed to progress goals across all modes and programs, while always considering the regional equity of funding. Figure 4 demonstrates the proposed distribution of programming of in the New Visions 2050 Financial Plan. This distribution is used to guide the programming of new TIP projects.

FIGURE 4 – NEW VISIONS 2050 PROPOSED PROGRAMMING



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Source: New Visions 2050 Financial Plan, Table 1

SECTION III -

FINANCIAL PLAN

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FEDERAL FUNDING PROGRAMS & ELIGIBILITY

The 2022 – 2027 CDTC TIP contains all projects expected to use federal funding in federal fiscal years (FFY) 2022 through FFY 2027 in the CDTC planning area. All TIP projects must be eligible for at least one of the federal aid eligible fund sources being programmed during the TIP update process. The following formula funds in the core Bipartisan Infrastructure Law (BIL) programs serve as the basis for project programming in the TIP:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STP - Flexible and Large Urban funds)
- Highway Safety Improvement Program (HSIP)
- FTA Section 5307
- FTA Section 5339
- FTA Section 5310

The TIP may also include federal fund sources that were not part of the core funding programmed during the CDTC TIP update process including, but not limited to:

- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)
- Recreational Trails Program (RTP)
- National Highway Freight Program (NHFP)

The BIL also introduced two new formula programs and numerous discretionary funding programs that have yet to be programmed and will likely be added to the 2022-2027 CDTC TIP by amendment.

More detailed descriptions of core federal fund sources are provided in Appendix B and a complete list of federal funding programs authorized in the BIL can be found on the Federal Highway Administration website at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/.

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ESTIMATION OF PLANNING TARGETS

Estimating the available funds is a cooperative process between the State, the MPO and transit authority. For the 2022-2027 TIP Update, the New York State Department of Transportation (NYSDOT) Main Office set aside highway funds for statewide initiatives, then provided allocations to its regions. NYSDOT Region One then produced proposed budget estimates for the CDTC area, using the Regional allocation. Table 1 below shows the CDTC Region planning targets proposed by NYSDOT Region One. The targets were accepted by the Planning Committee at the April 20, 2022, CDTC Planning Committee Meeting. CDTC

coordinated with CDTA to obtain available federal transit funds. Table 2 below shows the CDTC Region Transit Planning Targets.

TABLE 1 – 2022-2027 TIP CDTC REGION PLANNING TARGETS

Fund Source	Year 1 FFY23	Year 2 FFY24	Year 3 FFY25	Year 4 FFY26	Year 5 FFY27	Total
NHPP	60.634	53.184	53.184	53.184	53.184	**273.372**
STBGP-Flex	9.846	6.735	6.735	6.735	6.735	**36.786**
STPBGP-LG Urb.	14.706	11.215	11.215	11.215	11.215	**59.565**
HSIP	5.107	4.451	4.451	4.451	4.451	**22.913**
Total	**90.293**	**75.586**	**75.586**	**75.586**	**75.586**	**392.636**

Note: The Federal Fiscal Year (FFY) begins on October 1 and ends September 30. The FFY is designated by the calendar year in which it ends (i.e. FFY23 begins October 1, 2022 and ends September 30, 2023).

TABLE 2 – 2022-2027 TIP CDTC REGION TRANSIT PLANNING TARGETS

Fund Source	Year 1 FFY23	Year 2 FFY24	Year 3 FFY25	Year 4 FFY26	Year 5 FFY27	Total
Urbanized Area Formula Grants (Section 5307)	24.662	25.229	25.810	26.403	27.011	**102.104**
Bus and Facilities Program (Section 5339)	1.687	1.725	1.765	1.806	1.847	**6.983**
Total	**26.349**	**26.955**	**27.575**	**28.209**	**28.858**	**109.087**

Note: The Federal Fiscal Year (FFY) begins on October 1 and ends on September 30. The FFY is designated by the calendar year in which it ends (i.e., FFY23 begins October 1, 2022, and ends September 30, 2023).

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Year of Expenditure and the TIP

As required by 23 CFR § 450.326, all project costs on the TIP must be shown in year of expenditure dollars. Information on recommended year of expenditure (YOE) dollars and inflation factors were provided by NYSDOT and adhered to by CDTC.

All cost estimates in the 2022 – 2027 CDTC TIP were adjusted for inflation based on the year of construction requested by the project sponsor. Year over year inflation rates are detailed in Table 3. (i.e., if the sponsor requested construction phase be in state fiscal year (SFY) 25, the total project cost was inflated by 6.0%)

TABLE 3 – YEAR OVER YEAR INFLATION FOR TIP CANDIDATE PROJECTS

Annual Period	Simple Year Over Year Inflation
SFY 21-22	0.00%
SFY 22-23	2.00%

Annual Period	Simple Year Over Year Inflation
SFY 23-24	4.00%
SFY 24-25	6.00%
SFY 25-26	8.00%
SFY 26-27	10.00%
SFY 27-28	12.00%
SFY 28-29+	14.00%

FISCAL CONSTRAINT

As required by 23 CFR § 450.326, the TIP must demonstrate financial constraint. This means that a project or project phase can only be included if full funding is reasonably anticipated within the time frame of the TIP. To demonstrate financial constraint CDTC staff worked with NYSDOT and CDTA to develop estimates of current and / or reasonably available revenues for Highway and Transit fund sources for the 2022 – 2027 CDTC TIP. All projects programmed to the TIP were added with regard to fiscal constraint and fund source limitations. Table 4 below shows the estimated Budget Estimates and Programmed funds in the 2022 – 2027 CDTC TIP.

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TABLE 4 – 2022 - 2027 TIP FISCAL CONSTRAINT TABLE

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2022 – 2027 TIP FUNDING SUMMARY

The Draft 2022-2027 TIP includes approximately $541 million of federal, state, local, and Other fund sources over the five-year period beginning in Federal Fiscal Year (FFY) 2022 through FFY 2027. Draft TIP programming includes all projects that have "rolled-in" from the previous TIP, multi-site projects and regional set-asides, transit projects, and all new site-specific projects programmed during the 22-27 TIP update process.

The following charts and tables summarize the funding included in the 2022 – 2027 CDTC TIP at the time of approval.

FIGURE 5 -2022 – 2027 TIP PROGRAMMING BY FUND TYPE

Federal, State, Local, Other

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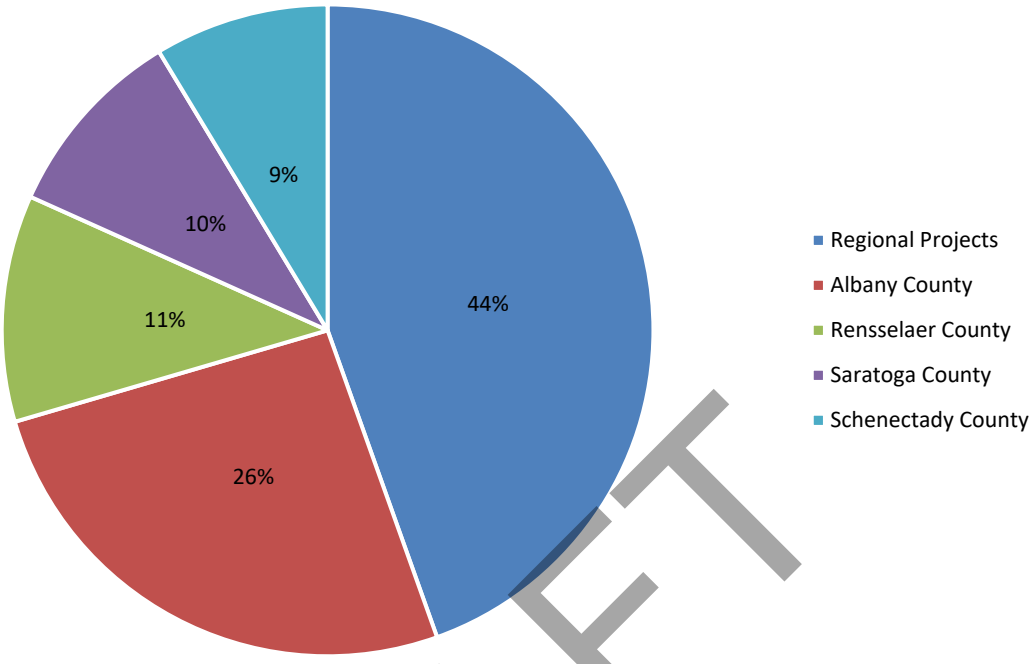
FIGURE 6 – 2022 – 2027 TIP PROGRAMMING BY COUNTY



Source: 2022 – 2027 CDTC TIP Programming

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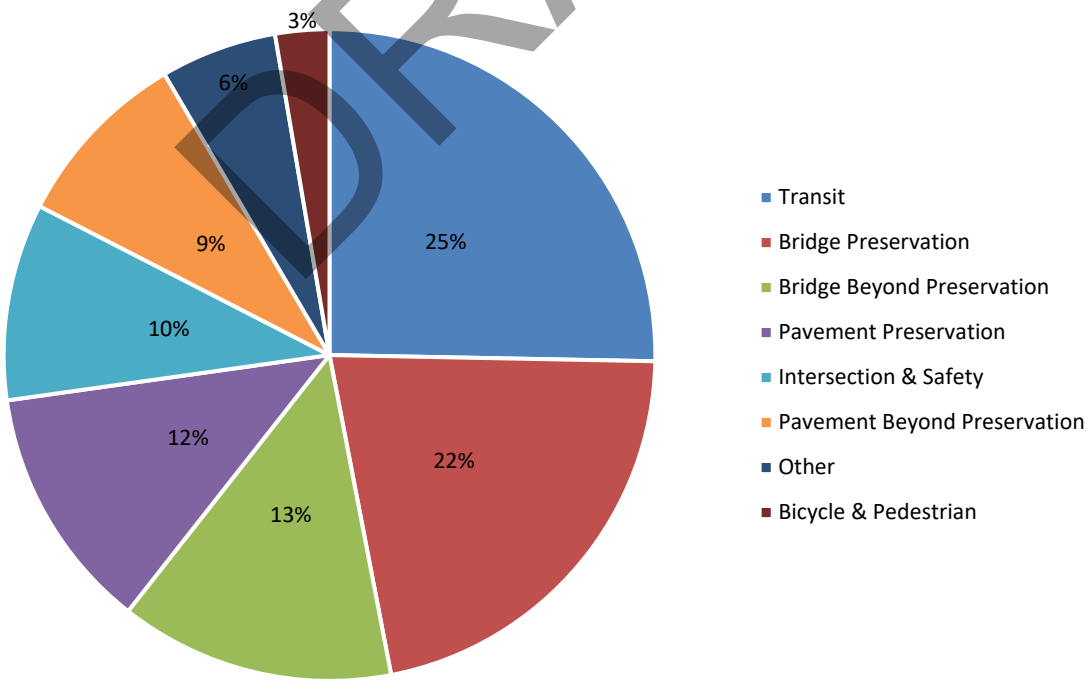
FIGURE 7 – 2022 – 2027 TIP PROGRAMMING BY PROJECT TYPE



Source: 2022 – 2027 CDTC TIP Programming

TABLE 5 – 2022 – 2027 TIP PROGRAMMING BY SPONSOR

TIP Project Sponsor	5-Year Cost ($M) (Matched and Inflated)	%
NYSDOT	314.188	58.03%
CDTA	137.002	25.30%
City of Schenectady	11.459	2.12%
City of Troy	8.938	1.65%
Albany County	7.330	1.35%
City of Albany	7.196	1.33%
Regional HSIP Set-Aside	7.000	1.29%
Saratoga County	6.807	1.26%
City of Rensselaer	6.003	1.11%
City of Cohoes	5.935	1.10%
City of Watervliet	5.554	1.03%
Town of Wilton	4.274	0.79%
Village of Scotia	4.108	0.76%
Town of Bethlehem	3.442	0.64%
Schenectady County	3.272	0.60%
Village of Green Island	2.085	0.39%
Town of Clifton Park	1.637	0.30%
Town of Glenville	1.602	0.30%
Town of Malta	1.000	0.18%
CDTC	0.675	0.12%
Town of Guilderland	0.540	0.10%
Town of Halfmoon	0.500	0.09%
Town of Colonie	0.485	0.09%
Town of East Greenbush	0.286	0.05%
City of Saratoga Springs	0.107	0.02%
Grand Total	**541.425**	**100.00%**

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SECTION IV -

TRANSPORTATION IMPROVEMENT PROGRAM

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OVERVIEW OF THE 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM

The new State TIP (STIP) will take effect on November 1, 2022 and will cover the period through September 30, 2026 (the four-year STIP period). The TIP will cover an additional federal fiscal year (FFY), running through September 30, 2027 (covering CDTC's full five-year period). Historically, the STIP and TIP go into effect on October 1 (the start of the new FFY), however, the 2022 – 2027 TIP update process was delayed due to uncertainty regarding the Bipartisan Infrastructure Law (BIL).

The Transportation Improvement Program (TIP) is the 5-year capital program of federally funded transportation projects for the CDTC planning area. As required by 23 CFR § 450.326 Metropolitan Planning Organizations (MPOs) must develop a Transportation Improvement Program (TIP) in cooperation with state departments of transportation (NYSDOT) and regional public transportation operators (i.e. CDTA). The TIP should support the priorities included in the regional Metropolitan Transportation Plan (New Visions 2050) and be updated at least every four (4) years and be approved by the MPO and the Governor[1].

CDTC's goal is to produce a "balanced" TIP that contributes to implementation of the New Visions 2050 Plan and meets both the letter and spirit of federal regulations. Additionally, CDTC emphasizes funding for projects that preserve existing infrastructure, an approach consistent with the "Preservation First" Policy outlined in the NYSDOT Transportation Asset Management Program[2]. A detailed description of CDTC project types including "Preservation", and "Beyond Preservation" can be found in Appendix M.

23 CFR § 450.326 requires that the TIP must:

- Provide the opportunity for public input
- Support progress towards statewide performance targets
- Contain Regionally Significant projects regardless of if they use federal funding or not
- Contain descriptive information on each project phase including logical termini, project length, cost, responsible agency, etc.
- Contain a financial plan that demonstrates how the approved TIP can be implemented.

To successfully meet these requirements, CDTC followed the following steps to develop the 2022-2027 TIP. These steps are not necessarily listed in the order that they are completed.

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[1] Please reference 23 CFR § 450.326 for more information on TIP development and requirements. https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#450.326

[2] https://www.dot.ny.gov/programs/capital-plan/repository/Final%20TAMP%20June%2028%202019.pdf

1. **Solicitation for New Candidate Projects:** Based on the assumption that sufficient funding would be provided for new projects, CDTC opened solicitation for new TIP candidate projects in September 2021.

2. **Evaluation of New Candidate Projects**
   CDTC staff conducts a comprehensive evaluation of all new candidate projects. CDTC TIP candidate project evaluation consists of a calculation of the benefit/cost ratio (a quantitative score with a maximum of 50) and a merit evaluation scoresheet (a qualitative score with maximum of 50) for a total maximum score of 100 for each project. The higher the total candidate project score, the higher the probability that the project will be awarded TIP funding.

3. **Existing Projects with All Funds in the Current TIP Already Obligated:** A list of existing 2019-2024 TIP projects whose funds had all been obligated by the beginning of the 2021-2022 FFY was presented to CDTC's Planning Committee. These projects were approved to **not be** included in the 2022-2027 TIP.

4. **Existing Projects with Funds Not Yet Obligated in the Current TIP:** Existing 2019-2024 TIP projects with funds not yet obligated were discussed by the Planning Committee. The Planning Committee acted to include all of them in the 2022-2027 TIP with funding in the same FFY as the current TIP.

5. **Annual Budget Estimates By Fund Source:** Estimates of annual funding by fund source were proposed by NYSDOT Region One and adopted by the Planning Committee.

6. **Multi-Site Project and Regional Set-Asides:** Prior to programming funding for site specific projects, CDTC programs funding for the NYSDOT Multi-Site Program and other regional set-asides developed during the TIP update process. More detail on these projects can be found in the following sections.

7. **Transit Fund Sources:** CDTA proposed projects (in most cases continuing existing projects) to be funded with transit fund sources. These projects were approved as proposed for inclusion in the 2022-2027 TIP by the Planning Committee.

8. **Programming New Projects:** After all the above steps, candidate TIP projects were considered for inclusion in the 2022-2027 TIP. Projects were programmed by the Planning Committee with regard to fiscal constraint and fund source limitations.

9. Public Review and Consultation:

10. Adoption of Final TIP document:

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SOLICITATION FOR NEW CANDIDATE PROJECTS

On September 10, 2021, CDTC issued a solicitation for new TIP projects to be considered for the 2022-2027 TIP Update. A public notice was issued, and the solicitation notice was provided to the CDTC Policy Board, Planning Committee, state and local governments, and other potential project sponsors. In addition, a TIP update webpage was launched that included the solicitation and evaluation information, as well as supporting documents and data.

Project sponsors were required to complete a new online TIP project application form developed for the 2022 – 2027 TIP update. The online application featured a unique application for six different project types including Bridge Projects, Roadway Projects, Bicycle Facilities, Pedestrian Facilities, Safety Projects, and Other. Full PDF versions of the candidate project applications can be found on the CDTC TIP update webpage. Project sponsors were required to provided information on project limits, scope, schedule, and cost sufficient to determine the federal-aid eligibility of the project and to provide the information needed for the project evaluation process. Candidate projects are categorized according to type and are evaluated quantitatively and qualitatively. The evaluation results prepared by CDTC are used by Planning Committee to prepare a recommended TIP Program for Policy Board approval.

TIP project submissions were due December 3, 2021. In total, 93 candidate project applications were received from 24 project sponsors.

MULTI-SITE PROJECTS AND REGIONAL SET-ASIDES

Prior to programming funding for site specific projects, CDTC programs funding for the NYSDOT Multi-Site Program and other regional set-asides developed during the TIP update process. Regional projects can be added to the TIP in one of two ways, as outlined below.

1) **Block Funding**: Used for regional multi-site projects for which CDTC has determined that there is no need to approve individual elements as they are identified. The responsible agency can appropriate funds and implement projects as needed without adding the specifics to the TIP. (i.e., RG15 - Durable Pavement Markings)

2) **Placeholder for Specific Projects**: Used as a budgetary placeholder for projects not yet identified. New projects can be added with funds taken from the placeholder set-aside as a Drawdown. New projects must have specific scopes and limits and need Planning Committee approval (at a minimum) to be added to the TIP. In some cases, a sponsor can propose a project be added from the set-aside via amendment letter and for others, CDTC will solicit for projects after the TIP update process. (i.e., RG131 – Bus Rapid Transit Set-Aside)

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The following sections detail the multi-site and regional set-aside projects included in the 2022 – 2027 CDTC TIP.

NYSDOT Multi-Site Program Projects

New York State Department of Transportation (NYSDOT) uses federal funding on the TIP to address ongoing maintenance and operations activities in the CDTC region. These activities include, but are not limited to, pavement preservation, bridge preservation, culvert replacement, and guiderail replacement. The NYSDOT Multi-Site Program included on the 2022 – 2027 TIP accounts for $96.507M over the five-year period. NYSDOT Multi-Site Program projects are considered Block Funding, according to the definition provided above.

The following NYSDOT Multi-Site Program Projects are included in the 2022 – 2027 TIP.

TIP #	PIN	Project Name
RG134	1810.81	State Misc. Bridge Preservation
RG135	1810.35	State Culvert Replacement
RG15	1810.57	Durable Pavement Markings
RG133	1810.33	Guiderail Replacement
RG37	1811.36	HELP Truck Program
RG142	1811.26	Overhead Sign Structure Replacement
RG136	1810.66	State Misc. Pavement Preservation
RG37A	1810.46	TMC Operations, Engineering, and ITS Support
RG23	1810.16	Traffic Signal Replacement

CDTA Bus Rapid Transit Set-Aside

While CDTA has access to capital and operating funds through the Federal Transit Administration, CDTC also reserves highly competitive Surface Transportation Block Grant Program funds for transit projects in a regional set-aside. This set-aside helps progress the design and construction of the region's Bus Rapid Transit (BRT) network and has aided in implementing key recommendations of CDTC's Metropolitan Transportation Plan, New Visions. Historically, the funds have been used to leverage an additional $133 million in other state/federal funds for the region. In the 2022 – 2027 TIP the CDTA BRT set-aside reserves $17.750M over 5 years.

Specific BRT investments include, but are not limited to:

- Stations – Structure, site work, utilities, street amenities, security features, and pedestrian/bicycle safety improvements of surrounding area
- Transit Priority Infrastructure – Queue-jumpers, transit signal priority, traffic signal upgrades/replacements, bus-only rights of way

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- Vehicles & Maintenance – BRT branded fleet, articulated buses, garage improvements

The CDTA BRT Set-aside is considered a Placeholder for Specific Projects, according to the definition provided above.

The following Project is included in the 2022 – 2027 TIP as the CDTA Bus Rapid Transit Set-aside.

TIP #	PIN	Project Name
RG131	CDTC.31	Bus Rapid Transit

Highway Safety Improvement Program Set-Aside

Highway Safety Improvement Program (HSIP) funds are used for safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Spending HSIP funds requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Due to these requirements, and the data driven approach to programming HSIP funds, CDTC was not able to determine HSIP eligibility for most candidate projects at the time of programming for the 2022 – 2027 TIP. CDTC determined that a set-aside would be used to program HSIP funds at a later date when more detailed analysis could be done to determine HSIP eligibility on specific candidate projects. In the 2022 – 2027 TIP the CDTC Highway Safety Improvement Program Set-Aside reserves $7.000M over 5 years.

The CDTC Highway Safety Improvement Program Set-Aside is considered a Placeholder for Specific Projects, according to the definition provided above.

The following Project is included in the 2022 – 2027 TIP as the Highway Safety Improvement Program Set-Aside.

TIP #	PIN	Project Name
TBD	TBD	CDTC HSIP Set-Aside

CDTC Project Development Support Set-Aside

CDTC reserves competitive Surface Transportation Block Grant Program Funding in a CDTC Project Development Support regional set-aside. This set-aside Supports TIP project sponsors with the development of traffic forecasts and other material for TIP project development and design purposes. In the 2022 – 2027 TIP the CDTC Project Development Support set-aside reserves $0.675M over 5 years. These funds are included in the CDTC

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Unified Planning Work Program (UPWP) under task 5.61 – TIP Project Development Support.

The CDTC Project Development Support Set-aside is considered Block Funding, according to the definition provided above.

The following Project is included in the 2022 – 2027 TIP as the CDTC Project Development Support Set-aside.

TIP #	PIN	Project Name
RG29	1755.63	CDTC Project Development Support

EVALUATION OF NEW CANDIDATE PROJECTS

New TIP projects are selected for inclusion in the TIP based on the selection process cooperatively developed by the CDTC Staff, NYSDOT, CDTA, and other members of CDTC's Planning Committee. During each TIP update, CDTC staff conducts a comprehensive evaluation of all new candidate projects. CDTC TIP candidate project evaluation consists of a calculation of the benefit/cost ratio (a quantitative score with a maximum of 50 points) and a merit evaluation scoresheet (a qualitative score with maximum of 50 points) for a total maximum score of 100 for each project. The higher the total candidate project score, the higher the probability that the project will be awarded TIP funding.

The benefit cost analysis calculates five different measures of project benefits including, facility life benefits, mobility benefits, safety benefits, user cost benefits, and other benefits. The total benefit/cost ratio is the sum of these five categories of quantifiable project benefits divided by the annualized cost of the project.

In addition to calculating a project benefit/cost ratio, CDTC staff completes a Merit Evaluation Scoresheet for each candidate project, which can award a project up to 76 points (scaled to 50). The scoresheet consists of 12 categories, which align closely with the Planning and Investment principles outlined in CDTC's Metropolitan Transportation Plan, New Visions 2050. The higher a candidate project score in the Merit Evaluation, the more consistent it is with the plan, and the higher the probability that the project will be awarded TIP funding.

Once a comprehensive analysis of each project is completed, CDTC staff develops a series of project Fact Sheets and Summary Tables with detailed information and total project scores of each candidate project. The Fact Sheets and Summary Tables are provided to the Planning Committee for review before new project programming begins.

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PROGRAMMING NEW PROJECTS

The CDTC Planning Committee selects new TIP projects for programming using the Total Project Scores provided by CDTC staff as guidance, however, sponsor need, local priority, fiscal constraint, geographic balance, and other factors also play an important role in the selection of new projects for inclusion on the TIP. More details on CDTC's project evaluation procedure can be found in Appendix G.

New Projects on the 2022 – 2027 CDTC TIP

Using the methodology outlined in the previous section, the following new projects were programmed to the 2022 – 2027 CDTC TIP during the TIP Update process. Greater detail on each project can be found in the project listings.

TABLE 6 – NEW PROJECTS ADDED TO THE TIP

TIP#	PIN	Sponsor	Project Name	5-Year Cost ($M)
A610	176229	Albany County	Albany Shaker Rd Corridor Enhancement (Design Only)	0.780
A611	176230	City of Albany	Central Avenue Reconstruction Project	5.970
A612	176231	City of Albany	Frisbie Avenue Reconstruction Project - Second Avenue to McCarty Avenue	0.624
A613	176231	City of Albany	Frisbie Avenue Reconstruction Project Second Ave to Garden Street	0.602
A614	176232	City of Cohoes	City of Cohoes Columbia Street Pedestrian Accessibility and Safe Routes to School Enhancements	5.935
SA337	176233	City of Saratoga Springs	Pedestrian/ADA Traffic Signal Improvement project	0.107
S275	176234	City of Schenectady	Brandywine-McClellan Pedestrian Improvements	1.723
S276	176235	City of Schenectady	Craig Street Connector	4.792
S277	176236	City of Schenectady	Crane Street Bridge Major Rehabilitation	4.239
S278	176237	City of Schenectady	Schenectady Park Connector Expansion	0.536
R350	176238	City of Troy	Federal Street Corridor Improvements (Design Only)	0.668
A615	176239	City of Watervliet	25th Street Corridor Rehabilitation	5.554

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TIP#	PIN	Sponsor	Project Name	5-Year Cost ($M)
A616	TBD	NYSDOT	I-787-South Mall Interchange Bridge Element Specific Repairs, BINs 1092940 & 109299B	15.300
A617	TBD	NYSDOT	I-787 to SME EB, City of Albany, Albany County	17.550
SA338	TBD	NYSDOT	I-87 Exit 16 Interchange Improvements and Bridge Replacement	9.000
S279	TBD	NYSDOT	I-890 Resurfacing from I-90 Exit 25 to Broadway/Erie Blvd	5.040
A618	TBD	NYSDOT	I-90 Pavement Resurfacing Corporate Woods To I-787	3.906
A619	TBD	NYSDOT	I-90 Pavement Resurfacing I-87 To Corporate Woods	4.232
SA339	TBD	NYSDOT	Nelson Avenue Extension Over I-87, City of Saratoga Springs	5.330
S280	TBD	NYSDOT	Replace Route 146 over Chrisler Avenue. Town of Rotterdam, Schenectady County	7.560
SA340	TBD	NYSDOT	River View Rd Over I-87, Bridge Replace	7.975
A620	TBD	NYSDOT	Route 145 Slope Repair and Pavement Resurfacing Project	5.786
S281	TBD	NYSDOT	Route 146 over I-890, City of Schenectady, Schenectady County	8.940
A621	TBD	NYSDOT	Route 2 at Swatling Road Safety Enhancements	4.950
SA341	TBD	NYSDOT	Route 32 Over Fish Creek, Town of Saratoga, Saratoga County	1.298
A622	TBD	NYSDOT	Route 396 Over Coeymans Creek	2.010
A623	TBD	NYSDOT	Route 5 (Central Ave.) Pavement Resurfacing and Drainage Repairs - Part 1	7.876
S282	TBD	NYSDOT	Route 5S Slope Repair - Rotterdam	3.100
R351	TBD	NYSDOT	Route 7 Pavement Rehabilitation	12.720
A624	TBD	NYSDOT	Rt. 5 Central Ave Drainage Repair and Pavement Resurfacing Part 2	10.500
A625	TBD	NYSDOT	Water Street Over D&H Railroad, Element Specific Bridge Work	5.693
SA342	176240	Saratoga County	CR 109 Kinns Road-Plank Road Intersection Improvement	1.977
SA343	176241	Saratoga County	Dimmick Rd Bridge (BIN3304510) Replacement	1.805
SA344	176242	Saratoga County	Rehabilitation of BIN 3304520 - Heath Road over Sturdevant Creek, Town of Corinth	0.374
SA345	176243	Saratoga County	Zim Smith Northern Trail Extension (Design Only)	0.500
S283	176244	Schenectady County	Grand Boulevard Pavement Preservation & Bicycle Facility Improvement Project	1.123

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TIP#	PIN	Sponsor	Project Name	5-Year Cost ($M)
S284	176245	Schenectady County	I-890 Exit 4C State Street Washington Ave. Transportation Planning and Environmental Study (PEL Study)	0.440
A626	176246	Town of Bethlehem	Cherry Avenue Extension Multiuse Path (Design Only)	0.409
SA346	176247	Town of Clifton Park	NY Route 146 Miller Road and Tanner Rd and NY Route 146 Waite Road Intersection Improvements (Design Only)	0.500
R352	176248	Town of East Greenbush	Gilligan Road Sidepath and Multimodal Enhancements Project (Design Only)	0.286
S285	176249	Town of Glenville	Freemans Bridge Road Multi-Use Path Phase II	1.602
SA347	176250	Town of Halfmoon	Intersection Improvements at NY Route 236 and Guideboard Road (CR 94) (Design Only)	0.500
SA348	176251	Town of Malta	East Line Road and Route 67 Roundabout Project (Design Only)	1.000
SA349	176252	Town of Wilton	NY 50 Safety Improvements (Design Only)	0.500
SA350	176253	Town of Wilton	Town of Wilton Traffic Safety and Pedestrian Connectivity Improvement Project	3.774
A627	176254	Village of Green Island	Arch Street Reconstruction and Improvement Project	2.085
R353	176255	City of Troy	River Ferry Intersection	4.803

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TRANSIT FUND SOURCES AND PROJECTS

Project selection for dedicated transit funds is considered separately from the site-specific project evaluation and selection process. CDTA staff provided CDTC with Transit Funding Budget Estimates for the 5-year TIP period and proposed estimated funding by year and fund source for ongoing transit projects. The following projects funded with dedicated transit funds are included in the 2022 – 2027 TIP. FTA releases their complete apportionment tables annually each spring, which provide the actual allocations for transit fund sources. The costs shown below are estimates and will be updated annually to reflect actual funds available for each project.

More details of projects funded with transit fund sources can be found in the project listings.

TIP #	PIN	Fund Source	Project Name
T11	1821.18	Sect. 5307	Passenger Facility Improvements at Various Locations
T14B	CDTC.08	Sect. 5307 – Sar	Transit Operations Support for Saratoga Service: Preventive Maintenance & Operating Assistance
T16	1821.80	Sect. 5307	Transit Support Vehicles
T17	1820.48	Sect. 5307 & 5339	Transit Bus Replacement / Expansion
T57	1TR6.04	Sect. 5307	Preventive Maintenance
T77	CDTC.20	Sect. 5307	Capital Cost of Contracting for Commuter Service in the Capital District to points North, West and South
T6B	1820.37	Sect. 5307	STAR Buses Replacement and Expansion

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PUBLIC REVIEW AND CONSULTATION

The Capital District Transportation Committee (CDTC) adopted its Public Participation Policy in 2021 documenting CDTC's holistic and ongoing approach to public participation. The policy outlines criteria and goals for meaningful public involvement in the metropolitan transportation planning process through a variety of strategies and tools. The goals of the policy are to "establish a thorough, inclusive process that uses creative approaches to offer the public continuous opportunities to shape the region's transportation system." The policy requires a 25-day public review period specifically for the Transportation Improvement Program (TIP).

In developing a public participation plan for the TIP, CDTC conducted an equity scan to identify historically and ongoing disadvantaged communities and create engagement processes and opportunities that enable their participation and ability to provide input during the public review period. CDTC encourages input from all stakeholders and ensures that all segments of the population, including Limited English Proficient (LEP) persons, have the opportunity to be involved in the metropolitan transportation planning process. To date, CDTC has not come in contact with LEP persons or received requests for language-assistance in the planning process but will provide translation of vital documents and key selected documents on request, and oral interpreting when necessary and possible. Appropriate services will also be provided to qualified individuals with disabilities who submit a request at least seven days prior to a meeting or event.

CDTC has planned a series of public participation opportunities that employ a range of strategies and technologies in order to make the metropolitan transportation planning process reasonably accessible to as many stakeholders as possible.

PLACEHOLDER FOR SUMMARY OF PUBLIC INVOLVEMENT ACTIVITIES

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SECTION V -

PERFORMANCE MANAGEMENT

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FHWA AND FTA TRANSPORTATION PERFORMANCE MANAGEMENT

Background

Pursuant to federal requirements, MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the United States Code [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Capital Assets Condition – To maintain the highway infrastructure and transit capital asset systems in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice

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On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The Capital District Transportation Committee (CDTC) TIP was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT) and Capital District Transportation Authority (CDTA). It reflects the investment priorities established in the New Visions 2050 Plan, which incorporates comments and input from affected agencies and organizations and the public.

TIPs “shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets” [23USC §134(j)(2)(D)]. TIPs and metropolitan transportation plans (MTPs) adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program
- July 20, 2021 – Public Transportation Agency Safety Plan

This portion of the 2022 – 2027 CDTC TIP meets the requirements of 23USC §134(j)(2)(D).

HSIP and Highway Safety

Performance Targets

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the Federal Register with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce "the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State." The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT HSIP annual report documents the statewide performance targets

The CDTC agreed to support the NYSDOT statewide 2022 targets for the following Safety PM measures based on five-year rolling averages per Title 23 Part 490.207 of the Code of Federal Regulations on September 2, 2021, via Resolution #21-2:

Performance Measure	NY Statewide Target 2022
Number of Fatalities	1,005.4
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	0.818
Number of Serious Injuries	11,173.9
Rate of Serious Injuries per 100 million VMT	9.084
Number of Nonmotorized Fatalities and Serious Injuries	2,644.1.5

Anticipated Effects

Safety is a critical component of CDTC's mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP. CDTC TIP candidate project evaluation consists of a calculation of the benefit/cost ratio (a quantitative score with a maximum of 50) and a

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merit evaluation scoresheet (a qualitative score with maximum of 50) for a total maximum score of 100 for each project. The higher the total candidate project score, the higher the probability that the project will be awarded TIP funding.

If a proposed project is anticipated to reduce crashes, the safety benefit component of the benefit/cost ratio increases, resulting in a higher benefit/cost ratio. The safety benefits for the project are measured in the dollar value of the projected reduction in crashes per year calculated by using the steps described in Appendix H. Established countermeasures and crash reduction factors are used to estimate the safety benefit of each project. The methodology used is consistent with the methodology used by NYSDOT as contained in the NYSDOT document Highway Safety Improvement Program Procedures and Techniques and specifically in form TE 164, Safety Benefits Evaluation Form, Method 1.

Safety is considered in CDTC's Merit Evaluation Scoresheet in the "Safety & Security" category which can award a project up to 11 merit points. This category evaluates a project's additional safety benefits beyond the crash history and a project's impact to resiliency to natural disasters. The merit evaluation scoresheet also includes a "Performance" category, which evaluates each project on its impact to CDTC's approved performance measures. A project can be awarded up to 3 merit points if it has a positive impact on 50% or more of the existing performance targets. The more points a project receives in these categories, the higher the overall merit score for the project. For additional information regarding the merit evaluation scoresheet, see Appendix G.

The TIP includes projects programmed with HSIP funds and other fund sources that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT's safety performance targets.

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Transit Asset Management

Performance Targets

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair" (SGR), requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes performance measures for four transit asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2016.

Public transportation providers must establish TAM targets annually for the following fiscal year and report them to FTA. Each provider shares its targets with the MPO in which the provider's projects and services are programmed in the MPO's TIP. The MPO is required to establish its first set of TAM targets within 180 days of the date that public transportation provider established its first targets. After this, MPOs are not required to establish TAM targets each year after the transit provider establishes targets. Instead, MPOs must set updated TAM targets when the MPO updates its LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate transit asset management targets for the MPO planning area.

FTA defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or a State or Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 vehicles or less in one non-fixed route mode. Tier I providers must establish their own transit asset management targets, while Tier II providers have the option to establish their own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor for the entire group. A state DOT is typically the group TAM plan sponsor.

The Capital District Transportation Authority (CDTA), a Tier I provider, is the only transit provider that operates in the CDTC planning area.

The CDTA set the following transit asset management targets on April 13, 2018:

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TABLE 7 – TRANSIT ASSET TARGETS – ROLLING STOCK

Rolling Stock Performance Measure		Percentage of revenue vehicles within an asset class that have either met or exceeded their Expected Useful Life (instead of the Useful Life Benchmark) – Measures state of good repair					
Type	**Asset Class – Rolling Stock (Revenue Vehicles by Mode)**	**Useful Life Benchmark (ULB) Category**	**Quantity in FY 2020**	**ULB (Years)**	**Expected Useful Life (Years)**	**2019 & 2020 Target**	**FY 2020 % Exceeding Expected Useful Life**
Transit Coach	Bus – Articulated (60 foot)	Articulated Bus	9	14	12	10%	0%
	Bus – BRT	Bus	15	14	12	10%	0%
	Bus - Hybrid (30 foot)	Bus	8	14	10	10%	100%
	Bus - Hybrid (40 foot)	Bus	64	14	12	10%	9%
	Bus - Large Bus (30 foot)	Bus	8	14	10	10%	100%
	Bus - Large Bus (40 foot)	Bus	134	14	12	10%	6%
Transit Commuter	Bus - Commuter Service (40-45 foot)	Over-the-Road Bus	14	14	12	10%	36%
	Bus - Medium Bus (26-29 foot)	Cutaway Bus	2	10	7	10%	50%
Paratransit	Bus - Small Bus (20-25 foot)	Minibus	30	10	5	10%	10%
Trolley	Trolley	Trolleybus	7	13	10	10%	14%

Source: CDTA

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TABLE 8 – TRANSIT ASSET TARGETS – EQUIPMENT

Equipment Performance Measure		Percentage of revenue vehicles within an asset class that have either met or exceeded their Expected Useful Life (instead of the Useful Life Benchmark) – Measures state of good repair					
Type	**Asset Class - Equipment (Non-revenue support, service and maintenance vehicles)**	**Useful Life Benchmark (ULB) Category**	**Quantity in FY 2020**	**ULB (Years)**	**Expected Useful Life (Years)**	**2019 & 2020 Target**	**FY 2020 % Exceeding Expected Useful Life**
Non-	Car/Van/SUV	Automobile	25	8	5	20%	40%

Equipment Performance Measure		Percentage of revenue vehicles within an asset class that have either met or exceeded their Expected Useful Life (instead of the Useful Life Benchmark) – Measures state of good repair					
Type	**Asset Class - Equipment (Non-revenue support, service and maintenance vehicles)**	**Useful Life Benchmark (ULB) Category**	**Quantity in FY 2020**	**ULB (Years)**	**Expected Useful Life (Years)**	**2019 & 2020 Target**	**FY 2020 % Exceeding Expected Useful Life**
Revenue	Non-Revenue	Automobile	2	8		20%	50%
	Truck - (1) Light Duty	Automobile	0	8	5	20%	0%
	Truck - (2) Medium Duty	Automobile	6	8	7	20%	100%
	Truck - (3) Heavy Duty	Automobile	4	8	10	20%	50%
	Truck - (4) Heavy Heavy Duty	Automobile	1	8	12	20%	100%
Service Truck	Non-Revenue	Automobile	1	8		20%	
Forklift	Non-Revenue	Automobile	6	8		20%	
Wheel Polisher	(blank)	(blank)	1	8		20%	

Source: CDTA

TABLE 9 – TRANSIT ASSET TARGETS - FACILITIES

Facilities Performance Measure		Percentage of assets with condition rating below 3.0 on FTA TERM Scale[3] - Measures facility condition		
Type	**Asset Class – Facilities (Maintenance and administrative facilities, passenger stations (buildings) and parking facilities)**	**TERM Condition Assessment 2020**	**2019 & 2020 Target**	**% Exceeding TERM Scale 3.0**
Administration & Maintenance	Albany Transportation Building (110 Watervliet Avenue)	4	20%	0%
	Albany Planning & Marketing Building (85 Watervliet Avenue)	4	20%	0%
	Troy Transportation Building	4	20%	0%
	Schenectady Transportation Building	4	20%	0%
	Rensselaer Rail Station	4	20%	0%

[3] The FTA's Transit Economic Requirements Model (TERM) uses a scale of 1 (poor) to 5 (good) to report facility condition. FTA's Performance Asset Management Guidebook provides details on the methodology. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Facility%20Performance%20Assessment%20Guidebook.pdf

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Facilities Performance Measure		Percentage of assets with condition rating below 3.0 on FTA TERM Scale[3] - Measures facility condition		
Type	**Asset Class – Facilities (Maintenance and administrative facilities, passenger stations (buildings) and parking facilities)**	**TERM Condition Assessment 2020**	**2019 & 2020 Target**	**% Exceeding TERM Scale 3.0**
	Saratoga Rail Station	4	20%	0%

Source: CDTA

The CDTC agreed to support these transit asset targets on June 7, 2018, via Resolution #18-2. With this action, the CDTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

CDTA is currently developing updated targets which are due in October 2022. CDTC staff will continue to coordinate with CDTA to maintain transit assets in a state of good repair and update targets as appropriate.

Anticipated Effects

The CDTC TIP was developed and is managed in cooperation with the CDTA. The TIP includes specific investment priorities that support the MPO's goals, including transit asset management, using a project selection process that is anticipated to address transit SGR in the MPO planning area. The MPO's goal of addressing transit asset condition is linked to the investment plan of the CDTA, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of CDTC's investments that address transit SGR include:

- Transit Bus Replacements
- Transit Support Vehicle Replacements
- Transit Passenger Facility Improvements
- Preventative Maintenance of transit capital assets

The following ongoing transit projects on the 2022 – 2027 CDTC TIP include investments that address transit state of good repair.

TIP Number	PIN	Project Name
T11	1821.18	Passenger Facility Improvements at Various Locations
T14B	CDTC.08	Transit Operations Support for Saratoga Service: Preventive Maintenance
T6B	1820.37	STAR Buses Replacement and Expansion
T16	1821.80	Transit Support Vehicles

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TIP Number	PIN	Project Name
T17	1820.48	Transit Bus Replacement/Expansion
T57	1TR6.04	Preventive Maintenance
T77	CDTC.20	Capital Cost of Contracting for Commuter Service in the Capital District to points North, West and South

Additionally, to support the State of Good Repair of Capital Assets and progress towards TAM performance targets, CDTC's 2022 – 2027 TIP reserves highly competitive Surface Transportation Block Grant Program funds for transit projects in a regional set-aside. The CDTA Bus Rapid Transit (BRT) set-aside (RG131) reserves $17.750M over 5 years to help progress the design and construction of the region's BRT network.

The CDTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit asset management targets. Improving the state of good repair (SGR) of transit capital assets is an overarching goal of the MPO.

Pavement and Bridge Condition

Performance Targets

On January 18, 2017, FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in the Federal Register. This second FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess pavement conditions and bridge conditions for the National Highway Performance Program (NHPP).

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics[4]: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is classified as being in good condition or poor condition based upon the ratings of the metrics applicable to that pavement type. Pavement sections that are not in good or poor condition are classified as fair.

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[4] Per FHWA, "To ensure consistent definitions, a distinction between 'performance measure' and 'performance Metric' was made in 23 CFR § 490.101. A 'metric' is defined as a quantifiable indicator of performance or condition whereas a 'measure' is defined as an expression based on a metric that is used to establish targets and to assess progress toward meeting the established targets." (*FHWA Computation Procedure for the Pavement Condition Measures – FHWA-HIF-18-022,* FHWA Office of Infrastructure and Office of Policy & Governmental Affairs, April 2018)

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition[5]. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

NYSDOT established the statewide pavement and bridge condition performance targets in the table below on May 20, 2018. The CDTC agreed to support the NYSDOT statewide targets on September 6, 2018, via Resolution #18-4. The table also lists performance for each measure for the 2017 baseline year and for 2019.

TABLE 10 – PAVEMENT AND BRIDGE CONDITION PERFORMANCE AND TARGETS

Performance Measures	New York Performance 2017 Baseline	New York 2019 Actual Performance	New York 2-year Target (2019)	New York 4-year Target (2021)
Percent of Interstate pavements in good condition	N/A*	51.1%	N/A*	47.3%
Percent of Interstate pavements in poor condition	N/A*	1.1%	N/A*	4.0%
Percent of non-Interstate NHS pavements in good condition	36.7%	37.2%	14.6%	14.7%
Percent of non-Interstate NHS pavements in poor condition	26.7%	26.3%	12.0%	14.3%
Percent of NHS bridges (by deck area) in good condition	22.8%	26.0%	23.0%	24.0%
Percent of NHS bridges (by deck area) in poor condition	10.6%	9.6%	11.6%	11.7%

**For the first performance period only (January 1, 2018, through December 31, 2021), baseline condition and 2-year targets are not required for the Interstate pavement condition measures.*

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021.

[5] The sum of total deck area of good or poor NHS bridges is divided by the total deck area of all bridges carrying the NHS to determine the percent of bridges in good or in poor condition. Deck area is calculated by multiplying the structure length by either the deck width or approach roadway width.

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Anticipated Effects

Maintaining (and, where possible, improving) the condition of NHS pavements and bridges is a critical component of CDTC's mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the TIP.

CDTC TIP candidate project evaluation consists of a calculation of the benefit/cost ratio (a quantitative score with a maximum of 50 points) and a merit evaluation scoresheet (a qualitative score with maximum of 50 points) for a total maximum score of 100 for each project. The higher the total candidate project score, the higher the probability that the project will be awarded TIP funding.

CDTC uses its travel demand model to calculate the facility life benefits and the user cost benefits for highway and bridge projects, significant components of the benefit/cost ratio. If a proposed project will improve the highway or bridge condition, both the facility life and the user cost benefits will increase.

Pavement and Bridge condition is also considered in the "Appropriate Infrastructure" category of CDTC's Merit Evaluation Scoresheet which can award a project up to 10 merit points. This category evaluates a project's impact on preserving or renewing critical transportation infrastructure. The merit evaluation scoresheet also includes a "Performance" category, which evaluates each project on its impact to CDTC's approved performance measures. A project can be awarded up to 3 merit points if it has a positive impact on 50% or more of the existing performance targets. The more points a project receives in these categories, the higher the overall merit score for the project. For additional information regarding the merit evaluation scoresheet, see Appendix G.

The 2022 – 2027 TIP includes projects programmed with NHPP funds and other fund sources. Pavement and Bridge projects on the NHS represent approximately 53 percent of new site-specific project funding on the 22-27 CDTC TIP. See the project listings for more information about these projects.

The CDTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT's pavement and bridge condition targets.

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System Performance, Freight, and Congestion Mitigation and Air Quality

Performance Targets

On January 18, 2017, FHWA published the system performance, freight, and CMAQ Performance Measures Final Rule in the Federal Register. This third and final FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR Index is calculated for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. The CDTC meets all current air quality standards and is not subject to establishing targets for these performance measures.

NYSDOT established the statewide system performance and freight performance targets in the table below on May 20, 2018. The CDTC agreed to support the NYSDOT statewide targets on September 6, 2018, via Resolution #18-4. The table also lists performance for each measure for the 2017 baseline year and 2019.

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TABLE 11 – SYSTEM PERFORMANCE AND FREIGHT PERFORMANCE AND TARGETS

Performance Measures	New York Performance 2017 Baseline	New York 2019 Actual Performance	New York 2-year Target (2019)	New York 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	83.2%	78.8%	73.1%	73.0%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	77.0%	80.3%	N/A	63.4%
Truck travel time reliability index (TTTR)	1.39	1.47	2.00	2.11

Anticipated Effects

Providing for the reliable movement of people and goods is a critical component of CDTC's mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in the TIP.

The CDTC TIP candidate project evaluation consists of a calculation of the benefit/cost ratio (a quantitative score with a maximum of 50) and a merit evaluation scoresheet (a qualitative score with maximum of 50) for a total maximum score of 100 for each project. The higher the total candidate project score, the higher the probability that the project will be awarded TIP funding. For the calculation of each project's quantitative score (B/C ratio), CDTC uses our travel demand model.

Travel time reliability, and freight, are not directly considered in CDTC's calculation of the benefit/cost ratio for each candidate project. However, travel time reliability and freight are considered in the "Operations & Technology" and "Freight" Merit Evaluation Scoresheet categories, which can award a project up to 5 merit points in each category. The Operations & Technology category evaluates a project's impact on improving the reliability and operations of the transportation system and the Freight category evaluates a project's impact on improving the movement of freight in the region. The merit evaluation scoresheet also includes a "Performance" category, which evaluates each project on its impact to CDTC's approved performance measures. A project can be awarded up to 3 merit points if it has a positive impact on 50% or more of the existing performance targets. The higher the project scores in these categories, the higher the probability that the project will

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be awarded TIP funding. For additional information regarding the merit evaluation scoresheet, see Appendix G.

The TIP includes projects programmed with funds from various funding programs that have benefits to reliability in travel times for people and freight. New projects selected on the 2022 – 2027 CDTC TIP that were identified to have the potential to improve travel time reliability for people and freight include but are not limited to the following: City of Saratoga Springs - Pedestrian / ADA Traffic Signal Improvement Program, City of Schenectady - Craig Street Connector, and NYSDOT - I-87 Exit 16 Interchange and Bridge Replacement.

The CDTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT's system performance and freight performance targets.

Transit Safety

Performance Targets

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule on July 19, 2018. Under this rulemaking, providers of public transportation systems that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program, must develop and implement a PTASP based on a Safety Management Systems (SMS) approach. As it relates to this documentation, each PTASP must include performance targets based on the safety performance measures established in FTA's National Public Transportation Safety Plan (NSP). Other elements of a PTASP include but are not limited to approval by the agency's Accountable Executive and Board of Directors, designation of a Chief Safety Officer, documented processes of the agency's SMS, an employee reporting program, and process and timeline for annual reviews and updates of the PTASP.

Providers subject to the rule must annually certify a PTASP, including targets for transit safety measures that cover fatalities, injuries, safety events, and system reliability. The date by which providers must first certify a PTASP and targets was initially July 20, 2020. However, FTA extended the deadline to July 20, 2021, to provide regulatory flexibility due to the operational challenges presented by the COVID-19 public health emergency.

Upon establishing transit safety targets, a public transportation provider must make the targets available to the MPO in which the provider's projects and services are programmed in the MPO's TIP. The MPO is required to establish its first set of transit safety targets within 180 days of the date that provider established its first targets. After this, MPOs are not required to establish transit safety targets each year after the transit provider

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establishes targets. Instead, MPOs must set updated targets when the MPO updates its LRTP.

An MPO must reflect the transit safety targets in any LRTP and TIP updated on or after July 20, 2021. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate targets for the MPO planning area.

The following transit providers subject to the PTASP rule operate in the CDTC planning area: Capital District Transportation Authority (CDTA). These provider(s) are responsible for developing a PTASP and establishing transit safety targets annually.

The Capital District Transportation Authority set the following transit safety targets in June 2020:

TABLE 12 – 2020 CDTA PTASP PERFORMANCE TARGETS

Transit Mode	Fatalities (total)	Fatalities (Rate*)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate*)	System Reliability**
Bus	0	0	54	7.0	49	6.3	17,000
Commuter Bus	0	0	2	6.9	3	10.4	70,000
Demand Response (Paratransit)	0	0	3	2.7	3	2.7	46,000
Demand Response (Taxi)	0	0	1	0.7	1	0.7	0

**Rates are per vehicle revenue miles*
***Mean Distance between failure (Miles)*

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The CDTC agreed to support CDTA's transit safety targets on September 3, 2020, via Resolution #20-3, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

Anticipated Effects

The CDTC TIP was developed and is managed in cooperation with the CDTA. The TIP includes specific investment priorities that support the MPO's goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. The MPO's goal of addressing transit safety is linked to the safety plans

of the CDTA, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of CDTC's investments that address transit safety include: a regional transit set-aside of highly competitive Surface Transportation Block Grant Program funds. The CDTA Bus Rapid Transit (BRT) set-aside (RG131) reserves $17.750M over 5 years to help progress the design and construction of the region's BRT network. In addition to the BRT set-aside, the following ongoing transit projects on the 2022 – 2027 CDTC TIP include investments that address transit safety.

TIP Number	PIN	Project Name
T11	1821.18	Passenger Facility Improvements at Various Locations
T14B	CDTC.08	Transit Operations Support for Saratoga Service: Preventive Maintenance
T6B	1820.37	STAR Buses Replacement and Expansion
T16	1821.80	Transit Support Vehicles
T17	1820.48	Transit Bus Replacement/Expansion
T57	1TR6.04	Preventive Maintenance
T77	CDTC.20	Capital Cost of Contracting for Commuter Service in the Capital District to points North, West and South

Additionally, CDTC completes a Merit Evaluation Scoresheet for each candidate project, which can award a project up to 76 points (scaled to 50). The scoresheet consists of 12 categories, including "Multi-Modalism" which can award a project up to 10 merit points. The Multi-modalism category evaluates a project's impact on Transit, Bicycle, and Pedestrian modes, and specifically awards points for projects that help implement major CDTA initiatives and transit infrastructure. The higher the project scores in this category, the higher the probability that the project will be awarded TIP funding.

The CDTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit safety targets. The CDTC will continue to coordinate with the region's transit provider to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.

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SECTION V -

PROJECT LISTINGS

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SECTION VI -

APPENDICES

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Capital District
Transportation Committee

2022-2027 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP) APPENDIX

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June 2022

This Capital District Transportation Committee (CDTC) report was prepared in cooperation with local governments, regional agencies, New York State agencies, and the Federal Highway Administration and Federal Transit Administration of the United States Department of Transportation. The contents do not necessarily reflect the official views or policies of these governmental agencies.

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TITLE VI & NONDISCRIMINATION STATEMENT

The Capital District Transportation Committee (CDTC) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its metropolitan transportation planning process on the basis of race, color, national origin, gender, age, disability, or economic status, as protected by Title VI of the Civil Rights Act of 1964 and related statues and regulations. It is also the policy of the CDTC to ensure that all programs, policies, and other activities do not have disproportionate adverse effects on minority and low-income populations. Additionally, the CDTC will provide meaningful access to services for persons with Limited English Proficiency.

Appropriate services can be provided to qualified individuals with disabilities who submit a request at least seven days prior to a meeting. Call 518-458-2161 or email cdtc@cdtcmpo.org.

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APPENDIX A -

GLOSSARY

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Abbreviation	Description
ADA	Americans with Disabilities Act
AGFTC	Adirondack Glens Falls Transportation Council
BIL	Bipartisan Infrastructure Law
BRT	Bus Rapid Transit
CDRPC	Capital District Regional Planning Commission
CDTA	Capital District Transportation Authority
CDTC	Capital District Transportation Committee
CMAQ	Congestion Mitigation and Air Quality
EJ	Environmental Justice
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
IRI	International Roughness Index
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
LOTTR	Level of Travel Time Reliability
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NSP	National Public Transportation Safety Plan
NYSDOT	New York State Department of Transportation
NYSTA	New York State Thruway Authority
PHED	Peak Hour Excessive Delay Per Capita
PIN	Project Identification Number (used by NYSDOT)
PSR	Present Serviceability Rating
PTASP	Public Transportation Agency Safety Plan
RTP	Recreational Trails Program
SFY	State Fiscal Year
SGR	State of Good Repair
SHSP	New York Strategic Highway Safety Plan
SMS	Safety Management Systems
SOV	Single Occupancy Vehicle
STAR	Special Transit Service Available by Request (Paratransit)
STBGP	Surface Transportation Block Grant Program
STBGP - Flex	Surface Transportation Block Grant Program - Flexible

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Abbreviation	Description
STBGP - LG Urb	Surface Transportation Block Grant Program - Large Urban
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Plan
TMC	Traffic Management Center
TTTR	Truck Travel Time Reliability
ULB	Useful Life Benchmark
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation

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APPENDIX B -

FEDERAL FUNDING PROGRAMS

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National Highway Performance Program (NHPP)

The National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

The BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Within this process, a State's NHPP apportionment is calculated based on a percentage specified in law. The NHPP Program includes a 2% set-aside of a State's NHPP funding for State Planning & Research (SPR). [23 U.S.C. 505] A State may transfer up to 50% of NHPP funds made available each fiscal year to the Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, National Highway Freight Program, Carbon Reduction Program, and PROTECT Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to NHPP. [23 U.S.C. 126]

The Federal share of NHPP funds is generally 80 percent. See the "Federal Share" fact sheet for more information[1].

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) is a flexible funding source with broad eligibility. The BIL requires 10% of STBG funds to be set-aside for Transportation Alternatives, and an additional 2% for State Planning and Research (SPR). An additional set-aside for bridges on public roads other than Federal-aid highways (commonly known as 'off-system bridges') was increased by BIL from 15% to 20% of the State's FY 2009 Highway Bridge Program apportionment. After set-asides, 55% of the remaining funding is suballocated to urban and rural areas in proportion to their relative share of the State's population. The remaining 45% may be obligated in any area of the State.

The BIL continues all funding features that applied to the STBGP under the FAST Act, with some exceptions.

The BIL continues all prior STBGP eligibilities and adds 16 new eligible project types. Newly eligible activities include projects and programs designed to reduce wildlife crashes, recreational trail maintenance, electric vehicle (EV) charging infrastructure, installation of intelligent transportation technologies, and more. The full list of new eligibilities is found in 23 U.S.C. 133(b).

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[1] https://www.fhwa.dot.gov/fastact/factsheets/federalsharefs.pdf

As with the NHPP, funds may be transferred to or from the STBGP, subject to certain limitations [23 U.S.C. 126(a)]

The Federal share of STBG funds is generally 80 percent. See the "Federal Share" fact sheet for more information[2].

Surface Transportation Block Grant Program fund sources included on the 2022 – 2027 TIP include:

- STBGP FLEX (Includes STBGP Rural, STBGP Small Urban 5-50, STBGP Sm Urban 50-200)
- STBGP Large Urban (STBGP LG Urban)
- STBGP Off System Bridge (STBGP Off)

Highway Safety Improvement Program (HSIP)

The BIL continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The BIL continues all funding features that applied to the HSIP under the FAST Act, with some exceptions.

The BIL allows a State to use up to 10% of its HSIP funds for specified safety projects, including projects that promote public awareness and inform the public regarding highway safety matters, facilitate enforcement, emergency vehicle infrastructure, safety-related research, and more.

As with the NHPP and STBGP, funds may be transferred to or from the STBGP, subject to certain limitations. [23 U.S.C. 126(a)]

Under the BIL, HSIP funds may now be used to purchase, operate, or maintain an automated traffic enforcement system (this was prohibited under FAST Act). The BIL adds six new HSIP eligible activities, including intersection safety improvements that provide for the safety of all road users, railway-highway grade crossing safety features or grade separation projects, traffic calming measures, traffic control devices for pedestrians and bicyclists, and more. The full list of eligible activities may be found in [23 U.S.C. 148(a)]

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[2] https://www.fhwa.dot.gov/fastact/factsheets/federalsharefs.pdf

Full details on the eligibility requirements for federal aid highway programs authorized in the BIL can be found on the Federal Highway Administration website at https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ .

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APPENDIX C -

FEDERAL FUND SOURCE SPLITS

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U.S. Department of Transportation
Federal Highway Administration

FEDERAL SHARE

Statutory citation: FAST Act §§ 1408, 1435; 23 U.S.C. 120

Overview

The maximum share of project costs that may be funded with Federal-aid highway funds (the "Federal share") varies based upon the Federal-aid program from which the project receives funding. In some cases the Federal share is also adjusted based on related statutory provisions. The FAST Act made relatively few changes to Federal share and those changes are shown in boldface below.

"Standard" Federal share

23 U.S.C. 120 provides that except as otherwise provided, the Federal share payable shall be—

- 90% for a project on the Interstate System (including a project to add high occupancy vehicle lanes or auxiliary lanes but excluding a project to add other lanes); and
- 80% for any other project.

There are a number of exceptions and adjustments to the "standard" Federal share. See below (and program-specific fact sheets) for information about, and the applicability of, these exceptions and adjustments.

Adjustments to Federal share

Sliding scale

23 U.S.C. 120(a) and (b) authorize an upward adjustment (the "sliding scale") to the Federal share for a State containing Federal and nontaxable Indian lands. A sliding scale State is eligible for an increased Federal share based upon the location of the project—90-95% for an applicable Interstate project and 80-95% for any other project. The amount of the upward adjustment is based on the percentage of Federal and nontaxable Indian lands in the State. (See FHWA guidance for the specific share allowable in each sliding scale State under this provision).

Other adjustments to Federal share

- *Designated types of projects.* Certain specified types of projects, mostly targeting safety improvements, are eligible to receive a Federal share of 100%. A State may apply this increased Federal share on no more than 10% of its combined apportionment under 23 U.S.C. 104. [23 U.S.C. 120(c)(1)]

- *Innovative project delivery methods.* A project incorporating innovations described in 23 U.S.C. 120(c)(3) is eligible for an increased Federal share of up to 100% if funded by the National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG) Program, or Metropolitan Planning program. **The FAST Act added specific mention of innovative engineering or design approaches and project delivery methods as activities eligible for this increased Federal share.** [FAST Act §1408(a)]

- *Workforce development*. Subject to project approval by the Secretary, a State may obligate NHPP, STBG, Highway Safety Improvement Program (HSIP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for surface transportation workforce development, training, and education at a Federal share of 100%. Activities under the Local Technical Assistance Program limited to a Federal share of 50%. [23 U.S.C. 504(e)]

- *Appalachian Development Highway System (AHDS) projects.* For fiscal years 2012 through **2050 (previously through 2021)**, a State that uses apportioned funding to construct a highway or access road on the ADHS is eligible for a Federal share of **up to**100% on that project. [FAST Act § 1435]

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- *Projects within Indian reservations, national parks and monuments.* When an eligible project uses funds from a program apportioned under 23 U.S.C. 104 and that project is located within the boundaries of an Indian reservation, national park, or national monument, the Federal share may be 100%. For more information, see FHWA guidance on this provision. [23 U.S.C. 120(f)]

- *Toll projects.* A toll project under 23 U.S.C. 129 is eligible for a maximum Federal share of 80% (regardless of whether the project would have qualified for a higher Federal share if advanced as a non-toll facility). [23 U.S.C. 129(a)(5)]

- ***[Repealed] Projects to improve freight movement.*** **Section 1116 of MAP-21 authorized an increased Federal share for certain projects that demonstrably improved freight movement. However, the FAST Act repealed this provision. [FAST Act § 1116(c)]**

Increased non-Federal share

23 U.S.C. 120(h) authorizes a State to contribute an amount in excess of the non-Federal share of any project under title 23 U.S.C., thus decreasing the Federal share for the project.

Transfers of funding between FHWA and FTA

Federal-aid highway funds made available for a transit project or transportation planning may be transferred to the Federal Transit Administration (FTA) and administered in accordance with FTA's requirements (under chapter 53 of title 49). Similarly, Federal transit funding made available for a highway project or transportation planning may be transferred to FHWA and administered in accordance with title 23 requirements. In either case, the transferred funds remain subject to the Federal share that applied to the category from which the funding was derived. [23 U.S.C. 104(f)]

Federal Share for Selected Programs

Program	Federal share (%) [1]	Plus eligible for…					
		Sliding scale [2]	100% for designated types of projects [3]	Up to 100% for innovative delivery methods [4]	100% for workforce development [5]	**Up to** 100% for ADHS projects [6]	100% within Indian reservations, national parks, and monuments [7]
National Highway Performance Program	80 / 90 [8,9]	✓	✓	✓	✓	✓	✓
Surface Transportation Block Grant Program	**80 / 90 [8]**	✓	✓	✓	✓	✓	✓
Highway Safety Improvement Program	90 [8,10]	✓	✓		✓		✓
Railway-Highway Crossings	90 [11]						
Congestion Mitigation & Air Quality Improvement Program	80 / 90 [8]	✓	✓		✓		✓
National Highway Freight Program	80 / 90 [8]	✓	✓			✓	✓
Metropolitan Transportation Planning	80 [8]	✓		✓			
State Planning and Research	80 [12]						
Transportation Alternatives	80 / 90 [8]	✓	✓				✓
Recreational Trails Program	80 [13]	✓					

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Program	Federal share (%) [1]	Plus eligible for…					
		Sliding scale [2]	100% for designated types of projects [3]	Up to 100% for innovative delivery methods [4]	100% for workforce development [5]	**Up to** 100% for ADHS projects [6]	100% within Indian reservations, national parks, and monuments [7]
Tribal Transportation Program	100 [14]						
Federal Lands Transportation Program	100 [14]						
Federal Lands Access Program	80 / 90 [8,15]	✓	✓				
Nationally Significant Federal Lands and Tribal Projects Program	Up to 90 [16]						
Puerto Rico Highway Program	80 / 90 [8]	✓	✓				
Territorial Highway Program (or any project in the specified territories)	100 [17]						
Emergency Relief	80-100 [18]	✓					
Emergency Relief for Federally Owned Roads	**100 [19]**						
Construction of Ferry Boats & Ferry Terminal Facilities	80 [20]						
Highway Research & Development Program	80 [21]						
Technology & Innovation Deployment Program	80 [21]						
Training & Education	80 [21, 22]						
Intelligent Transportation Systems Program	80 [21]						
Advanced Transportation & Congestion Management Technologies Deployment	**Up to 50 [23]**						
Surface Transportation System Funding Alternatives	**Up to 50 [24]**						
Nationally Significant Freight and Highway Projects	**60/80/100 [25]**						

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[1] The Federal share specified in this column may be subject (as specified) to one or more of the provisions referenced in the subsequent columns. In some circumstances the Federal share may also be modified by the provisions described above related to projects requiring Federal toll authority.

[2] 23 U.S.C. 120(a)-(b).

[3] 23 U.S.C. 120(c)(1).

[4] **23 U.S.C. 120(c)(3), as amended by FAST Act § 1408(a).**

[5] 23 U.S.C. 504(e).

[6] **MAP-21 § 1528(c), as amended by FAST Act § 1435. Increased Federal share applies through FY 2050**.

[7] 23 U.S.C. 120(f).

[8] "Standard Federal share" of 90% for a project on the Interstate System (including a project to add high occupancy vehicle lanes or auxiliary lanes but excluding a project to add other lanes) and 80% for any other project or activity. [23 U.S.C. 120(a)-(b)]

[9] With respect to the second fiscal year beginning after the date of establishment of the process for State development of an asset management plan as required by 23 U.S.C. 119(e)(8), the NHPP Federal share for a State that has not developed and implemented an asset management plan will be reduced to 65% until it develops and implements its plan. [23 U.S.C. 119(e)(5)]

[10] 23 U.S.C. 148(j).

[11] 23 U.S.C. 130(f)(3).

[12] The Secretary may increase this share (up to 100%) if he or she determines that this would best serve the interests of the Federal-aid highway program. [23 U.S.C. 505(d)]

[13] 23 U.S.C. 206(f) (which cites to 23 U.S.C. 120(b), with some specified exceptions).

[14] 23 U.S.C. 201(b)(7)(A).

[15] 23 U.S.C. 201(b)(7)(B).

[16] **FAST Act §1123(g). Federal funds other than those made available under titles 23 or 49 U.S.C. may be used for the non-Federal share.**

[17] 23 U.S.C. 120(g).

[18] Emergency Relief (ER) funds are typically subject to the standard Federal share: 80%, with 90% on Interstates, in both cases subject to the sliding scale. However, this share may be adjusted as follows:

- Up to 100% for eligible emergency repairs within 180 days of the disaster or catastrophic failure. The Secretary may extend this time period, taking into consideration any delay in the ability of the State to access damaged facilities to evaluate damage and the cost of repair. [23 U.S.C. 120(e)(1) & (3)]
- Up to 90% for eligible permanent repairs to restore facilities to pre-disaster condition if the State's ER-eligible expenses for the FY exceed the State's combined NHPP/STP/HSIP/CMAQ/NHFP/Metropolitan Planning apportionment for that FY. [23 U.S.C. 120(e)(4)]

[19] **23 U.S.C. 120(e)(2) as amended by FAST Act § 1408(b). Prior to the amendment, eligible Federal Lands Access Transportation Facilities qualified for a Federal share of 100%. Per § 421 of the Department of Transportation Appropriations Act, 2016 (P.L. 114-113 , the FAST Act amendment applies to projects to repair or reconstruct facilities damaged as a result of a qualifying natural disaster or catastrophic failure that occurs after October 1, 2015.**

[20] 23 U.S.C. 147(b).

[21] Except as expressly provided by the FAST Act or otherwise determined by the Secretary, projects and activities funded under Title VI (Innovation) of the FAST Act are subject to a Federal share of 80%. [FAST Act § 6002(c)]. The Federal share of activities carried out under a cooperative research and development agreement entered into under chapter 5 of 23 U.S.C. shall not exceed 80%, except that the Secretary may approve a greater Federal share if there is substantial public interest or benefit. [23 U.S.C. 502(c)(3)]

22 This share is reduced to 50% for activities carried out by a local technical assistance center and increased to 100% for activities carried out by a tribal technical assistance center. [23 U.S.C. 504(b)(3)]

[23] **FAST Act §6004, 23 U.S.C. 503(c)(4)(J).**

[24] **FAST Act §6020(g).**

[25] **The standard Federal share is up to 60%, but Federal assistance from other sources may increase this to 80%. Federal funds from sources other than 23 U.S.C. or 49 U.S.C. may be used to pay the non-Federal share of the cost of a project carried out under this program by a Federal land management agency. [FAST Act §1105, 23 U.S.C. 117(j)]**

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APPENDIX D -

PUBLIC INVOLVEMENT AND CONSULTATION

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PLACEHOLDER AWAITING FINAL PUBLIC INVOLVEMENT ACTIVITIES AND COMMENTS

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APPENDIX E -

PROJECT SELECTION & AMENDING THE TIP

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PROJECT SELECTION FROM, AND AMENDING, THE TIP

Federal law requires that all projects in a given TIP be given a rank, which determines the order in which they may be obligated. CDTC has assigned the year of the element as the rank. So, all elements in the first year of the TIP are given top priority, and the projects in the second year are given second priority, etc. This, and the need for updates to project costs and scopes, as well as the addition and deletions of projects and project elements, necessitates that procedures be in place to make changes to TIP projects in between TIP Updates. Therefore, responsibility to make changes to the TIP is shown in the chart below.

There are a few procedures or principles that are not explicitly stated in the table of guidelines, but are just as much a part of those guidelines:

A) Changes from 1) any federal fund source to NHPP and 2) any STP fund source to any other STP fund source are covered in sections 3a and 3b, respectively. Section 3c, "Change between any other Title I federal fund sources" requires additional clarification too large for a footnote to the table. A change between any other Title I fund sources would be require Planning Committee approval. In such cases, in order to approximate equity with other candidate projects, the Planning Committee should consider the priority of the subject project relative to other candidates that did or will compete for those funds. This could necessitate that the project be evaluated and compared to projects in the previous solicitation.

B) Any action explicitly taken by the Planning Committee cannot be overridden by anything less than a Planning Committee action.

C) For a project that is both non-CDTA and non-state but the responsibility for a change lies with CDTA or NYSDOT, consent is also required of the project implementer and (if different) also the owner of the facility or whoever is responsible for the local match.

D) If the same action can fit more than one description in the table, the one requiring the highest action is used. For example, a project consisting of $0.600M in matched federal-aid could have the fund source switched to local. This is a fund source switch (3)(d) requiring only NYSDOT or CDTA approval, and it is also a deletion of a project from the federal-aid program (1)(c), since all federal funds are being removed, requiring Policy Board action. Therefore, the change requires Policy Board action as the deletion of a project from the federal-aid program (1)(c).

E) An amendment normally requiring Planning Committee approval, linked to another amendment requiring Policy Board approval, also requires Policy Board approval.

F) In the guidelines table, 1(h), "Combining a non-preservation project with any other(s)" requires Planning Committee approval because it is not necessarily desirable to combine any two specific projects. The reasons for that can vary and need to be considered on a case-by-case basis.

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TABLE 2
GUIDELINES FOR TIP CHANGES
Includes updates of October 2, 2019

Type of Change	Responsibility		
	[1]CDTA or NYSDOT	[2]Planning Committee	Policy Board[3]
(1) Addition or Deletion			
(a) Addition of project(s) from regional set-asides			
(i) From placeholder set-asides	---	Approve	---
(ii) As part of a project solicitation	---	Recommend	Approve
(b) Addition/deletion of project under or equal to $0.500M	---	Approve	---
(c) Addition/deletion of project over $0.500M	---	Recommend	Approve
(d) Addition/deletion of project element less than or equal to $0.250M[4]	Approve	---	---
(e) Addition/deletion of project element over $0.250M[4]	---	Approve	---
(f) Addition of Transportation Alternatives project after approval by state advisory committee	---	Approve	---
(g) Combining two or more existing preservation projects[5]	Approve	---	---
(h) Combining a non-preservation project with any other(s)	---	Approve	---
(i) Other	---	Recommend	Approve
(2) Scope and/or Cost (Increase or Decrease)			
(a) Over 25% (minimum $250 k) or over $500 k[6]	---	Approve	---
(b) Over 50% (minimum $1M) or over $3M[6]	---	Recommend	Approve
(c) Scope change necessitating recalculation of system-level air quality conformity of non-exempt project	---	Recommend	Approve
(d) Other significant scope change[7]	---	Approve	---
(e) Other	---	Recommend	Approve
(3) Fund Source Change (a thru e refer to CDTC funds)			
(a) Change from any federal fund source to NHPP	Approve	---	---
(b) Change from one STP fund source to another	Approve	---	---
(c) Change between any other Title I federal fund sources[8]	---	Approve	---
(d) Change from federal to non-federal fund source	Approve	---	---
(e) Change from non-federal to federal fund source	---	Recommend	Approve
(f) Change between Title III federal fund sources	---	Approve	---
(g) Change from any CDTC to statewide federal fund source	---	Approve	---
(h) Any other federal fund source change	---	Recommend	Approve
(4) Schedule Change			
(a) All affected project elements are contained in the first four years of the TIP before and after the schedule change[9]	Approve	---	---
(b) Any other schedule change	---	Approve	---

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[1] CDTA has authority for transit fund sources and NYSDOT for highway fund sources.

[2] Changes requiring Planning Committee action are minor TIP amendments. The Planning Committee may defer approval to Policy Board, if desired.

[3] Changes requiring Policy Board action are major TIP amendments.

[4] A project element is a phase of the project (such as right-of-way acquisition), in one FFY funded by one fund source.

[5] Proper documentation still needs to be provided to CDTC Staff. Also, for a scope change to, or removal of, one of the original projects, a scope change would be required.

[6] Percentages are of total project five-year plus committed column federal cost. Use of toll credits increases the percentage.

[7] A significant scope change is a significant change to the project limits, type or scope.

[8] Change from a capital fund source to Metropolitan Planning Funds (PL) requires UPWP action by CDTC.

[9] This includes funds programmed in the "Committed" column of the TIP that are not obligated by September 30 of the Committed fiscal year. Advancing construction funding to the current FFY without Planning Committee action requires all design phases to be complete.

APPENDIX F -

2022-2027 TIP PROJECT CANDIDATES

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ID#	Sponsor	Project Name	Cost ($M) (Matched And Inflated)
1	Albany County	Albany Shaker Rd Corridor Enhancement	5.991
2	City of Albany	Brevator Street Reconstruction Project	4.648
3	City of Albany	Broadway Reconstruction Project	1.900
4	City of Albany	Central Avenue Reconstruction Project	5.970
5	City of Albany	Frisbie Avenue Reconstruction Project - Second Avenue to Mccarty Avenue	0.624
6	City of Albany	Frisbie Avenue Reconstruction Project Second Ave to Garden Street	0.602
7	City of Albany	Russell Blessing Road Reconstruction Project	6.706
8	City of Albany	Washington Avenue Patroon Creek Improvement Corridor	9.633
9	City of Cohoes	City Of Cohoes Bedford Street Pedestrian Accessibility Enhancements	1.728
10	City of Cohoes	City Of Cohoes Bridge Avenue Pedestrian Accessibility Enhancements	1.210
11	City of Cohoes	City Of Cohoes Columbia Street Pedestrian Accessibility and Safe Routes To School Enhancements	5.935
12	City of Cohoes	City Of Cohoes Ontario Street Pedestrian Accessibility and Streetscape Enhancements	2.470
13	City of Mechanicville	Depot Square - Zim Smith Trail Improvements	1.927
14	City of Saratoga Springs	East Side Safe Routes to School Plus	1.234
15	City of Saratoga Springs	Pedestrian/Ada Traffic Signal Improvement Project	0.107
16	City of Saratoga Springs	Video Based Traffic Detection	0.972
17	City of Schenectady	Brandywine-Mcclellan Pedestrian Improvements	1.723
18	City of Schenectady	Craig Street Connector	4.792

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ID#	Sponsor	Project Name	Cost ($M) (Matched And Inflated)
19	City of Schenectady	Crane Street Bridge Major Rehabilitation	4.239
20	City of Schenectady	Schenectady Park Connector Expansion	0.536
21	City of Troy	Federal Street Corridor Improvements	4.823
22	City of Watervliet	25th Street Corridor Rehabilitation	5.554
23	NYSDOT	I-787 - South Mall Interchange Bridge Element Specific Repairs, Bins 1092940 &109299b	15.300
24	NYSDOT	I-787 -South Mall Interchange Bridge Element Specific Repairs, Bins 109298a, 109298b & 109298d	16.050
25	NYSDOT	I-787 To SME EB, City of Albany, Albany County	17.550
26	NYSDOT	I-87 Exit 16 Interchange Improvements and Bridge Replacement	9.000
27	NYSDOT	I-87 Pavement Resurfacing from Western Avenue to The Mohawk River	13.520
28	NYSDOT	I-88 Pavement Resurfacing Part 1 - I-90 To Weaver Road	11.500
29	NYSDOT	I-88 Pavement Resurfacing Part 2 -Weaver Road to Schoharie Co. Line	11.500
30	NYSDOT	I-890 Resurfacing From I-90 Exit 25 To Broadway/Erie Blvd	5.040
31	NYSDOT	I-90 Pavement Resurfacing Corporate Woods To I-787	3.906
32	NYSDOT	I-90 Pavement Resurfacing I-87 To Corporate Woods	4.232
33	NYSDOT	Nelson Avenue Extension Over I-87, City of Saratoga Springs	5.330
34	NYSDOT	Replace Route 146 Over Chrisler Avenue. Town Of Rotterdam, Schenectady County	7.560
35	NYSDOT	River View Rd Over I-87, Bridge Replace	7.975
36	NYSDOT	Route 143 Slope Repair	10.710
37	NYSDOT	Route 145 Slope Repair and Pavement Resurfacing Project	5.786
38	NYSDOT	Route 146 Over I-890, City of Schenectady, Schenectady County	8.940
39	NYSDOT	Route 2 At Swatling Road Safety Enhancements	4.950
40	NYSDOT	Route 29 Over D&H Rr, Bridge Replace, Saratoga Springs	1.936

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ID#	Sponsor	Project Name	Cost ($M) (Matched And Inflated)
41	NYSDOT	Route 32 Over Fish Creek, Town of Saratoga, Saratoga County	1.298
42	NYSDOT	Route 396 Over Coeyman's Creek	2.010
43	NYSDOT	Route 4 Over the Hudson River & Canal, Bridge Repair, Town of Northumberland, Saratoga County	20.000
44	NYSDOT	Route 5 (Central Ave.) Pavement Resurfacing and Drainage Repairs - Part 1	7.876
45	NYSDOT	Route 5S Slope Repair - Rotterdam	3.100
46	NYSDOT	Route 67 Slope Repair	6.760
47	NYSDOT	Route 7 Pavement Rehabilitation	12.720
48	NYSDOT	Route 7 Pavement Resurfacing	6.000
49	NYSDOT	Rt. 2 Congress St Element Specific Bridge Repair, Bin 1004279	3.300
50	NYSDOT	(Application Withdrawn) Rt. 22 Over Dill Brook, Town of Petersburg, Rensselaer County	1.520
51	NYSDOT	Rt. 5 Central Ave Drainage Repair and Pavement Resurfacing Part 2	10.500
52	NYSDOT	(Application Withdrawn) Rt. 9n Over Kayderosserass, Town of Greenfield, Saratoga County	2.720
53	NYSDOT	Water Street Over D&H Railroad, Element Specific Bridge Work	5.693
54	Saratoga County	CR 109 Kinns Road-Plank Road Intersection Improvement	1.977
55	Saratoga County	CR 33 (Ballard Road) Over Snook Kill Bridge Replacement	2.955
56	Saratoga County	CR 33 (Ballard Road) Pavement Preservation	1.647
57	Saratoga County	CR 49 (West Milton Rd.) Over Kayaderosseras Creek Bridge Rehabilitation	1.695
58	Saratoga County	CR 51 (Charlton Road) Pavement Preservation Project	2.346
59	Saratoga County	Dimmick Rd Bridge (Bin3304510) Replacement	1.805
60	Saratoga County	Dix Bridge Rehabilitation	2.298
61	Saratoga County	Rehabilitation Of Bin 3304520 - Heath Road Over Sturdevant Creek, Town of Corinth	0.374
62	Saratoga County	Rehabilitation Of the CR 64 (Nelson Ave. Ext.) Bridge Over Kayaderosseras Creek	0.557
63	Saratoga County	Replacement Of the Tabor Road Bridge Over Dwaas Kill	4.306
64	Saratoga County	Tiffault Road Superstructure Replacement	1.853

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ID#	Sponsor	Project Name	Cost ($M) (Matched And Inflated)
65	Saratoga County	Viall Avenue Over Anthony Kill Bridge Replacement	3.059
66	Saratoga County	Zim Smith Northern Trail Extension	9.452
67	Schenectady County	Charlton Road Van Vorst Road Intersection Safety Improvements	2.253
68	Schenectady County	Grand Boulevard Pavement Preservation & Bicycle Facility Improvement Project	1.123
69	Schenectady County	Grand Boulevard Pedestrian Safety Accessibility Improvement Project	1.716
70	Schenectady County	I-890 Exit 4C State Street Washington Ave. Transportation Planning and Environmental Study (Pel Study)	0.440
71	Schenectady County	Nott Street Pavement Preservation & Pedestrian Safety Accessibility Improvements	0.878
72	Town of Bethlehem	Cherry Avenue Extension Multiuse Path	2.040
73	Town of Clifton Park	Ny Route 146 Miller Road and Tanner Rd and Ny Route 146 Waite Road Intersection Improvements	4.724
74	Town of East Greenbush	Gilligan Road Sidepath and Multimodal Enhancements Project	2.200
75	Town of Glenville	Freemans Bridge Road Multi-Use Path Phase II	1.602
76	Town of Glenville	Maalwyck Park Sidewalk Safety Project	1.288
77	Town of Guilderland	Carman Road Sidewalk	0.788
78	Town of Guilderland	East Old State Road Sidewalk	1.184

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ID#	Sponsor	Project Name	Cost ($M) (Matched And Inflated)
79	Town of Guilderland	Gun Club Road Sidewalk	0.816
80	Town of Guilderland	Tawasentha Park Bike-Ped Path	1.271
81	Town of Guilderland	Willow Street Sidewalk	1.160
82	Town of Halfmoon	Intersection Improvements At Ny Route 236 And Guideboard Road (Cr 94)	5.274
83	Town of Malta	East Line Road And Route 67 Roundabout Project	4.463
84	Town of Malta	North Line Road, Old Post Road And Malta Avenue Intersection Improvement Project	4.559
85	Town of Milton	Town Of Milton Intersection Improvements At Ny Route 50 And Northline Road	4.690
86	Town of Milton	Town Of Milton Ny Route 50 Corridor Improvements	5.229
87	Town of New Scotland	Clarksville Hamlet Pedestrian Safety Project	2.077
88	Town of Westerlo	Westerlo Multi-Use Trail	0.152
89	Town of Wilton	Ny 50 Safety Improvements	6.290
90	Town of Wilton	Town Of Wilton Traffic Safety And Pedestrian Connectivity Improvement Project	3.774
91	Village of Green Island	Arch Street Reconstruction And Improvement Project	2.085
92	Village of Voorheesville	Voorheesville Pedestrian And Capital Region Connections	1.319
93	City of Troy	River Ferry Intersection	4.803

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APPENDIX G -

CDTC PROJECT EVALUATION METHODOLOGY

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INTRODUCTION

Each candidate project received in the 2022-2027 TIP Update Solicitation was evaluated by CDTC staff. Projects were evaluated both quantitatively and qualitatively. The quantitative evaluation was carried out by estimating the total project benefits and dividing by the annualized project cost, resulting in a benefit-cost ratio. The qualitative evaluation was carried out by assigning merit scores derived from New Visions principles. The benefit-cost score was then added to the merit score to calculate the total project score.

In lieu of a benefit-cost ratio, bicycle/pedestrian projects received a set of model-derived scores based on the project's potential market. This process is described later in this appendix.

A two-page fact sheet was prepared for each project summarizing the project's evaluation results. These fact sheets were provided to the Planning Committee to assist in the project selection process.

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BENEFIT COST METHODOLOGY

The benefit-cost ratio of each project was estimated by summing the total project benefits and dividing by the annualized project cost. Project benefits and annualized costs are displayed on the fact sheets in units of thousands of current dollars per year. Five measures of project benefit were calculated: facility life benefits, mobility benefits, safety benefits, user cost benefits, and other benefits. Facility life benefits are calculated by using the CDTC STEP Model to estimate the regional travel impact of letting a road or bridge fall into disrepair. Mobility benefits are also calculated by using the STEP model for projects with an expected impact on traffic flow. Safety benefits are calculated for projects which implement safety countermeasures by applying a Crash Reduction Factor (CMF) to the total crash cost. User cost benefits are calculated by estimating the vehicle operating cost savings associated with pavement treatments. The methodologies used to calculate each of these components of the total project benefit are summarized in the following sections.

FACILITY LIFE BENEFITS

Facility life benefits are measured in the dollar value saved per year by deferring abandonment of the facility. Facility life benefits are a product of the percent extended life of the facility, and the mobility benefits that result from keeping the facility usable. Facility life benefits could also be described as "life cycle cost savings" or "extended facility value". Intuitively, repairing or replacing a facility or service integral to the regional system is important because of the value of that facility or service to the transportation system. Bridges are not replaced because they are in poor condition; they are replaced because it is important to keep those links open. Buses are not replaced because they are twelve years

old; they are replaced because it is important to continue to operate a vital transit service. As a result, the facility life benefits of an infrastructure project are defined as:

Facility life benefits = (Travel Time Savings) x (Pct. Extended Life)

where:

Travel Time Savings is derived from the CDTC STEP Model as described below; and
% Extended Life = Years of Facility Life Added by Project ÷ Normal Facility Life

Regional Travel Time Savings attributable to the facility are calculated using the CDTC STEP Model, the regional travel demand model. The travel demand model is run once with the facility or service in place, and then a second time with the facility or service removed. The difference in regional system measures between the two model runs represents the total value of the facility or service.

For bridge projects, the facility is removed for modeling purposes by eliminating the bridge link entirely from the highway network. For pavement projects, the facility is considered removed by reducing the travel speed to five miles per hour. Transit service is eliminated by adding passenger travel as vehicular travel on the highways that transit effectively serves.

Travel time savings for mobility projects are measured in the dollar value of the projected time and fuel saved by the implementation of the project, per year. Travel Time Savings is the product of the change in total delay per year (based on delay per vehicle per day, the daily traffic volume, and the number of days in a year when the condition exists), and a monetary equivalence factor. This value was originally derived from NYSDOT Highway User Cost Accounting Package (August 1991) and then increased to reflect inflation. The average value of travel time of $13.84 per vehicle hour is used.

Percent extended facility life is determined using the data in Table 5, Table 6, Table 7, and Table 8.

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MOBILITY BENEFITS

Monetary benefits of mobility improvements are measured by calculating user operating cost savings and the monetary value of travel time savings that would result from project implementation. For most projects, these benefits are calculated using the CDTC STEP Model. Current year traffic is assigned to the network with and without the proposed project. User operating costs and travel time costs are calculated as the difference between the costs resulting from these two assignments. The cost impacts resulted from the increased capacity and improved operation that the project is expected to provide, including the impact of traffic diversions that the STEP Model assignment predicts. Safety impacts are calculated if specific improvements included in the project are expected to reduce crashes as described in the previous section.

Travel time savings for mobility projects are measured in the dollar value of the projected time saved by implementation of the project per year. Travel Time Savings are the product of the change in total delay per year (based on delay per vehicle per day, the daily traffic volume and the number of days in a year when the condition exists), and a monetary equivalence factor. The average value of travel time of $13.84 per vehicle hour is used. This value is based on the NYSDOT Highway User Cost Accounting Microcomputer Package, August 1991.

SAFETY BENEFITS

Safety benefits are measured in the dollar value of the projected reduction in crash costs per year for each project candidate. The crash reduction and cost is calculated using crash data, project countermeasures, Crash Reduction Factors and average annual crash cost data as follows.

Crash Data

Using the NYSDOT Accident Location Information System (ALIS), crash data are obtained for each of the candidate project locations for a five-year period (i.e. “pre-project crashes”). A project specific crash summary is developed for each project candidate. The crash summary identifies mainline segment and intersection crashes per year, identifies the crash severity in terms of fatality, injuries (all severities) and property damage only, and identifies bicyclist and pedestrian involvement.

Countermeasures and Crash Reduction Factors (CRFs)

The details of each project candidate are reviewed to identify planned safety countermeasures proposed for implementation and their corresponding crash reduction factors. A Crash Reduction Factor (CRF) is the percentage crash reduction that might be expected after implementing a given countermeasure at a specific site. CRF’s used in calculating safety benefits are identified based on CDTC judgment and available data from FHWA’s Crash Modification Factors (CMF) Clearinghouse (http://www.cmfclearinghouse.org/), FHWA’s Proven Safety Countermeasures, and state DOT reports including those from Oregon.

Crash reduction factors (CRFs) are separated into groups: those that can be applied project-wide, those that can be applied against bicycle/motor vehicle and those that can be applied to pedestrian/motor vehicle crashes. Table H-1 provides a list of the CRFs used to estimate post-project crash reduction and Table H-2 provides a list of CRF references and notes.

Safety Benefit Methodology:

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The safety benefit calculation is derived from methodology used by NYSDOT as discussed in the NYSDOT Highway Safety Improvement Program Procedures and Techniques and in form TE 164, Safety Benefits Evaluation Form, Method 1. The following outlines the basic steps used for each project.

1. Based on the existing crash data, a significance check is undertaken to determine the cost/crash to be used to calculate the safety benefit. Significance is determined by comparing the existing number of project area crashes by severity against the expected number of crashes by severity for similar road and/or intersection types as calculated in the NYSDOT-Safety Information Management System Average Accident Costs/Severity Distribution State Highways data table.

2. Multiply pre-project crashes/year by the cost/crash identified in step 1 to calculate the annual crash cost pre-project. Then multiply pre-project crashes/year by the cost/crash and by the crash reduction factors to calculate the annual crash cost post-project.

3. Subtract the annual post-project crash cost from the annual pre-project crash cost for the annual safety benefit with the project, representing a dollar value of crashes avoided.

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TABLE 1 – CRASH REDUCTION FACTORS

CDTC CRF #	Treatment Type	CRF Factor(s) All Crashes	CRF Factor(s) Pedestrian or Bicycle Crashes
1	Wider Edge Lines with resurfacing	0.09	
2	Pedestrian Refuge Island	0.26	0.56
3	Bike Lane	0.27	
4	Bike Lane urban 4-lane undivided collectors & local roads	0.57	
5	Buffered Bike Lane		0.47
6	Protected Bike Lane		0.59
7	Widen Shoulders	0.05 * ft. widened	
8	RRFB and Pedestrian Warning Sign		0.47
9	Advanced yield or stop markings and signs	0.11	0.25
10	Pedestrian hybrid beacon (HAWK) with advanced yield or stop markings and signs	0.18	0.57
11	Pedestrian Countdown Signal	0.09	0.7
12	High Visibility Crosswalk	0.19	0.4

CDTC CRF #	Treatment Type	CRF Factor(s) All Crashes	CRF Factor(s) Pedestrian or Bicycle Crashes
13	Replace Signalized Intersection with Roundabout	0.35	
14	Replace 2-Way Stop Intersection with Roundabout	0.25	
15	Road Diet (4-3 Conversion)	0.29	
16	Rumble Strips	0.29	
17	Install sidewalk		0.75
18	Install lighting - night crashes	0.32	
19	leading pedestrian intervals		0.13
20	Add left turn lane	0.25	

TABLE 2 – CRASH REDUCTION FACTORS REFERENCES AND NOTES

1	**CMF Clearinghouse, FHWA Countermeasure**
2	**CMF Clearinghouse and FHWA Countermeasures**
3	**CMF Clearinghouse**
4	**FHWA Countermeasures**
5	**ODOT HSIP Countermeasures CRF appendix BP24**
6	**ODOT HSIP Countermeasures CRF appendix BP23**
7	**ODOT HSIP Countermeasures CRF appendix RD20, RD21, RD22**
8	**FHWA countermeasures and CMF Clearinghouse**
9	**FHWA countermeasures and CMF Clearinghouse**
10	**CMF Clearinghouse veh/ped and all**
11	**CMF Clearinghouse veh/ped and all**
12	**CMF Clearinghouse veh/ped and all**
13	**CMF Clearinghouse**
14	**CMF Clearinghouse**
15	**CMF Clearinghouse and FHWA Countermeasures**
16	**CMF Clearinghouse**
17	**Average from Florida Document cited in FHWA Countermeasures**
18	**CMF Clearinghouse and FHWA Countermeasures**
19	**FHWA Countermeasures**
20	**CMF Clearinghouse and FHWA Countermeasures**

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User Cost Benefits

Pavement projects have benefits beyond facility life extension. Newly resurfaced roadways have a smoother surface which results in benefits to vehicle operating costs in the form of reduced fuel consumption, tire wear, and vehicle repair & maintenance. NCHRP Report 720 (Estimating the Effects of Pavement Condition on Vehicle Operating Costs; 2012) contains estimates of vehicle operating cost savings as a function of roadway condition. These values

were converted into NYSDOT 1 through 10 pavement score values as seen in Table H-3. Please note that other components of vehicle operating costs, such as license and insurance fees, are not included in this analysis as they are not affected by pavement condition.

For candidate projects with pavement treatment components, the vehicle operating costs in Table H-3 were multiplied by the project's annual vehicle miles travelled (calculated as segment length times AADT) to estimate the total vehicle operating costs before and after the project. The difference in these values is the User Cost Benefits of the project.

Other Benefits

Other benefits may be calculated for projects with quantifiable benefits that are not accounted for in the other categories. In past TIP updates, other benefits were calculated for regionally significant projects that were expected to impact system-level performance measures as defined in the New Visions plan. Such projects were generally ones that affect the number of vehicle trips or the aggregate level of vehicle miles of travel in the Capital District. For the 2022-2027 TIP Update, other benefits were not calculated for any candidate projects.

Total Benefit / Cost Ratio

A total benefit/cost ratio is the sum of these five categories of quantifiable project benefits divided by the annualized cost of the project. Annualized costs are a product of the total project cost and the 6% Capital Recovery Factors (Table 8).

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TABLE 3 – AVERAGE VEHICLE OPERATING COST BY PAVEMENT CONDITION

NYSDOT Pavement Score	Average Cost Per Vehicle Mile
10	$ 0.2164
9	$ 0.2164
8	$ 0.2164
7	$ 0.2173
6	$ 0.2210
5	$ 0.2267
4	$ 0.2355
3	$ 0.2538
2	$ 0.2689
1	$ 0.2689

***Note**: Vehicle operating cost per mile includes three components: fuel, tire wear, and vehicle maintenance. Other components of vehicle operating cost, such as license and insurance fees, are not impacted by pavement condition and are omitted from the calculation.*

***Sources**:*

- *Estimating the Effects of Pavement Condition on Vehicle Operating Costs (NCHRP Report 720; 2012)*

- *https://www.nap.edu/catalog/22808/estimating-the-effects-of-pavement-condition-on-vehicle-operating-costs*
- *New York State Vehicle Registrations of File - End of year 2018*
- *https://dmv.ny.gov/statistic/2018reginforce-web.pdf*
- *Population and Activity of Onroad Vehicles in MOVES3 (USEPA; November 2020)*
- *https://cfpub.epa.gov/si/si_public_record_report.cfm?Lab=OTAQ&dirEntryId=328870*

TABLE 4 – AVERAGE HIGHWAY VEHICLE OPERATING COSTS

Dollars Per Vehicle Mile Traveled, by Operating Speed and Posted Speed

Operating Speed (mph)	Speed Limit						
	30	35	40	45	50	55	65
2.5	0.849	0.868	0.886	0.904	0.923	0.940	0.958
5	0.849	0.868	0.886	0.904	0.923	0.940	0.958
7.5	0.796	0.818	0.841	0.863	0.878	0.892	0.906
10	0.744	0.769	0.795	0.821	0.833	0.844	0.855
15	0.666	0.693	0.720	0.736	0.758	0.775	0.793
20	0.626	0.648	0.670	0.690	0.715	0.726	0.738
25	0.600	0.618	0.635	0.654	0.674	0.689	0.704
30	0.586	0.600	0.615	0.629	0.646	0.663	0.679
35	NA	0.586	0.599	0.611	0.626	0.639	0.651
40	NA	NA	0.594	0.605	0.616	0.628	0.639
45	NA	NA	NA	0.603	0.611	0.620	0.629
50	NA	NA	NA	NA	0.608	0.616	0.625
55	NA	NA	NA	NA	NA	0.614	0.620
60	NA	NA	NA	NA	NA	NA	0.616
65	NA	NA	NA	NA	NA	NA	0.616

Operating costs are derived from the NYSDOT Highway User Cost Accounting Microcomputer Package, August 1991. Operating costs are increased by 28.7%, in order to agree with 2021 operating costs. Vehicle ownership costs per mile were included. This is consistent with AAA estimates and the IRS allowances for driving costs. Truck ownership costs were added based on the assumption that the percentage of VMT consisting of trucks is 7%. If operating speed is less than posted speed, congestion is assumed. Travel time costs will be valued at $13.84.

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TABLE 5 – RELATIONSHIP BETWEEN THE EXTENDED LIFE OF A HIGHWAY AND ITS SURFACE RATING

Surface Score	% Extended Life		
	Rigid Pavements	Overlay Pavements	Flexible Pavements
10	0%	0%	0%
9	5.9%	4.3%	3.8%
8	14.7%	8.7%	11.5%
7	26.5%	21.7%	23.1%
6	47.1%	43.5%	46.2%

Surface Score	% Extended Life		
	Rigid Pavements	Overlay Pavements	Flexible Pavements
5	79.4%	78.3%	69.2%
4	100.0%	100.0%	88.5%
3	100.0%	100.0%	100.0%
2	100.0%	100.0%	100.0%
1	100.0%	100.0%	100.0%

Source: Derived by CDTC from an internal NYSDOT memorandum regarding new pavement deterioration rates dated August 8, 1986.

TABLE 6 – RELATIONSHIP BETWEEN THE EXTENDED LIFE OF A BRIDGE AND ITS RATING

Bridge Rating	% Extended Life
7	0%
6	22.2%
5	44.4%
4	66.6%
3	88.9%
2.5	100.0%
2.0	100.0%
1.0	100.0%

Source: CDTC

TABLE 7 – RELATIONSHIP BETWEEN THE AGE AND EXTENDED LIFE OF A FACILITY OTHER THAN BRIDGES AND HIGHWAYS

Age / Expected Life	% Extended Life
0	0%
.2	5%
.4	10%
.6	20%
.8	30%
.9	40%
1.0	50%
1.1	60%
1.2	70%
1.4	80%
1.6	90%
1.8	95%
2.0	100%

Source: CDTC

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TABLE 8 – 6% CAPITAL RECOVERY FACTORS FOR ANNUALIZED COSTS

Design Life in Years	Capital Recovery Factor		Design Life in Years	Capital Recovery Factor
1	1.060000		31	0.071792
2	0.545437		32	0.071002
3	0.374110		33	0.070273
4	0.288591		34	0.069598
5	0.237396		35	0.068974
6	0.203363		36	0.068395
7	0.179135		37	0.067857
8	0.161036		38	0.067358
9	0.147022		39	0.066894
10	0.135868		40	0.066462
11	0.126793		45	0.064700
12	0.119277		50	0.063444
13	0.112960		55	0.062537
14	0.107585		60	0.061876
15	0.102963		65	0.061391
16	0.098952		70	0.061033
17	0.095445		75	0.060769
18	0.092357		80	0.060573
19	0.089621		90	0.060318
20	0.087185		100	0.060177
21	0.085005			
22	0.083046			
23	0.081278			
24	0.079679			
25	0.078227			
26	0.076904			
27	0.075697			
28	0.074593			
29	0.073580			
30	0.072649			

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TABLE 9 – DESIGN LIFE OF VARIOUS FACILITIES

Pavement Treatment	Service Life
Pavement Single Course Overlay or Mill and Fill	15 years
Pavement Multi-Course Overlay or Mill and Fill	25 years
Cold Recycling with Overlay	18 years

Pavement Treatment	Service Life
Thin HMA Overlay 1" (Formerly Armor coat)	10 years
Reconstruction	30 years

Source: NYSDOT Comprehensive Pavement Design Manual Appendix 5B Pavement Restoration Techniques (2018)

Bridge Treatment	Service Life
Bridge Element Specific Rehab	15 years
Bridge Deck Replacement	20 years
Bridge Superstructure Replacement	40 years
Bridge Replacement	75 years

Source: Correspondence from NYSDOT (December 31, 2021)

Other Treatment	Service Life
Major geometrics (roundabout, reconfiguration)	20 years
Minor geometrics (left turn lane)	15 years
High friction surface treatment	10 years
Signals and flashing beacons	10 years

Source: FHWA Countermeasure Service Life Guide (2021); Correspondence from NYSDOT (2021)

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BICYCLE / PEDESTRIAN PROJECT MERIT EVALUATION METHODOLOGY

Introduction

Consistent with the previous TIP Updates, CDTC Staff again used potential market for bicycle/pedestrian travel, cost-effectiveness, and potential safety benefits (e.g., accident reduction or avoidance) in the evaluation of bicycle and pedestrian projects. These measures are briefly defined below.

Potential Market for Bicycle and Pedestrian Travel Score

This measure is based on the modeled short trip response on the bicycle/pedestrian version of CDTC's Systematic Traffic Evaluation and Planning (STEP) model. A potential bicycle trip table was created by selecting all PM peak hour trips from the CDTC STEP Model that are less than 10 miles. A potential pedestrian trip table was created by selecting all PM peak hour trips from the CDTC STEP Model that are less than 2.5 miles. A pedestrian distance threshold of 2.5 miles was selected to allow for the extra distance between loading nodes in the model. This measure aims to get an indication of how many trips might be realistic candidates for conversion to cycling or walking.

For this analysis, project candidates are represented in the STEP Model using the conventions that correspond with biking or walking. In the STEP Model, illegal facilities are closed to bicycle and pedestrian travel, for example, Interstates have no bicycle or pedestrian access. The STEP Model discourages the use of very undesirable facilities, for

example, facilities with no sidewalks with a 1 MPH speed limit. For the pedestrian model, facilities with sidewalks were coded at 3 mph. For the bicycle model, bicycle-friendly streets were coded at 10 mph and bicycle lanes and bike/hike trails were coded at 15 mph.

Projects were modeled under this rubric to see how many short trips could potentially walk or cycle based on the project improvement. The process does not model how many walkers or cyclists there will be on a given day, rather it provides a relative estimate of how many people would have access to use the project improvement for walking or cycling. Each project is then given a potential market score of A, B, or C based on their relative levels of access provided in comparison with other projects.

Cost Score

Candidate projects are divided into three cost groups in comparison to each other and assigned scores of A, B, or C. The lowest-cost projects received a grade of "A", medium-cost projects a grade of "B" and high-cost projects a grade of "C".

Cost Effectiveness Score

Cost-effectiveness is calculated by comparing the market value score with the cost. This cost grade was compared to the grade given for market potential. Final cost-effectiveness scores were based on the following table:

Cost Score	Potential Market Score	Final Cost-Effectiveness Score
A	A	**A**
A	B	**A**
A	C	**B**
B	A	**A**
B	B	**B**
B	C	**C**
C	A	**B**
C	B	**C**
C	C	**C**

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Potential Safety Benefit

The CDTC Bicycle and Pedestrian Advisory Committee suggested this measure as a way of illustrating the safety enhancement which comes in making accommodations for cyclists and pedestrians within the transportation system. The potential safety benefit is calculated using the Federal Highway Crash Modification Factor (CMF) Clearinghouse. A CMF provides a quantitative estimate of the effectiveness of a proposed improvement (i.e., high-visibility crosswalks, bicycle lane, etc.) on decreasing crashes at the site where it will be implemented. The CMF score is dependent on traffic volume, existing conditions, and car-

bicycle and car-pedestrian crash histories. Candidate projects are given a safety benefit score of A+, A, A-, B+, B, B-, C+, or C based on their relative CMF in comparison with other projects.

Total Bicycle and Pedestrian Score

A weighted score for each project is calculated by assigning weighted score points as follows: A+=7, A=6, A-=5, B+=4, B=3, B-=2, C+=1, C=0. Market Potential and Safety are worth 2X Cost Effectiveness.

Qualitative Project Benefits

All candidate projects are evaluated qualitatively by CDTC staff by assigning merit scores in twelve categories:

- Community Quality of Life & Equity
- Appropriate Infrastructure
- Multi-modalism
- Environment & Health
- Regional Benefit
- Economic Development
- Safety & Security
- Operations & Technology
- Freight
- Performance
- Innovation
- Project Delivery

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These scores reflect project contributions to meeting the goals and implementing the strategies outlined in the New Visions plan. The complete methodology used to calculate each component of the merit evaluation can be found on the CDTC TIP Update Webpage.

Supplemental Bridge Project Scores Based on Condition

At the August 4th, 2021 meeting of the CDTC Planning Committee, NYSDOT staff proposed awarding bonus points to bridge projects based on the condition, AADT, and NHS status of the bridge. The bonus points proposed by NYSDOT are summarized in the table below. CDTC staff stated that awarding bonus points in this manner would be double-counting, as bridge condition, AADT, and NHS status are already accounted for in the evaluation process. As a compromise, Planning Committee approved a motion to include the proposed bonus points in an appendix to the TIP.

NYSDOT-proposed bonus points for bridge projects

Bridge Condition		AADT 0-1,000	AADT 1,000-5,000	AADT 5,000+
Structurally Deficient – Not Load Posted	On/Over NHS	+3	+6	+7
	Non-NHS	+2	+4	+5
Load Posted	On/Over NHS	+5	+12	+15
	Non-NHS	+3	+8	+10
Bridge Closed	On/Over NHS	+15	+20	+25
	Non-NHS	+10	+15	+20

Listed below are the bridge applications considered during TIP evaluation and the proposed bonus points they would be awarded in accordance with the table above.

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Project ID	Sponsor	Project Name	NHS	AADT	Proposed Bonus Points	Explanation
19	City of Schenectady	Crane Street Bridge Major Rehabilitation	N	5,402	+5	Poor condition, no posted load
23	NYSDOT	I-787 - SOUTH MALL INTERCHANGE BRIDGE ELEMENT SPECIFIC REPAIRS, BINS 1092940 &109299B	Y	2,275 - 7,719	+0	Neither span in poor condition
24	NYSDOT	I-787 -SOUTH MALL INTERCHANGE BRIDGE ELEMENT SPECIFIC REPAIRS, BINS 109298A, 109298B & 109298D	Y	2,123 - 10,161	+0	None of the 3 spans are poor condition
25	NYSDOT	I-787 to SME EB, City of Albany, Albany County	Y	9,047	+0	Not poor condition
26	NYSDOT	I-87 Exit 16 Interchange Improvements and Bridge Replacement	Y	10,815	+0	Not poor condition
33	NYSDOT	Nelson Avenue Extension Over I-87, City of Saratoga Springs	Y	693	+3	Poor condition, no posted load
34	NYSDOT	Replace Route 146 over Chrisler Avenue. Town of Rotterdam, Schenectady County	Y	8,881	+7	Poor condition, no posted load

Project ID	Sponsor	Project Name	NHS	AADT	Proposed Bonus Points	Explanation
35	NYSDOT	River View Rd Over I-87, Bridge Replace	N	899	+2	Poor condition, no posted load
38	NYSDOT	Route 146 over I-890, City of Schenectady, Schenectady County	Y	8,963	+0	Not poor condition
40	NYSDOT	ROUTE 29 OVER D&H RR, BRIDGE REPLACE, SARATOGA SPRINGS	Y	9,208	+0	Not poor condition
41	NYSDOT	ROUTE 32 OVER FISH CREEK, Town of Saratoga, Saratoga County	N	837	+2	Poor condition, no posted load
42	NYSDOT	ROUTE 396 OVER COEYMAN'S CREEK	N	2,529	+0	Not poor condition
43	NYSDOT	ROUTE 4 OVER THE HUDSON RIVER & CANAL, BRIDGE REPAIR, TOWN OF NORTHUMBERLAND, SARATOGA COUNTY	Y	3,791	+12	Poor condition, load posted
49	NYSDOT	Rt. 2 Congress St Element Specific Bridge Repair, BIN 1004279	Y	15,161	+0	Not poor condition
53	NYSDOT	Water Street Over D&H Railroad, Element Specific Bridge Work	Y	3,626	+0	Not poor condition
55	Saratoga County	CR 33 (Ballard Road) over Snook Kill Bridge Replacement	N	10,251	+0	Not poor condition
57	Saratoga County	CR 49 (West Milton Rd.) over Kayaderosseras Creek Bridge Rehabilitation	N	2,589	+0	Not poor condition
59	Saratoga County	Dimmick Rd Bridge (BIN3304510) Replacement	N	845	+3	Load Posted; not poor condition
60	Saratoga County	Dix Bridge Rehabilitation	N	n/a	+0	Permanently closed to motor vehicles
61	Saratoga County	Rehabilitation of BIN 3304520 - Heath Road over Sturdevant Creek, Town of Corinth	N	773	+0	Not poor condition

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Project ID	Sponsor	Project Name	NHS	AADT	Proposed Bonus Points	Explanation
62	Saratoga County	Rehabilitation of the CR 64 (Nelson Ave. Ext.) Bridge over Kayaderosseras Creek	N	693	+0	Not poor condition
63	Saratoga County	Replacement of the Tabor Road Bridge over Dwaas Kill	N	1,040	+0	Not poor condition
64	Saratoga County	Tiffault Road Superstructure Replacement	N	44	+3	Load posted; not poor condition
65	Saratoga County	Viall Avenue over Anthony Kill Bridge Replacement	N	4,466	+0	Not poor condition

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APPENDIX H -

SELECTION OF NEW PROJECTS

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INTRODUCTION

On September 10, 2021, CDTC issued a solicitation for new TIP projects to be considered for the 2022-2027 TIP Update. A public notice was issued, and the solicitation notice was provided to the CDTC Policy Board, Planning Committee, state and local governments, and other potential project sponsors. In addition, a TIP update webpage was launched that included the solicitation and evaluation information, as well as supporting documents and data. TIP project submissions were due December 3, 2021. In total, 93 candidate project applications were received from 24 project sponsors.

Project sponsors were required to complete an online TIP project application form. Copies of the full project applications cab be found on the CDTC TIP Update website. Project sponsors were required to provided information on project limits, scope, schedule, and cost sufficient to determine the federal-aid eligibility of the project and to provide the information needed for the project evaluation process. Candidate projects are categorized according to type and are evaluated quantitatively and qualitatively. The evaluation results prepared by CDTC are used by Planning Committee to prepare a recommended TIP Program for Policy Board approval.

PROVISION OF LOCAL MATCHING FUNDS

Project sponsors are required to be willing and able to provide the local matching funds. All fund sources are not required to be "in hand" but need to have a "reasonable expectation" of being in place by the year of programming. As part of the TIP project solicitation, applicants are required to submit a local match assurance letter. The 20% local match may be reduced depending on the project type, the federal fund source and the availability of Marchiselli funding. Public/private financing possibilities should be addressed, if applicable. Transit operators are required by FTA to document financial capacity in the adopted TIP. All facilities that require an ongoing operating budget to be useful are required to demonstrate that such financial capacity exists.

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EVALUATION CRITERIA

All candidate projects are screened for federal aid eligibility. A summary of FAST Act eligibility guidelines was posted to the TIP Update webpage. Every project that meets the minimum requirements is evaluated quantitatively and qualitatively. The evaluation procedure uses the best available information from CDTC's models, from corridor studies, from CDTC and NYSDOT databases and from project sponsors. A benefit/cost ratio is developed for the quantitative component and a merit score is developed for the qualitative component. Project candidates are grouped for the evaluation based on the primary objective of the project. For the 2022-27 TIP evaluation process, the following project types were used:

- Bicycle/Pedestrian Facilities
- Bridge
- Pavement
- Intersection/Safety
- Other

Projects were additionally classified as 'Preservation' or 'Beyond Preservation' using definitions adopted by the CDTC Policy Board on September 2, 2021 and posted to the TIP Update webpage. 'Preservation' was defined as any activity that extends the service life of an existing asset, while 'Beyond Preservation' was defined as reconstruction of an existing asset or new construction. The full definitions of 'Preservation' or 'Beyond Preservation' are included as Appendix M.

Project evaluations are presented using a two-page 'Fact Sheet' format. The details of the evaluation procedure are outlined in Appendix G.

PROGRAMMING CRITERIA AND PRINCIPLES

The TIP as a whole, must, according to federal law, be developed in cooperation with the state and public transit providers. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan. The TIP should include all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the Metropolitan Transportation Plan (MTP). Furthermore, the TIP must be fiscally constrained.

The goal of CDTC is to produce a "balanced" TIP that contributes to implementation of the New Visions Metropolitan Transportation Plan. The CDTC approach meets both the letter and spirit of federal regulations by allowing CDTC to look at the array of projects and their relative merit, and to establish a program that best implements the range of goals included in the MTP. CDTC staff prepared three funding scenarios based primarily on the candidate project evaluation results within each project category. Additional factors such as impact on federal performance measures, sponsor equity and geographic equity were also considered. These funding scenarios were brought to the Planning Committee for discussion, and the Planning Committee prepared a recommended TIP Program for Policy Board approval.

FTA GRANT PROGRAM PROJECT SELECTION PROCESS

The Capital District Transportation Authority (CDTA) is primarily responsible for submitting the requests to CDTC for transit related funded projects. This includes transit operating assistance, equipment and support facilities. Unlike the project selection process for highway funds described above, CDTC normally defers to the judgment of CDTA, the

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region's public transit operator, for project recommendations for transit fund sources from the state and federal governments.

Candidate capital projects are identified through transit improvement studies and evaluations of fleet and other capital requirements, keeping in mind transit development goals and supporting objectives established as part of CDTA's Capital Planning Process. CDTA maintains a short-range transit capital plan that identifies a series of actions and strategies that provide the basis for coordinating and prioritizing CDTA transit capital improvements. The TIP follows directly from the plan and generally is a simple project listing. The final decisions regarding project inclusion in the program are made by CDTC on a recommendation from the Planning Committee.

The following projects funded with dedicated transit funds are included in the 2022 – 2027 TIP. FTA releases their complete apportionment tables annually each spring, which provide the actual allocations for transit fund sources. The costs shown below are estimates and will be updated annually to reflect actual funds available for each project.

TIP #	PIN	Fund Source	Project Name
T11	1821.18	Sect. 5307	Passenger Facility Improvements at Various Locations
T14B	CDTC.08	Sect. 5307 – Sar	Transit Operations Support for Saratoga Service: Preventive Maintenance & Operating Assistance
T16	1821.80	Sect. 5307	Transit Support Vehicles
T17	1820.48	Sect. 5307 & 5339	Transit Bus Replacement / Expansion
T57	1TR6.04	Sect. 5307	Preventive Maintenance
T77	CDTC.20	Sect. 5307	Capital Cost of Contracting for Commuter Service in the Capital District to points North, West and South
T6B	1820.37	Sect. 5307	STAR Buses Replacement and Expansion

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More details of projects funded with transit fund sources can be found in the project listings.

APPENDIX I -

RECENTLY COMPLETED TIP PROJECTS

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PLACEHOLDER FOR RECENTLY COMPLETED TIP PROJECTS

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APPENDIX J -

CDTC SELF CERTIFICATION

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Draft 2022 Self-Certification of the Capital District Transportation Committee's Planning Process

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certified effective September 22, 2020 that the CDTC planning process meets and/or exceeds federal requirements in accordance with 23 CFR Section 450.336 and 49 USC 5303. Concurrent with the submittal of the 2022-2027 Transportation Improvement Program (TIP), the Capital District Transportation Committee (CDTC) as the designated Metropolitan Planning Organization for the counties of Albany, Rensselaer, Saratoga and Schenectady, excluding the Town of Moreau and the Village of South Glens Falls, is required to complete a self-certification of its planning process. This self-certification serves as documentation that CDTC is in compliance with federal planning requirements in accordance with 23 CFR Section 450.336 and 49 USC 5303.

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A. Required Agreements

1. What is the status of the cooperative planning agreement between CDTC, NYSDOT and the Capital District Transportation Authority (CDTA)?

The cooperative planning agreement entitled "Agreement Defining Roles and Responsibilities for Metropolitan Transportation Planning in the Capital District" was approved in January 2009 and will be updated in 2022.

2. What is the status of the performance-based planning agreement between CDTC, NYSDOT and the Capital District Transportation Authority (CDTA)?

The performance-based planning agreement entitled "Performance Management Agreement between CDTC, NYSDOT, and CDTA was approved in March 2019.

B. Planning/Technical

1. UPWP - Does the Unified Planning Work Program (UPWP) cover relevant planning activity and needs, including how the UPWP supports the Metropolitan Transportation Plan.

Yes. In Fiscal Year 2022-2023, CDTC developed a one-year UPWP that was approved in March 2022 and will be updated annually. Development of the UPWP included a solicitation for planning projects from local governments in the CDTC planning area as well as a refresh of ongoing planning tasks as described in the previous year's plan. The UPWP includes a section entitled "UPWP Planning Priorities for the CDTC Region", describing the priorities of the Metropolitan Transportation Plan, known as New Visions 2050, and their relationship to planning tasks in the UPWP. There are no known progress or scheduling issues.

2. **Metropolitan Transportation Plan – Discuss required elements and implementation, program level environmental mitigation activities and discuss current or planned activities for consultation with State and local agencies during plan development.**

CDTC's Metropolitan Transportation Plan entitled "New Visions 2050" was adopted in September 2020, 2050 being the horizon year. In accordance with a United States Court of Appeals South Coast Air Quality Management District vs. EPA decision, a conformity determination for the plan was needed for the 1997 ozone NAAQS. Air quality conformity was approved in September 2020. The plan is based upon the best available estimates of long-range federal, state, and local revenue streams. TIP investments have tracked the budget priorities in New Visions.

Implementing New Visions 2050 is ongoing and CDTC continues to operate under the adopted principles and recommendations of the plan. CDTC requires careful community-oriented planning, including environmental consideration, prior to committing to major projects with potentially significant environmental impacts. In 2019, CDTC funded its first Planning and Environmental Linkage (PEL) study to support the documentation of environmental considerations prior to the detailed design and construction of a major investment project, the replacement of the NY 378 Bridge. Additional PEL studies are expected. CDTC also utilizes its Transportation and Community Linkage Planning Program as a planning tool to better integrate transportation and land use decision making with 98 collaborative planning studies funded to date.

CDTC refined its environmental mitigation procedure in New Visions 2050. CDTC maps environmental features for project and study locations for the 2022-2027 TIP, Linkage Program, Regional Plans and other major CDTC studies and document the possible project/study effects.

New Visions 2050 planning scenarios were developed using metrics set by state law and priorities, such as the "40 x 30" requirements in the NYS Climate Leadership and Community Protection Act and NYS Electric Vehicle Mandates set at that time. NYSERDA also supported and worked alongside MPOs in developing the VERPAT model, a regional greenhouse gas reduction analysis tool, used to develop the scenarios.

New York State agency staff were invited to participate in the New Visions subcommittees to provide input on white paper development and to review draft materials. Staff from NYSDOT, NYSERDA, and NYSDEC directly participated in the Environment & Technology Subcommittee and NYSDOT, NYSDOH, and NYSOPRHP directly participated in the Bicycle & Pedestrian Subcommittee. All agencies were afforded the opportunity to comment on the draft plan.

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3. Transportation Improvement Program (TIP)

- **When was the TIP and related Conformity document approved?**

  The 2019-2024 TIP and conformity document were approved in June 2019 and will remain in place until at least September 30, 2022. The 2022-2027 TIP and conformity document is in development with tentative approval scheduled for September 2022. Projects were identified from municipal, State, and regional needs and evaluated using CDTC's Benefit-Cost/Merit Spreadsheet Evaluation Process.

- **Is the TIP fiscally constrained?**

  As of June 2022, the 2019-2024 TIP is fiscally constrained. CDTC works cooperatively with NYSDOT Region 1 and CDTA to identify reasonable budgets for the CDTC metropolitan planning area and has programmed to those budgets. CDTC monitors fiscal constraint using a fiscal constrain table available on the CDTC website at https://www.cdtcmpo.org/tiplist19/table4.htm.

- **Is the TIP consistent with the Metropolitan Transportation Plan, known as New Visions 2050?**

  CDTC's TIP development process maintains a tight relationship with New Visions by using the New Visions budget as a guide in project prioritization. As a result, the TIP reflects the CDTC principle of "steady progress" across all plan elements with a much closer relationship between plan and TIP than is typical of most MPOs elsewhere. A merit score is used as part of project evaluation containing criteria specifically derived from New Visions 2050, directly connecting the plan to the TIP.

- **Does the TIP meet federal requirements?**

  The TIP contains a priority lists of projects, plans and programs for five years; summaries of financial plans; a demonstration of fiscal constraint; project descriptions (including project type, termini, length, etc.); proposed federal funding obligations; identification of the relationship to the New Visions; a description of the TIP development process; air quality conformity determinations; and documentation of the relationship of the TIP to all other federal requirements.

- **What are the consultation activities for the 2022-2027 TIP?**

  Consultation on the 2022-2027 TIP will include outreach to federal land holders in the CDTC region including National Parks and the Department of Defense. Tribal

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nations with cultural resource interests in the CDTC region will also be consulted as well as state agencies including but not limited to NYSDOH, NYSDEC, NYSOPRHP and NYSERDA.

4. Technical Areas

In 2021, CDTC updated TIP materials used in soliciting projects, evaluating projects and managing project data. An online application form was developed, easing data entry and simplifying the project application process. The merit score category descriptions were refined to provide clarity and transparency to applicants. A new access database was developed for use by CDTC's staff to manage TIP data from the point of application all the way through the development of TIP project listings for the 2022-2027 TIP.

In addition, collaboration and innovation continue to be hallmarks of CDTC's planning process, reflected by continued support for CDTC's Linkage Planning Program and the development of regional plans such as the Patroon Creek Greenway Study, the Bus Lane Feasibility Study, the Smart Communities Toolbox, and the Regional Truck Parking Study among others. Implementation of actions identified in these studies/plans continue to be pursued through the TIP, federal discretionary programs, state programs and other avenues.

5. Title VI - How have Title VI concerns been addressed in the planning process and documented in the UPWP, TIP and MTP?

- **Environmental Justice (EJ)** – CDTC updated and approved its EJ/Title VI analysis report in June 2020. CDTC performs an EJ review after each TIP update and monitors CDTC's process. The analysis methodology includes CDTC staff created demographic parameters using data from the 2013-2017 American Community Survey (ACS). Threshold values were defined at the census tract level to identify geographic areas with populations of minority or low-income persons greater than the regional rate. Geographically identified projects located at least partially in an EJ area are shown in maps created in ArcMap.

- **Limited English Proficiency (LEP)** – Written executive summaries of the Long Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and Public Participation Program will be translated into languages covered by the safe harbor provision upon written or verbal request to CDTC and posted to CDTC's website. In addition, written executive summaries of studies conducted in geographic subareas where language groups within the population constitute 1,000 people or 5% of the subarea will be translated into those languages upon request and posted online. With at least 72 hours of notice, CDTC will provide interpreting services at meetings, in person if possible.

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- **Americans with Disabilities Act (ADA)** – CDTC has invested in consultant assistance to support municipal ADA infrastructure data collection and the development of transition plans. In addition, CDTC's public meetings, including all Planning Committee and Policy Board meetings, are held in the CDTC offices at 1 Park Place, Albany, NY 12205 and since March 2020, have been available to the public virtually through Zoom and YouTube. When meetings are conducted in other venues, CDTC assures that the facility is accessible, externally, and internally. When possible, meeting locations are selected along public bus routes. CDTC provides or coordinates the provision of auxiliary aids or services and reasonable accommodations upon request by a person with a disability. The request must be made at least 72 hours prior to the meeting at which the aids, services, or accommodations are requested. CDTC has also updated its website to meet the Web Content Accessibility Guidelines (WCAG) 2.0 AA standard.

- **Disadvantaged Business Enterprise (DBE)** - CDTC has pursued DBE procedures and goals since 1984 and prepares and submits semi-annual DBE reports in a timely manner. CDTC is in compliance with the NYSDOT DBE plan.

6. Private Operators – Discuss how private operators are accommodated.

CDTA assumed authority over Northway Express services, in keeping with CDTC's adopted Public-Private Transit Policy and CDTC continues to coordinate with CDTA and Upstate Transit on transit planning for this service. Clean Communities efforts are also of great interest and value to private operators as interest in electric vehicle infrastructure and electrification of bus fleets has increased. Actions in recent years have provided ongoing federal transit support to Adirondack Trailways and provided for further system integration efforts through CDTA involvement.

7. Planning Factors – Discuss how the federal planning factors are considered in planning processes and products.

CDTC's incorporates the federal planning factors into its MTP, UPWP and TIP. Discussion is included in all three that directly relates the federal planning factors to the proposed projects, plans and programs.

8. Congestion Management Process (CMP): Discuss the status of CMP and how it is used.

An updated CMP was approved by CDTC in September 2020. The CMP will be updated in 2022 with completion expected in 2023. The CMP is used to develop programs and planning projects that will improve system reliability.

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9. **Participation Plan**

- **Discuss the status of public involvement/participation plan procedures and a periodic evaluation process to determine its effectiveness.**

  CDTC's public participation plan was adopted in March 2021 and is continually assessed to maintain its effectiveness.

- **Discuss how visualization techniques will be employed for Plans and TIPs.**

  CDTC uses ArcMap and ArcGIS online as tools to display data via interactive maps for use by the public, particularly to identify the location of TIP projects. Infographics, interactive surveys, and other tools are also utilized.

- **Discuss status of making public information available in electronically accessible formats such as the World Wide Web.**

  CDTC requires electronically accessible documents with recognizable text and videos with subtitles be available on its website and social media.

- **Discuss incorporation of consultations which are listed under "Transportation Plan" and "TIP" in this document.**

  CDTC consults with federal land owners, tribal nations and others as part of the public review process for the MTP, TIP and UPWP.

- **Address coverage in the participation plan of users of pedestrian walkways, bicycle transportation facilities, and persons with disabilities.**

  CDTC strives to make its meetings accessible to the public via hybrid meeting formats (in person and video). In person meetings are held at locations accessible to transit and accessible to persons with disabilities. CDTC's Active Transportation Advisory Committee allows persons with disabilities and those who walk and ride bicycles to directly participate in the transportation planning process.

10. **Coordinated Public Transit-Human Service Agency Transportation Plans: Discuss the MPO's coordinated planning process including development of or implementation of these Plans.**

CDTC's Coordinated Plan was adopted on June 6, 2019. CDTC's Regional Transportation Coordination Committee (RTCC) assists CDTC staff in developing the Coordinated Plan and

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CDTC partnered with CDTA, particularly its para-transit division "STAR", and senior centers to increase participation.

C. Administrative/Management

1. **Progress Reports: Are progress reports submitted to FHWA/FTA on time?**

   Yes. CDTC updated the format to meet FHWA and FTA reporting requirements.

2. **Bills: Are bills submitted and paid on time?**

   Yes. CDTC staff bills are submitted monthly for review and approval.

3. **Audits**

   - **Are single audit requirements met through audits performed on an annual basis?**

     Yes. CDTA audits and CDTC staff audits are complete through 3/31/21. CDTC's audit for the fiscal year ending 3/31/22 is underway.

   - **Are any identified deficiencies corrected?**

     There were no identified deficiencies. CDTC continues to work with its host agency CDTA to strengthen internal controls.

4. **Annual Program**

   - **Are FTA contracts closed out within three years?**

     Yes. CDTC FTA programs are generally closed out within 20 months.

   - **Are PL contracts closed out within six months?**

     Yes. All bills are submitted within six months; contracts are generally closed out within a year.

5. **Budget: Are grant budgets up to date?**

   Yes. Revisions and amendments are made as necessary. An annual budget update was adopted in March 2022 for the fiscal year 2022-2023 UPWP.

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6. **Consultant Selection:**

   - **Are acceptable consultant selection procedures in place?**

     Yes. Consultant selection procedures are updated annually. CDTC developed a standard Memorandum of Understanding to define local sponsor roles for consultant selection and administration of Linkage studies, technical assistance program projects and Capital Coexist projects, among others.

   - **What are the provisions for DBE's?**

     DBE participation is a consideration but not a "quota" in CDTC's consultant selection process. CDTC seeks to achieve full participation of DBEs in contracting opportunities while maintaining strict prioritization by merit.

7. **Central Staff/Host Relations: Discuss any staffing or recruiting issues. Indicate if staff has the political support it needs for effective accomplishments.**

   There are no current staff or recruiting issues. CDTC continues to have the political support it needs from member agencies to maintain its effectiveness.

8. **Decision Making: Indicate if committees are adequately structured and staffed. Are reasonable decisions reached in a timely fashion?**

   Committees are adequately staffed and reasonable decisions are reached in a timely manner.

9. **Governance**

   - **Are foundational documents for the MPO such as Memoranda of Understanding (MOUs), operating procedures and financial/staffing plans reviewed and updated periodically to ensure that they are still relevant to current MPO operations?**

     CDTC's new Executive Director was appointed on August 1, 2021 and has been reviewing and updating foundational documents as needed through the Administrative and Finance Subcommittee. This will be an ongoing activity.

   - **Do members and host understand and execute their roles in a way that supports independent and unbiased work by MPO staff and sound MPO decisions?**

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Yes. CDTC's members and host understand and execute their roles in a way that supports independence and an atmosphere free of bias for CDTC's staff and CDTC's decision making process.

- **Discuss status of working relationships with other governments, i.e., local, international and tribal governments.**

  CDTC regularly engages with local governments and provides multiple opportunities to participate in the metropolitan transportation planning process. Local governments are encouraged to apply for planning, project development and capital project funding. CDTC has been extremely successful at leveling the playing field between NYSDOT, CDTA and local governments. CDTC consults with tribal nations for its major initiatives such as the TIP.

10. Procurement

- **Does CDTC address FTA requirements for FTA funding recipients in a transparent manner and comply with FTA Circular Guidance 4220.1F, Third Party Contracting Requirements?**

  Yes. CDTC follows and documents all FTA related activity according to the NYSDOT procurement guidance checklist.

- **Does CDTC maintain a written history of all FTA-Related procurements?**

  Yes. CDTC maintains all documentation involving procurements for all studies and projects.

- **Does CDTC incorporate clauses and certifications for eligible FTA assistance program funding?**

  Yes. With the host agency CDTA's participation, CDTC has incorporated clauses and certifications for eligible FTA program funding.

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APPENDIX K -

AIR QUALITY CONFORMITY

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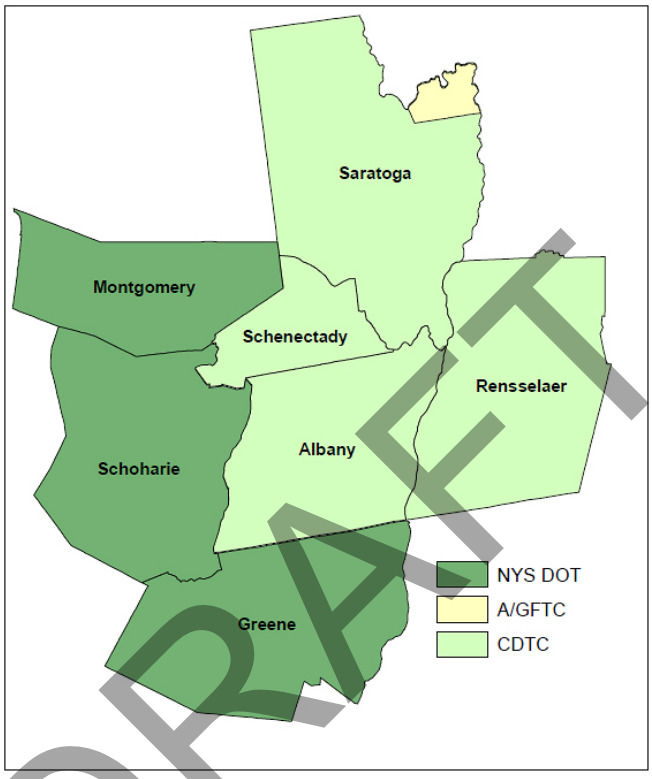
Albany-Schenectady-Troy
1997 8-Hour Ozone Non-Attainment Area
Transportation/Air Quality Conformity Determination

DRAFT of June 15, 2022



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Capital District Transportation Committee
2022-2027 Transportation Improvement Program
and *2050 New Visions* Metropolitan Transportation Plan

Adirondack/Glens Falls Transportation Council
2022-2027 Transportation Improvement Program
and *2040 Ahead* Metropolitan Transportation Plan

Capital Program of Transportation Projects
in Montgomery, Greene, and Schoharie Counties

Prepared by:

NYSDOT Environmental Science Bureau, CDTC and A/GFTC
in association with NYSDOT Regions 1, 2, and 9

Executive Summary

The Capital District Transportation Committee (CDTC) has developed a draft 2022-2027 Transportation Improvement Program (TIP). Adoption of TIP requires the CDTC and Adirondack/Glens Falls Transportation Council (A/GFTC), in cooperation with the New York State Department of Transportation (NYSDOT) Regions 1, 2 and 9, to adopt a new transportation air quality conformity determination for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area.

This report documents that the involved agencies have completed the transportation conformity process and confirms that the A/GFTC and CDTC Transportation Improvement Programs (TIPs) and long-range transportation plans (Plans) and projects in the non-urbanized portion of the Albany-Schenectady-Troy area meet all applicable transportation conformity requirements.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones.

The United States Environmental Protection Agency's transportation conformity rules, 40 CFR Parts 51.390 and 93, establish the criteria and procedures for determining whether TIPs, Plans and federally supported highway and transit projects conform to the SIP. Chapter 6 of the New York Codes Rules and Regulations (NYCRR) Subpart 240 (Part 240) is the SIP for transportation conformity consultation in New York State. Part 240 was approved by the USEPA, effective September 29, 2014. Part 240-2 identifies the agencies, procedures, and allocation of responsibilities for consultation and is consistent with consultation requirements in 40 CFR Part 93.105.

The consultation procedures were followed during the conformity determination process and are documented in the Section titled "Consultation" below. In summary, the CDTC, A/GFTC and NYSDOT staff discussed the content of this air quality conformity determination with the New York State Interagency Consultation Group (ICG) for air quality conformity during the development of the Capital Program of Transportation Projects in Greene, Montgomery, and Schoharie Counties as well as the new A/GFTC and CDTC TIPs and long-range transportation plans.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. The Albany-Schenectady-Troy, NY area was nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, associated regulations at 40 CFR Parts 51.390 and 93, 6 NYCRR Part 240 and the *South Coast II* decision,

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as per the USEPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

Transportation Conformity Overview

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to the State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail the criteria and procedures to successfully comply with the CAA conformity provisions were first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

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Albany-Schenectady-Troy 1997 Ozone Nonattainment Area

On June 15, 2004, the United States Environmental Protection Agency (EPA) designated the Albany-Schenectady-Troy, NY area consisting of Saratoga, Schenectady, Albany, Rensselaer, Montgomery, Greene, and Schoharie Counties nonattainment for the 1997 8-hour ozone standard (0.08 parts per million). This designation was based on the results of ambient air monitoring data collected by the New York State Department of Environmental Conservation from calendar years 2001-2003. These data established an 8-hour ozone "design value" of 0.087 ppm for the area. The current design value for the area, based on 2019-2021 data, is 0.057 ppm.

On July 20, 2012, the USEPA designated the Albany-Schenectady-Troy, NY attainment for the 2008 ozone standard (0.075 ppm). The area was designated attainment for the 2015 ozone standard (0.070ppm) on January 16, 2018.

Transportation Conformity Requirements

On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision*[1] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for long-range metropolitan transportation

[1] Available from https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf

plans (MTPs) and TIPs include latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* decision upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the A/GFTC and CDTC TIPs and Plans, and the Capital Program of Transportation Projects in Greene, Montgomery and Schoharie Counties can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, are:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analyses. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. There are no TCMs in any SIP in the Albany-Schenectady-Troy, NY area. Thus, the latest planning assumption requirement is not applicable for this conformity determination.

Consultation

The consultation requirements in 40 CFR 93.112 and 6 NYCRR Part 240 were addressed both for interagency consultation and public consultation.

Per 6 NYCRR Part 240, interagency consultation was conducted with the NYSDEC, NYSDOT, FHWA, FTA and USEPA. Representatives of these agencies comprise the Interagency Consultation Group (ICG) for air quality conformity in New York State.

On June 12, 2022, the ICG concurred with the classification of projects in the draft A/GFTC TIP and the Capital Program of Transportation Projects in Greene County (NYSDOT Region 1), Montgomery County (NYSDOT Region 2) and Schoharie County (NYSDOT Region 9). The ICG concurred with the classification of projects in the draft CDTC TIP on May 6, 2022.

All projects on the TIPs, MTPs and Capital Programs are exempt for the purposes of transportation conformity as per 40 CFR Part 93, 6 NYCRR Part 240 and the interagency

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consultation process, except for CDTC TIP Bus Rapid Transit projects (projects RG131 and T124). A list of projects and their exempt codes is attached to the conformity statement.

Consistent with planning rule requirements in 23 CFR Part 450, the public will be provided an opportunity to review and comment on the draft conformity determination and supporting documentation for thirty days in June and June 2022.

The draft conformity documentation will be posted to the A/GFTC, CDTC and NYSDOT web sites. Evidence of public notice will be attached to the final conformity documentation. Comments received during the comment period will be catalogued and addressed, as appropriate.

[Placeholder for comments received during the public comment periods.]

Timely Implementation of TCMs
There are no TCMs in the SIP for the Albany-Schenectady-Troy, NY 1997 ozone nonattainment area.

Fiscal Constraint
Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR Part 450. The CDTC *New Visions 2050* MTP, the A/GFTC 2040 *Ahead* MTP and the 2022-2027 CDTC and A/GFTC TIPs are fiscally constrained, as demonstrated in the CDTC New Visions 2050 Financial Plan and the draft CDTC 2022-2027 TIP. The A/GFTC fiscal constraint demonstration is included in Appendix A of the A/GFTC TIP document.

Conclusion
The conformity determination process completed for the 2022-2027 A/GFTC and CDTC TIPs, the A/GFTC 2040 Ahead MTP, the CDTC New Visions 2050 MTP, and the Capital Program of Transportation Projects in Greene, Montgomery and Schoharie Counties demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS. The signed resolutions adopting this conformity determination are included in the final conformity documentation.

Attachments

1. Evidence of NYSDOT public notice/availability for comment
2. Evidence of CDTC public notice/availability for comment
3. Evidence of AGFTC public notice/availability for comment
4. Signed CDTC resolution adopting the 2022-2027 CDTC TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
5. Signed AGFTC conformity resolution adopting the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
6. CDTC TIP Project List
7. AGFTC TIP Project List
8. Exempt Projects reference
9. The Greene, Montgomery and Schoharie County Project Lists are available upon request by contacting the NYSDOT Environmental Science Bureau at 518-457-0212

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Attachment 1
Albany-Schenectady-Troy, NY Air Quality Conformity Determination for the CDTC 2022-2027 Transportation Improvement Program (TIP)

Evidence of Public Notice

The following notice and downloadable files were posted to https://www.dot.ny.gov/programs/stip on June XX, 2022:

PLACEHOLDER FOR SCREENSHOT OF NYSDOT PUBLIC REVIEW

[Placeholder for comments received during the public comment periods.]

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Attachment 2
Albany-Schenectady-Troy, NY Air Quality Conformity Determination for the CDTC 2022-2027 Transportation Improvement Program (TIP)

Evidence of Public Notice

The following notice and downloadable files were posted to www.cdtcmpo.org on June XX, 2022:

PLACEHOLDER FOR SCREENSHOT OF CDTC PUBLIC REVIEW

[Placeholder for comments received during the public comment periods.]

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Attachment 3
Albany-Schenectady-Troy, NY Air Quality Conformity Determination
for the AGFTC and CDTC 2022-2027 Transportation Improvement Programs (TIP)

Evidence of Public Notice

The following notice was posted in the Post Star on June XX, 2022:

PLACEHOLDER FOR SCREENSHOT OF AGFTC PUBLIC REVIEW

[Placeholder for comments received during the public comment periods.]

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Attachment 4

CDTC resolution adopting the 2022-2027 CDTC TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
Evidence of Public Notice

[Placeholder for signed CDTC resolution adopting the 2022-2027 CDTC TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination]

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Attachment 5

A/GFTC resolution adopting the 2022-2027 CDTC TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
Evidence of Public Notice

[Placeholder for signed A/GFTC resolution adopting the 2022-2027 CDTC TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination]

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Attachment 6

CDTC Draft 2022-2027 TIP Projects for Draft Air Quality Conformity Determination (as of June 23, 2022)

TIP#	PIN	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
A295	1132.16	Multiple	Exempt	A10	Carryover	New Karner Road (NY 155), from US 20 to Watervliet Shaker Road	Includes pavement rehabilitation, safety and complete streets improvements	Maintenance	7.200
A581	1760.45	Guilderland	Exempt	C2	Carryover	West Old State Road: New Sidewalk	South side of the road, from Gardenview Terrace to Regina Drive, and from an existing walkway on Victoria Drive to Lynnwood Elementary School.	Capital	0.350
A586	1760.79	Guilderland	Exempt	C2	Carryover	US 20 (Western Avenue), from Devonshire Drive to Mercy Care Lane: New Sidewalk	This is on the south side and includes curbs and intersection ramps.	Bike/Ped	0.730
A589	1760.91	Albany	Exempt	C2	Carryover	City of Albany South End Connector Lowline	Shared-Use path connecting Albany County Hudson-Helderberg Rail Trail at its trail head in the City's South End (.24 miles from South Pearl Street and Mount Hope Drive) and the Mohawk Hudson Bike Hike Trail at its trail head at the intersection of Broadway and Quay Street	Bike/Ped	0.325
A590	1760.92	Albany	Exempt	C2	Carryover	City of Albany Pedestrian Safety Action Plan	Pedestrian safety improvements at: 20 uncontrolled crosswalks & 12 signalized intersections	Capital	1.669
A594	1761.64	Albany	Exempt	A10	Carryover	Lark Street, Madison Avenue to Washington Avenue	Milling a minimum of 2" of the existing asphalt surface, truing and leveling course & final wearing course. Provide ADA-compliant pedestrian amenities for all sidewalks and crosswalks and install shared lane pavement markings and appropriate signage notifying vehicles of bicycle traffic. Approximately 1,200 square feet of sidewalk is in need of replacement. High visibility crosswalks will be added. Reset approximately 500 feet of granite curbing. Existing driveway widths will be evaluated and reduced when conditions warrant. Existing turning lanes will be evaluated and reestablished.	Maintenance	0.743
A595	1051.85	Albany	Exempt	A19	Carryover	Dunn Bridge WB To I-787 SB: Element Specific Repairs	BIN 109294A	Maintenance	12.350
A598	1039.55	Bethlehem	Exempt	A19	Carryover	US 9W Over CSX/CP Rail: Replacement	BIN 1007570	Maintenance	12.147
A599	1761.74	Green Island	Exempt	A10	Carryover	Cohoes Avenue, Arch Street to the Cohoes City Line: Mill & Fill	Install concrete sidewalks from Arch Street to Tibbits Avenue and repair all sidewalk ramps to meet ADA standards.	Maintenance	1.399
A600	1045.17	Multiple	Exempt	A19	Carryover	NY 378 Over Hudson: Bridge Paint	BIN 1062850	Maintenance	3.428
A601	1761.68	Bethlehem	Exempt	A2	Carryover	Delaware Avenue: Mill & Fill, Complete Streets & Road Diet	Reduce roadway from 4 lanes to 2 lanes with center left turn lane, construct sidewalks, bike lane, crosswalks, pedestrian refuge islands, RRFBs, bus transit pull-offs, and gateway treatment along Delaware Avenue from Elsmere Avenue to Normans Kill Bridge. The project results in ADA compliant access for all users and abilities by integrating bike, ped, transit, and motor vehicle improvements in a primary suburban corridor and constructs components of the Town Complete Streets Plan.	Maintenance	3.640
A602	1306.82	Colonie (T)	Exempt	A19	Carryover	I-87 Exit 6 Interchange Safety Improvements	Add a merge lane on both on-Ramps to I-87 from NY 7 to reduce vehicle conflicts and promote safe turning movements.	Capital	1.998
A603	1761.80	Colonie (T)	Exempt	K1	Carryover	Albany Shaker Road (CR 151), Wolf Road to Everett Road	Speed limit reduction from 40 mph to 30mph or 35 mph, additional pedestrian improvements at select intersections & a new traffic signal at Shaker Elementary School. No changes to the number of thru traffic lanes.	Capital	0.575
A604	1085.49	Guilderland	Exempt	C2	Carryover	Carman Road Sidewalks	Construct a 5-foot concrete sidewalk on the east side of Carman Road	Capital	0.628
A607	1085.46	Guilderland	Exempt	A19	New	NY 146 Over Normanskill, Bridge Replacement	TOWN OF GUILDERLAND, ALBANY COUNTY, BIN 1038310.	Capital	4.964
A608	RT21.02	Rensselaerville	Exempt	C2	New	Trail Restoration and Improvements at Edmund Niles Huyck Preserve	Rensselaerville, Albany County; OPRHP 219571, This is a Recreational Trails Project	NA	0.250
R195A	1761.30	Troy	Exempt	K1	Carryover	South Troy Industrial Park Road Phase II (Northern End)	Construct a new two-lane road from Monroe Street to Adams Street, 0.4 miles in length. It will include sidewalks, bike lanes a new bridge over the Poestenkill. The purpose of the project is to remove truck traffic destined for commercial properties from residential streets. It will not create a bypass or diversion through route.	Capital	6.417
R287	1758.15	Poestenkill	Exempt	A19	Carryover	CR 68 (Snyder's Lake Road) Large Culvert and Bridge Over Wynantskill Creek	Culvert to be Replaced with a Precast Box Culvert, Located between NY 150 and BIN 3303610.	Capital	1.545
R313	1001.32	Petersburgh	Exempt	A19	Carryover	NY 2 over NY 22 Bridge: Replacement	BIN 1000250	Maintenance	4.691
R314	1760.49	Pittstown	Exempt	A19	Carryover	CR 129 (Tamarac Road): Replace Large Culvert with an Aluminum Box Culvert	Located between NY 7 and Storm Hill Rd.	Maintenance	0.513
R315	1043.57	Schodack	Exempt	A19	Carryover	US 9 Bridge over I-90 (Exit 11): Replacement	BIN 1092730	Maintenance	10.917

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TIP#	PIN	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
R323	1760.84	Rensselaer	Exempt	C2	Carryover	Rensselaer Riverfront Multi-Use Trail	This project constructs 3750 feet of multi-use trail and 100 feet of bike/ped accommodations between DeLaet's Landing and Riverfront Park.	Capital	1.600
R326	1760.87	Hoosick Falls	Exempt	C2	Carryover	Hoosic River Greenway Trail Enhancement	First phase of a proposed 2.2-mile trail Includes a 700-foot trail extension from the current terminus to Sewer Plant Road, installation of a 5-car trailhead parking lot, and trailhead amenities	Bike/Ped	0.120
R329	1761.24	Sand Lake	Exempt	A19	Carryover	Stop 13 Rd over Wynantskill: Bridge Repair or Replace	BIN 2201960	Maintenance	1.251
R330	1188.39	Schaghticoke (T)	Exempt	A19	Carryover	NY 67 Over B&M RR: Bridge Replacement	BIN 1303390	Maintenance	7.164
R331	1761.75	Rensselaer	Exempt	A19	Carryover	South Street Bridge: Bridge Replacement & Pedestrian Improvements	South Street between 2nd Avenue and Aiken Avenue	Maintenance	2.193
R333	1761.70	Sand Lake	Exempt	A10	Carryover	Eastern Union Turnpike (CR 49) from Glass Lake Road to NY 43	Preserve the pavement using a 2" Hot Mix Asphalt Overlay.	Maintenance	0.604
R335	1761.71	North Greenbush	Exempt	A10	Carryover	Pershing Avenue (CR 68) Troy Avenue to Peck Road: Overlay	Preserve the pavement using a 2" Hot Mix Asphalt Overlay.	Maintenance	0.238
R338	1761.65	Rensselaer	Exempt	A10	Carryover	Third Avenue from the Bridge to City/Town Line: Rehabilitation & Bike/Ped Improvements	Rehabilitation of Third Ave including milling of pavement (top and binder) to the base course to remove pavement distress, crack seal surface of milled pavement if needed prior to overlay, overlay new binder and top courses to include 2" hot mix asphalt binder and 1-1/2" top courses, replace ADA curb ramps to comply with current standards at all eight (8) intersections, provide high-visibility crosswalks at the intersections of Third Avenue with Adams Street, Plum Street and High Street, provide pedestrian push button with countdown timers and new stop bars at the signalized intersections Adams Street and High Street, install new centerline and edge line striping to improve roadway safety and separate the driving and parking lanes, provide sharrows for bicyclists from the bridge to High Street	Maintenance	0.575
R339	1761.61	Troy	Exempt	A10	Carryover	NY 2 (Congress and Ferry Streets) from 11th Street to the to the Congress Street Bridge	Includes: Mill & Fill, restriping to one driving lane each, repair 50% of sidewalks, add curb extensions and bike lanes	Maintenance	4.035
R342	1528.87	Multiple	Exempt	A10	Carryover	I-90 Hudson River to Exit 10.5 (at Kraft Road): Pavement Corrective Maintenance	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72' will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	Maintenance	9.790
R343	1045.17	Multiple	Exempt	A19	Carryover	NY 378 Over Hudson: Bridge Paint	BIN 1062850	Maintenance	3.428
R345	1761.83	Rensselaer	Exempt	C2	Carryover	Rensselaer Bicycle & Pedestrians Access Improvements	Construct a 1.8 mile paved, off-road trail through a 67 acre City-owned property (The Hollow) from Van Rensselaer Drive to 6th Street; add 0.81 miles of on-road sharrows along 6th St., Partition St., and Broadway with signage and crossing upgrades at five intersections including ADA compliance, new high-visibility crosswalks where needed and signage. Add a sidewalk on 6th St. The project will provide a safe route to school, a catalyst for economic revitalization, a "natural escape" for City residents and tourists, and a safe on-road link to the Albany-Hudson Electric Trail (future Empire State Trail).	Bike/Ped	3.070
RG130	CDTC.32	Regional	Exempt	J1	Carryover	Travel Demand Management & Multimodal	Drawdowns from this set-aside must consist of a new TIP project.	Capital	0.700
RG131	CDTC.31	Regional	Non- Exempt	NA	Carryover	Bus Rapid Transit	This project provides funding for implementation of the Washington/Western Bus Rapid Transit (the BusPlus purple line) and the River Corridor Bus Rapid Transit (the BusPlus blue line). Both of these BRT lines represent regionally significant transit improvements. (Drawdowns from this set-aside include TIP projects T122, T123, T124.)	Capital	11.247
RG133	1810.33	Regional	Exempt	A9	Carryover	Guiderail Replacement	Other PIN's: 1810.43, 1810.94, 1810.95 & 1810.96	Capital	2.500
RG134	1810.81	Regional	Exempt	A19	Carryover	State Bridge Miscellaneous Preservation Set-Aside	This includes such things as bridge painting and washing and is for bundling work for several bridges.	Maintenance	31.000
RG135	1810.35	Regional	Exempt	A2	Carryover	State Culvert Replacements Set-Aside	Other PIN's: 1810.68, 1810.89, 1810.90 & 1810.91	Maintenance	10.500
RG136	1810.66	Regional	Exempt	A10	Carryover	State Miscellaneous Pavement Maintenance Set-Aside	This includes but is not limited to, crack sealing single course overlays, mill & fill, and limited related work for bundled work on several roads.	Maintenance	59.040
RG141	1811.23	Regional	Exempt	A18	Carryover	Navigational Lights Replacement	Navigational lighting on bridges over navigable waters	Miscellaneous	0.950
RG142	1811.26	Regional	Exempt	C13	Carryover	Overhead Sign Structure Replacement	Includes PIN's 1811.27, 1811.34, & 1811.35	Miscellaneous	13.285
RG144	TWSE.19	Regional	Exempt	A11	Carryover	NYS Thruway Durable Pavement Markings Set-Aside	Pavement markings	Maintenance	1.174
RG15	1810.57	Regional	Exempt	A11	Carryover	Durable Pavement Markings Set-Aside	Other PIN's: 1810.65, 1810.98, 1810.99 & 1811.00	Maintenance	10.500

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RG23	1810.16	Regional	Exempt	D2	Carryover	Traffic Signal Set-Aside for State Roads	Other PIN's: 1811.16	Capital	0.920
RG29	1755.63	Regional	Exempt	K1	Carryover	CDTC Project Development Support	CDTC staff continues to support NYSDOT Region 1 in developing traffic forecasts and other material for project development and design purposes, including traffic diversion analysis for construction work. This effort is funded with Surface Transportation Program (STP) funds as part of the TIP. (UPWP task 5.61).	Maintenance	0.810
RG37	1811.36	Regional	Exempt	A7	Carryover	HELP Program	DOT's Highway Emergency Local Patrol program assists stranded motorists on selected portions of Interstate roads in the Capital District.	Capital	3.000
RG37A	1810.46	Regional	Exempt	A7	Carryover	TMC Operating Costs	Personnel, operations contracts, repairs equipping a new TMC building, and other recurring costs.	Capital	4.400
RG37B	1810.51	Regional	Exempt	A7	Carryover	TMC Engineering Support	Related to RG37, RG37A & RG37C. Other PINS: 1810.71, 1811.02, 1811.03, 1811.04	Capital	4.500
RG37C	1809.50	Regional	Exempt	A7	Carryover	TMC ITS Set-Aside	Related to RG37, RG37A & RG37B.	Capital	0.750
S204	1758.95	Schenectady	Exempt	A19	Carryover	Kings Road (CR 65) over CSX: Bridge Replacement	Includes shoulders for bikes.	Maintenance	5.568
S243	1760.43	Rotterdam	Exempt	C2	Carryover	Mohawk-Hudson Bike-Hike Trail Rehabilitation	Shared jurisdiction: County, Town of Rotterdam & NYSOGS	Capital	0.196
S247	1760.57	Schenectady	Exempt	D1	Carryover	Brandywine Avenue, I-890 to State Street: Safety Improvements	Signal upgrades, pedestrian improvements, corridor lighting (City Share) & lane reconfiguration (modification to striping). Project length is 0.3 miles and restriping will not add capacity.	Capital	1.538
S259	1761.69	Schenectady	Exempt	A10	Carryover	Craig Street, Albany Street to Wyllie Street: Mill & Fill	Includes select full depth repairs	Maintenance	0.785
S260	1111.41	Duanesburg	Exempt	A19	Carryover	US 20 Over Schoharie Creek: Element Specific Repairs	Includes ADA upgrades to curb ramps and sidewalks	Maintenance	3.038
S263	1761.62	Scotia	Exempt	A19	Carryover	Sunnyside Road Bridge: Rehabilitation Repair concrete piers	Repair concrete piers, cap beams, and steel structural members; replace steel bearings and deck including railings, bike lanes, and sidewalk on south side	Maintenance	4.798
S265	1761.59	Glenville	Exempt	C2	Carryover	Freemans Bridge Road Multi-Use Path	Construct a 4,800 foot long and 10 foot wide protected multi-use path with 3 new crosswalks	Capital	1.835
S266	1761.60	Schenectady	Exempt	C2	Carryover	Franklin Street Cycle Track	Install a protected two-way cycle track on Franklin Street from Nott Terrace to Jay Street.	Capital	0.520
S267	1761.82	Rotterdam	Exempt	C2	Carryover	NY 5S Bike/Ped Improvements, Rotterdam	Pedestrian and Bicycle Improvements along NYS Route 5S/Main Street from NYS Route 103/Bridge St. to Parkis St., and on Iroquois., including: ado compliant concrete sidewalk; paved, colored bike lanes, high visibility crosswalks; ped-safety signs; sharrows connecting to the Erie Canalway Trail (Future Empire State Trail); interpretive signage; and landscaping.	Bike/Ped	2.755
S268	1761.84	Scotia	Exempt	C2	Carryover	Washington Ave Bike and Pedestrian Connection, Village of Scotia	Includes construction of a multi-use path, sidewalk and crosswalks connecting residential neighborhoods within the Washington Avenue corridor to the Collins Lake access area to an existing trail connector to the Mohawk-Hudson Bike-Hike Trail along the Mohawk River leading to the Town of Glenville and City of Schenectady.	Bike/Ped	0.891
S269	1761.86	Niskayuna	Exempt	D1	Carryover	Rosendale Road/Old River Road Intersection Improvements	The project will realign the existing intersection to include a traffic signal, wider travel lanes and shoulders, and turn lanes. The geometric improvements provide standard stopping sight distances, wider areas for errant vehicles to maneuver into, and improved level of service for reduced emissions.	Capital	2.293
S273	1525.38	Rotterdam	Exempt	A10	New	I-890 from Mohawk River to Exit 3: Pavement Rehabilitation	Includes pavement rehabilitation, multi- course overlay, and associated roadside work including guiderail and possible drainage improvements.	Maintenance	24.200
SA306	1760.82	Clifton Park	Exempt	C2	Carryover	Moe Road Multi-Use Path	This project will close an existing gap on the Moe Road Multi-Use Path by constructing an extension that will connect Okte Elementary School to the intersection with Sugarbush Road.	Capital	1.060
SA307	1760.86	Saratoga Springs	Exempt	C2	Carryover	Saratoga Greenbelt Downtown Connector	The project begins at Lake Avenue, extends along High Rock and Excelsior Avenues and connects to the bicycle-pedestrian bridge I-87 Exit 15. New sidewalks, multi-use trails, bike lanes, benches, and LED lighting. The project will address landscape and stormwater improvements.	Bike/Ped	1.733
SA316	1722.59	Wilton	Exempt	A10	Carryover	I-87 Resurfacing Exits 15-16: Resurfacing	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72' will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	Maintenance	4.870
SA317	1761.78	Halfmoon	Exempt	A19	Carryover	Coons Crossing Road over Anthony Kill: Bridge Replacement	BIN 2202750	Maintenance	1.378
SA318	1761.79	Ballston	Exempt	A19	Carryover	Lasher Road Bridge over Mourning Kill: Element Specific Repairs	BIN 3304700	Maintenance	1.116

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SA319	1085.44	Clifton Park	Exempt	A6	Carryover	NY 146 Safety Project	Project will address a high accident location. The project limits are Route 146 from Tallow Wood Drive to Plank Road Reconstruct the intersection and rebuild the signal. Additional safety benefits would accrue from improved pedestrian accommodations, resurfacing and restriping the entire corridor. The project will incorporate ADA compliant pedestrian features. At a minimum, standard shoulder widths meeting current NYSDOT Standards will be installed	Capital	5.380
SA320	1722.60	Wilton	Exempt	A10	Carryover	I-87 Exit 16 to CDTC Planning Area Boundary: Resurfacing	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72' will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	Maintenance	2.097
SA322	1761.58	Saratoga Springs	Exempt	C2	Carryover	Saratoga Springs Sidewalk Missing Links Program	Add concrete sidewalk, ADA crosswalks, amenities and some curbing and drainage in several locations.	Capital	1.900
SA323	1085.48	Clifton Park	Exempt	C2	Carryover	NY 146 and NY 146A Bicycle and Pedestrian and Bicycle Access	1) 10-foot wide multi-use path 2) new curbing and sidewalk on the north side of NY 146 3) 10-foot wide paved multi-use path on east side of Vischer Ferry Rd (CR 90) 4) bicycle symbols on the shoulders on the N & S sides	Capital	1.319
SA335	1085.52	Halfmoon	Exempt	A6	New	Intersection Safety Improvements at NY 9 & NY 146	The new configuration will be determined during preliminary design.	Capital	7.000
SA336	1236.29	Milton	Exempt	A6	New	Intersection Safety Improvements at NY 29 & Rowland Street	The new configuration will be determined during preliminary design.	Capital	1.470
T108	CDTC108	Regional	Exempt	C1	Carryover	TDM Multimodal Implementation	Includes: guaranteed ride home program, transit pass subsidies, park & ride leases, Try Transit, capital carshare, and the regional bikeshare network. This is a drawdown of RG130	Capital	0.118
T11	1821.18	Regional	Exempt	B8	Carryover	Passenger Facility Improvements at Various Locations	Improvements and additions to passenger amenities, including repair, upgrade and replacement of bus shelters and bus stop signage.	Capital	1.223
T124	1822.16	Multiple	Non-Exempt	NA	Carryover	Hudson River Corridor BRT Operations	Service and operational related expenses (such as driver salaries and benefits, fuel, bus maintenance, etc.) of the River Corridor BRT project beginning in the fall of 2020.	Operating	5.544
T136	CDTC.36	Regional	Exempt	C3	New	Bus Rapid Transit Expansion Study	This study will identify multiple corridors for the expansion of CDTA's BRT system. This project was funded from RG131	Capital	0.350
T137	CDTC.37	Albany	Exempt	B5, B7, B10	New	BusPlus Red Line Upgrades	Includes the purchase of 60 foot articulated buses, shelter replacements, and new amenities, roadway and lane configuration, traffic calming, pedestrian improvements, raised medians, and transit priority infrastructure. This project was funded from RG131.	Capital	11.852
T14B	CDTC.08	Saratoga Springs	Exempt	B1	Carryover	Transit Operations Support for Saratoga Service: Preventive	Section 5307-S funds are allocated for transit (capital or operating) use in Saratoga Springs due to its small urban area status. Match on Operating Assistance is 50%.	Operating	8.740
T16	1821.80	Regional	Exempt	B2	Carryover	Transit Support Vehicles	Replacement of non-revenue support vehicles for supervisory and maintenance use.	Capital	1.456
T17	1820.48	Regional	Exempt	B10	Carryover	Transit Bus Replacement/Expansion	Purchase or lease transit buses in a manner to maintain existing fixed-route service levels.	Capital	14.950
T57	1TR6.04	Regional	Exempt	B3	Carryover	Preventive Maintenance	Ongoing activities to maintain capital assets to ensure bus fleet and other capital items operate efficiently throughout their useful lives.	Capital	92.696
T6A	1824.01	Regional	Exempt	B10	Carryover	Enhanced Mobility of Seniors and Individuals with Disabilities	Section 5310 mobility management and other capital projects, including vehicles, that improve access and mobility for seniors and individuals with disabilities. Operating and administrative costs are also eligible under this program.	Capital	4.650
T6B	1820.37	Regional	Exempt	B10	Carryover	STAR Buses Replacement and Expansion	Replacement of STAR (Special Transit Service Available by Request) custom vehicles for paratransit use.	Capital	4.196
T77	CDTC.20	Regional	Exempt	B10	Carryover	Capital Cost of Contracting for Commuter Service in the Capital District	The sub-recipient for funds is currently Adirondack Trailways	Capital	3.810
TBD	TBD	Colonie (T)	Exempt	A10	New	Albany Shaker Rd Corridor Enhancement (Design Only)	(DESIGN ONLY) Systemic safety improvements, intersection and traffic signal improvements (approximately four (4) signals), adding missing sidewalks, and curb ramp ADA compliance. The 4' shoulders and 3' wide concrete gutters will be replaced with 6' bikeable shoulders, vertical face curb and sidewalk. ADA-noncompliant drains in crosswalks will be offset out of the accessible routes. Resurface the pavement.	TBD	0.780

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TBD	TBD	Albany	Exempt	A2	New	Central Avenue Reconstruction Project	This project will mill the existing asphalt surface a minimum of two (2) inches to remove the deteriorated roadway surface. Upon removal, an asphalt truing and leveling course will be applied to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface. After the truing and leveling course is applied, the final wearing course will be placed to provide a smooth traveling surface. In lieu of the four lane roadway system currently in place, it is proposed to install a two lane roadway with a road diet to facilitate turning vehicles. There will also be pedestrian and bicycle facilities constructed along the corridor. All new pedestrian facilities will be ADA-compliant. A key goal of the project is to enhance safety for all users.	TBD	5.970
TBD	TBD	Albany	Exempt	A10	New	Frisbie Avenue Reconstruction Project - Second Avenue to McCarty Avenue	This project will mill the existing asphalt surface a minimum of two (2) inches to remove the deteriorated roadway surface. Upon removal, an asphalt truing and leveling course will be applied to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface. After the truing and leveling course is applied, the final wearing course will be placed to provide a smooth traveling surface. The project will also include new pedestrian and bicycle facilities. This will include new ADA compliant curb ramps, high visibility crosswalks, rectangular rapid flashing beacons (RRFB) at roadway crossings. In addition, new dedicated bicycle lanes will be installed along the corridor.	TBD	0.624
TBD	TBD	Albany	Exempt	A10	New	Frisbie Avenue Reconstruction Project Second Ave to Garden Street	This project will mill the existing asphalt surface a minimum of two (2) inches to remove the deteriorated roadway surface. Upon removal, an asphalt truing and leveling course will be applied to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface. After the truing and leveling course is applied, the final wearing course will be placed to provide a smooth traveling surface. The project will also include the installation of new granite curbing and a new ADA compliant sidewalk.	TBD	0.602
TBD	TBD	Cohoes	Exempt	C2	New	City of Cohoes Columbia Street Pedestrian Accessibility and Safe Routes to School Enhancements	The project will re-construct existing sidewalks and add bike lanes, seating, shade structures, and green infrastructure along Columbia Street from the intersection with Columbia and Mohawk to Columbia and Central, and then from Columbia and Broadway to Columbia and Bedford, approximately 2.35 miles in length.	TBD	5.935
TBD	TBD	Saratoga Springs	Exempt	C2	New	Pedestrian/ADA Traffic Signal Improvement project	The scope of work includes the installation of accessible pedestrian signal (APS) devices as part of 12 intersection upgrades to allow those with disabilities the ability to cross the roadway at traffic signals more safely than with the current design. The design build project includes preliminary and final professional engineering services, contract manual creation, project administration, inspection, and construction.	TBD	0.107
TBD	TBD	Schenectady	Exempt	C2	New	Brandywine-McClellan Pedestrian Improvements	The project will replace the five existing traffic signals with new signals featuring modern hardware and pedestrian accommodations. The intersections themselves will be investigated for improvements outside of signalization such as bump outs, lighting and signage. While paving of the project is not necessary, doing so extends the useful life of the treatments and would be provided by the City as a local share.	TBD	1.723
TBD	TBD	Schenectady	Exempt	C2	New	Craig Street Connector	The project would focus on the implementation of complete streets elements that would benefit pedestrians, bicyclists and motorists by providing separated facilities and traffic calming measures. The project is anticipated to serve as a catalyst for other desired corridor improvements. The priority of this application is the installation of a two-way cycle track and improved intersections and sidewalks on Craig Street between Emmett and Wyllie Street. Intersection improvements would necessitate the replacement of two existing traffic signals located at Craig and Emmett and Craig and Delamont. The existing signals feature no pedestrian accommodations and outdated hardware. This project would also include landscaping and a focus on the promotion and better integration of transit stops along the corridor.	TBD	4.792

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TBD	TBD	Schenectady	Exempt	A19	New	Crane Street Bridge Major Rehabilitation	Superstructure vs. full replacement was considered to remedy the condition of the structure. After review of several project specific criteria including costs and construction duration, a superstructure replacement with substructure rehabilitation is the preferred alternative. The horizontal highway alignment will remain unchanged, but improvements to the vertical alignment along the Southernly approach and at the South Abutment and Pier are required to increase the minimum vertical clearance over the railroad. The new superstructure will be constructed of composite concrete deck with integral wearing surface supported by continuous steel multi-girders. New elastomeric bearings will be installed and pedestals at the piers and abutments will be constructed. Deteriorated substructure concrete will be removed, existing rebar will be cleaned and lapped with supplemental bars if necessary and new concrete will be placed. All substructure and deck concrete will be sealed. New bridge railing will be installed and the sidewalk along the West fascia will be reestablished. In addition, a new approach sidewalk will be constructed in the Northeast quadrant to improve pedestrian accommodations within the project limits. In addition to structural work the bridge deck will be delineated to accommodate vehicular traffic and bicycle shoulders, similar to the City's Kings Road Bridge project.	TBD	4.239
TBD	TBD	Schenectady	Exempt	C2	New	Schenectady Park Connector Expansion	This project includes the construction and continuation of the multi-use path completed under a previous TIP project that ended at the Casino building in Central Park. The project will involve the extension of this path along Iroquois Way to Duck Pond Drive, turning south along Fehr Ave. to State St.	TBD	0.536
TBD	TBD	Troy	Exempt	D1	New	Federal Street Corridor Improvements (Design Only)	(DESIGN ONLY) Pending completion of a current linkage study on this project, the scope of work will focus on traffic, multi-modal connectivity, and potential land use development. Inclusion of alternative transportation elements, especially those of concern with disadvantaged populations of the City. The purpose of the Linkage Study is to evaluate intersection improvements, for example a roundabout, on Federal St.	TBD	0.668
TBD	TBD	Watervliet	Exempt	A10	New	25th Street Corridor Rehabilitation	Roadway reconstruction will include curbs, all non-ADA compliant sidewalks and ramps, high visibility crosswalks, pedestrian signals, flashing beacons in the school zone, parking delineation, driveway width reduction for the commercial properties, and drainage improvements.	TBD	5.554
TBD	TBD	Albany	Exempt	A19	New	I-787 - SOUTH MALL INTERCHANGE BRIDGE ELEMENT SPECIFIC REPAIRS, BINS 1092940 &109299B	Element Specific Bridge Rehabilitation to address deficiencies, including but not limited to Bearing replacements, concrete repairs, and bridge deck repairs. Restore the bridge to a state of good repair for at least 20 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	15.300
TBD	TBD	Albany	Exempt	A19	New	I-787 to SME EB, City of Albany, Albany County	Project may include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. This project is a Bridge Minor Rehab - Element Specific. It should restore the bridge to a state of good repair for at least 20 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	17.550
TBD	TBD	Wilton	Exempt	D1	New	I-87 Exit 16 Interchange Improvements and Bridge Replacement	Intersection improvements and bridge replacement. NYSDOT is receiving Freight Funds in the amount of $12 million. As such, the final inflated cost was reduced by $12 million. The original sponsor-proposed cost was $21M.	TBD	9.000
TBD	TBD	Rotterdam	Exempt	A10	New	I-890 Resurfacing from I-90 Exit 25 to Broadway/Erie Blvd	Pavement Resurfacing is the major scope of work with Guiderail installation to meet current standards and Large Ground Mounted Sign Replacements. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	5.040
TBD	TBD	Colonie	Exempt	A10	New	I-90 Pavement Resurfacing Corporate Woods To I-787	Pavement Resurfacing is the major scope of work with Guiderail installation to meet current standards and Large Ground Mounted Sign Replacements. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	3.906
TBD	TBD	Albany	Exempt	A10	New	I-90 Pavement Resurfacing I-87 To Corporate Woods	Pavement Resurfacing is the major scope of work with Guiderail installation to meet current standards and Large Ground Mounted Sign Replacements. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	4.232

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TBD	TBD	Saratoga Springs	Exempt	A19	New	Nelson Avenue Extension Over I-87, City of Saratoga Springs	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	5.330
TBD	TBD	Rotterdam	Exempt	A19	New	Replace Route 146 over Chrisler Avenue. Town of Rotterdam, Schenectady County	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	7.560
TBD	TBD	Halfmoon	Exempt	A19	New	River View Rd Over I-87, Bridge Replace	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	7.975
TBD	TBD	Rensselaerville	Exempt	A2	New	Route 145 Slope Repair and Pavement Resurfacing Project	Repair the side slope supporting Route 145 between RM 1029 and 1052 that has long been failing. Resurface Route 145 for the entire length in Albany County. Route 910G will also be resurfaced as part of this project, but will utilize State Funds since it is not Federal Aid Eligible.	TBD	5.786
TBD	TBD	Schenectady	Exempt	A19	New	Route 146 over I-890, City of Schenectady, Schenectady County	This is a bridge superstructure replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 50 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	8.940
TBD	TBD	Latham	Exempt	D1	New	Route 2 at Swatling Road Safety Enhancements	The project is intended to enhance safety and reduce crashes as identified by the high accident location. The project will likely re-align Young Place and/or Swatling Road to create a single standard 4 way signalized intersection.	TBD	4.950
TBD	TBD	Saratoga	Exempt	A19	New	ROUTE 32 OVER FISH CREEK, Town of Saratoga, Saratoga County	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	1.298
TBD	TBD	Selkirk	Exempt	A19	New	ROUTE 396 OVER COEYMAN'S CREEK	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	2.010
TBD	TBD	Colonie	Exempt	A10	New	Route 5 (Central Ave.) Pavement Resurfacing and Drainage Repairs - Part 1	Pavement Resurfacing and ADA Curb Ramp Upgrades, and Lane Width Reductions to allow for a wider shoulder. The minor scope of work will include closed drainage system repairs. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	7.876
TBD	TBD	Rotterdam	Exempt	A2	New	Route 5S Slope Repair - Rotterdam	Repair the side slope supporting the highway and resurface the pavement. This section will benefit from a deep patch repair, this repair requires excavating the slope and part of the pavement about 4 to 4 feet deep and rebuild it with an appropriate fill and layers of Geogrid Reinforcement.	TBD	3.100
TBD	TBD	Brunswick	Exempt	A10	New	Route 7 Pavement Rehabilitation	Pavement Rehabilitation work including but not limited to a 2 course Mill and Fill, Pavement Repairs, Guiderail, and Drainage Repairs. Restore the pavement to a state of good repair for a period of 20 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	12.720
TBD	TBD	Colonie (V)	Exempt	A10	New	Rt. 5 Central Ave Drainage Repair and Pavement Resurfacing Part 2	Pavement Resurfacing and ADA Curb Ramp Upgrades, and Lane Width Reductions to allow for a wider shoulder. The minor scope of work will include closed drainage system repairs. Restore the pavement to a state of good repair for a period of 12-15 years.	TBD	10.500
TBD	TBD	Albany	Exempt	A19	New	Water Street Over D&H Railroad, Element Specific Bridge Work	This is a Bridge Preventive/Corrective Maintenance project. It may include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Specific elements to be addressed will be identified during design.	TBD	5.693
TBD	TBD	Clifton Park	Exempt	D1	New	CR 109 Kinns Road-Plank Road Intersection Improvement	Constructing a Left Turn Lane for westbound traffic on CR 109 (Kinns Road) heading southbound onto Plank Road. Replacement of County Culvert No. 269.10 is necessary to widen the roadway.	TBD	1.977
TBD	TBD	Wilton	Exempt	A19	New	Dimmick Rd Bridge (BIN3304510) Replacement	The existing bridge will be replaced with a wider bridge to add 4'-0" shoulders. New steel H-piles will be driven to rock and new concrete footings will be poured. A precast 3-sided concrete rigid frame is recommended due to the structures skew. New precast concrete headwalls and wingwalls will be installed. After waterproofing, the units will be backfilled with select structural fill. Full depth pavement will be installed and the sideslopes will be seeded and mulched. New 3-rail bridge rail, transition rail, single rail box beam and end sections will be installed at all four quadrants. Heavy stone fill will be placed along the footings for additional scour protection.	TBD	1.805

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TIP#	PIN	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
TBD	TBD	Corinth	Exempt	A19	New	Rehabilitation of BIN 3304520 - Heath Road over Sturdevant Creek, Town of Corinth	The project would address the leaking of joints between prestressed beams by replacing the asphalt with an impermeable deck overlay. It would also address stream scour vulnerability by adding stone scour protection and realigning the shifted stream so as not to undermine the north abutment founded on spread footings. Minor concrete repairs will also be included.	TBD	0.374
TBD	TBD	Multiple	Exempt	C2	New	Zim Smith Northern Trail Extension (Design Only)	(DESIGN ONLY) This project will involve constructing a new multi-use trail approximately 4 miles in length from the trail's current terminus on Oak Street to the Saratoga Spa State Park. The trail will utilize much of the existing Saratoga County sewer easement however three roadway and one stream crossing requiring a bridge will be required. Once the connection is made, this portion of trail will add to the previously constructed 12-mile-long Zim Smith Trail.	TBD	0.500
TBD	TBD	Schenectady	Exempt	A10	New	Grand Boulevard Pavement Preservation & Bicycle Facility Improvement Project	This project includes saw cutting and removing excess pavement along both sides of Grand Blvd.; preserving the remainder of the existing pavement via hot-in -place recycling and thin overlay. In addition this project involves providing dedicated bike lanes along both sides of the road and at all intersections providing ADA accessible ramps with detectable warning fields and high-visibility crosswalks.	TBD	1.123
TBD	TBD	Schenectady	Exempt	C3	New	I-890 Exit 4C State Street Washington Ave. Transportation Planning and Environmental Study (PEL Study)	(PEL STUDY) The scope will include identifying/evaluating design alternatives to improve access and mobility of all modes of transportation; identify preferred alternative(s); identify environmental and historical constraints (environmental screening) with the intent of minimization and avoidance of impacts.	TBD	0.440
TBD	TBD	Bethlehem	Exempt	C2	New	Cherry Avenue Extension Multiuse Path (Design Only)	(DESIGN ONLY) The project is Segment 1 of a proposed 10'-wide paved multi-use path along the entire length of Cherry Avenue Extension. Future project steps include preliminary design, final design, ROW acquisition, construction, and inspection.	TBD	0.409
TBD	TBD	Clifton Park	Exempt	D1	New	NY Route 146 Miller Road and Tanner Rd and NY Route 146 Waite Road Intersection Improvements (design Only)	(DESIGN ONLY) The scope of work for this project includes the design and construction of the roundabouts. It is anticipated that right-of-way acquisitions will be performed, with a total of 5 strip takings.	TBD	0.500
TBD	TBD	East Greenbush	Exempt	C2	New	Gilligan Road Sidepath and Multimodal Enhancements Project (Design Only)	(DESIGN ONLY)The proposed scope of work would involve installation of pedestrian and bicycling enhancements, including a 10' wide asphalt sidepath, signage, and related infrastructure upgrades along Gilligan Road. There may be a reduction of crossing width at the northern EGCSD driveway, an addition of parking spots parallel to Gilligan Road, radar feedback signs at the southern and northern ends of the EGCSD property, and enhanced crossings at Gilligan Road and both Ternan Avenue intersections. Landscaping, lighting, and drainage improvements would be made as needed.	TBD	0.286
TBD	TBD	Glenville	Exempt	C2	New	Freemans Bridge Road Multi-Use Path Phase II	Install a 10-ft wide path with a 4-ft buffer along Freemans Bridge Rd and on-road, shared use lanes along Airport Rd, Tower Rd, Tech Park Rd, and Ruby Chase Rd. The proposed project will also install Retro-reflective Crosswalk Striping, Pedestrian Crossing Signals, Pedestrian Safety Action Plan Signage, and striping per NYSDOT Shared Lane Marking Policy.	TBD	1.602
TBD	TBD	Halfmoon	Exempt	D1	New	Intersection Improvements at NY Route 236 and Guideboard Road (CR 94) (Design Only)	DESIGN ONLY) This project includes in the construction of one (1) double-lane roundabout at the intersection of NY Route 236 and Guideboard Road (CR 94). Pedestrian crossings will be introduced at each leg of the roundabout intersection. Coordination and adjustment of existing traffic signals located at the intersections of NY Route 236 with US Route 9 and Guideboard Road (CR 94) with US Route 9 and Grooms Road (CR 91) will also be included in the project scope. An additional through-lane will be added along NY Route 236 from the intersection of Guideboard Road (CR 94) to US Route 9. The project will include a combination of pavement rehabilitation, full-depth pavement reconstruction and pavement widening in certain areas. Utility relocations, stormwater collection and stormwater management are integral project elements.	TBD	0.500
TBD	TBD	Malta	Exempt	D1	New	East Line Road and Route 67 Roundabout Project (Design Only)	(DESIGN ONLY) The scope of work for the project would include the following: Replacement of the signalized intersection with a roundabout; Enhanced pedestrian accommodations for existing and proposed land uses adjacent to the intersection; Construction of a sidewalk connection to Zim Smith Multi-Use Trail; and Improvements to the existing connection to the Zim Smith Multi-Use Trail across Eastline Road (approximately 250 feet south of the intersection). Drainage improvements, Intersection street lighting, Installation of Rectangular Rapid Flashing Beacons	TBD	1.000

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TIP#	PIN	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
TBD	TBD	Wilton	Exempt	D1	New	NY 50 Safety Improvements (Design Only)	(DESIGN ONLY) The project includes the design, permitting, and construction of a pair of roundabouts at the Old Gick Road/Ingersoll Road and Jones Road intersections with NYS Route 50 with a second northbound travel lane between the intersections. The project will provide accommodations for pedestrians, bicyclists, and passenger vehicles.	TBD	0.500
TBD	TBD	Wilton	Exempt	D1	New	Town of Wilton Traffic Safety and Pedestrian Connectivity Improvement Project	This project includes the construction of two (2) single-lane roundabouts at the intersections of Northern Pines Road (CR 34) with Carr Road and Carr Road with Jones Road. A multi-use path will be installed along Carr Road from Northern Pines Road (CR 34) to Jones Road, and along Jones Road from Carr Road to Jodi Lane. There will also be segments of partial depth reconstruction on Carr Road and Jones Road to facilitate the installation of the multi-use path within the existing right-of-way.	TBD	3.774
TBD	TBD	Green Island	Exempt	A10	New	Arch Street Reconstruction and Improvement Project	Rehabilitation of Arch St. will consist of milling of pavement (top and binder) to the base course, crack seal surface of milled pavement if needed prior to overlay, and filling of the existing road. New center line and edge line striping will be installed to improve roadway safety. The project also includes the installation of new concrete sidewalks along Arch Street from the intersection of Hudson Ave. to the intersection of Dudley Ave. In addition, ADA-compliant high visibility intersections will be replaced to comply with current standards.	TBD	2.085
TBD	TBD	Troy	Exempt	D1	New	River Ferry Intersection	This project will reconnect the City of Troy street grid by eliminating the ramps to and from the Congress Street Bridge and create a four way intersection with River Street, Ferry Street, and the Congress Street Bridge. The current configuration of this interchange directs northbound traffic to Front Street as a means to access the bridge or downtown, or mis-directs traffic out of downtown and over the bridge. There is limited pedestrian connectivity, and no bicycle or transit infrastructure.	TBD	4.803

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Attachment 7
<u>Candidate</u> Projects for the 2022-2027 A/GFTC Transportation Improvement Program within the Town of Moreau, Saratoga County

PIN:	1761.41
A/GFTC Project #:	SAR 130
Sponsor:	Saratoga County DPW
Location:	Town of Moreau, Saratoga County
Funding Source:	STBG Flex
Programmed:	$1.313 M total
Construction Obligation:	FFY 2023-2024
Description:	Replacement of box culvert with one of same dimensions, County Route 24 (Spier Falls Road) over Hudson River tributary. Existing roadway configuration to be preserved.
Conformity Exempt Code:	**A2**

PIN:	TBD
A/GFTC Project #:	TBD
Sponsor:	Saratoga County DPW
Location:	Town of Moreau, Saratoga County
Funding Source:	STBG Flex
Programmed:	$0.471 M total
Construction Obligation:	FFY 2022-23
Description:	Pavement preservation project for 0.45 miles of County Route 28 (Fort Edward Road) between CR 27 and the Village of South Glens Falls. No alignment or lane configuration changes proposed.
Conformity Exempt Code:	**A10**

PIN:	TBD
A/GFTC Project #:	TBD
Sponsor:	Saratoga County DPW
Location:	Town of Moreau, Saratoga County
Funding Source:	STBG Flex
Programmed:	$0.621 M total
Construction Obligation:	FFY 2023-24
Description:	Pavement preservation project for 0.49 miles of County Route 27 (Bluebird Road) between US 9 and NYS 32. No alignment or lane configuration changes proposed.
Conformity Exempt Code:	**A10**

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Revised per January 24, 2008 Federal Register
~ all italicized text are NYS ICG clarifications ~

EXEMPT PROJECTS

Highway and transit projects of the types listed below are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. However, a particular action of the type listed below is not exempt if the MPO, in consultation with the ICG, concurs that it has regionally significant emissions impacts.

The following coded list of exempt projects is derived from "Table 2 - Exempt Projects" in 40 CFR Part 93.126 and 6 NYCRR Part 240.27.

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
- 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
- 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[i]
- B4 Purchase of office, shop, and operating equipment for existing facilities
- B5 Purchase of operating equipment for vehicles (ie: 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 (ie: rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
- B9 Rehabilitation or reconstruction of track structures, track, and trackbed 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.[i] *(NOTE: NYS ICG recommends case-by-case consultation for all expansions, also see footnote "i" on next page)*
- B11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR Part 771

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EXEMPT PROJECTS, cont.

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
- 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 hardship 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 changes

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} and $PM_{2.5}$ 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

[i] In PM_{10} and $PM_{2.5}$ nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

Other miscellaneous codes:

- *J1 Block of Funds, no projects OR likely non-exempt but no preferred/likely alternative*
- *K1 Exempt / not regionally significant through interagency consultation and does not have a code in the list above.*
- *K2: Project is subject to general conformity and is not subject to the regional emissions analysis requirements under transportation conformity*

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APPENDIX L -

ENVIRONMENTAL JUSTICE AND TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

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Title VI of the Civil Rights Act of 1964 prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” There are two Presidential Executive Orders that place further emphasis upon the Title VI protections of race and national origin. Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. Executive Order # 13166 (Limited-English-Proficiency) directs federal agencies to ensure that recipients of federal financial assistance provide meaningful access to their Limited-English-Proficiency applicants and beneficiaries.

One of the categories in the Merit Evaluation Process previously discussed considers Environmental Justice (EJ) and is based on modal analysis by race/ethnicity and income of the traveler, as discussed in CDTC’s 2020 Environmental Justice/Title VI Analysis, as well as Environmental Justice areas defined in that document. Those are census tracts where the proportion of low income or minority (non-white and non-Hispanic/Latino) residents is greater than the regional proportion. Projects within or directly connected to an EJ area and with a primary purpose or significant focus on transit, bicycling, walking, or carpool receive 2 points. Significant focus means that the improvements are provided over a portion of the project which is significant relative to the overall project. Projects within or directly connected to an EJ area and that maintain existing infrastructure, with a primary purpose or significant focus on automobiles receive 1 point. Included are most highway resurfacing, traffic operations improvement, bridge deck repair, and preservation and rehabilitation type projects. Projects excluding EJ areas and maintaining existing infrastructure, with a primary purpose or significant focus on automobiles receive 0 points. Projects A) within or directly connected to an EJ area and that could have negative impacts - those that are new construction, vehicle capacity improvements, or reconstruction projects which add auto capacity or B) excluding EJ areas and with a primary purpose or significant focus on transit, bicycling, walking, or carpool, receive -1 point. Of the 47 new site-specific projects added during the 2022-2027 Transportation Improvement Program update process, 23 are located in EJ areas, totaling approximately $120M. No projects anticipated to have potentially negative impacts are located in EJ areas.

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APPENDIX M -
CDTC DEFINITIONS OF PRESERVATION & BEYOND PRESERVATION

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DEFINITIONS FOR PRESERVATION AND BEYOND PRESERVATION PROJECTS (APPROVED BY CDTC'S POLICY BOARD 9/2/2021

Overview

NYSDOT's "Preservation First" strategy prioritizes activities that maximize the service life of existing infrastructure assets over expansion or enhancement of the transportation system. This strategy was discussed in the 2019 NYSDOT Transportation Asset Management Plan (TAMP)[3]. It prioritizes managing conditions across the entire system, not just the National Highway System (NHS), by keeping preservable assets in the lower-cost preservation treatment cycle. In addition, CDTC's New Visions 2050 regional transportation plan[4] identifies investing in a quality region and preserving and managing the transportation system as two of fifteen key planning and investment principles. These principles support CDTC's project programming process that is multi-modal and equitable, based on condition and function not ownership.

CDTC is developing guidance to define preservation and beyond preservation projects for the 2022-2027 TIP Update. The proposed definitions use the NYSDOT TAMP as a reference to update CDTC's priorities and practices. This guidance will apply to all federal-aid projects for transportation assets maintained by NYSDOT, NYSTA, CDTA and local governments. These definitions are intended to make CDTC's project programming process more transparent and will assist CDTC with meeting state and CDTC performance measure targets. This guidance is subject to change pending release of the NYSDOT 2022-2027 TIP/STIP Update Guidance document and potential changes to federal transportation policy.

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Definition of Terms

Preservation activities extend or maximize the service life on an existing transportation asset. Preservation work includes preventive maintenance and preservation activities on pavements, sidewalks, shared use trails and transit infrastructure in addition to rehabilitation treatments on bridges.

Beyond Preservation activities address assets that have deteriorated beyond a state in which they can be preserved or meet statewide goals of economic development, resiliency or sustainability. Beyond preservation work includes road, sidewalk, shared use trail and transit infrastructure reconstruction, bridge replacement projects and construction of new roads, bridges, sidewalks, shared use trail and transit infrastructure.

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[3] NYSDOT TAMP www.dot.ny.gov/programs/capital-plan/repository/Final%20TAMP%20June%2028%202019.pdf

[4] New Visions 2050 https://www.cdtcmpo.org/images/new_visions/NewVisions2050_Final_ForWeb_09_08.pdf

ADA Accessibility Standards for local projects are addressed in revised Chapter 13 of the Local Projects Manual (LPM)[5]. ADA standards do not determine preservation versus beyond preservation status and are specific to the provision of curb ramps. For additional information, please refer to Chapter 13 of the NYSDOT Local Projects Manual.

Preservation Project Definitions

Pavement Preservation Projects include preventive and corrective treatments. Reconstruction of sidewalks or shared use trails as part of road preservation projects shall not exceed 2,640 linear feet or 0.50 miles. There shall be no new sidewalk or shared use trail construction as part of road preservation projects.

- **Pavement Preventive treatments** are used for assets which are in fair to good condition but in need of specific repairs. Examples of Preventive treatments include thin pavement overlays, single course overlays, and concrete repairs. Preservation projects are subject to ADA standards. See Pavement Work Type Table on Page 4.

- **Corrective treatments** are required for assets which still have a potential for significant remaining service but show more distress, generally in fair to nearly poor condition. Examples of rehabilitation treatments include thick pavement mill and fill, and hot or cold in place recycling. Rehabilitation projects are subject to ADA standards. See Pavement Work Type Table on Page 4.

Bridge Preservation Projects include preventive maintenance and rehabilitation (corrective) treatments. Reconstruction of sidewalks as part of bridge preservation projects shall be limited to sidewalk quantities (measured in square feet) having element condition states of CS2 (fair) or worse as documented in the most recent bridge inspection report. There shall be no new sidewalk or shared use trail construction as part of bridge preservation projects.

- Preventive maintenance treatments are only applicable to assets that are still in relatively good condition. Examples of preventive maintenance treatments include bridge painting, joint resealing and waterproofing concrete. Preventive maintenance projects are not subject to ADA standards, including the provision of curb ramps.

- Rehabilitation (corrective) treatments are required for assets which still have a potential for significant remaining service but have a substantial number of components in need of repair, or major components in need of substantial repair. Examples of rehabilitation treatments include bridge deck replacement and element specific repairs as documented in the most recent bridge inspection report. Rehabilitation projects are subject to ADA standards, including the provision of curb ramps.

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[5] NYSDOT Chapter 13 of the Local Project Manual: http://www.dot.ny.gov/plafap

Sidewalk Preservation includes sealing, patching and repairing. Sidewalks are designed for pedestrians and are not designed for bicycles or other recreational purposes. Sidewalk preservation projects are subject to ADA standards.

Shared Use Trail Preservation includes repaving or resurfacing. Shared use trails provide off- road routes, are designed for a variety of users and are physically separated from streets by an open space or barrier. Shared use trail preservation projects are subject to ADA standards.

Complete Street implementation as part of a road or bridge preservation project includes treatments such as crosswalks or bike lane striping inside the pavement edges. Treatments outside the pavement edges such as granite curb resetting, any work between the curb and sidewalk, installation of pedestrian push buttons and bulb outs are beyond preservation. Complete street implementation as part of road or bridge preservation projects are subject to ADA standards.

Transit Infrastructure that is repaired or rehabilitated including transit stations and shelters is considered preservation. Construction of new facilities or reconstruction of existing transit facilities are beyond preservation. Transit infrastructure projects are subject to ADA standards.

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Beyond Preservation Project Definitions

- System Improvement Projects provide capacity or operational improvements such as construction of new roadways, bridges, sidewalks, shared use trails, transit infrastructure, capacity projects and projects that result in any fundamental change in function or functional class. System improvement projects are subject to ADA standards.

- System Renewal Projects include bridge replacements; reconstruction of road and transit infrastructure; and the reconstruction of sidewalks and shared use trails, except as part of road preservation projects with less than 2,640 linear feet or 0.50 miles of reconstructed sidewalk/shared use trail or sidewalk replacement as part of bridge preservation projects for sidewalk quantities having element condition states of CS2 (fair) or worse as documented in the most recent bridge inspection report. Road reconstruction is not considered until the pavement has reached a majority condition rating of 6. System renewal also includes complete streets treatments, except treatments inside the pavement edges of road and bridge preservation projects such as crosswalks or bike lane striping. System renewal projects are subject to ADA standards.

Pavement Work Type Categories

Work Type Description	Category	
Paver Placed Surface Treatment (Novachip)	PREV	Preventive and Corrective Maintenance
Thin Hot Mix Asphalt Overlay (0.75" - 1")	PREV	
Singe Course Hot Mix Overlay (1.5" - 2")	PREV	
Single Course Hot Mix Overlay w/ T&L	CORR	
Mill and Fill	CORR	
Hot in Place Recycling with Overlay	CORR	
Cold in Place Recycling with Overlay	CORR	
Concrete Pavement Restoration (CPR) Light	CORR	
Mill and Fill with additional Overlay	CORR	
2 Course Asphalt Overlay	CORR	
Cold in Place Recycling with 2 Course Asphalt Overlay	CORR	
Multi-Course Mill and Fill with Joint Repairs	REHAB	System Renewal
Concrete Pavement Restoration (CPR) Heavy	REHAB	
Crack and Seat with Multiple Course Asphalt Overlay	REHAB	
Rubblize Concrete with Multiple Course Asphalt Overlay	RECON	
3 Course Asphalt Overlay	RECON	
Reconstruction of Asphalt Pavement	RECON	
Reconstruction of Concrete Pavement	RECON	

PREV	Preventive Maintenance slows the deterioration by sealing the pavement surface without adding significant structure	Definitions
CORR	Corrective Maintenance repairs distress in the top of the pavement structure and may add structural capacity	
REHAB	Rehabilitation restores the pavement above the subbase to like-new condition, add moderate structure to the pavement.	
RECON	Reconstruction creates or restores a new pavement structure	

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APPENDIX N -
CDTC MEMBERS

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CAPITAL DISTRICT TRANSPORTATION COMMITTEE

Planning Committee Members (April 2022)

Susan Barden, *City of Saratoga Springs*
Mark Castiglione, *Capital District Regional Planning Commission*
Ross Farrell, *Capital District Transportation Authority*
Steve Feeney, *Schenectady County, Vice-Chair*
Steve Iachetta, *Albany County Airport Authority, Chair*
Patrick K. Jordan, Esq., *Albany Port District Commission*
Andrew Kreshik, *City of Troy*
Joseph LaCivita, *City of Watervliet*
Sean M. Maguire, *Town of Colonie*
Richard J. Marquis, *Federal Highway Administration*
Randy Milano, *City of Albany*
Sandra Misiewicz AICP, *Capital District Transportation Committee, Secretary*
Lisa Ramundo, *Albany County*
Robert Rice, *New York State Department of Transportation – Region 1*
Tom Richardson, *City of Mechanicville*
Joseph Seman-Graves, *City of Cohoes*
Michael Sheehan, *New York State Department Environmental Conservation*
Phil Serafino, *New York State Thruway Authority*
Kelly Hoffman, *Rensselaer County*
Michael Valentine, *Saratoga County*
Ketura Vics, *City of Rensselaer*
Chris Wallin, *City of Schenectady*

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Town & Village Reps

Adam Yagelski, *East Greenbush*
Paul Reuss, *Menands*
Rob Leslie, *Bethlehem*
Nadine Fuda, *Schodack*
Laura Robertson, *Niskayuna*
John Scavo, *Clifton Park*
Donald Csaposs, *Guilderland*
Jaime O'Neill, *Malta*
Elizabeth Kormos, *Ballston Spa*
Peter Comenzo, *Rotterdam*

CAPITAL DISTRICT TRANSPORTATION COMMITTEE

Policy Board Members (April 2022)

- **Albany County**: *Daniel P. McCoy, Albany County Executive*
- **Albany County**: *Andrew Joyce, Chair, Albany County Legislature*
- **Albany City**: *Kathy M. Sheehan, Mayor*
- **Albany County Airport Authority**: *Philip F.Calderone, Esq.*
- **Albany Port District Commission**: *Patrick K. Jordan, Esq.*
- **Capital District Regional Planning Commission**: *Craig M. Warner*
- **Capital District Transportation Authority**: *Carm Basile, CEO*
- **Colonie Town**: *Peter Crummey, Supervisor*
- **Colonie Village**: *Thomas Tobin, Mayor*
- **Cohoes City**: *William T. Keeler, Mayor*
- **Federal Highway Administration**: *Richard J. Marquis*
- **Federal Transit Administration Region-2**: *Stephen Goodman, Regional Admin.*
- **Hoosick Town:** *Mark Surdam, Supervisor*
- **Mechanicville City**: *Michael Butler, Mayor*
- **NYS Department of Transportation Region-1**: *Patrick Barnes, Regional Director*
- **New York State Thruway Authority**: *Phil Serafino, Acting Albany Division Director*
- **Rensselaer City**: *Michael E. Stammel, Mayor*
- **Rensselaer County**: *Steven McLaughlin, Chair, Rensselaer County Executive*
- **Rensselaer County**: *Kelly Hoffman, Chair, Rensselaer County Legislature*
- **Saratoga County**: *Theodore T. Kusnierz Jr., Chair, Saratoga County Board of Supervisors*
- **Saratoga County**: *Thomas C. Werner*
- **Saratoga Springs**: *Ronald Kim, Mayor*
- **Schenectady City**: *Gary McCarthy, Mayor*
- **Schenectady County**: *Anthony Jasenski, Sr., Chair, Schenectady County Legislature*
- **Schenectady County**: *Joe Landry*
- **Troy City**: *Patrick Madden, Mayor*
- **Watervliet City**: *Charles V. Patricelli, Mayor*

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