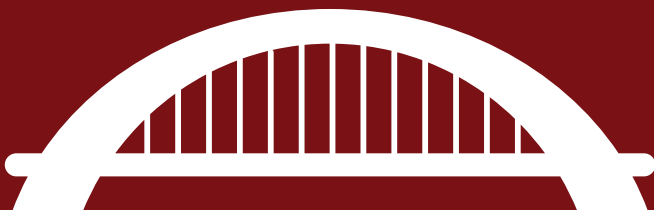
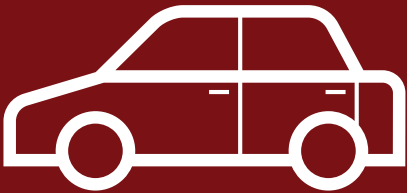




2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM



Prepared by:
**Capital District
Transportation
Committee**
September 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 48 hours prior to a meeting. Call 518-458-2161 or email cdtc@cdtcmpo.org. For more information on CDTC's Environmental Justice and Civil Rights Policies please see Appendix L.

SECTION I - RESOLUTIONS

**RESOLUTION OF THE CAPITAL DISTRICT TRANSPORTATION COMMITTEE TO
APPROVE THE 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

RESOLUTION #22-3

WHEREAS, the Capital District Transportation Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the four-county metropolitan planning area of Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23, U.S.C. Section 134, Title 49 U.S.C. Section 5303 and 23 CFR Section 450; and,

WHEREAS, the adopted boundary of the metropolitan planning area for CDTC's Transportation Management Area includes the Census-defined Albany and Saratoga Springs urbanized areas; and,

WHEREAS, the central cities of the Albany and Saratoga Springs urbanized areas are represented on CDTC's Policy Board; and,

WHEREAS, the Capital District Transportation Committee, in cooperation with the New York State Department of Transportation, has reviewed and documented compliance of the CDTC planning process with all existing federal rules and regulations; and,

WHEREAS, Title 23, U.S.C. Section 134, Title 49 U.S.C. Section 5303 and 23 CFR Section 450 states the Capital District Transportation Committee, in cooperation with the State and any affected public transportation operator, shall develop a Transportation Improvement Program (hereafter referred to as the "TIP") for the metropolitan planning area that contains projects consistent with the current metropolitan transportation plan, known as New Visions 2050; reflects the investment priorities established in the current metropolitan transportation plan; and once implemented, is designed to make progress toward achieving performance targets.

WHEREAS, the Capital District Transportation Committee, in accordance with Federal requirements for a TIP, has developed an integrated program of federally funded highway, transit and other transportation projects for the Capital District metropolitan area; and,

WHEREAS, the TIP shows reasonable estimates of project cost and schedules, project scope descriptions and the procedure for project selection is incorporated into this TIP; and

WHEREAS, it is recognized the TIP document includes for informational purposes significant Thruway, state, local, and privately funded projects in addition to those metropolitan projects within the legal programming and responsibility of the Capital District Transportation Committee; and,

WHEREAS, the Planning Committee, at its August 3, 2022 meeting, recommended approval by the Capital District Transportation Committee of the 2022-2027 Transportation Improvement Program for the Capital District metropolitan area.

THEREFORE BE IT RESOLVED, the Capital District Transportation Committee approves the five-year TIP for the Federal Fiscal Years 2022-2023 through 2026-2027; and,

BE IT FURTHER RESOLVED, that the Capital District Transportation Committee approves the 2022-2027 TIP as being consistent with all current plans and programs, including conformity with the State Implementation Plan for Air Quality in accordance with requirements of the Clean Air Act amendments of 1990, and recommends the initiation of those projects and plans so specified; and

BE IT FURTHER RESOLVED, that projects listed in the committed column of the TIP are automatically incorporated into the 2022-2023 element if they are not obligated by September 30, 2022, as long as fiscal constraint is demonstrated; and

BE IT FURTHER RESOLVED, that the Capital District Transportation Committee provides latitude to the New York State Department of Transportation with regard to assigning fund sources to particular projects in order to obligate funds and implement the program, as described in CDTC's official policy on TIP changes in the 2022-2027 TIP document; and

BE IT FURTHER RESOLVED, that the Committee directs the Secretary to submit this resolution and appropriate documentation of the program through the New York State Commissioner of Transportation to the Federal Highway Administration and Federal Transit Administration as (1) amendments to the existing State Transportation Improvement Program as necessary and appropriate, and (2) a component of the new State Transportation Improvement Program to cover Federal Fiscal Years 2022-23 through 2025-26.

Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital District Transportation Committee

September 1, 2022

**RESOLUTION OF THE CAPITAL DISTRICT TRANSPORTATION COMMITTEE TO
APPROVE THE ALBANY-SCHENECTADY-TROY 1997 8-HOUR OZONE NON-
ATTAINMENT AREA TRANSPORTATION / AIR QUALITY CONFORMITY
DETERMINATION**

RESOLUTION #22-4

WHEREAS, the Capital District Transportation Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the four-county metropolitan planning area of Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23, U.S.C. Section 134 and Title 49 U.S.C. Section 5303; and,

WHEREAS, Title 23, U.S.C. Section 134 and Title 49 U.S.C. Section 5303 states the Capital District Transportation Committee, in cooperation with the State and any affected public transportation operator, shall develop a Transportation Improvement Program (hereafter referred to as the "TIP") for the metropolitan planning area that contains projects consistent with the current metropolitan transportation plan, known as New Visions 2050; and, reflects the investment priorities established in the current metropolitan transportation plan; and once implemented, is designed to make progress toward achieving performance targets.

WHEREAS, the Capital District Transportation Committee, in accordance with Federal requirements for a TIP, has developed an integrated program of federally funded highway, transit and other transportation projects for the Capital District metropolitan area; and,

WHEREAS, the Capital District Transportation Committee approved a 2022-2027 Transportation Improvement Program requiring the adoption of a new transportation air quality conformity determination for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area; and,

WHEREAS, the Capital District Transportation Committee collaborated with the New York State Department of Transportation Regions 1, 2 and 9 and the Adirondack/Glens Falls Transportation Council to develop the requisite draft air quality conformity determination to accompany the 2022-2027 Transportation Improvement Program; and,

WHEREAS, that determination included no air quality non-exempt projects within the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area; and,

WHEREAS, the Capital District Transportation Committee Planning Committee, the New York State Department of Transportation and the Adirondack/Glens Falls Transportation Council's

Planning Committee reviewed and approved the draft air quality conformity determination, releasing it for a thirty-day public comment period.

NOW THEREFORE BE IT RESOLVED, that following completion of that public comment period, the Capital District Transportation Committee has approved the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination in the context of the 2022-2027 Transportation Improvement Program; and

BE IT FURTHER RESOLVED, that the Committee directs the Secretary to submit this resolution and appropriate documentation of the program through the New York State Commissioner of Transportation to the Federal Highway Administration and Federal Transit Administration.

Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital District Transportation Committee

September 1, 2022

**RESOLUTION OF THE CAPITAL DISTRICT TRANSPORTATION COMMITTEE
CERTIFYING THE METROPOLITAN TRANSPORTATION PLANNING PROCESS IN
THE CAPITAL DISTRICT IS IN CONFORMANCE WITH FEDERAL REQUIREMENTS**

RESOLUTION #22-5

WHEREAS, the Capital District Transportation Committee has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuing, and cooperative transportation planning process for the four-county metropolitan planning area of Albany, Rensselaer, Saratoga, and Schenectady counties, except the Town of Moreau and the Village of South Glens Falls, as required by Title 23, U.S.C. Section 134, Title 49 U.S.C. Section 5303 and 23 CFR Section 450; and,

WHEREAS, it is the responsibility of the Capital District Transportation Committee to ensure that the policy, planning, and programming process for the metropolitan planning area is consistent with applicable Federal (Title 23, U.S.C. Section 134, Title 49 U.S.C. Section 5303 and 23 CFR Section 450) and State Law, and is also consistent with local area objectives; and,

WHEREAS, the State and the MPO must now certify prior to Transportation Improvement Program submission, that the MPO planning process is being carried out in conformance with all applicable requirements of specific Federal Law; and,

WHEREAS, this Self-Certification is separate from the MPO Certification completed by the Federal Highway Administration and Federal Transit Administration, which was last conducted at CDTC in 2020; and,

NOW THEREFORE BE IT RESOLVED, that the Capital District Transportation Committee (CDTC) does hereby affirm that:

1. the CDTC's metropolitan transportation planning process includes activities to support the development and implementation of a transportation plan and TIP and subsequent project development activities including the environmental impact assessment process; and,
2. the CDTC's planning process is consistent with Federal Laws, Acts, and Regulations pertaining to involvement of any affected public transportation operator; and,
3. any problem identified through this certification review or FHWA's Program Management Review will be addressed by the appropriate CDTC member agencies; and,

BE IT FURTHER RESOLVED, that the CDTC does hereby certify that the CDTC planning process is being carried out in conformance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; and,
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93; and,
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; and,
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; and,
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects; and,
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; and,
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; and,
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; and,
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and,
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and,
11. Super Circular Reference - 2 CFR Part 200; and,
12. All other applicable provision of Federal law.

BE IT FURTHER RESOLVED, that the CDTC does hereby request that New York State join this affirmation and certification and forward this joint State and MPO finding to both the Federal Highway Administration and the Federal Transit Administration.

Kathy M. Sheehan
Mayor, City of Albany
Chair, Capital District Transportation Committee

September 1, 2022

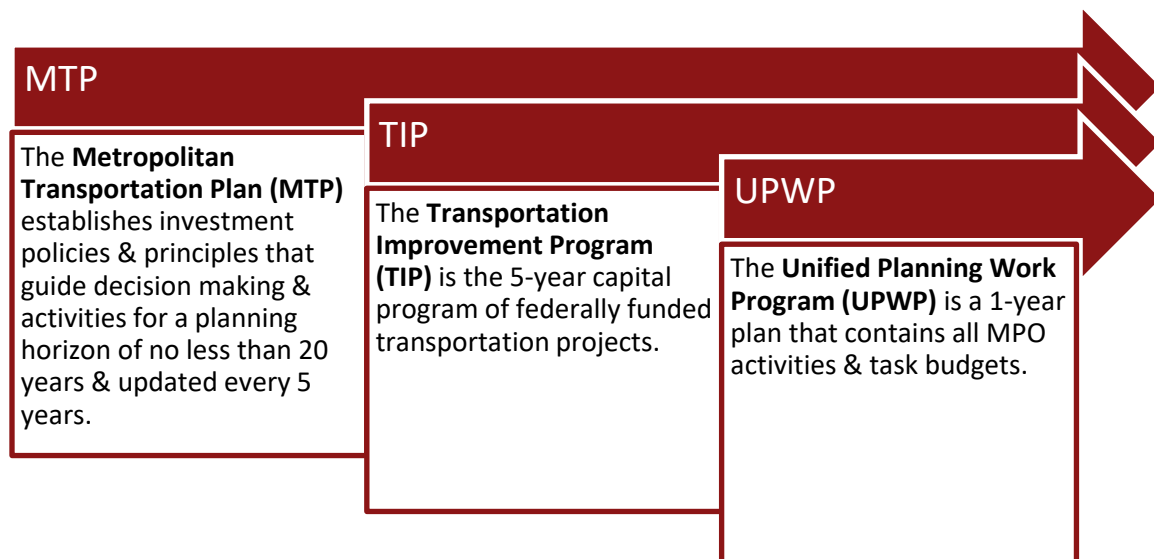
SECTION II - INTRODUCTION

OVERVIEW OF THE CAPITAL DISTRICT TRANSPORTATION COMMITTEE

The Capital District Transportation Committee (CDTC)¹ 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.

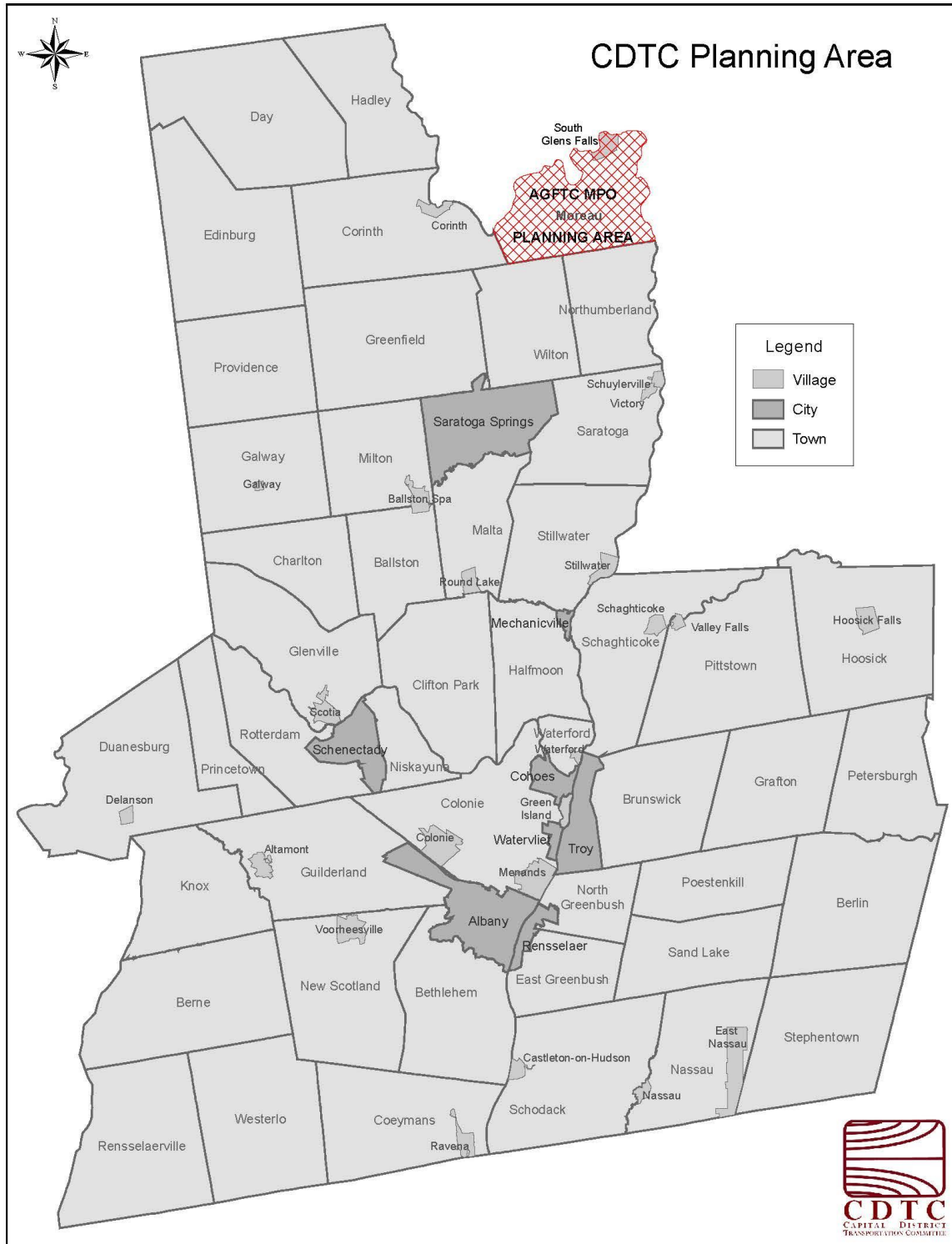
As the MPO, CDTC is tasked with certain responsibilities in accordance with the most recent federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) (November 15, 2021). The policy and provisions of this legislation are 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



¹ For a complete list of abbreviations used in this document please see the Glossary in Appendix A.

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.

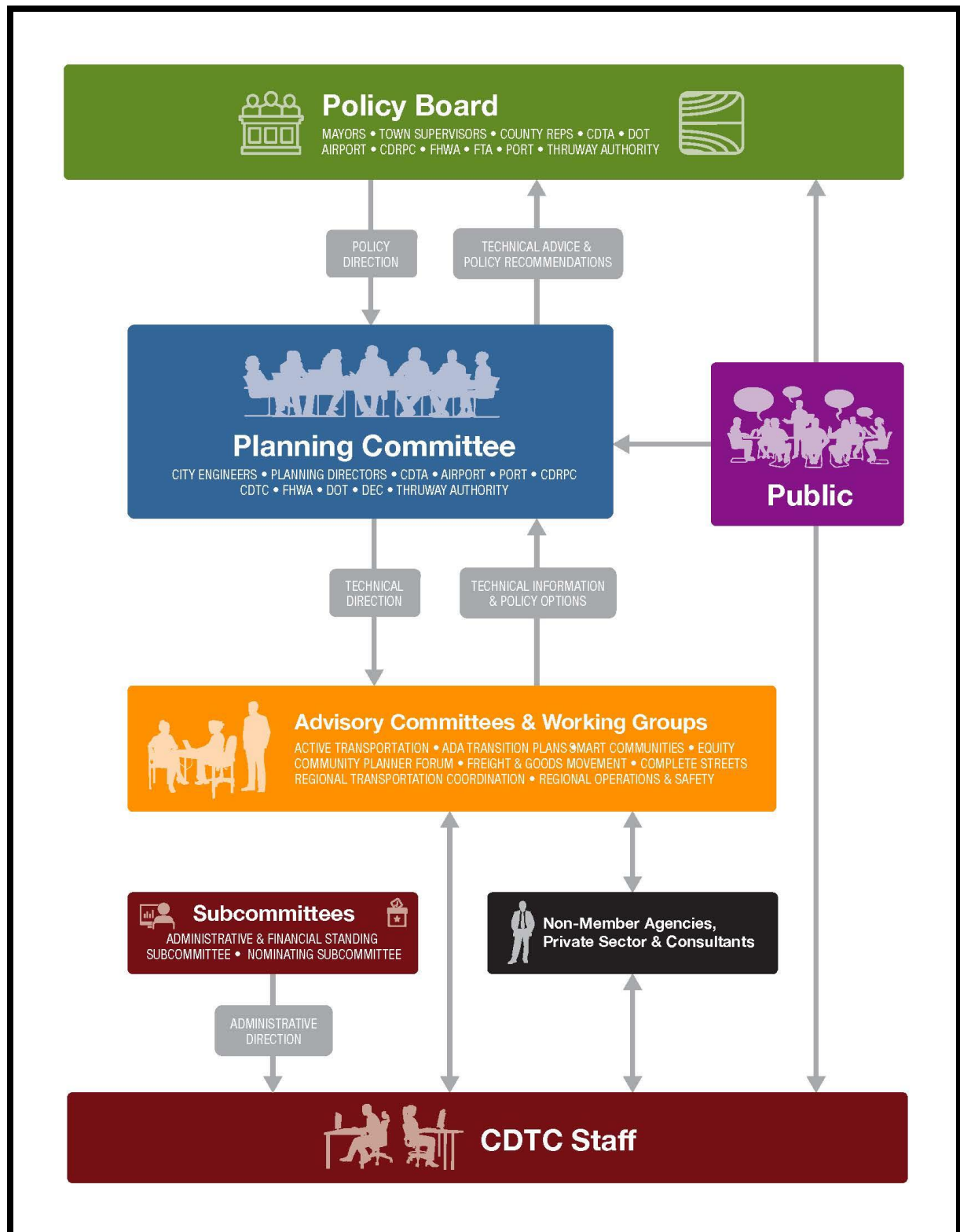
The CDTC Policy Board is the ultimate authority for all CDTC actions and is composed of representatives of local governments and transportation agencies. Policy Board members include elected and appointed officials of each of the region's eight cities, four counties, and all municipalities with 50,000 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.

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.

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.

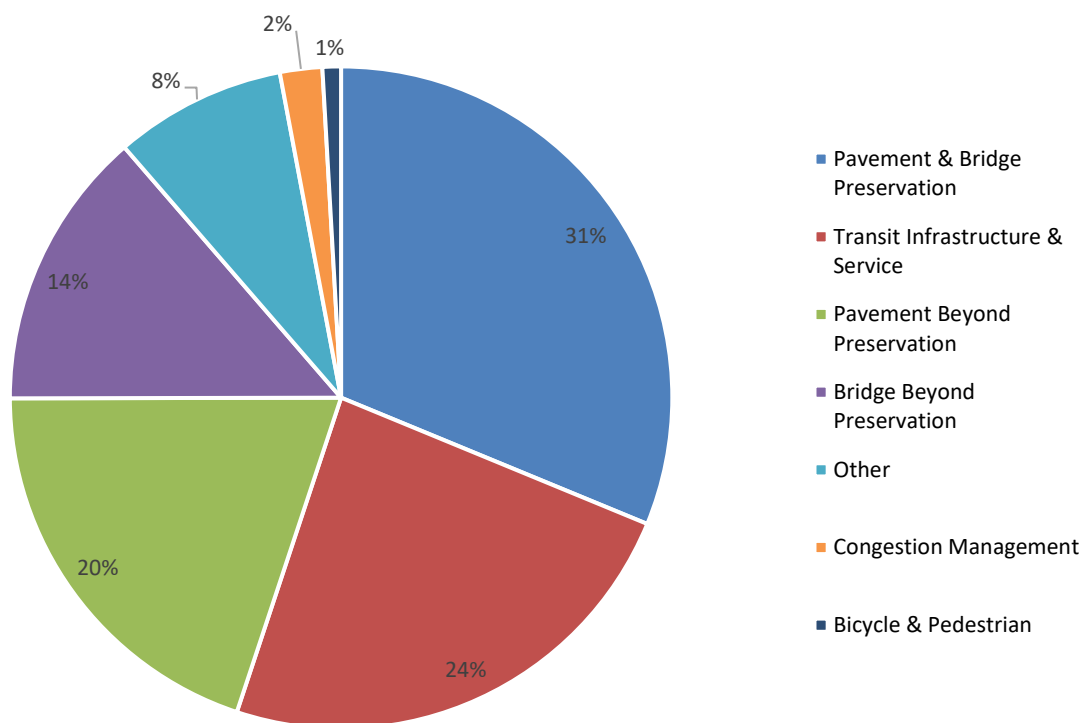
- ◆ **INVEST IN COMPLETE STREETS** – Street design will serve all users equitably, including pedestrians, bicyclists, transit riders, freight and personal vehicle drivers and riders.
- ◆ **ENCOURAGE BICYCLE AND PEDESTRIAN TRAVEL** – Bicycle and pedestrian improvements will be considered from the perspective 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.

When making decisions about which projects to fund, CDTC 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 programs.

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 funded in New Visions. Instead, TIP projects 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 funding 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 PROJECT PROGRAMMING



Source: New Visions 2050 Financial Plan, Table 1

SECTION III - FINANCIAL PLAN

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 Improvement Program (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/>. For more detail on federal share requirements for the federal fund sources used in the TIP please see Appendix C.

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

	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Fund Source	FFY23	FFY24	FFY25	FFY26	FFY27	
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	Year 2	Year 3	Year 4	Year 5	Total
	FFY23	FFY24	FFY25	FFY26	FFY27	
Urbanized Area Formula Grants (Section 5307)	24.662	25.229	25.810	26.403	27.011	129.115
Bus and Facilities Program (Section 5339)	1.687	1.725	1.765	1.806	1.847	8.830
Total	26.349	26.955	27.575	28.209	28.858	137.945

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).

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.

2022-2027 CDTC Transportation Improvement Program

TABLE 4 – 2022 - 2027 TIP FISCAL CONSTRAINT TABLE

Fund Source	Year 1		Year 2		Year 3		Year 4		Year 5		Total	
	FFY23		FFY24		FFY25		FFY26		FFY27			
	Planning Target*	Programmed	Planning Target	Programmed	Planning Target	Programmed	Planning Target	Programmed	Planning Target	Programmed	Planning Target	Programmed
NHPP	51.334	43.742	56.584	47.963	56.584	58.082	55.684	67.573	53.184	49.173	273.370	266.533
NHFP	2.500	2.500	0.000	0.000	1.000	1.000	8.500	8.500	0.000	0.000	12.000	12.000
STBGP-Flex	9.846	14.124	6.735	6.470	6.735	6.525	6.735	5.187	6.735	3.010	36.786	35.316
STBGP-LG Urb.	14.706	15.944	11.215	14.287	11.215	11.162	11.215	7.866	11.215	11.236	59.566	60.495
STBGP-OFF	1.176	1.176	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.176	1.176
HSIP ¹	5.107	2.647	4.451	9.791	4.451	6.131	4.451	0.000	4.451	4.342	22.911	22.911
HSIP-100 ²	7.170	7.170	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.170	7.170
CMAQ ³	1.710	1.710	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.710	1.710
Highway Subtotal	93.549	89.013	78.985	78.511	79.985	82.900	86.585	89.126	75.585	67.761	414.689	407.311
Section 5307	24.662	24.577	25.229	21.280	25.810	20.633	26.403	20.885	27.011	20.887	129.115	108.262
Section 5339	1.687	1.687	1.725	1.725	1.765	1.765	1.806	1.806	1.847	1.847	8.830	8.830
Transit Subtotal	26.349	26.264	26.954	23.005	27.575	22.398	28.209	22.691	28.858	22.734	137.945	117.092
Total	119.898	115.277	105.939	101.516	107.560	105.298	114.794	111.817	104.443	90.495	552.634	524.403

*FFY23 includes rollover balances from FFY22. Rollover can be positive or negative

1. HSIP represents the CDTC regional allocation of Highway Safety Improvement Program funds.

2. HSIP-100 represents Highway Safety Improvement Program funding that is 100% federal share and is allocated through statewide solicitation.

3. CMAQ represents Congestion Mitigation and Air Quality Improvement Program funding that is distributed by statewide solicitation.

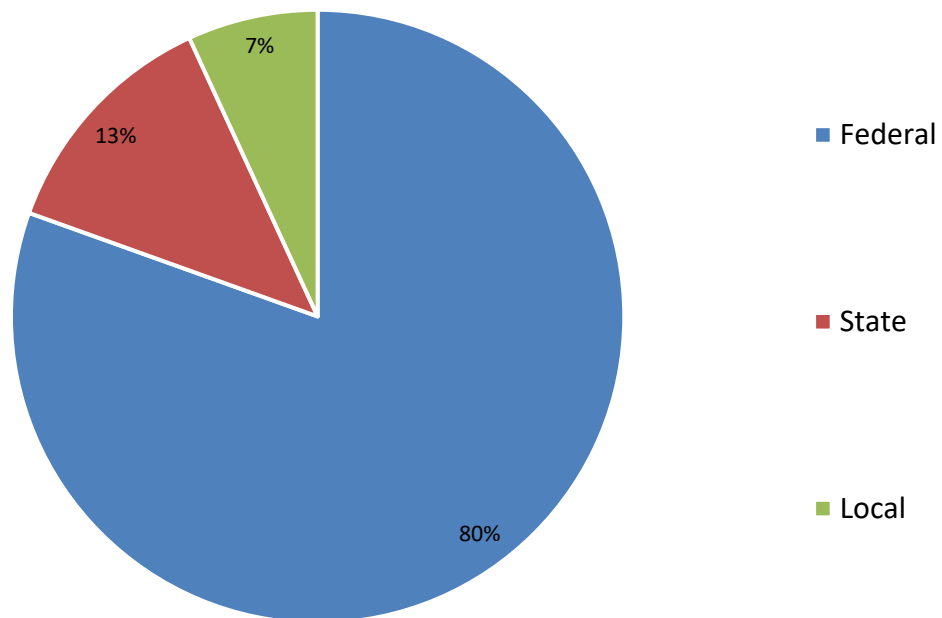
Other Notes: All values are displayed in matched Millions of Dollars. Original planning targets were adjusted after initial programming to balance fiscal constraint over the 5-year period.

2022 – 2027 TIP FUNDING SUMMARY

The Draft 2022-2027 TIP includes approximately \$549 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.

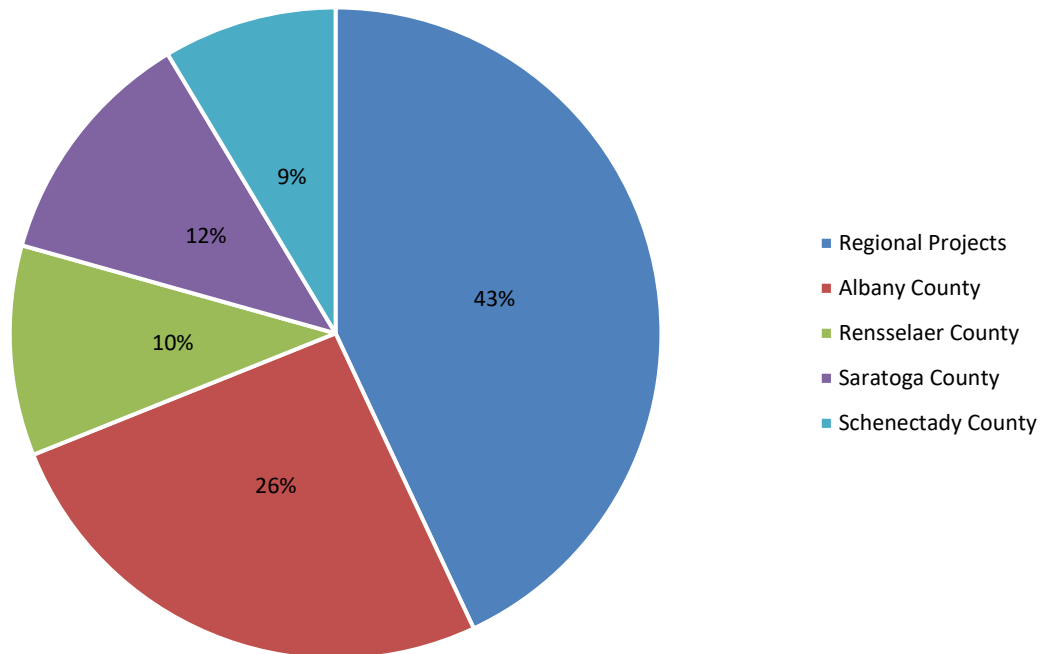
The following charts and tables summarize the funding included in the 2022 – 2027 CDTC TIP at the time of approval.

FIGURE 5 – 2022 – 2027 TIP PROGRAMMING BY FUND TYPE



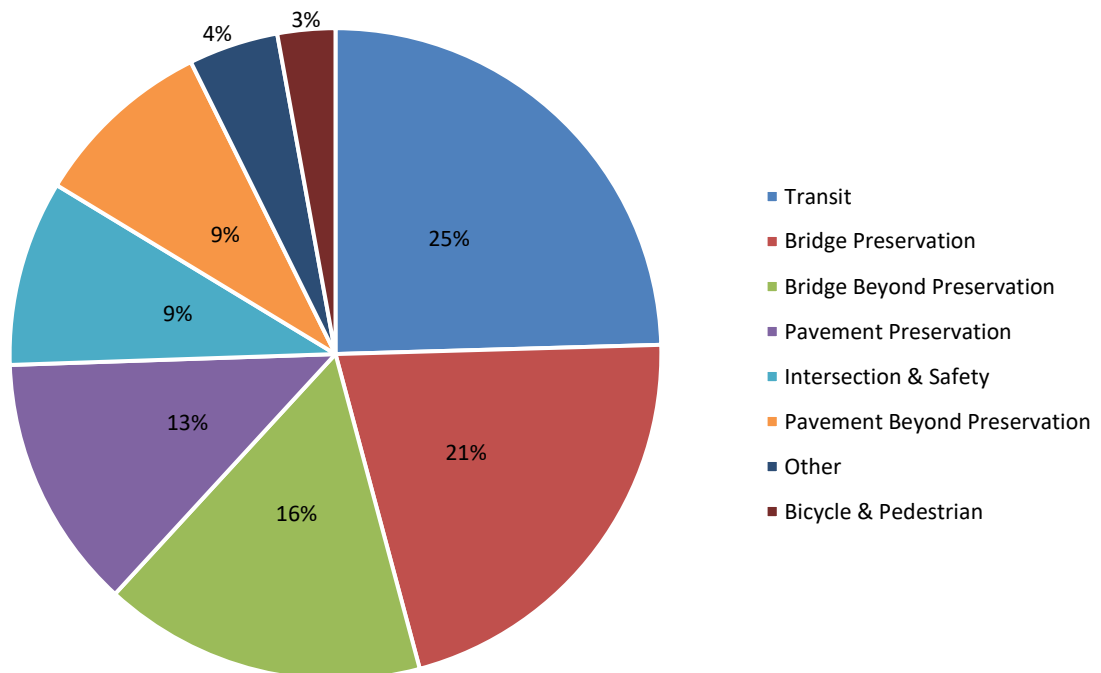
Source: 2022 – 2027 CDTC TIP Programming

FIGURE 6 – 2022 – 2027 TIP PROGRAMMING BY COUNTY



Source: 2022 – 2027 CDTC TIP Programming

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)	%
NYSDOT	324.568	59.09%
CDTA	134.842	24.55%
City of Schenectady	12.456	2.27%
City of Troy	8.940	1.63%
Albany County	7.330	1.33%
City of Albany	7.199	1.31%
Saratoga County	6.809	1.24%
City of Cohoes	5.707	1.04%
City of Rensselaer	5.691	1.04%
City of Watervliet	5.555	1.01%
CDTC	5.017	0.91%
Town of Bethlehem	4.992	0.91%
Town of Wilton	4.274	0.78%
Village of Scotia	4.107	0.75%
Schenectady County	3.274	0.60%
Village of Green Island	2.086	0.38%
Town of Clifton Park	1.637	0.30%
Town of Glenville	1.602	0.29%
Town of Malta	1.000	0.18%
Town of Colonie	0.770	0.14%
Town of Guilderland	0.540	0.10%
Town of Halfmoon	0.500	0.09%
Town of East Greenbush	0.286	0.05%
City of Saratoga Springs	0.106	0.02%
Grand Total	549.288	100.00%

SECTION IV -

TRANSPORTATION IMPROVEMENT

PROGRAM

OVERVIEW OF THE 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM

The new State TIP (STIP) is expected to take effect on November 15, 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, Title 23, U.S.C. § 134, and Title 49 U.S.C. § 5303, 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 Governor².

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 Program³. 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.

² 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>

³ <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. For a complete list of candidate projects evaluated for the 2022-2027 TIP please see Appendix F.
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 Draft TIP. For a complete list of projects completed on the 2019 – 2024 TIP please see Appendix I.
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 Draft 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 Draft 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 Draft TIP. Projects were programmed by the Planning Committee with regard to fiscal constraint and fund source limitations.
9. **PUBLIC REVIEW AND CONSULTATION:** The 2022 – 2027 Draft TIP was approved to be released for public review and consultation on June 22, 2022, by the CDTC Planning

Committee. The Final Draft TIP materials were released for public review and comment on July 13, 2022. The comment period lasted 30 days and was closed on August 12, 2022. During this time CDTC hosted a series of public participation opportunities that employed a range of strategies and technologies in order to make the metropolitan transportation planning process reasonably accessible to as many stakeholders as possible. For more information on the public review process please see Appendix D.

10. **ADOPTION OF FINAL TIP DOCUMENT:** The 2022 – 2027 Draft TIP was approved by the CDTC Policy Board on September 1, 2022.

For more information on CDTC’s conformity with state and federal requirements during the development of the 2022 – 2027 TIP, please see Appendix J for the CDTC Self Certification document, and Appendix K for the CDTC area Air Quality Conformity Determination document.

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 provide 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 the 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)

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

NYSDOT Multi-Site Program Projects

The 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
- ◆ 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 \$4.342M over 5 years⁴.

⁴ Note: The CDTC HSIP Set-Aside was originally funded at \$7.000M, however, a portion of that funding was used to fund HSIP eligible projects programmed during project selection to help balance fiscal constraint. \$4.342M is the balance that is left to be programmed at a future date.

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
RG146	CDTC33	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 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 and approved by CDTC's Policy Board. 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.

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

2022-2027 CDTC Transportation Improvement Program

TIP#	PIN	Sponsor	Project Name	5-Year Cost (\$M)
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
A616	105186	NYSDOT	I-787-South Mall Interchange Bridge Element Specific Repairs, BINs 1092940 & 109299B	15.300
A617	105184	NYSDOT	I-787 to SME EB, City of Albany, Albany County	17.550
SA338	172276	NYSDOT	I-87 Exit 16 Interchange Improvements and Bridge Replacement	9.000
S279	152540	NYSDOT	I-890 Resurfacing from I-90 Exit 25 to Broadway/Erie Blvd	5.040
A618	152890	NYSDOT	I-90 Pavement Resurfacing Corporate Woods To I-787	3.906
A619	152891	NYSDOT	I-90 Pavement Resurfacing I-87 To Corporate Woods	4.232
SA339	172269	NYSDOT	Nelson Avenue Extension Over I-87, City of Saratoga Springs	5.330
S280	108551	NYSDOT	Replace Route 146 over Chrisler Avenue. Town of Rotterdam, Schenectady County	7.560
SA340	172275	NYSDOT	River View Rd Over I-87, Bridge Replace	7.975
A620	101113	NYSDOT	Route 145 Slope Repair and Pavement Resurfacing Project	5.786
S281	108545	NYSDOT	Route 146 over I-890, City of Schenectady, Schenectady County	8.940
A621	100138	NYSDOT	Route 2 at Swatling Road Safety Enhancements	4.950
SA341	146051	NYSDOT	Route 32 Over Fish Creek, Town of Saratoga, Saratoga County	1.298
A622	134709	NYSDOT	Route 396 Over Coeymans Creek	2.010
A623	103425	NYSDOT	Route 5 (Central Ave.) Pavement Resurfacing and Drainage Repairs - Part 1	7.876

2022-2027 CDTC Transportation Improvement Program

TIP#	PIN	Sponsor	Project Name	5-Year Cost (\$M)
S282	102911	NYSDOT	Route 5S Slope Repair - Rotterdam	3.100
R351	130683	NYSDOT	Route 7 Pavement Rehabilitation	12.720
A624	103426	NYSDOT	Rt. 5 Central Ave Drainage Repair and Pavement Resurfacing Part 2	10.500
A625	194130	NYSDOT	Water Street Over D&H Railroad, Element Specific Bridge Work	5.693
SA342	175919	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
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

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

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. CDTC has encountered interested LEP persons or received requests for language-assistance in the planning process and 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 future meetings or events.

CDTC hosted a series of public participation opportunities that employed a range of strategies and technologies in order to make the metropolitan transportation planning process reasonably accessible to as many stakeholders as possible, including:

- ◆ A web-based TIP Feedback Portal,
- ◆ Social and print media outreach,
- ◆ A TIP Virtual Workshop,
- ◆ Two TIP Open Houses & 3 Pop-up Events,
- ◆ And other targeted consultation for transportation disadvantaged populations, as well as federal land stakeholders.

The total public response to these opportunities included, 28 online survey responses, 5 comments received by mail, 1 comment received by social media, 1 comment from the CDTC Equity Advisory Committee, and 150 interactions with CDTC staff over the course of 4 in-person public engagement events. For more information on these events, and a complete list of the comments that we received on the 2022-2027 Transportation Improvement Program please see Appendix D.

ILLUSTRATIVE PROJECTS

Livingston Avenue Bridge

The Livingston Avenue Bridge spans the Hudson River between the cities of Albany and Rensselaer, providing a critical rail link on New York State's Empire Corridor. The bridge, which CSX Transportation Inc. (CSX) owns, and the National Railroad Passenger Corporation (Amtrak) maintains and operates, was constructed in 1901-1903 on a substructure that dates to the 1860s and is nearing the end of its serviceable life. Amtrak uses the bridge for intercity passenger trains traveling on the Empire Corridor route and CSX and Canadian Pacific (CP) use the bridge for freight rail service. The New York State Department of Transportation (NYSDOT) has proposed to replace the bridge and completed an Environmental Assessment in June 2022. CDTC has identified the Livingston Avenue Bridge Project as an illustrative project with the expectation that federal transportation funding will be used on the replacement when available. For more information on the Livingston Avenue Bridge Project please visit the NYSDOT project website⁵.

⁵ NYSDOT Livingston Avenue Bridge Project website: <https://www.dot.ny.gov/display/projects/livingstonavebridge>.

SECTION V - PERFORMANCE MANAGEMENT

FHWA AND FTA TRANSPORTATION PERFORMANCE MANAGEMENT

Background

Pursuant to federal requirements, CDTC 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

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, CDTC, 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:

TABLE 7 – HSIP AND HIGHWAY SAFETY PERFORMANCE TARGETS

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	2,644.15

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 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.

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:

TABLE 8 – 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

TABLE 9 – 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 10 – TRANSIT ASSET TARGETS - FACILITIES

Facilities Performance Measure		Percentage of assets with condition rating below 3.0 on FTA TERM Scale ⁶ - 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%

⁶ 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>

Facilities Performance Measure		Percentage of assets with condition rating below 3.0 on FTA TERM Scale ⁶ - 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 CDTC's goals, including transit asset management, using a project selection process that is anticipated to address transit SGR in the CDTC planning area. The CDTC'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

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 CDTC.

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 metrics⁷: 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.

⁷ 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 condition⁸. 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 11 – 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.

⁸ 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.

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.

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.

TABLE 12 – 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

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

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 13 – 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)*

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 CDTC's goals, including transit safety, using a project selection process that is anticipated to address transit operations in the CDTC planning area. CDTC'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 CDTC planning area and maintain transit assets in a state of good repair.

SECTION V - PROJECT LISTINGS

Project Selection & Amending the TIP

Federal law requires that all projects on the TIP are 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 guidelines be in place to make changes to TIP projects in between TIP Updates. For more information on CDTC's policies regarding official changes to the TIP please see Appendix E.

2022 – 2027 TIP Listings Index

To help search the TIP listings, CDTC has provided the index below, which displays the projects included on the 2022 – 2027 TIP in order by county and project sponsor. Use this table to search for the appropriate project identification number (PIN) or TIP Identification number (TIP#) in the TIP listings, which are displayed in numerical order based on the PIN.

Project County	TIP #	PIN	Project Sponsor	Project Name
ALBANY	A295	113216	ALBANY CO	NY 155/CR 157 NEW KARNER ROAD CORRIDOR REHABILITATION
ALBANY	A581	176045	TN OF GUILDERLAND	WEST OLD STATE RD. SIDEWALKS, TOWN OF GUILDERLAND
ALBANY	A586	176079	TN OF GUILDERLAND	US 20, FROM DEVONSHIRE DR TO MERCY CARE DR: NEW SIDEWALK
ALBANY	A589	176091	CITY OF ALBANY	CITY OF ALBANY SOUTH END CONNECTOR LOWLINE
ALBANY	A590	176092	CITY OF ALBANY	CITY OF ALBANY PSAP
ALBANY	A594	176164	CITY OF ALBANY	LARK STREET CORRIDOR IMP, MADISON AVENUE TO WASHINGTON AVE
ALBANY	A595	105185	NYSDOT	DUNN BRIDGE WB TO I-787 SB, ELMNT SPEC REPAIRS, BIN 109294A
ALBANY	A598	103955	NYSDOT	US 9W OVER CSX/CP RAIL, BRIDGE REPLACE, BIN 1007570
ALBANY	A599	176174	VIL OF GREEN ISLAND	COHOES AVENUE MILL & FILL
ALBANY	A601	176168	TN OF BETHLEHEM	DELAWARE AVENUE COMPLETE STREETS
ALBANY	A602	130682	NYSDOT	EXIT 6 INTERCHANGE SAFETY IMPROVEMENTS
ALBANY	A603	176180	TN OF COLONIE	ALBANY SHAKER ROAD (CR 151): SAFETY IMPROVEMENTS
ALBANY	A604	108549	TN OF GUILDERLAND	CARMAN ROAD SIDEWALKS
ALBANY	A607	108546	NYSDOT	RT. 146 OVER NORMANSKILL, BRIDGE REPLACEMENT, GUILDERLAND

2022-2027 CDTC Transportation Improvement Program

Project County	TIP #	PIN	Project Sponsor	Project Name
ALBANY	A609	105188	NYS DOT	REIMAGINING THE I-787 CORRIDOR PLANNING STUDY
ALBANY	A610	176229	ALBANY CO	ALBANY SHAKER RD CORRIDOR ENHANCEMENT
ALBANY	A611	176230	CITY OF ALBANY	CENTRAL AVENUE RECONSTRUCTION PROJECT
ALBANY	A612	176231	CITY OF ALBANY	FRISBIE AVENUE RECONSTRUCTION PROJECT
ALBANY	A614	176232	CITY OF COHOES	CITY OF COHOES COLUMBIA STREET PEDESTRIAN ACCESSIBILITY
ALBANY	A615	176239	CITY OF WATERVLIET	25TH STREET CORRIDOR REHABILITATION
ALBANY	A616	105186	NYS DOT	I-787 SOUTH MALL INTERCHANGE BRIDGE ELEMENT SPECIFIC REPAIRS
ALBANY	A617	105184	NYS DOT	ELEMENT SPECIFIC BRIDGE REPAIRS I-787 TO SME EB, BIN 1092970
ALBANY	A618	152890	NYS DOT	I-90 PAVEMENT RESURFACING CORPORATE WOODS TO I-787
ALBANY	A619	152891	NYS DOT	I-90 PAVEMENT RESURFACING I-87 TO CORPORATE WOODS
ALBANY	A620	101113	NYS DOT	RT. 145 SLOPE REPAIR AND PAVING
ALBANY	A621	100138	NYS DOT	HSIP RT. 2/SWATLING RD/YOUNGS PL. INTERSECTION, COLONIE
ALBANY	A622	134709	NYS DOT	RT 396 OVER COEYMAN\ S CREEK BRIDGE REPLACEMENT, BIN 10474
ALBANY	A624	103426	NYS DOT	RT 5 CENTRAL AVE DRAINAGE REPAIR AND PAVEMENT RESURFACING II
ALBANY	A625	194130	NYS DOT	WATER STREET OVER D&H RAILROAD: ELEMENT SPECIFIC BRIDGE WORK
ALBANY	A626	176246	TN OF BETHLEHEM	CHERRY AVE (RT 140) EXTENSION MULTI-USE PATH
ALBANY	A627	176254	VIL OF GREEN ISLAND	ARCH STREET RECONSTRUCTION AND PEDESTRIAN IMPROVEMENTS
ALBANY	RG131	CDTC31	CDTA	BRT IMPLEMENTATION
ALBANY	T146	182480	NYS DOT	COLONIE SENIOR SERVICE CENTERS INC.
RENSSELAER	R195A	176130	CITY OF TROY	S. TROY INDUSTRIAL PARK RD PHASE TWO
RENSSELAER	R287	175815	RENSSELAER CO	BIN 3303610, CR 68 OVER WYNANTSKILL CRK
RENSSELAER	R313	100132	NYS DOT	RT. 2 OVER RT. 22, BRIDGE REPLACE, BIN 1000250
RENSSELAER	R314	176049	RENSSELAER CO	TAMARAC RD (CR129) CULVERT REPLACEMENT, TOWN OF PITTS TOWN
RENSSELAER	R315	104357	NYS DOT	US RT. 9 OVER I-90 (EXIT 11) BRIDGE REPLACEMENT, BIN 1092730
RENSSELAER	R323	176084	CITY OF RENSSELAER	RENSSELAER RIVERFRONT MULTI-USE TRAIL, CITY OF RENSSELAER
RENSSELAER	R329	176124	TN OF SAND LAKE	STOP 13 RD OVER WYNANTSKILL, REPAIR OR REPLACE, BIN 2201960

2022-2027 CDTC Transportation Improvement Program

Project County	TIP #	PIN	Project Sponsor	Project Name
RENSSELAER	R330	118839	NYS DOT	ROUTE 67 OVER B&M RR, BRIDGE REPLACEMENT, BIN 1303390
RENSSELAER	R331	176175	CITY OF RENSSELAER	SOUTH STREET BRIDGE REPLACEMENT & PEDESTRIAN IMPROVEMENTS
RENSSELAER	R333	176170	RENSSELAER CO	EASTERN UNION TPK (CR 49) AND BEST RD (CR55) OVERLAY
RENSSELAER	R335	176171	RENSSELAER CO	PERSHING AVENUE & SNYDERS LAKE ROAD (CR 68) OVERLAY
RENSSELAER	R339	176161	CITY OF TROY	NY 2 CORRIDOR PROJECT, CITY OF TROY (CONGRESS AND FERRY STS)
RENSSELAER	R342	152887	NYS DOT	I-90 PAVEMENT CORRECTIVE MAINTENANCE HUDSON RIV TO EXIT 10.5
RENSSELAER	R345	176183	CITY OF RENSSELAER	RENSSELAER BICYCLE & PEDESTRIANS ACCESS IMPROVEMENTS
RENSSELAER	R350	176238	CITY OF TROY	FEDERAL STREET CORRIDOR IMPROVEMENTS
RENSSELAER	R351	130683	NYS DOT	RT 7 PAVEMENT REHAB FROM RT 278 TO TOMHANNOCK RESERVOIR
RENSSELAER	R352	176248	TN OF EAST GREENBUSH	GILLIGAN ROAD SIDEPATH AND MULTIMODAL ENHANCEMENTS PROJECT
RENSSELAER	R353	176255	CITY OF TROY	RIVER / FERRY ST INTERSECTION IMPROVEMENTS
RENSSELAER	T147	182481	NYS DOT	RENSSELAER COUNTY CHAPTER, NYSARC. INC
SARATOGA	SA306	176082	TN OF CLIFTON PARK	MOE ROAD MULTI-USE PATH, CLIFTON PARK
SARATOGA	SA307	176086	CITY OF SARATOGA SPR	SARATOGA GREENBELT DOWNTOWN CONNECTOR, SARATOGA SPRINGS
SARATOGA	SA316	172259	NYS DOT	I-87 RESURFACING EXIT 15-16
SARATOGA	SA317	176178	SARATOGA CO	COONS CROSSING ROAD OVER ANTHONY KILL BRIDGE, HALFMoon
SARATOGA	SA318	176179	SARATOGA CO	LASHER ROAD BRIDGE OVER THE MOURNING KILL REPLACE, BALLSTON
SARATOGA	SA319	108544	NYS DOT	NY RT.146 SAFETY PROJECT, TOWN OF CLIFTON PARK
SARATOGA	SA320	172260	NYS DOT	I-87 EXIT 16 TO CDTC PLANNING AREA BOUNDARY: RESURFACING
SARATOGA	SA322	176158	CITY OF SARATOGA SPR	CITY OF SARATOGA SPRINGS, MISSING LINKS PROGRAM
SARATOGA	SA323	108548	TN OF CLIFTON PARK	NY 146 AND NY 146A BICYCLE AND PEDESTRIAN ACCESS IMPROVEMENT
SARATOGA	SA335	108552	NYS DOT	INTERSECTION SAFETY IMPROVEMENTS AT NY 9 & NY 146, HALFMoon
SARATOGA	SA336	123629	NYS DOT	INTERSECTION SAFETY IMPROVEMENTS AT NY 29 & ROWLAND STREET,
SARATOGA	SA337	176233	CITY OF SARATOGA SPR	SARATOGA SPRINGS PED/ADA TRAFFIC SIGNAL IMPROVEMENT PROJECT

2022-2027 CDTC Transportation Improvement Program

Project County	TIP #	PIN	Project Sponsor	Project Name
SARATOGA	SA338	172276	NYS DOT	I-87 EXIT 16 INTERCHANGE IMPROVEMENTS AND BRIDGE REPLACEMENT
SARATOGA	SA339	172269	NYS DOT	NELSON AVENUE EXTENSION OVER I-87 BRIDGE REPLACEMENT
SARATOGA	SA340	172275	NYS DOT	RIVER VIEW RD OVER I-87, BRIDGE REPLACEMENT, BIN 1033190
SARATOGA	SA341	146051	NYS DOT	RT 32 OVER FISH CREEK, BRIDGE REPLACEMENT, BIN 1022530
SARATOGA	SA342	175919	SARATOGA CO	CR 109 KINNS ROAD-PLANK ROAD INTERSECTION IMPROVEMENT
SARATOGA	SA343	176241	SARATOGA CO	DIMMICK RD BRIDGE REPLACEMENT BIN3304510
SARATOGA	SA344	176242	SARATOGA CO	HEATH ROAD OVER STURDEVANT CREEK BRIDGE REHABILITATION
SARATOGA	SA345	176243	SARATOGA CO	DESIGN OF ZIM SMITH NORTHERN TRAIL EXTENSION
SARATOGA	SA346	176247	TN OF CLIFTON PARK	RT146 /MILLER RD & TANNER RD & RT146 /WAITE RD INTERSECTIONS
SARATOGA	SA347	176250	TN OF HALFMOON	INTERSECTION IMPROVEMENTS AT RT 236 AND GUIDEBOARD RD
SARATOGA	SA348	176251	TN OF MALTA	EAST LINE ROAD AND ROUTE 67 ROUNDABOUT PROJECT
SARATOGA	SA349	176252	TN OF WILTON	RT50 / OLD GICK/INGERSOLL/JONES RD INTERSECTION IMPROVEMENTS
SARATOGA	SA350	176253	TN OF WILTON	TOWN OF WILTON TRAFFIC SAFETY AND PEDESTRIAN CONNECTIVITY
SARATOGA	T141	182475	NYS DOT	NYSARC, INC. SARATOGA COUNTY CHAPTER DBA SARATOGA BRIDGES
SARATOGA	T142	182476	NYS DOT	ST. PETERS HOSPITAL FOUNDATION DBA SCHUYLER RIDGE HEALTHCARE
SARATOGA	T143	182477	NYS DOT	SUNNYVIEW HOSPITAL AND REHABILITATION CENTER
SARATOGA	T14B	CDTC08	CDTA	TRANSIT OPERATIONS SUPPORT FOR SARATOGA SERVICE
SCHENECTADY	S204	175895	CITY OF SCHENECTADY	KINGS ROAD (CR 65) OVER CSX, BR REPLACE, SCH, BIN 2203130,
SCHENECTADY	S243	176043	SCHENECTADY CO	MOHAWK-HUDSON BIKE-HIKE TRAIL REHAB, ROTTERDAM
SCHENECTADY	S247	176057	CITY OF SCHENECTADY	BRANDYWINE AVENUE, I-890 TO STATE ST: SAFETY ENHANCEMENTS
SCHENECTADY	S259	176169	CITY OF SCHENECTADY	CRAIG STREET PAVEMENT REHABILITATION, CITY OF SCHENECTADY
SCHENECTADY	S260	111141	NYS DOT	US ROUTE 20 OVER SCHOHARIE CREEK, BIN 1054370
SCHENECTADY	S263	176162	VIL OF SCOTIA	SUNNYSIDE ROAD OVER AMTRAK, BRIDGE REHAB, VILLAGE OF SCOTIA

2022-2027 CDTC Transportation Improvement Program

Project County	TIP #	PIN	Project Sponsor	Project Name
SCHENECTADY	S265	176159	TN OF GLENVILLE	FREEMANS BRIDGE ROAD MULTI-USE PATH
SCHENECTADY	S266	176160	CITY OF SCHENECTADY	FRANKLIN STREET CYCLE TRACK, CITY OF SCHENECTADY
SCHENECTADY	S267	176182	TN OF ROTTERDAM	TAP/CMAQ NEW BIKE PED ACCESS RT. 5S, ROTTERDAM
SCHENECTADY	S268	176184	VIL OF SCOTIA	WASHINGTON AVENUE BIKE/PED CONNECTION
SCHENECTADY	S269	176186	SCHENECTADY CO	ROSENDALE ROAD/OLD RIVER ROAD INTERSECTION IMPROVEMENTS
SCHENECTADY	S273	152538	NYS DOT	I-890 REHAB FROM MOHAWK RIVER TO EXIT 3, ROTTERDAM & SCHENECTADY
SCHENECTADY	S275	176234	CITY OF SCHENECTADY	BRANDYWINE AVE- MCCLELLAN ST PEDESTRIAN IMPROVEMENTS
SCHENECTADY	S276	176235	CITY OF SCHENECTADY	CRAIG STREET CONNECTOR
SCHENECTADY	S277	176236	CITY OF SCHENECTADY	CRANE STREET BRIDGE REHABILITATION
SCHENECTADY	S278	176237	CITY OF SCHENECTADY	SCHENECTADY PARK CONNECTOR EXPANSION
SCHENECTADY	S279	152540	NYS DOT	I-890 RESURFACING FROM I-90 EXIT 25 TO BROADWAY/ERIE BLVD
SCHENECTADY	S280	108551	NYS DOT	ROUTE 146 OVER CHRISLER AVE, BRIDGE REPLACE, BIN 1038330
SCHENECTADY	S281	108545	NYS DOT	ROUTE 146 OVER I-890 BRIDGE REPAIRS, BIN 1038340
SCHENECTADY	S282	102911	NYS DOT	ROUTE 5S SLOPE REPAIR
SCHENECTADY	S283	176244	SCHENECTADY CO	GRAND BOULEVARD PAVEMENT PRESERVATION & BICYCLE IMPROVEMENTS
SCHENECTADY	S284	176245	SCHENECTADY CO	I-890 EXIT 4C STATE ST WASHINGTON AVE PEL STUDY
SCHENECTADY	S285	176249	TN OF GLENVILLE	FREEMANS BRIDGE ROAD MULTI-USE PATH PHASE II
SCHENECTADY	T144	182478	NYS DOT	NORTHEAST HEALTH FOUNDATION DBA EDDY SENIOR CARE CONNECTIONS
MULTI	RG37A	181102	NYS DOT	TMC OPERATIONS ENGINEERING AND ITS SUPPORT
MULTI	A600	104517	NYS DOT	RT 378 OVER HUDSON, BRIDGE PAINTING (BIN 1062850)
MULTI	A623	103425	NYS DOT	RT 5 CENTRAL AVE DRAINAGE REPAIR AND PAVEMENT RESURFACING I
MULTI	RG133	RG133X	NYS DOT	STATE GUIDERAIL REPLACEMENT MULTI-SITE PROJECT
MULTI	RG134	RG134X	NYS DOT	STATE MISC BRIDGE PRESERVATION MULTI-SITE PROJECT
MULTI	RG135	RG135X	NYS DOT	STATE CULVERT REPLACEMENT MULTI-SITE PROJECT

2022-2027 CDTC Transportation Improvement Program

Project County	TIP #	PIN	Project Sponsor	Project Name
MULTI	RG136	RG136XX	NYS DOT	STATE MISC PAVEMENT PRESERVATION MULTI-SITE PROJECT
MULTI	RG142	RG142X	NYS DOT	STATE OVERHEAD SIGN REPLACEMENT MULTI-SITE PROJECT
MULTI	RG146	RGHSIP	CDTC	CDTC HSIP SET-ASIDE
MULTI	RG15	RG15XX	NYS DOT	STATE DURABLE PAVEMENT MARKINGS MULTI-SITE PROJECT
MULTI	RG23	RG23XX	NYS DOT	STATE TRAFFIC SIGNAL REPLACEMENT MULTI-SITE PROJECT
MULTI	RG29	175565	OTHER	CDTC TECH STAFF VARIOUS COUNTIES 4/1/20 3/31/23
MULTI	RG37	181104	NYS DOT	HELP PROGRAM 2022-2023, 2023-2024, 2024-2025
MULTI	S274	181142	NYS DOT	GLENRIDGE RD (RT 914V) OVERHEIGHT VEHICLE DETECTION AND WARN
MULTI	T108	CDTC108	CDTA	TDM MULTIMODAL IMPLEMENTATION
MULTI	T11	182118	CDTA	PASSENGER FACILITY IMPROVEMENTS
MULTI	T136	CDTC136	CDTA	BUS RAPID TRANSIT EXPANSION STUDY
MULTI	T137	CDTC137	CDTA	BUSPLUS RED LINE UPGRADES
MULTI	T138	CDTA01	CDTA	TRANSIT FACILITY DESIGN
MULTI	T139	CDTA02	CDTA	TRANSIT RADIO EQUIPMENT
MULTI	T140	CDTA03	CDTA	FLEX MICRO-TRANSIT VEHICLE REPLACEMENT / EXPANSION
MULTI	T145	182479	NYS DOT	CENTER FOR DISABILITY SERVICES INC
MULTI	T16	182180	CDTA	TRANSIT SUPPORT VEHICLES
MULTI	T17	182048	CDTA	TRANSIT BUS REPLACEMENT/EXPANSION
MULTI	T57	1TR604	CDTA	PREVENTIVE MAINTENANCE FOR TRANSIT PROJECTS
MULTI	T6B	182037	CDTA	STAR BUS REPLACEMENT AND EXPANSION
MULTI	T77	CDTC20	CDTA	CAPITAL COST OF CONTRACTING FOR COMMUTER BUS SERVICES

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) on Draft Program

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT 100132 BRIDGE <Exempt>	NY 2 BRIDGE OVER NY 22, BRIDGE REPLACEMENT TOWN OF PETERSBURG, RENSSELEAR COUNTY, BIN 1000250. R313	NHPP 03/2022	0.000	DETLDES	0.200						
		SDF 03/2022	0.000	DETLDES	0.050						
		NHPP 04/2023	0.480	CONINSP		0.480					
		SDF 04/2023	0.120	CONINSP		0.120					
		NHPP 04/2023	2.640	CONST		2.640					
		SDF 04/2023	0.660	CONST		0.660					
AQC:A19P	RENSSELAER	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.900		0.250	3.900	0.000	0.000	0.000	0.000
NYSDOT 100138 R&P <Exempt>	HSIP RT. 2/SWATLING RD./YOUNGS PL INTERSECTION SAFETY IMPROVEMENTS. TOWN OF COLONIE, ALBANY COUNTY. A621 THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	SDF 03/2022	0.000	PRELDES	0.030						
		HSIP 09/2023	0.702	ROWACQU		0.702					
		SDF 09/2023	0.078	ROWACQU		0.078					
		HSIP 04/2023	0.092	ROWINCD		0.092					
		SDF 04/2023	0.010	ROWINCD		0.010					
		HSIP 06/2024	0.572	CONINSP			0.572				
		SDF 06/2024	0.064	CONINSP			0.064				
		HSIP 06/2024	2.949	CONST			2.949				
		SDF 06/2024	0.328	CONST			0.328				
		HSIP 10/2023	0.140	DETLDES			0.140				
		SDF 10/2023	0.016	DETLDES			0.016				
AQC:D1	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	4.951		0.030	0.882	4.069	0.000	0.000	0.000
NYSDOT 101113 R&P <Exempt>	PAVING AND SLOPE REPAIR ON ENTIRE LENGTH OF STATE ROUTE 145 AND RESURFACING ROUTE 910G (POTTER HOLLOW ROAD), TOWN OF RENSSELAERVILLE, ALBANY COUNTY. A620	STBG FLEX 07/2024	0.954	PRELDES			0.954				
		SDF 07/2024	0.238	PRELDES			0.238				
		STBG FLEX 06/2025	0.480	CONINSP				0.480			
		SDF 06/2025	0.120	CONINSP				0.120			
		STBG FLEX 06/2025	2.704	CONST				2.704			
		SDF 06/2025	0.676	CONST				0.676			
		STBG FLEX 12/2024	0.119	DETLDES				0.119			
		SDF 12/2024	0.030	DETLDES				0.030			
		STBG FLEX 06/2025	0.320	ROWACQU				0.320			
		SDF 06/2025	0.080	ROWACQU				0.080			
		STBG FLEX 06/2025	0.052	ROWINCD				0.052			
		SDF 06/2025	0.013	ROWINCD				0.013			
AQC:A2	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.786		0.000	0.000	1.192	4.594	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
NYSDOT 102911 R&P <Exempt>	SLOPE REPAIR AND PAVEMENT RESURFACING ON STATE ROUTE 5S FROM RM 5S-1604-1048 TO RM 5S-1604-1050 (NEAR GREGG ROAD), TOWN OF ROTTERDAM, SCHENECTADY COUNTY. S282	STBG FLEX 06/2026	0.560	CONINSP					0.560			
		SDF 06/2026	0.140	CONINSP					0.140			
		STBG FLEX 06/2026	1.200	CONST					1.200			
		SDF 06/2026	0.300	CONST					0.300			
		STBG FLEX 12/2025	0.140	DETLDES					0.140			
		SDF 12/2025	0.035	DETLDES					0.035			
		STBG FLEX 01/2026	0.420	PRELDES					0.420			
		SDF 01/2026	0.105	PRELDES					0.105			
		STBG FLEX 12/2026	0.120	ROWACQU						0.120		
		SDF 12/2026	0.030	ROWACQU						0.030		
		STBG FLEX 12/2026	0.040	ROWINCD						0.040		
		SDF 12/2026	0.010	ROWINCD						0.010		
AQC:A2	SCHENECTADY	TPC: \$2-\$4 M	TOTAL 5YR COST :	3.100		0.000	0.000	0.000	0.000	2.900	0.200	0.000
NYSDOT 103425 SAFETY <Exempt>	PAVEMENT RESURFACING, LANE WIDTH REDUCTION AND DRAINAGE REPAIRS ON RT 5 (CENTRAL AVE) FROM CITY OF SCHENECTADY LINE TO ROUTE 155, CITY OF SCHENECTADY, SCHENECTADY COUNTY, TOWN OF COLONIE, ALBANY COUNTY. A623	SDF 04/2022	0.000	PRELDES	1.050							
		SDF 12/2023	0.263	DETLDES			0.263					
		NHPP 01/2025	1.050	CONINSP				1.050				
		SDF 01/2025	0.263	CONINSP				0.263				
		NHPP 01/2025	4.200	CONST				4.200				
		SDF 01/2025	1.050	CONST				1.050				
AQC:A10	MULTI	TPC: \$7.5-\$12 M	TOTAL 5YR COST :	6.826		1.050	0.000	0.263	6.563	0.000	0.000	0.000
NYSDOT 103426 SAFETY <Exempt>	PAVEMENT RESURFACING, LANE WIDTH REDUCTION AND DRAINAGE REPAIRS ON RT 5 (CENTRAL AVE) FROM ROUTE 155 TO ALBANY CITY LINE. TOWN OF COLONIE, ALBANY COUNTY. A624	NHPP 03/2023	1.120	PRELDES		1.120						
		SDF 03/2023	0.030	PRELDES		0.030						
		NHPP 12/2024	0.280	DETLDES				0.280				
		SDF 12/2024	0.070	DETLDES				0.070				
		NHPP 01/2026	1.400	CONINSP					1.400			
		SDF 01/2026	0.350	CONINSP					0.350			
		NHPP 01/2026	5.600	CONST					5.600			
		SDF 01/2026	1.400	CONST					1.400			
AQC:A10	ALBANY	TPC: \$9.5-15.5 M	TOTAL 5YR COST :	10.250		0.000	1.150	0.000	0.350	8.750	0.000	0.000
NYSDOT 103955 BRIDGE <Exempt>	US ROUTE 9W OVER CSX/CP RAIL, BRIDGE REPLACEMENT TOWN OF BETHLEHEM, ALBANY COUNTY, BIN 1007570. A598	STBG FLEX 02/2022	0.000	DETLDES	0.800							
		SDF 02/2022	0.000	DETLDES	0.200							
		STBG FLEX 08/2023	0.738	CONINSP		0.738						
		SDF 08/2023	0.184	CONINSP		0.184						
		STBG FLEX 08/2023	7.380	CONST		7.380						
		SDF 08/2023	1.845	CONST		1.845						
AQC:A19Z	ALBANY	TPC: \$9.5-15.5 M	TOTAL 5YR COST :	10.147		1.000	10.147	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT 104357 BRIDGE <Exempt>	US ROUTE 9 BRIDGE OVER I-90 (EXIT 11), BRIDGE REPLACEMENT TOWN OF SCHODACK, RENSSELAER COUNTY, BIN 1092730. R315	NHPP 02/2022	0.000	DETLDES	0.400						
		SDF 02/2022	0.000	DETLDES	0.100						
		NHPP 02/2022	0.000	PRELDES	0.400						
		SDF 02/2022	0.000	PRELDES	0.100						
		NHPP 04/2024	0.748	CONINSP			0.748				
		SDF 04/2024	0.187	CONINSP			0.187				
		NHPP 04/2024	7.185	CONST			7.185				
		SDF 04/2024	1.797	CONST			1.797				
AQC:A19P	RENSSELAER	TPC: \$9.5-15.5 M	TOTAL 5YR COST :	9.917	1.000	0.000	9.917	0.000	0.000	0.000	0.000
NYSDOT 104517 BRIDGE <Exempt>	NY RT 378 OVER HUDSON, BRIDGE PAINTING VILLAGE OF MENANDS AND CITY OF TROY, ALBANY COUNTY AND RENSSELAER COUNTY, BIN 1062850. A600	NHPP 02/2022	0.000	PRELDES	0.204						
		SDF 02/2022	0.000	PRELDES	0.051						
		NHPP 04/2023	0.456	CONINSP		0.456					
		SDF 04/2023	0.114	CONINSP		0.114					
		NHPP 04/2023	4.582	CONST		4.582					
		SDF 04/2023	1.146	CONST		1.146					
		NHPP 01/2023	0.240	DETLDES		0.240					
		SDF 01/2023	0.060	DETLDES		0.060					
AQC:A19Z	MULTI	TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.598	0.255	6.598	0.000	0.000	0.000	0.000	0.000
NYSDOT 105184 BRIDGE <Exempt>	ELEMENT SPECIFIC BRIDGE REPAIRS (MINOR REHAB) ON I-787 TO SOUTH MALL EXPRESSWAY EASTBOUND, BIN 1092970. CITY OF ALBANY, ALBANY COUNTY. A617	NHPP 09/2024	0.480	DETLDES			0.480				
		SDF 09/2024	0.120	DETLDES			0.120				
		NHPP 01/2024	1.920	PRELDES			1.920				
		SDF 01/2024	0.480	PRELDES			0.480				
		NHPP 06/2025	1.920	CONINSP				1.920			
		SDF 06/2025	0.480	CONINSP				0.480			
		NHPP 06/2025	9.600	CONST				9.600			
		SDF 06/2025	2.400	CONST				2.400			
		SDF 06/2025	0.030	CONST				0.030			
AQC:A19	ALBANY	TPC: \$15-\$25 M	TOTAL 5YR COST :	17.550	0.000	0.000	3.000	14.550	0.000	0.000	0.000
NYSDOT 105185 BRIDGE <Exempt>	DUNN BRIDGE WB TO I-787 SB: ELEMENT SPECIFIC REPAIRS THE REDUCTION IN NHPP REFLECTS CDTC TRADING \$4.65M OF NHPP FOR HSIP CITY OF ALBANY, ALBANY COUNTY, BIN 109294A. A595	NHPP 01/2023	0.640	DETLDES		0.640					
		SDF 01/2023	0.160	DETLDES		0.160					
		NHPP 01/2024	1.890	CONINSP			1.890				
		SDF 01/2024	0.210	CONINSP			0.210				
		NHPP 01/2024	7.785	CONST			7.785				
		SDF 01/2024	0.865	CONST			0.865				
AQC:A19Z	ALBANY	TPC: \$9.5-15.5 M	TOTAL 5YR COST :	11.550	0.000	0.800	10.750	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYS DOT 105186 BRIDGE <Exempt>	ELEMENT SPECIFIC BRIDGE REPAIRS ON I-787 SOUTH MALL INTERCHANGE , BINS 1092940 &109299B. CITY OF ALBANY, ALBANY COUNTY. A616	NHPP 06/2025	1.530	PRELDES				1.530			
		SDF 06/2025	0.383	PRELDES				0.383			
		NHPP 06/2026	2.295	CONINSP					2.295		
		SDF 06/2026	0.255	CONINSP					0.255		
		NHPP 06/2026	9.180	CONST					9.180		
		SDF 06/2026	1.020	CONST					1.020		
		NHPP 12/2025	0.574	DETLDES					0.574		
		SDF 12/2025	0.064	DETLDES					0.064		
AQC:A19	ALBANY	TPC: \$12.5-\$19 M	TOTAL 5YR COST :		0.000	0.000	0.000	1.913	13.388	0.000	0.000
NYS DOT 105188 STUDY <Exempt>	ENGINEERING FEASIBILITY AND PLANNING STUDY FOR THE I-787 CORRIDOR FROM RT 9W TO RT 7, CITY OF ALBANY, ALBANY COUNTY. A609	STBG FLEX 01/2022	0.000	PRELDES	4.000						
		SDF 01/2022	0.000	PRELDES	1.000						
AQC:C3	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		5.000	0.000	0.000	0.000	0.000	0.000	0.000
NYS DOT 108544 SAFETY <Exempt>	NY RT.146 AND CLIFTON COUNTRY ROAD INTERSECTION: SAFETY PROJECT (RM 146 1504 1063-1068), HIGH ACCIDENT LOCATION INCLUDES RECONSTRUCTING THE INTERSECTION AND REBUILDING THE SIGNAL, IMPROVED PEDESTRIAN ACCOMMODATIONS, AND RESURFACING AND RESTRIPIING FROM TALLOW WOOD TO PLANK ROAD. THE STATE CERTIFIES THAT THIS PROJECT AND SCOPE OF WORK HAVE BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER TOWN OF CLIFTON PARK, SARATOGA COUNTY. SA319	HSIP 01/2023	0.450	DETLDES		0.450					
		SDF 01/2023	0.050	DETLDES		0.050					
		HSIP 01/2024	0.657	CONINSP			0.657				
		SDF 01/2024	0.073	CONINSP			0.073				
		HSIP 01/2024	3.285	CONST			3.285				
		SDF 01/2024	0.365	CONST			0.365				
AQC:A6Z	SARATOGA	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		0.000	0.500	4.380	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT 108545 BRIDGE <Exempt>	BRIDGE SUPERSTRUCTURE REPLACEMENT, RT 146 OVER I-890, BIN 1038340. CITY OF SCHENECTADY, SCHENECTADY COUNTY. S281	NHPP 06/2023	0.008	ROWINCD		0.008					
		SDF 06/2023	0.002	ROWINCD		0.002					
		NHPP 06/2024	0.040	ROWACQU			0.040				
		SDF 06/2024	0.010	ROWACQU			0.010				
		NHPP 09/2025	0.280	DETLDES				0.280			
		SDF 09/2025	0.070	DETLDES				0.070			
		NHPP 01/2025	1.040	PRELDES				1.040			
		SDF 01/2025	0.260	PRELDES				0.260			
		NHPP 06/2026	0.672	CONINSP					0.672		
		SDF 06/2026	0.168	CONINSP					0.168		
		NHPP 06/2026	5.112	CONST					5.112		
		SDF 06/2026	1.278	CONST					1.278		
AQC:A19	SCHENECTADY	TPC: \$7.5-\$12 M	TOTAL 5YR COST :		8.940	0.000	0.010	0.050	1.650	7.230	0.000
NYSDOT 108546 BRIDGE <Exempt>	ROUTE 146 OVER NORMANSKILL, BRIDGE REPLACEMENT TOWN OF GUILDERLAND, ALBANY COUNTY, BIN 1038310. A607	NHPP 01/2022	0.000	CONINSP	0.403						
		SDF 01/2022	0.000	CONINSP	0.101						
		NHPP 01/2022	0.000	CONST	3.280						
		SDF 01/2022	0.000	CONST	0.820						
		NHPP 01/2022	0.000	DETLDES	0.288						
		SDF 01/2022	0.000	DETLDES	0.072						
AQC:A19	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		4.964	0.000	0.000	0.000	0.000	0.000	0.000
TN OF CLIFTON PARK 108548 BIKE/PED <Exempt>	NY 146 AND NY 146A BICYCLE AND PEDESTRIAN ACCESS IMPROVEMENTS, INTERSECTION OF NY 146 AND NY 146A (VISCHER FERRY RD). 1) NEW CURBING AND SIDEWALK & 10-FOOT WIDE MULTI-USE PATH ON NY 146 NORTH SIDE 2) 10-FOOT WIDE MULTI-USE PATH ON EAST SIDE OF VISCHER FERRY RD (CR 90) 3) ADD RECTANGULAR RAPID FLASHING BEACONS AT TWO INTERSECTIONS 4) PEDESTRIAN COUNTDOWN TIMERS WITH PUSH BUTTONS AT NY 146 AND SCHOOL DRIVE 5) BICYCLE SYMBOLS ON NY 146 SHOULDERS. TOWN OF CLIFTON PARK, SARATOGA COUNTY, SA323	STBG FLEX 01/2022	0.000	DETLDES	0.073						
		LOCAL 01/2022	0.000	DETLDES	0.018						
		STBG FLEX 01/2022	0.000	PRELDES	0.073						
		LOCAL 01/2022	0.000	PRELDES	0.018						
		STBG FLEX 01/2024	0.090	CONINSP			0.090				
		LOCAL 01/2024	0.024	CONINSP			0.024				
		STBG FLEX 01/2024	0.818	CONST			0.818				
		LOCAL 01/2024	0.205	CONST			0.205				
AQC:C2Z	SARATOGA	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		1.137	0.182	0.000	1.137	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
TN OF GUILDERLAND 108549 BIKE/PED <Exempt>	CARMAN ROAD SIDEWALKS, OKARA DRIVE TO JUST SOUTH OF EAST OLD STATE ROAD. CONSTRUCT A 5-FOOT CONCRETE SIDEWALK ON THE EAST SIDE OF CARMAN ROAD. TOWN OF GUILDERLAND, ALBANY COUNTY. A604	STBG LG URB 09/2022	0.000	DETLDES	0.035						
		LOCAL 09/2022	0.000	DETLDES	0.009						
		STBG LG URB 04/2022	0.000	PRELDES	0.035						
		LOCAL 04/2022	0.000	PRELDES	0.009						
		STBG LG URB 04/2023	0.046	CONINSP		0.046					
		LOCAL 04/2023	0.012	CONINSP		0.012					
		STBG LG URB 04/2023	0.385	CONST		0.385					
		LOCAL 04/2023	0.097	CONST		0.097					
AQC:C2Z	ALBANY	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.540	0.088	0.540	0.000	0.000	0.000	0.000	0.000
NYSDOT 108551 BRIDGE <Exempt>	BRIDGE REPLACEMENT, RT 146 OVER CHRISLER AVENUE, BIN 1038330. TOWN OF ROTTERDAM, SCHENECTADY COUNTY. S280	NHPP 06/2023	0.042	ROWACQU		0.042					
		SDF 06/2023	0.010	ROWACQU		0.010					
		NHPP 06/2023	0.008	ROWINCD		0.008					
		SDF 06/2023	0.002	ROWINCD		0.002					
		NHPP 09/2024	0.254	DETLDES			0.254				
		SDF 09/2024	0.064	DETLDES			0.064				
		NHPP 06/2025	0.777	CONINSP				0.777			
		SDF 06/2025	0.195	CONINSP				0.195			
		NHPP 06/2025	4.967	CONST				4.967			
		SDF 06/2025	1.241	CONST				1.241			
AQC:A19	SCHENECTADY	TPC: \$6-\$9.4 M	TOTAL 5YR COST :	7.560	0.000	0.062	0.318	7.180	0.000	0.000	0.000
NYSDOT 108552 INTER <Exempt>	INTERSECTION SAFETY IMPROVEMENTS AT NY 9 & NY 146 THE UPDATED CONFIGURATION OF ROUTE 9 AT ROUTE 146 WILL BE DETERMINED DURING PRELIMINARY DESIGN. FUNDED WITH SAFE-100, WHICH IS FROM STATEWIDE (NOT FROM REGION ONE OR CDTC) HSIP HIGHWAY FUNDS PROJECT IS 100% FEDERALLY FUNDED UTILIZING 10% TOLL CREDIT MATCH THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER. HALFMOON, SARATOGA COUNTY, SA335	HSIP 05/2022	0.000	DETLDES	0.250						
		HSIP 05/2023	1.000	CONINSP		1.000					
		HSIP 05/2023	5.000	CONST		5.000					
AQC:A6	SARATOGA	TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.000	0.250	6.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT 11141 BRIDGE <Exempt>	US ROUTE 20 OVER SCHOHARIE CREEK, REPLACEMENT INCLUDES ADA UPGRADES TO CURBS AND SIDEWALKS. TOWN OF DUANESBURG, SCHENECTADY COUNTY, BIN 1054370. S260 THESE FUNDS ARE FROM THE DOT MAIN OFFICE, NOT CDT/REGION ONE.	NHPP 05/2022	0.000	CONINSP	0.164						
		SDF 05/2022	0.000	CONINSP	0.041						
		NHPP 05/2022	0.000	CONST	1.836						
		SDF 05/2022	0.000	CONST	0.459						
		NHPP 01/2022	0.000	DETLDES	0.215						
		SDF 01/2022	0.000	DETLDES	0.054						
AQC:A19Z	SCHENECTADY	TPC: \$2-\$4 M	TOTAL 5YR COST :		2.769	0.000	0.000	0.000	0.000	0.000	0.000
ALBANY CO 113216 R&P <Exempt>	NY 155/CR 157 NEW KARNER ROAD CORRIDOR REHABILITATION, FROM US 20 TO WATERVLIET SHAKER ROAD. INCLUDES SAFETY AND COMPLETE STREETS IMPROVEMENTS. TOWNS OF GUILDERLAND AND COLONIE, CITY OF ALBANY AND VILLAGE OF COLONIE, ALBANY COUNTY. A295	STBG LG URB 09/2022	0.000	DETLDES	0.220						
		LOCAL 09/2022	0.000	DETLDES	0.055						
		STBG LG URB 06/2022	0.000	PRELDES	0.300						
		LOCAL 06/2022	0.000	PRELDES	0.075						
		STBG LG URB 01/2024	0.476	CONINSP			0.476				
		LOCAL 01/2024	0.119	CONINSP			0.119				
		STBG LG URB 01/2024	4.764	CONST			4.764				
		LOCAL 01/2024	1.191	CONST			1.191				
AQC:A10Z	ALBANY	TPC: \$6-\$9.4 M	TOTAL 5YR COST :		0.650	0.000	6.550	0.000	0.000	0.000	0.000
NYSDOT 118839 BRIDGE <Exempt>	ROUTE 67 OVER B&M RR BRIDGE REPLACEMENT. TOWN OF SCHAGHTICOKE, RENSSELAER COUNTY. BIN 1303390. R330	NHPP 01/2022	0.000	PRELDES	0.360						
		SDF 01/2022	0.000	PRELDES	0.090						
		NHPP 12/2021	0.000	ROWINCD	0.040						
		SDF 12/2021	0.000	ROWINCD	0.010						
		NHPP 12/2022	0.160	ROWACQU		0.160					
		SDF 12/2022	0.040	ROWACQU		0.040					
		NHPP 01/2025	0.360	DETLDES				0.360			
		SDF 01/2025	0.090	DETLDES				0.090			
		NHPP 01/2027	0.800	CONINSP						0.800	
		SDF 01/2027	0.200	CONINSP						0.200	
		NHPP 01/2027	4.011	CONST						4.011	
		SDF 01/2027	1.003	CONST						1.003	
AQC:A19Z	RENSSELAER	TPC: \$6-\$9.4 M	TOTAL 5YR COST :		0.500	0.200	0.000	0.450	0.000	6.014	0.000

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					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT 123629 INTER <Exempt>	INTERSECTION SAFETY IMPROVEMENTS AT NY 29 & ROWLAND STREET, TOWN OF MILTON THE UPDATED CONFIGURATION WILL BE DETERMINED DURING PRELIMINARY DESIGN. FUNDED WITH HSIP, WHICH IS FROM STATEWIDE (NOT FROM REGION ONE OR CDTC) HSIP HIGHWAY FUNDS PROJECT IS 100% FEDERALLY FUNDED UTILIZING 10% TOLL CREDIT MATCH THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER. TOWN OF MILTON, SARATOGA COUNTY, SA336	HSIP 05/2022 HSIP 05/2023 HSIP 05/2023 HSIP 05/2023	0.000 0.250 0.820 0.100	PRELDES CONINSP CONST DETLDES	0.300	0.250 0.820 0.100					
AQC:A6	SARATOGA	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.170	0.300	1.170	0.000	0.000	0.000	0.000	0.000
NYSDOT 130682 SAFETY <Exempt>	I-87 EXIT 6 INTERCHANGE SAFETY IMPROVEMENTS STATE ROUTE 7 INTERCHANGE WITH INTERSTATE-87. ADD MERGE LANE ON BOTH ON-RAMPS TO I-87. THE STATE CERTIFIES THAT THIS PROJECT AND SCOPE OF WORK HAVE BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER TOWN OF COLONIE, ALBANY COUNTY. A602	HSIP 04/2022 SDF 04/2022 HSIP 04/2022 SDF 04/2022 SDF 02/2022	0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST DETLDES	0.159 0.018 1.326 0.147 0.174						
AQC:A19Z	ALBANY	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000	1.824	0.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT 130683 R&P <Exempt>	PAVEMENT REHABILITATION ON RT 7 FROM RT 278 TO TOMHANNOCK RESERVOIR, TOWN OF BRUNSWICK, RENSSELAER COUNTY. R351	NHPP 06/2026	0.720	DETLDES					0.720		
		SDF 06/2026	0.180	DETLDES					0.180		
		NHPP 12/2025	0.720	PRELDES					0.720		
		SDF 12/2025	0.180	PRELDES					0.180		
		NHPP 12/2026	1.440	CONINSP						1.440	
		SDF 12/2026	0.360	CONINSP						0.360	
		NHPP 12/2026	7.296	CONST						7.296	
		SDF 12/2026	1.824	CONST						1.824	
AQC:A10	RENSSELAER	TPC: \$9.5-15.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.000	1.800	10.920	0.000
NYSDOT 134709 BRIDGE <Exempt>	BRIDGE REPLACEMENT, RT 396 OVER COEYMAN\\\S CREEK, BIN 1047480. TOWN OF BETHLEHEM, ALBANY, COUNTY. A622	NHPP 09/2025	0.064	DETLDES				0.064			
		SDF 09/2025	0.016	DETLDES				0.016			
		NHPP 01/2025	0.187	PRELDES				0.187			
		SDF 01/2025	0.047	PRELDES				0.047			
		NHPP 06/2026	0.043	ROWACQU					0.043		
		SDF 06/2026	0.011	ROWACQU					0.011		
		NHPP 06/2026	0.009	ROWINCD					0.009		
		SDF 06/2026	0.002	ROWINCD					0.002		
		NHPP 01/2027	0.181	CONINSP						0.181	
		SDF 01/2027	0.045	CONINSP						0.045	
		NHPP 01/2027	1.124	CONST						1.124	
		SDF 01/2027	0.281	CONST						0.281	
AQC:A19	ALBANY	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.314	0.065	1.631	0.000
NYSDOT 146051 BRIDGE <Exempt>	BRIDGE REPLACEMENT, ROUTE 32 OVER FISH CREEK, BIN 1022530. TOWN OF SARATOGA, SARATOGA COUNTY. SA341	SDF 09/2025	0.171	DETLDES				0.171			
		SDF 01/2025	0.504	PRELDES				0.504			
		SDF 01/2027	0.570	CONINSP						0.570	
		SDF 01/2027	0.752	CONST						0.752	
		NHPP 01/2027	1.039	CONST						1.039	
		SDF 01/2027	0.259	CONST						0.259	
AQC:A19	SARATOGA	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.000	0.000	0.000	0.675	0.000	2.620	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT 152538 R&P <Exempt>	I-890 REHAB FROM MOHAWK RIVER TO EXIT 3, TOWN OF ROTTERDAM AND CITY OF SCHENECTADY THE PROJECT WILL INCLUDE PAVEMENT REHABILITATION, MULTI-COURSE OVERLAY, AND ASSOCIATED ROADSIDE WORK INCLUDING GUIDERAIL AND POSSIBLE DRAINAGE IMPROVEMENTS. THE PROJECT IS BEING FUNDED WITH STATEWIDE FEDERAL-AID AND IS NOT FROM CDTC OR REGION ONE FUNDS. SCHENECTADY COUNTY, S273	NHPP 05/2022	0.000	CONINSP	3.600						
		STATE 05/2022	0.000	CONINSP	0.400						
		NHPP 05/2022	0.000	CONST	17.280						
		STATE 05/2022	0.000	CONST	1.920						
		NHPP 01/2022	0.000	DETLDES	0.900						
		STATE 01/2022	0.000	DETLDES	0.100						
AQC:EXEMPT	SCHENECTADY	TPC: \$26-\$40 M	TOTAL 5YR COST :	0.000		24.200	0.000	0.000	0.000	0.000	0.000
NYSDOT 152540 R&P <Exempt>	RESURFACE PAVEMENT ON I-890 FROM I-90 EXIT 25 TO BROADWAY/ERIE BLVD. TOWN OF ROTTERDAM AND CITY OF SCHENECTADY, SCHENECTADY COUNTY. S279	SDF 04/2026	0.420	PRELDES					0.420		
		SDF 03/2027	0.630	CONINSP						0.630	
		NHPP 03/2027	4.536	CONST						4.536	
		SDF 03/2027	0.504	CONST						0.504	
		SDF 10/2026	0.210	DETLDES						0.210	
AQC:A10	SCHENECTADY	TPC: \$6-\$9.4 M	TOTAL 5YR COST :	6.300		0.000	0.000	0.000	0.420	5.880	0.000
NYSDOT 152887 R&P <Exempt>	I-90 PAVEMENT CORRECTIVE MAINTENANCE HUDSON RIVER TO EXIT 10 TOWN OF EAST GREENBUSH, TOWN OF NORTH GREENBUSH, TOWN OF RENSSELAER, TOWN OF SCHODAK, RENSSELAER COUNTY. R342	NHPP 04/2023	0.792	CONINSP		0.792					
		SDF 04/2023	0.198	CONINSP		0.198					
		NHPP 04/2023	6.560	CONST		6.560					
		SDF 04/2023	1.640	CONST		1.640					
AQC:A10Z	RENSSELAER	TPC: \$7.5-\$12 M	TOTAL 5YR COST :	9.190		0.000	9.190	0.000	0.000	0.000	0.000
NYSDOT 152890 R&P <Exempt>	PAVEMENT RESURFACING I-90 FROM CORPORATE WOODS TO I-787. CITY OF ALBANY, ALBANY COUNTY. A618	SDF 08/2023	0.326	PRELDES		0.326					
		SDF 07/2024	0.488	CONINSP			0.488				
		SDF 07/2024	0.651	CONST			0.651				
		NHPP 07/2024	3.515	CONST			3.515				
		SDF 07/2024	0.391	CONST			0.391				
		SDF 01/2024	0.163	DETLDES			0.163				
AQC:A10	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.534		0.000	0.326	5.208	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT 152891 R&P <Exempt>	PAVEMENT RESURFACING I-90 FROM I-87 TO CORPORATE WOODS. CITY OF ALBANY, ALBANY COUNTY. A619	SDF 08/2025	0.326	PRELDES				0.326			
		SDF 06/2026	0.488	CONINSP					0.488		
		SDF 06/2026	0.977	CONST					0.977		
		NHPP 06/2026	3.809	CONST					3.809		
		SDF 06/2026	0.423	CONST					0.423		
		SDF 01/2026	0.163	DETLDES					0.163		
AQC:A10	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		6.186						
NYSDOT 172259 R&P <Exempt>	I-87 RESURFACING EXIT 15-16 THE NHPP FUNDS ARE FROM STATEWIDE NHPP, NOT REGION ONE OR CDTC TOWN OF WILTON, SARATOGA COUNTY. SA316	NHPP 04/2022	0.000	CONINSP	0.333						
		SDF 04/2022	0.000	CONINSP	0.037						
		NHPP 04/2022	0.000	CONST	3.780						
		SDF 04/2022	0.000	CONST	0.420						
AQC:A10Z	SARATOGA	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		4.570	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 172260 R&P <Exempt>	I-87 EXIT 16 TO CDTC PLANNING AREA BOUNDARY: RESURFACING TOWN OF WILTON, SARATOGA COUNTY. SA320	NHPP 01/2023	0.135	DETLDES		0.135					
		STATE 01/2023	0.015	DETLDES		0.015					
		NHPP 01/2023	0.135	PRELDES		0.135					
		STATE 01/2023	0.015	PRELDES		0.015					
		NHPP 01/2024	0.180	CONINSP			0.180				
		STATE 01/2024	0.020	CONINSP			0.020				
		NHPP 01/2024	1.437	CONST			1.437				
		STATE 01/2024	0.160	CONST			0.160				
AQC:A10Z	SARATOGA	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		2.097	0.000	0.300	1.797	0.000	0.000	0.000
NYSDOT 172269 BRIDGE <Exempt>	BRIDGE REPLACEMENT, NELSON AVENUE EXTENSION OVER I-87, CITY OF SARATOGA SPRINGS, BIN 1033330. SA339	NHPP 11/2022	0.440	PRELDES		0.440					
		SDF 11/2022	0.110	PRELDES		0.110					
		NHPP 06/2024	0.120	DETLDES			0.120				
		SDF 06/2024	0.030	DETLDES			0.030				
		NHPP 03/2025	0.440	CONINSP				0.440			
		SDF 03/2025	0.110	CONINSP				0.110			
		NHPP 03/2025	3.264	CONST				3.264			
		SDF 03/2025	0.816	CONST				0.816			
AQC:A19	SARATOGA	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :		5.330	0.000	0.550	0.150	4.630	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
RENSSELAER CO 175815 BRIDGE <Exempt>	CR 68 OVER WYNANTSKILL CREEK BRIDGE REPAIR OR REPLACEMENT TO ADDRESS CONDITION RATING BIN 3303610, RENSSELAER COUNTY R287 TOWN OF POESTENKILL COMBINED WITH 1760.48 (R312).	STBG LG URB 01/2022	0.000	CONINSP	0.080						
		LOCAL 01/2022	0.000	CONINSP	0.005						
		STATE 01/2022	0.000	CONINSP	0.015						
		STBG LG URB 01/2022	0.000	CONST	1.129						
		LOCAL 01/2022	0.000	CONST	0.070						
		STATE 01/2022	0.000	CONST	0.212						
AQC:A19P	RENSSELAER	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000	1.511	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF SCHENECTADY 175895 BRIDGE <Exempt>	KINGS ROAD (CR 65) OVER CSX, BRIDGE REPLACEMENT CITY OF SCHENECTADY, SCHENECTADY COUNTY, BIN 2203130. S204 INCLUDES 5 FOOT SHOULDERS FOR BIKES	STBG LG URB 02/2022	0.000	CONINSP	0.400						
		LOCAL 02/2022	0.000	CONINSP	0.025						
		STATE 02/2022	0.000	CONINSP	0.075						
		STBG LG URB 02/2022	0.000	CONST	3.856						
		LOCAL 02/2022	0.000	CONST	0.241						
		STATE 02/2022	0.000	CONST	0.723						
		STBG LG URB 03/2022	0.000	DETLDES	0.039						
		LOCAL 03/2022	0.000	DETLDES	0.003						
		STATE 03/2022	0.000	DETLDES	0.008						
		STBG LG URB 03/2022	0.000	ROWACQU	0.067						
		LOCAL 03/2022	0.000	ROWACQU	0.004						
		STATE 03/2022	0.000	ROWACQU	0.012						
AQC:A19P	SCHENECTADY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	0.000	5.453	0.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
SARATOGA CO 175919 INTER <Exempt>	CR 109 KINNS ROAD-PLANK ROAD INTERSECTION IMPROVEMENT, 600 FT WEST OF CR 109 (KINNS RD) AND LANK RD INTERSECTION, 600 FT EAST OF CR 109 (KINNS RD) AND PLANK RD. INTERSECTION. TOWN OF CLIFTON PARK, SARATOGA COUNTY. SA342	STBG FLEX 01/2023	0.064	DETLDES		0.064					
		LOCAL 01/2023	0.004	DETLDES		0.004					
		STATE 01/2023	0.012	DETLDES		0.012					
		STBG FLEX 01/2023	0.064	PRELDES		0.064					
		LOCAL 01/2023	0.004	PRELDES		0.004					
		STATE 01/2023	0.012	PRELDES		0.012					
		STBG FLEX 01/2023	0.038	ROWACQU		0.038					
		LOCAL 01/2023	0.002	ROWACQU		0.002					
		STATE 01/2023	0.007	ROWACQU		0.007					
		STBG FLEX 01/2023	0.017	ROWINCD		0.017					
		LOCAL 01/2023	0.001	ROWINCD		0.001					
		STATE 01/2023	0.003	ROWINCD		0.003					
		STBG FLEX 01/2027	0.127	CONINSP						0.127	
		LOCAL 01/2027	0.008	CONINSP						0.008	
		STATE 01/2027	0.024	CONINSP						0.024	
		STBG FLEX 01/2027	1.272	CONST						1.272	
		LOCAL 01/2027	0.080	CONST						0.080	
		STATE 01/2027	0.239	CONST						0.239	
AQC:D1	SARATOGA	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.228	0.000	0.000	0.000	1.750	0.000
SCHENECTADY CO 176043 BIKE/PED <Exempt>	MOHAWK-HUDSON BIKE-HIKE TRAIL REHABILITATION TOWN OF ROTTERDAM, SCHENECTADY COUNTY. S243 SHARED JURISDICTION BETWEEN SCHENECTADY COUNTY, TOWN OF ROTTERDAM, AND NYSOGS.	STBG LG URB 01/2022	0.000	CONINSP	0.016						
		LOCAL 01/2022	0.000	CONINSP	0.004						
		STBG LG URB 01/2022	0.000	CONST	0.141						
		LOCAL 01/2022	0.000	CONST	0.035						
AQC:C2P	SCHENECTADY	TPC: <\$0.75 M	TOTAL 5YR COST :		0.196	0.000	0.000	0.000	0.000	0.000	0.000
TN OF GUILDERLAND 176045 BIKE/PED <Exempt>	WEST OLD STATE ROAD NEW SIDEWALKS SOUTH SIDE OF THE ROAD FROM GARDEN VIEW TERRACE TO REGINA DRIVE, AND FROM AN EXISTING WALKWAY ON VICTORIA DRIVE TO LYNWOOD ELEMENTARY SCHOOL TOWN OF GUILDERLAND, ALBANY COUNTY. A581	STBG LG URB 01/2022	0.000	CONINSP	0.020						
		LOCAL 01/2022	0.000	CONINSP	0.005						
		STBG LG URB 01/2022	0.000	CONST	0.162						
		LOCAL 01/2022	0.000	CONST	0.040						
AQC:C2P	ALBANY	TPC: <\$0.75 M	TOTAL 5YR COST :		0.227	0.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
RENSSELAER CO 176049 BRIDGE <Exempt>	TAMARAC ROAD (CR 129) LARGE CULVERT REPLACEMENT REPLACE WITH AN ALUMINUM BOX CULVERT. LOCATION IS BETWEEN STATE ROUTE 7 AND STORM HILL ROAD. TOWN OF PITTSTOWN, RENSSELAER COUNTY. R314	STBG FLEX 04/2022 LOCAL 04/2022 STATE 04/2022 STBG FLEX 04/2022 LOCAL 04/2022 STATE 04/2022	0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONST CONST CONST	0.041 0.002 0.008 0.370 0.023 0.069						
AQC:A19P	RENSSELAER	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000	0.513	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF SCHENECTADY 176057 SAFETY <Exempt>	BRANDYWINE AVENUE, I-890 TO STATE STREET: SAFETY ENHANCEMENTS, CITY OF SCHENECTADY, SCHENECTADY COUNTY. S247 SIGNAL UPGRADES, PEDESTRIAN IMPROVEMENTS, CORRIDOR LIGHTING (CITY SHARE) & LANE RECONFIGURATION (MODIFICATION TO STRIPING) THE STATE CERTIFIES THAT THIS PROJECT AND SCOPE OF WORK HAVE BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER	HSIP 01/2022 LOCAL 01/2022 STATE 01/2022 HSIP 01/2022 LOCAL 01/2022 STATE 01/2022	0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONINSP CONST CONST CONST	0.141 0.004 0.011 1.247 0.037 0.098						
AQC:D1	SCHENECTADY	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000	1.538	0.000	0.000	0.000	0.000	0.000	0.000
TN OF GUILDERLAND 176079 BIKE/PED <Exempt>	THIS PROJECT WILL CONSTRUCT APPROXIMATELY 2,250 FEET OF ADA COMPLIANT SIDEWALK ON THE SOUTHERN SIDE OF STATE ROUTE 20 (WESTERN AVENUE) FROM DEVONSHIRE DRIVE TO MERCY CARE LANE. TOWN OF GUILDERLAND, ALBANY COUNTY. THIS INCLUDES CURBS AND INTERSECTION RAMPS. A586	CMAQ 01/2022 LOCAL 01/2022 CMAQ 01/2022 LOCAL 01/2022 SDF 02/2022 LOCAL 02/2022	0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST CONST CONST	0.078 0.019 0.482 0.120 0.055 0.048						
AQC:EXEMPT	ALBANY	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000	0.802	0.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
TN OF CLIFTON PARK 176082 BIKE/PED <Exempt>	MOE ROAD MULTI-USE PATH	CMAQ 02/2022	0.000	CONINSP	0.076							
		LOCAL 02/2022	0.000	CONINSP	0.019							
		LOCAL 02/2022	0.000	CONINSP	0.011							
		CMAQ 02/2022	0.000	CONST	0.631							
		LOCAL 02/2022	0.000	CONST	0.158							
		CMAQ 10/2021	0.000	ROWACQU	0.056							
		LOCAL 10/2021	0.000	ROWACQU	0.014							
	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 HOUSING DEVELOPMENTS LOCATED OFF OF MOE ROAD AND TERMINATE AT THE INTERSECTION WITH SUGARBUSH ROAD.											
	TOWN OF CLIFTON PARK, SARATOGA COUNTY. SA306											
	THESE FUNDS ARE CAPPED											
AQC:C2P	SARATOGA	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		0.965	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF RENSSELAER 176084 BIKE/PED <Exempt>	RENSSELAER RIVERFRONT MULTI-USE TRAIL	TAP LG URBAN 05/2022	0.000	DETLDES	0.030							
		LOCAL 05/2022	0.000	DETLDES	0.007							
		TAP LG URBAN 02/2022	0.000	ROWACQU	0.218							
		LOCAL 02/2022	0.000	ROWACQU	0.055							
		TAP LG URBAN 05/2022	0.000	ROWINCD	0.022							
		LOCAL 05/2022	0.000	ROWINCD	0.005							
		TAP LG URBAN 01/2023	0.160	CONINSP		0.160						
		LOCAL 01/2023	0.040	CONINSP		0.040						
		TAP LG URBAN 01/2023	0.709	CONST		0.709						
		LOCAL 01/2023	0.177	CONST		0.177						
	THIS PROJECT CONSTRUCTS 3750 FEET OF MULTI-USE TRAIL AND 100 FEET OF BIKE/PED ACCOMODATIONS BETWEEN DELAETS LANDING AND RIVERFRONT PARK.											
	CITY OF RENSSELAER, RENSSELAER COUNTY, R323											
	THESE FUNDS ARE CAPPED											
AQC:C2P	RENSSELAER	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.086		0.337	1.086	0.000	0.000	0.000	0.000	0.000
CITY of SARATOGA SPR 176086 BIKE/PED <Exempt>	SARATOGA GREENBELT DOWNTOWN CONNECTOR, SARATOGA SPRINGS, SARATOGA COUNTY	TAP LG URBAN 02/2022	0.000	CONINSP	0.195							
		LOCAL 02/2022	0.000	CONINSP	0.049							
		LOCAL 02/2022	0.000	CONST	0.421							
		TAP LG URBAN 02/2022	0.000	CONST	1.073							
		LOCAL 02/2022	0.000	CONST	0.269							
	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, BE (FORMERLY PIN: 176084)											
AQC:EXEMPT	SARATOGA	TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000		2.007	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
CITY OF ALBANY 176091 BIKE/PED <Exempt>	CITY OF ALBANY SOUTH END CONNECTOR LOWLINE THIS IS A 1.5 MILE SHARED USE PATH THAT WILL CONNECT THE EXISTING ALBANY COUNTY HUDSON-HELDERBERG RAIL TRAIL AT ITS TRAIL HEAD IN THE CITY OF ALBANY'S SOUTH END, APPROXIMATELY A QUARTER MILE FROM THE INTERSECTION OF SOUTH PEARL STREET AND MOUNT HOPE DRIVE AND THE MOHAWK HUDSON BIKE HIKE TRAIL AT ITS TRAIL HEAD IN ALBANY AT THE INTERSECTION OF BROADWAY AND QUAY STREET CITY OF ALBANY, ALBANY COUNTY, A589 OPRHP PROJECT NUMBER "175160" LOCAL MATCH IS 50%	REC TRAILS 01/2022 LOCAL 01/2022 REC TRAILS 01/2022 LOCAL 01/2022	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.025 0.025 0.137 0.138						
AQC:C2	ALBANY	TPC: <\$0.75 M	TOTAL 5YR COST :		0.325	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF ALBANY 176092 SAFETY <Exempt>	CITY OF ALBANY PSAP PEDESTRIAN SAFETY ENHANCEMENTS AT: 20 UNCONTROLLED CROSSWALKS & 12 SIGNALIZED INTERSECTIONS. CITY OF ALBANY, ALBANY COUNTY. A590 PROJECT IS 100% FEDERALLY FUNDED UTILIZING 10% TOLL CREDIT MATCH THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 09/2022 HSIP 09/2022	0.000 0.000	CONINSP CONST	0.263 1.153						
AQC:C2P	ALBANY	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		1.416	0.000	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
TN OF SAND LAKE 176124 BRIDGE <Exempt>	STOP 13 RD OVER WYNANTSKILL, BRIDGE REPAIR OR REPLACE TOWN OF SAND LAKE, RENSSELAER COUNTY, BIN 2201960. R329 95% FEDERAL AID WITH A 5% LOCAL MATCH (UTILIZING 15% TOLL CREDITS), BRIDGE NY	STBG-OFF 01/2022	0.000	CONINSP	0.094						
		LOCAL 01/2022	0.000	CONINSP	0.005						
		LOCAL 01/2022	0.000	CONST	0.250						
		STBG-OFF 01/2022	0.000	CONST	0.844						
		LOCAL 01/2022	0.000	CONST	0.044						
AQC:A19P	RENSSELAER	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000	1.237	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF TROY 176130 CONST <Exempt>	SOUTH TROY INDUSTRIAL PARK ROAD PHASE II (NORTHERN END) CONSTRUCT A NEW TWO-LANE ROAD FROM MONROE STREET TO ADAMS STREET, INCLUDING SIDEWALKS, BIKE LANES A NEW BRIDGE OVER THE POESTENKILL. CITY OF TROY, RENSSELAER COUNTY. R195A THIS PIN INCLUDES A PORTION OF PIN 175459 THAT WAS SPLIT	STBG LG URB 01/2022	0.000	CONINSP	0.317						
		LOCAL 01/2022	0.000	CONINSP	0.020						
		STATE 01/2022	0.000	CONINSP	0.059						
		STBG LG URB 01/2022	0.000	CONST	3.523						
		STATE 01/2022	0.000	CONST	0.661						
		LOCAL 01/2022	0.000	CONST	0.220						
		STBG LG URB 02/2022	0.000	ROWACQU	0.038						
		LOCAL 02/2022	0.000	ROWACQU	0.002						
		STATE 02/2022	0.000	ROWACQU	0.007						
AQC:K1P	RENSSELAER	TPC: \$9.5-15.5 M	TOTAL 5YR COST :	0.000	4.847	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF SARATOGA SPR 176158 BIKE/PED <Exempt>	MISSING LINKS PROGRAM: CITY OF SARATOGA SPRINGS ADD CONCRETE SIDEWALK, ADA CROSSWALKS, AMENITIES AND SOME CURBING AND DRAINAGE IN SEVERAL LOCATIONS. CITY OF SARATOGA SPRINGS, SARATOGA COUNTY. SA322	STBG LG URB 04/2022	0.000	CONINSP	0.144						
		LOCAL 04/2022	0.000	CONINSP	0.009						
		STATE 04/2022	0.000	CONINSP	0.027						
		STBG LG URB 04/2022	0.000	CONST	1.200						
		LOCAL 04/2022	0.000	CONST	0.075						
		STATE 04/2022	0.000	CONST	0.225						
AQC:C2Z	SARATOGA	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000	1.680	0.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
TN OF GLENVILLE 176159 BIKE/PED <Exempt>	FREEMANS BRIDGE ROAD MULTI-USE PATH FROM THE SCOTIA-GLENVILLE LOOP SEGMENT OF THE MOHAWK-HUDSON TRAIL TO DUTCH MEADOWS LANE CONSTRUCT A 4,800 FOOT LONG AND 10 FOOT WIDE PROTECTED MULTI-USE PATH WITH 3 NEW CROSSWALKS. TOWN OF GLENVILLE, SCHENECTADY COUNTY. S265	STBG LG URB 04/2022	0.000	CONINSP	0.112						
		LOCAL 04/2022	0.000	CONINSP	0.028						
		STBG LG URB 04/2022	0.000	CONST	0.934						
		LOCAL 04/2022	0.000	CONST	0.233						
AQC:C2Z	SCHENECTADY	TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000	1.307	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF SCHENECTADY 176160 BIKE/PED <Exempt>	FRANKLIN STREET CYCLE TRACK, CITY OF SCHENECTADY INSTALL A PROTECTED TWO-WAY CYCLE TRACK ON FRANKLIN STREET FROM NOTT TERRACE TO JAY STREET. CITY OF SCHENECTADY, SCHENECTADY COUNTY. S266	STBG LG URB 06/2022	0.000	DETLDES	0.030						
		LOCAL 06/2022	0.000	DETLDES	0.007						
		STBG LG URB 10/2021	0.000	PRELDES	0.030						
		LOCAL 10/2021	0.000	PRELDES	0.007						
		STBG LG URB 04/2023	0.038	CONINSP		0.038					
		LOCAL 04/2023	0.009	CONINSP		0.009					
		STBG LG URB 04/2023	0.319	CONST		0.319					
		LOCAL 04/2023	0.080	CONST		0.080					
AQC:C2Z	SCHENECTADY	TPC: < \$0.75 M	TOTAL 5YR COST :	0.446	0.074	0.446	0.000	0.000	0.000	0.000	0.000
CITY OF TROY 176161 R&P <Exempt>	NY 2 CORRIDOR PROJECT, NY 2 (CONGRESS AND FERRY STREETS) FROM 11TH STREET WEST TO THE CONGRESS STREET BRIDGE RAMPS CORRIDOR IMPROVEMENTS, INCLUDES: MILL & FILL, RESTRIPIING TO ONE DRIVING LANE EACH, REPAIR 50% OF SIDEWALKS, ADD CURB EXTENSIONS AND BIKE LANES CITY OF TROY, RENSSELAER COUNTY. R339	STBG LG URB 02/2022	0.000	DETLDES	0.227						
		LOCAL 02/2022	0.000	DETLDES	0.014						
		STATE 02/2022	0.000	DETLDES	0.043						
		STBG LG URB 02/2022	0.000	PRELDES	0.227						
		LOCAL 02/2022	0.000	PRELDES	0.014						
		STATE 02/2022	0.000	PRELDES	0.043						
		STBG LG URB 08/2024	0.276	CONINSP			0.276				
		LOCAL 08/2024	0.016	CONINSP			0.016				
		STATE 08/2024	0.053	CONINSP			0.053				
		STBG LG URB 08/2024	2.499	CONST			2.499				
		LOCAL 08/2024	0.156	CONST			0.156				
		STATE 08/2024	0.468	CONST			0.468				
AQC:A10Z	RENSSELAER	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	3.468	0.568	0.000	3.468	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
VIL OF SCOTIA 176162 BRIDGE <Exempt>	SUNNYSIDE ROAD OVER AMTRAK, BRIDGE REHABILITATION REPAIR CONCRETE PIERS, CAP BEAMS, AND STEEL STRUCTURAL MEMBERS, REPLACE STEEL BEARINGS AND DECK INCLUDING RAILINGS, BIKE LANES, AND SIDEWALK ON SOUTH SIDE. VILLAGE OF SCOTIA, SCHENECTADY COUNTY, BIN 2257170. S263	STBG LG URB 05/2022	0.000	DETLDES	0.276						
		LOCAL 05/2022	0.000	DETLDES	0.017						
		STATE 05/2022	0.000	DETLDES	0.052						
		STBG LG URB 05/2022	0.000	PRELDES	0.276						
		LOCAL 05/2022	0.000	PRELDES	0.017						
		STATE 05/2022	0.000	PRELDES	0.052						
		STBG LG URB 01/2023	0.292	CONINSP		0.292					
		LOCAL 01/2023	0.018	CONINSP		0.018					
		STATE 01/2023	0.055	CONINSP		0.055					
		STBG LG URB 01/2023	2.994	CONST		2.994					
		LOCAL 01/2023	0.187	CONST		0.187					
		STATE 01/2023	0.561	CONST		0.561					
AQC:A19Z	SCHENECTADY	TPC: \$7.5-\$12 M	TOTAL 5YR COST :	4.107	0.690	4.107	0.000	0.000	0.000	0.000	0.000
CITY OF ALBANY 176164 R&P <Exempt>	LARK STREET CORRIDOR IMPROVEMENTS FROM MADISON AVENUE TO WASHINGTON AVENUE PAVEMENT REHAB, ADA-COMPLIANT PEDESTRIAN AMENITIES FOR ALL SIDEWALKS AND CROSSWALKS. REPLACE 1,200 SQUARE FEET OF SIDEWALK, CURB LINE EXTENSIONS, AND ADDITIONAL PEDESTRIAN CROSSINGS. CITY OF ALBANY, ALBANY COUNTY. A594	STBG LG URB 04/2022	0.000	CONINSP	0.055						
		LOCAL 04/2022	0.000	CONINSP	0.003						
		STATE 04/2022	0.000	CONINSP	0.011						
		STBG LG URB 04/2022	0.000	CONST	0.456						
		LOCAL 04/2022	0.000	CONST	0.029						
		STATE 04/2022	0.000	CONST	0.086						
		LOCAL 02/2022	0.000	DETLDES	0.046						
		STBG LG URB 02/2022	0.000	DETLDES	0.042						
		LOCAL 02/2022	0.000	DETLDES	0.003						
		STATE 02/2022	0.000	DETLDES	0.007						
		LOCAL 02/2022	0.000	PRELDES	0.043						
		STBG LG URB 02/2022	0.000	PRELDES	0.042						
		LOCAL 02/2022	0.000	PRELDES	0.003						
		STATE 02/2022	0.000	PRELDES	0.007						
AQC:A10Z	ALBANY	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
TN OF BETHLEHEM 176168 R&P <Exempt>	DELAWARE AVENUE COMPLETE STREETS	TAP FLEX 02/2022	0.000	DETLDES	0.150						
		LOCAL 02/2022	0.000	DETLDES	0.038						
		TAP FLEX 02/2022	0.000	PRELDES	0.295						
		LOCAL 02/2022	0.000	PRELDES	0.074						
		TAP FLEX 07/2022	0.000	ROWACQU	0.036						
		LOCAL 07/2022	0.000	ROWACQU	0.009						
		TAP FLEX 02/2022	0.000	ROWINCD	0.004						
		LOCAL 02/2022	0.000	ROWINCD	0.001						
		TAP FLEX 07/2023	0.514	CONINSP		0.514					
		LOCAL 07/2023	0.128	CONINSP		0.128					
		TAP FLEX 07/2023	1.912	CONST		1.912					
		LOCAL 07/2023	0.478	CONST		0.478					
AQC:A2Z,A10Z	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	3.032	0.607	3.032	0.000	0.000	0.000	0.000	0.000
CITY OF SCHENECTADY 176169 R&P <Exempt>	CRAIG STREET PAVEMENT REHABILITATION, FROM ALBANY STREET TO WYLLIE STREET	STBG LG URB 01/2022	0.000	DETLDES	0.025						
		LOCAL 01/2022	0.000	DETLDES	0.001						
		SDF 01/2022	0.000	DETLDES	0.005						
		STBG LG URB 01/2022	0.000	PRELDES	0.025						
		LOCAL 01/2022	0.000	PRELDES	0.001						
		SDF 01/2022	0.000	PRELDES	0.005						
		STBG LG URB 04/2023	0.062	CONINSP		0.062					
		LOCAL 04/2023	0.004	CONINSP		0.004					
		STATE 04/2023	0.011	CONINSP		0.011					
		STBG LG URB 04/2023	0.516	CONST		0.516					
		LOCAL 04/2023	0.032	CONST		0.032					
		STATE 04/2023	0.097	CONST		0.097					
AQC:A10Z	SCHENECTADY	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.722	0.062	0.722	0.000	0.000	0.000	0.000	0.000
RENSSELAER CO 176170 R&P <Exempt>	EASTERN UNION TURNPIKE (CR 49) OVERLAY, GLASS LAKE ROAD TO NY 43 AND BEST ROAD (CR 55): OVERLAY, FROM SAND LAKE TOWN LINE TO NY 150	STBG FLEX 04/2022	0.000	CONINSP	0.048						
		LOCAL 04/2022	0.000	CONINSP	0.003						
		STATE 04/2022	0.000	CONINSP	0.009						
		STBG FLEX 04/2022	0.000	CONST	0.435						
		LOCAL 04/2022	0.000	CONST	0.027						
		STATE 04/2022	0.000	CONST	0.082						
AQC:A10Z	RENSSELAER	TPC: <\$0.75 M		TOTAL 5YR COST :	0.000	0.604	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
RENSSELAER CO 176171 R&P <Exempt>	PERSHING AVENUE (CR 68) OVERLAY, FROM TROY AVENUE TO PECK ROAD TOWN OF NORTH GREENBUSH, RENSSELAER COUNTY. R335	STBG LG URB 08/2022	0.000	CONINSP	0.018						
		LOCAL 08/2022	0.000	CONINSP	0.001						
		STATE 08/2022	0.000	CONINSP	0.004						
		STBG LG URB 08/2022	0.000	CONST	0.168						
		LOCAL 08/2022	0.000	CONST	0.011						
		STATE 08/2022	0.000	CONST	0.032						
		STBG LG URB 01/2022	0.000	DETLDES	0.002						
AQC:A10Z	RENSSELAER	TPC: <\$0.75 M	TOTAL 5YR COST :	0.000		0.236	0.000	0.000	0.000	0.000	0.000
VIL OF GREEN ISLAND 176174 R&P <Exempt>	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. VILLAGE OF GREEN ISLAND, ALBANY COUNTY. A599	STBG LG URB 04/2022	0.000	CONINSP	0.104						
		LOCAL 04/2022	0.000	CONINSP	0.005						
		STATE 04/2022	0.000	CONINSP	0.020						
		STBG LG URB 04/2022	0.000	CONST	0.864						
		LOCAL 04/2022	0.000	CONST	0.055						
		STATE 04/2022	0.000	CONST	0.163						
		STBG LG URB 02/2022	0.000	DETLDES	0.075						
CITY OF RENSSELAER 176175 BRIDGE <Exempt>	SOUTH STREET BRIDGE REPLACEMENT & PEDESTRIAN IMPROVEMENTS, SOUTH STREET BETWEEN 2ND AVENUE AND AIKEN AVE CITY OF RENSSELAER, RENSSELAER COUNTY, BIN 2202200. R331	LOCAL 02/2022	0.000	DETLDES	0.007						
		SDF 02/2022	0.000	DETLDES	0.023						
		STBG LG URB 02/2022	0.000	ROWACQU	0.022						
		LOCAL 02/2022	0.000	ROWACQU	0.002						
		SDF 02/2022	0.000	ROWACQU	0.004						
		STBG LG URB 01/2023	0.175	CONINSP		0.175					
		LOCAL 01/2023	0.011	CONINSP		0.011					
AQC:A19Z	RENSSELAER	STATE 01/2023	0.033	CONINSP		0.033					
		STBG LG URB 01/2023	1.300	CONST		1.300					
		LOCAL 01/2023	0.082	CONST		0.082					
		STATE 01/2023	0.244	CONST		0.244					
AQC:A10Z	ALBANY	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000		1.305	0.000	0.000	0.000	0.000	0.000
AQC:A19Z	RENSSELAER	TPC: \$2-\$4 M	TOTAL 5YR COST :	1.845		0.178	1.845	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
SARATOGA CO 176178 BRIDGE <Exempt>	COONS CROSSING ROAD OVER ANTHONY KILL BRIDGE REPLACEMENT TOWN OF HALFMOON, SARATOGA COUNTY, BIN 2202750.SA317	STBG-OFF 01/2022	0.000	DETLDES	0.061						
		LOCAL 01/2022	0.000	DETLDES	0.003						
		SDF 01/2022	0.000	DETLDES	0.012						
		STBG-OFF 01/2022	0.000	ROWACQU	0.006						
		LOCAL 01/2022	0.000	ROWACQU	0.001						
		SDF 01/2022	0.000	ROWACQU	0.001						
		STBG-OFF 01/2023	0.101	CONINSP		0.101					
		LOCAL 01/2023	0.006	CONINSP		0.006					
		STATE 01/2023	0.019	CONINSP		0.019					
		STBG-OFF 01/2023	0.840	CONST		0.840					
		LOCAL 01/2023	0.052	CONST		0.052					
		STATE 01/2023	0.158	CONST		0.158					
AQC:A19Z	SARATOGA	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.084	1.176	0.000	0.000	0.000	0.000	0.000
SARATOGA CO 176179 BRIDGE <Exempt>	LASHER ROAD BRIDGE OVER THE MOURNING KILL REPLACEMENT TOWN OF BALLSTON, SARATOGA COUNTY, BIN 3304700. SA318	STBG FLEX 03/2022	0.000	DETLDES	0.048						
		LOCAL 03/2022	0.000	DETLDES	0.004						
		SDF 03/2022	0.000	DETLDES	0.008						
		STBG FLEX 03/2022	0.000	PRELDES	0.059						
		LOCAL 03/2022	0.000	PRELDES	0.004						
		SDF 03/2022	0.000	PRELDES	0.010						
		STBG FLEX 03/2022	0.000	ROWACQU	0.002						
		LOCAL 03/2022	0.000	ROWACQU	0.000						
		SDF 03/2022	0.000	ROWACQU	0.001						
		STBG FLEX 03/2022	0.000	ROWINCD	0.004						
		LOCAL 03/2022	0.000	ROWINCD	0.000						
		SDF 03/2022	0.000	ROWINCD	0.001						
		STBG FLEX 04/2023	0.128	CONINSP		0.128					
		LOCAL 04/2023	0.008	CONINSP		0.008					
		STATE 04/2023	0.024	CONINSP		0.024					
		STBG FLEX 04/2023	0.652	CONST		0.652					
		LOCAL 04/2023	0.041	CONST		0.041					
		STATE 04/2023	0.122	CONST		0.122					
AQC:A19Z	SARATOGA	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :		0.141	0.975	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
TN OF COLONIE 176180 SAFETY <Exempt>	ALBANY SHAKER ROAD (CR 151), WOLF ROAD TO EVERETT ROAD: SAFETY IMPROVEMENTS SPEED LIMIT REDUCTION, ADDITIONAL PEDESTRIAN IMPROVEMENTS AT SELECT INTERSECTIONS & A NEW TRAFFIC SIGNAL AT SHAKER ELEMENTARY . TOWN OF COLONIE, ALBANY COUNTY. A603 THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 01/2022	0.000	DETLDES	0.041						
		LOCAL 01/2022	0.000	DETLDES	0.005						
		HSIP 01/2022	0.000	PRELDES	0.040						
		LOCAL 01/2022	0.000	PRELDES	0.004						
		HSIP 01/2023	0.043	CONINSP		0.043					
		LOCAL 01/2023	0.005	CONINSP		0.005					
		HSIP 01/2023	0.393	CONST		0.393					
		LOCAL 01/2023	0.044	CONST		0.044					
		LOCAL 01/2023	0.285	CONST		0.285					
AQC:K1Z	ALBANY	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.770	0.090	0.770	0.000	0.000	0.000	0.000	0.000
TN OF ROTTERDAM 176182 BIKE/PED <Exempt>	NY ROUTE 5S PEDESTRIAN/BICYCLE ACCESS IMPROVEMENTS FROM NY 103 / BRIDGE STREET TO PARKIS STREET AND ON IROQUOIS STREET INCLUDES: CONCRETE SIDEWALK; PAVED, COLORED BIKE LANES; HIGH-VISIBILITY CROSSWALKS; SIGNS; SHARROWS; INTERPRETIVE SIGNAGE; AND LANDSCAPING. TOWN OF ROTTERDAM, SCHENECTADY COUNTY. S267	TAP FLEX 04/2022	0.000	CONINSP	0.180						
		LOCAL 04/2022	0.000	CONINSP	0.045						
		TAP FLEX 04/2022	0.000	CONST	1.796						
		LOCAL 04/2022	0.000	CONST	0.449						
AQC:C2	SCHENECTADY	TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000	2.470	0.000	0.000	0.000	0.000	0.000	0.000
CITY OF RENSSELEAR 176183 BIKE/PED <Exempt>	RENSSELEAR BICYCLE & PEDESTRIANS ACCESS IMPROVEMENTS 1.8 MILE PAVED, OFF-ROAD TRAIL THROUGH THE HOLLOW, 0.81 MILES OF ON-ROAD SHARROWS & SIGNAGE, & PEDESTRIAN CROSSING PROVEMENTS AT FIVE INTERSECTIONS. CITY OF RENSSELEAR, RENSSELEAR COUNTY. R345	TAP FLEX 01/2023	0.221	CONINSP		0.221					
		LOCAL 01/2023	0.055	CONINSP		0.055					
		TAP FLEX 01/2023	1.987	CONST		1.987					
		LOCAL 01/2023	0.497	CONST		0.497					
AQC:C2	RENSSELAER	TPC: \$2-\$4 M	TOTAL 5YR COST :	2.760	0.000	2.760	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
VIL OF SCOTIA 176184 BIKE/PED <Exempt>	WASHINGTON AVENUE BIKE/PED CONNECTION INCLUDES A MULTI-USE PATH, SIDEWALK & CROSSWALKS CONNECTING RESIDENTIAL NEIGHBORHOODS TO THE COLLINS LAKE ACCESS AREA AND TO AN EXISTING TRAIL CONNECTOR. VILLAGE OF SCOTIA, SCHENECTADY COUNTY. S268	TAP FLEX 02/2022 LOCAL 02/2022 TAP FLEX 02/2022 LOCAL 02/2022	0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST	0.072 0.018 0.489 0.122							
AQC:C2	SCHENECTADY	TPC: \$2-\$4 M	TOTAL 5YR COST :	0.000		0.701	0.000	0.000	0.000	0.000	0.000	0.000
SCHENECTADY CO 176186 INTER <Exempt>	ROSENDALE ROAD/OLD RIVER ROAD INTERSECTION IMPROVEMENTS TRAFFIC SIGNAL, WIDER TRAVEL LANES AND SHOULDERS, AND TURN LANES. PROVIDE STANDARD STOPPING SIGHT DISTANCES & WIDER AREAS FOR ERRANT VEHICLES. TOWN OF NISKAYUNA, SCHENECTADY COUNTY. S269	CMAQ 02/2022 STATE 02/2022 LOCAL 02/2022 CMAQ 01/2023 LOCAL 01/2023 STATE 01/2023 CMAQ 01/2023 LOCAL 01/2023 STATE 01/2023	0.000 0.000 0.000 0.213 0.013 0.040 1.155 0.073 0.216	ROWACQU ROWACQU ROWACQU CONINSP CONINSP CONINSP CONST CONST CONST	0.168 0.031 0.010 1.155 0.073 0.216							
AQC:D1	SCHENECTADY	TPC: \$2-\$4 M	TOTAL 5YR COST :	1.710		0.209	1.710	0.000	0.000	0.000	0.000	0.000
Albany CO 176229 SAFETY <Exempt>	DESIGN ONLY, INSTALL SYSTEMIC SAFETY IMPROVEMENTS ALONG ALBANY SHAKER RD FROM TRADITIONAL LANE TO OLD MAXWELL RD, TOWN OF COLONIE, ALBANY COUNTY. A610 THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 06/2023 LOCAL 06/2023	0.702 0.078	PRELDES PRELDES		0.702 0.078						
AQC:A10	ALBANY	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.780		0.000	0.780	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
city of albany 176230 R&P <Exempt>	RESURFACE PAVEMENT AND IMPLEMENT ROAD DIET AND BICYCLE AND PEDESTRIAN INFRASTRUCTURE ALONG CENTRAL AVE FROM NORTH ALLEN ST TO HENRY JOHNSON BLVD, CITY OF ALBANY, ALBANY COUNTY. A611 THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 09/2024	0.378	DETLDES			0.378				
		LOCAL 09/2024	0.011	DETLDES			0.011				
		STATE 09/2024	0.032	DETLDES			0.032				
		HSIP 04/2024	0.378	PRELDES			0.378				
		LOCAL 04/2024	0.011	PRELDES			0.011				
		STATE 04/2024	0.032	PRELDES			0.032				
		HSIP 06/2025	0.419	CONINSP				0.419			
		LOCAL 06/2025	0.012	CONINSP				0.012			
		STATE 06/2025	0.035	CONINSP				0.035			
		HSIP 06/2025	4.198	CONST				4.198			
		LOCAL 06/2025	0.117	CONST				0.117			
		STATE 06/2025	0.350	CONST				0.350			
AQC:A2	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.973	0.000	0.000	0.842	5.131	0.000	0.000	0.000
city of albany 176231 R&P <Exempt>	RESURFACE PAVEMENT AND INSTALL BICYCLE AND PEDESTRIAN INFRASTRUCTURE ON FRISBIE AVENUE FROM SECOND AVE TO GARDEN ST, CITY OF ALBANY, ALBANY COUNTY. A612	STBG LG URB 09/2024	0.069	DETLDES			0.069				
		LOCAL 09/2024	0.004	DETLDES			0.004				
		STATE 09/2024	0.013	DETLDES			0.013				
		STBG LG URB 04/2024	0.069	PRELDES			0.069				
		LOCAL 04/2024	0.004	PRELDES			0.004				
		STATE 04/2024	0.013	PRELDES			0.013				
		STBG LG URB 06/2025	0.077	CONINSP				0.077			
		LOCAL 06/2025	0.005	CONINSP				0.005			
		STATE 06/2025	0.014	CONINSP				0.014			
		STBG LG URB 06/2025	0.766	CONST				0.766			
		LOCAL 06/2025	0.048	CONST				0.048			
		STATE 06/2025	0.144	CONST				0.144			
AQC:A10	ALBANY	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.226	0.000	0.000	0.172	1.054	0.000	0.000	0.000
City of Cohoes 176232 CONST <Exempt>	PAVEMENT RECONSTRUCTION, SIDEWALK IMPROVEMENTS, AND INSTALLATION OF BICYCLE FACILITIES ALONG COLUMBIA ST (RT 470) FROM MOHAWK ST TO BAKER AVE, CITY OF COHOES, ALBANY COUNTY. A614	TAP LG URBAN 06/2023	0.339	PRELDES		0.339					
		LOCAL 06/2023	0.084	PRELDES		0.084					
		TAP LG URBAN 06/2024	0.758	CONINSP			0.758				
		LOCAL 06/2024	0.190	CONINSP			0.190				
		TAP LG URBAN 06/2024	3.131	CONST			3.131				
		LOCAL 06/2024	0.783	CONST			0.783				
		TAP LG URBAN 10/2023	0.338	DETLDES			0.338				
		LOCAL 10/2023	0.084	DETLDES			0.084				
AQC:C2	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.707	0.000	0.423	5.284	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
city of saratoga spr 176233 TRAFFIC <Exempt>	INSTALLATION OF ACCESSIBLE PEDESTRIAN SIGNAL (APS) DEVICES TO IMPROVE PEDESTRIAN SAFETY AT 12 LOCATIONS IN THE CITY OF SARATOGA SPRINGS, CITY OF SARATOGA SPRINGS, SARATOGA COUNTY. SA337	STBG FLEX 06/2023 LOCAL 06/2023 STATE 06/2023 STBG FLEX 02/2023 LOCAL 02/2023 STATE 02/2023 STBG FLEX 01/2024 LOCAL 01/2024 STATE 01/2024 STBG FLEX 01/2024 LOCAL 01/2024 STATE 01/2024	0.006 0.001 0.001 0.006 0.001 0.001 0.006 0.001 0.001 0.066 0.004 0.012	DETLDES DETLDES DETLDES PRELDES PRELDES PRELDES CONINSP CONINSP CONINSP CONST CONST CONST		0.006 0.001 0.001 0.006 0.001 0.001 0.006 0.001 0.001 0.066 0.004 0.012					
AQC:C2	SARATOGA	TPC: <\$0.75 M	TOTAL 5YR COST :	0.106	0.000	0.016	0.090	0.000	0.000	0.000	0.000
CITY OF SCHENECTADY 176234 BIKE/PED <Exempt>	REPLACE TRAFFIC SIGNALS AT 5 INTERSECTIONS WHERE BRANDYWINE AVE AND MCCLELLAN ST INTERSECT UNION AVE, EASTERN PKWY AND RUGBY RD, CITY OF SCHENECTADY, SCHENECTADY COUNTY. S275 THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	STBG LG URB 09/2024 LOCAL 09/2024 STATE 09/2024 STBG LG URB 04/2024 LOCAL 04/2024 STATE 04/2024 STBG LG URB 06/2025 LOCAL 06/2025 STATE 06/2025 HSIP 06/2025 LOCAL 06/2025 STBG LG URB 06/2025 LOCAL 06/2025 STATE 06/2025	0.124 0.008 0.023 0.124 0.008 0.023 0.138 0.009 0.026 0.900 0.100 0.192 0.012 0.036	DETLDES DETLDES DETLDES PRELDES PRELDES PRELDES CONINSP CONINSP CONINSP CONST CONST CONST CONST CONST			0.124 0.008 0.023 0.124 0.008 0.023 0.138 0.009 0.026 0.900 0.100 0.192 0.012 0.036				
AQC:C2	SCHENECTADY	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.723	0.000	0.000	0.310	1.413	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
CITY OF SCHENECTADY 176235 BIKE/PED <Exempt>	INSTALL TWO-WAY CYCLE TRACK, SIDEWALK IMPROVEMENT, AND REPLACE TWO TRAFFIC SIGNALS ON CRAIG ST FROM EMMETT ST TO WYLLIE ST, CITY OF SCHENECTADY, SCHENECTADY COUNTY. S276	STBG LG URB 01/2025	0.270	DETLDES				0.270			
		LOCAL 01/2025	0.017	DETLDES				0.017			
		STATE 01/2025	0.051	DETLDES				0.051			
		STBG LG URB 01/2025	0.270	PRELDES				0.270			
		LOCAL 01/2025	0.017	PRELDES				0.017			
		STATE 01/2025	0.051	PRELDES				0.051			
		STBG LG URB 01/2026	0.299	CONINSP					0.299		
		LOCAL 01/2026	0.019	CONINSP					0.019		
		STATE 01/2026	0.056	CONINSP					0.056		
		STBG LG URB 01/2026	2.995	CONST					2.995		
		LOCAL 01/2026	0.187	CONST					0.187		
		STATE 01/2026	0.560	CONST					0.560		
AQC:C2	SCHENECTADY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	4.792	0.000	0.000	0.000	0.676	4.116	0.000	0.000
CITY OF SCHENECTADY 176236 BRIDGE <Exempt>	BRIDGE SUPERSTRUCTURE REPLACEMENT WITH SUBSTRUCTURE REHABILITATION AND ASSOCIATED BICYCLE AND PEDESTRIAN IMPROVEMENTS, CRANE ST BRIDGE OVER CSX, CITY OF SCHENECTADY, SCHENECTADY COUNTY. S277	STBG LG URB 01/2023	0.222	DETLDES		0.222					
		LOCAL 01/2023	0.014	DETLDES		0.014					
		STATE 01/2023	0.041	DETLDES		0.041					
		STBG LG URB 01/2023	0.222	PRELDES		0.222					
		LOCAL 01/2023	0.014	PRELDES		0.014					
		STATE 01/2023	0.041	PRELDES		0.041					
		STBG LG URB 01/2023	0.222	ROWACQU		0.222					
		LOCAL 01/2023	0.014	ROWACQU		0.014					
		STATE 01/2023	0.042	ROWACQU		0.042					
		STBG LG URB 01/2023	0.026	ROWINCD		0.026					
		LOCAL 01/2023	0.001	ROWINCD		0.001					
		STATE 01/2023	0.005	ROWINCD		0.005					
		STBG LG URB 01/2027	0.246	CONINSP						0.246	
		LOCAL 01/2027	0.015	CONINSP						0.015	
		STATE 01/2027	0.046	CONINSP						0.046	
		STBG LG URB 01/2027	2.454	CONST						2.454	
		LOCAL 01/2027	0.153	CONST						0.153	
		STATE 01/2027	0.460	CONST						0.460	
AQC:A19	SCHENECTADY	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.238	0.000	0.864	0.000	0.000	0.000	3.374	0.000

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					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
CITY OF SCHENECTADY 176237 BIKE/PED <Exempt>	INSTALL MULTI-USE PATH ALONG IROQUOIS WAY, DUCK POND DR, AND FEHR AVE FROM CASINO BUILDING IN CENTRAL PARK TO STATE ST, CITY OF SCHENECTADY, SCHENECTADY COUNTY. S278	STBG LG URB 06/2024	0.030	PRELDES			0.030				
		LOCAL 06/2024	0.001	PRELDES			0.001				
		STATE 06/2024	0.006	PRELDES			0.006				
		STBG LG URB 06/2025	0.034	CONINSP				0.034			
		LOCAL 06/2025	0.002	CONINSP				0.002			
		STATE 06/2025	0.006	CONINSP				0.006			
		STBG LG URB 06/2025	0.335	CONST				0.335			
		LOCAL 06/2025	0.021	CONST				0.021			
		STATE 06/2025	0.063	CONST				0.063			
		STBG LG URB 10/2024	0.030	DETLDES				0.030			
		LOCAL 10/2024	0.001	DETLDES				0.001			
		STATE 10/2024	0.006	DETLDES				0.006			
AQC:C2	SCHENECTADY	TPC: <\$0.75 M	TOTAL 5YR COST :	0.535		0.000	0.000	0.037	0.498	0.000	0.000
CITY OF TROY 176238 RECON <Exempt>	DESIGN ONLY, CORRIDOR IMPROVEMENTS, FEDERAL ST FROM RIVER ST TO 6TH AVE, CITY OF TROY, RENSSELAER COUNTY. R350	STBG LG URB 06/2023	0.534	PRELDES		0.534					
		LOCAL 06/2023	0.134	PRELDES		0.134					
AQC:D1	RENSSELAER	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.668		0.000	0.668	0.000	0.000	0.000	0.000
city of watervliet 176239 CONST <Exempt>	PAVEMENT RECONSTRUCTION AND PEDESTRIAN IMPROVEMENTS ON 25TH ST, FROM I-787 TO 12TH AVE, CITY OF WATERVLIET, ALBANY COUNTY. A615	STBG LG URB 08/2023	0.313	DETLDES		0.313					
		LOCAL 08/2023	0.020	DETLDES		0.020					
		STATE 08/2023	0.059	DETLDES		0.059					
		STBG LG URB 04/2023	0.313	PRELDES		0.313					
		LOCAL 04/2023	0.020	PRELDES		0.020					
		STATE 04/2023	0.059	PRELDES		0.059					
		STBG LG URB 06/2025	0.346	CONINSP				0.346			
		LOCAL 06/2025	0.073	CONINSP				0.073			
		STATE 06/2025	0.013	CONINSP				0.013			
		STBG LG URB 06/2025	3.471	CONST				3.471			
		LOCAL 06/2025	0.217	CONST				0.217			
		STATE 06/2025	0.651	CONST				0.651			
AQC:A10	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.555		0.000	0.784	0.000	4.771	0.000	0.000

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					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
SARATOGA CO 176241 BRIDGE <Exempt>	BRIDGE REPLACEMENT, DIMMICK RD BRIDGE OVER SNOOK KILL (BIN3304510), TOWN OF WILTON, SARATOGA COUNTY. SA343	STBG FLEX 09/2024	0.121	DETLDES			0.121				
		LOCAL 09/2024	0.007	DETLDES			0.007				
		STATE 09/2024	0.023	DETLDES			0.023				
		STBG FLEX 04/2024	0.121	PRELDES			0.121				
		LOCAL 04/2024	0.007	PRELDES			0.007				
		STATE 04/2024	0.023	PRELDES			0.023				
		STBG FLEX 09/2024	0.009	ROWACQU			0.009				
		LOCAL 09/2024	0.001	ROWACQU			0.001				
		STATE 09/2024	0.001	ROWACQU			0.001				
		STBG FLEX 05/2024	0.017	ROWINCD			0.017				
		LOCAL 05/2024	0.001	ROWINCD			0.001				
		STATE 05/2024	0.003	ROWINCD			0.003				
		STBG FLEX 06/2025	0.180	CONINSP				0.180			
		LOCAL 06/2025	0.011	CONINSP				0.011			
		STATE 06/2025	0.034	CONINSP				0.034			
		STBG FLEX 06/2025	0.997	CONST				0.997			
		LOCAL 06/2025	0.062	CONST				0.062			
		STATE 06/2025	0.187	CONST				0.187			
AQC:A19	SARATOGA	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	0.000	0.334	1.471	0.000	0.000	0.000
SARATOGA CO 176242 BRIDGE <Exempt>	BRIDGE REHABILITATION, HEATH ROAD OVER STURDEVANT CREEK. TOWN OF CORINTH, SARATOGA COUNTY. SA344	STBG FLEX 01/2024	0.019	DETLDES			0.019				
		LOCAL 01/2024	0.004	DETLDES			0.004				
		STBG FLEX 01/2024	0.019	PRELDES			0.019				
		LOCAL 01/2024	0.004	PRELDES			0.004				
		STBG FLEX 01/2024	0.009	ROWACQU			0.009				
		LOCAL 01/2024	0.002	ROWACQU			0.002				
		STBG FLEX 01/2024	0.009	ROWINCD			0.009				
		LOCAL 01/2024	0.002	ROWINCD			0.002				
		STBG FLEX 01/2026	0.043	CONINSP					0.043		
		LOCAL 01/2026	0.010	CONINSP					0.010		
AQC:A19	SARATOGA	TPC: < \$0.75 M	TOTAL 5YR COST :		0.000	0.000	0.068	0.000	0.307	0.000	0.000
SARATOGA CO 176243 BIKE/PED <Exempt>	DESIGN FOR THE EXTENSION OF THE ZIM SMITH MULTI-USE TRAIL, OAK STREET TO SARTOGA STATE PARK TOWNS OF BALLSTON, MILTON, MALTA; VILLAGE OF BALLSTON SPA, CITY OF SARATOGA SPRINGS. SA345	STBG FLEX 06/2023	0.200	DETLDES		0.200					
		LOCAL 06/2023	0.050	DETLDES		0.050					
		STBG FLEX 06/2023	0.200	PRELDES		0.200					
		LOCAL 06/2023	0.050	PRELDES		0.050					
AQC:C2	SARATOGA	TPC: < \$0.75 M	TOTAL 5YR COST :		0.000	0.500	0.000	0.000	0.000	0.000	0.000

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					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
SCHENECTADY CO 176244 R&P <Exempt>	PAVEMENT RESURFACING AND INSTALLATION OF BIKE LANES AND OTHER PEDESTRIAN IMPROVEMENTS, GRAND BLVD FROM VAN ANTWERP RD TO KEYES AVE, TOWN OF NISKAYUNA, SCHENECTADY COUNTY. S283	STBG FLEX 06/2023 LOCAL 06/2023 STBG FLEX 06/2023 LOCAL 06/2023 STBG FLEX 06/2024 LOCAL 06/2024 STBG FLEX 06/2024 LOCAL 06/2024	0.038 0.009 0.038 0.009 0.075 0.019 0.749 0.187	DETLDES DETLDES PRELDES PRELDES CONINSP CONINSP CONST CONST		0.038 0.009 0.038 0.009 0.075 0.019 0.749 0.187					
AQC:A10	SCHENECTADY TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.124		0.000	0.094	1.030	0.000	0.000	0.000	0.000
SCHENECTADY CO 176245 STUDY <Exempt>	PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY, TO EVALUATE DESIGN ALTERNATIVES TO IMPROVE ACCESS AND MOBILITY OF ALL MODES OF TRANSPORTATION, IDENTIFY ENVIRONMENTAL AND HISTORICAL CONSTRAINTS, MULTIPLE LOCATIONS (I-890 EXIT 4C, STATE ST, WASHINGTON AVE), TOWN OF ROTTERDAM, SCHENECTADY COUNTY. S284	STBG LG URB 06/2023 SDF 06/2023	0.352 0.088	SCOPING SCOPING		0.352 0.088					
AQC:C3	SCHENECTADY TPC: < \$0.75 M	TOTAL 5YR COST :	0.440		0.000	0.440	0.000	0.000	0.000	0.000	0.000
TN of Bethlehem 176246 BIKE/PED <Exempt>	CONSTRUCT A MULTI-USE PATH ALONG CHERRY AVE (RT140) FROM KENWOOD AVE TO NEW SCOTLAND RD, TOWN OF BETHLEHEM, ALBANY COUNTY. A626	TAP LG URBAN 06/2023 LOCAL 06/2023 TAP LG URBAN 06/2023 LOCAL 06/2023 TAP LG URBAN 01/2024 LOCAL 01/2024 TAP LG URBAN 01/2024 LOCAL 01/2024 TAP LG URBAN 01/2024 LOCAL 01/2024	0.101 0.025 0.214 0.053 0.240 0.058 1.006 0.250 0.010 0.003	DETLDES DETLDES PRELDES PRELDES CONINSP CONINSP CONST CONST ROWACQU ROWACQU		0.101 0.025 0.214 0.053 0.240 0.058 1.006 0.250 0.010 0.003					
AQC:C2	ALBANY TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.960		0.000	0.393	1.567	0.000	0.000	0.000	0.000
TN OF CLIFTON PARK 176247 SAFETY <Exempt>	DESIGN ONLY, CONSTRUCT ROUNDABOUTS AT RT 146/MILLER RD AND TANNER RD AND RT 146/WAITE ROAD INTERSECTIONS, TOWN OF CLIFTON PARK, SARATOGA COUNTY. SA346 THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.	HSIP 06/2024 LOCAL 06/2024 HSIP 06/2024 LOCAL 06/2024	0.225 0.025 0.225 0.025	DETLDES DETLDES PRELDES PRELDES			0.225 0.025 0.225 0.025				
AQC:D1	SARATOGA TPC: < \$0.75 M	TOTAL 5YR COST :	0.500		0.000	0.000	0.500	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
TN of East Greenbush 176248 BIKE/PED <Exempt>	DESIGN ONLY, CONSTRUCT MULTIUSE PATH AND ASSOCIATED BICYCLE AND PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS, GILLIGAN RD FROM COLUMBIA TURNPIKE / US 9 & 20 TO HAYS ROAD, TOWN OF EAST GREENBUSH, RENSSELAER COUNTY. R352	STBG FLEX 06/2024 LOCAL 06/2024	0.229 0.057	PRELDES PRELDES			0.229 0.057					
AQC:C2	RENSSELAER	TPC: <\$0.75 M	TOTAL 5YR COST :	0.286		0.000	0.000	0.286	0.000	0.000	0.000	0.000
TN OF GLENVILLE 176249 BIKE/PED <Exempt>	CONSTRUCT A MULTI-USE PATH ALONG FREEMANS BRIDGE RD FROM NORTH OF DUTCH MEADOW LN TO AIRPORT RD AND INSTALL ON-ROAD SHARED USE LANES ALONG AIRPORT RD, TOWER RD, TECH PARK RD, AND RUBY CHASE RD, TOWN OF GLENVILLE, SCHENECTADY COUNTY. S285	STBG FLEX 09/2023 LOCAL 09/2023 STATE 09/2023 STBG FLEX 04/2023 LOCAL 04/2023 STATE 04/2023 STBG FLEX 09/2023 LOCAL 09/2023 STATE 09/2023 STBG FLEX 05/2023 LOCAL 05/2023 STATE 05/2023 STBG FLEX 06/2024 LOCAL 06/2024 STATE 06/2024 STBG FLEX 06/2024 LOCAL 06/2024 STATE 06/2024	0.078 0.005 0.015 0.078 0.005 0.015 0.083 0.005 0.016 0.083 0.005 0.016 0.087 0.005 0.016 0.871 0.055 0.164	DETLDES DETLDES DETLDES PRELDES PRELDES PRELDES ROWACQU ROWACQU ROWACQU ROWINCD ROWINCD ROWINCD CONINSP CONINSP CONINSP CONST CONST CONST		0.078 0.005 0.015 0.078 0.005 0.015 0.083 0.005 0.016 0.083 0.005 0.016 0.087 0.005 0.016 0.871 0.055 0.164						
AQC:C2	SCHENECTADY	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.602		0.000	0.404	1.198	0.000	0.000	0.000	0.000
TN of Halfmoon 176250 INTER <Exempt>	DESIGN ONLY, CONSTRUCT ROUNDABOUT AT RT 236 AND GUIDEBOARD ROAD (CR 94) AND CONSTRUCT THROUGH LANE ALONG RT 236 FROM GUIDEBOARD RD TO RT 9, TOWN OF HALFMOON, SARATOGA COUNTY. SA 347	STBG FLEX 06/2023 LOCAL 06/2023 STBG FLEX 06/2023 LOCAL 06/2023	0.200 0.050 0.200 0.050	DETLDES DETLDES PRELDES PRELDES		0.200 0.050 0.200 0.050						
AQC:D1	SARATOGA	TPC: <\$0.75 M	TOTAL 5YR COST :	0.500		0.000	0.500	0.000	0.000	0.000	0.000	0.000
TN of Malta 176251 INTER <Exempt>	DESIGN ONLY, CONSTRUCT NEW ROUNDABOUT AND PEDESTRIAN FACILITIES AT EAST LINE ROAD AND ROUTE 67, TOWN OF MALTA, SARATOGA COUNTY. SA348	STBG FLEX 06/2024 LOCAL 06/2024	0.800 0.200	PRELDES PRELDES			0.800 0.200					
AQC:D1	SARATOGA	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.000		0.000	0.000	1.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
TN of Wilton 176252 INTER <Exempt>	DESIGN ONLY, CONSTRUCT A PAIR OF ROUNDAABOUTS AT THE RT 50 / OLD GICK RD / INGERSOLL RD INTERSECTION AND THE RT 50 / JONES RD INTERSECTION AND CONSTRUCT A NORTHBODU TRAVEL LANE ON RT50 FROM OLD GICK RD TO JONES RD, TOWN OF WILTON, SARATOGA COUNTY. SA349	STBG FLEX 06/2023 LOCAL 06/2023 STBG FLEX 06/2023 LOCAL 06/2023	0.200 0.050 0.200 0.050	DETLDES DETLDES PRELDES PRELDES		0.200 0.050 0.200 0.050					
AQC:D1	SARATOGA	TPC: <\$0.75 M	TOTAL 5YR COST :		0.000	0.500	0.000	0.000	0.000	0.000	0.000
TN of Wilton 176253 TRAFFIC <Exempt>	CONSTRUCT 2 SINGLE LANE ROUNDAABOUTS AT THE INTERSECTIONS OF NORTHERN PINES RD / CARR RD AND CARR RD / JONES RD, INSTALL A MULTI-USE PATH ALONG CARR RD FROM NORTHERN PINES RD TO JONES RD, INSTALL A MULTI-USE PATH ALONG JONES ROAD FROM FROM CARR RD TO JODI LN, TOWN OF WILTON, SARATOGA COUNTY. SA350	TAP LG URBAN 08/2024 LOCAL 08/2024 TAP LG URBAN 04/2024 LOCAL 04/2024 TAP LG URBAN 08/2024 LOCAL 08/2024 TAP LG URBAN 04/2024 LOCAL 04/2024 TAP LG URBAN 01/2026 LOCAL 01/2026 STBG FLEX 01/2026 LOCAL 01/2026 TAP LG URBAN 01/2026 LOCAL 01/2026	0.160 0.040 0.160 0.040 0.056 0.014 0.031 0.008 0.178 0.044 0.657 0.164 1.778 0.444	DETLDES DETLDES PRELDES PRELDES ROWACQU ROWACQU ROWINCD ROWINCD CONINSP CONINSP CONST CONST CONST CONST			0.160 0.040 0.160 0.040 0.056 0.014 0.031 0.008		0.178 0.044 0.657 0.164 1.778 0.444		
AQC:D1	SARATOGA	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :		0.000	0.000	0.509	0.000	3.265	0.000	0.000
VIL OF GREEN ISLAND 176254 RECON <Exempt>	RECONSTRUCT ARCH STREET AND INSTALL NEW SIDEWALKS FROM HUDSON AVE TO DUDLEY AVE, VILLAGE OF GREEN ISLAND, ALBANY COUNTY. A627	STBG LG URB 08/2023 LOCAL 08/2023 STBG LG URB 08/2023 LOCAL 08/2023 STBG LG URB 06/2023 LOCAL 06/2023 STBG LG URB 01/2023 LOCAL 01/2023	0.143 0.036 1.438 0.359 0.044 0.011 0.044 0.011	CONINSP CONINSP CONST CONST DETLDES DETLDES PRELDES PRELDES		0.143 0.036 1.438 0.359 0.044 0.011 0.044 0.011					
AQC:A10	ALBANY	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :		0.000	2.086	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022							
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027	
AQ CODE	COUNTY	TOTAL PROJECT COST										
CITY OF TROY 176255 INTER <Exempt>	RECONSTRUCT RIVER / FERRY ST INTERSECTION AND ELIMINATE RAMPS TO AND FROM CONGRESS ST BRIDGE, CITY OF TROY, RENSSELAER COUNTY. R353	STBG LG URB 01/2023 LOCAL 01/2023 STBG LG URB 01/2023 LOCAL 01/2023 STBG LG URB 01/2023 LOCAL 01/2023 STBG LG URB 01/2023 LOCAL 01/2023 STBG LG URB 01/2027 LOCAL 01/2027 STBG LG URB 01/2027 LOCAL 01/2027	0.270 0.066 0.270 0.066 0.008 0.002 0.008 0.002 0.299 0.075 2.990 0.748	DETLDES DETLDES PRELDES PRELDES ROWACQU ROWACQU ROWINCD ROWINCD CONINSP CONINSP CONST CONST		0.270 0.066 0.270 0.066 0.008 0.002 0.008 0.002					0.299 0.075 2.990 0.748	
AQC:D1	RENSSELAER	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	4.804		0.000	0.692	0.000	0.000	0.000	4.112	0.000
NYSDOT 181102 TRAFFIC <Exempt>	FUNDING TMC OPERATIONS ENGINEERING AND ITS SUPPORT FROM 5/1/22 TO 10/31/22 (REPLACED PIN 180949). RG37A	NHPP 04/2022 SDF 04/2022 NHPP 01/2023 SDF 01/2023 NHPP 01/2024 SDF 01/2024 NHPP 01/2025 SDF 01/2025 NHPP 01/2026 SDF 01/2026	0.000 0.000 2.080 0.520 2.080 0.520 2.240 0.560 2.240 0.560	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC	0.600 0.150	2.080 0.520	2.080 0.520	2.240 0.560	2.240 0.560			
AQC:A7P	MULTI	TPC: \$9.5-15.5 M	TOTAL 5YR COST :	10.800		0.750	2.600	2.600	2.800	2.800	0.000	0.000
NYSDOT 181104 TRAFFIC <Exempt>	HIGHWAY EMERGENCY LOCAL PATROL (HELP) PROGRAM 2022-2023, 2023-2024, 2024-2025 PROVIDES ASSISTANCE TO STRANDED MOTORISTS ON SELECTED PORTIONS OF INTERSTATE ROADS IN THE CAPITAL DISTRICT RG37	NHPP 01/2023 SDF 01/2023 NHPP 01/2024 SDF 01/2024 NHPP 01/2025 SDF 01/2025 NHPP 01/2026 SDF 01/2026	0.520 0.130 0.520 0.130 0.520 0.130 0.520 0.130	MISC MISC MISC MISC MISC MISC MISC MISC		0.520 0.130	0.520 0.130	0.520 0.130	0.520 0.130			
AQC:A7P	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :	2.600		0.000	0.650	0.650	0.650	0.650	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYS DOT 181142 TRAFFIC <Exempt>	S274	INSTALL OVERHEIGHT VEHICLE DETECTION SYSTEM AT THE CSX RAILROAD BRIDGE OVER GLENRIDGE ROAD (RT 914V). PROJECT WILL INCLUDE AN ELECTRONIC DETECTION AND ACTIVE WARNING SYSTEM, AS WELL AS A VEHICLE TURNAROUND AREA OR DIVERSION ROUTE. PROJECT LOCATION IS FROM ROUTE 146 TO MAPLE AVE.	STBG LG URB 07/2022	0.000	CONINSP	0.240					
			SDF 07/2022	0.000	CONINSP	0.060					
			STBG LG URB 07/2022	0.000	CONST	0.960					
			SDF 07/2022	0.000	CONST	0.240					
			STBG LG URB 06/2022	0.000	DETLDES	0.080					
			SDF 06/2022	0.000	DETLDES	0.020					
			STBG LG URB 01/2022	0.000	PRELDES	0.080					
			SDF 01/2022	0.000	PRELDES	0.020					
AQC:A2	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000	1.700	0.000	0.000	0.000	0.000	0.000	0.000
CDTA 182048 TRANSIT <Exempt>	PURCHASE OR LEASE TRANSIT BUSES IN A MANNER TO MAINTAIN EXISTING SERVICE LEVELS. T17	FTA 5307 01/2023	11.530	MISC		11.530					
		LOCAL 01/2023	2.883	MISC		2.883					
		FTA 5339 01/2023	1.350	MISC		1.350					
		LOCAL 01/2023	0.337	MISC		0.337					
		FTA 5307 01/2024	11.500	MISC			11.500				
		LOCAL 01/2024	2.875	MISC			2.875				
		FTA 5339 01/2024	1.380	MISC			1.380				
		LOCAL 01/2024	0.345	MISC			0.345				
		FTA 5307 01/2025	11.549	MISC				11.549			
		LOCAL 01/2025	2.887	MISC				2.887			
		FTA 5339 01/2025	1.412	MISC				1.412			
		LOCAL 01/2025	0.353	MISC				0.353			
		FTA 5307 01/2026	11.715	MISC					11.715		
		LOCAL 01/2026	2.929	MISC					2.929		
		FTA 5339 01/2026	1.445	MISC					1.445		
		LOCAL 01/2026	0.361	MISC					0.361		
		FTA 5307 01/2027	11.682	MISC						11.682	
		LOCAL 01/2027	2.920	MISC						2.920	
		FTA 5339 01/2027	1.478	MISC						1.478	
		LOCAL 01/2027	0.369	MISC						0.369	
AQC:B10P	MULTI	TPC: \$70-\$130 M	TOTAL 5YR COST :	81.300	0.000	16.100	16.100	16.201	16.450	16.449	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
CDTA 182118 TRANSIT <Exempt>	PASSENGER FACILITY IMPROVEMENTS AT VARIOUS LOCATIONS IMPROVEMENTS AND ADDITIONS TO PASSENGER AMENITIES INCLUDING REPAIR, UPGRADE AND REPLACEMENT OF BUS SHELTERS AND BUS STOP SIGNAGE. T11	FTA 5307 01/2023 LOCAL 01/2023 FTA 5307 01/2024 LOCAL 01/2024 FTA 5307 01/2025 LOCAL 01/2025 FTA 5307 01/2026 LOCAL 01/2026 FTA 5307 01/2027 LOCAL 01/2027	0.160 0.040 0.160 0.040 0.160 0.040 0.160 0.040 0.160 0.040	MISC MISC MISC MISC MISC MISC MISC MISC		0.160 0.040	0.160 0.040	0.160 0.040	0.160 0.040	0.160 0.040	
AQC:B8P	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	1.000	0.000	0.200	0.200	0.200	0.200	0.200	0.000
CDTA 182180 TRANSIT <Exempt>	TRANSIT SUPPORT VEHICLES REPLACEMENT OF NON-REVENUE SUPPORT VEHICLES FOR SUPERVISORY AND MAINTENANCE USE, T16	FTA 5307 01/2023 LOCAL 01/2023 FTA 5307 01/2024 LOCAL 01/2024 FTA 5307 01/2025 LOCAL 01/2025 FTA 5307 01/2026 LOCAL 01/2026 FTA 5307 01/2027 LOCAL 01/2027	0.240 0.060 0.240 0.060 0.240 0.060 0.240 0.060 0.240 0.060	MISC MISC MISC MISC MISC MISC MISC MISC		0.240 0.060	0.240 0.060	0.240 0.060	0.240 0.060	0.240 0.060	
AQC:B2P	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	1.500	0.000	0.300	0.300	0.300	0.300	0.300	0.000
NYSDOT 182475 TRANSIT <Exempt>	2 REPLACEMENT VEHICLES AND 1 NEW VEHICLE FOR NYSARC, INC. SARATOGA COUNTY CHAPTER DBA SARATOGA BRIDGES. T141	FTA 5310 07/2022 LOCAL 07/2022	0.000 0.000	VEHEQUIP VEHEQUIP	0.280 0.070						
AQC:EXEMPT	SARATOGA	TPC: < \$0.75 M	TOTAL 5YR COST :	0.000	0.350	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 182476 TRANSIT <Exempt>	1 REPLACEMENT VEHICLE FOR ST. PETERS HOSPITAL FOUNDATION DBA SCHUYLER RIDGE HEALTHCARE. T142	FTA 5310 07/2022 LOCAL 07/2022	0.000 0.000	VEHEQUIP VEHEQUIP	0.063 0.015						
AQC:EXEMPT	SARATOGA	TPC: < \$0.75 M	TOTAL 5YR COST :	0.000	0.078	0.000	0.000	0.000	0.000	0.000	0.000
NYSDOT 182477 TRANSIT <Exempt>	1 REPLACEMENT VEHICLE FOR SUNNYVIEW HOSPITAL AND REHABILITATION CENTER. T143	FTA 5310 07/2022 LOCAL 07/2022	0.000 0.000	VEHEQUIP VEHEQUIP	0.063 0.016						
AQC:EXEMPT	SARATOGA	TPC: < \$0.75 M	TOTAL 5YR COST :	0.000	0.079	0.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT 182478 TRANSIT <Exempt>	2 REPLACEMENT VEHICLES FOR NORTHEAST HEALTH FOUNDATION DBA EDDY SENIOR CARE CONNECTIONS. T144	FTA 5310 07/2022 LOCAL 07/2022	0.000 0.000	VEHEQUIP VEHEQUIP	0.125 0.031						
AQC:EXEMPT	SCHENECTADY	TPC: <\$0.75 M	TOTAL 5YR COST :	0.000		0.156	0.000	0.000	0.000	0.000	0.000
NYSDOT 182479 TRANSIT <Exempt>	6 REPLACEMENT VEHICLES AND 1 DISPATCH SYSTEM FOR CENTER FOR DISABILITY SERVICES INC. T145	FTA 5310 01/2022 LOCAL 01/2022	0.000 0.000	VEHEQUIP VEHEQUIP	0.839 0.210						
AQC:EXEMPT	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		1.049	0.000	0.000	0.000	0.000	0.000
NYSDOT 182480 TRAFFIC <Exempt>	2 REPLACEMENT VEHICLES AND 1 NEW VEHICLE FOR COLONIE SENIOR SERVICE CENTERS INC. T146	FTA 5310 07/2022 LOCAL 07/2022	0.000 0.000	VEHEQUIP VEHEQUIP	0.188 0.047						
AQC:EXEMPT	ALBANY	TPC: <\$0.75 M	TOTAL 5YR COST :	0.000		0.235	0.000	0.000	0.000	0.000	0.000
NYSDOT 182481 TRANSIT <Exempt>	1 REPLACEMENT VEHICLE FOR RENSSELAER COUNTY CHAPTER, NYSARC. INC T147	FTA 5310 07/2022 LOCAL 07/2022	0.000 0.000	VEHEQUIP VEHEQUIP	0.068 0.017						
AQC:EXEMPT	RENSSELAER	TPC: <\$0.75 M	TOTAL 5YR COST :	0.000		0.085	0.000	0.000	0.000	0.000	0.000
NYSDOT 194130 BRIDGE <Exempt>	ELEMENT SPECIFIC BRIDGE REPAIRS, WATER STREET OVER D&H RAILROAD BIN 1092920, CITY OF ALBANY, ALBANY COUNTY. A625	NHPP 07/2022 SDF 07/2022 NHPP 01/2023 SDF 01/2023 NHPP 01/2023 SDF 01/2023 SDF 01/2023	0.000 0.000 0.506 0.127 3.600 0.900 0.040	DETLDES DETLDES CONINSP CONINSP CONST CONST CONST	0.144 0.036		0.506 0.127 3.600 0.900 0.040				
AQC:A19	ALBANY	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.333		0.180	5.333	0.000	0.000	0.000	0.000
CDTA CDTA01 TRANSIT <Exempt>	DESIGN OF FUTURE CDTA TRANSIT FACILITIES TO ACCOMMODATE FUTURE GROWTH IN SERVICE AREA AND TRANSITION TO ZERO EMISSION BUSES. T138	FTA 5307 01/2022 LOCAL 01/2022	0.000 0.000	PRELDES PRELDES	0.800 0.200						
AQC:B11	MULTI	TPC: \$0.6-\$1.5 M	TOTAL 5YR COST :	0.000		1.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
CDTA CDTA02 TRANSIT <Exempt>	PURCHASE OF NEW TRANSIT RADIO EQUIPMENT TO ACCOMODATE GROWTH IN SERVICE AREA. T139	FTA 5307 01/2022 LOCAL 01/2022	0.000 0.000	VEHEQUIP VEHEQUIP	0.480 0.120						
AQC:B5	MULTI	TPC: <\$0.75 M	TOTAL 5YR COST :	0.000	0.600	0.000	0.000	0.000	0.000	0.000	0.000
CDTA CDTA03 TRANSIT <Exempt>	PURCHASE OF NEW FLEX VEHICLES FOR MICRO-TRANSIT USE. T140	FTA 5307 01/2022 LOCAL 01/2022	0.000 0.000	VEHEQUIP VEHEQUIP	0.448 0.112						
AQC:B10	MULTI	TPC: <\$0.75 M	TOTAL 5YR COST :	0.000	0.560	0.000	0.000	0.000	0.000	0.000	0.000
CDTA CDTC08 TRANSIT <Exempt>	TRANSIT OPERATIONS SUPPORT FOR SARATOGA SERVICE: PREVENTIVE MAINTENANCE & OPERATING ASSISTANCE SECTION 5307-SAR 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%. TOA FUNDING BEYOND YEAR 1 IS ESTIMATED. T14B	FTA 5307 01/2023 LOCAL 01/2023 FTA 5307 01/2024 LOCAL 01/2024 FTA 5307 01/2025 LOCAL 01/2025 FTA 5307 01/2026 LOCAL 01/2026 FTA 5307 01/2027 LOCAL 01/2027	1.458 0.364 1.491 0.373 1.526 0.381 1.561 0.390 1.596 0.399	MISC MISC MISC MISC MISC MISC MISC MISC		1.458 0.364	1.491 0.373	1.526 0.381	1.561 0.390	1.596 0.399	
AQC:B1P	SARATOGA	TPC: \$7.5-\$12 M	TOTAL 5YR COST :	9.539	0.000	1.822	1.864	1.907	1.951	1.995	0.000
CDTA CDTC108 TRANSIT <Exempt>	TDM MULTIMODAL IMPLEMENTATION INCLUDES: GUARANTEED RIDE HOME PROGRAM, TRANSIT PASS SUBSIDIES, PARK & RIDE LEASES, TRY TRANSIT, CAPITAL CARSHARE, AND THE REGIONAL BIKESHARE NETWORK. THE LOCAL FUNDS REPRESENT A CDTA COMMITTMENT TO MAKING UP FOR THE SAME AMOUNT FUNDING MOVED FROM T108 TO T57 BY AMENDMENT. TRANSFER TO FTA	LOCAL 05/2022 STBG FLEX 05/2022 LOCAL 05/2022	0.000 0.000 0.000	PRELDES PRELDES PRELDES	1.380 0.336 0.084						
AQC:C1	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	0.000	1.800	0.000	0.000	0.000	0.000	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
CDTA CDTC136 TRANSIT <Exempt>	BUS RAPID TRANSIT EXPANSION STUDY THIS STUDY WILL IDENTIFY MULTIPLE CORRIDORS AROUND THE REGION FOR THE EXPANSION OF CDTA'S BUS RAPID TRANSIT SYSTEM AND PERFORM CONCEPTUAL DESIGN WORK AT A SUFFICIENT LEVEL OF DETAIL TO ENTER PROJECT DEVELOPMENT UNDER THE FEDERAL TRANSIT ADMINISTRATION'S CAPITAL INVESTMENT GRANTS (CIG) PROGRAM. TRANSFER TO FTA ALBANY, RENSSELAER, SARATOGA AND SCHENECTADY COUNTIES	STBG FLEX 01/2022 LOCAL 01/2022	0.000 0.000	SCOPING SCOPING	0.280 0.070						
AQC:C3	MULTI	TPC: <\$0.75 M	TOTAL 5YR COST :		0.350	0.000	0.000	0.000	0.000	0.000	0.000
CDTA CDTC137 TRANSIT <Exempt>	BUSPLUS RED LINE UPGRADES UPGRADES INCLUDE 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. TRANSFER TO FTA THIS IS FUNDED AS A DRAW DOWN ON CDTC131 ALBANY AND SCHENECTADY COUNTIES	NHPP 05/2022 LOCAL 05/2022 NHPP 05/2022 LOCAL 05/2022 NHPP 05/2022 LOCAL 05/2022 STBG FLEX 05/2022 LOCAL 05/2022	0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000	CONINSP CONINSP CONST CONST DETLDES DETLDES MISC MISC	0.528 0.132 4.000 1.000 0.906 0.227 4.048 1.012						
AQC:B5,B7,B10	MULTI	TPC: \$26-\$40 M	TOTAL 5YR COST :		11.853	0.000	0.000	0.000	0.000	0.000	0.000
CDTA CDTC20 TRANSIT <Exempt>	CAPITAL COST OF CONTRACTING FOR COMMUTER SERVICE IN THE CAPITAL DISTRICT TO POINTS NORTH, WEST AND SOUTH THE SUB-RECIPIENT FOR FUNDS IS CURRENTLY ADIRONDACK TRAILWAYS T77	FTA 5307 01/2023 LOCAL 01/2023 FTA 5307 01/2024 LOCAL 01/2024 FTA 5307 01/2025 LOCAL 01/2025 FTA 5307 01/2026 LOCAL 01/2026 FTA 5307 01/2027 LOCAL 01/2027	0.480 0.120 0.480 0.120 0.480 0.120 0.480 0.120 0.480 0.120	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC		0.480 0.120	0.480 0.120	0.480 0.120	0.480 0.120	0.480 0.120	
AQC:B10P	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :		0.000	0.600	0.600	0.600	0.600	0.600	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
CDTA CDTC31 TRANSIT <Non-Exempt>	BUS RAPID TRANSIT IMPLEMENTATION, DRAWDOWNS FROM THESE BLOCK FUNDS MUST CONSIST OF A NEW TIP PROJECT, RG131 BLOCK FUNDS	NHPP 08/2022 LOCAL 08/2022 STBG FLEX 08/2022 LOCAL 08/2022 STBG LG URB 08/2023 LOCAL 08/2023 STBG LG URB 01/2024 LOCAL 01/2024 STBG LG URB 01/2025 LOCAL 01/2025 STBG LG URB 01/2026 LOCAL 01/2026 STBG LG URB 01/2027 LOCAL 01/2027	0.000 0.000 0.000 0.000 2.200 0.550 3.000 0.750 3.000 0.750 3.000 0.750 3.000 0.750	MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC MISC	2.390 0.597 0.207 0.052	2.200 0.550	3.000 0.750	3.000 0.750	3.000 0.750	3.000 0.750	
AQC:NON	ALBANY	TPC: \$15-\$25 M	TOTAL 5YR COST :	17.750	3.246	2.750	3.750	3.750	3.750	3.750	0.000
CDTC CDTC33 SAFETY <Exempt>	BLOCK OF FUNDS FOR NEW HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS DRAWDOWNS FROM THIS SET-ASIDE MUST CONSIST OF A NEW TIP PROJECT RG146	HSIP 01/2027 LOCAL 01/2027	3.908 0.434	MISC MISC						3.908 0.434	
AQC:EXEMPT	MULTI	TPC: \$3.3-\$5.6 M	TOTAL 5YR COST :	4.342	0.000	0.000	0.000	0.000	0.000	4.342	0.000
NYSDOT RG133X SAFETY <Exempt>	BLOCK OF FUNDS FOR NYSDOT GUIDERAIL REPLACEMENT MULTI-SITE PROGRAM RG133 WILL BE SHOWN IN MULTIPLE PINS ON THE STIP	NHPP 01/2024 SDF 01/2024 NHPP 01/2025 SDF 01/2025 NHPP 01/2026 SDF 01/2026	0.550 0.137 0.551 0.137 0.551 0.137	MISC MISC MISC MISC MISC MISC		0.550 0.137	0.551 0.137	0.551 0.137			
AQC:A9	MULTI	TPC: \$1.2-\$2.5 M	TOTAL 5YR COST :	2.063	0.000	0.000	0.687	0.688	0.688	0.000	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYS DOT RG134X BRIDGE <Exempt>	BLOCK OF FUNDS FOR NYS DOT MISCELLANEOUS BRIDGE PRESERVATION MULTI-SITE PROGRAM RG134 WILL BE SHOWN IN MULTIPLE PINS ON THE STIP	NHPP 01/2023	4.000	MISC		4.000					
		SDF 01/2023	1.000	MISC		1.000					
		NHPP 01/2024	5.600	MISC			5.600				
		SDF 01/2024	1.400	MISC			1.400				
		NHPP 01/2025	7.200	MISC				7.200			
		SDF 01/2025	1.800	MISC				1.800			
		NHPP 01/2026	8.400	MISC					8.400		
		SDF 01/2026	2.100	MISC					2.100		
		NHPP 01/2027	8.400	MISC						8.400	
		SDF 01/2027	2.100	MISC						2.100	
AQC:A19	MULTI	TPC: \$32-\$50 M	TOTAL 5YR COST :	42.000	0.000	5.000	7.000	9.000	10.500	10.500	0.000
NYS DOT RG135X MISC <Exempt>	BLOCK OF FUNDS FOR NYS DOT CULVERT REPLACEMENT MULTI-SITE PROGRAM RG135 WILL BE SHOWN IN MULTIPLE PINS ON THE STIP	NHPP 01/2023	0.750	MISC		0.750					
		SDF 01/2023	0.188	MISC		0.188					
		NHPP 01/2024	0.750	MISC			0.750				
		SDF 01/2024	0.188	MISC			0.188				
		NHPP 01/2025	0.460	MISC				0.460			
		SDF 01/2025	0.115	MISC				0.115			
		STBG FLEX 01/2025	0.260	MISC				0.260			
		SDF 01/2025	0.065	MISC				0.065			
		NHPP 01/2026	0.460	MISC					0.460		
		SDF 01/2026	0.115	MISC					0.115		
		STBG FLEX 01/2026	0.540	MISC					0.540		
		SDF 01/2026	0.134	MISC					0.134		
		NHPP 01/2027	0.460	MISC						0.460	
		SDF 01/2027	0.115	MISC						0.115	
		STBG FLEX 01/2027	0.460	MISC						0.460	
		SDF 01/2027	0.115	MISC						0.115	
AQC:A2	MULTI	TPC: \$4.6-\$7.5 M	TOTAL 5YR COST :	5.175	0.000	0.938	0.938	0.900	1.249	1.150	0.000
NYS DOT RG136XX CONST <Exempt>	BLOCK OF FUNDS FOR NYS DOT MISCELLANEOUS PAVEMENT PRESERVATION MULTI-SITE PROGRAM RG136 WILL BE SHOWN IN MULTIPLE PINS ON THE STIP	NHPP 01/2023	1.760	MISC		1.760					
		SDF 01/2023	0.440	MISC		0.440					
		NHPP 01/2024	2.000	MISC			2.000				
		SDF 01/2024	0.500	MISC			0.500				
		NHPP 01/2025	2.000	MISC				2.000			
		SDF 01/2025	0.500	MISC				0.500			
		NHPP 01/2026	2.080	MISC					2.080		
		SDF 01/2026	0.520	MISC					0.520		
		NHPP 01/2027	2.011	MISC						2.011	
		SDF 01/2027	0.503	MISC						0.503	
AQC:A10	MULTI	TPC: \$9.5-15.5 M	TOTAL 5YR COST :	12.314	0.000	2.200	2.500	2.500	2.600	2.514	0.000

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AGENCY PIN WORKTYPE <AQ STATUS>	PROJECT DESCRIPTION	FUND SOURCES & OBLIGATION DATE	TOTAL 5-YEAR PROGRAM in millions of dollars	PHASE	5-YEAR PROGRAM (FFY) Starting October 01, 2022						
					PRE FFY 2023	FFY 2023	FFY 2024	FFY 2025	FFY 2026	FFY 2027	POST FFY 2027
AQ CODE	COUNTY	TOTAL PROJECT COST									
NYSDOT RG142X MISC <Exempt>	BLOCK OF FUNDS FOR NYSDOT OVERHEAD SIGN REPLACEMENT MULTI-SITE PROGRAM RG142 WILL BE SHOWN IN MULTIPLE PINS ON THE STIP	NHPP 01/2023	1.689	MISC		1.689					
		SDF 01/2023	0.422	MISC		0.422					
		NHPP 01/2024	1.520	MISC			1.520				
		SDF 01/2024	0.380	MISC			0.380				
		NHPP 01/2025	1.600	MISC				1.600			
		SDF 01/2025	0.400	MISC				0.400			
		NHPP 01/2026	1.600	MISC					1.600		
		SDF 01/2026	0.400	MISC					0.400		
		NHPP 01/2027	1.545	MISC						1.545	
		SDF 01/2027	0.386	MISC						0.386	
AQC:C13	MULTI	TPC: \$7.5-\$12 M	TOTAL 5YR COST :	9.942	0.000	2.111	1.900	2.000	2.000	1.931	0.000
NYSDOT RG15XX SAFETY <Exempt>	BLOCK OF FUNDS FOR NYSDOT DURABLE PAVEMENT MARKINGS MULTI-SITE PROJECT RG15 WILL BE SHOWN IN MULTIPLE PINS ON THE STIP	NHPP 01/2023	1.440	MISC		1.440					
		SDF 01/2023	0.360	MISC		0.360					
		NHPP 01/2024	1.440	MISC			1.440				
		SDF 01/2024	0.360	MISC			0.360				
		NHPP 01/2025	1.535	MISC				1.535			
		SDF 01/2025	0.384	MISC				0.384			
		NHPP 01/2026	1.535	MISC					1.535		
		SDF 01/2026	0.384	MISC					0.384		
		NHPP 01/2027	1.440	MISC						1.440	
		SDF 01/2027	0.360	MISC						0.360	
AQC:A11	MULTI	TPC: \$7.5-\$12 M	TOTAL 5YR COST :	9.238	0.000	1.800	1.800	1.919	1.919	1.800	0.000
NYSDOT RG23XX TRAFFIC <Exempt>	BLOCK OF FUNDS FOR NYSDOT TRAFFIC SIGNAL REPLACEMENT MULTI-SITE PROGRAM RG23 WILL BE SHOWN IN MULTIPLE PINS ON THE STIP	NHPP 01/2023	0.280	MISC		0.280					
		SDF 01/2023	0.070	MISC		0.070					
		STBG FLEX 01/2023	0.500	MISC		0.500					
		SDF 01/2023	0.125	MISC		0.125					
		NHPP 01/2025	0.280	MISC				0.280			
		SDF 01/2025	0.070	MISC				0.070			
		STBG FLEX 01/2026	0.280	MISC					0.280		
		SDF 01/2026	0.070	MISC					0.070		
		NHPP 01/2027	0.280	MISC						0.280	
		SDF 01/2027	0.070	MISC						0.070	
		STBG FLEX 01/2027	0.280	MISC						0.280	
		SDF 01/2027	0.070	MISC						0.070	
AQC:D2	MULTI	TPC: \$2-\$4 M	TOTAL 5YR COST :	2.375	0.000	0.975	0.000	0.350	0.350	0.700	0.000

SECTION VI -

APPENDICES