



CAPITAL REGION

**Transportation
Council**

**DRAFT 2025-2030
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

FOR PUBLIC REVIEW

As approved by Policy Board on March 6, 2025

DISCLAIMER

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RESOLUTIONS

RESOLUTION OF THE CAPITAL REGION TRANSPORTATION COUNCIL TO
APPROVE THE 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

PLACEHOLDER FOR RESOLUTION

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

PLACEHOLDER FOR RESOLUTION

DRAFT

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

PLACEHOLDER FOR RESOLUTION

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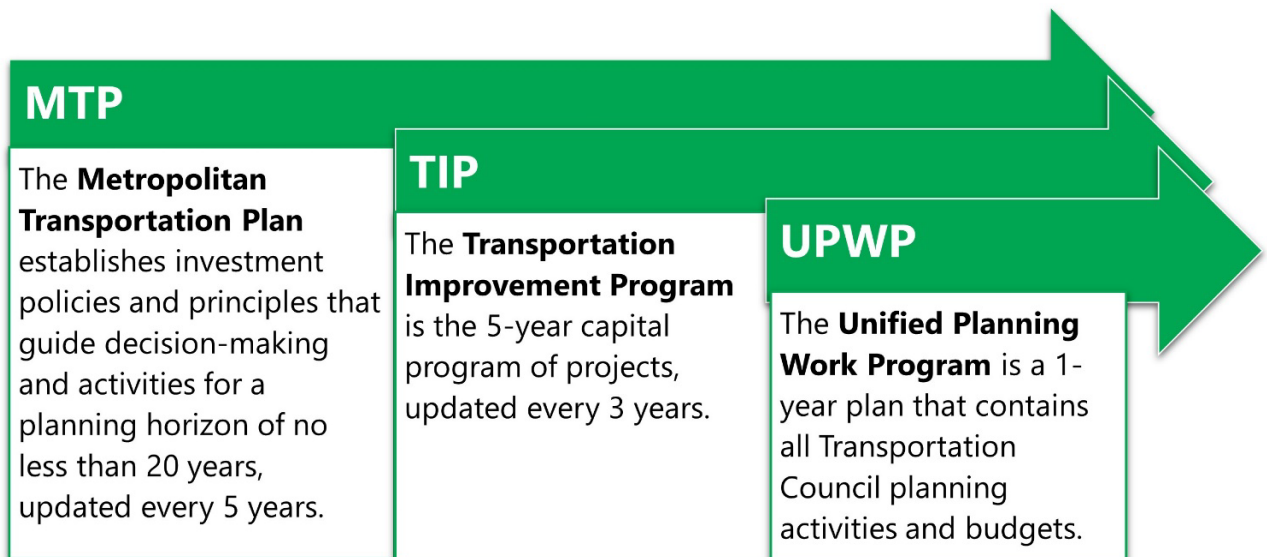
SECTION II
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INTRODUCTION

OVERVIEW OF THE CAPITAL REGION TRANSPORTATION COUNCIL

The Capital Region Transportation Council (Transportation Council) is the designated Metropolitan Planning Organization (MPO)¹ for the Albany-Schenectady and Saratoga Springs urbanized areas. The Transportation Council is responsible for fostering regional cooperation and coordination of planning activities in the counties of Albany, Rensselaer, Saratoga (except the Town of Moreau and the Village of South Glens Falls), and Schenectady. 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.

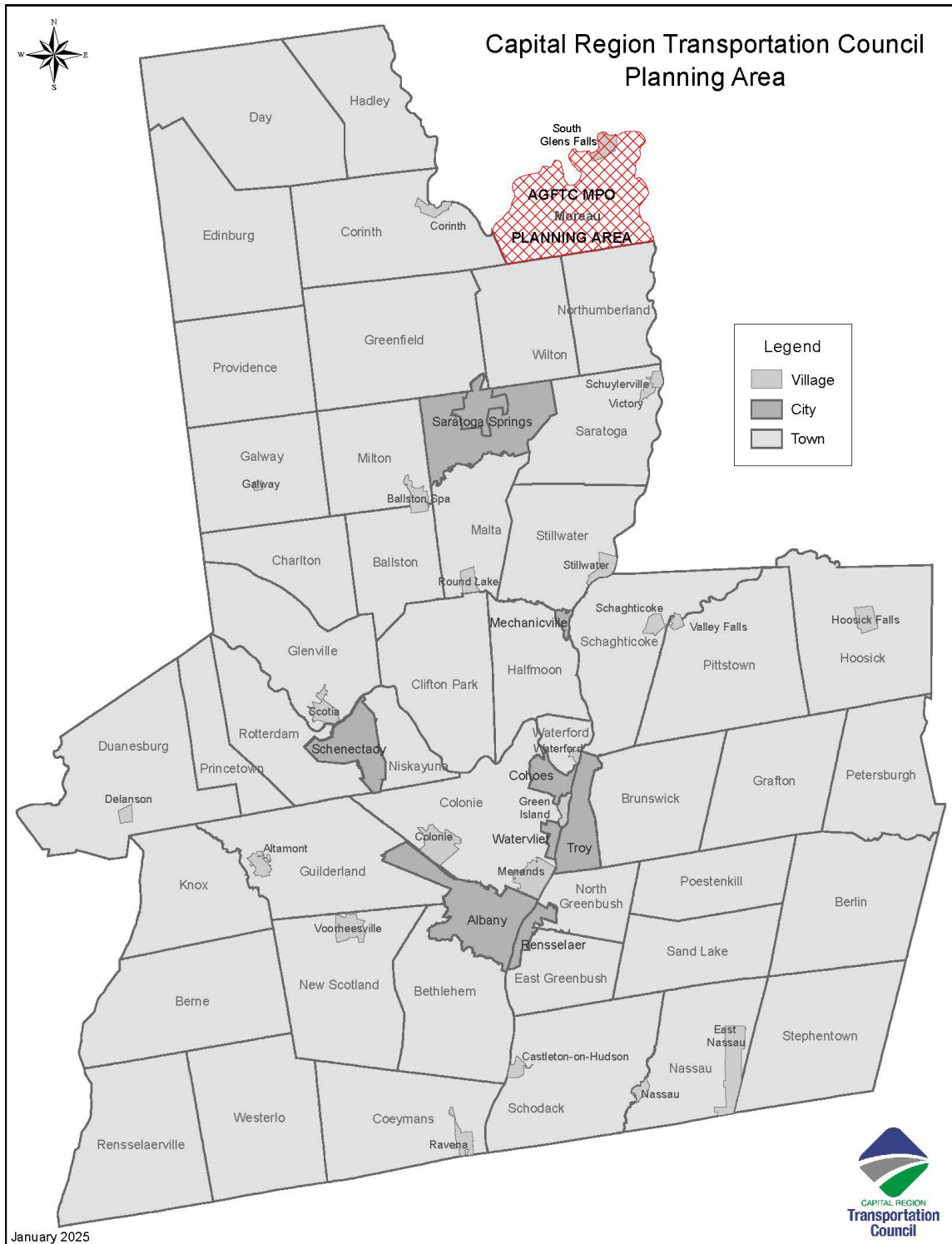
As the MPO, the Transportation Council is tasked with certain responsibilities in accordance with the most recent federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), (November 15, 2021) as well as 23 U.S.C. 134(k) and 49 U.S.C. 5303(k). In accordance with federal law, the Transportation Council is required to produce three major products: (1) Metropolitan Transportation Plan (MTP); (2) Transportation Improvement Program (TIP); and (3) Unified Planning Work Program (UPWP).

FIGURE 1 – TRANSPORTATION COUNCIL FEDERAL REQUIREMENTS



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

FIGURE 2 – CAPITAL REGION TRANSPORTATION COUNCIL PLANNING AREA



Transportation Council Structure

The Transportation Council's structure includes three key elements: the Policy Board, the Planning Committee, and the staff. A full list of current Policy Board and Planning Committee members can be found in Appendix O.

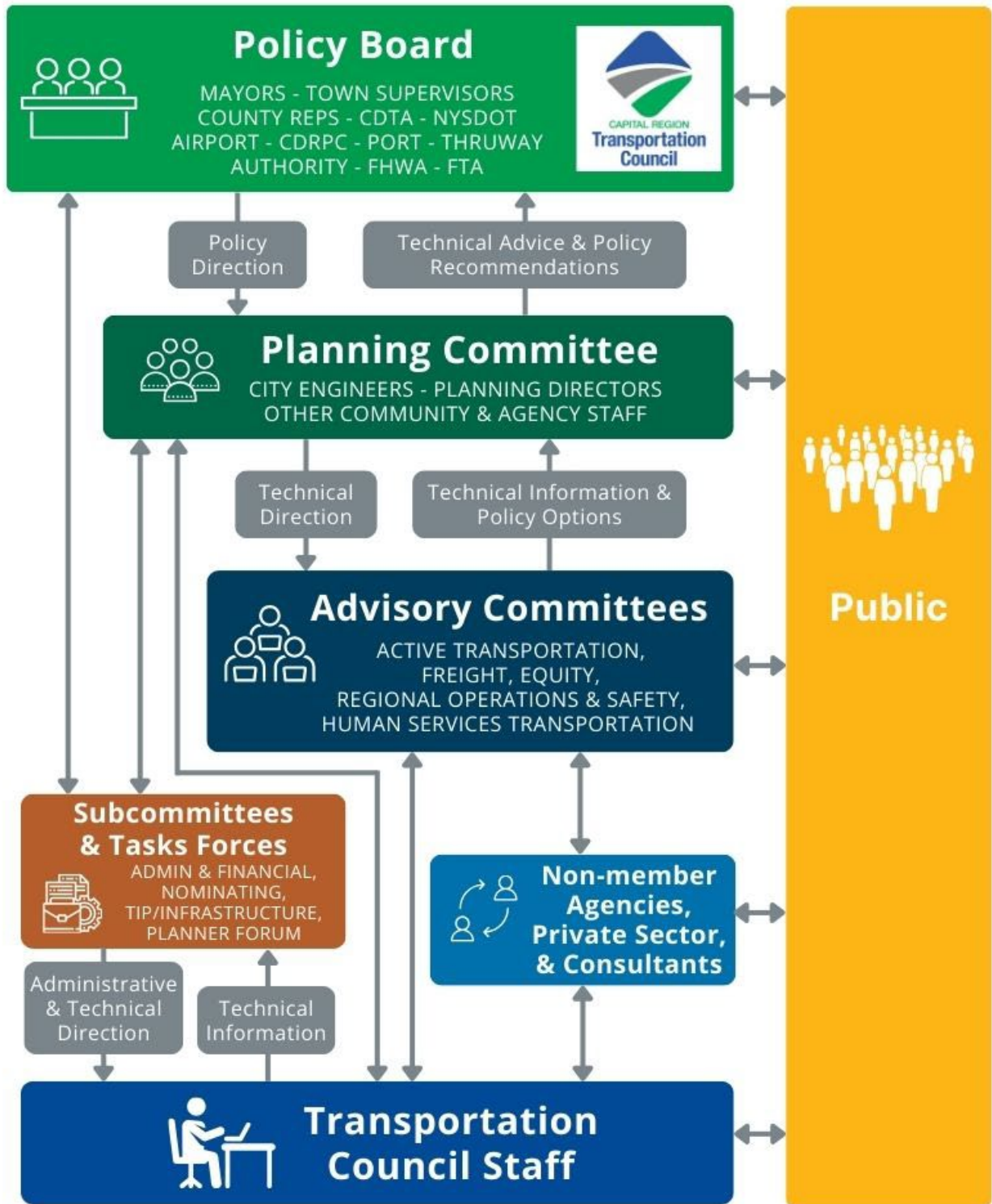
The Policy Board has the ultimate authority over the Transportation Council's actions. Policy Board members include elected and appointed officials from each of the region's eight cities, four counties, and all municipalities with 50,000 or more residents. The Policy Board also includes two town and 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 Policy Board. The Policy Board typically meets on a quarterly basis.

The Planning Committee is primarily composed of staff representatives designated by their Policy Board counterparts to represent them, such as a city engineer or a planning director. An at-large town or village representative is also appointed each year to serve on the Planning Committee to ensure smaller communities have a seat at the table. Many responsibilities are delegated to the Planning Committee by the Policy Board, including working with the Transportation Council's staff to develop recommendations about transportation plans, programs, and projects for the Policy Board to consider and act on. The Planning Committee typically meets eight times per year.

The Transportation Council's staff supports the Policy Board and the Planning Committee by doing the technical work needed to comply with federal requirements, to complete transportation planning tasks as approved in the Unified Planning Work Program, and by serving as resources to all communities in the Capital Region. The staff ensures broad public participation throughout the transportation planning process by providing access to Policy Board and Planning Committee meetings, and by inviting the public to directly participate in advisory committees.

The Transportation Council provides its members, non-member Capital Region communities, and the public with a forum to discuss local and regional transportation issues in support of the regional transportation planning process. Figure 3 illustrates the current structure of the Transportation Council.

FIGURE 3 – TRANSPORTATION COUNCIL 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 Transportation Council products are guided by this 30-year vision for a safer, more resilient, accessible, technologically advanced, and equitable transportation system. The plan 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. A series of short and long-range recommendations and actions were identified along with an innovative budget approach to support plan implementation. All projects included in the TIP must be consistent with the priorities of the MTP.

New Visions 2050 does not contain a list of capital projects the region expects to undertake over the next 30 years. The Transportation Council 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 transportation 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** – The Transportation Council’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.
- ◆ **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.

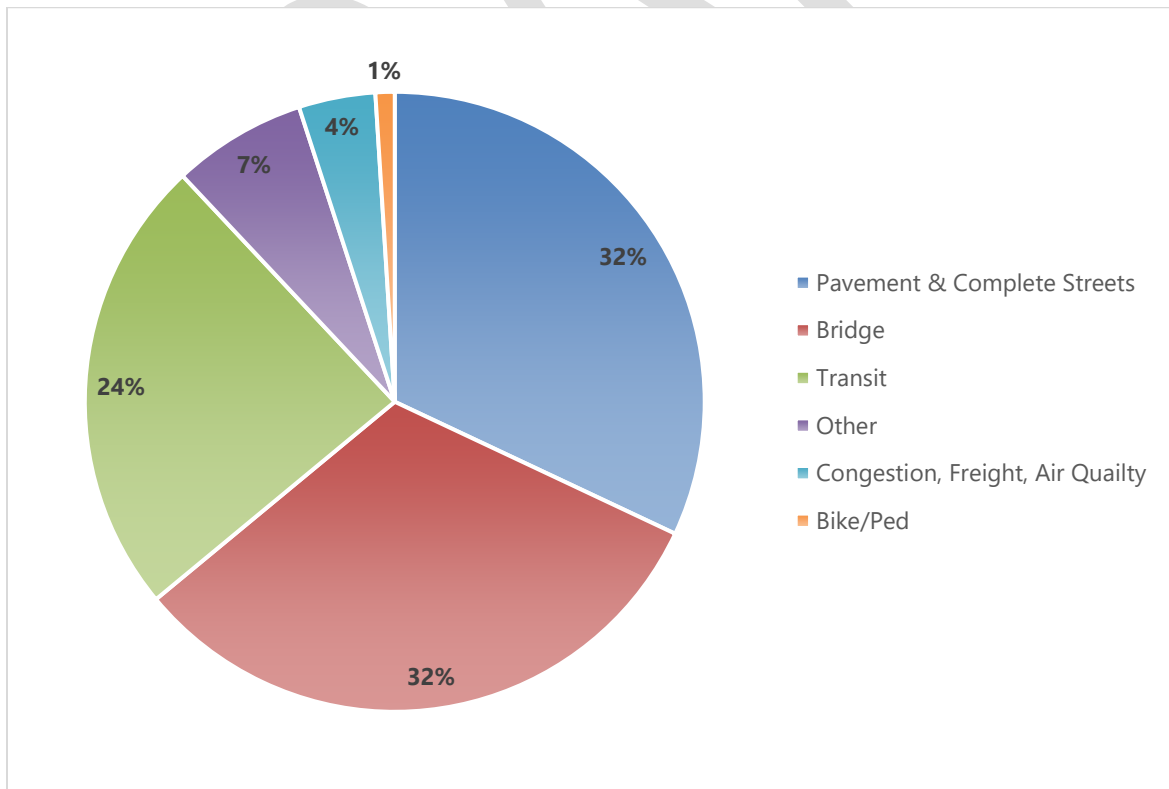
When making decisions about which projects to fund, the Transportation Council considers how the allocation of funds implements New Visions 2050 and how each investment program compares to the funding goals. These principles are directly

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, the Transportation Council 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 balance of funding. Figure 4 demonstrates the estimated distribution of funding in the New Visions 2050 Financial Plan. This estimate is a reference for the programming of new TIP projects.

FIGURE 4 – NEW VISIONS 2050 FUNDING DISTRIBUTION ESTIMATE



Source: Derived from New Visions 2050 Financial Plan, Table 1

SECTION III
-
FINANCIAL PLAN

FEDERAL FUNDING PROGRAMS & ELIGIBILITY

The 2025-2030 TIP contains all projects expected to use federal funding in federal fiscal years (FFY) 2025 through FFY 2030 in the Transportation Council 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 Infrastructure Investment and Jobs Act (IIJA) programs serve as the basis for project programming in the TIP:

- ◆ National Highway Performance Program (NHPP)
- ◆ Surface Transportation Block Grant Program (STBG - Flexible and Urban area funds)
- ◆ Highway Safety Improvement Program (HSIP)
- ◆ Bridge Formula Program (BFP)
- ◆ Carbon Reduction Program (CRP)
- ◆ 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 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)
- ◆ Federal Railway Authority

The IIJA also introduced numerous discretionary funding programs. Projects receiving federal discretionary funds are also included in the TIP project listings.

More detailed descriptions of core federal fund sources are provided in Appendix B and a complete list of federal funding programs authorized in the IIJA can be found on the Federal Highway Administration website at <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/>. For details on the federal share requirements for federal fund sources used in the TIP, refer to Appendix C.

ESTIMATION OF PLANNING TARGETS

Estimating the available funds is a cooperative process between the State, the MPO, and the transit authority. For the 2025-2030 TIP, the New York State Department of Transportation (NYSDOT) Main Office reserved highway funds for statewide initiatives, then provided allocations to its regions. NYSDOT Region 1 then produced proposed budget estimates for the Transportation Council planning area, based on the Region 1 allocation. Table 1 below shows the Transportation Council’s planning targets proposed by NYSDOT Region 1. The targets were accepted by the Planning Committee at its November 6, 2024 meeting. The Transportation Council coordinated with CDTA to obtain federal transit fund estimates. Table 2 below shows the Transportation Council’s Transit Planning Targets.

TABLE 1 – 2025-2030 TIP TRANSPORTATION COUNCIL PLANNING TARGETS

Fund Source	Year 1	Year 2	Year 3	Year 4	Year 5	Total
	FFY26	FFY27	FFY28	FFY29	FFY30	
NHPP	57.688	57.688	57.688	57.688	57.688	288.443
BFP MAIN	12.753	12.753	12.753	12.753	12.753	63.767
HSIP	6.581	6.581	6.581	6.581	6.581	32.907
STBG FLEX	9.563	9.563	9.563	9.563	9.563	47.819
STBG LG URB	10.426	10.426	10.426	10.426	10.426	52.132
CRP LG URB	1.283	1.283	1.283	1.283	1.283	6.419
CRP MD URB	0.159	0.159	0.159	0.159	0.159	0.796
Total	98.457	98.457	98.457	98.457	98.457	492.286

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. FFY26 begins October 1, 2025, and ends September 30, 2026).

TABLE 2 – 2025-2030 TIP TRANSPORTATION COUNCIL TRANSIT PLANNING TARGETS

Fund Source	Year 1	Year 2	Year 3	Year 4	Year 5	Total
	FFY26	FFY27	FFY28	FFY29	FFY30	
Urbanized Area Formula Grants (Section 5307)	23.450	23.710	23.970	24.230	24.490	119.850
Bus and Facilities Program (Section 5339)	2.400	2.450	2.500	2.550	2.600	12.500
Total	25.850	26.160	26.470	26.780	27.090	132.350

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., FFY26 begins October 1, 2025, and ends September 30, 2026).

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 the Transportation Council.

All cost estimates in the 2025-2030 TIP were adjusted for inflation based on the year in which the construction phase is programmed. Year over year inflation rates are detailed in Table 3. (i.e., if the sponsor requested the construction phase to be in state fiscal year (SFY) 27, 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 24-25	0.00%
SFY 25-26	4.00%
SFY 26-27	2.00%
SFY 27-28	2.00%
SFY 28-29	2.00%
SFY 29-30	2.00%
SFY 30-31	2.00%
SFY 31-32+	2.00%

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, the Transportation Council staff worked with NYSDOT and CDTA to develop estimates of current and / or reasonably available revenues for Highway and Transit fund sources for the 2025-2030 TIP. All projects programmed in the TIP were added with regard to fiscal constraint and fund source limitations. Table 4 shows the estimated Budget Estimates and Programmed funds in the 2025 – 2030 TIP.

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TABLE 4 – 2025 - 2030 TIP FISCAL CONSTRAINT TABLE

[PLACEHOLDER FOR TABLE]

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2025-2030 TIP FUNDING SUMMARY

The 2025-2030 TIP includes approximately \$889 million² of federal, state, local, and other fund sources over the five-year period beginning in Federal Fiscal Year (FFY) 2026 through FFY 2030. 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 2025-30 TIP update process.

The following charts and tables summarize the funding included in the 2025 – 2030 TIP at the time of approval.

TABLE 5 - TIP ROLL-IN BY PROJECT SPONSOR

Sponsor	Count	Roll-in ³	Sponsor	Count	Roll-in ³
ALBANY CO	5	\$ 20.087	TN OF EAST GREENBUSH	1	\$ -
CDTA	9	\$ 78.405	TN OF GLENVILLE	2	\$ -
CITY OF ALBANY	1	\$ 8.666	TN OF GUILDERLAND	1	\$ 1.345
CITY OF COHOES	1	\$ -	TN OF HOOSICK	1	\$ 2.140
CITY OF RENSSELAER	4	\$ 4.518	TN OF MALTA	1	\$ 1.685
CITY OF SARATOGA SPR	1	\$ -	TN OF N GREENBUSH	1	\$ 1.210
CITY OF SCHENECTADY	5	\$ 23.503	TN OF PROVIDENCE	1	\$ 2.452
CITY OF TROY	2	\$ 11.637	TN OF ROTTERDAM	1	\$ 5.187
CITY OF WATERVLIET	1	\$ 4.771	TN OF SAND LAKE	2	\$ 2.417
NYSDOT	31	\$ 144.823	TN OF SCHODACK	1	\$ 1.830
RENSSELAER CO	4	\$ 8.051	TN OF WILTON	2	\$ 3.510
SARATOGA CO	9	\$ 17.056	VIL OF ALTAMONT	1	\$ 1.508
SCHENECTADY CO	3	\$ 7.369	VIL OF GREEN ISLAND	1	\$ 1.976
THRUWAY	1	\$ -	VIL OF NASSAU	1	\$ 3.770
TN OF BALLSTON	1	\$ 1.781	VIL OF SCOTIA	1	\$ 8.405
TN OF BETHLEHEM	3	\$ 5.681	VIL OF VOORHEESVILLE	1	\$ -
TN OF CLIFTON PARK	4	\$ 5.359			

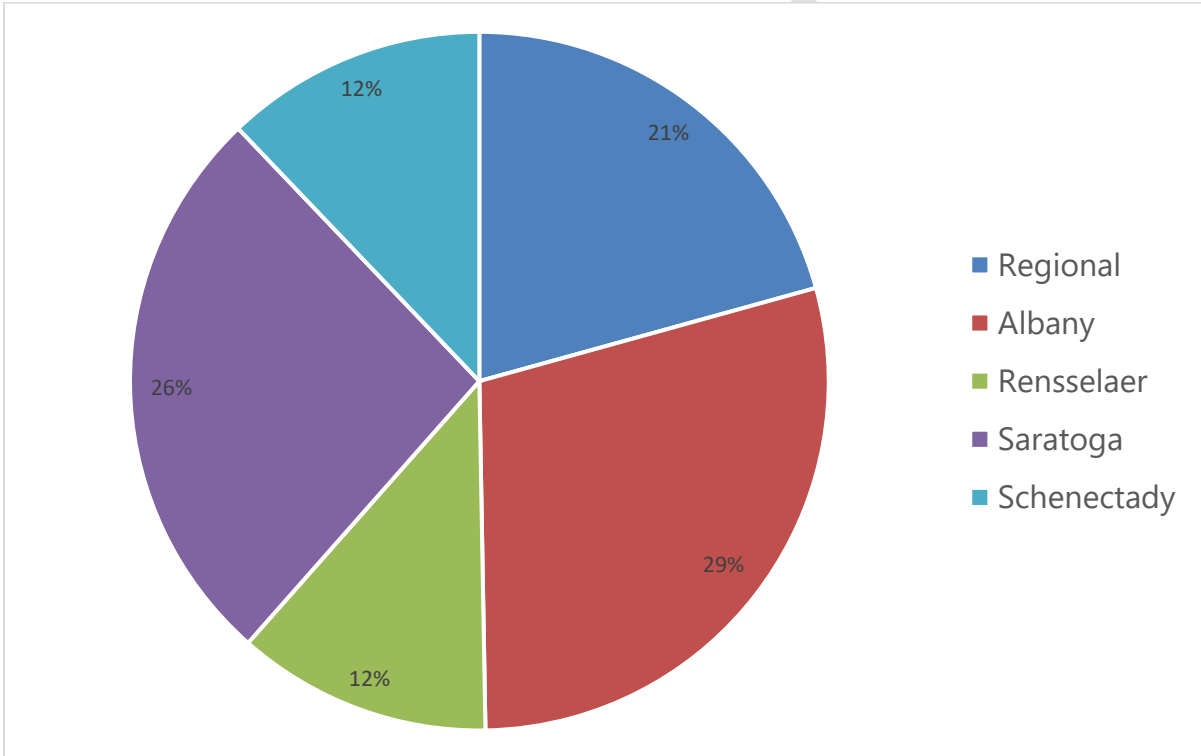
² Draft TIP listings include all pre-2026 phases for projects not fully obligated in the 2022-2027 TIP as of March 2025. These pre-2025 phases do not count against the Transportation Council Planning targets and will be shown in a “pre-2026” column on the final TIP.

³ Sponsors with no funding listed have projects with unobligated phases in the current fiscal year FY2025, but the roll-in amounts will not be known until later in the fiscal year.

FIGURE 5 – 2025 – 2030 TIP PROGRAMMING BY FUND TYPE

[PLACEHOLDER FOR CHART OF FEDERAL, STATE, LOCAL FUNDING SPLIT CHART]

FIGURE 6 - 2025 – 2030 TIP PROGRAMMING BY COUNTY



(Excluding Transit)

FIGURE 7 - 2025 – 2030 TIP PROGRAMMING BY PROJECT TYPE

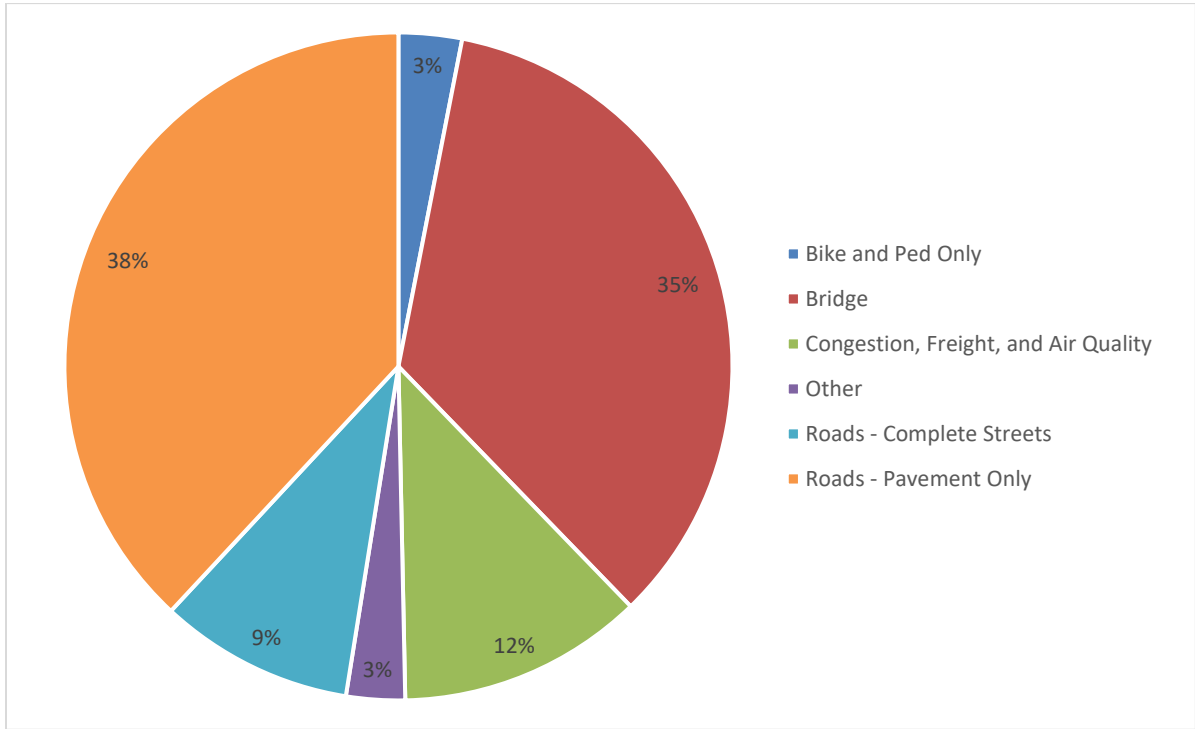


TABLE 6 – 2025 – 2030 TIP PROGRAMMING BY SPONSOR²

TIP Project Sponsor	5-Year Cost (\$M)	%
NYSDOT	\$388,323,720	43.68%
CDTA	\$217,686,000	24.49%
Saratoga County	\$40,993,600	4.61%
City of Schenectady	\$26,841,000	3.02%
Albany County	\$23,023,000	2.59%
City of Albany	\$20,910,000	2.35%
City of Cohoes	\$16,914,143	1.90%
Town of Bethlehem	\$14,953,000	1.68%
Town of Wilton	\$14,407,000	1.62%
City of Troy	\$13,087,000	1.47%
City of Rensselaer	\$10,935,000	1.23%
Schenectady County	\$9,970,614	1.12%
Village of Scotia	\$9,485,000	1.07%
Rensselaer County	\$9,376,000	1.05%
Town of Clifton Park	\$8,476,000	0.95%
Town of Malta	\$6,929,000	0.78%
City of Watervliet	\$5,555,000	0.62%

Town of Rotterdam	\$5,187,000	0.58%
Town of Sand Lake	\$5,146,000	0.58%
Town of Glenville	\$5,020,000	0.56%
Town of Halfmoon	\$4,412,650	0.50%
Village of Nassau	\$4,390,000	0.49%
Town of East Greenbush	\$3,382,500	0.38%
Town of Guilderland	\$3,248,212	0.37%
Town of Hoosick	\$2,615,000	0.29%
Town of Schodack	\$2,200,000	0.25%
Village of Colonie	\$2,091,128	0.24%
Village of Green Island	\$2,086,000	0.23%
CRTC	\$2,000,000	0.22%
Town of Ballston	\$1,982,000	0.22%
Town of Providence	\$1,915,000	0.22%
Village of Altamont	\$1,852,000	0.21%
Town of North Greenbush	\$1,491,000	0.17%
Village of Voorheesville	\$1,268,000	0.14%
Town of Brunswick	\$770,000	0.09%
City of Saratoga Springs	\$106,000	0.01%
Grand Total	\$889,027,566	100%

SECTION IV
-
**TRANSPORTATION IMPROVEMENT
PROGRAM**

OVERVIEW OF THE 2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

The State TIP (STIP) is expected to begin on October 1, 2025, and will cover the period through September 30, 2029 (the four-year STIP period). The TIP will begin on October 1, 2025, and will run through September 30, 2030 (covering a full five-year period).

The Transportation Improvement Program (TIP) is the 5-year capital program of federally funded transportation projects for the Transportation Council's 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 Governor³. New York State updates TIPs every three (3) years.

The Transportation Council's goal is to produce a "balanced" TIP that contributes to implementation of the New Visions 2050 Plan and meets federal requirements.

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.

³ Refer to 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>

To successfully meet these requirements, the Transportation Council utilized the following steps to develop the 2025-2030 TIP. These steps are not necessarily listed in the order that they are completed.

1. **SOLICITATION FOR NEW CANDIDATE PROJECTS:** Based on the assumption that sufficient funding would be provided for new projects, the Transportation Council opened a solicitation for new TIP candidate projects in October 2024. Individual applications were made available for each of the six TIP project categories: Pavement Only, Complete Streets, Bridge, Bike and Ped Only, Congestion, Freight, and Air Quality, and Other. For a complete list of new candidate projects for the 2025-2030 TIP, see Appendix F.
2. **EVALUATION OF NEW CANDIDATE PROJECTS**
Transportation Council staff conducts a comprehensive evaluation of all new candidate projects. The candidate project evaluation consisted of a calculation of the benefit/cost ratio (a quantitative score) and a merit evaluation scoresheet (a qualitative score). The specific merit categories and category weights varied based on the project category. The results of the project evaluations were summarized and made available to the Planning Committee and Policy Board to assist in project selection.
3. **EXISTING PROJECTS WITH ALL FUNDS IN THE CURRENT TIP ALREADY OBLIGATED:**
A list of existing 2022-2027 TIP projects whose funds had all been obligated by February 2025 was presented to the Transportation Council's Planning Committee. Obligated funds are those that have been committed by the federal government to pay for the federal share of a project's capital or operating costs. These projects were approved to **not be** included in the 2025-2030 TIP. For a complete list of projects completed on the 2022-2027 TIP, see Appendix K.
4. **EXISTING PROJECTS WITH FUNDS NOT YET OBLIGATED IN THE CURRENT TIP:**
Existing 2022-2027 TIP projects with funds not yet obligated were discussed by the Planning Committee. Due to a variety of factors including inflation, supply costs, and labor shortages, many projects had cost increases and schedule changes requested by the project sponsor. The Planning Committee acted to include all projects with and without changes requested in the 2025-2030 TIP. The requested changes were organized and presented following the Transportation Council's TIP Administrative Modification & Amendment Guidelines, in the form of Administrative Modifications, Minor Amendments,

- and Major Amendments. Requested changes that rose to the level of a Major Amendment were also presented to and approved by the Policy Board.
5. **ANNUAL BUDGET ESTIMATES BY FUND SOURCE:** Estimates of annual funding by fund source were proposed by NYSDOT Region 1 and presented to the Planning Committee.
 6. **MULTI-SITE PROJECT AND REGIONAL SET-ASIDES:** Prior to programming funding for site specific projects, the Transportation Council programs funding for the NYSDOT Multi-Site Program and other regional set-asides developed during the TIP update process. More details 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 2025-2030 TIP by the Planning Committee.
 8. **PROGRAMMING NEW PROJECTS:** After all the above steps, candidate TIP projects were considered for inclusion in the 2025-2030 TIP. Projects were programmed by the Planning Committee with regard to fiscal constraint and fund source limitations.
 9. **PUBLIC REVIEW AND CONSULTATION:** The 2025-2030 Draft TIP was approved to be released for public review and consultation on March 6, 2025, by the Transportation Council Policy Board. The comment period lasted 45 days and was closed on April 21, 2025. During this time The Transportation Council hosted in-person and virtual 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 2025-2030 Draft TIP was approved by the Transportation Council Policy Board on June 5, 2025.

For more information on The Transportation Council's conformity with state and federal requirements during the development of the 2025-2030 TIP, see Appendix L

for the Transportation Council Self Certification document, and Appendix M for the Transportation Council area Air Quality Conformity Determination document.

SOLICITATION FOR NEW CANDIDATE PROJECTS

On October 15, 2024, the Transportation Council issued a solicitation for new TIP projects to be considered for the 2025-2030 TIP Update. A press release was issued, and the solicitation notice was provided to the Transportation Council Policy Board, Planning Committee, state and local governments, and other potential project sponsors. A TIP Guidance Workshop was held on October 24, 2024, to provide sponsors with information on the TIP application and project selection process. In addition, a TIP update webpage was launched on the Transportation Council's website that included 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 2025-2030 TIP update. The online application featured a unique application for each of the six different project types including Pavement Only, Complete Streets, Bridge, Bike and Ped Only, Congestion, Freight, and Air Quality, and Other. 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 were categorized according to type and evaluated quantitatively and qualitatively. The evaluation results prepared by the Transportation Council were used by the Planning Committee to prepare a recommended TIP Program for Policy Board approval.

TIP project submissions were due December 6, 2024. In total, 61 candidate project applications were received from 19 project sponsors.

MULTI-SITE PROJECTS AND REGIONAL SET-ASIDES

Prior to programming funding for site specific projects, the Transportation Council 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:

- 1) **Block Funding:** Used for regional multi-site projects for which the Transportation Council 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, the Transportation Council will solicit for projects after the TIP update process (i.e., RG131 – Enhanced Transit Infrastructure Set-Aside).

The following sections detail the multi-site and regional set-aside projects included in the 2025-2030 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 Transportation Council 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 2025-2030 TIP accounts for \$120.111M 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 2025-2030 TIP.

TIP #	PIN	Project Name
RG134	RG134X	State Misc. Bridge Preservation
RG135	RG135X	State Culvert Replacement
RG15	RG15XX	Durable Pavement Markings
RG133	RG133X	Guiderail Replacement
RG37	1811.04	HELP Truck Program
RG142	RG142X	Overhead Sign Structure Replacement
RG136	RG136XX	State Misc. Pavement Preservation
RG37A	1811.02	TMC Operations, Engineering, and ITS Support
RG23	RG23XX	Traffic Signal Replacement

TIP #	PIN	Project Name
RG148	RG148X	State Curve Warning Sign Upgrades
TBD	TBD	NYS Pedestrian Safety Action Plan – Enhanced Upgrades
TBD	TBD	Traffic Signal Consultant Set-Aside

CDTA Enhanced Transit Infrastructure Set-Aside

While CDTA has access to capital and operating funds through the Federal Transit Administration, the Transportation Council also reserves highly competitive Surface Transportation Block Grant Program funds for transit projects in a regional set-aside. Formerly the Bus Rapid Transit set-aside, this set-aside will fund mobility hubs, transit priority infrastructure, street infrastructure at major bus stops, and technology upgrades. Historically, the funds have been used to leverage additional state/federal funds for the region. In the 2025 – 2030 TIP the CDTA set-aside reserves \$18.750M over 5 years.

Specific transit infrastructure investments include, but are not limited to:

- ◆ **Mobility hubs** - Design, engineering, and construction of multimodal transfer facilities at high-ridership locations.
- ◆ **Transit priority infrastructure** - Recent studies have shown that some non-BRT corridors justify priority infrastructure similar to that seen on BRT corridors.
- ◆ **Street infrastructure at major bus stops** - Many bus stops around the region have enough ridership to justify improved infrastructure, even if not BRT. Examples include sidewalks, crosswalks, traffic signals, curb bump-outs, and other traffic calming elements.
- ◆ **Other Technology/Infrastructure**

The CDTA Enhanced Transit Infrastructure Set-Aside is considered a Placeholder for Specific Projects, according to the definition provided above.

The following Project is included in the 2025-2030 TIP as the CDTA Enhanced Transit Infrastructure Set-Aside.

TIP #	PIN	Project Name
RG131	CDTC.31	Enhanced Transit Infrastructure Set-Aside

SS4A Implementation Set-Aside

This new reserve of funds supports the implementation of the Capital Region Vision Zero Safety Action Plan. As part of the Vision Zero Safety Action Plan, concepts will be developed for site-specific and systemic safety projects. Concepts may require further development before they are ready for implementation. This set-aside replaces the former Highway Safety Improvement Program (HSIP) set-aside. In the 2025 – 2030 TIP, the SS4A Implementation Set-Aside reserves \$2.0 million in HSIP funding.

The following Project is included in the 2025-2030 TIP as the SS4A Implementation Set-Aside.

TIP #	PIN	Project Name
TBD	TBD	SS4A Implementation Set-Aside

Project Development Support and Household Travel Survey Set-Aside

The Transportation Council reserves competitive Surface Transportation Block Grant Program Funding in a 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 2025-2030 TIP, this set-aside will also be used to conduct a regional Household Travel Survey to support an update of the Transportation Council’s STEP (Systematic Transportation Evaluation and Planning) Model. In the 2025-2030 TIP, the Project Development Support and Household Travel Survey set-aside reserves \$0.675M over 5 years.

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

The following Project is included in the 2025-2030 TIP as the Project Development Support and Household Travel Survey Set-aside.

TIP #	PIN	Project Name
RG29	1755.65	Project Development Support and Household Travel Survey Set-Aside

EVALUATION OF NEW CANDIDATE PROJECTS

New TIP projects are selected for inclusion in the TIP based on the selection process cooperatively developed by the Transportation Council Staff, NYSDOT, CDTA, and the other members of the Planning Committee. These selections are then approved by the Transportation Council's Policy Board. During each TIP update, Transportation Council staff conduct a comprehensive evaluation of all new candidate projects. Projects receive benefit-cost, project benefits, and/or merit scores depending on the project category.

Benefit-Cost - Quantitative benefit-to-cost ratios are calculated for each Pavement, Complete Streets, and Bridge project. The Transportation Council STEP (Systematic Transportation Evaluation and Planning) Model is used to estimate the annual transportation benefits provided by each proposed roadway and bridge investment. The model takes into account facility usage and all available detours. For projects with proposed safety countermeasures, the annual crash reduction benefit is estimated using the NYSDOT CLEAR (Crash Location & Engineering Analysis & Reporting) system. The project cost is annualized over the anticipated service life of the project. The benefit-to-cost ratio is then calculated by dividing the total annual project benefits by the annualized cost.

Project Benefits - For the Bike/Ped Only and Congestion, Freight, and Air Quality categories, a qualitative assessment of project benefits is prepared and converted to a numerical score. For Bike/Ped Only projects, the Project Benefits score is comprised of three components: cost-effectiveness, market potential (an order-of-magnitude estimate of the usage of the proposed facility), and safety. For Congestion, Freight & Air Quality projects, the Projects Benefit score considers project consistency with relevant plan goals and strategies as well as project cost-effectiveness.

Merit Scores - All projects will be scored using a set of merit scores. The merit scores capture project benefits that may not be considered in the benefit-cost evaluation, such as project readiness, freight impact, security and resiliency, and more. Each project category is assigned a set of merit scores relevant to that project type.

For a full description of each merit score criterion, refer to Appendix H.

Once a comprehensive analysis of each project is completed, the Transportation Council staff develops a series of project Fact Sheets with detailed information and

total project scores of each candidate project. The Fact Sheets are provided to the Planning Committee for review before new project programming begins.

PROGRAMMING NEW PROJECTS

The Transportation Council Planning Committee selects new TIP projects for programming using the Total Project Scores provided by Transportation Council 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.

New Projects on the 2025-2030 Capital Region Transportation Council TIP

Using the methodology outlined in the previous section, the following new projects were programmed to the 2025-2030 TIP during the TIP Update process. Greater detail on each project can be found in the project listings.

TABLE 7 – NEW PROJECTS ADDED TO THE TIP

PIN	TIP #	Sponsor	Project Name	5-Year Cost (\$M)
176334	A638	Village of Colonie	Sand Creek Rd Improvements	\$2,091,128
176248	R365	Town of East Greenbush	Gilligan Rd Sidepath and Multimodal Enhancements	\$3,096,500
176333	A639	Town of Guilderland	Western Tawasentha Bike Ped Path	\$1,279,212
105189	A640	NYS DOT	I-787 Over Little River	\$7,720,000
172280	SA359	NYS DOT	I-87 Over Dwass Kill	\$8,000,000
176334	SA360	Saratoga County	Viall Ave over Anthony Kill	\$3,058,000
176335	SA361	Saratoga County	CR33 over Snook Kill	\$4,213,000
105187	A648	NYS DOT	I-787 South Mall Interchange Bridge	\$20,050,000
176337	A641	Saratoga County	Tabor Rd over Dwaas Kill	\$3,058,000
108973	SA362	NYS DOT	Rt 4 Over the Hudson River & Canal (Northumberland)	\$24,795,000

2025-2030 DRAFT Transportation Council Transportation Improvement Program

PIN	TIP #	Sponsor	Project Name	5-Year Cost (\$M)
176336	R366	Town of Sand Lake	First Dyke Rd over Burden Lake	\$2,255,000
176250	SA363	Town of Halfmoon	Rt 236 and Guideboard Rd Intersection Improvements	\$4,412,650
176251	SA364	Town of Malta	East Line Rd & Rt 67 Intersection	\$4,895,000
176332	SA365	Town of Wilton	Rt 50 Intersection Improvements	\$9,801,000
104364	SA366	NYS DOT	I-87 E13 Realign at Rt 9	\$750,000
104365	SA367	NYS DOT	Roundabout Rt 9 at Cramer Rd	\$4,500,000
176338	R367	Town of Brunswick	Hoosick Rd Widening at Roosevelt Ave	\$770,000
104519	A642	NYS DOT	Route 378 over the Hudson River Bridge Replacement - Design Only	\$6,000,000
176339	A643	City of Cohoes	Saratoga St Enhancement Project	\$10,707,143
176340	A644	City of Albany	Washington Ave Complete Streets	\$9,130,000
172273	A645	NYS DOT	I-87 Pavement from Western Ave to Mohawk River	\$16,320,000
111142	A646	NYS DOT	Rt 20 Western Pavement Ave Cornell Ave to I-87	\$3,972,720
172282	SA368	NYS DOT	I-87 Pavement from Mohawk River to E9	\$17,740,000
176344	S288	Schenectady County	Broadway Pavement Preservation	\$519,486
172283	SA369	NYS DOT	I-87 Pavement from E9 to E11.5	\$19,860,000
130684	A647	NYS DOT	Rt 7 Pavement Rt 9 to I-787	\$13,500,000
176341	S289	Schenectady County	Union Street Paving	\$777,128
176342	SA370	Saratoga County	CR92 Pavement Preservation	\$4,544,100
176343	SA371	Saratoga County	CR51 Pavement Preservation	\$3,052,500

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 the Transportation Council 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 2025-2030 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 the 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 Type	Project Name
T11	182495	FTA 5307	Passenger Facility Improvements at Various Locations
T140	CDTA03	FTA 5307	Flex Micro-Transit Vehicle Replacement / Expansion
T14B	182498	FTA 5307	Transit Operations Support for Saratoga Service: Preventive Maintenance & Operating Assistance
T16	182496	FTA 5307	Transit Support Vehicles
T17	182048	FTA 5307, FTA 5339	Transit Bus Replacement/Expansion
T57	182497	FTA 5307	Preventive Maintenance for Transit Projects
T6B	182494	FTA 5307	Star Bus Replacement and Expansion

PUBLIC REVIEW AND CONSULTATION

The Capital Region Transportation Council updated its Public Participation Plan in 2024, documenting the Transportation Council’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 goal of the plan is to establish a continuous, thorough, inclusive, and effective process to offer the public opportunities to shape the region’s transportation system. The plan requires a 25-day public review period specifically for the Transportation Improvement Program (TIP).

The Transportation Council 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. The Transportation Council encounters interested LEP persons and receives requests for language-assistance in the planning process and provides 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 48 hours prior to future meetings or events.

The Transportation Council provided a variety of public participation opportunities that employed a range of strategies and technologies to make the metropolitan transportation planning process reasonably accessible to as many stakeholders as possible, including:

- ◆ A TIP Feedback Webpage
- ◆ Jotform survey
- ◆ Social and print media outreach
- ◆ A TIP Open House
- ◆ A virtual TIP “lunch and learn” webinar
- ◆ Continuous comment collection through phone and email

[PLACEHOLDER FOR SUMMARY OF PUBLIC RESPONSES.] For more information on these events, and a complete list of the comments received on the 2025-2030 TIP, see Appendix D.

ILLUSTRATIVE PROJECTS

Per state and federal guidance, the TIP financial plan may include additional “illustrative” projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Additional resources may include state or federal discretionary grants. The projects below do not have construction funding programmed in the TIP and are included as illustrative projects.

NYS Route 378 Over Hudson (Troy-Menands Bridge) – this project is included in the TIP with design funding only. This bridge is the subject of an ongoing Bridge Scoping/Planning and Environmental Linkages (PEL) Study led by NYSDOT. More information about this project, including the Draft Project Scoping Report, can be found at: <https://www.dot.ny.gov/troymenandsbridge/>.

I-787 – this project is the subject of the ongoing “Reimagine I-787” PEL Study led by NYSDOT. Concepts under study include reconstructing I-787 as an interstate highway, reconfiguring I-787 as an at-grade boulevard, reconfiguration of interchanges, relocation of the Dunn Memorial Bridge, and more. More information about this project, including the Draft Project Scoping Report, can be found at: <https://webapps.dot.ny.gov/reimagining-i-787>.

I-890 Exit 4C – this project is the subject of the ongoing “I-890 Exit 4C Planning and Environmental Linkages (PEL) Study” led by Schenectady County. The study is examining concepts to reconfigure I-890 in the vicinity of Exit 4C including Washington Avenue, State Street, and access to the SUNY Schenectady County Community College campus. More information can be found at: <https://www.schenectadycountyny.gov/engineering-public-works>.

Design-only projects – four projects were programmed with design funding only on the prior TIP, but do not have construction funding on the 2025-2030 TIP. These projects are listed as illustrative until resources become available to add construction phases:

- Albany Shaker Rd Corridor Enhancements – programmed for FY2025 design.
- Federal Street Corridor Improvements – programmed for FY2027 design.
- NY 146/Miller Rd & Tanner Rd & NY 146/Waite Rd Intersections – programmed for FY2025 design.
- NY 50/Old Gick/Ingersoll/Jones Rd Intersection Improvements – programmed for FY2025 design.

SECTION V
-
PERFORMANCE MANAGEMENT

FHWA and FTA Transportation Performance Management

Background

Pursuant to federal requirements, the Capital Region Transportation Council (Transportation Council) 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 U.S. Department of Transportation established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the

national goals described above. The performance measures address highway safety, pavement and bridge condition, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety. This section discusses those measures.

The Transportation Council's TIP was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT) and the Capital District Transportation Authority (CDTA). It reflects the investment priorities established in *New Visions 2050*, the Transportation Council's metropolitan transportation 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) must include this information for the following federal performance areas:

- ◆ Highway Safety (PM1)
- ◆ Transit Asset Management
- ◆ Pavement and Bridge Condition (PM2)
- ◆ System Performance/Freight/Congestion Mitigation & Air Quality Improvement (CMAQ) Program (PM3)
- ◆ Transit Safety

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

HIGHWAY SAFETY

The Federal Highway Administration (FHWA) Highway Safety (PM1) rule established five performance measures for safety on all public roads. The performance measures are calculated as five-year rolling averages.

The [2023 New York Strategic Highway Safety Plan \(SHSP\)](#) is intended "to promote best practices and strategies that, if implemented, could have a substantial impact on reducing fatal and serious injury crashes." The SHSP was developed through a collaborative process involving public and private sector safety partners. It guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a

framework for implementation activities to be carried out across New York State. The [NYSDOT HSIP Annual Report](#) documents the statewide performance targets.

Performance Targets

In August 2024, NYSDOT set 2025 statewide highway safety targets. Those targets are shown in Table 8. The Transportation Council agreed to support the NYSDOT statewide 2025 targets for the following safety measures on March 6, 2025 via Resolution #25-2.

TABLE 8 - Statewide Highway Safety Targets - Calendar Year 2025

Performance Measure	NY Statewide 2025 Target
Number of Fatalities	1,011.0
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	0.881
Number of Serious Injuries	11,034.1
Rate of Serious Injuries per 100 million VMT	9.557
Number of Nonmotorized Fatalities and Serious Injuries	2,615.2

ANTICIPATED EFFECTS

Safety is a critical component of the Transportation Council’s mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the evaluation of projects to be included in the TIP. Safety benefits were calculated for all project categories except in the Bridge and “Other” project categories. The calculation utilized NYSDOT’s Crash Location and Engineering Analysis Repository’s Safety module using anticipated crash reduction from proposed countermeasures that are anticipated to reduce crashes. These safety benefits are measured in the dollar value of the projected reduction in crashes per year. Safety is also considered in the Congestion, Freight, & Air Quality category to include similar anticipated crash reduction benefits. Safety impacts are considered in the project evaluations regardless of fund source. 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

The Federal Transit Administration (FTA) Transit Asset Management (TAM) rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule 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.

Each year, public transportation providers must establish TAM targets for the following fiscal year. Each provider shares its targets with the MPO in which the provider's projects and services are programmed in the MPO's TIP. MPOs are not required to establish TAM targets annually after the transit provider establishes targets. Instead, MPOs must set TAM targets when the MPO updates its MTP.

FTA defines two tiers of public transportation providers based on the number of vehicles and operating mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (NYSDOT) for the entire group. NYSDOT's 2023 Group TAM Plan is available [here](#).

Performance Targets

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.

The Transportation Council has one Tier I provider operating in the region: the Capital District Transportation Authority (CDTA).

The following Capital District Transportation Authority transit asset management targets for 2025 are draft.

TABLE 9 - Capital District Transportation Authority Transit Asset Management Targets For Age Of Rolling Stock - % Of Revenue Vehicles Within A Particular Asset Class That Have Met Or Exceeded Their Useful Life Benchmark (ULB)

Type	Revenue Vehicles by Mode	Asset Class	ULB	2025 Target
Transit Coach	Bus - Articulated (60 foot)	Articulated Bus	14	0%
Transit Coach	Bus – BRT	Bus	14	10%
Transit Coach	Bus - Hybrid (30 foot)	Bus	14	0%
Transit Coach	Bus - Hybrid (40 foot)	Bus	14	60%
Transit Coach	Bus - Large Bus (30 foot)	Bus	14	0%
Transit Coach	Bus - Large Bus (40 foot)	Bus	14	0%
Transit Commuter	Bus - Commuter (40-45 ft)	Over-the-Road Bus	14	15%
Transit Commuter	Bus Medium (26-29)	Cutaway Bus	14	0%
Paratransit	Bus - Small Bus (20-25 ft)	Minibus	8	0%
Trolley	Trolley	Trolleybus	8	23%
Microtransit	Bus - Small Bus (20-25 ft)	Minibus	8	0%

TABLE 10 - Capital District Transportation Authority Transit Asset Management Targets For Age Of Equipment - Age - % Of Non-Revenue Vehicles Within A Particular Asset Class That Have Met Or Exceeded Their Useful Life Benchmark (ULB)

Type	Revenue Vehicles by Mode	Asset Class	ULB	2025 Target
Non-Revenue	Car/Van/SUV	Automobile	8	20%
Non-Revenue	Non-Revenue	Automobile	8	20%
Non-Revenue	Truck - (1) Light Duty	Automobile	8	38%
Non-Revenue	Truck - (2) Medium Duty	Automobile	8	0%
Non-Revenue	Truck - (3) Heavy Duty	Automobile	8	0%
Non-Revenue	Truck - (4) Heavy Heavy Duty	Automobile	8	100%
Service Truck	Non-Revenue	Automobile	8	20%
Forklift	Non-Revenue	Automobile	8	20%
Wheel Polisher	(blank)	(blank)	8	0%

TABLE 11 - Capital District Transportation Authority Transit Asset Management Targets For Condition Of Facilities - % Of Facilities With A Condition Rating Below 3.0 On The FTA Transit Economic Requirements Model (TERM) Scale

Type	Asset Class	2025 Target
Administration & Maintenance	Albany Transportation Building (110 Watervliet Avenue)	5%
Administration & Maintenance	Albany Planning & Marketing Building (85 Watervliet Avenue)	0%
Administration & Maintenance	Troy Transportation Building	0%
Administration & Maintenance	Schenectady Transportation Building	50%
Administration & Maintenance	Rensselaer Rail Station	0%
Administration & Maintenance	Saratoga Rail Station	0%

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

Anticipated Effects

The Transportation Council's TIP was developed and is managed in cooperation with the CDTA. The TIP includes specific investment priorities that support transit asset management, including transit bus and support vehicle replacements, transit passenger facility improvements, and preventative maintenance of transit assets. Additionally, the Transportation Council set aside \$3.75M annually of highly competitive Surface Transportation Block Grant Program funds for enhanced transit infrastructure. The Transportation Council's goal of addressing transit asset condition is linked to CDTA's investment plan and the process used to prioritize projects within the TIP is consistent with federal requirements.

The focus of Transportation Council investments that address transit State of Good Repair (SGR) include:

TIP #	PIN	Project Name
T11	182495	Passenger Facility Improvements at Various Locations
T140	CDTA03	Flex Micro-Transit Vehicle Replacement / Expansion

TIP #	PIN	Project Name
T14B	182498	Transit Operations Support for Saratoga Service: Preventive Maintenance & Operating Assistance
T16	182496	Transit Support Vehicles
T17	182048	Transit Bus Replacement/Expansion
T57	182497	Preventive Maintenance for Transit Projects
T6B	182494	Star Bus Replacement and Expansion

The Transportation Council anticipates that projects in the TIP, once implemented, will contribute toward achieving CDTA's established transit asset management targets. The Transportation Council will continue to coordinate with the region's transit provider to improve the safety of travelers in the Transportation Council's planning area and maintain transit assets in a state of good repair. Improving the SGR of transit capital assets is an overarching goal of the MPO.

PAVEMENT AND BRIDGE CONDITION

The FHWA pavement and bridge condition rules (pm2) established six performance measures for all bridges and pavements on the national highway system (NHS).

The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate NHS that are in good or poor condition. To assess pavement condition, FHWA established pavement condition metrics for roughness, cracking, rutting, faulting, and a Present Serviceability Rating (PSR), and set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is assessed and 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 good or poor condition are classified as fair.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing the bridge's deck, superstructure, substructure, and culverts. FHWA developed a metric rating threshold for each bridge component to establish good, fair, or poor condition. If the lowest rating of the components 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.

Performance Targets

NYSDOT established statewide pavement and bridge condition performance targets for 2023 and 2025 on December 1, 2022. In September 2024, NYSDOT adjusted its 2025 pavement targets. Those targets are shown in Table 12, as well as recent performance. The Transportation Council agreed to support NYSDOT's adjusted PM2 performance targets on March 6, 2025, for the pavement condition targets and June 1, 2023 for the bridge condition targets via Resolutions #25-1 and #23-5 respectively.

TABLE 12 - Pavement and Bridge Condition Statewide Performance and Targets

Performance Measures	2022 Performance	2023 Performance	2023 Target	2024 Target
Percent of Interstate pavements in good condition	36.9%	50.7%	53.2%	48.2%
Percent of Interstate pavements in poor condition	1.8%	1.0%	1.4%	1.6%
Percent of non-Interstate NHS pavements in good condition	16.3%	20.3%	22.3%	18.6%
Percent of non-Interstate NHS pavements in poor condition	7.5%	7.1%	9.3%	8.4%
Percent of NHS bridges (by deck area) in good condition	24.7%	24.1%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	11.2%	13.0%	12.5%	12.8%

Anticipated Effects

Maintaining and improving the condition of NHS pavements and bridges is a critical component of the Transportation Council'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.

Quantitative benefit-to-cost ratios are calculated for each Pavement, Complete Streets, and Bridge project. The Transportation Council STEP (Systematic Transportation Evaluation and Planning) Model is used to estimate the annual transportation benefits provided by each proposed roadway and bridge investment.

If a proposed project will improve the highway or bridge condition, both the facility life and the user cost benefits will increase.

Contribution toward the pavement and bridge condition performance measures is also considered in the "Regional Benefit & Economic Impact" category of the Transportation Council's Merit Evaluation Criteria for projects in the Pavement Only, Bridge, and Complete Streets categories.

The 2025-2030 TIP includes projects programmed with NHPP funds and other fund sources. On the NHS there are three bridge, six pavement, three congestion, freight, and air quality, and one in the "other" project category included in the new projects programmed on the 2025-2030 TIP. See the project listings for more information about these projects.

The Transportation Council 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

The FHWA system performance, freight, and congestion, mitigation and air quality improvement program (CMAQ) performance measures final rule (pm3) established six performance measures to assess the reliability of travel on the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

Two system performance measures represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

One freight performance measure represents the reliability of travel time for trucks on the Interstate system using a 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).

Three CMAQ performance measures assess traffic congestion and on-road mobile source emissions: peak hour excessive delay per capita (PHED), non-single

occupancy vehicle (SOV) travel, and total on-road mobile source emission reductions from CMAQ-funded projects.

Performance Targets

Table 13 presents recent performance for all PM3 measures that apply in the Transportation Council’s planning area, as well as the 2023 and 2025 targets. NYSDOT established the statewide system performance targets for 2023 and 2025 on December 1, 2022. The Transportation Council agreed to support NYSDOT’s PM3 performance targets on May 20, 2018 via Resolution #18-4. The Transportation Council meets all current air quality standards and is not required to establish targets for the CMAQ performance measures.

TABLE 13 - System Performance Statewide Performance and Targets

Performance Measures	2022 Performance	2023 Performance	2023 Target	2025 Target
Percent of person-miles on the Interstate system that are reliable	80.1%	79.0%	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	85.4%	84.0%	70.0%	70.0%
Truck travel time reliability index (TTTR)	1.41	1.40	2.00	2.00

Anticipated Effects

Providing for the reliable movement of people and goods is a critical component of the Transportation Council’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. In evaluating projects, quantitative benefit-to-cost ratios, including reduced travel time, are calculated for each Pavement, Complete Streets, and Bridge project. The Transportation Council STEP (Systematic Transportation Evaluation and Planning) Model is used to estimate the annual transportation benefits provided by each proposed roadway and bridge investment. To estimate the annual benefits of a road or bridge investment, the STEP model is run with the facility open to traffic and run again with the facility closed to traffic or with greatly reduced capacity (to simulate the effect of the facility not being maintained). The TIP includes projects

programmed with funds from various funding programs that have benefits to reliability in travel times for people and freight.

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

TRANSIT SAFETY

The FTA Public Transportation Agency Safety Plan (PTSAP) rule applies to all operators of public transportation 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. The Capital District Transportation Authority (CDTA) is the only transit agency operating in the Transportation Council's planning area that is subject to the PTSAP rule. CDTA is responsible for developing a PTASP and establishing transit safety targets annually.

These providers must develop and implement a PTASP that includes performance targets for the following performance measures:

- ◆ Total number of reportable fatalities by mode.
- ◆ Reportable fatality rate per total vehicle revenue miles by mode.
- ◆ Total number of reportable injuries by mode.
- ◆ Rate of reportable injuries per total vehicle revenue miles by mode.
- ◆ Total number of reportable safety events by mode.
- ◆ Rate of reportable safety events per total vehicle revenue miles by mode.
- ◆ System reliability – mean distance between major mechanical failures by mode.

CDTA must annually certify a PTASP and establish targets for the transit safety measures. CDTA must make the targets available to the Transportation Council, which was required to establish PTASP targets within 180 days after CDTA established their first targets and must update the MPO's targets when it adopts a new long-range metropolitan transportation plan. When establishing PTASP targets, the Transportation Council can either agree to program projects that will support the transit provider targets or establish separate regional targets for the MPO planning area.

Agencies that operate passenger ferries that are regulated by the United States Coast Guard or rail service that is regulated by the Federal Railroad Administration are not required to develop a PTASP for those modes of service.

Performance Targets

The Capital District Transportation Authority established the transit safety targets included in Table 14 on January 29, 2025.

TABLE 14 - CDTA Transit Safety Targets

Transit Mode	Fatalities (total)	Fatalities (rate)	Injuries (total)	Injuries (rate)	Safety Events (total)	Safety Events (rate)	System Reliability
Bus	0	0	51	7.0	49	6.3	17,400
Commuter Bus	0	0	2	6.9	3	10.4	70,000
Demand Response (Paratransit)	0	0	4	2.7	3	2.7	46,000
Demand Response – Taxi (Paratransit)	0	0	1	0.7	1	.07	0

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

Anticipated Effects

The Transportation Council’s TIP was developed and is managed in cooperation with the CDTA. The 2025-2030 TIP continues to include a regional transit set-aside of highly competitive Surface Transportation Block Grant Program funds for Enhanced Transit Infrastructure, reserving \$18.750M over five years. Additionally, the following ongoing transit projects are on the 2025-2030 TIP.

TIP #	PIN	Project Name
T11	182495	Passenger Facility Improvements at Various Locations
T140	CDTA03	Flex Micro-Transit Vehicle Replacement / Expansion
T14B	182498	Transit Operations Support for Saratoga Service: Preventive Maintenance & Operating Assistance
T16	182496	Transit Support Vehicles
T17	182048	Transit Bus Replacement/Expansion
T57	182497	Preventive Maintenance for Transit Projects
T6B	182494	Star Bus Replacement and Expansion

Projects in the Complete Streets project category were assigned points if the project preserved or implemented dedicated transit infrastructure or transit accommodations or amenities. Projects were awarded more points if they helped implement major CDTA initiatives and transit infrastructure.

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

SECTION VI
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PROJECT LISTINGS

2025 – 2030 TIP Listings Index

To help search the TIP listings, the Transportation Council has provided the index below, which displays the projects included on the 2025 – 2030 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.

**Draft TIP listings include all pre-2026 phases for projects not fully obligated in the 2022-2027 TIP as of March 2025. These pre-2025 phases do not count against the Transportation Council Planning targets and will be shown in a “pre-2026” column on the final TIP.*

PIN	TIP #	County	Sponsor	Project Name	Cost
113216	A295	Albany	Albany County	NY 155/CR 157 NEW KARNER ROAD CORRIDOR REHABILITATION, FROM US 20 TO WATERVLIET SHAKER ROAD	\$7,340,000
176229	A610	Albany	Albany County	ALBANY SHAKER RD CORRIDOR ENHANCEMENT	\$780,000
176278	A630	Albany	Albany County	CR 352 OVER FOX CREEK BRIDGE REPLACEMENT, BRIDGE NY	\$2,603,000
176315	A632	Albany	Albany County	SOUTH ALBANY RD OVER THE ONESQUETHAW CREEK BRIDGE REPLACEMENT, BRIDGE NY	\$5,050,000
176292	A633	Albany	Albany County	NY 155/CR157 NEW KARNER RD & WASHINGTON AVE. EXT. ROUNDABOUT	\$7,250,000
176230	A611	Albany	City of Albany	CENTRAL AVE RECONSTRUCTION PROJECT	\$9,508,000
176231	A612	Albany	City of Albany	FRISBIE AVE REHABILITATION PROJECT	\$2,272,000
176340	A644	Albany	City of Albany	Washington Ave Complete Streets	\$9,130,000

2025-2030 DRAFT Transportation Council Transportation Improvement Program

PIN	TIP #	County	Sponsor	Project Name	Cost
176232	A614	Albany	City of Cohoes	CITY OF COHOES COLUMBIA STREET PEDESTRIAN ACCESSIBILITY	\$6,207,000
176339	A643	Albany	City of Cohoes	Saratoga St Enhancement Project	\$10,707,143
176239	A615	Albany	City of Watervliet	25TH STREET CORRIDOR REHABILITATION	\$5,555,000
105185	A595	Albany	NYS DOT	DUNN BRIDGE WB TO I-787 SB: ELEMENT SPECIFIC REPAIRS	\$11,550,000
152891	A619	Albany	NYS DOT	PAVEMENT RESURFACING I-90 FROM I-87 TO CORPORATE WOODS	\$6,186,000
101113	A620	Albany	NYS DOT	PAVING AND SLOPE REPAIR ON ENTIRE LENGTH OF STATE ROUTE 145 AND RESURFACING ROUTE 910G	\$5,786,000
134709	A622	Albany	NYS DOT	BRIDGE REPLACEMENT, RT 396 OVER COEYMANS CREEK, BIN 1047480	\$2,605,000
103425	A623	Albany	NYS DOT	PAVEMENT RESURFACING, LANE WIDTH REDUCTION AND DRAINAGE REPAIRS ON RT 5 (CENTRAL AVE) FROM CITY OF SCHENECTADY LINE TO ROUTE 155,	\$8,376,000
103426	A624	Albany	NYS DOT	PAVEMENT RESURFACING, LANE WIDTH REDUCTION AND DRAINAGE REPAIRS ON RT 5 (CENTRAL AVE) FROM ROUTE 155 TO ALBANY CITY LINE	\$11,250,000
105189	A640	Albany	NYS DOT	I-787 Over Little River	\$7,720,000
105187	A648	Albany	NYS DOT	I-787 South Mall Interchange Bridge	\$20,050,000
172273	A645	Albany	NYS DOT	I-87 Pavement from Western Ave to Mohawk River	\$16,320,000
111142	A646	Albany	NYS DOT	Rt 20 Western Pavement Ave Cornell Ave to I-87	\$3,972,720
130684	A647	Albany	NYS DOT	Rt 7 Pavement Rt 9 to I-787	\$13,500,000
176168	A601	Albany	Town of Bethlehem	DELAWARE AVENUE COMPLETE STREETS	\$3,639,000
176320	A634	Albany	Town of Bethlehem	RT 335 ELSMERE AVE. SIDEWALK REPLACEMENT & EXTENSION	\$1,168,000

2025-2030 DRAFT Transportation Council Transportation Improvement Program

PIN	TIP #	County	Sponsor	Project Name	Cost
176323	A635	Albany	Town of Bethlehem	BETHLEHEM PRIORITY CORRIDORS SIDEWALK REPLACEMENT & INSTALLATION	\$5,426,000
108549	A604	Albany	Town of Guilderland	CARMAN RD SIDEWALKS & EAST OLD STATE RD PED IMPROVEMENTS	\$1,969,000
176333	A639	Albany	Town of Guilderland	Western Tawasentha Bike Ped Path	\$1,279,212
176325	A636	Albany	Village of Altamont	MAPLE AVE AND BOZENKILL RD SIDEWALK & SAFETY IMPROVEMENTS	\$1,852,000
176334	A638	Albany	Village of Colonie	Sand Creek Rd Improvements	\$2,091,128
176254	A627	Albany	Village of Green Island	ARCH STREET RECONSTRUCTION AND PEDESTRIAN IMPROVEMENTS	\$2,086,000
176259	A629	Albany	Village of Voorheesville	VILLAGE OF VOORHEESVILLE SIDEWALK IMPROVEMENTS	\$1,268,000
1SRP01	A631	Hudson River Crossings	NYS DOT	LIVINGSTON AVENUE AMTRAK RAILROAD OVER THE HUDSON RIVER BRIDGE REPLACEMENT, BIN 7092890	\$699,900,000
104519	A642	Hudson River Crossings	NYS DOT	Route 378 over the Hudson River Bridge Replacement - Design Only	\$6,000,000
CDTC.31	RG131	Regional	CDTA	ENHANCED TRANSIT INFRASTRUCTURE SET-ASIDE	\$18,750,000
TBD	TBD	Regional	CRTC	SS4A IMPLEMENTATION SET-ASIDE	\$2,000,000
RG134X	RG134	Regional	NYS DOT	STATE MISC. BRIDGE PRESERVATION	\$26,475,000
RG135X	RG135	Regional	NYS DOT	STATE CULVERT REPLACEMENT	\$9,306,000
RG15XX	RG15	Regional	NYS DOT	DURABLE PAVEMENT MARKINGS	\$13,200,000
RG133X	RG133	Regional	NYS DOT	GUIDERAIL REPLACEMENT	\$8,125,000

2025-2030 DRAFT Transportation Council Transportation Improvement Program

PIN	TIP #	County	Sponsor	Project Name	Cost
1811.04	RG37	Regional	NYS DOT	HELP TRUCK PROGRAM	\$3,900,000
RG142X	RG142	Regional	NYS DOT	OVERHEAD SIGN STRUCTURE REPLACEMENT	\$9,000,000
RG136X X	RG136	Regional	NYS DOT	STATE MISC. PAVEMENT PRESERVATION	\$24,475,000
1811.02	RG37A	Regional	NYS DOT	TMC OPERATIONS, ENGINEERING, AND ITS SUPPORT	\$14,000,000
RG23XX	RG23	Regional	NYS DOT	TRAFFIC SIGNAL REPLACEMENT	\$3,005,000
RG148X	RG148	Regional	NYS DOT	STATE CURVE WARNING SIGN UPGRADES	\$6,025,000
TBD	TBD	Regional	NYS DOT	NYS PEDESTRIAN SAFETY ACTION PLAN – ENHANCED UPGRADES	\$2,000,000
TBD	TBD	Regional	NYS DOT	TRAFFIC SIGNAL CONSULTANT SET-ASIDE	\$600,000
176084	R323	Rensselaer	City of Rensselaer	RENSELAER RIVERFRONT MULTI-USE TRAIL CONSTRUCTION FROM DELAETS LANDING TO HILTON PARK AND BOAT LAUNCH	\$4,413,000
176175	R331	Rensselaer	City of Rensselaer	SOUTH STREET BRIDGE REPLACEMENT & PEDESTRIAN IMPROVEMENTS, SOUTH STREET BETWEEN 2ND AVENUE AND AIKEN AVE	\$2,938,000
176183	R345	Rensselaer	City of Rensselaer	RENSELEAR BICYCLE & PEDESTRIANS ACCESS IMPROVEMENTS	\$2,760,000
176283	R357	Rensselaer	City of Rensselaer	WASHINGTON ST BRIDGE REPLACEMENT, BRIDGE NY	\$824,000
176161	R339	Rensselaer	City of Troy	NY 2 CORRIDOR PROJECT & RIVER / FERRY ST INTERSECTION IMPROVEMENTS & 1ST AND 2ND STREETS OVER FERRY STREET BRIDGE REHABILITATION	\$12,419,000
176238	R350	Rensselaer	City of Troy	FEDERAL STREET CORRIDOR IMPROVEMENTS	\$668,000
104357	R315	Rensselaer	NYS DOT	US ROUTE 9 BRIDGE OVER I-90 (EXIT 11), BRIDGE REPLACEMENT	\$13,935,000
118839	R330	Rensselaer	NYS DOT	ROUTE 67 OVER B&M RR BRIDGE REPLACEMENT	\$8,150,000
130683	R351	Rensselaer	NYS DOT	PAVEMENT REHABILITATION ON RT 7 FROM RT 278 TO	\$1,800,000

2025-2030 DRAFT Transportation Council Transportation Improvement Program

PIN	TIP #	County	Sponsor	Project Name	Cost
				TOMHANNOCK RESERVOIR	
175815	R287	Rensselaer	Rensselaer County	CR 68 OVER WYNANTSKILL CREEK	\$2,735,000
176049	R314	Rensselaer	Rensselaer County	TAMARAC ROAD (CR 129) LARGE CULVERT REPLACEMENT	\$1,018,000
176284	R358	Rensselaer	Rensselaer County	PLANK ROAD BRIDGE REPLACEMENT, BRIDGE NY	\$2,643,000
176307	R363	Rensselaer	Rensselaer County	GROVESIDE RD OVER SUNKAUISSIA CREEK BRIDGE REPLACEMENT, BRIDGE NY	\$2,980,000
176338	R367	Rensselaer	Town of Brunswick	Hoosick Rd Widening at Roosevelt Ave	\$770,000
176248	R352	Rensselaer	Town of East Greenbush	GILLIGAN ROAD SIDEPATH AND MULTIMODAL ENHANCEMENTS PROJECT	\$286,000
176248	R365	Rensselaer	Town of East Greenbush	Gilligan Rd Sidepath and Multimodal Enhancements	\$3,096,500
176308	R362	Rensselaer	Town of Hoosick	COTTRELL RD OVER WALLOOMSAC RIVER BRIDGE REPLACEMENT, BRIDGE NY	\$2,615,000
176322	R364	Rensselaer	Town of North Greenbush	US 4 SIDEWALK CONTINUITY	\$1,491,000
176257	R355	Rensselaer	Town of Sand Lake	TOWN OF SAND LAKE BEACH SIDEWALK CONNECTOR	\$892,000
176285	R359	Rensselaer	Town of Sand Lake	THAIS RD BRIDGE REPLACEMENT, BRIDGE NY	\$1,999,000
176336	R366	Rensselaer	Town of Sand Lake	First Dyke Rd over Burden Lake	\$2,255,000
176309	R361	Rensselaer	Town of Schodack	BROOKVIEW STATION RD OVER MOORDENER KILL BRIDGE REPLACEMENT, BRIDGE NY	\$2,200,000

2025-2030 DRAFT Transportation Council Transportation Improvement Program

PIN	TIP #	County	Sponsor	Project Name	Cost
176256	R354	Rensselaer	Village of Nassau	VILLAGE OF NASSAU INTERSECTION AND PEDESTRIAN UPGRADES	\$4,390,000
176233	SA337	Saratoga	City of Saratoga Springs	SARATOGA SPRINGS PED/ADA TRAFFIC SIGNAL IMPROVEMENT PROJECT	\$106,000
172276	SA338	Saratoga	NYS DOT	BRIDGE REPLACEMENT AND INTERCHANGE IMPROVEMENTS, I-87 EXIT 16 INTERCHANGE, BIN 1033370	\$3,500,000
172269	SA339	Saratoga	NYS DOT	BRIDGE REPLACEMENT, NELSON AVENUE EXTENSION OVER I-87	\$6,550,000
172275	SA340	Saratoga	NYS DOT	BRIDGE REPLACEMENT, RIVER VIEW RD OVER I-87, BIN 1033190	\$11,150,000
146051	SA341	Saratoga	NYS DOT	BRIDGE REPLACEMENT, ROUTE 32 OVER FISH CREEK, BIN 1022530	\$3,295,000
172280	SA359	Saratoga	NYS DOT	I-87 Over Dwass Kill	\$8,000,000
108973	SA362	Saratoga	NYS DOT	Rt 4 Over the Hudson River & Canal (Northumberland)	\$24,795,000
104364	SA366	Saratoga	NYS DOT	I-87 E13 Realign at Rt 9	\$750,000
104365	SA367	Saratoga	NYS DOT	Roundabout Rt 9 at Cramer Rd	\$4,500,000
172282	SA368	Saratoga	NYS DOT	I-87 Pavement from Mohawk River to E9	\$17,740,000
172283	SA369	Saratoga	NYS DOT	I-87 Pavement from E9 to E11.5	\$19,860,000
176178	SA317	Saratoga	Saratoga County	COONS CROSSING ROAD OVER ANTHONY KILL BRIDGE REPLACEMENT	\$1,993,000
176179	SA318	Saratoga	Saratoga County	LASHER ROAD BRIDGE OVER THE MOURNING KILL REPLACEMENT	\$1,497,000
175919	SA342	Saratoga	Saratoga County	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	\$4,372,000

2025-2030 DRAFT Transportation Council Transportation Improvement Program

PIN	TIP #	County	Sponsor	Project Name	Cost
176241	SA343	Saratoga	Saratoga County	DIMMICK RD BRIDGE REPLACEMENT BIN3304510	\$2,033,000
176242	SA344	Saratoga	Saratoga County	HEATH ROAD OVER STURDEVANT CREEK BRIDGE REPLACEMENT, BRIDGE NY	\$2,300,000
176243	SA345	Saratoga	Saratoga County	DESIGN OF ZIM SMITH NORTHERN TRAIL EXTENSION	\$900,000
176258	SA352	Saratoga	Saratoga County	ZIM SMITH TRAIL NORTHERN EXTENSION CONSTRUCTION	\$1,873,000
176287	SA354	Saratoga	Saratoga County	CR 1 (STONY CREEK RD) OVER WOLF CREEK BRIDGE REPLACEMENT, BRIDGE NY	\$1,990,000
176334	SA360	Saratoga	Saratoga County	Viall Ave over Anthony Kill	\$3,058,000
176335	SA361	Saratoga	Saratoga County	CR33 over Snook Kill	\$4,213,000
176337	A641	Saratoga	Saratoga County	Tabor Rd over Dwaas Kill	\$3,058,000
176342	SA370	Saratoga	Saratoga County	CR92 Pavement Preservation	\$4,544,100
176343	SA371	Saratoga	Saratoga County	CR51 Pavement Preservation	\$3,052,500
176324	SA358	Saratoga	Saratoga County	RT 50 (DOUBLEDAY AVE) AT NORTHLINE RD INTERSECTION IMPROVEMENTS	\$6,110,000
176310	SA355	Saratoga	Town of Ballston	FINLEY RD OVER THE MOURNING KILL BRIDGE REPLACEMENT, BRIDGE NY	\$1,982,000
108548	SA323	Saratoga	Town of Clifton Park	NY 146 AND NY 146A BICYCLE AND PEDESTRIAN ACCESS IMPROVEMENTS, INTERSECTION OF NY 146 AND NY 146A (VISCHER FERRY RD).	\$1,382,000
176247	SA346	Saratoga	Town of	RT146 /MILLER RD & TANNER RD & RT146 /WAITE RD	\$500,000

2025-2030 DRAFT Transportation Council Transportation Improvement Program

PIN	TIP #	County	Sponsor	Project Name	Cost
			Clifton Park	INTERSECTIONS	
176260	SA351	Saratoga	Town of Clifton Park	TOWN OF CLIFTON PARK TOWN CENTER WALKABILITY: CLIFTON COUNTRY ROAD CORRIDOR PEDESTRIAN AND BIKE IMPROVEMENT PROJECT	\$2,281,000
176321	SA357	Saratoga	Town of Clifton Park	SITTERLY RD INTERSECTION ENHANCEMENT & SIDEWALK CONNECTIVITY	\$4,313,000
176250	SA363	Saratoga	Town of Halfmoon	Rt 236 and Guideboard Rd Intersection Improvements	\$4,412,650
176319	SA356	Saratoga	Town of Malta	MALTA PEDALS (PEDESTRIAN DOWNTOWN ACCESS LINKAGE SYSTEM)	\$2,034,000
176251	SA364	Saratoga	Town of Malta	East Line Rd & Rt 67 Intersection	\$4,895,000
176286	SA353	Saratoga	Town of Providence	ANTIOCH RD OVER ALDER CREEK BRIDGE REPLACEMENT, BRIDGE NY	\$1,915,000
176252	SA349	Saratoga	Town of Wilton	RT50 / OLD GICK/INGERSOLL/JONES RD INTERSECTION IMPROVEMENTS	\$545,000
176253	SA350	Saratoga	Town of Wilton	TOWN OF WILTON TRAFFIC SAFETY AND PEDESTRIAN CONNECTIVITY	\$4,061,000
176332	SA365	Saratoga	Town of Wilton	Rt 50 Intersection Improvements	\$9,801,000
176169	S259	Schenectady	City of Schenectady	CRAIG STREET CORRIDOR REHABILITATION	\$12,893,000
176160	S266	Schenectady	City of Schenectady	FRANKLIN STREET CYCLE TRACK, CITY OF SCHENECTADY	\$1,859,000
176234	S275	Schenectady	City of Schenectady	BRANDYWINE AVE- MCCLELLAN ST PEDESTRIAN IMPROVEMENTS	\$1,955,000
176236	S277	Schenectady	City of Schenectady	CRANE STREET BRIDGE REPLACEMENT, BRIDGE NY	\$8,539,000

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PIN	TIP #	County	Sponsor	Project Name	Cost
176237	S278	Schenectady	City of Schenectady	SCHENECTADY PARK CONNECTOR EXPANSION	\$1,595,000
152540	S279	Schenectady	NYS DOT	RESURFACE PAVEMENT ON I-890 FROM I-90 EXIT 25 TO BROADWAY/ERIE BLVD	\$630,000
108551	S280	Schenectady	NYS DOT	BRIDGE REPLACEMENT, RT 146 OVER CHRISLER AVENUE, BIN 1038330	\$13,352,000
108545	S281	Schenectady	NYS DOT	BRIDGE SUPERSTRUCTURE REPLACEMENT, RT 146 OVER I-890, BIN 1038340	\$8,940,000
102911	S282	Schenectady	NYS DOT	SLOPE REPAIR AND PAVEMENT RESURFACING ON STATE ROUTE 5S FROM RM 5S-1604-1048 TO RM 5S-1604-1050	\$3,100,000
176186	S269	Schenectady	Schenectady County	ROSENDALE ROAD/OLD RIVER ROAD INTERSECTION IMPROVEMENTS	\$4,275,000
176244	S283	Schenectady	Schenectady County	GRAND BOULEVARD PAVEMENT PRESERVATION & BICYCLE IMPROVEMENTS	\$1,124,000
176288	S287	Schenectady	Schenectady County	MUSELBECK RD OVER SANSEA KILL BRIDGE REPLACEMENT, BRIDGE NY	\$3,275,000
176344	S288	Schenectady	Schenectady County	Broadway Pavement Preservation	\$519,486
176341	S289	Schenectady	Schenectady County	Union Street Paving	\$777,128
176159	S265	Schenectady	Town of Glenville	FREEMANS BRIDGE ROAD MULTI-USE PATH & SIDEWALK	\$3,418,000
176249	S285	Schenectady	Town of Glenville	FREEMANS BRIDGE ROAD MULTI-USE PATH PHASE II	\$1,602,000
176182	S267	Schenectady	Town of Rotterdam	NY ROUTE 5S PEDESTRIAN/BICYCLE ACCESS IMPROVEMENTS FROM NY 103 / BRIDGE STREET TO PARKIS STREET AND ON IROQUOIS STREET	\$5,187,000

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PIN	TIP #	County	Sponsor	Project Name	Cost
176162	S263	Schenectady	Village of Scotia	SUNNYSIDE ROAD OVER AMTRAK, BRIDGE REPLACEMENT	\$9,485,000
182495	T11	Transit	CDTA	PASSENGER FACILITY IMPROVEMENTS AT VARIOUS LOCATIONS	\$2,050,000
CDTC13 7	T137	Transit	CDTA	BUSPLUS RED LINE UPGRADES AND SAFETY IMPROVEMENTS,	\$30,150,000
182498	T14B	Transit	CDTA	TRANSIT OPERATIONS SUPPORT FOR SARATOGA SERVICE: PREVENTIVE MAINTENANCE & OPERATING ASSISTANCE	\$16,577,000
182496	T16	Transit	CDTA	TRANSIT SUPPORT VEHICLES	\$3,980,000
182048	T17	Transit	CDTA	TRANSIT BUS REPLACEMENT/EXPANSION	\$23,440,000
182497	T57	Transit	CDTA	PREVENTIVE MAINTENANCE FOR TRANSIT PROJECTS	\$116,381,000
182494	T6B	Transit	CDTA	STAR BUS REPLACEMENT AND EXPANSION	\$4,115,000
CDTC20	T77	Transit	CDTA	CAPITAL COST OF CONTRACTING FOR COMMUTER SERVICE IN THE CAPITAL DISTRICT TO POINTS NORTH, WEST AND SOUTH	\$2,243,000
182475	T141	Transit	NYSDOT	2 REPLACEMENT VEHICLES AND 1 NEW VEHICLE FOR NYSARC, INC. SARATOGA COUNTY CHAPTER DBA SARATOGA BRIDGES	\$350,000
182476	T142	Transit	NYSDOT	1 REPLACEMENT VEHICLE FOR ST. PETERS HOSPITAL FOUNDATION DBA SCHUYLER RIDGE HEALTHCARE	\$78,000
182477	T143	Transit	NYSDOT	1 REPLACEMENT VEHICLE FOR SUNNYVIEW HOSPITAL AND REHABILITATION CENTER	\$79,000
182478	T144	Transit	NYSDOT	2 REPLACEMENT VEHICLES FOR NORTHEAST HEALTH FOUNDATION DBA EDDY SENIOR CARE CONNECTIONS	\$156,000
182479	T145	Transit	NYSDOT	6 REPLACEMENT VEHICLES AND 1 DISPATCH SYSTEM FOR CENTER FOR DISABILITY SERVICES INC	\$1,049,000
182480	T146	Transit	NYSDOT	2 REPLACEMENT VEHICLES AND 1 NEW VEHICLE FOR COLONIE SENIOR SERVICE CENTERS INC	\$235,000
182481	T147	Transit	NYSDOT	1 REPLACEMENT VEHICLE FOR RENSSELAER COUNTY CHAPTER,	\$85,000

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PIN	TIP #	County	Sponsor	Project Name	Cost
				NYSARC. INC	
182499	T153	Transit	NYSDOT	1 NEW LOT E EXPANSION VEHICLE FOR ST. PETER'S HOSPITAL FOUNDATION, INC., ALBANY COUNTY	\$110,000
182500	T154	Transit	NYSDOT	6 NEW LOT I REPLACEMENT VEHICLES FOR CENTER FOR DISABILITY SERVICES INC., ALBANY COUNTY	\$1,128,000
182501	T155	Transit	NYSDOT	2 NEW LOT E REPLACEMENT VEHICLES, TOWN OF ROTTERDAM AND 2 NEW LOT E EXPANSION VEHICLES, TOWN OF COLONIE FOR SAMARITAN HOSPITAL AND THE EDDY FOUNDATION, ON BEHALF OF SENIOR CARE CONNECTIONS, INC	\$439,000
182502	T156	Transit	NYSDOT	1 NEW LOT E REPLACEMENT VEHICLE AND NEW ROUTE SCHEDULING SOFTWARE FOR BETHLEHEM SENIOR PROJECTS INC	\$130,000
182504	T158	Transit	NYSDOT	OPERATING ASSISTANCE FOR CATHOLIC CHARITIES OF THE DIOCESE OF ALBANY / TRI-COUNTY SERVICES	\$448,000
182505	T158	Transit	NYSDOT	2 NEW LOT K REPLACEMENT VEHICLES AND 1 NEW LOT E REPLACEMENT VEHICLE FOR NYSARC, INC. SARATOGA COUNTY CHAPTER	\$563,000
CDTA03	T140	Transit	Town of Bethlehem	FLEX MICRO-TRANSIT VEHICLE REPLACEMENT / EXPANSION	\$4,720,000

[PLACEHOLDER FOR PDF OF FULL PROJECT LISTINGS]

SECTION VII
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APPENDICES