EXECUTIVE SUMMARY

Background

By law, CDTC must update its Transportation Improvement Program every four years as an integral element of a new Statewide Transportation Improvement Program (STIP). New York’s practice has been to submit a new STIP every two years, to keep the program current. In 2011, due to the expectation of new federal transportation funding legislation at this time last year, New York State and the 13 Metropolitan Planning Organizations (MPOs) in New York agreed to delay submission of the new STIP one year, until 2013. While CDTC’s practice is to maintain a five-year TIP, the federally-required STIP covers only the first four years of the period.

The new TIP will take effect October 1, 2013 and cover the period through September 30, 2017 (the four-year federal period) and through September 30, 2018 (CDTC’s full five-year period). To give NYSDOT ample time to assemble the four-year STIP, CDTC’s Planning Committee began work in July 2012 to prepare a new TIP for adoption by the Policy Board in June 2013.

The 2013-18 TIP update differed significantly from any previous TIP update at CDTC. First, the passage of new federal funding legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21) occurred just before the beginning of the 2013-18 TIP update. The new legislation kept funding at approximately the same levels as before, although that funding was shifted somewhat between fund sources, which will have an effect on the mix of the types of projects on the TIP. The passage of the bill at the start of the update added the complexity of new federal policies being discovered, understood and implemented while updating the TIP. Normally, the TIP update is done after new legislation is understood. Also, the New York State Department of Transportation (NYSDOT) instituted a new policy for spending transportation improvement funds for state roads and urged CDTC and the other twelve MPO’s in New York State to do the same regarding federal funds being spent on local roads. The new policy, called “The Forward Four”, directs that funds be spent predominantly on preservation and maintenance of roads and bridges, rather than on major rehabilitation, reconstruction or enhancements. CDTC followed the lead of NYSDOT, with the result that many of the projects added at the last TIP update were not included in the 2013-18 TIP. These projects were replaced with placeholder projects from which preservation projects will be funded at a later date.

Following the NYSDOT guidelines, projects added to the CDTC 2013-18 TIP were funded through one of several mechanisms: 1) current TIP projects obligated for construction before October 1, 2014, 2) Preservation First, 3) Beyond Preservation, 4) Statewide Prioritization Program, and 5) Strategic Transportation Enhancement Program. Projects on the 2010-15 TIP not meeting one of these categories received no funding. Details regarding their disposition follow.
Upon completion of public review and air quality assessment, Policy Board approval of the final draft is anticipated at the Policy Board's June 2013 meeting. By law, the approved four-year portion of the TIP will be included without modification into the new STIP.

**Current TIP Projects Obligated for Construction Before October 1, 2014:** Projects on the 2010-15 TIP that could have all phases obligated by the end of federal fiscal year (FFY) 2013-14 would be added to the TIP, contingent upon funding and on obligating all phases by the deadline. Any projects for which not all phases are obligated by the end of FFY 2013-14, will need to obtain funding under one of the other mechanisms, or be defunded. Other projects on the 2010-15 TIP with unobligated funds were given lower priority status (placed in the fifth year of the TIP and requiring a funding surplus) or removed from the TIP. Projects added to the 2013-18 TIP via this mechanism are listed below in order of funding priority. Also detailed below are the decisions regarding other projects on the 2010-15 TIP, for which no funding is programmed.

1) **Priority 1 (Programmed for 2012-13 Letting):** These projects (shown below) will be put in the committed period of the 2013-18 TIP. But any that are not obligated in the 2012-13 FFY automatically roll-over into the 2013-14 FFY and are treated as such (as indicated in the second category of projects).
   - A433, 175638, CR 53 (Jericho Road) Bridge over CSX Selkirk Yard: Demolition
   - A434, 180645, Washington Avenue over NY 85: Bridge Replacement
   - A436, 111135, Western Avenue, Fuller Road to Albany City Line
   - A451, 105157, I-787, NYS Thruway Exit 23 to South Mall Expressway Complex
   - A465, 175733, Guilderland Center Pedestrian Safety Construct Sidewalks
   - A466, 175734, Westmere Corridor Pedestrian Improvements
   - A467, 175535, Grant Hill Road Bridge Over Normanskill: Bridge Replacement
   - A491, 152868, Patroon Island Bridge: Bridge Rehabilitation
   - A502, 175802, Meads Lane/Van Dyke Road Intersection: Upgrade/Realignment
   - A535, 193316, Warning Device Upgrade at New Cortland Street Rail Crossing
   - A537, 172189, I-87 & NY 910F, Western Avenue to the Saratoga County
   - R195, 175459, South Troy Industrial Park Road
   - R198, 175470, New Sidewalks on the West Side of Brookside Avenue
   - R240, 175520, Brookside Avenue over Wynantskill: Bridge Replacement
   - R242, 175637, Spring Avenue Over Poestenkill: Bridge Replacement
   - R249, 175697, First Alley Connector Sidewalk
   - R254, 175715, Broadway, from US 20 to Broadway Viaduct Bridge: Reconstruction
   - R257, 175536, NY 151 over East Street: Bridge Rehabilitation
   - R261, 175722, Elm Street Bridge over the Little Hoosick River
   - R266, 152863, I-90 Bridges over the Moordenerkill: Rehabilitations
   - R268, 152868, Patroon Island Bridge: Bridge Rehabilitation
   - R279, 175799, US 4/Mannix Road Roundabout
   - SA136, 175457, Saratoga Springs Downtown Pedestrian Improvements
   - SA201, 175660, Ballston Avenue, from Union Street to Hamilton Street
   - SA217, 175736, Crescent Road Bike and Pedestrian Improvements
   - SA222, 175709, CR 45 (Northline Road) Bridge over Kayderossers
• SA223, 175710, US 4 (Central Avenue) Bridge Over the Anthony Kill
• SA233, 172223, NY 50 Bridge over I-87
• SA239, 175775, Town of Milton Sidewalks & Curbs
• SA267, 180871, Pavement Management Projects at Saratoga National Park
• SA270, 193319, Grade Crossing Signal Upgrade: Park Avenue
• S183, 152535, I-890, Thruway Exit 25 to NY 337 (Campbell Road)
• S212, 193295, Seneca St. Rail Crossing
• SA257, CDTC19, Park & Ride Lot at Wilton Mall

2) **Priority 2 (Programmed for 2013-14 Letting):** Construction, and any other appropriate, phases of these projects (shown below) will be put in the first year of the TIP (2013-14). However, any phases for these projects not obligated before October 1, 2014 because of project delays, over-programming, or other factors will be pushed back to FFY 2017-18 (fifth year in the 2013-18 TIP) at a lower priority than all other projects on the 2013-18 TIP, except for those in the additional lists that follow.

- R196, 175468, CR 111 (Pitts-Johns Road) Bridge over the Hoosick River
- A240, 172151, I-87 Exit 3 or 4 Airport Connector (Partial)
- A435, 175663, ITS Transit Signal Priority on Washington/Western
- A464, 175732, Helderberg Hudson Rail Trail: Phase 1
- A499, 175794, Carman Road Connector Sidewalk Sidewalks
- A500, 175795, Sheridan Hollow Sidewalks
- A526, 175892, CR 9 over Fox Creek: Bridge Reconstruction
- A527, 175891, CR 55 over Vloman Kill: Bridge Replacement
- A528, 175903, Weaver Road over Black Creek: Reconstruction
- A529, 175888, Plank Rd, Onesquethaw Creek Rd and Rowe Rd: Bridge Decks
- R188, 133518, NY 40 Bridge over Hoosick River: Replacement
- R246, 108964, US 4 over the Hudson River: Bridge Replacement
- R255, 175735, Route 20 Corridor Bike/Ped Improvements
- R260, 175721, Sand Bank Rd Bridge over the Little Hoosic River
- R280, 175805, ITS Signal Improvements on Pawling Avenue
- R299, 175904, White Church Road over Quackenkill: Replace
- R300, 175890, Broken Wheel Road over Hoosick River: Replace
- R301, 175905, White Creek Road Bridge: Replace or Reconstruct
- SA108, 108531, Balltown Road, River Rd to Glenridge Rd (Partial)
- SA225, 175754, Round Lake Road Traffic and Mobility Improvements
- SA244, 108964, US 4 over the Hudson River: Bridge Replacement
- SA259, 175900, Staffords Road CR 67 over Fish Creek: Reconstruction
- SA260, 175896, Mott Road over Snook Kill: Bridge Deck Repair
- SA261, 175897, North Main Street over Anthony Kill: Bridge Replacement
- SA262, 175894, Frances Street over Anthony Kill: Bridge Replacement
- S96, 108531, Balltown Road, River Rd to Glenridge Rd (Partial)
- S187, 175797, Mohawk/Hudson Bike Trail Crossing at NY 5S
- S188, 175800, Erie Boulevard/Jay Street/Nott Street/Front Street Roundabout
- S192, 175829, Hamburg Street Sidewalk Connection
- S203, 175902, Van Vorst over Alplaus Kill: Bridge Replacement
- S204, 175895, Kings Road (CR 65) over CSX: Bridge Reconstruction
- S206, 175889, Alplaus Avenue Bridge over Alplaus Kill: Reconstruction

3) **Priority 3 (Programmed for 2014-15 Letting):** Engineering phases for these projects were placed in FFY 2017-18 (fifth year) in the 2013-18 TIP at a lower priority than projects listed above. Construction phases for these projects were put in the Post-TIP as the top Post-TIP priority. Since these projects are still a CDTC priority, their presence in the Post-TIP period indicates that they are the next highest priority if funding were to become available.

- A240, 172151, I-87 Exit 3 or 4 Airport Connector (Partial)
- A290, 134707, Selkirk Bypass
- A295, 175360, New Karner Road (NY 155), US 20 to NY 5
- A450A, 105153, I-787, Broadway to NY 378: Multi-Course Overlay
- A453, 175922, Watervliet Shaker Road, Corridor Improvements
- A482, 101112, NY 145 Bridge Over Unknown Creek
- A487, 130677, NY 7, I-87 To I-787 Overlap: Minor Rehab
- A490, 180717, Loudonville Road Bridge over the I-90 Ramp
- R187, 130662, NY 7, Raymertown to Tomhanock: Recon.
- R235, 100131, NY 2 over Dayfoot Brook: Bridge Replacement
- R238, 104334, US 9 over NY 9J and 9 over AMTRAK & CSX
- R278, 175798, 126th Street/US 4 (2nd Avenue)
- R287, 175815, CR 68 Over Wynantskill Creek, BIN 3303610
- R289, 175814, CR 114 Over Powamponkonk Creek, BIN 3304080
- R296, 175893, East Road (CR 33) over Kinderhook Creek
- R297, 175898, Plank Road (CR 126) over the Deepkill
- SA108, 108531, Balltown Road, River Rd to Glenridge Rd (Partial)
- SA134, 182166, Replacement Buses for CDTA and Northway Express Service
- SA214, 172205, I-87, Exit 13 to Exit 15: Resurfacing
- SA235, 172225, Two I-87 Bridges over NY 146 (Exit 9): Replacement
- SA236, 172226, I-87, Saratoga County Line to Exit 10: Mill & Fill
- S96, 108531, Balltown Road, River Rd to Glenridge Rd (Partial)
- S124, 152529, I-890, Campbell Road to Exit 26: Reconstruction
- S167, 175533, Oak Street over CSX: Bridge Replacement
- S178, 130676, NY 7 Bridge Over I-890: Bridge Replacement
- S182, 103421, NY 5 Bridge over the Erie Canal: Replacement

4) **Priority 4 (Programmed for 2014-15 Letting, Second Group):** This group of projects is different from the previous in that they were originally programmed on the TIP contingent upon funding becoming available. Therefore, all phases for these projects (shown below) were put in the Post-TIP as a lower priority than those shown above.

- A523, 175914, Albany Shaker Road & Northern Boulevard
- A524, 175917, Albany County High Risk Rural Road - Safety
5) **Priority 5 (All Phases Programmed for 2014-15):** All phases for these projects were added to the Post-TIP as equal priority with the group immediately above. This group differs from the one above in that this group of projects had no phases programmed in the first four years of the 2010-15 TIP.

- A489, 180716, NY 913T Bridge Over the D&H Ramp
- A521, 105168, I-787 Bridge Over Broadway
- A522, 105165, I-787, Watervliet South City Line to 8th St.
- R175, 175451, ITS Signal Upgrades, Broadway
- R277, 175796, Lansingburgh Sidewalks
- R286, 111134, NY 20 Bridge Over Kinderhook Creek
- R288, 108967, NY 4 Bridge Over Mill Creek
- R290, 111136, NY 20 Bridge Over Kinderhook Creek
- R298, 175899, Preservation of County Bridges
- SA144, 108963, NY 4 Over Hudson River
- SA242, 172230, I-87, Exit 10 to Exit 13: Resurfacing
- SA255, 194114, Lock 3 Access Rd Bridge over Champlain Canal
- S191, 175828, Mohawk-Hudson Bike-Hike Trail Kiosks

**Preservation First:** CDTC programmed 83% of its funding on projects that meet the definition of Preservation First. For bridges, this includes element specific work, which affects the repairs on only the deficient “elements” of a bridge, mitigating the need to reconstruct the entire bridge. For pavements, this includes treatments limited to preventive and corrective maintenance, and does not include major rehabilitations and reconstructions. Due to several factors, most of the preservation first funds were programmed as set-asides (placeholders from which projects with specific scopes and limits will receive funding at a later date).

**Funded with National Highway Performance Program Funds**

- RG15, Durable Pavement Marking, $4.200M
- RG16 & RG22, Bridge Inspection, $7.560M
- RG37, RG37A, RG37B & RG37C TMC Operations, ITS,HELP, $9.940M
- RG110, State Bridge Preservation, $23.520M
- RG117, State Pavement Preservation, $24.680M
- RG118, ADA Compliance, $1.500M
- R246, Rt. 4/Hudson River, $4.000M
- A538, South Mall ramp to I787, $3.700M
- A539, I787 NB to South Mall 2.300 $2.300M

**Funded with Total Surface Transportation Program Funds**
- RG16 & RG22 Bridge Inspection, $5.040M
- RG110, State Bridge Preservation, $7.840M
- RG117, State Pavement Preservation, $8.230M
- RG125 & RG126, Local Bridge & Pavement Set-asides, $60.820M

**Funded with Highway Safety Improvement Program Funds**
- RG23 Traffic Signals Safety Requirements, $1.400M

**Beyond Preservation:** CDTC programmed 17% of its funding on projects that meet the definition of Beyond Preservation. NYSDOT has specific criteria that qualify a project as Beyond Preservation. Several set-asides were programmed for this category as well.
- RG1, Park-Ride Lots for Carpools, $0.65M
- RG27, Travel Demand Management, $3.00M
- RG28, ITS Implementation for Operations, $4.00M
- RG29, CDTC Technical Services, $0.68M
- RG31, Corridor Management Initiative, $0.60M
- RG39, ITS Traffic Signals on federal-aid local system, $2.30M
- RG41, Spot Improvements for Bicycle & Pedestrian (include in RG103)
- RG102, Alternative Fuel Program for non-CDTA fleets, $1.19M
- RG103, Bicycle/Pedestrian Network Development, $2.50M
- RG109, BRT Implementation, $7.50M
- RG116, Goods Movement, $2.00M
- RG119, Linkage Program Implementation, $1.50M
- RG124, Intersection Safety Improvement Projects, $7.50M

**Statewide Prioritization Program (SPP):** Some project sponsors in the CDTC area filed applications for SPP funding for specific projects. According to NYSDOT Main Office guidelines, the Region could only send candidates to the Main Office totaling a $180M. As a result, Region One sent about half of the CDTC applications to the Main Office for consideration for funding. As of the writing of this draft, CDTC has not heard which projects, if any, would be approved by the Main Office. The list of candidates in Region One (both those submitted to the Main Office and those not submitted) is in Appendix E of the full 2013-18 TIP document.

**Strategic Transportation Enhancement Program (STEP):** This has no overlap with the federal Transportation Enhancement Program. Rather, this program is for transportation infrastructure projects that promote economic competitiveness, livability and system connectivity to optimize the State’s multi-modal transportation system. Because of the short deadline for submissions, the CDTC Executive Director met with the AGFTC Executive Director, the Region One Acting RPPM and representatives from Essex and Greene Counties to agree on an evaluation procedure and candidates for Region One to submit to the (NYSDOT) Main Office for consideration. CDTC has not yet received any information regarding the success or failure of
its candidates. The list of candidates in Region One (both those submitted to the Main Office and those not submitted) is in Appendix E of the full 2013-18 TIP document.

Next Steps

As mentioned above, much of the funding in years two through five of the 2013-18 TIP, has been programmed in set-asides. CDTC will solicit for new projects meeting the qualifications of the set-asides, perform evaluations and program new projects with funding from the set-asides. CDTC is also waiting for the results of the Statewide Prioritization Program and Strategic Transportation Enhancement Program. Any successful projects will be added to the TIP by amendment. CDTC also anticipates its participation in the federal Transportation Alternatives Program. Before final adoption of the 2013-18 TIP, CDTC, in conjunction with NYSDOT, will take steps to balance the five-year TIP, according to the fiscal constraint standards of New York State, FTA and FHWA.