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Transportation Improvement Program

“ T h e T I P ”

TIP update overview

What is the TIP?

LRTP

The **Long Range Plan** establishes investment policies & principles that guide decision-making & activities for a planning horizon of no less than 20 years & updated every 5 years.

New Visions 2050

TIP

The **Transportation Improvement Program** is the 5-year capital program of projects updated every 2 or 3 years.

2019-2024 TIP

UPWP

The **Unified Planning Work Program** is a 2-year plan that contains all MPO activities & task budgets.

2020-2022 UPWP

TIP Material Updates

- Staff began process in January 2021
- CDTC Planning Committee approval August 4, 2021:
 - New Web Based Project Application
 - Updated Bridge Evaluation Procedure
 - Merit Score Sheet Changes
 - New Data Management Documents
 - Preservation vs. Beyond Preservation Projects Criteria
- Request Policy Board approval
 - All TIP materials
 - Authorize initiation of TIP update process

Project Application

- Fillable Jotform
- Tailored application to specific project types
 - Road
 - Bridge
 - Bicycle
 - Pedestrian
 - Safety
 - All Other

All fields marked with * are required and must be filled.



2022 - 2027 Transportation Improvement Program Road Project Application

Instructions

CDTC's electronic application is powered by Jotform. Save your work as you complete the form, an account is not needed (click "skip" at the bottom of the pop up box). Do not clear the cookies on your computer without saving as your work could be lost. **Jotform is compatible with web browsers such as Google Chrome, Apple Safari, Microsoft Edge and Mozilla.**

Applicants should enter project information in response to all fields as they appear. Required fields are indicated with an asterisk (*). The form will indicate data entry errors using red warnings and will not allow additional data to be entered until errors are corrected.

Submit one (1) application per road. Sponsors may indicate if a group of road applications are to be bundled and evaluated as a single project. For questions related to complex projects, contact CDTC.

Application Sections:

Part A: New Visions 2050 and Certifications

Part B: Sponsor Information

Part C: Project Data

Part D: Cost Estimate and Proposed Funding

Part E: Sponsor Priority and Project Timing

Part F: Application Submission



Form Highlights

- Conditional logic
- Automatic calculations
- File upload options
- Print, save and edit options
- Data export and report options for staff

Part B: Sponsor Information

All fields marked with * are required and must be filled.

Project Sponsor
(Governmental body
submitting the Proposal) *

City of Albany

Insert the project sponsor name.

Is this a joint proposal with
another municipality/agency? *

☐ Yes
☐ No

Part B: Sponsor Information

All fields marked with * are required and must be filled.

Project Sponsor
(Governmental body
submitting the Proposal) *

City of Albany

Insert the project sponsor name.

Is this a joint proposal with
another municipality/agency? *

☒ Yes
☐ No

Joint Project Sponsor(s)

Insert one or more joint sponsor name

Updated Bridge Evaluation Procedure

- Low scores relative to other project types
- Planning Committee approved
 - Weighted score as supplemental information
 - Merit score sheet changes

Bridge Condition		Minor Collector/ Local Road	Minor Arterial/Major Collector	Interstate/ Principal Arterial/ Freeway
Structurally Deficient – Not Load Posted	Urban	3	6	7
	Rural	2	4	5
Load Posted	Urban	5	12	15
	Rural	3	8	10
Bridge Closed	Urban	15	20	25
	Rural	10	15	20

Merit Score Sheet

- 11 Qualitative Evaluation Categories
 - Proposed projects evaluated based on ability to help achieve a goal within a specific mode, program, or New Visions performance measure
- Qualitative score is scaled and combined with a benefit / cost ratio to determine project final scores
- Scores assist in prioritizing / ranking projects and programming the TIP

PROJECT NAME:

MERIT CATEGORIES	NUMERIC VALUES	SCORE
REGIONAL BENEFIT (5 POINTS POSSIBLE)		
Benefit beyond project to transportation system or quality region	SCORE -2 to +5	
	SUBTOTAL -2 to +5	0
COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE)		
Land Use Compatability	SCORE -1 to +3	0
Smart Growth	SCORE -1 to +3	0
Environmental Justice	SCORE -1 to +2	0
Accessibility / ADA / Universal Design/Human Services Transport	SCORE -1 to +2	0
	SUBTOTAL -4 to +10	0
APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE)		
Preservation/Renewal of Existing	SCORE -2 to +5	0
Complete Streets	SCORE -2 to +5	0
	SUBTOTAL -4 to +10	0
MULTI-MODALISM (10 POINTS POSSIBLE)		
Transit	SCORE -2 to +5	0
Pedestrian	SCORE -1 to +3	0
Bicycle	SCORE -1 to +2	0
	SUBTOTAL -4 to +10	0
ENVIRONMENT & HEALTH (8 POINTS POSSIBLE)		
Sensitive Area Preservation/Mitigation	SCORE -1 to +2	0
Greenhouse Gas Emissions Reduction	SCORE -1 to +2	0
Alternative Fuels Support	SCORE -1 to +2	0
Other Health Benefit	SCORE -1 to +2	0
	SUBTOTAL -4 to +8	0
ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE)		
Economic Impact	SCORE -2 to +5	0
	SUBTOTAL -2 to +5	0
SAFETY & SECURITY (5 POINTS POSSIBLE)		
Additional Safety Benefit Beyond Crash History	SCORE -1 to +3	0
Security and Resiliency to Natural Hazards and Human Caused Events	SCORE -1 to +2	0
	SUBTOTAL -2 to +5	0
OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE)		
Traffic Operations & Reliability Improvements	SCORE -1 to +3	0
Use of Beneficent Advanced Technologies	SCORE -1 to +2	0
	SUBTOTAL -2 to +5	0
FREIGHT (5 POINTS POSSIBLE)		
Freight and Goods Movement	SCORE -2 to +5	0
	SUBTOTAL -2 to +5	0
INNOVATION (2 POINTS POSSIBLE)		
Innovative Solutions	SCORE 0 to +2	0
	SUBTOTAL 0 to +2	0
PROJECT DELIVERY (2 POINTS POSSIBLE)		
On Schedule/On Budget	SCORE -2 to +2	0
	SUBTOTAL -2 to +2	0
PROJECT MERIT CATEGORY SUB TOTAL		
Total from Line Items Above	SUBTOTAL -28 to +67	0
Scaled to 50 points		0.0

← MERIT POINTS TOTAL

B/C RATIO		
B/C Ratio Value (imported from separate analysis)	SUBTOTAL 0 to +50	

← B/C SCORE CONVERTED TO POINT SCALE

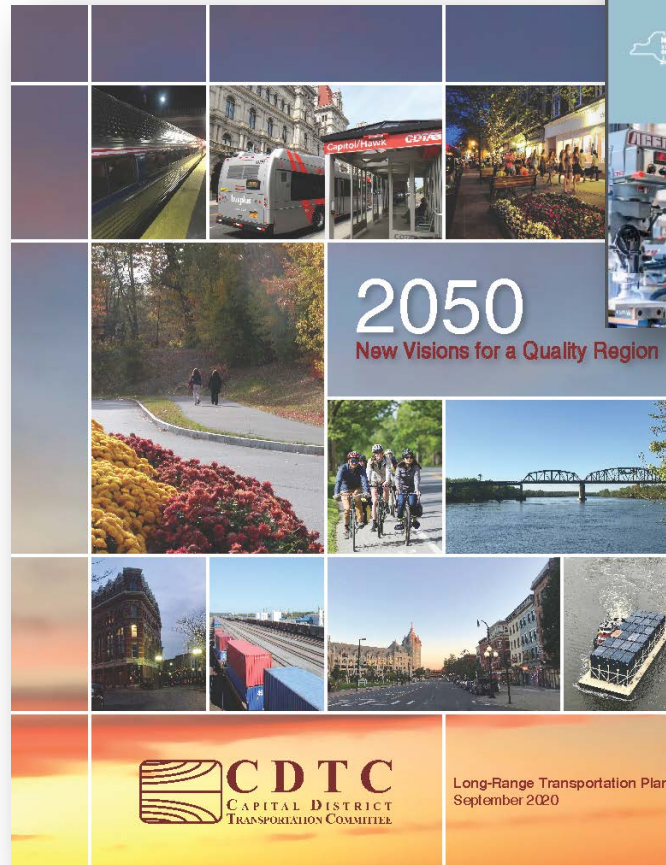
PROJECT TOTAL (UP TO 100 POINTS)		
Merit Categories + B/C Value	TOTAL -21 to 100	0.0

← TOTAL PROJECT SCORE

See Tab 2 for Additional Detail

Consistent with Regional Vision

- New Visions Planning & Investment Principles
- New Visions Big Ticket Initiatives
- Capital Region Economic Development Council Regional Priorities



Consistent with Federal & State Priorities

- Smart Growth Law
- Complete Streets Policy
- GreenLites Program
- Climate Leadership & Community Protection Act (CLCPA)
- FHWA Alternative Fuel Corridors Program



Changes to Score Sheet

- Updated format for consistency
- Reduced redundant wording and duplication
- Updated language to reflect current best practices, marking / design, current technologies, and updated planning documents
- Provided references to state and/or federal laws and programs the criteria was inspired by
- Did not add or eliminate any categories
- Added language and priority for bridges and defined freight as “critical infrastructure” per request of Planning Committee
- Added bonus points in the Security and Resiliency category to address vulnerable infrastructure, such as bridges in poor condition

TIP Data Management, Storage, and Output

- Mostly internal processes
- Streamlined data management and staff inputs
- Developed master database (Access)
- *Fact Sheets* and *Summary Tables*
 - Reformatted
 - 'One-touch' outputs

Fact Sheets

- One for each candidate project
- Same information, reformatted
- Merit Score summary on page 2 (not shown)


2022-27 CDTC TIP Update Project Fact Sheet
Thursday, June 24, 2021

Project ID
Project Sponsor
Sponsor Priority

Project Name

CDTC Project Category

Fund Source Eligibility

Project Location

Project Description

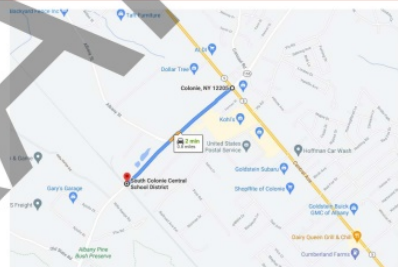
The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for the Capital District Transportation Management Area (TMA) which includes the metropolitan area of Albany, Rensselaer, Saratoga and Schenectady counties, with the exception of the Glens Falls urban area, which extends into northern Saratoga County. As the MPO, CDTC, in cooperation with the New York State Department of Transportation (NYSDOT) and the Capital District Transportation Authority (CDTA), is responsible for carrying out the continuing, comprehensive, coordinated transportation planning process for the Capital District region. Part of the planning responsibility is the maintenance of a long-range Regional Transportation Plan (RTP). CDTC's most recent RTP is called New Visions. Additionally, the Committee is responsible for maintaining short-range Transportation Improvement Programs (TIP's) for the metropolitan area's major highway and transit facilities.

Cost (\$M) (Matched and Inflated)
Project Length (miles)
Project AADT

Project Benefits

Total Benefits (\$1000 per year)	12,249.00
Facility Life Benefits	11,994.32
Mobility Benefits	
Safety Benefits	222.60
User Cost	32.1
Annualized Cost (\$1000s)	481.39
A. B/C Ratio Total (capped at 50)	25.45
B. Final Merit Score (sealed to 50)	26.4
Total Project Score (A+B) (100 pts. Max)	51.87

Map



NOTES

Fact Sheets

- One for each candidate project
- Same information, reformatted
- Merit Score summary on page 2 (not shown)

CDTC		2022-27 CDTC TIP Update Project Fact Sheet		Thursday, June 24, 2021	
Project ID	2	Project Sponsor	NYSDOT	Sponsor Priority	2
Project Name	NY 155/CR 157 Watervliet Shaker Road Phase III				
CDTC Project Category	Pavement Reconstruction				
Fund Source Eligibility	NHPP, STP-Flex, STP-Urban, HSIP??				
Project Location	Interactive TIP Project Location Map: 19-24				
Project Description					
The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for the Capital District Transportation Management Area (TMA) which includes the metropolitan area of Albany, Rensselaer, Saratoga and Schenectady counties, with the exception of the Glens Falls urban area, which extends into northern Saratoga County. As the MPO, CDTC, in cooperation with the New York State Department of Transportation (NYSDOT) and the Capital District Transportation Authority (CDTA), is responsible for carrying out the continuing, comprehensive, coordinated transportation planning process for the Capital District region. Part of the planning responsibility is the maintenance of a long-range Regional Transportation Plan (RTP). CDTC's most recent RTP is called New Visions. Additionally, the Committee is responsible for maintaining short-range Transportation Improvement Programs (TIP's) for the metropolitan area's major highway and transit facilities.					
Cost (\$M) (Matched and Inflated)	3.747	Project Length (miles)	0.76	Project AADT	16,142
Project Benefits			Map		
Total Benefits (\$1000 per year)	3,457.38				
Facility Life Benefits	2,918.93				
Mobility Benefits	276.00				
Safety Benefits	249.80				
User Cost	12.7				
Annualized Cost (\$1000s)	383.90				
A. B/C Ratio Total (capped at 50)	9.01				
B. Final Merit Score (sealed to 50)	26.4				
Total Project Score (A+B) (100 pts. Max)	35.43				
NOTES	Existing Project in 5th year: TIP Number A453, PIN 1759.22. Evaluate the three lane alternative with on street bike lanes.				

Fact Sheets

- One for each candidate project
- Same information, reformatted
- Merit Score summary on page 2 (not shown)

CDTC		2022-27 CDTC TIP Update Project Fact Sheet		Thursday, June 24, 2021	
Project ID	3	Project Sponsor	Albany PortDistrict Commission	Sponsor Priority	1
Project Name	Container on Barge Service (Port of Albany from/to Port Authority of NY & NJ)				
CDTC Project Category	Other				
Fund Source Eligibility	CMAQ				
Project Location	Interactive TIP Project Location Map: 19-24				
Project Description					
Export and import, loaded and empty 20 and 40 foot containers of various products will be moved between the Port of Albany and the Port of NY & NJ via barge service on the Hudson River.					
Cost (\$M) (Matched and Inflated)	6.076	Project Length (miles)		Project AADT	
Project Benefits			Map		
Total Benefits (\$1000 per year)	0.00				
Facility Life Benefits					
Mobility Benefits					
Safety Benefits	0.00				
User Cost					
Annualized Cost (\$1000s)					
A. B/C Ratio Total (capped at 50)	50.00				
B. Final Merit Score (scaled to 50)	10.7				
Total Project Score (A+B) (100 pts. Max)	60.71				
NOTES	Submitted to NYSDOT Main Office for CMAQ consideration. Potential for significant air quality benefits by reducing truck traffic.				

Summary Tables

- One for each project type
- Information provided varies based on project type



2022-27 CDTC TIP Candidate Project Information:

Bridge Preservation

Thursday, June 24, 2021

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Project ID	Sponsor	Project Name	Project Location	Sponsor Priority (by Project Category)	Fund Source Eligibility	Design Year	Construction Year	Cost (\$M) (Matched and Inflated)	Total Benefits (\$k) per year	Annualized Cost (\$k)	Benefit/Cost B/C Ratio	B/C Capped	Merit Categories Total Score	Total Points	Total Project Score
20	NYS DOT	Dunn Bridge WB TO I-787 SB	City of Albany, Dunn WB to I-787 SB, BIN 109294A. City of Albany, Albany County	4	NHPP	2021-2022	2023-2024	30.255	5,940.29	2,304.00	2.6	2.6	13.3	15.0	10.7
Description: Bridge Preventive/Corrective Maintenance project to extend the life of the bridge 20 years utilizing cost effective treatments that will include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Notes: Updated PJP - Assume all bridge elements listed are being replaced or rehabbed for the purpose of evaluation.															
21	NYS DOT	Everett Road Bridge over I-90	City of Albany, Project proposes to rehabilitate Everett Road Bridge over I-90, City of Albany, BIN 1034529	5	NHPP	2021-2022	2023-2024	10.654	6,665.96	746.77	8.9	8.9	23.2	20.0	14.3
Description: Bridge Preventive/Corrective Maintenance project to extend the life of the bridge 20 years utilizing cost effective treatments which may include deck replacement, bearing replacement, joint replacement, rehab primary and secondary members, and rehab piers. For evaluation purposes, assume the project will widen shoulders and add sidewalks. In addition, deficient pedestrian features such as push buttons and countdown timers will be upgraded as identified. Notes: Updated PJP - Assume all bridge elements listed are being replaced or rehabbed for the purpose of evaluation. Functional Classification changes in the middle of the bridge.															
31	NYS DOT	I-787 Southbound Ramp to the Dunn Bridge Eastbound	City of Albany, Ramp from the I-787 Southbound to the Dunn Bridge Eastbound, BIN 1092970	3	NHPP	2021-2022	2023-2024	30.671	1,523.67	2,674.04	0.6	0.6	11.3	15.0	10.7
Description: Bridge Preventive/Corrective Maintenance project to extend the life of the bridge 20 years utilizing cost effective treatments that will include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Notes: Updated PJP - Assume all bridge elements listed are being replaced or rehabbed for the purpose of evaluation.															
32	NYS DOT	I-890 over Erie Blvd and Broadway (Two Bridges) Corrective Maintenance	City of Schenectady, Repairs to bridges: BIN 1049921 & BIN 1049922 I-890 over Erie Blvd and Broadway	1	NHPP	2020-2021	2021-2022	13.317	17,439.69	958.21	18.2	18.2	29.6	16.0	11.4
Description: Bridge Preventive/Corrective Maintenance project to extend the life of two bridges 20 years utilizing cost effective treatments which may include deck replacement, bearing replacement, joint replacement, rehab primary and secondary members, and rehab piers. Notes: Updated PJP - Assume all bridge elements listed are being replaced or rehabbed for the purpose of evaluation.															
42	NYS DOT	NY 146 Over I-890	City of Schenectady, NY 146 over I-890, BIN 1038340	8	NHPP	2021-2022	2023-2024	8.365	1,437.36	729.28	2.0	2.0	16.3	20.0	14.3
Description: Bridge Preventive/Corrective Maintenance project to extend the life of two long bridges by 20 years utilizing cost effective treatments that will include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Sidewalks will be upgraded to comply with ADA Regulations. Notes: Updated PJP - Assume all bridge elements listed are being replaced or rehabbed for the purpose of evaluation.															
45	NYS DOT	NY 378 Over Hudson Bridge Painting	Town of Colonie to City of Troy, NY 378 Over Hudson, BIN 1062850	7	NHPP	2021-2022	2022-2023	6.855	10,296.08	817.67	12.6	12.6	21.2	12.0	8.6
Description: Bridge Structural Steel Painting to extend the life of the bridge 10 years utilizing cost effective treatments Notes: Updated PJP - Assume entire bridge is being painted.															

Page 1 of 2

Summary Tables

- One for each project type
- Information provided varies based on project type

Project ID	Sponsor	Project Name	Project Location	Sponsor Priority (by Project Category)	Fund Source Eligibility	Design Year	Construction Year	Cost (\$M) (Matched and Inflated)	Total Benefits (\$K) per year	Annualized Cost (\$K)	Benefit/Cost B/C Ratio	B/C Capped	Merit Categories Total Score	Total Points	Total Project Score
52	NYSOT	US 20 Over Schoharie Creek Bridge Deck Replacement	Town of Duaneburg, US 20 over Schoharie Creek Bridge Deck Replacement, BIN 1054370	2		2019-2020	2020-2021	2.788	1,109.67	243.09	4.6	4.6	14.6	14.0	10.0
Description: Bridge Preventive/Corrective Maintenance project to extend the life of the bridge 20 years utilizing cost effective treatments that will include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Project will upgrade existing curb ramps and sidewalks to ADA standards. Notes: Updated PJP - NYSOT updated cost. Assume all bridge elements listed are being replaced or rehabbed for the purpose of evaluation. Half of Bridge is located outside of CDTC's Planning Area (Schoharie County)															
53	NYSOT	Water Street Bridge over the D&H Railroad	City of Albany, Water Street Bridge over the D&H Railroad, BIN 1092920	6	STP-Off System Bridge	2019-2020	2021-2022	5.982	1,516.41	521.56	2.9	2.9	12.9	14.0	10.0
Description: Bridge deck replacement project to extend the life of the bridge 20 years utilizing cost effective treatments. It may include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Notes: Updated PJP - Assume all bridge elements listed are being replaced or rehabbed for the purpose of evaluation. Functionally classified as Urban Local															
66	Saratoga County	Lasher Road Bridge over the Mourning Kill Rehabilitation	Town of Ballston, Lasher Road Bridge over the Mourning Kill, BIN 3304700	1	STP-Off System Bridge	2019-2020	2020-2021	0.851	889.23	58.29	15.3	15.3	21.0	8.0	5.7
Description: Major rehabilitation including removal and replacement of the deck, steel stringers, bearings, backwall and shotcrete facing on both abutments. The rehabilitation includes new 10' approach slabs on both approaches, retains the existing abutments from the seat to the footing and conducts Class D and Class A concrete repairs as necessary. New standard NYSOT bridge, transition and approach railing will be included with Type IIA terminations. Notes: Identified in Local Bridge study for Item Specific. Functionally classified as Rural Local															
69	Saratoga County	Tiffault Road Bridge over Mourning Kill Element-Specific Rehabilitation	Town of Ballston, Tiffault Road Bridge over Mourning Kill, BIN 3304670	5	STP-Off System Bridge	2020-2021	2021-2022	0.549	0.00	65.52	0.0	0.0	3.6	5.0	3.6
Description: Element Specific repairs on underside of bridge including bearing replacement, complete paint system replacement, approach reconstruction, embankment replacement and wash bridge. Notes: Identified in Local Bridge study for Minor Rehab. Functionally classified as Urban Local															
98	Scotia (Village)	Sunnyside Road Bridge	Village of Scotia, Sunnyside Road over Amtrak, BIN 2257170	1	STP-Off System Bridge	2019-2020	2020-2021	4.798	4,713.37	291.59	16.2	16.2	26.2	14.0	10.0
Description: Major rehabilitation involving repair and hard armoring of the existing concrete piers and cap beams. Replacement of the steel bearings and any necessary repair and re-painting of the existing steel structural members. The entire deck will be removed and replaced including new railings and ADA compliant sidewalk on the south side of the bridge and a striped bike lane on both sides. Notes: Identified in CDTC Local Bridge study for Replacement															
Total Projects: 11															

Preservation vs. Beyond Preservation Guidance

- Better define project types
 - Pavement, bridge, sidewalk, shared use trail, complete street, transit infrastructure
- Pavement preservation projects limited to:
 - 0.5 mile of sidewalk or shared use trail reconstruction
 - No new sidewalk or shared use trail construction
- Describes ADA applicability

Schedule

- September 10, 2021: Issue solicitation for new TIP projects
- September 20-24, 2021: Schedule virtual TIP workshop
- November 5, 2021: New project submission deadline
- December 13, 2021: Staff completes initial evaluations
- January/February 2022: Project programming
- March 3, 2022: Policy Board reviews draft TIP, releases TIP for 60 day public review
- June 2, 2022: Policy Board approves final 2022-2027 TIP

Uncertainty

- New State leadership
- Upcoming 2022 TIP/STIP Guidance
 - Changes in preservation/beyond preservation definitions
 - Changes in priorities on the part of the state
 - Funding targets for planning purposes
- Status of existing projects

Infrastructure Investment and Jobs Act (IIJA)

- Senate version approved August 10, 2021 (HR 3648)

	Fast Act	IIJA	Over FAST
Highways (HTF)	\$225.0 B	\$318.6 B	+41%
FTA Transit Formula (HTF)	\$49.0 B	\$70.0 B	+43%
FTA Transit CIG (GF Authorized)	\$11.5 B	\$15.0 B	+30%

HTF = Highway Trust Fund

GF = General Fund

- Estimated impact of Senate version

<u>State</u>	<u>FY 2021 Highway</u>	<u>FY 2022 Highway</u>	<u>FY 2021 Transit</u>	<u>FY 2022 Transit</u>
California	\$4 billion	\$4.9 billion	\$1.4 billion	\$1.8 billion
New York	\$1.8 billion	\$2.2 billion	\$1.5 billion	\$1.9 billion
Texas	\$4.3 billion	\$5.1 billion	\$480 million	\$624 million

Questions?



Sandy Misiewicz, AICP
CDTC Executive Director
Phone: 518-458-2161
Email: smisiewicz@cdtcmpo.org