



CAPITAL REGION

**Transportation  
Council**

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

For Planning Committee Approval – May 7, 2025

## DISCLAIMER

Financial assistance for the preparation of this report was provided through grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), U.S. Department of Transportation through the New York State Department of Transportation. The Capital Region Transportation Council is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

## TITLE VI AND NONDISCRIMINATION POLICY STATEMENT

The Capital Region Transportation Council (Transportation Council) 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, or national origin as protected by Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d). Additionally, the Transportation Council will provide meaningful access to services for persons with Limited English Proficiency (LEP) in accordance with Executive Order # 13166. The Transportation Council is also committed to ensuring that no person is excluded from participation in, or denied the benefits of, its transportation planning process on the basis of sex, age, or disability as protected by Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. § 324), the Age Discrimination Act of 1975, Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act of 1990.

If information is needed in another language, contact 518-458-2161 or send an e-mail to [info@capitalmpo.org](mailto:info@capitalmpo.org).

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# **APPENDIX A**

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# **GLOSSARY**

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

<b>Abbreviation</b>	<b>Description</b>
STBGP - Flex	Surface Transportation Block Grant Program - Flexible
STBGP - LG Urb	Surface Transportation Block Grant Program - Large Urban
STEP Model	Systematic Transportation Evaluation and Planning Model
STIP	Statewide Transportation Improvement Program
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Program
TMC	Traffic Management Center
TTTR	Truck Travel Time Reliability
ULB	Useful Life Benchmark
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation

**APPENDIX B**  
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**FEDERAL FUNDING PROGRAMS**

## **National Highway Performance Program (NHPP)**

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

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

The Federal share of NHPP funds is generally 80 percent. See the "Federal Share" fact sheet for more information<sup>1</sup>.

## **Surface Transportation Block Grant Program (STBGP)**

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

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<sup>1</sup> <https://www.fhwa.dot.gov/fastact/factsheets/federalsharefs.pdf>



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

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

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

The Federal share of STBG funds is generally 80 percent. See the “Federal Share” fact sheet for more information<sup>2</sup>.

Surface Transportation Block Grant Program fund sources included on the 2025 – 2030 TIP include:

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

### **Highway Safety Improvement Program (HSIP)**

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

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

The IIJA allows a State to use up to 10% of its HSIP funds for specified safety projects, including projects that promote public awareness and inform the public

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<sup>2</sup> <https://www.fhwa.dot.gov/fastact/factsheets/federalsharefs.pdf>

regarding highway safety matters, facilitate enforcement, emergency vehicle infrastructure, safety-related research, and more.

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

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

Full details on the eligibility requirements for federal-aid highway 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/>.

### **Bridge Formula Program (BFP)**

The Bridge Formula Program is a new formula funding program established with the IIJA to replace, rehabilitate, preserve, protect, and construct highway bridges. Eligible activities include highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. The IIJA directs USDOT to apportion BFP funds to states based on the relative costs of replacing a state's bridges classified as being in poor condition and rehabilitating a state's bridges classified as being in fair condition. There is a pre-apportionment set-aside for Tribal transportation facility bridges and a post-apportionment set-aside of 15% for "off-system" bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).

More information on the BFP can be found on the Federal Highway Administration website at <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/bfp.cfm>.

### **Carbon Reduction Program (CRP)**

The Carbon Reduction Program is a new formula funding program established with the IIJA to fund projects designed to reduce transportation emissions, defined as

carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. Eligible projects include traffic monitoring technologies, certain public transit projects, bicycle and pedestrian infrastructure, congestion management technologies, alternative fuel infrastructure, and more. Under the IIJA, FHWA apportions funds to states who then obligate 65% of the funds within urbanized areas in proportion to their relative population and the remaining 35% anywhere in the state.

More information on the CRP can be found on the Federal Highway Administration website at [https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/crp_fact_sheet.cfm).

**APPENDIX C**  
-  
**FEDERAL FUND SOURCE SPLITS**

U.S. Department of Transportation

## Federal Highway Administration

1200 New Jersey Avenue, SE  
Washington, DC 20590  
202-366-4000

# INFRASTRUCTURE INVESTMENT AND JOBS ACT

[Home](#)[Overview](#)[Funding](#)[Assistance / Local Support](#)[Fact Sheets](#)[Guidance / Regs](#)

# FACT SHEETS

## Federal Share

Note: All references noted as "BIL" in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

### Overview

The maximum share of project costs that may be funded with Federal-aid (the "Federal share") varies based upon the Federal-aid program from which the project receives funding. In some cases, the Federal share also is adjusted based on related statutory provisions. Within this document, changes made by BIL to Federal share are noted in *italicized type*.

### Statutory Authority

Generally 23 U.S.C. 120, except as otherwise indicated.

### Standard Federal Share

Except as otherwise provided, the Federal share payable for projects or activities carried out under title 23, U.S.C., shall be:

- 90% of the total cost thereof for a project on the Interstate System (including a project to add high occupancy vehicle lanes or auxiliary lanes but excluding a project to add other lanes); and
- 80% of the total cost thereof for any project that is not on the Interstate System. [23 U.S.C. 120(a)-(b)].

There are various exceptions and adjustments to the "standard" Federal share, which are detailed below and in program-specific fact sheets and guidance found at [Bipartisan Infrastructure Law - FHWA | Federal Highway Administration \(dot.gov\)](#).

### Adjustment or Increase to Federal Share

#### Sliding Scale

Section 120(a) and (b) of title 23, U.S.C., authorize an upward adjustment (the "sliding scale") to the Federal share for a State containing Federal and nontaxable Indian lands. A sliding scale State is eligible for an increased Federal share based upon the location of the project—90-95% for an applicable Interstate project and 80-95% for any other project. The amount of the upward adjustment is based on the percentage of Federal and nontaxable Indian lands in the State. (See [FHWA Notice N 4540.12](#) for the specific share allowable in each sliding scale State under this provision.) The sliding scale is not available to programs where Federal law sets a program-specific Federal share.

#### Designated Types of Projects

Section 120(c) of title 23, U.S.C., allows certain specified types of projects, mostly targeting safety improvements, to be eligible to receive a Federal share of up to 100%. A State may apply the higher Federal share on no more than 10% of its combined apportionment under 23 U.S.C. 104. *The BIL added vehicle-to-infrastructure communication equipment to this list. [BIL, § 11107(1)(A); 23 U.S.C. 120(c)(1)]* Further guidance may be found at: <https://www.fhwa.dot.gov/federalaid/141125.cfm>

#### Innovative Project Delivery Methods

A project that the Secretary determines incorporates innovations described in 23 U.S.C. 120(c)(3) is eligible for an increased Federal share by up to 5% of the total project cost, up to 100%, if funded by the National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG) Program, or Metropolitan Planning program. This increased Federal share flexibility is subject to limitations in 23 U.S.C. 120(c)(3)(C). *The BIL adds “contractual provisions that provide safety contingency funds to incorporate safety enhancements to work zones prior to or during roadway construction activities” to the list of innovations eligible for this increased Federal share.*

[BIL, § 11107(1)(B); 23 U.S.C. 120(c)(3)]

For more information see: [https://www.fhwa.dot.gov/innovation/resources/increased\\_Federal\\_share.cfm](https://www.fhwa.dot.gov/innovation/resources/increased_Federal_share.cfm)

## Workforce Development, Training, and Education

Subject to project approval by the Secretary, a State may obligate NHPP, STBG, Highway Safety Improvement Program (HSIP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for surface transportation workforce development, training, and education at a Federal share of 100% (except for activities under the Local Technical Assistance Program, which are limited to a Federal share of 50%). 23 U.S.C. 504(e)(2)

*The BIL expands the list of activities eligible for this 100% Federal share, to include—*

- *Pre-apprenticeships, apprenticeships, and career opportunities for on-the-job training;*
- *University, college, community college, and vocational school support; and*
- *Activities associated with workforce training and employment services, such as targeted outreach and partnerships with industry, economic development organizations, workforce development boards, and labor organizations.*

[BIL, § 13007(a); 23 U.S.C. 504(e)(1)]

## Appalachian Development Highway System (ADHS) projects

For fiscal years 2012 through 2050, for a State that uses funding apportioned for a program other than the ADHS program to construct a highway or access road that contributes to the completion of the ADHS, the Federal share may be up to 100% on that project. [Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), § 1528, as amended]. For more information, see [FAST Act ADHS Questions & Answers - Special Funding - Federal-aid Programs and Special Funding - Federal Highway Administration \(dot.gov\)](#).

*The Federal share on projects funded with BIL ADHS advance appropriations from the General Fund is determined in accordance with 40 U.S.C. 14501. [BIL, division J, title VIII, Highway Infrastructure Programs heading, paragraph (9), second proviso]. The Federal share on projects funded with BIL ADHS Advance appropriations from the General Fund may be increased up to 100% at the option of the State. [BIL, division J, title VIII, Highway Infrastructure Programs heading, paragraph (9), sixth proviso].*

## Projects within Indian Reservations, National Parks and Monuments

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

## Flexible Federal Share

### Flexible Financing for Projects Obligated under the Transportation Alternatives (TA) Set-Aside Program

*The BIL provides additional flexible financing regarding the non-Federal share. Section 133(h)(7)(A) of title 23, U.S.C., requires the average annual non-Federal share of the total cost of all TA Set-Aside projects for which funds are obligated in a State for a fiscal year to be not less than the average non-Federal share of the cost of the projects that would otherwise apply under 23 U.S.C. 120.*

- *Funds made available under HSIP (23 U.S.C. 148) may be credited toward the non-Federal share of the costs of a TA Set-Aside project if the project is an eligible HSIP project as described in 23 U.S.C. 148(e)(1) and is consistent with the State strategic highway safety plan (subject to the requirements in 23 U.S.C. 133(h)(7)(A) and (C)). [BIL, § 11109(b)(1); 23 U.S.C. 133(h)(7)(B)(i)].*
- *Subject to the requirements of 23 U.S.C. 133(h)(7)(A) and (C), the Federal share of the cost of an individual TA Set-Aside project may be up to 100%.*
- *[BIL, § 11109(b)(1); 23 U.S.C. 133(h)(7)(B)(iii)].*
- *The non-Federal share for a project under this authority may be calculated on a project, multiple-project, or program basis. [BIL, § 11109(b)(1); 23 U.S.C. 133(h)(7)(B)(ii)].*
- *To use the flexible provisions under 23 U.S.C. 133(h)(7)(B), the State must have adequate financial controls, as certified by the Secretary, to account for the average annual non-Federal share. [BIL, § 11109(b)(1); 23 U.S.C. 133(h)(7)(C)].*

## Federal Share Flexibility Pilot Program

*A State selected to participate in the pilot program may determine the Federal share on a project, multiple-project, or program basis for projects under NHPP, STBG, HSIP, CMAQ, National Highway Freight Program (NHFP), Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) Formula Program, if the following conditions are met:*

- *Maximum Federal share of an individual project under the pilot program may be up to 100%;*

- *Minimum Federal share of an individual project under the pilot program is greater than 0%; and*
- *The average annual Federal share of the total cost of all projects authorized under these programs to which a participating State is applying the Federal share requirements under this pilot program shall be not more than the average of the maximum Federal Share of the projects if those projects were not carried out under this pilot program.*

A State seeking to participate in the Pilot must submit an application and have in place adequate financial controls to account for the average annual non-Federal share.

[BIL, § 11107(3); 23 U.S.C. 120(l)]

### Increased non-Federal Share

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

### Federal Share on Transfer of Funding between FHWA and Federal Transit Administration (FTA)

Any funds that have been transferred between FHWA and FTA remain subject to the Federal share that applied to the source of the funds that were transferred. [23 U.S.C. 104(f)]

### Toll Roads, Bridges, Tunnels and Ferries

Federal statutes authorizing the use of tolls on Federal-aid highways, including 23 U.S.C. 129 and the Value Pricing Pilot Program, limit the Federal share for most toll facility projects, including conversion of HOV lanes to toll facilities, to 80%. [23 U.S.C. 129(a)(5)]The Federal share limit supersedes other applicable provisions that may allow higher Federal share, such as sliding scale provisions. However, the Federal share limitation does not apply to certain programs, such as Emergency Relief or some earmarks.

*In projects that replace or retrofit a diesel fuel ferry vessel that provides substantial emissions reductions, the Federal share may be up to 85%, as determined by the State. This provision terminates on September 30, 2025 [BIL, § 11117(b)].*

**Federal Share Table [\[1\]](#)**

		Federal share (%) <a href="#">[2]</a>	Plus eligible for...					100% within Indian reservations, national parks, and monuments <a href="#">[8]</a>
			Sliding scale <a href="#">[3]</a>	May amount to 100% for designated types of projects <a href="#">[4]</a>	Up to 100% for innovative delivery methods <a href="#">[5]</a>	100% for workforce development <a href="#">[6]</a>	Up to 100% for ADHS projects <a href="#">[7]</a>	
Program								
Federal-aid Highway Apportioned Programs	National Highway Performance Program	80/90 <a href="#">[9]</a> , <a href="#">[10]</a> , <a href="#">[11]</a>	✓	✓	✓	✓	✓	✓
	Surface Transportation Block Grant Program	80/90 <sup>9,11</sup> , <a href="#">[12]</a>	✓	✓	✓	✓	✓	✓
	Highway Safety Improvement Program	90 <sup>9,11</sup> , <a href="#">[13]</a> , <a href="#">[14]</a>	✓	✓		✓		✓
	Railway-Highway Crossings set-aside	100 <a href="#">[15]</a>						
	Congestion Mitigation & Air Quality Improvement Program	80/90 <sup>9,11</sup>	✓	✓		✓		✓
	National Highway Freight Program	80/90 <sup>9,11</sup>	✓	✓			✓	✓
	Metropolitan Transportation Planning	80 <sup>9,11</sup> , <a href="#">[16]</a>	✓		✓			
	Carbon Reduction Program <a href="#">[17]</a>	80/90 <sup>9,11</sup> ,	✓	✓				✓
	PROTECT Formula Program <a href="#">[18]</a>	80 <sup>11</sup> , <a href="#">[19]</a>						✓
	State Planning and Research	80 <a href="#">[20]</a>						
	Transportation Alternatives	80/90 <sup>9</sup> , <a href="#">[21]</a>	✓	✓				✓
	Recreational Trails Program	80 <a href="#">[22]</a>	✓					

Program	Federal share (%) [2]	Plus eligible for...						
		Sliding scale [3]	May amount to 100% for designated types of projects [4]	Up to 100% for innovative delivery methods [5]	100% for workforce development [6]	Up to 100% for ADHS projects [7]	100% within Indian reservations, national parks, and monuments [8]	
Federal Highway Formula Programs funded with Advance Appropriations	Appalachian Development Highway System (ADHS)	80 [23]					✓	
	Bridge Formula Program	80/90/100 [24]	✓	✓			✓	
	National Electric Vehicle Infrastructure Formula Program	80 [25]						
Federal Lands and Tribal Transportation	Federal Lands Access Program	Up to 100 [26]						
	Federal Lands Transportation Program	100 [27]						
	Nationally Significant Federal Lands and Tribal Projects Program	Up to 90/100 [28]						
	Tribal Transportation Program	100 [29]						



	Program	Federal share (%) [2]	Plus eligible for...					100% within Indian reservations, national parks, and monuments [8]
			Sliding scale [3]	May amount to 100% for designated types of projects [4]	Up to 100% for innovative delivery methods [5]	100% for workforce development [6]	Up to 100% for ADHS projects [7]	
Other Highway-related Programs	Bridge Investment Program	50/80 [30]						
	Charging and Fueling Infrastructure Grants	80 [31]						
	Congestion Relief Program	80 [32]						
	Construction of Ferry Boats & Ferry Terminal Facilities [33]	80 [34]						
	Emergency Relief Program	80-100 [35]	✓					
	Emergency Relief for Federally Owned Roads	100 [36]						
	INFRA Program (Nationally Significant Multimodal Freight and Highway Projects)	60/80 [37]						
	Mega Program (National Infrastructure Project Assistance)	60 [38]						
	National Culvert Removal, Replacement and Restoration Grants	80/100 [39]						
	National Scenic Byways Program	80 [40]						
	PROTECT Discretionary Program	80/100 [41]						
	Puerto Rico Highway Program	80/90 <sup>9</sup>	✓	✓				
	RAISE (Local and Regional Project Assistance)	80 [42]						
	Reconnecting Communities Pilot Program	50/80 [43]						
	Reduction of Truck Emissions at Port Facilities Program	80 [44]						
	Rural Surface Transportation Grant Program	80 [45]					✓	
	Safe Streets and Roads for All	80 [46]						
	Territorial Highway Program (or project in the specified territories)	100 [47]						
Wildlife Crossings Pilot Program	80/90 <sup>9</sup> , [48]	✓	✓					

Program		Federal share (%) [2]	Plus eligible for...					100% within Indian reservations, national parks, and monuments [8]
			Sliding scale [3]	May amount to 100% for designated types of projects [4]	Up to 100% for innovative delivery methods [5]	100% for workforce development [6]	Up to 100% for ADHS projects [7]	
Transportation Research	Highway Safety Research and Development Program	80 [49]						
	Technology and Innovation Deployment Program	80 <sup>49</sup>						
	Training and Education	50/75/80/100 [50]						
	Intelligent Transportation Systems Program	80 [51]						
	ATTAIN Program (Advanced Transportation Technologies and Innovation Mobility Deployment)	80 [52]						
	Strategic Innovation for Revenue Collection	70/80 [53]						

[1] The footnotes below are specific to Federal share requirements. For information regarding the non-Federal match requirements and non-Federal match flexibilities, see: [https://www.fhwa.dot.gov/legsregs/directives/policy/memonfmr\\_tapered20190515.htm](https://www.fhwa.dot.gov/legsregs/directives/policy/memonfmr_tapered20190515.htm)

[2] The Federal share specified in this column may be subject (as specified) to one or more of the provisions referenced in the subsequent columns.

For footnotes 3-8 see section “Adjustment or Increase to Federal Share” for further information.

[3] 23 U.S.C. 120(a)-(b).

[4] 23 U.S.C. 120(c)(1), as amended by BIL, § 11107(1)(A). For more information see: <https://www.fhwa.dot.gov/federalaid/141125.cfm>.

[5] 23 U.S.C. 120(c)(3), as amended by BIL, § 11107(1)(B).

[6] 23 U.S.C. 504(e)(2), as amended by BIL, § 13007(a)(2).

[7] Section 1528 of MAP-21, Pub. L. No. 112-141 (July 6, 2012), as amended by section 1435 of the FAST Act, Pub. L. No. 114-94 (Dec. 4, 2015). For more information see [FAST Act ADHS Questions & Answers](#).

[8] 23 U.S.C. 120(f). For more information, see [Federal Shares Established by 23 U.S.C. and the ISTEA of 1991](#).

[9] 23 U.S.C. 120(a)-(b). See section above titled “Standard Federal Share.” For NHPP, STBG, HSIP, CMAQ, NHFP, CRP, and the PROTECT Formula Program, see section above titled “Federal Share Flexibility Pilot Program.”

[10] The NHPP Federal share for a State that has not developed and implemented an asset management plan in accordance with 23 U.S.C. 119(e) will be reduced to 65% until it develops and implements its plan. See 23 U.S.C. 119(e)(5) and [Implementation Guidance for the National Highway Performance Program \(NHPP\) as Revised by the Bipartisan Infrastructure Law](#) (Jun. 1, 2022), section F.

[11] 23 U.S.C. 206(j), as amended by BIL, § 11134. Funds apportioned to a State under section 104(b) that are obligated for a recreational trail or a related project shall be administered as if the funds were made available to carry out a project under the Recreational Trails Program (RTP). This includes provisions for Federal share and credit toward non-Federal share. See 23 U.S.C. 206(f).

[12] 23 U.S.C. 120(c)(4), as amended by BIL, § 11107(1)(C) permits the Secretary to waive the non-Federal share of the cost of a project or activity under 23 U.S.C. 502(b)(6) that is carried out with STBG funds, after considering appropriate factors.

[13] For HSIP, application of sliding scale continues to be based on the location of the project on or off the Interstate System.

[14] 23 U.S.C. 148(j).

[15] 23 U.S.C. 130(f)(3), as amended by BIL, § 11108(b). For any project financed with funds set aside to carry out 23 U.S.C. 130, the BIL increased the Federal share to 100% (from 90% under the FAST Act).

[16] For activities funded by the set-aside for Increasing Safe and Accessible Transportation Options, the Federal share of the cost of a project carried out using funds under that program shall be 80% unless the Secretary determines that the interests of the Federal-aid highway program

would be best served by decreasing or eliminating the non-Federal share. BIL, § 11206(d).

[17] Program established under BIL, § 11403; 23 U.S.C. 175(f).

[18] Promoting Resilient Operations for Transformative, Efficient and Cost Savings Program established under BIL, § 11405; 23 U.S.C. 176(c).

[19] The Federal share of the cost of a project carried out using funds apportioned to the State under this program shall not exceed 80% of the total project cost, except that the Federal share may be increased up to 10 percentage points under certain circumstances. [BIL, § 11405; 23 U.S.C. 176(c) and 176(e)] For applicability of 23 U.S.C. 120(l) to the PROTECT Formula Program, see section above titled "Federal Share Flexibility Pilot Program".

A State may use Federal funds other than Federal funds apportioned to the State under the PROTECT Formula Program to meet the non-Federal cost share requirement for a project under that program.

[BIL, § 11405; 23 U.S.C. 176(c)(3)(D)(ii)]

[20] 23 U.S.C. 505(d). The Federal share of the cost of a project carried out using funds under this program shall be 80% unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share. See also BIL, § 11206(d).

[21] 23 U.S.C. 133(h)(7), as amended by BIL, § 11109(b)(1)(H).

[22] 23 U.S.C. 206(f) (which cites to 23 U.S.C. 120(b), with some specified exceptions). See also note 11.

[23] BIL, division J, title VIII, Highway Infrastructure Programs heading, paragraph (9), second and sixth proviso. Federal share is determined in accordance with 40 U.S.C. 14501 and may be increased up to 100% at the option of the State.

[24] Program established under BIL, division J, title VIII, Highway Infrastructure Programs heading, paragraph (1). Federal share is established in the fifth, fourteenth and fifteenth provisos of paragraph (1) as follows: Federal share shall be 100% for off-system bridges owned by a county, town, city, municipality or other local agency, or a federally recognized Tribe.

Federal share for the 3 percent set aside to carry out 23 U.S.C. 202(d) shall be 100%.

Federal share for all other bridges is determined in accordance with 23 U.S.C. 120.

The application of the increased Federal share under 23 U.S.C. 120(c)(1) to funds from this apportionment is not subject to the cap on such uses that applies to funds apportioned under 23 U.S.C. 104. See 135 Stat. 1420-21 (2021).

[25] New program established under BIL, division J, title VIII, Highway Infrastructure Programs heading, paragraph (2), third proviso.

[26] 23 U.S.C. 201(b)(7)(B) as amended by BIL, § 11113(a)(1).

[27] 23 U.S.C. 201(b)(7)(A).

[28] Section 1123 of FAST Act, Pub. L. No. 114-94 (December 4, 2015), as amended by BIL, § 11127(2). The Federal share of the cost of a project shall be up to 90%, except in the case of a project on a tribal transportation facility (as defined in section 101(a) of title 23, U.S.C.), the Federal share of the cost of such a project shall be 100%.

[29] 23 U.S.C. 201(b)(7)(A). There are various set-aside programs from TTP, including TTP Safety Funds Program, TTP High Priority Projects Program, and TTP Bridge Program. These set asides of TTP are also 100% federal share.

[30] New program established under BIL, § 11118(a); 23 U.S.C. 124(c).

- The Federal share shall not be more than 50% for a large project, and not more than 80% for other eligible projects, as these terms are defined in 23 U.S.C. 124(a).
- Federal funds, other than those made available under this program, may be used to satisfy the non-Federal share of the cost, as long as total Federal assistance for the project does not exceed the Federal share under 23 U.S.C. 120 and, for off-system bridges (as defined in 23 U.S.C. 133(f)(1)) the total Federal assistance for the project shall not exceed 90% of the total eligible project costs.

[31] Program established under BIL, § 11401(b); 23 U.S.C. 151(f)(10).

[32] Program established under BIL, § 11404(a); 23 U.S.C. 129(d)(5)(C).

[33] 23 U.S.C. 147(b).

[34] See Section "Toll Roads, Bridges, Tunnels and Ferries" for more information.

[35] 23 U.S.C. 120(e), as amended by BIL, § 11107(2). Emergency Relief (ER) funds are typically subject to the standard Federal share: 80%, with 90% on Interstates, in both cases subject to the sliding scale. However, this share may be adjusted as follows:

- May amount to 100% for eligible emergency repairs to minimize damage, protect facilities, or restore essential traffic accomplished within 270 days (vs. 180 days under the FAST Act) of the actual occurrence of the natural disaster or catastrophic failure. The Secretary shall extend this time period, taking into consideration any delay in the ability of the State to access damaged facilities to evaluate damage and the cost of repair. [BIL, § 11107(2)(A); 23 U.S.C. 120(e)(1) and (3)]

- *Up to 90% for eligible repairs (vs. eligible “permanent” repairs under the FAST Act) to restore facilities to pre-disaster condition if the State’s ER-eligible expenses for the FY exceed the State’s combined apportionment for that FY pursuant to 23 U.S.C. 104(b). [23 U.S.C. 120(e)(4); BIL, § 11107(2)(B)]*

[36] 23 U.S.C. 120(e)(2).

[37] 23 U.S.C. 117, as amended by BIL, § 11110.

- *The Federal share of projects designated as “Small Projects” described in 23 U.S.C. 117(e)(1) shall be 80%. In all other types of projects funded under this program the Federal share may not exceed 60%. [BIL, § 11110(a)(10); 23 U.S.C. 117(j)(1)]*
- *Federal funds from sources other than this program may be used to satisfy the non-Federal Share to 80% of the total project cost and in certain states based on population density, be up to the applicable share under 23 U.S.C. 120(b). [BIL, § 11110(a)(10); 23 U.S.C. 117(j)(2)]*
- *State Incentives Pilot Program: The Federal share of the cost of a project assisted with a grant under the pilot program may not exceed 50%. [BIL, § 11110(a)(15); 23 U.S.C. 117(q)(3)(A)]*

[38] Program established under BIL, § 21201; 49 U.S.C. 6701(i).

- *Federal assistance other than a grant awarded under the program may be provided for a project for which a grant is awarded under the program up to 80% of the total cost of the project.*

[39] Program established under BIL, § 21203; 49 U.S.C. 6703.

- *The Federal share of the cost of a project carried out with a grant to a State or unit of local government is up to 80%. The Federal share for Tribes is 100% [BIL, § 21203(a); 49 U.S.C. 6703(f)].*

[40] 23 U.S.C. 162(f). Federal share of the cost of carrying out a project under this section shall be 80%, except that, in the case of any scenic byway project along a public road that provides access to or within Federal or Indian land, Federal land management agencies may use funds authorized for use by the agency as the non-Federal share.

[41] Program established under BIL, § 11405; 23 U.S.C. 176(d).

- *Federal Share for Planning Grants is 100%.*
- *Federal Share for the three types of Resilience Grants shall not exceed 80%.*
- *Federal Share for the three types of Resilience Grants carried out by an Indian tribe may be up to 100%.*
- *Federal share may be increased by up to 10% in certain circumstances.*

*The eligible entity may use Federal funds other than Federal funds provided under the PROTECT Discretionary Grant Program to meet the non-Federal cost share requirement for a project carried out with a grant under the PROTECT Discretionary Grant Program.*

[BIL, § 11405(a); 23 U.S.C. 176(d)(5)(E) and (e)(1)]

[42] 49 U.S.C. 6702, as amended by BIL, § 21202.

- *At the discretion of the Secretary, the Federal share can exceed 80% if the project is carried out in a rural area, a historically disadvantaged community, or an area of persistent poverty.*

*Amounts provided under any of the following programs shall be considered to be a part of the non-Federal share for purposes of the RAISE Program:*

- *The Tribal Transportation Program under 23 U.S.C. 202.*
- *The Federal Lands Transportation Program under 23 U.S.C. 203.*
- *The TIFIA Program (as defined in 23 U.S.C. 601(a)).*
- *The Railroad Rehabilitation and Improvement Financing Program under chapter 224 of title 49, U.S.C. [BIL, § 21202(a); 49 U.S.C. 6702(e)]*

[43] Program established under BIL, § 11509; 23 U.S.C. 101 note.

- *Federal share shall not exceed 80% for planning grants. [23 U.S.C. 101 note; BIL, § 11509(c)(6)]*
- *Federal share may not to exceed 50% of the total cost for a capital construction grant project [23 U.S.C. 101 note; BIL, § 11509(d)(6)(A)]*
- *Federal assistance other than a capital construction grant may be used to satisfy the non-Federal share of the cost of a project under this program, up to 80% of the total cost of the project.*

[44] Program established under BIL, § 11402; 23 U.S.C. 149 note. A grant awarded under this program shall not exceed 80% of the total cost of the project. [BIL, § 11402(b)(2)]

[45] Program added under § 11132; 23 U.S.C. 173.

- *The Federal share of the cost of a project carried out with a grant under the program may not exceed 80%. [23 U.S.C. 173(j)(1)]*
- *The Federal share of the cost of an eligible project that furthers the completion of a designated segment of the Appalachian Development Highway System under section 14501 of title 40, U.S.C., or addresses a surface transportation infrastructure need identified for the Denali access system program under section 309 of the Denali Commission Act of 1998 (42 U.S.C. 3121 note; Public Law 105–277) shall be up to 100%, as determined by the State. [23 U.S.C. 173(j)(2)]*
- *Federal assistance other than a grant under the Rural Surface Transportation Grant Program may be used to satisfy the non-Federal share of the cost of a project carried out with a grant under that program. [23 USC 173(j)(3)]*

[46] Program established under § 24112. The Federal share of the cost of a Safe Streets and Roads for All project shall not exceed 80% [BIL, § 24112(e)]

[47] 23 U.S.C. 120(g).

[48] Program established under BIL, §11123; 23 U.S.C. 171.

[49] BIL, § 11101 (c)(3)(A). The Federal share of the cost of a project or activity carried out using these funds shall be 80%, unless otherwise expressly provided or otherwise determined by the Secretary.

[50] 23 U.S.C. 504, as amended by BIL, § 13007. See section above titled "Workforce development, training, and education".

[51] 23 U.S.C. 512-518, as amended by BIL, § 11101(c)(3)(A) unless otherwise expressly provided in division A of the BIL or as determined by the Secretary.

[52] 23 U.S.C. 503(c)(4)(J)

[53] 23 U.S.C. 503 note; BIL, § 13001(b)(7). Federal share may not exceed 80% if the entity has not previously received a grant under this program and may not exceed 70% for an entity that has received at least one grant under this program.

## **APPENDIX D**

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# **PUBLIC INVOLVEMENT AND CONSULTATION**

The Transportation Council hosted a series of virtual and in-person public participation opportunities that employed a range of strategies and technologies to make the planning process reasonably accessible to as many stakeholders as possible.

The public review period began on March 6, 2025, and continued through April 21, 2025. The summary of public comments received, and materials used for public engagement are presented below.

The public participation opportunities included the following events and activities:

- ◆ TIP Online Survey
  - The Transportation council developed an online survey on the Jotform platform to collect public input. The survey included three questions which asked respondents to rank the effectiveness of the Draft TIP on three metrics. The survey also included two open-ended questions for project specific and general comments respectively.
- ◆ TIP Virtual Workshop
  - The Transportation Council held a virtual workshop on Thursday, March 13 at 1:00 p.m. The workshop consisted of a presentation which explained the purpose of the TIP, outlined the process of the TIP update, and then showed how new projects were selected for funding. The meeting was streamed to the Transportation Council's YouTube page where it remained available for the duration of the public review period.
- ◆ TIP Open House
  - The Transportation Council held a TIP Open House on Wednesday, March 19 from 4-6 p.m. Five poster sized maps were displayed at the open house, one showing the location of each new project selected in the region, and one poster each for the four counties in the Transportation Council area showing projects selected in the county. Materials available for review by attendees included a list of each new selected project, as well as copies of the Draft Executive Summary, and the Draft TIP document. The interactive TIP map was projected, and Transportation Council employees were able to use the interactive map to provide detailed project information to attendees on request. Physical comment sheets were provided for any attendee wishing to provide comment at the open house.
- ◆ Continuous Feedback
  - In addition to the opportunities above, the Transportation Council was available to continuously collect feedback when provided via email or phone during the entire public review period.

### Jotform Ranking Question Results

Question 1: How well does the TIP Document communicate the TIP development process?

- ◆ Very Well: 6
- ◆ Fairly Well: 2
- ◆ Not Very Well: 1
- ◆ Not Sure: 0

Question 2: How well do you feel the distribution of funds in the Draft TIP addresses the transportation needs of the Capital Region?

- ◆ Very Well: 3
- ◆ Fairly Well: 4
- ◆ Not Very Well: 1
- ◆ Not Sure: 1

Question 3: How well do you feel the TIP achieves an appropriate geographic distribution of funds for site-specific projects in the Capital Region?

- ◆ Very Well: 5
- ◆ Fairly Well: 3
- ◆ Not Very Well: 0
- ◆ Not Sure: 1

### Summary of Comments Received

1. Email from Benjamin MacKrell, City of Albany, 3/5/25:

**COMMENT:** I'm very excited about a number of new project proposals on the TIP but am surprised the Washington Ave project scored so low in the 'complete streets' criteria compared to other (still amazing projects) like Saratoga Street in Cohoes and the City of Rensselaer waterfront. Those projects also look fantastic, but the Washington Ave project seems to tick all the same boxes in terms of new sidewalks, new crosswalks, extended multi-use paths and improved transit stops, but still score lower. Just wanted to cheer on that exciting project!

**RESPONSE:** Thank you for taking a look at the TIP scores and sharing your thoughts. The "Complete Streets" criterion included bonus points for including publicly accessible charging stations - the projects you mentioned (Saratoga



Street, Rensselaer Waterfront) included chargers but Washington Ave did not. That's why Washington Ave scored slightly lower. I'll add that we're recommending Washington Ave for funding in the TIP. Hope this helps - thank you again for the comment.

2. Email from Steve Strauss, Executive Director Empire State Passengers Association, 3/14/25

**COMMENT:** On behalf of the Empire State Passengers Association, a statewide intercity passenger rail advocacy organization with parallel interests in downstate commuter rail and local transit everywhere, I would like to compliment you on producing a much better than most TIP. Your documents are easier to understand, have better graphics and are organized in a more rational fashion than many other New York State MPO TIPs. Congratulations on that effort.

In addition, ESPA is pleased that you have included the replacement of the Livingston Avenue bridge, a major regional construction project, even though there is not currently a federal requirement that projects funded by the Federal Railroad Administration be included in State or MPO TIPs.

If I read the TIP correctly, the Transportation Council has made a standing decision to flex a portion of your FHWA funding to transit. This is a very positive statement on the region's commitment to building and maintaining a more balanced transportation system. That said, however, the TIP also shows that 60 percent of CDTA's 40-foot hybrid bus fleet and 23 percent of its over-the-road coaches are beyond their useful life. The Council should consider flexing additional federal funds for asset replacement in these two areas. Additionally, Tables 9 and 10 would have been more useful to the discussion if they included a column listing the number of vehicles in each category of the Tables. A reader might be less worried if CDTA only has ten hybrid buses of which six are beyond their useful life.

Lastly, I would urge the Council to provide more details on the funding sources for individual projects. Perhaps it is too early in the TIP process to include this level of detail, but doing so again gives elected officials, advocates and the general public a better understanding of how the region is allocating federal, state and local tax dollars.

**RESPONSE:** Good afternoon – thank you very much for reviewing the Draft TIP Document and providing comments. We appreciate the feedback. Regarding CDTA assets – I believe we have data on the number of vehicles in each category, and we'll see if we can add that to Tables 9 and 10 as requested. Regarding fund sources for individual projects – we intended to include this in the Draft TIP but the data wasn't available in time. The Final TIP document will include fund sources and fiscal years for all projects.

3. Comment submitted via Jotform survey

**COMMENT:** Cohoes Complete streets project will improve my quality of life. Cannot wait to get start on implementing this TIP projects in the region.

**RESPONSE:** Thank you for your comment and for taking the time to review the Draft 2025-2030 TIP.

4. Comment submitted via Jotform survey

**COMMENT:** The area's transportation has the most room to improve with regard to public transportation, cycling, and pedestrian infrastructure. However the majority of efforts seem to be focused on automotive infrastructure.

**RESPONSE:** Thank you for your comment – while a majority of programmed funding is for passenger vehicle related projects, we are pleased that CDTA will be receiving \$143.43M in Federal Transit Funding, as well as \$18.75M in Highway funds for transit related projects. We are also pleased to be able to provide \$26.3M in dedicated funding for 5 new Bike/Pedestrian and Complete Streets projects across the region.

5. Comment submitted via Jotform survey

**COMMENT:** Thank you very much for prioritizing investing in safety, Complete Streets, bicycle and pedestrian travel, and transit, and providing essential mobility for all. It's vital that the Capital Region support all modes of transportation.

**RESPONSE:** Thank you for your comment and for taking the time to review the Draft 2025-2030 TIP.

6. Comment submitted via Jotform survey

**COMMENT:** I appreciate the money to the Town of Halfmoon as Southern Saratoga Co. County continues to see residential growth and with the lack of state jobs returning full time to the office has continued to add traffic trips throughout the work day.

**RESPONSE:** Thank you for your comment and for taking the time to review the Draft 2025-2030 TIP.

7. Comment submitted via Jotform survey

**COMMENT:** I don't beleive Joe LaCavita is with the City of Watervliet as a representative for the Planning Committee for 2025. He resigned March 3, 2025 to become the Town Administrator for the Town of Tisbury, Massachusetts. If Watervliet can provide a new appointment to the Planning Committee, it can possibly be reflected in the final draft.

**RESPONSE:** Thank you for your comment - the list of Planning Committee members was accurate at the time of preparation but has since changed. The Final TIP Document will have an updated list of Planning Committee members.

8. Comment submitted via Jotform survey

**COMMENT:** The intersection of Rt. 9 and Halfmoon Crossing is one of the worst in Clifton Park/Halfmoon. I don't see that addressed. Would probably only require traffic signal work.

**RESPONSE:** Thank you for your comment - we did not receive a TIP project application at this location. We will reach out to Town of Halfmoon to discuss possible next steps.

9. Comment submitted via Jotform survey

**COMMENT:** Very happy to see the Washington Ave Complete Streets project and the Zim Smith Northern Extension. Please keep them in the final version of the TIP!

**RESPONSE:** Thank you for your comment and for taking the time to review the Draft 2025-2030 TIP.

## Sample of Public Review Materials

### 1. TIP Webpage



## Draft 2025-2030 Transportation Improvement Program

### What is the Transportation Improvement Program?

The Transportation Improvement Program (TIP) is the 5-year capital program of federally-funded transportation projects for the Capital Region. As required by Federal law, the Transportation Council must develop a TIP in cooperation with NYSDOT, CDTA, local governments, and other regional partners. The TIP funds projects and programs that support priorities established in the **New Visions 2050** Metropolitan Transportation Plan for the Capital Region. The TIP is updated every three years and its projects are incorporated into the Statewide TIP (STIP). The TIP will begin on October 1, 2025 and will run through September 30, 2030.

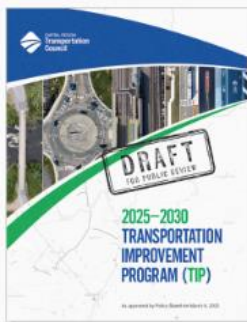
Read the Executive Summary here: [Executive Summary](#)

(The Executive Summary is also available in [Spanish](#); [Chinese](#); [Arabic](#))

### Draft TIP Document and Appendices

#### Draft 2025-2030 TIP Document

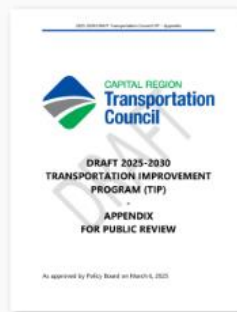
The Draft 2025-2030 TIP Document can be found here.



[View Draft 2025-2030 TIP Document](#)

#### Draft 2025-2030 TIP Document Appendices

The Draft 2025-2030 TIP Document Appendices can be found here.



[View Draft 2025-2030 TIP Appendices](#)

### TIP Schedule

- **March 6, 2025:** Draft TIP approved by Policy Board to release for public review.
- **March 7, 2025:** Begin 45-day public review period.
- **March 13, 2025: Virtual TIP Public Meeting** at 1:00 p.m. The meeting will be recorded for future viewing. [View the recording here.](#)
- **March 19, 2025: Draft TIP Open House** will be held at the Transportation Council office from 4:00 to 6:00 pm.
- **April 21, 2025:** Public Comment Period Ends.
- **May 7, 2025:** Final Draft TIP brought to Planning Committee for approval.
- **June 5, 2025:** Final 2025-2030 TIP brought to Policy Board for approval.

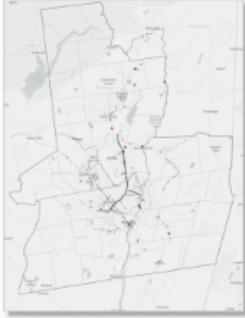
### Completed Steps

- **October 15, 2024:** Solicitation issued.
- **October 24, 2024:** TIP Guidance Workshop, 1:00 to 3:00 pm. Hybrid meeting; attendance optional. Registration is required if attending online. [Click here to view a video recording of the meeting.](#)
- **December 6, 2024:** Project applications due by 5:00 pm.

• January 8 and 29, 2025: Project selection by Planning Committee.

### Interactive Map of Projects

An interactive map showing the locations of all site-specific projects can be found here.



[View Interactive Map](#)

### List of New Projects

A list of new site-specific projects and set-asides can be found here.

[New Projects and Set-asides](#)

### New TIP Project Factsheets

Fact Sheets with details and scoring information for candidate projects may be found here.



[View Congestion, Freight, and Air Quality \(CFAQ\)](#)

[View Complete Streets](#)

[View Pavement Only](#)

[View Bike/Ped Only](#)

[View Bridge](#)

[View Other](#)

### How can I submit comments?

The 45-day public review period will begin on March 7, 2025, and continue through April 21, 2025. The public is invited to participate by submitting comments on the Draft program.


- Use the links above to view the full TIP Document.
- Take the survey and share your thoughts: this **five-minute Jotform survey** can be taken by any traveler in the Capital Region.
- Attend the Virtual TIP Meeting online via Zoom on March 13, 2025 at 1:00 p.m. **View the recording here.**
- Attend the TIP Open House held at the Transportation Council office on March 19, 2025 from 4:00 to 6:00 pm to speak to staff, learn about the TIP, and leave comments on TIP projects.
- Send comments by email to: [info@capitalmpo.org](mailto:info@capitalmpo.org) (please include "TIP" in the subject line)
- Send comments by mail to: Transportation Council, 1 Park Place, Suite 101, Albany, NY 12205

Please submit all comments by April 21, 2025.

### Program Guidance and Supporting Data

- [+ Project Eligibility Data](#)
- [+ Additional Resources](#)

2. Jotform Survey



**CAPITAL REGION  
Transportation  
Council**

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**Draft 2025-2030 Transportation Improvement Program (TIP)  
Survey**

Thank you for your interest in the Draft Transportation Improvement Program (TIP) for the Capital Region. The TIP is the list of transportation projects that will receive federal funding over the next five fiscal years. The TIP is updated every three years, and is currently being updated for fiscal years 2026 (beginning October 1, 2025) through 2030. More information, including the full project listings, can be found on our website at <https://www.capitalmpo.org/transportation-plans/transportation-improvement-program/>.

To provide feedback on the proposed program, please complete the five-minute survey below.

**How well does the TIP Document communicate the TIP development process?**

Very well  
 Fairly well  
 Not very well  
 Not sure

**How well do you feel the distribution of funds in the Draft TIP addresses the transportation needs of the Capital Region?**

Very well  
 Fairly well  
 Not very well  
 Not sure

How well do you feel the TIP achieves an appropriate geographic distribution of funds for site-specific projects in the Capital Region?

- Very well
- Fairly well
- Not very well
- Not sure

Do you have a comment on a specific transportation project? Please include the name of the project and leave your comment below:

Do you have any other comments on the Draft Transportation Improvement Program?

Please enter your ZIP code:

We ask for ZIP code to help us determine which areas have been reached by this survey.

Would you like to sign up for the Transportation Council's monthly e-newsletter?

[Subscribe Here](#)

Submit


3. Social Media Posts

# Virtual Public Meeting: Draft 2025-2030 Transportation Improvement Program

Learn what projects are recommended  
for funding in the Capital Region

March 13 at 1 pm

Register and learn  
more at  
[capitalmpo.org/  
tipupdate](http://capitalmpo.org/tipupdate)



CAPITAL REGION  
**Transportation  
Council**

PLANNING THE WAY WE MOVE



# Transportation Improvement Program Open House

March 19, 4 - 6pm

Tell us what you think about over \$200M in  
transportation projects recommended for  
funding

Learn more:  
[www.capitalmpo.org/  
tipupdate](http://www.capitalmpo.org/tipupdate)

1 Park Place, Suite 101  
Albany, NY 12205

All are welcome!  
Light refreshments  
will be served



CAPITAL REGION  
**Transportation  
Council**

PLANNING THE WAY WE MOVE





4. Open House Regional Map



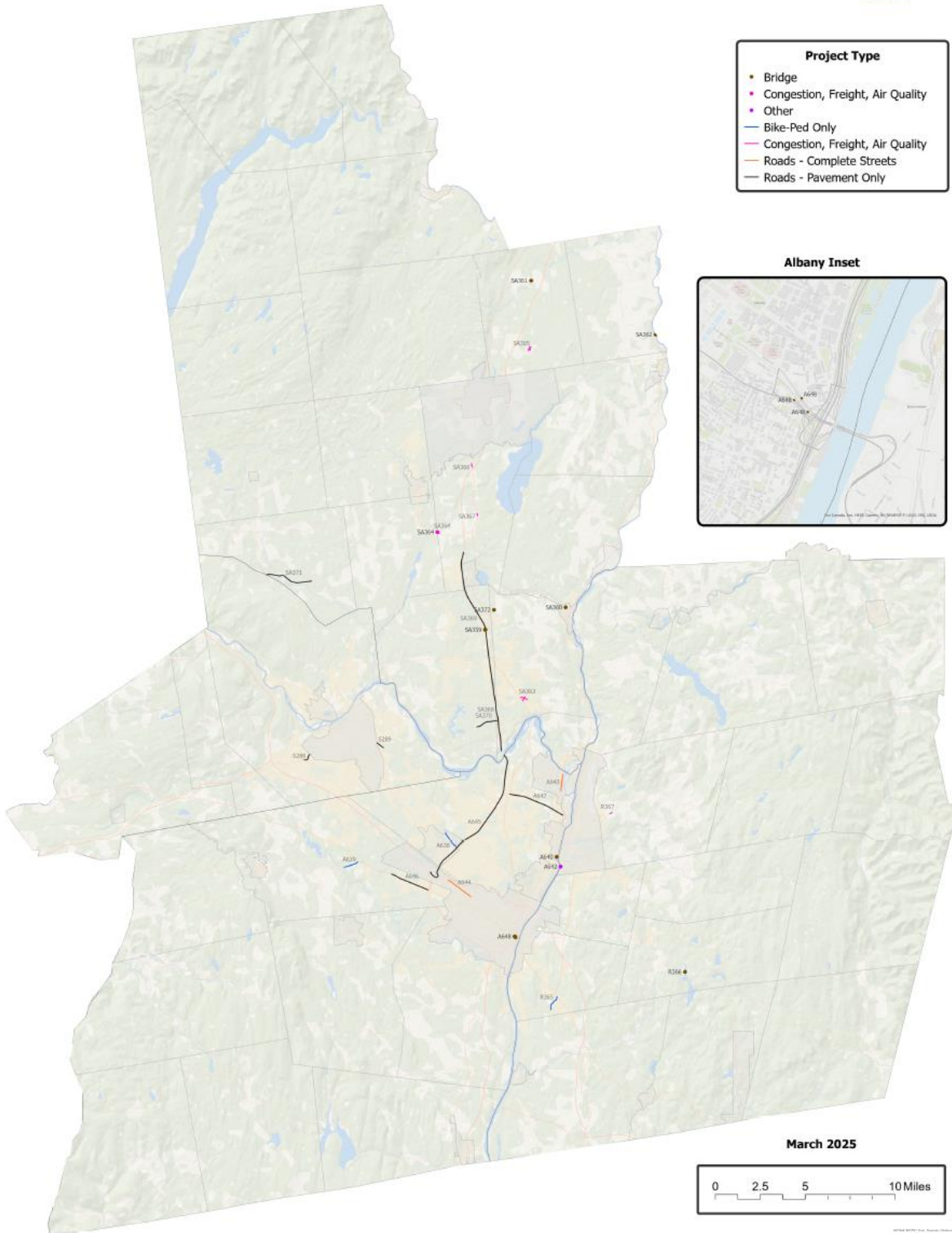
**Transportation Council's New Projects 25-30 Draft  
TIP (Transportation Improvement Program)**



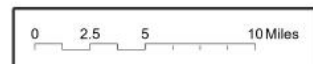
**Project Type**

- Bridge
- Congestion, Freight, Air Quality
- Other
- Bike-Ped Only
- Congestion, Freight, Air Quality
- Roads - Complete Streets
- Roads - Pavement Only

**Albany Inset**



March 2025



**APPENDIX E**  
-  
**AMENDING THE TIP**



## **Transportation Improvement Program (TIP) Administrative Modification & Amendment Guidelines**

Federal law requires that all projects in each TIP be given a ranking, which determines the order in which they may be obligated. The Transportation Council uses the programmed year of each project element as the rank. For example, all elements programmed in the first year of the TIP are given top priority, and the projects in the second year are given second priority, etc. This, and the need for updates to project costs and scopes, as well as the addition and deletions of projects and project elements, necessitates that procedures be in place to make changes to TIP projects in between TIP Updates.

In addition to the table on the following page, the following notes apply to all Administrative Modification and Amendment Changes:

- A. All cost thresholds are listed in matched dollar amounts.
- B. Any action explicitly taken by the Planning Committee cannot be overridden by anything less than a Planning Committee action.
- C. If the same action can fit more than one description in the table, the one requiring the highest action is used, unless otherwise noted.
  - a. For example, a project consisting of \$1.200M in matched federal-aid could have the fund source switched to local. This is an administrative modification based on guideline (4)(c) - change from federal to non-federal fund source. However, since all federal funds are being removed it is also a deletion of a project over \$1.000M from the federal-aid program (1)(d), which requires Policy Board action. Therefore, the change requires Policy Board action as the deletion of a project from the federal-aid program (1)(d).
- D. An amendment normally requiring Planning Committee approval, linked to another amendment requiring Policy Board approval, also requires Policy Board approval.

Type of Change	Action Required		
	Administrative Modification	Amendment	
	Sponsor/NYS DOT/Staff	Minor Amendment: Planning Committee	Major Amendment: Policy Board
<b>1. Project Addition or Deletion</b>			
a. Addition of projects from regional placeholder set-asides, regardless of project cost		Approve	
b. Addition or deletion of a project less than or equal to \$1.000M		Approve	
c. Addition or deletion of a project over \$1.000M		Recommend	Approve
d. Other		Recommend	Approve
<b>2. Cost Changes</b>			
a. Cost change less than or equal to \$0.500M <sup>1</sup>	Approve		
b. Cost change over \$0.500M and less than \$3.000M		Approve	
c. Cost change of \$3.000M and over		Recommend	Approve
d. Other		Recommend	Approve
<b>3. Scope Changes</b>			
a. Minor Scope Change <sup>2</sup>	Approve		
b. Major Scope Change <sup>3</sup>		Approve	
c. Scope change necessitating changing the air quality conformity status from exempt to non-exempt.		Recommend	Approve
d. Addition or deletion of a project element less than or equal to \$0.500M <sup>4</sup>	Approve		
e. Addition or deletion of a project element greater than \$0.500M		Approve	
f. Combining two or more existing preservation projects	Approve		
g. Combining a non-preservation project with any other(s)		Approve	
h. Other		Recommend	Approve
<b>4. Fund Source Changes</b>			
a. Change from any federal fund source to NHPP	Approve		
b. Change from one Surface Transportation Block Grant Program fund source to another	Approve		
c. Change from federal to non-federal fund source	Approve		
d. Change between Federal Transit Administration (FTA) fund sources	Approve		
e. Change between any other Federal Highway Administration (FHWA) fund sources		Approve	
f. Change from any MPO fund source to statewide federal fund source		Approve	
g. Change from non-federal to federal fund source		Recommend	Approve
h. Any other federal fund source change		Recommend	Approve
<b>5. Schedule Change</b>			
a. All affected project elements are contained in the first four (4) years of the TIP before and after the change <sup>5</sup>	Approve		
b. Any other schedule change		Approve	

<sup>1</sup> Cumulative up to \$0.500M per project.

<sup>2</sup> Clarification of project limits, small revisions to project features included in the original application, and scope changes that will be funded with 100% non-federal funding.

<sup>3</sup> Changes to project type, project limits, and additions of new project features not included in the original project application.

<sup>4</sup> A project element is a phase of a project such as right-of-way acquisition, in one FFY funded by one fund source.

<sup>5</sup> This includes funds programmed in the "Committed" column of the TIP that are not obligated by September 30 of the Committed fiscal year. Advancing construction funding to the current FFY without Planning Committee action requires all design phases to be complete.

# **APPENDIX F**

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# **2025-2030 TIP PROJECT CANDIDATES**

2025-2030 Transportation Council TIP – Appendices

The Transportation Council issued a solicitation for new TIP projects on October 15, 2024 and received 61 project applications from state and local project sponsors. The following table is a complete list of the 61 project applications that were submitted for the 2025 – 2030 TIP.

<b>ID#</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Category</b>	<b>Total Proposed Cost (Matched Funds)</b>
1	City of Rensselaer	Enhancing Waterfront Connectivity	Roads - Complete Streets	\$ 8,400,000
2	NYS DOT	I-87 Over Dwass Kill	Bridge	\$ 8,000,000
3	NYS DOT	I-87 Over Rt 29	Bridge	\$ 20,750,000
4	NYS DOT	I-90 Over Rt 150	Bridge	\$ 25,665,000
5	NYS DOT	Rt 4 Over the Hudson River & Canal (Northumberland)	Bridge	\$ 24,795,000
6	NYS DOT	I-787 Over Little River	Bridge	\$ 7,720,000
7	NYS DOT	I-787 South Mall Interchange Bridge	Bridge	\$ 20,050,000
8	NYS DOT	Rt 9W Over I-787	Bridge	\$ 18,265,000
9	NYS DOT	I-87 Pavement from E9 to E11.5	Roads - Pavement Only	\$ 19,860,000
10	NYS DOT	I-87 Pavement from Mohawk River to E9	Roads - Pavement Only	\$ 17,740,000
11	NYS DOT	I-87 Pavement from Western Ave to Mohawk River	Roads - Pavement Only	\$ 16,320,000
12	NYS DOT	Rt 7 Pavement Rt 9 to I-787	Roads - Pavement Only	\$ 13,500,000
13	NYS DOT	Rt 67 Slope Repair	Roads - Pavement Only	\$ 6,760,000
14	NYS DOT	Roundabout Rt 9 at Cramer Rd	Congestion, Freight, and Air Quality	\$ 4,500,000
15	NYS DOT	I-87 E13 Realign at Rt 9	Congestion, Freight, and Air Quality	\$ 750,000

2025-2030 Transportation Council TIP – Appendices

<b>ID#</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Category</b>	<b>Total Proposed Cost (Matched Funds)</b>
16	Schenectady County	Union Street Paving	Roads - Pavement Only	\$ 706,480
17	NYS DOT	Rt 2 Congress St Bridge Repair	Bridge	\$ 5,550,000
18	NYS DOT	Rt 29 over D&H RR Bridge Replacement	Bridge	\$ 1,936,000
19	NYS DOT	Rt 4 Over the Hudson River Bridge Replacement (Troy-Waterford)	Bridge	\$ 92,050,000
20	Village of Colonie	Sand Creek Rd Improvements	Bike and Ped Only	\$ 1,901,025
21	Schenectady County	Broadway Pavement Preservation	Roads - Pavement Only	\$ 472,260
22	NYS DOT	Rt 155 Pavement Maple Road Roundabout to Rt 20	Roads - Pavement Only	\$ 4,266,650
23	NYS DOT	Rt 20 Western Pavement Ave Cornell Ave to I-87	Roads - Pavement Only	\$ 3,972,720
24	NYS DOT	Rt 32 Pavement Elm Ave to Rt 9W	Roads - Pavement Only	\$ 5,086,560
25	NYS DOT	Traffic Signal Consultant Setaside	Other	\$ 600,000
26	NYS DOT	Pedestrian Safety Action Plan - Enhanced Upgrades	Other	\$ 2,000,000
27	Albany County	Albany Shaker Rd Corridor Enhancement	Roads - Complete Streets	\$ 6,890,000
28	Saratoga County	CR9 over Hudson River Rehab	Bridge	\$ 5,000,000
29	Saratoga County	CR4 over Sand Creek Rehab	Bridge	\$ 1,150,000
30	Town of Guilderland	Carman Rd Sidewalk Infill	Bike and Ped Only	\$ 1,453,760
31	City of Cohoes	Saratoga St Enhancement Project	Roads - Complete Streets	\$ 9,733,766
32	Saratoga County	CR51 Pavement Preservation	Roads - Pavement Only	\$ 2,775,000

2025-2030 Transportation Council TIP – Appendices

ID#	Sponsor	Project Name	Category	Total Proposed Cost (Matched Funds)
33	Village of Voorheesville	Pedestrian Safety and Sidewalk Project	Bike and Ped Only	\$ 1,900,000
34	Saratoga County	Tabor Rd over Dwaas Kill	Bridge	\$ 2,780,000
35	Saratoga County	Viall Ave over Anthony Kill	Bridge	\$ 2,780,000
36	Saratoga County	CR64 Culvert over Kayaderosseras Creek	Bridge	\$ 2,680,000
37	Saratoga County	CR64 over Tributary to Saratoga Lake	Bridge	\$ 1,120,000
38	Saratoga County	CR29 over Tributray to Hudson River	Bridge	\$ 1,735,000
39	Saratoga County	CR19 over South Branch Creek	Bridge	\$ 1,735,000
40	Saratoga County	Burgoyne Rd over Fish Creek	Bridge	\$ 2,475,000
41	Saratoga County	CR8 over Sacandaga Reservoir	Bridge	\$ 3,780,000
42	Saratoga County	CR33 over Snook Kill	Bridge	\$ 3,830,000
43	Saratoga County	Maltaville Rd over Tributary to Round Lake	Bridge	\$ 1,977,500
44	Town of Greenfield	Porter Corners Rd over Kayaderosseras Creek	Bridge	\$ 1,815,000
45	Town of Sand Lake	First Dyke Rd over Burden Lake	Bridge	\$ 2,050,000
46	City of Saratoga Springs	Crescent Ave Connector	Bike and Ped Only	\$ 1,031,745
47	Town of East Greenbush	Gillilgan Rd Sidepath and Multimodal Enhancements	Bike and Ped Only	\$ 2,815,000
48	City of Albany	Washington Ave Complete Streets	Roads - Complete Streets	\$ 8,300,000
49	Town of Guilderland	Western Tawasentha Bike Ped Path	Bike and Ped Only	\$ 1,162,920
50	Saratoga County	Zim Smith Trail Northern Expansion	Bike and Ped Only	\$ 11,439,000
51	Town of Guilderland	Willow St Sidewalk	Bike and Ped Only	\$ 2,080,400
52	Village of Schaghticoke	Main St Sidewalk Extension	Bike and Ped Only	\$ 1,780,000



2025-2030 Transportation Council TIP – Appendices

<b>ID#</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Category</b>	<b>Total Proposed Cost (Matched Funds)</b>
53	Town of Guilderland	Gun Club Rd Sidewalk	Bike and Ped Only	\$ 1,121,800
54	Saratoga County	CR92 Pavement Preservation	Roads - Pavement Only	\$ 4,131,000
55	Town of Guilderland	Krum Kill Basin Analysis	Other	\$ 500,000
56	Town of Malta	East Line Rd & Rt 67 Intersection	Congestion, Freight, and Air Quality	\$ 4,450,000
57	Town of Halfmoon	Rt 236 and Guideboard Rd Intersection Improvements	Congestion, Freight, and Air Quality	\$ 4,011,500
58	Town of Halfmoon	I-87 E8A & Grooms Rd Intersection	Congestion, Freight, and Air Quality	\$ 6,825,000
59	Town of Brunswick	Hoosick Rd Widening at Roosevelt Ave	Congestion, Freight, and Air Quality	\$ 700,000
60	Town of Wilton	Rt 50 Intersection Improvements	Congestion, Freight, and Air Quality	\$ 8,910,000
61	NYS DOT	Route 378 over the Hudson River Bridge Replacement - Design Only	Other	\$ 6,000,000

**APPENDIX G**

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**TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) GUIDANCE  
DOCUMENT**

**Transportation Improvement Program (TIP)  
Guidance Document**

**Prepared by:  
Capital Region Transportation Council TIP Task Force**



**Approved by Policy Board September 5, 2024**

**Amended March 6, 2025**

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## TIP Task Force

The Capital Region Transportation Council (the Transportation Council) TIP Task Force was initiated with the purpose of engaging Transportation Council Planning Committee members in discussions on how the Transportation Improvement Program (TIP) update process and TIP management procedures can be improved. The primary goal of the Task Force was to develop a TIP Policy Document that recommends improvements to how the TIP is developed and managed. The approved policy document will empower Transportation Council staff to prepare updates to the TIP application, evaluation, and programming processes in accordance with recommendations established by the TIP Task Force. This document will be brought to the Planning Committee for review and approval to be implemented in subsequent updates of the Metropolitan Transportation Plan (MTP) and TIP.

The Task Force met four times from December 2022 through June 2023 to debrief on the 2022 – 2027 TIP process and review existing TIP management practices. The following Transportation Council members and staff participated in the TIP Task Force.

Name	Organization
Sandra Misiewicz	Capital Region Transportation Council
Jacob Beeman	Capital Region Transportation Council
Andrew Tracy	Capital Region Transportation Council
Greg Wichser	NYS DOT Region 1
Randy Milano	NYS DOT Region 1
Kim Lambert	Saratoga County
Steve Feeney*	Schenectady County
Lisa Ramundo	Albany County
John Scavo	Town of Clifton Park
Susan Barden	City of Saratoga Springs
Andrew Kreshik	City of Troy
William Trudeau	City of Albany
Chris Wallin	City of Schenectady
Michael Williams	CDTA

*\*Chair, Capital Region Transportation Council Planning Committee*

## What is the TIP?

The Transportation Improvement Program (TIP) is the 5-year capital program of federally funded transportation projects for the Capital Region Transportation Council (the Transportation Council) 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 (i.e. NYSDOT) and regional public transportation operators (i.e. CDTA). The TIP should support the priorities included in the regional Metropolitan Transportation Plan (New Visions 2050) and be updated at least every four (4) years and be approved by the MPO and the Governor<sup>1</sup>.

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.

The Transportation Council'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.

### Eligible Applicants

The New York State Department of Transportation (NYSDOT), the Capital District Transportation Authority (CDTA), Counties, Cities, Towns, Villages and other public entities within the Transportation Council planning area are eligible to apply for TIP funding.

### Federal Funding Programs and Eligibility

The 2025 – 2030 TIP will contain all projects in the Transportation Council planning area that are expected to use federal funding in federal fiscal years (FFY)<sup>2</sup> 2025 through FFY 2030. All candidates must be eligible for at least one of the fund sources being programmed.

In general, projects eligible for the TIP include, pavement and bridge preservation, maintenance, and construction / reconstruction, bicycle and pedestrian infrastructure preservation, maintenance, and construction / reconstruction, intersection improvements, ITS infrastructure improvements, etc. Additionally, for pavement projects, federal funds cannot be used on roads functionally classified as 8, 9, and 19. To determine the functional classification of a specific road visit the NYSDOT Functional Classification viewer webpage<sup>3</sup>.

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<sup>1</sup> 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>

<sup>2</sup> The Federal Fiscal Year begins on October 1<sup>st</sup> and ends on September 30<sup>th</sup>. The FFY is designated by the calendar year in which it ends (i.e. FFY25 begins October 1, 2025, and ends September 30, 2025)

<sup>3</sup> NYSDOT Functional Classification Viewer: <https://www.dot.ny.gov/gisapps/functional-class-maps>

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)<sup>4</sup>
- ◆ Highway Safety Improvement Program (HSIP)
- ◆ Carbon Reduction Program (CRP)<sup>5</sup>
- ◆ FTA Section 5307
- ◆ FTA Section 5339

The TIP may also include federal fund sources that are 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)

Additional information on federal funding programs and TIP fund sources can be found in the following sections and on the Bipartisan Infrastructure Law Guidance and Regulations webpage<sup>6</sup>.

### National Highway Performance Program (NHPP)

The purpose of the National Highway Performance Program (NHPP) is to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. For a full list of NHPP eligible activities see the [FHWA NHPP Fact Sheet](#).

### Surface Transportation Block Grant Program (STGB)

The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address a variety of State and local transportation needs. For a full list of STBG eligible activities see the [FHWA STBG Fact Sheet](#).

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<sup>4</sup> Suballocated directly to the Capital Region Transportation Council as per [23 U.S.C. 133(d)(1)(A)(i) and (d)(4)]

<sup>5</sup> Suballocated directly to the Capital Region Transportation Council as per [23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]

<sup>6</sup> Bipartisan Infrastructure Law Guidance & Regulations: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/guidance.cfm>

### Highway Safety Improvement Program (HSIP)

The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. For a full list of HSIP eligible activities please see the [FHWA HSIP Fact Sheet](#).

The Transportation Council received a \$1.2 million Safe Streets and Roads for All (SS4A) grant and is preparing a regional Vision Zero Safety Action Plan. This plan will use a data-driven process to identify the best possible safety projects in our region. As such, available HSIP funding in the 2025 – 2030 TIP solicitation will be reserved for a separate HSIP solicitation open to state and local applicants at the conclusion of the SS4A study in 2025. Each TIP candidate project will still be evaluated for potential safety benefits regardless of project type.

### Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP) provides funds for projects designed to reduce transportation emissions (carbon dioxide (CO<sub>2</sub>) emissions) from on-road highway sources. For a full list of eligible CRP eligible activities see the [FHWA CRP Fact Sheet](#).

If you have any questions regarding your project's eligibility, contact Andrew Tracy or Jacob Beeman of the Transportation Council staff by email to [info@capitalmpo.org](mailto:info@capitalmpo.org) or by phone (518-458-2161) before submitting a project application.

### TIP Project Categories

Transportation Council staff has worked closely with the TIP Task force to develop six (6) project categories that will be used to group candidate projects. Each project category has its own unique evaluation criteria that will be used to score and rank projects in each category. It is important for sponsors to understand the type of project being proposed before submitting an application, as each online application is designed for a specific project type. Review the following project types for descriptions, examples, and general scoring methodology for each project category.

#### Pavement Only

Eligible projects include all pavement preservation, rehabilitation, and construction / reconstruction activities that **do not incorporate** bicycle and pedestrian elements. Example projects include pavement overlay, mill and fill, in-place recycling, and reconstruction techniques. Projects may include improvements to drainage, slope stability etc.

Candidate projects will be scored based on the detailed "Pavement Only" methodology found in **Appendix A: TIP Project Evaluation Criteria**.



*Projects in the Pavement Only category support the federal Pavement and Bridge Condition Performance Measure (PM2) and may support the federal HSIP and Safety Performance Measure (PM1).*

### Complete Streets

Eligible projects include all pavement preservation, rehabilitation, and construction / reconstruction activities **that also incorporate** bicycle and pedestrian elements. Example projects include pavement overlay, mill and fill, in-place recycling, and reconstruction techniques that are associated with active transportation infrastructure improvements (i.e. adjacent sidewalk installation, repair or replacement, bike lane installation, repair, or replacement).

Candidate projects will be scored based on the detailed "Complete Streets" methodology found in **Appendix A: TIP Project Evaluation Criteria**.

*Projects in the Complete Streets category support the federal Pavement and Bridge Condition Performance Measure (PM2) and may support the federal HSIP and Safety Performance Measure (PM1).*

### Bridge

Eligible projects include bridge preservation and or reconstruction work. Example projects include element specific bridge repairs, bridge rehabilitations, and bridge replacements and combinations of bridge improvements and active transportation infrastructure improvements (i.e. adjacent sidewalk installation, repair or replacement, bike lane installation, repair, or replacement).

Candidate projects will be scored based on the detailed "Bridge" methodology found in **Appendix A: TIP Project Evaluation Criteria**.

*Projects in the Bridge category support the federal Pavement and Bridge Condition Performance Measure (PM2) and may support the federal HSIP and Safety Performance Measure (PM1).*

### Bike and Ped Only

Eligible projects include on-road and off-road facilities for pedestrians, bicyclists, and non-motorized transportation users. Example projects include the installation, repair, or replacement of sidewalks, bike lanes, and multi-use paths. **Only use this category if the proposed project does not include improvements to adjacent pavement infrastructure.**

Candidate projects will be scored based on the detailed "Bike and Ped Only" methodology found in **Appendix A: TIP Project Evaluation Criteria**.

*Projects in the Bike and Ped Only category support the federal System Performance / Freight / CMAQ (PM3) measures and may support the federal HSIP and Safety Performance Measure (PM1).*

### Congestion, Freight, and Air Quality

Eligible projects must support strategies identified in the Transportation Council Congestion Management Process (CMP) (i.e. ITS, TSMO, Access Management, Roadway Capacity), on-road freight and air quality improvements, and Alternative Fuel Vehicle Infrastructure. Example projects include intersection improvements (including dedicated turn lanes and roundabouts), ITS projects, traffic signal upgrades or optimization, access management improvements, demand management projects, intermodal freight projects, electric vehicle charging, and more.

Candidate projects will be scored based on the detailed "Congestion, Freight, and Air Quality" methodology found in **Appendix A: TIP Project Evaluation Criteria**.

*Projects in the Congestion, Freight, and Air Quality category support the federal System Performance / Freight / CMAQ (PM3) measures and may support the federal HSIP and Safety Performance Measure (PM1).*

### Other

Example projects include PEL (Planning-Environmental Linkage) studies and all other projects that may not fit within the previous categories.

Candidate projects will be scored based on the detailed "Other" methodology found in **Appendix A: TIP Project Evaluation Criteria**.

## TIP Project Evaluation Criteria

Transportation Council staff will review each TIP project application received for completeness and will contact applicants if additional information is needed. Staff will evaluate each project on a 100-point scale using the evaluation methodology described above. The evaluations will be provided to the Planning Committee and Policy Board for their reference to guide TIP project selection. Projects are judged only against other projects within the same category.

For the full scoring criteria used for each project category, refer to **Appendix A: TIP Project Evaluation Criteria**.

### 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 A: TIP Project Evaluation Criteria.

### Project Applications

To apply for TIP funding, applicants will complete an online application form on the Transportation Council's TIP webpage. There is a different application for each of the six project categories. The online applications use the Jotform platform. Note that Jotform does not allow users to have more than one application in-progress at a time. Applicants need to complete and submit an application before beginning the next. Each application will require information relating to the project scope, schedule, and cost, as well as additional information needed for project evaluation.

Before beginning the application, applicants will need the following:

- **Required:** Signed cover letter from chief elected official or equivalent committing the sponsor to the project and the local match requirement.
- **Required (only if applicant is not owner of the facility):** Letter of support from facility owner.
- (Optional) Consultant agreement or resolution if a consultant has already been hired.
- (Optional) Signed letter from consultant describing project impacts and potential mitigations, if preliminary design has progressed far enough to identify.
- (Optional) Any additional supporting documents.

Questions regarding the application may be directed to Andrew Tracy or Jacob Beeman of the Transportation Council staff by email to [info@capitalmpo.org](mailto:info@capitalmpo.org) or by phone (518-458-2161).

## Project Programming and Approval

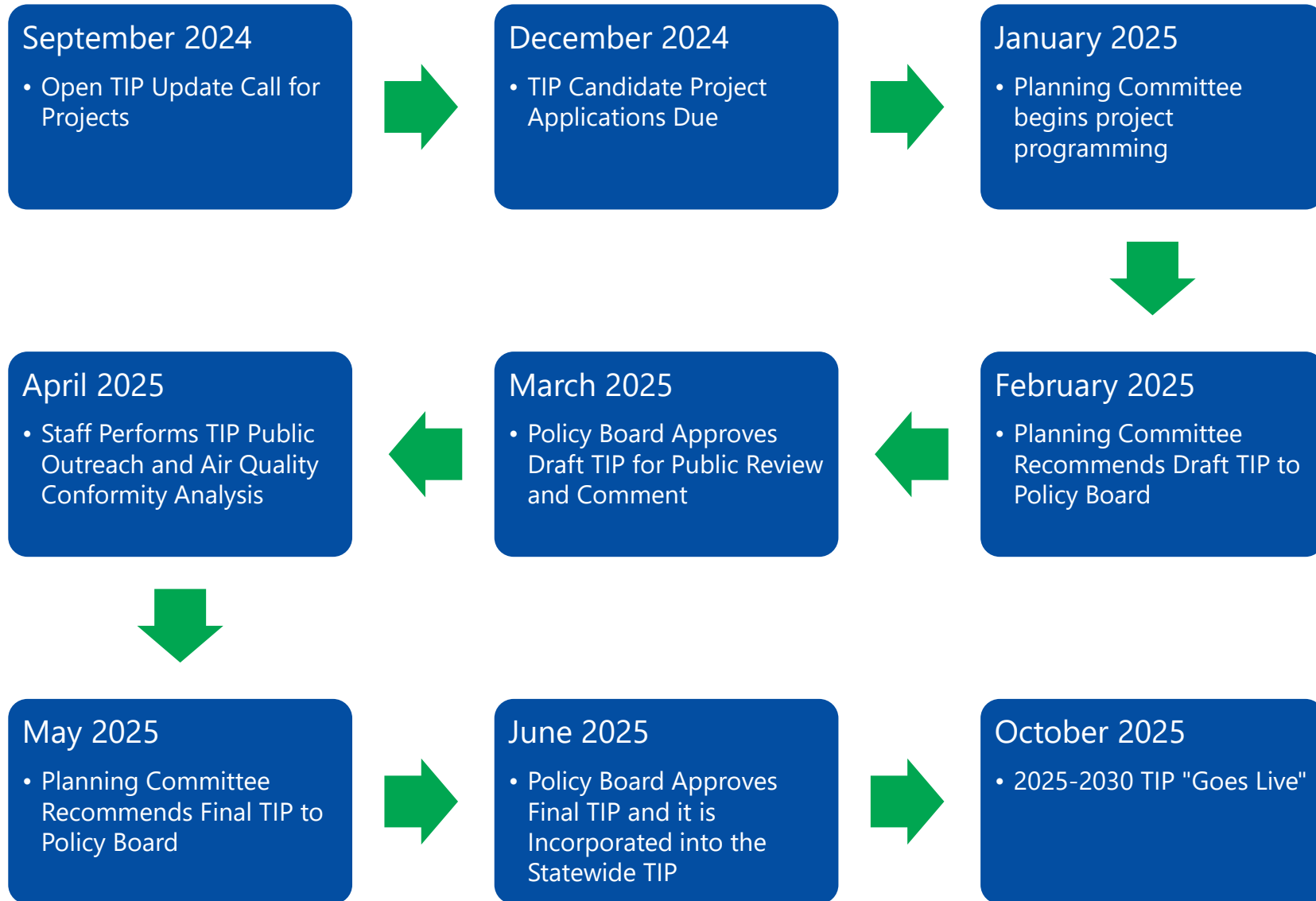
Once all project applications have been submitted, Transportation Council staff will conduct a comprehensive evaluation of all new candidate projects based on the scoring criteria outlined in the previous sections of this document. Transportation Council staff will create project fact sheets for each project that include important project information and summary tables for each project category that rank projects from highest to lowest total score. **Project scores are only used to guide the final project selection by the Planning Committee and the Policy Board and do not determine which projects are awarded funding.** Using the project fact sheets and summary tables as guidance, the Planning Committee will meet (likely multiple times) to select projects proposed for addition to the TIP and recommend a Draft TIP to the Policy Board for approval.

Once a Draft TIP has been recommended by the Planning Committee it must be approved by the Policy Board to be released for a minimum 25-day public review process. During the public review period Transportation Council staff will perform Air Quality Conformity analysis and public outreach activities to educate the public on the TIP process and gather comments on recommended projects<sup>7</sup>. If necessary, changes may be made to the Draft TIP based on public comments. The Planning Committee will meet to recommend the Final TIP to the Policy Board, and the Policy Board will meet to approve the Final TIP. Once approved, the Transportation Council TIP will be entered into the State Transportation Improvement Program (STIP) where it will go through another public review process before becoming the “current TIP” on October 1, 2025.

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<sup>7</sup> Capital Region Transportation Council Public Participation Plan:  
[https://www.capitalmpo.org/images/othercdtcproducts/2024\\_Public\\_Participation\\_Plan.pdf](https://www.capitalmpo.org/images/othercdtcproducts/2024_Public_Participation_Plan.pdf)

## TIP Update Timeline



**APPENDIX H**

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**TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) PROJECT EVALUATION  
CRITERIA**

**Transportation Improvement Program (TIP)  
Guidance Document**

**Appendix A: TIP Project Evaluation Criteria**

**Prepared by:  
Capital Region Transportation Council TIP Task Force**



**Approved by Policy Board September 5, 2024**

**Amended March 6, 2025**

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## TIP Category Evaluation Methodology

Transportation Council staff has worked closely with the TIP Task force to develop six (6) project categories that will be used to group candidate projects. Each project category has its own unique evaluation criteria that will be used to score and rank projects in each category. It is important to understand what type of project you will be applying for before submitting a project application, as each online application is designed for a specific project type. Please review the project types below for descriptions, examples and general scoring methodology for each project category.

### Pavement Only

Eligible projects include all pavement preservation, rehabilitation, and construction / reconstruction activities that **do not incorporate** bicycle and pedestrian elements. Example projects include pavement overlay, mill and fill, in-place recycling, and reconstruction techniques.

Candidate projects will be scored based on the following methodology.

- **75-point Benefit Cost Score;** taking into account facility benefits, safety benefits, pavement condition, service life extension, and cost of repair. The calculated benefit-cost ratio will be doubled and capped at 75 points (i.e., a project with a benefit-cost ratio of 15 will receive 30 points)
- **20-point Merit Score;** up to five points for each merit category:
  - Freight Impact
  - Project Readiness
  - Security/Resiliency
  - Regional Benefit & Economic Impact
- **95 points total**

*Projects in the Pavement Only category support the federal Pavement and Bridge Condition Performance Measure (PM2) and may support the federal HSIP and Safety Performance Measure (PM1).*

### Complete Streets

Eligible projects include all pavement preservation, rehabilitation, and construction / reconstruction activities **that incorporate** bicycle and pedestrian elements. Example projects include pavement overlay, mill and fill, in-place recycling, and reconstruction techniques that are associated with active transportation infrastructure improvements (i.e. adjacent sidewalk installation, repair or replacement, bike lane installation, repair, or replacement).

Candidate projects will be scored based on the following methodology.

- **50-point Benefit Cost Score;** taking into account facility value, safety benefits, pavement condition, service life extension, and cost of repair.
- **50-point Merit Score:**
  - Land Use, Smart Growth, and Access Management (5 points)
  - Complete Streets & Connectivity (15 points)
  - Regional Benefit & Economic Impact (5 points)

- ITS, Operations, and Innovation (5 points)
- Security/Resiliency (5 points)
- Freight Impact (5 points)
- Project Readiness (5 points)
- **95 points total**

*Projects in the Complete Streets category support the federal Pavement and Bridge Condition Performance Measure (PM2) and may support the federal HSIP and Safety Performance Measure (PM1).*

## Bridge

Eligible projects include bridge preservation and or reconstruction work. Example projects include element specific bridge repairs, bridge rehabilitations, and bridge replacements and combinations of bridge improvements and active transportation infrastructure improvements (i.e. adjacent sidewalk installation, repair or replacement, bike lane installation, repair, or replacement).

Candidate projects will be scored based on the following methodology.

- **70-point Benefit-Cost Score**; taking into account the facility value, bridge condition, service life extension, and cost of repair. The calculated benefit-cost ratio will be doubled and capped at 70 points (i.e., a project with a benefit-cost ratio of 15 will receive 30 points).
- **30-point Merit Score**; up to five points for each merit category:
  - Bridge Bicycle & Pedestrian Facilities
  - Freight Impact
  - Project Readiness
  - Security/Resiliency
  - Regional Benefit & Economic Impact
- **95 points total**

*Projects in the Bridge category support the federal Pavement and Bridge Condition Performance Measure (PM2) and may support the federal HSIP and Safety Performance Measure (PM1).*

## Bike and Ped Only

Eligible projects include on-road and off-road facilities for pedestrians, bicyclists, and non-motorized transportation users. Example projects include the installation, repair, or replacement of sidewalks, bike lanes, and multi-use paths. **Only use this category if the proposed project does not include improvements to adjacent pavement infrastructure.**

Candidate projects will be scored based on the following methodology.

- **50-point Project Benefits Score**:
  - Assigning an A-B-C score for Cost effectiveness
  - Assigning an A-B-C score for Market Potential
  - Assigning an A-B-C score for Safety

- Convert these to numerical scores, sum, and scale to 50 points
- **50-point Merit Score**; for the merit scores worth 10 points, the 5-point scoring criteria will be used and doubled:
  - Land Use, Smart Growth, and Access Management (10 points)
  - Trails & Sidewalks (10 points)
  - ADA Accessibility (5 points)
  - Security/Resiliency (5 points)
  - Project Readiness (10 points)
- **90 points total**

*Projects in the Bike and Ped Only category support the federal System Performance / Freight / CMAQ (PM3) measures and may support the federal HSIP and Safety Performance Measure (PM1).*

### Congestion, Freight, and Air Quality

Eligible projects must support strategies identified in the Transportation Council Congestion Management Process (CMP) (i.e. ITS, TSMO, Access Management, Roadway Capacity), on-road freight and air quality improvement, and Alternative Fuel Vehicle Infrastructure. Example projects include intersection improvements (including dedicated turn lanes and roundabouts), ITS projects, traffic signal upgrades or optimization, access management improvements, demand management projects, intermodal freight projects, electric vehicle charging, and more.

Candidate projects will be scored based on the following methodology.

- **30-point Project Benefits score**: Project consistency with plan goals, objectives, and strategy recommendations. Up to 30 points available based on qualitative staff assessment consistent with the following criteria:
  - Project is consistent with the goals and objectives detailed in a State or Transportation Council Congestion, Freight, or Air Quality plan (Capital Region Congestion Management Process, NY State Freight Transportation Plan, Regional Freight Plan, Regional Truck Parking Study, NY State Carbon Reduction Strategy Plan, etc.), CDRPC Capital Region Priority Climate Action Plan, or other state, regional, or local plan endorsed by the Transportation Council, and/or will substantially contribute to applicable performance management targets.
  - Project implements one or more strategies, actions, or recommended projects identified in a State or Transportation Council Congestion, Freight, or Air Quality plan. The strategy, action, or project proposed will be effective in addressing the specific identified transportation problem/need.
  - For Congestion projects:
    - Project is implementing an appropriate Congestion Management Strategy at one or more of the locations identified as top congested locations in the CMP that is expected to treat the type of congestion observed at that location.
    - Project is proposing a cost-effective solution, such as an ITS or TSMO Strategy, before more costly projects are attempted/ruled out.

- For ITS projects:
  - documented coordination with partner agencies to assure consistency and interoperability of ITS hardware, software, and processes.
- For Freight projects:
  - The project substantially improves a Transportation Council or NYSDOT identified freight movement issue.
  - The project significantly enhances access to any intermodal freight movement (Ex: air to truck/rail, rail to truck/water, water to rail/truck/air, etc.) and/or a key freight generator (Ex: Airport, Ports, Major Distribution Centers, Industrial Park/cluster of industrial land uses).
- For Air Quality projects:
  - Project is expected to cost-effectively reduce harmful criteria pollutant emissions and/or greenhouse gas emissions. Resources including the FHWA CMAQ Cost-Effectiveness Report (2020) will be used to evaluate relative impact of different project types.
- **30-point cost effectiveness score**; as funding in this category is expected to be limited, lower-cost projects will be prioritized. Projects expected to be highly effective relative to their cost will receive more points. Resources including the FHWA CMAQ Cost-Effectiveness Report (2020) will be used to assist in scoring this criterion.
- **30-point merit score**:
  - Safety Benefits (10 points)
  - Project Readiness (20 points)
- **90 points total**

*Projects in the Congestion, Freight, and Air Quality category support the federal System Performance / Freight / CMAQ (PM3) measures and may support the federal HSIP and Safety Performance Measure (PM1).*

## Other

Example projects include PEL (Planning-Environmental Linkage) studies and all other projects that may not fit within the previous categories.

Candidate projects will be scored based on the following methodology.

Projects in this category will not receive a numerical score. They will be presented to the Planning Committee after a review is conducted by Transportation Council staff consistent with the criteria below. Transportation Council staff will provide a relative ranking and programming recommendations.

- Consistency with regional goals and objectives detailed in the Metropolitan Transportation Plan or other applicable Transportation Council, State, or other regional/local, plan.
- Eligibility for one or more funding sources being programmed in the TIP update.
- Project will effectively address a transportation problem/need and has a clearly defined scope, schedule, and cost estimate as determined by Transportation Council staff review.
- Project has documented support from stakeholders and community (i.e. project support letters, survey data, previous studies, resolutions, etc.).

- Project has prior planning, conceptual design, environmental review, or other preliminary work that demonstrates project feasibility, identifies barriers to implementation, and supports the proposed project scope.
- (Optional) Project will prepare a future project for competitiveness for discretionary grant funds to be brought to the region (such as a PEL study)

### TIP Benefit-Cost Score

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 STEP model is a regional transportation network model maintained by the Transportation Council and used for transportation planning and forecasting. The model runs in the industry standard PTV Visum software suite and is calibrated to recent real-world traffic data.

The model takes into account facility usage and all available detours. 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). These two scenarios are compared to calculate the annual benefits of the facility to the traveling public, measured in millions of dollars per year. The benefits of transportation investments are typically found to far outweigh the costs, demonstrating the importance of investing in our region's infrastructure.

For bridge preservation projects, the benefits are pro-rated based on the expected improvement in bridge condition. For full bridge replacements and for pavement projects, the project is expected to return the facility to the highest condition score and are assigned the full benefits. Projects with proposed mobility improvements such as roundabouts are modeled using the STEP model, and these additional mobility benefits are included.

For projects with proposed safety countermeasures, the annual crash reduction benefit is estimated using the NYSDOT CLEAR (Crash Location & Engineering Analysis & Reporting) system and added to the project benefits. 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.

## TIP Merit Evaluation Criteria

### Freight Impact

(Up to 5 Points)

**One point awarded for each freight criteria met by project:**

- Improves a Transportation Council or NYSDOT identified freight movement issue.
- Removes/substantially improves a freight related land-use compatibility, noise, or safety issue. An example of a land use compatibility issue is a substantial increase to freight traffic load in residential area, introduction of significant freight traffic, noise, or other significant freight related nuisance.
- Located on, or provides access to, the Transportation Council's Freight Priority Network, and provides travel reliability benefit(s).
- Enhances access to a key freight generator (including, but not limited to: Airport, Ports, Major Distribution Centers, Industrial Park/cluster of industrial land uses, mining, logging, Technology Parks, etc).
- Enhances access to any intermodal freight movement (Ex: air to truck/rail, rail to truck/water, water to rail/truck/air, etc.).

### Project Readiness

(up to 5 points)

- **5 points** – Proposed project has progressed preliminary design to the point of identifying specific project impacts, mitigations that are anticipated to satisfy regulatory agencies, and a cost estimate. Preliminary design must still be current, implementable, and at most 3 years old.
- **2.5 points** – A design consultant has been hired by the project sponsor and they have begun preliminary design assistance such as scoping and cost estimation, OR project was the subject of a PEL study. Design assistance or PEL study must still be current and at most 3 years old.
- **0 points** otherwise.

### Security/Resiliency

(up to 5 points)

- **5 points** – project implements location-specific security or resiliency initiative identified in a county, state, or other hazard, security, emergency management, or resiliency plan.
- **4 points** – project provides redundancy for, or improves resilience of, facility located in a 100-year or 500-year flood plain, OR on a facility defined in a risk analysis or vulnerability assessment as sensitive, high-exposure, or high consequence to natural or human-caused disaster.
- **3 points** – project improves resiliency of bridge or culvert with waterway in accordance with NYSDOT Bridge Manual requirements (by increasing waterway opening, increasing freeboard, improving scour resistance, etc.)
- **0 points** – project not expected to impact security or resiliency.

## Complete Streets & Connectivity

(up to 15 points)

- **9 points** – project preserves or implements treatments from four or more of the following categories over a majority of the project limits, and the implementation is consistent with guidance from the Capital District Complete Streets Design Guide or the Capital Region Bus and Bike Priority Toolbox:
  - Separated and protected bicycle facility, such as protected bike lanes or sidepath
  - Dedicated transit facility, such as bus lane or queue jump
  - Dedicated pedestrian facility, such as sidewalks or sidepath
  - Intersection or curbside treatments, such as curb extensions or leading pedestrian intervals
  - Traffic calming treatments, such as neckdowns, median islands, or road diet
- **6 points** – project preserves or implements treatments from three or more of the following categories over a majority of the project limits:
  - On-street bicycle facility, such as bike lanes
  - Transit accommodations or amenities, such as shelters at stops
  - Dedicated pedestrian facility, such as sidewalks or sidepath
  - Intersection or curbside treatments, such as curb extensions or leading pedestrian intervals
  - Traffic calming treatments, such as neckdowns, median islands, or road diet
- **4 points** – project preserves or implements treatments from two or more of the categories listed above for the 6-point criterion.
- **2 points** – project preserves or upgrades existing sidewalks or bike facilities
- **0 points** otherwise
- **+3 bonus points** – project upgrades accessible features, introduces new accessible features, or removes barriers to universal access and is a medium or high priority in an ADA Transition Plan.
- **+3 bonus points** – project provides two (2) publicly accessible Level 2 or DC Fast (Level 3) EV charging ports<sup>1</sup>

## Bridge Bicycle & Pedestrian Facilities

(up to 5 points)

**This category applies to the Bridge project category only**

- **5 points** – project adds new bicycle, pedestrian, or multi-use facility (sidewalk or trail) to the bridge.
- **3 points** – project preserves existing sidewalk or trail on the bridge.
- **0 points** otherwise

## Trails & Sidewalks

(up to 10 points)

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<sup>1</sup> EV Charging Port: An EV charging port provides power to charge only one vehicle at a time even though it may have multiple connectors. The unit that houses EV charging ports is sometimes called a charging post, which can have one or more EV charging ports. EV charging ports are also sometimes referred to as electric vehicle supply equipment (EVSE) ports

**This category applies to the Bicycle & Pedestrian project category only**

- **3 points – Crossings and Trailheads:** implements or preserves two or more pedestrian crossing safety treatments such as high-visibility crosswalks, advance signage, pedestrian signals, RRFBs or hybrid beacons, or lighting consistent with guidance from the Capital District Complete Streets Design Guide; or implements or preserves trailhead treatments such as parking or transit stops.
- **3 points – Facility Width:** installs or preserves facility at the recommended width or greater.
  - Sidewalk: 6ft or greater; per NACTO guidance
  - Multi-Use Path / Trail: 12ft or greater; per Empire State Trail Design Guide guidance.
- **2 points – Connectivity:** project connects to existing sidewalks/trails
- **2 points – Proximity to School:** project installs or preserves a facility within ½ mile of a school

**Land Use, Smart Growth, and Access Management**

(up to 5 points)

Up to a maximum of five points available from the following criteria:

- **2 points – Plan Implementation:** project implements a recommendation from a Transportation Council Community and Transportation Linkage Planning Study, Capital Region Trails Plan, town center plan, or similar plan and aligns transportation system with existing or desired land uses.
- **1 point – Access Management:** project implements access management strategies identified in the Capital Region Congestion Management Process, including: reducing driveway density, limiting allowable movements, providing adequate turning lanes, shared access, cross-parcel connections, and more.
- **1 point – Mitigation Cost:** project includes, utilizes, introduces, or implements local mitigation fees, such as by means of a Municipal GEIS, or other significant developer or business contributions for any potential degradation from increased facility utilization or from conflicts between transportation and development.
- **1 point – Infill and Mixed Use:** project improves transportation in areas designated for concentrated infill development, mixed-use development, compact development, downtown revitalization, brownfield redevelopment, diverse & affordable housing in proximity to places of employment, OR project enhances streetscaping or other elements of beauty in public spaces in developed areas.

**Regional Benefit & Economic Impact**

(up to 5 points)

- **5 points –** project contributes toward Federal National Highway System (NHS) Pavement and Bridge Condition Performance Measures
- **3 points –** project implements a portion of one or more of the New Visions 2050 “Big Initiatives”:
  - Capital District Trails Plan (formerly Regional Greenway Program)
  - Riverfront Access and Urban Development Program
  - Street Reconstruction and Reconfiguration



- Suburban Town Center Development
- Enhanced BRT with Transit Oriented Development
- Integrated Corridor Management Program
- Demand Management Program
- VMT, Carbon Tax, or Carbon Cap, Reduce & Invest
- Ridesharing system for all users
- Regional electric vehicle charging system
- **2 points** – project provides multimodal access to an existing or planned employment center where at least 100 workers are employed.
- **0 points** otherwise.

### ITS, Operations, and Innovation

(up to 5 points)

- **5 points** – project implements one or more Intelligent Transportation Systems (ITS) or Transportation Systems Management & Operations (TSMO) strategy as identified in the Capital Region Congestion Management Process. Examples include corridor-level traffic signal coordination, advanced or adaptive traffic signal control, Variable Message Signs (VMS), modern interchange geometrics, and advanced vehicle detection systems.
- **4 points** – project implements one more strategies as identified in the Capital Region Congestion Management Process other than ITS or TSMO strategies and not represented in other merit scores – including strategies relating to Transportation Demand Management, parking management, and certain roadway capacity strategies.
- **3 points** – project applies one or more innovative technologies or innovative construction techniques that brings national best practices that are new to the region including, but not limited to, those identified in the FHWA Every Day Counts<sup>2</sup> program. Examples may include Adaptive Traffic Signal Control, Automated Traffic Signal Performance Measures, Next-Generation Traffic Incident Management, innovative STEP (Safe Transportation for Every Pedestrian) treatments, and more.
- **0 points** otherwise.

### ADA Accessibility

(up to 5 points)

- **5 points** – the project’s primary purpose is to upgrade accessible features, introduce new accessible features, or remove barriers to universal access and is a high priority in an ADA Transition Plan.
- **2.5 points** – project implements elements included in an ADA Transition Plan.
- **0 points** – project has neutral effect (no known impact, positive or negative) on accessibility and/or provides required accessibility features.

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<sup>2</sup> FHWA Every Day Counts Web Page: <https://www.fhwa.dot.gov/innovation/everydaycounts/>

## Safety Benefits

(up to 5 points)

- **5 points** – project includes three or more safety features identified by FHWA as Proven Safety Countermeasures<sup>3</sup> intended to treat the observed crash history at the location, or to treat systemic emphasis areas identified in the Local Road Safety Action Plan<sup>4</sup> or NY State Strategic Highway Safety Plan<sup>5</sup>.
- **3 points** – project includes one or two safety features identified by FHWA as Proven Safety Countermeasures intended to treat the observed crash history at the location, or to treat systemic emphasis areas identified in the Local Road Safety Action Plan or NY State Strategic Highway Safety Plan.
- **0 points** otherwise.

## Proposed ‘yellow flags’:

Evaluation staff will note the concern during the evaluation process and the project sponsor will be contacted to discuss. A note will be placed on the project fact sheet and on summary tables to prompt discussion during programming process.

- Incomplete application – one or more requirements missing
- Project pre-design concept unclear or not yet finalized
- Project cost estimate not consistent with recent projects of similar scope
- Project involves State Highway but does not have letter of support from NYSDOT, or involves a County highway but does not have a letter of support from the County.
- Project expected to have negative impact to one or more merit score categories or to the safety benefits score
- Environment/Sensitive Area: project expected to have a negative impact on an environmentally sensitive feature and is not fully mitigated. Environmentally sensitive features include:
  - aquifers, including sole source aquifers & primary aquifers
  - reservoirs
  - water features (streams, lakes, rivers)
  - wetlands
  - watersheds
  - 100 year flood plains
  - rare animal populations/habitats
  - rare plant populations/habitats
  - significant ecological sites/significant ecological communities
  - national & state historic sites
  - national historic register districts & properties

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<sup>3</sup> FHWA Proven Safety Counter Measures Web Page: <https://highways.dot.gov/safety/proven-safety-countermeasures>

<sup>4</sup> Transportation Council Local Road Safety Action Plan: [https://www.capitalmpo.org/images/safety/Final\\_Report\\_October\\_2019\\_web](https://www.capitalmpo.org/images/safety/Final_Report_October_2019_web)

<sup>5</sup> NYS Strategic Highway Safety Plan: <https://www.dot.ny.gov/divisions/operating/osss/highway/strategic-plan>

- federal parks and lands
- state parks and forests
- state unique areas
- state wildlife management areas
- county forests and preserves
- municipal parks and lands
- land trust sites
- NYS DEC lands
- Adirondack Park
- agricultural districts
- NY Protected Lands
- natural community habitats
- Class I & II soils

**APPENDIX I**

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**ADDITIONAL DATA TABLES USED IN  
PROJECT EVALUATION**

## **INTRODUCTION**

Each candidate project received in the 2025-2030 TIP Update Solicitation was evaluated using the methodology described in the TIP Guidance Document and the accompanying Project Evaluation Criteria. Additional data used in parts of the evaluation but not included in the Guidance Document or Project Evaluation Criteria is provided here.

## **BENEFIT COST METHODOLOGY**

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 STEP model is a regional transportation network model maintained by the Transportation Council and used for transportation planning and forecasting. The model runs in the industry standard PTV Visum software suite and is calibrated to recent real-world traffic data.

The model takes into account facility usage and all available detours. 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). These two scenarios are compared to calculate the annual benefits of the facility to the traveling public, measured in millions of dollars per year. The benefits of transportation investments are typically found to far outweigh the costs, demonstrating the importance of investing in our region's infrastructure.

The table below contains the operating cost assumptions used by the STEP model to estimate the mobility benefits (in dollars) of a transportation project.

**TABLE 1 – AVERAGE HIGHWAY VEHICLE OPERATING COSTS**  
 Dollars Per Vehicle Mile Traveled, by Operating Speed and Posted Speed

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

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

For pavement and bridge projects, a portion of the total mobility benefits are assigned to the project based on the estimated extension to service life. Projects with greater expected service life extensions are given higher facility life benefits.

For pavement projects, the benefits are estimated based on the current pavement condition, the expected pavement condition after treatment, and the type of pavement surface (rigid, overlay, or flexible). Greater improvement in condition yields greater facility life benefits.

For bridge preservation projects, the benefits are pro-rated based on the expected improvement in bridge condition. For full bridge replacements and for pavement projects, the project is expected to return the facility to the highest condition score and are assigned the full benefits. Projects with proposed mobility improvements

such as roundabouts are modeled using the STEP model, and these additional mobility benefits are included.

Facility life benefits are measured in the dollar value saved per year by deferring abandonment of the facility. Facility life benefits are a product of the percent extended life of the facility, and the mobility benefits that result from keeping the facility usable. Facility life benefits could also be described as "life cycle cost savings" or "extended facility value". The facility life benefits of an infrastructure project are defined as:

$$\text{Facility life benefits} = (\text{Annual Transportation Benefits}) \times (\text{Pct. Extended Life})$$

where:

*Annual Transportation Benefits* is derived from the STEP Model as described above and  
 $\% \text{ Extended Life} = \text{Years of Facility Life Added by Project} \div \text{Normal Facility Life}$

Percent extended facility life is determined using the data in the tables below.

**TABLE 2 – RELATIONSHIP BETWEEN THE EXTENDED LIFE OF A HIGHWAY AND ITS SURFACE RATING**

Surface Score	% Extended Life		
	Rigid Pavements	Overlay Pavements	Flexible Pavements
10	0%	0%	0%
9	5.9%	4.3%	3.8%
8	14.7%	8.7%	11.5%
7	26.5%	21.7%	23.1%
6	47.1%	43.5%	46.2%
5	79.4%	78.3%	69.2%
4	100.0%	100.0%	88.5%
3	100.0%	100.0%	100.0%
2	100.0%	100.0%	100.0%
1	100.0%	100.0%	100.0%

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

**TABLE 3 – RELATIONSHIP BETWEEN THE EXTENDED LIFE OF A BRIDGE AND ITS RATING**

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

*Source: Transportation Council*

For projects with proposed safety countermeasures, the annual crash reduction benefit is estimated using the NYSDOT CLEAR (Crash Location & Engineering Analysis & Reporting) system and added to the project benefits. Safety benefits are measured in the dollar value of the projected reduction in crash costs per year for all project candidates except those in the “Bridge” and “Other” categories. The crash reduction and associated benefit in dollars is calculated using the NYSDOT CLEAR Safety application. This application follows the procedures in the Highway Safety Improvement Program Procedures and Techniques publication, also known as the Red Book. The system enables the user to consider recent crash data and apply project components expected to reduce crashes (countermeasures) to the relevant segments and intersections, resulting in an annual benefit.

The project cost is annualized over the anticipated service life of the project. The table below lists estimated service life durations for many types of transportation projects.



**TABLE 4 – DESIGN LIFE OF VARIOUS FACILITIES**

<b>Pavement Treatment</b>	<b>Service Life</b>
Pavement Single Course Overlay or Mill and Fill	15 years
Pavement Multi-Course Overlay or Mill and Fill	25 years
Cold Recycling with Overlay	18 years
Thin HMA Overlay 1" (Formerly Armor coat)	10 years
Reconstruction	30 years

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

<b>Bridge Treatment</b>	<b>Service Life</b>
Bridge Element Specific Rehab	15 years
Bridge Deck Replacement	20 years
Bridge Superstructure Replacement	40 years
Bridge Replacement	75 years

Source: *Correspondence from NYSDOT (December 31, 2021)*

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

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

The benefit-to-cost ratio is then calculated by dividing the total annual project benefits by the annualized cost. Annualized costs are a product of the total project cost and the 6% Capital Recovery Factors in the table below.

**TABLE 5 – 6% CAPITAL RECOVERY FACTORS FOR ANNUALIZED COSTS**

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

## **BICYCLE / PEDESTRIAN PROJECT MERIT EVALUATION METHODOLOGY**

### **Introduction**

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

### **Potential Market for Bicycle and Pedestrian Travel Score**

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

For this analysis, project candidates are represented in the STEP Model using the conventions that correspond with biking or walking. In the STEP Model, illegal facilities are closed to bicycle and pedestrian travel, for example, Interstates have no bicycle or pedestrian access. The STEP Model discourages the use of very undesirable facilities, for example, facilities with no sidewalks with a 1 MPH speed limit. For the pedestrian model, facilities with sidewalks were coded at 3 mph. For the bicycle model, bicycle-friendly streets were coded at 10 mph and bicycle lanes and bike/hike trails were coded at 15 mph.

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

### Cost Score

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

### Cost Effectiveness Score

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

Cost Score	Potential Market Score	Final Cost-Effectiveness Score
A	A	<b>A</b>
A	B	<b>A</b>
A	C	<b>B</b>
B	A	<b>A</b>
B	B	<b>B</b>
B	C	<b>C</b>
C	A	<b>B</b>
C	B	<b>C</b>
C	C	<b>C</b>

### Potential Safety Benefit

The Transportation Council’s Active Transportation Advisory Committee suggested this measure as a way of illustrating the safety enhancement which comes in making accommodations for cyclists and pedestrians within the transportation system. The potential safety benefit is calculated using the NYSDOT CLEAR Safety platform. CLEAR provides a quantitative estimate of the effectiveness of a proposed improvement (i.e., high-visibility crosswalks, bicycle lane, etc.) on decreasing crashes at the site where it will be implemented. The Potential Safety Benefit score is dependent on traffic volume, existing conditions, and car-bicycle and car-pedestrian crash histories. Candidate projects are given a safety benefit score of A+, A, A-, B+, B, B-, C+, or C based on their relative safety benefit in comparison with other projects.

### **Total Bicycle and Pedestrian Score**

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

**APPENDIX J**  
-  
**SELECTION OF NEW PROJECTS**

## INTRODUCTION

The Transportation Council issued a solicitation for new TIP projects to be considered in the 2025-2030 TIP Update on October 15<sup>th</sup>, 2024. A public notice was issued, and the solicitation notice was provided to the 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. A TIP Guidance Workshop was held on October 24, 2024 as a hybrid meeting (in-person at the Transportation Council office with an option to join via Zoom). At the workshop, information was provided on what the TIP is, how to apply for TIP projects, how projects would be evaluated, and more.

Project applications were submitted by sponsors using the online Jotform platform. Separate Jotform applications were prepared for each of the six project categories. 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. Once submitted, the applicant received a PDF version of the application via email for their records.

TIP project submissions were due December 6, 2024. In total, 61 candidate project applications were received. The full list of projects received can be found in Appendix F.

Transportation Council staff evaluated each project using the methodology described in the TIP Guidance Document. Evaluation results were shared with the Planning Committee in the form of one-page Fact Sheets prepared for each project. Staff also prepared a summary list of all projects received, requested funding, and potential fund sources available to each project – this summary list was also shared with Planning Committee.

The Planning Committee met on January 8, 2025 to approve the list of projects rolling-off the TIP (including completed projects), the list of projects rolling-on (including projects with funding in FY2025 or later years), and FTA-funded transit projects. The Planning Committee also reviewed proposed regional set-asides and the candidate project list. At its January 29, 2025 meeting, the Planning Committee approved additional changes to the roll-on and roll-off project lists, approved funding target estimates, approved set-asides, and selected 29 new projects from

the candidate project list to be included in the 2025-2030 TIP. Projects were selected based on fund source eligibility, programming capacity, and project evaluation results. The recommended TIP Program was prepared for Policy Board approval at its March 6, 2025 meeting.

## **PROVISION OF LOCAL MATCHING FUNDS**

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

## **FTA GRANT PROGRAM PROJECT SELECTION PROCESS**

The Capital District Transportation Authority (CDTA) is primarily responsible for submitting funding requests to the Transportation Council for transit related projects utilizing FTA fund sources. This includes transit operating assistance, equipment and support facilities. Unlike the project selection process for highway funds described above, the Transportation Council normally defers to the judgment of CDTA, the region's public transit operator, for project recommendations for transit fund sources from the state and federal governments.

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



The following projects funded with dedicated transit funds are included in the 2025 – 2030 TIP.

<b>TIP#</b>	<b>PIN</b>	<b>Fund Type</b>	<b>Project Name</b>
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

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

## **APPENDIX K**

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# **FEDERAL-AID TRANSPORTATION PROJECTS COMPLETED ON THE 2022- 2027 TIP**

## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 102911**  
SLOPE REPAIR AND PAVEMENT RESURFACING ON STATE ROUTE 5S FROM RM 5S-1604-1048 TO RM 5S-1604-1050 (GREGG ROAD), TOWN OF ROTTERDAM, SCHENECTADY COUNTY. S282

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
<b>102911 Project Total:</b>			<b>0.420</b>	<b>0.105</b>	

**PIN 103955**  
US ROUTE 9W OVER CSX/CP RAIL, BRIDGE REPLACEMENT

TOWN OF BETHLEHEM, ALBANY COUNTY, BIN 1007570. A598

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	NHPP	CONST	12.400	3.100	CDTC
<b>103955 Project Total:</b>			<b>14.880</b>	<b>3.720</b>	

**PIN 104517**  
NY RT 378 OVER HUDSON, BRIDGE PAINTING

VILLAGE OF MENANDS AND CITY OF TROY, ALBANY COUNTY AND RENSSELAER COUNTY, BIN 1062850. A600

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	NHPP	CONINSP	0.608	0.152	CDTC
2023	NHPP	CONST	6.080	1.520	CDTC
<b>104517 Project Total:</b>			<b>6.688</b>	<b>1.672</b>	

**PIN 105190**  
BRIDGE PRESERVATION AT INTERSTATE 787 VIADUCT OVER BROADWAY, BIN 1092992. CITY OF ALBANY, ALBANY COUNTY

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	NHPP	CONINSP	0.160	0.040	CDTC
2025	NHPP	CONST	0.800	0.200	CDTC
<b>105190 Project Total:</b>			<b>0.960</b>	<b>0.240</b>	

## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 108544**

NY RT.146 AND CLIFTON COUNTRY ROAD INTERSECTION: SAFETY PROJECT (RM 146 1504 1063-1068), HIGH ACCI 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 SA EVALUATION ENGINEER AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER

TOWN OF CLIFTON PARK, SARATOGA COUNTY. SA319

THIS PIN NOW INCLUDES CONINSP AND CONST FROM 108552 (SA335).

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	HSIP	CONINSP	1.000	0.000	CDTC
2024	HSIP	CONINSP	0.657	0.073	CDTC
2024	HSIP	CONST	3.285	0.365	CDTC
2024	HSIP	CONST	4.500	0.000	CDTC
2024	HSIP	DETLDES	0.450	0.050	CDTC
<b>108544 Project Total:</b>			<b>9.892</b>	<b>0.488</b>	

**PIN 108545**

BRIDGE SUPERSTRUCTURE REPLACEMENT, RT 146 OVER I-890, BIN 1038340. CITY OF SCHENECTADY, SCHENECTADY COUNTY. S281

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	NHPP	PRELDES	1.040	0.260	CDTC
<b>108545 Project Total:</b>			<b>1.040</b>	<b>0.260</b>	

**PIN 108546**

ROUTE 146 OVER NORMANSKILL, BRIDGE REPLACEMENT, THIS PROJECT WILL CONSTRUCT A PORTION OF A TOWN-PLANNED MULTI-USE PATH BETWEEN TAWASENTHA PARK AND THE TOWN'S WINTER RECREATION AREA INCLUDING ON THE NEW BRIDGE.

TOWN OF GUILDERLAND, ALBANY COUNTY, BIN 1038310. A607

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	NHPP	CONINSP	1.536	0.384	CDTC
2025	NHPP	CONST	7.680	1.920	CDTC
<b>108546 Project Total:</b>			<b>9.216</b>	<b>2.304</b>	

## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 108549**

CARMAN RD SIDEWALKS & EAST OLD STATE RD PED IMPROVEMENTS

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.

AND

EAST OLD STATE RD SIDEWALK PEDESTRIAN SAFETY ADA IMPROVEMENTS INSTALL NEW 5-FOOT-WIDE CONCI SIDEWALK ON EAST OLD STATE ROAD FROM CARMAN ROAD TO HILLVIEW DRIVE

TOWN OF GUILDERLAND, ALBANY COUNTY. A604

THIS PIN NOW INCLUDES PIN 176261 (A628)

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG LG URB	PRELDES	0.066	0.017	CDTC
2023	TAP FLEX	PRELDES	0.092	0.023	CDTC
2025	STBG LG URB	DETLDES	0.075	0.019	CDTC
2025	STBG LG URB	ROWACQU	0.052	0.013	CDTC
2025	STBG LG URB	ROWINCD	0.039	0.010	CDTC
2025	TAP FLEX	DETLDES	0.091	0.023	CDTC
2025	TAP FLEX	ROWACQU	0.042	0.010	CDTC
2025	TAP FLEX	ROWINCD	0.042	0.010	CDTC
<b>108549 Project Total:</b>			<b>0.499</b>	<b>0.125</b>	

**PIN 108552**

INTERSECTION SAFETY IMPROVEMENTS AT NY 9 & NY 146

THE UPDATED CONFIGURATION OF ROUTE 9 AT ROUTE 146 WILL BE DETERMINED DURING PRELIMINARY DESI FUNDED WITH SAFE-100, WHICH IS FROM STATEWIDE (NOT FROM REGION ONE OR CDTC) HSIP HIGHWAY FUND PROJECT IS 100% FEDERALLY FUNDED UTILIZING 10% TOLL CREDIT MATCH

THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENG AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.

HALFMOON, SARATOGA COUNTY, SA335.

CONST AND CONINSP FROM THIS PIN IS NOW INCLUDED IN 108544 (SA319)

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	HSIP	DETLDES	0.250	0.000	CDTC
2024	HSIP	ROWACQU	0.450	0.000	CDTC
2024	HSIP	ROWINCD	0.050	0.000	CDTC
<b>108552 Project Total:</b>			<b>0.750</b>	<b>0.000</b>	

## STIP Obligation Status Project Listing

### Obligated Approved Phases on Projects for CDTC

**PIN 113216**

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. A29

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	STBG LG URB	ROWINCD	0.056	0.014	CDTC
<b>113216 Project Total:</b>			<b>0.056</b>	<b>0.014</b>	

**PIN 123629**

INTERSECTION SAFETY IMPROVEMENTS AT NY 29 & ROWLAND STREET, TOWN OF MILTON

THE UPDATED CONFIGURATION WILL BE DETERMINED DURING PRELIMINARY DESIGN.

ORIGINALLY FUNDED FULLY WITH HSIP, WHICH IS FROM STATEWIDE (NOT FROM REGION ONE OR CDTC) HSIP HIGHWAY FUNDS. NOW INCLUDES ADDITIONAL 0.274 OF CDTC HSIP FROM CDTC33 (RG146).

PROJECT IS 100% FEDERALLY FUNDED UTILIZING 10% TOLL CREDIT MATCH

THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENG AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.

TOWN OF MILTON, SARATOGA COUNTY, SA336.

TRANSFERRED EARMARK: NY665 (PROGRAM CODE RPS6)

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	HSIP	PRELDES	0.300	0.000	CDTC
2024	HSIP	ROWACQU	0.130	0.014	CDTC
<b>123629 Project Total:</b>			<b>0.430</b>	<b>0.014</b>	

**PIN 130683**

PAVEMENT REHABILITATION ON RT 7 FROM RT 278 TO TOMHANNOCK RESERVOIR, TOWN OF BRUNSWICK, RENSSELAER COUNTY. R351

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	NHPP	PRELDES	0.720	0.180	CDTC
<b>130683 Project Total:</b>			<b>0.720</b>	<b>0.180</b>	

**PIN 134709**

BRIDGE REPLACEMENT, RT 396 OVER COEYMANS CREEK, BIN 1047480. TOWN OF BETHLEHEM, ALBANY, COUN

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	NHPP	PRELDES	0.187	0.047	CDTC
<b>134709 Project Total:</b>			<b>0.187</b>	<b>0.047</b>	

## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 152887**  
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

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	NHPP	CONINSP	1.080	0.120	CDTC
2023	NHPP	CONST	9.000	1.000	CDTC
<b>152887 Project Total:</b>			<b>10.080</b>	<b>1.120</b>	

**PIN 152890**  
PAVEMENT RESURFACING I-90 FROM CORPORATE WOODS TO I-787. CITY OF ALBANY, ALBANY COUNTY. A618

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	HSIP	CONST	0.135	0.015	CDTC
2024	NHPP	CONST	2.880	0.320	CDTC
<b>152890 Project Total:</b>			<b>3.015</b>	<b>0.335</b>	

**PIN 175565**  
CDTC TIP PROJECT DEVELOPMENT SUPPORT FOR UPWP TASK 5.61. PROVIDES FUNDING FOR PLANNING AND  
TECHNICAL SUPPORT FOR THE CDTC MPO. RG29

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG FLEX	SCOPING	0.108	0.027	CDTC
2024	STBG FLEX	SCOPING	0.108	0.027	CDTC
2025	STBG FLEX	SCOPING	0.108	0.027	CDTC
<b>175565 Project Total:</b>			<b>0.324</b>	<b>0.081</b>	

**PIN 175895**  
KINGS ROAD (CR 65) OVER CSX, BRIDGE REPLACEMENT  
CITY OF SCHENECTADY, SCHENECTADY COUNTY, BIN 2203130. S204

INCLUDES 5 FOOT SHOULDERS FOR BIKES

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG LG URB	CONINSP	0.400	0.100	CDTC
2023	STBG LG URB	CONST	5.466	1.367	CDTC
2023	STBG LG URB	ROWACQU	0.056	0.015	CDTC
<b>175895 Project Total:</b>			<b>5.922</b>	<b>1.482</b>	

**PIN 175919**  
CR 109 KINNS ROAD-PLANK ROAD INTERSECTION IMPROVEMENT, 600 FT WEST OF CR 109 (KINNS RD) AND LAI  
INTERSECTION, 600 FT EAST OF CR 109 (KINNS RD) AND PLANK RD. INTERSECTION. TOWN OF CLIFTON PARK,  
SARATOGA COUNTY. PROJECT WILL CONSTRUCT A ROUNDABOUT AT CR 109 KINNS ROAD AND PLANK ROAD. I  
STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENGINEE  
SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER. SA342

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG FLEX	PRELDES	0.064	0.016	CDTC
2023	STBG FLEX	ROWINCD	0.038	0.010	CDTC
<b>175919 Project Total:</b>			<b>0.102</b>	<b>0.026</b>	

## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 176084**

RENSELAER RIVERFRONT MULTI-USE TRAIL CONSTRUCTION FROM DELAETS LANDING TO HILTON PARK ANI LAUNCH. CITY OF RENSSELAER, RENSSELAER COUNTY. PROJECT IS NOW BEING CONSTRUCTED IN TWO PHAS. UTILIZING TWO FEDERAL FUND SOURCES.

THE PHASED CONSTRUCTION DESCRIPTIONS ARE AS FOLLOWS:

PHASE 1: CONSTRUCT A MULTI-USE PATH FROM DELAETS LANDING TO THE AMTRAK BRIDGE APPROACH. (CONSTRUCTED BY NYS DOT) (FUNDED WITH CARBON REDUCTION PROGRAM FLEX FUNDS)

PHASE 2: CONSTRUCT A MULTI-USE PATH FROM THE AMTRAK BRIDGE APPROACH TO HILTON PARK AND BOAT LAUNCH. (CONSTRUCTED BY CITY OF RENSSELAER) (FUNDED WITH TAP LG URBAN FUNDS)

TAP LG URBAN FUNDS ARE CAPPED, R323

THIS PROJECT INCLUDES 2.990 OF CONSTRUCTION FUNDING FOR PIN 1SRP01.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	CRP FLEX	CONST	2.392	0.598	CDTC
<b>176084 Project Total:</b>			<b>2.392</b>	<b>0.598</b>	

**PIN 176124**

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

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	STBG-OFF	CONST	0.186	0.046	CDTC
<b>176124 Project Total:</b>			<b>0.186</b>	<b>0.046</b>	

**PIN 176159**

FREEMANS BRIDGE ROAD MULTI-USE PATH & SIDEWALK

CONSTRUCT A 4,800 FOOT LONG AND 10-FOOT-WIDE PROTECTED MULTI-USE PATH WITH 3 NEW CROSSWALKS. THE SCOTIA-GLENNVILLE LOOP SEGMENT OF THE MOHAWK-HUDSON TRAIL TO DUTCH MEADOWS LANE (THIS SEGMENT IS URBAN FUNDED) AND CONSTRUCT NEW SIDEWALK ALONG FREEMANS BRIDGE ROAD FROM THE FREEMANS BRIDGE ROAD BOAT LAUNCH TO DUTCH MEADOWS LANE (THIS SEGMENT WAS FUNDED THROUGH IN SEPTEMBER 2022).

TOWN OF GLENNVILLE, SCHENECTADY COUNTY. S265

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG LG URB	ROWACQU	0.194	0.048	CDTC
2024	TAP FLEX	DETLDES	0.112	0.028	CDTC
2024	TAP FLEX	PRELDES	0.112	0.028	CDTC
2025	STBG LG URB	CONINSP	0.112	0.028	CDTC
2025	STBG LG URB	CONST	0.934	0.233	CDTC
<b>176159 Project Total:</b>			<b>1.464</b>	<b>0.365</b>	



## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 176160**  
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

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG LG URB	PRELDES	0.103	0.026	CDTC
2025	STBG LG URB	CONINSP	0.168	0.042	CDTC
2025	STBG LG URB	CONST	1.120	0.280	CDTC
2025	STBG LG URB	DETLDES	0.080	0.020	CDTC
<b>176160 Project Total:</b>			<b>1.471</b>	<b>0.368</b>	

**PIN 176161**  
NY 2 CORRIDOR PROJECT & RIVER / FERRY ST INTERSECTION IMPROVEMENTS & 1ST AND 2ND STREETS OVER STREET BRIDGE REHABILITATION

NY 2 CORRIDOR PROJECT, NY 2 (CONGRESS AND FERRY STREETS) FROM 11TH STREET WEST TO THE CONGRESS BRIDGE RAMPS CORRIDOR IMPROVEMENTS, INCLUDES: MILL & FILL, RESTRIPIING TO ONE DRIVING LANE EACH REPAIR 50% OF SIDEWALKS, ADD CURB EXTENSIONS AND BIKE LANES,

AND

RIVER / FERRY ST INTERSECTION IMPROVEMENTS RECONSTRUCT RIVER / FERRY ST INTERSECTION AND ELIM RAMPS TO AND FROM CONGRESS ST BRIDGE,

AND

REHABILITATE 1ST AND 2ND STREET BRIDGE OVER FERRY STREET BRIDGE, BIN 1054320, (BRIDGE NY),

CITY OF TROY, RENSSELAER COUNTY. R339

THIS PIN NOW INCLUDES PIN 176255 (R353) AND 176282 (R356)

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	STBG LG URB	PRELDES	0.269	0.067	CDTC
<b>176161 Project Total:</b>			<b>0.269</b>	<b>0.067</b>	

**PIN 176162**  
SUNNYSIDE ROAD OVER AMTRAK, BRIDGE REPLACEMENT

REPLACE CONCRETE PIERS, CAP BEAMS, AND STEEL STRUCTURAL MEMBERS, REPLACE STEEL BEARINGS AND INCLUDING RAILINGS, BIKE LANES, AND SIDEWALK ON SOUTH SIDE. BIN 2257170

VILLAGE OF SCOTIA, SCHENECTADY COUNTY, BIN 2257170. S263

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	STBG LG URB	DETLDES	0.304	0.076	CDTC
2025	STBG LG URB	PRELDES	0.504	0.127	CDTC
2025	STBG LG URB	ROWACQU	0.034	0.008	CDTC
2025	STBG LG URB	ROWINCD	0.022	0.005	CDTC
<b>176162 Project Total:</b>			<b>0.864</b>	<b>0.216</b>	

## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 176164**

LARK STREET CORRIDOR IMPROVEMENTS FROM MADISON AVENUE TO WASHINGTON AVENUE

PAVEMENT REHAB, ADA-COMPLIANT PEDESTRIAN AMENITIES FOR ALL SIDEWALKS AND CROSSWALKS. REPL. 1,200 SQUARE FEET OF SIDEWALK, CURB LINE EXTENSIONS, AND ADDITIONAL PEDESTRIAN CROSSINGS.

CITY OF ALBANY, ALBANY COUNTY. A594

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG LG URB	CONINSP	0.055	0.014	CDTC
2023	STBG LG URB	CONST	0.456	0.115	CDTC
<b>176164 Project Total:</b>			<b>0.511</b>	<b>0.129</b>	

**PIN 176168**

DELAWARE AVENUE COMPLETE STREETS

MILL & FILL FROM ELSMERE AVENUE TO NORMANS KILL BRIDGE, COMPLETE STREETS & ROAD DIET PROJEC

TOWN OF BETHLEHEM, ALBANY COUNTY. A601

FUNDING FOR PAVEMENT PRESERVATION IS NOT INCLUDED HERE AND WILL BE PAID FOR BY THE NYSDOT PA PRESERVATION SET-ASIDE

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	TAP FLEX	PRELDES	0.295	0.074	CDTC
2025	TAP FLEX	ROWACQU	0.090	0.023	CDTC
2025	TAP FLEX	ROWINCD	0.010	0.002	CDTC
2025	TAP FLEX	ROWINCD	0.004	0.001	CDTC
<b>176168 Project Total:</b>			<b>0.399</b>	<b>0.100</b>	

**PIN 176169**

CRAIG STREET CORRIDOR REHABILITATION

INCLUDES SELECT FULL DEPTH PAVEMENT REPAIRS, ADA NON-COMPLIANT INTERSECTIONS WILL BE MADE COMPLIANT. HIGH VISIBILITY, LADDER BAR STYLE, CROSSWALKS WILL BE INSTALLED AT EVERY CROSSING F ALBANY ST TO WYLLIE ST

INSTALL TWO-WAY CYCLE TRACK, SIDEWALK IMPROVEMENTS, AND REPLACE TWO TRAFFIC SIGNALS ON CRA FROM EMMETT ST TO WYLLIE ST

BRIDGE RECONSTRUCTION, CRAIG ST OVER I-890, BIN 1049960 AND INSTALL NEW SIDEWALK, MULTI-USE PATH LIGHTING ALONG CRAIG ST FROM STRONG ST TO EDUCATION DR

CITY OF SCHENECTADY, SCHENECTADY COUNTY. S259.

THIS PIN NOW INCLUDES PIN 176235 (S276) AND PIN 152541 (S286)

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG LG URB	PRELDES	0.487	0.121	CDTC
2024	STBG LG URB	DETLDES	0.487	0.121	CDTC
<b>176169 Project Total:</b>			<b>0.974</b>	<b>0.242</b>	

## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 176170**

EASTERN UNION TURNPIKE (CR 49) OVERLAY, GLASS LAKE ROAD TO NY 43 AND BEST ROAD (CR 55): OVERLAY  
SAND LAKE TOWN LINE TO NY 150

TOWN OF SAND LAKE, RENSSELAER COUNTY. R333

THIS PIN NOW INCLUDES PIN 176177

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	STBG LG URB	CONINSP	0.014	0.003	CDTC
2025	STBG LG URB	CONST	0.530	0.133	CDTC
<b>176170 Project Total:</b>			<b>0.544</b>	<b>0.136</b>	

**PIN 176175**

SOUTH STREET BRIDGE REPLACEMENT & PEDESTRIAN IMPROVEMENTS, SOUTH STREET BETWEEN 2ND AVENUE  
AIKEN AVE

CITY OF RENSSELAER, RENSSELAER COUNTY, BIN 2202200. R331

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG LG URB	DETLDES	0.120	0.030	CDTC
<b>176175 Project Total:</b>			<b>0.120</b>	<b>0.030</b>	

**PIN 176178**

COONS CROSSING ROAD OVER ANTHONY KILL BRIDGE REPLACEMENT

TOWN OF HALFMOON, SARATOGA COUNTY, BIN 2202750.SA317

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG-OFF	ROWACQU	0.009	0.002	CDTC
<b>176178 Project Total:</b>			<b>0.009</b>	<b>0.002</b>	

**PIN 176179**

LASHER ROAD BRIDGE OVER THE MOURNING KILL REPLACEMENT

TOWN OF BALLSTON, SARATOGA COUNTY, BIN 3304700. SA318

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG FLEX	DETLDES	0.048	0.012	CDTC
2023	STBG FLEX	ROWACQU	0.005	0.001	CDTC
2024	STBG FLEX	CONINSP	0.128	0.032	CDTC
2024	STBG FLEX	CONST	0.791	0.198	CDTC
<b>176179 Project Total:</b>			<b>0.972</b>	<b>0.243</b>	

## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 176180**

ALBANY SHAKER ROAD (CR 151), WOLF ROAD TO EVERETT ROAD: SAFETY IMPROVEMENTS

SPEED LIMIT REDUCTION, ADDITIONAL PEDESTRIAN IMPROVEMENTS AT SELECT INTERSECTIONS & A NEW T SIGNAL AT SHAKER ELEMENTARY .

TOWN OF COLONIE, ALBANY COUNTY. A603

THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENG AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	HSIP	DETLDES	0.041	0.005	CDTC
2024	HSIP	CONINSP	0.043	0.005	CDTC
2024	HSIP	CONST	0.393	0.044	CDTC
<b>176180 Project Total:</b>			<b>0.477</b>	<b>0.054</b>	

**PIN 176229**

ALBANY SHAKER RD CORRIDOR ENHANCEMENT

DESIGN ONLY, INSTALL SYSTEMIC SAFETY IMPROVEMENTS ALONG ALBANY SHAKER RD FROM TRADITIONAL TO OLD MAXWELL RD, TOWN OF COLONIE, ALBANY COUNTY. A610

THE STATE CERTIFIES THAT THIS PROJECT HAS BEEN APPROVED BY THE REGIONAL SAFETY EVALUATION ENG AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	HSIP	PRELDES	0.595	0.066	CDTC
2025	HSIP	ROWINCD	0.107	0.012	CDTC
<b>176229 Project Total:</b>			<b>0.702</b>	<b>0.078</b>	

**PIN 176230**

CENTRAL AVENUE RECONSTRUCTION PROJECT

RESURFACE PAVEMENT AND IMPLEMENT ROAD DIET AND BICYCLE AND PEDESTRIAN INFRASTRUCTURE ALOI 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 ENG AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.

THIS PIN INCLUDED PIN 176231 (A612) BUT HAS NOW BEEN SPLIT BACK INTO TWO SEPERATE PROJECTS.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	HSIP	PRELDES	0.378	0.043	CDTC
<b>176230 Project Total:</b>			<b>0.378</b>	<b>0.043</b>	

## STIP Obligation Status Project Listing

### Obligated Approved Phases on Projects for CDTC

**PIN 176232**  
CITY OF COHOES COLUMBIA STREET PEDESTRIAN ACCESSIBILITY

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

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	TAP FLEX	PRELDES	0.343	0.085	CDTC
<b>176232 Project Total:</b>			<b>0.343</b>	<b>0.085</b>	

**PIN 176234**  
BRANDYWINE AVE- MCCLELLAN ST PEDESTRIAN IMPROVEMENTS

REPLACE TRAFFIC SIGNALS AT 5 INTERSECTIONS WHERE BRANDYWINE AVE AND MCCLELLAN ST INTERSECT 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 ENG AND SIGNED OFF BY THE REGIONAL TRAFFIC ENGINEER.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	STBG LG URB	PRELDES	0.124	0.031	CDTC
<b>176234 Project Total:</b>			<b>0.124</b>	<b>0.031</b>	

**PIN 176236**  
CRANE STREET BRIDGE REPLACEMENT, BRIDGE NY

BRIDGE SUPERSTRUCTURE REPLACEMENT WITH SUBSTRUCTURE REHABILITATION AND ASSOCIATED BICYCLE PEDESTRIAN IMPROVEMENTS, CRANE ST BRIDGE OVER CSX, CITY OF SCHENECTADY, SCHENECTADY COUNTY

BRIDGE NY FUNDING ADDED 8/24 CHANGING FROM REHABILITATION TO REPLACEMENT.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	STBG LG URB	PRELDES	0.266	0.066	CDTC
2024	STBG LG URB	ROWINCD	0.026	0.006	CDTC
<b>176236 Project Total:</b>			<b>0.292</b>	<b>0.072</b>	

**PIN 176243**  
DESIGN OF ZIM SMITH NORTHERN TRAIL EXTENSION

DESIGN FOR THE EXTENSION OF THE ZIM SMITH MULTI-USE TRAIL, OAK STREET TO SARTOGA STATE PARK TO OF BALLSTON, MILTON, MALTA; VILLAGE OF BALLSTON SPA, CITY OF SARATOGA SPRINGS. SA345

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG FLEX	PRELDES	0.200	0.050	CDTC
<b>176243 Project Total:</b>			<b>0.200</b>	<b>0.050</b>	

## STIP Obligation Status Project Listing

### Obligated Approved Phases on Projects for CDTC

**PIN 176244**

GRAND BOULEVARD PAVEMENT PRESERVATION &amp; BICYCLE IMPROVEMENTS

PAVEMENT RESURFACING AND INSTALLATION OF BIKE LANES AND OTHER PEDESTRIAN IMPROVEMENTS, GRAND BOULEVARD FROM VAN ANTWERP RD TO KEYES AVE, TOWN OF NISKAYUNA, SCHENECTADY COUNTY. S283

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG FLEX	PRELDES	0.038	0.009	CDTC
2025	STBG FLEX	DETLDES	0.038	0.009	CDTC
<b>176244 Project Total:</b>			<b>0.076</b>	<b>0.018</b>	

**PIN 176245**

I-890 EXIT 4C STATE ST WASHINGTON AVE PEL STUDY

PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY, TO EVALUATE DESIGN ALTERNATIVES TO IMPROVE AND MOBILITY OF ALL MODES OF TRANSPORTATION, IDENTIFY ENVIRONMENTAL AND HISTORICAL CONSTRAINTS AT MULTIPLE LOCATIONS (I-890 EXIT 4C, STATE ST, WASHINGTON AVE), TOWN OF ROTTERDAM, SCHENECTADY COUNTY. S284

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG LG URB	SCOPING	0.352	0.088	CDTC
<b>176245 Project Total:</b>			<b>0.352</b>	<b>0.088</b>	

**PIN 176246**

CHERRY AVE (RT 140) EXTENSION MULTI-USE PATH

CONSTRUCT A MULTI-USE PATH ALONG CHERRY AVE (RT140) FROM KENWOOD AVE TO NEW SCOTLAND RD, TO BETHLEHEM, ALBANY COUNTY. A626

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	TAP FLEX	DETLDES	0.118	0.029	CDTC
2023	TAP FLEX	PRELDES	0.118	0.029	CDTC
2025	CRP LG URB	CONST	0.266	0.068	CDTC
2025	TAP FLEX	CONINSP	0.226	0.057	CDTC
2025	TAP FLEX	CONST	1.108	0.276	CDTC
<b>176246 Project Total:</b>			<b>1.836</b>	<b>0.459</b>	

**PIN 176247**

RT146 /MILLER RD &amp; TANNER RD &amp; RT146 /WAITE RD INTERSECTIONS

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.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	HSIP	PRELDES	0.225	0.025	CDTC
<b>176247 Project Total:</b>			<b>0.225</b>	<b>0.025</b>	

## STIP Obligation Status Project Listing

### Obligated Approved Phases on Projects for CDTC

**PIN 176248**

GILLIGAN ROAD SIDEPATH AND MULTIMODAL ENHANCEMENTS PROJECT

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 GREEN RENSSELAER COUNTY. R352

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	STBG FLEX	PRELDES	0.229	0.057	CDTC
<b>176248 Project Total:</b>			<b>0.229</b>	<b>0.057</b>	

**PIN 176249**

FREEMANS BRIDGE ROAD MULTI-USE PATH PHASE II

CONSTRUCT A MULTI-USE PATH ALONG FREEMANS BRIDGE RD FROM NORTH OF DUTCH MEADOW LN TO AIRP AND INSTALL ON-ROAD SHARED USE LANES ALONG AIRPORT RD, TOWER RD, TECH PARK RD, AND RUBY CHA

TOWN OF GLENVILLE, SCHENECTADY COUNTY. S285

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	STBG FLEX	DETLDES	0.078	0.020	CDTC
2024	STBG FLEX	PRELDES	0.078	0.020	CDTC
2025	STBG FLEX	ROWINCD	0.099	0.025	CDTC
<b>176249 Project Total:</b>			<b>0.255</b>	<b>0.065</b>	

**PIN 176250**

INTERSECTION IMPROVEMENTS AT RT 236 AND GUIDEBOARD RD

DESIGN ONLY, CONSTRUCT ROUNDABOUT AT RT 236 AND GUIDEBOARD ROAD (CR 94) AND CONSTRUCT THROU LANE ALONG RT 236 FROM GUIDEBOARD RD TO RT 9, TOWN OF HALFMOON, SARATOGA COUNTY. SA347

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	STBG FLEX	PRELDES	0.200	0.050	CDTC
<b>176250 Project Total:</b>			<b>0.200</b>	<b>0.050</b>	

**PIN 176251**

EAST LINE ROAD AND ROUTE 67 ROUNDABOUT PROJECT

DESIGN ONLY, CONSTRUCT NEW ROUNDABOUT AND PEDESTRIAN FACILITIES AT EAST LINE ROAD AND ROUTI TOWN OF MALTA, SARATOGA COUNTY. SA348

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG FLEX	PRELDES	0.740	0.185	CDTC
2023	STBG FLEX	ROWINCD	0.060	0.015	CDTC
<b>176251 Project Total:</b>			<b>0.800</b>	<b>0.200</b>	

## STIP Obligation Status Project Listing

### Obligated Approved Phases on Projects for CDTC

**PIN 176252**

RT50 / OLD GICK/INGERSOLL/JONES RD INTERSECTION IMPROVEMENTS

DESIGN ONLY, CONSTRUCT A PAIR OF ROUNDABOUTS AT THE RT 50 / OLD GICK RD / INGERSOLL RD INTERSECTION AND THE RT 50 / JONES RD INTERSECTION AND CONSTRUCT A NORTHBOUND TRAVEL LANE ON RT50 FROM OLD RD TO JONES RD, TOWN OF WILTON, SARATOGA COUNTY. SA349

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	STBG FLEX	PRELDES	0.200	0.050	CDTC
<b>176252 Project Total:</b>			<b>0.200</b>	<b>0.050</b>	

**PIN 176257**

TOWN OF SAND LAKE BEACH SIDEWALK CONNECTOR

INSTALL NEW SIDEWALK ALONG NY ROUTE 351 (REICHARDS LAKE ROAD) FROM THE INTERSECTION WITH NY 43 TO THE RACQUET LAKE TOWN BEACH AT THE INTERSECTION WITH TOLLGATE ROAD.

TOWN OF SAND LAKE, RENSSELAER COUNTY. R355

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	TAP LG URBAN	DETLDES	0.054	0.013	CDTC
<b>176257 Project Total:</b>			<b>0.054</b>	<b>0.013</b>	

**PIN 176259**

VILLAGE OF VOORHEESVILLE SIDEWALK IMPROVEMENTS

INSTALL AND REPLACE SIDEWALKS, CURBING, CROSSWALKS AND SHOULDER STRIPING ALONG THE SOUTH SI MAPLE AVENUE FROM STONINGTON HILL ROAD TO VLY CREEK, THE EAST SIDE OF PINE STREET FROM MAPLE AVENUE TO VOORHEESVILLE AVENUE, AND MAIN STREET FROM PROSPECT STREET TO THE ALBANY COUNTY TRAIL.

VILLAGE OF VOORHEESVILLE, ALBANY COUNTY. A629

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	TAP FLEX	PRELDES	0.064	0.016	CDTC
2023	TAP FLEX	ROWINCD	0.028	0.007	CDTC
2025	TAP FLEX	DETLDES	0.036	0.009	CDTC
<b>176259 Project Total:</b>			<b>0.128</b>	<b>0.032</b>	

**PIN 176260**

TOWN OF CLIFTON PARK TOWN CENTER WALKABILITY: CLIFTON COUNTRY ROAD CORRIDOR PEDESTRIAN AN IMPROVEMENT PROJECT

INSTALL BICYCLE AND PEDESTRIAN IMPROVEMENTS ALONG CLIFTON COUNTRY ROAD FROM NY ROUTE 146 TO CLIFTON PARK CENTER ROAD AND BUILD UPON CROSSING IMPROVEMENTS ALONG THE CORRIDOR

TOWN OF CLIFTON PARK, SARATOGA COUNTY. SA351

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	TAP FLEX	PRELDES	0.137	0.034	CDTC
<b>176260 Project Total:</b>			<b>0.137</b>	<b>0.034</b>	



## STIP Obligation Status Project Listing

### Obligated Approved Phases on Projects for CDTC

**PIN 176278**

CR 352 OVER FOX CREEK BRIDGE REPLACEMENT, BRIDGE NY

REPLACE CR 352 BRIDGE OVER FOX CREEK, BIN 3301500, TOWN OF RENSSELAERVILLE, ALBANY COUNTY. A630

95% FEDERAL AID WITH A 5% LOCAL MATCH (UTILIZING 15% TOLL CREDITS), BRIDGE NY

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	BFP MAIN	PRELDES	0.124	0.006	CDTC
2024	BFP MAIN	ROWINCD	0.015	0.001	CDTC
<b>176278 Project Total:</b>			<b>0.139</b>	<b>0.007</b>	

**PIN 176284**

PLANK ROAD BRIDGE REPLACEMENT, BRIDGE NY

REPLACE PLANK ROAD BRIDGE OVER POESTEN KILL, BIN 3303650, TOWN OF POESTENKILL, RENSSELAER COU

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	BFP OFF SYS	PRELDES	0.254	0.000	CDTC
2025	BFP OFF SYS	ROWINCD	0.024	0.000	CDTC
<b>176284 Project Total:</b>			<b>0.278</b>	<b>0.000</b>	

**PIN 176285**

THAIS RD BRIDGE REPLACEMENT, BRIDGE NY

REPLACE THAIS RD BRIDGE OVER WYNANTS KILL, BIN 2201980, TOWN OF SAND LAKE, RENSSELAER COUNTY.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	BFP OFF SYS	PRELDES	0.142	0.000	CDTC
2024	BFP OFF SYS	ROWINCD	0.016	0.000	CDTC
<b>176285 Project Total:</b>			<b>0.158</b>	<b>0.000</b>	

**PIN 176286**

ANTIOCH RD OVER ALDER CREEK BRIDGE REPLACEMENT, BRIDGE NY

REPLACE ANTIOCH RD BRIDGE OVER ALDER CREEK, BIN 2260000, TOWN OF PROVIDENCE, SARATOGA COUNTY

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	BFP OFF SYS	PRELDES	0.192	0.000	CDTC
2024	BFP OFF SYS	ROWINCD	0.016	0.000	CDTC
<b>176286 Project Total:</b>			<b>0.208</b>	<b>0.000</b>	

**PIN 176287**

CR 1 (STONY CREEK RD) OVER WOLF CREEK BRIDGE REPLACEMENT, BRIDGE NY

REPLACE CR 1 (STONY CREEK RD) BRIDGE OVER WOLF CREEK, BIN 3304230, TOWN OF HADLEY, SARATOGA CO SA354

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	BFP OFF SYS	PRELDES	0.138	0.000	CDTC
2024	BFP OFF SYS	ROWINCD	0.024	0.000	CDTC
<b>176287 Project Total:</b>			<b>0.162</b>	<b>0.000</b>	

## STIP Obligation Status Project Listing

### Obligated Approved Phases on Projects for CDTC

**PIN 176288**

MUSELBECK RD OVER SANSEA KILL BRIDGE REPLACEMENT, BRIDGE NY

REPLACE MUSELBECK RD BRIDGE OVER SANSEA KILL, BIN 3304970, TOWN OF PRINCETOWN, SCHENECTADY C S287

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	BFP OFF SYS	PRELDES	0.297	0.000	CDTC
2024	BFP OFF SYS	ROWINCD	0.029	0.000	CDTC
<b>176288 Project Total:</b>			<b>0.326</b>	<b>0.000</b>	

**PIN 176308**

COTTRELL RD OVER WALLOOMSAC RIVER BRIDGE REPLACEMENT, BRIDGE NY

REPLACE COTTRELL RD BRIDGE OVER THE WALLOOMSAC RIVER,

BIN 2201650, TOWN OF HOOSICK, RENSSELAER COUNTY, R362.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	BFP OFF SYS	PRELDES	0.331	0.000	CDTC
2025	BFP OFF SYS	ROWINCD	0.016	0.000	CDTC
<b>176308 Project Total:</b>			<b>0.347</b>	<b>0.000</b>	

**PIN 176310**

FINLEY RD OVER THE MOURNING KILL BRIDGE REPLACEMENT, BRIDGE NY,

REPLACE FINLEY ROAD BRIDGE OVER THE MOURNING KILL, BIN 3303440,

TOWN OF BALLSTON, SARATOGA COUNTY, SA355.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	BFP OFF SYS	PRELDES	0.092	0.000	CDTC
2025	BFP OFF SYS	ROWINCD	0.015	0.000	CDTC
<b>176310 Project Total:</b>			<b>0.107</b>	<b>0.000</b>	

**PIN 176315**

SOUTH ALBANY RD OVER THE ONESQUETHAW CREEK BRIDGE REPLACEMENT, BRIDGE NY,

REPLACE THE SOUTH ALBANY RD BRIDGE OVER ONESQUETHAW CREEK, BIN 3301020,

TOWN OF BETHLEHEM, ALBANY COUNTY, A632.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	BFP OFF SYS	PRELDES	0.392	0.000	CDTC
2025	BFP OFF SYS	ROWINCD	0.028	0.000	CDTC
<b>176315 Project Total:</b>			<b>0.420</b>	<b>0.000</b>	

## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 176319**

MALTA PEDALS (PEDESTRIAN DOWNTOWN ACCESS LINKAGE SYSTEM)

CONSTRUCT A 10FT WIDE MULTI-USE PATH ADJACENT TO RT 9 FROM MALTA GARDENS MOBILE HOME PARK TO DOWNTOWN MALTA. PROJECT WILL ALSO INCLUDE AMMENITIES SUCH AS LIGHTING, BENCHES, AND BIKE REPAIR STATIONS.

TOWN OF MALTA, SARATOGA COUNTY, SA356.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	TAP FLEX	PRELDES	0.192	0.048	CDTC
<b>176319 Project Total:</b>			<b>0.192</b>	<b>0.048</b>	

**PIN 176320**

RT 335 ELSMERE AVE. SIDEWALK REPLACEMENT & EXTENSION

(THIS PROJECT WAS MERGED INTO 176323, BETHLEHEM PRIORITY CORRIDORS, APR. 2025)

REPLACE NON-ADA COMPLIANT SIDEWALKS AND INSTALL OR REPLACE CURB RAMPS AS NEEDED BETWEEN DELAWARE AVE AND NORGE RD. PROJECT WILL ALSO INSTALL NEW ADA COMPLIANT CONCRETE SIDEWALKS BETWEEN MURRLIN DR AND BENDER LN.

TOWN OF BETHLEHEM, ALBANY COUNTY, A634.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	CRP FLEX	PRELDES	0.040	0.010	CDTC
<b>176320 Project Total:</b>			<b>0.040</b>	<b>0.010</b>	

**PIN 176323**

BETHLEHEM PRIORITY CORRIDORS SIDEWALK REPLACEMENT & INSTALLATION

(APR. 2025: 176320, ELSMERE AVE SIDEWALKS, WAS MERGED INTO THIS PIN)

REPLACE NON-ADA CONMPLIANT AND INSTALL NEW 5 FT ADA COMPLIANT CONCRETE SIDEWALKS ALONG STRETCHED ON NY 443, NY 140, NY 396, AND NY 85. PROJECT WILL ALSO REPLACE AND INSTALL CURB RAMPS, NEEDED AND MAKE TRANSIT IMPROVEMENTS ALONG NY 443.

TOWN OF BETHLEHEM, ALBANY COUNTY, A635.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2025	CMAQ	PRELDES	0.480	0.120	CDTC
<b>176323 Project Total:</b>			<b>0.480</b>	<b>0.120</b>	

**PIN 181102**

FUNDING TMC OPERATIONS ENGINEERING AND ITS SUPPORT FROM 11/1/23 TO 10/31/27

(REPLACED PIN 180949). RG37A

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	NHPP	MISC	2.080	0.520	CDTC
2024	NHPP	MISC	2.080	0.520	CDTC
2025	NHPP	MISC	2.240	0.560	CDTC
<b>181102 Project Total:</b>			<b>6.400</b>	<b>1.600</b>	

## STIP Obligation Status Project Listing Obligated Approved Phases on Projects for CDTC

**PIN 181104**

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 CA DISTRICT

RG37

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	NHPP	MISC	0.520	0.130	CDTC
2024	NHPP	MISC	0.520	0.130	CDTC
2025	NHPP	MISC	0.520	0.130	CDTC
<b>181104 Project Total:</b>			<b>1.560</b>	<b>0.390</b>	

**PIN 194130**

WATER STREET OVER D&H RAILROAD: ELEMENT SPECIFIC BRIDGE WORK

ELEMENT SPECIFIC BRIDGE REPAIRS, WATER STREET OVER D&H RAILROAD BIN 1092920, CITY OF ALBANY, ALBANY COUNTY. A625

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2023	STBG LG URB	CONINSP	0.506	0.127	CDTC
2023	STBG LG URB	CONST	3.760	0.940	CDTC
<b>194130 Project Total:</b>			<b>4.266</b>	<b>1.067</b>	

**PIN 1SRP01**

LIVINGSTON AVENUE AMTRAK RAILROAD OVER THE HUDSON RIVER BRIDGE REPLACEMENT, BIN 7092890, CITY OF ALBANY, CITY OF RENSSELAER, ALBANY COUNTY AND RENSSELAER COUNTY. A631

90.000M STBG-OFF SHARE IS 100% FEDERAL, AS TOLL CREDITS WILL BE UTILIZED FOR 20% MATCH. STBG-OFF PORTION OF FUNDING WILL BE USED ONLY FOR THE MULTI-USE BIKE / PED PATH ON THE BRIDGE.

2.990M OF CONSTRUCTION FUNDING FOR THIS PROJECT IS INCLUDED IN PIN 176084.

OTHER FA IS FRA FUNDING.

<u>FFY</u>	<u>Fund</u>	<u>Phase</u>	<u>FA \$</u>	<u>NFA \$</u>	<u>MPO</u>
2024	STBG-OFF	CONST	90.000	0.000	CDTC
<b>1SRP01 Project Total:</b>			<b>90.000</b>	<b>0.000</b>	

## FEDERAL-AID TRANSIT PROJECTS AUTHORIZED IN THE 2022-2027 TIP

FY2023 Obligations:

CDTA TIP Obligations 10/1/22 - 9/30/23							
Project	TIP #	PIN/STIP	100% Amount (Matched)	Fund Source	Phase	Grant Number	Date of Obligation
Vanpool Multimodal Program	T108	CDTC108	859,200	STP-Flex	P	NY-2023-103	September 8, 2023
			859,200				
Passenger Facility Improvements	T11	1821.18	250,000	5307	F	NY-2023-075	August 31, 2023
			250,000				
Passenger Facility Improvements	T11	1821.18	500,000	5307	F	NY-2023-076	September 1, 2023
Bus Rapid Transit Expansion Study & Conceptual Design	T136	CDTC136	350,000	STP-Flex	S	NY-2023-064	August 24, 2023
			350,000				
Transit Facility Design	T138	CDTA.01	1,000,000	5307	P	NY-2023-075	August 31, 2023
			1,000,000				
Transit Radio Equipment	T139	CDTA.02	600,000	5307	F	NY-2023-075	August 31, 2023
			600,000				
Flex Microtransit Expansion	T140	CDTA.03	560,000	5307	V	NY-2023-075	August 31, 2023
			560,000				
Flex Microtransit Expansion	T140	CDTA.03	1,120,000	5307	V	NY-2023-076	September 1, 2023
Preventive Maintenance for Saratoga	T14B	CDTC.08	1,781,272	5307-Sar	V	NY-2023-075	August 31, 2023
			1,827,565				
Preventive Maintenance for Saratoga	T14B	CDTC.08	3,608,837	5307-Sar	V	NY-2023-076	September 1, 2023
Transit Support Vehicle Replacement	T16	1821.80	300,000	5307	V	NY-2023-075	August 31, 2023
			300,000				
Transit Support Vehicle Replacement	T16	1821.80	600,000	5307	V	NY-2023-076	September 1, 2023
40-ft Bus Replacement	T17	1820.48	761,951	5339	V	NY-2023-053	August 17, 2023
			1,555,000				
40-ft Bus Replacement	T17	1820.48	1,555,000	5307	V	NY-2023-076	September 1, 2023
Commuter Bus Replacement	T17	1820.48	900,000	5339	V	NY-2023-053	August 17, 2023
Trolley Replacement	T17	1820.48	513,161	5339	V	NY-2023-053	August 17, 2023
			3,730,112				
Preventive Maintenance	T57	1TR6.04	16,808,094	5307	V	NY-2023-075	August 31, 2023
Preventive Maintenance	T57	1TR6.04	16,172,435	5307	V	NY-2023-076	September 1, 2023
			32,980,529				
STAR Paratransit Bus Replacement	T6B	1820.37	500,000	5307	V	NY-2023-075	August 31, 2023
STAR Paratransit Bus Replacement	T6B	1820.37	550,000	5307	V	NY-2023-076	September 1, 2023
			1,050,000				
ARP Act Section 5309 CIG Washington-Western/Purple Line BRT	T134	1824.71	1,490,772	5309-ARP	C	NY-2023-021	June 23, 2023
			1,000,000				
ARP Act Section 5309 CIG Washington-Western/Purple Line BRT	T134	1824.71	2,490,772	5309-ARP	F	NY-2023-021	June 23, 2023
CDTA Intelligent Route Planning for System Expansion and Improvement (100% Federal)	T149	CDTA.05	514,045	5307-ARP	S	NY-2023-020	June 23, 2023
			514,045				
Low or No Emission Discretionary Grant - Expansion of CDTA's Electric Bus Fleet and Charging Infrastructure for a Cleaner, Greener Footprint	T150	CDTA.06	16,855,791	5339-Disc	F	NY-2023-059	August 18, 2023
			1,562,301				
			10,980,000				
Low or No Emission Discretionary Grant - Expansion of CDTA's Electric Bus Fleet and Charging Infrastructure for a Cleaner, Greener Footprint	T150	CDTA.06	29,398,092	5339-Disc	V	NY-2023-059	August 18, 2023
<b>TOTAL</b>			<b>78,801,587</b>				

2025-2030 Transportation Council TIP – Appendices

FY2024 Obligations:

CDTA TIP Obligations 10/1/23 - 9/30/24							
Project	TIP #	PIN/STIP	100% Amount (Matched)	Fund Source	Phase	Grant Number	Date of Obligation
STAR Bus Replacement (4)	T6B	1824.94	590,000	5307	V	NY-2024-063	September 18, 2024
			590,000				
Passenger Facility Improvements	T11	1824.95	300,000	5307	F	NY-2024-063	September 18, 2024
			300,000				
Preventive Maintenance for Saratoga	T14B	1824.98	2,661,060	5307	V	NY-2024-063	September 18, 2024
			2,661,060				
Transit Support Vehicle Replacement (6)	T16	1824.96	2,150,000	5307	V	NY-2024-063	September 18, 2024
			2,150,000				
Bus Replacement Program - Rolling Stock (40-ft) (4)	T17	1820.48	2,225,080	5339	V	NY-2024-064	September 18, 2024
Fleet Financing - Replacement 40-ft buses	T17	1820.48	1,555,000	5307	V	NY-2024-063	September 18, 2024
			3,780,080				
Preventive Maintenance	T57	1824.97	16,500,000	5307	V	NY-2024-063	September 18, 2024
			16,500,000				
Capital Cost of 3rd Party Contracting	T77	CDTC20	725,000	5307	MISC	NY-2024-065	September 23, 2024
			725,000				
CDTA BusPlus Red Line Upgrades	T137	CDTC137	778,160	FAST NHPP	D	NY-2024-062	September 23, 2024
	T137	CDTC137	2,066,525	FAST NHPP	C	NY-2024-062	September 23, 2024
	T137	CDTC137	3,882,088	FAST STP	V	NY-2024-062	September 23, 2024
	T137	CDTC137	2,250,483	FAST NHPP	D	NY-2024-062	September 23, 2024
	T137	CDTC137	2,895,298	IIJA STP	C	NY-2024-062	September 23, 2024
	T137	CDTC137	4,684,833	IIJA NHPP	C	NY-2024-062	September 23, 2024
	T137	CDTC137	657,157	IIJA 5307	C	NY-2024-062	September 23, 2024
	T137	CDTC137	1,346,233	IIJA STP	V	NY-2024-062	September 23, 2024
			18,560,777				
Public Transportation Service Expansion on the CDTA Washington-Western Corridor	T148	CDTA04	6,120,000	CMAQ	O	NY-2024-033	August 22, 2024
			6,120,000				
80 Broadway Transit Station and Park & Ride	T151	CDTA07	62,500	STBG Urban	D	NY-2024-051	September 9, 2024
			2,260,500		C		
			2,323,000				
Mobility Hubs	T152	CDTA.08	550,000	5307	C	NY-2024-063	September 18, 2024
			550,000				
<b>TOTAL</b>			<b>54,259,917</b>				

# **APPENDIX L - TRANSPORTATION COUNCIL SELF CERTIFICATION**

## **Transportation Council Self Certification Documentation**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certified effective August 27, 2024 that the Transportation Council’s planning process meets and/or exceeds most of the requirements mentioned in 23 CFR Section 450.336 and 49 USC 5303. Concurrent with the submittal of the 2025-2030 Transportation Improvement Program (TIP), the Capital Region Transportation Council (Transportation Council) as the designated Metropolitan Planning Organization for the counties of Albany, Rensselaer, Saratoga and Schenectady, excluding the Town of Moreau and the Village of South Glens Falls, is required to complete a self-certification of its planning process. This self-certification serves as documentation that the Transportation Council is in compliance with federal planning requirements in accordance with 23 CFR Section 450.336 and 49 USC 5303.

### **A. Required Agreements**

- 1. What is the status of the cooperative planning agreement between the Transportation Council (formerly CDTC), NYSDOT, and the Capital District Transportation Authority (CDTA)?** The cooperative planning agreement entitled “Agreement Defining Roles and Responsibilities for Metropolitan Transportation Planning in the Capital District” was approved in January 2009.
- 2. What is the status of the performance-based planning agreement between the Transportation Council, NYSDOT, and the Capital District Transportation Authority (CDTA)?** The performance-based planning agreement entitled “Performance Management Agreement between the Transportation Council, NYSDOT, and CDTA was approved in March 2019.

### **B. Planning/Technical**

- 1. UPWP - Does the Unified Planning Work Program (UPWP) cover relevant planning activity and needs, including support for the Metropolitan Transportation Plan?** Yes. The Transportation Council prepares a new UPWP on an annual basis. The most recent version covering the 2025-2026 fiscal year was approved in March 2025. Development of the UPWP included a solicitation for planning projects from local governments in the Transportation Council’s planning area as well as a refresh of ongoing planning tasks as described in the previous UPWP. The UPWP includes a



section entitled “UPWP Planning Priorities for the Capital Region”, describing the priorities of the Metropolitan Transportation Plan, known as New Visions 2050, and their relationship to planning tasks in the UPWP. There are no known progress or scheduling issues.

- 2. Metropolitan Transportation Plan (MTP) – Discuss required elements and implementation, program level environmental mitigation activities and current or planned activities for consultation with State and local agencies during plan development.** The Transportation Council’s MTP is New Visions 2050 (the horizon year), adopted in September 2020. The MTP is currently being updated. In accordance with a United States Court of Appeals South Coast Air Quality Management District vs. EPA decision, a conformity determination for the plan was needed for the 1997 ozone NAAQS. Air quality conformity was approved in September 2020. New Visions is based upon the best available estimates of long-range federal, state, and local revenue streams and TIP investments have tracked New Visions priorities.

Implementing New Visions 2050 is ongoing and the Transportation Council operates under the adopted principles and recommendations of that plan. The Transportation Council requires careful community-oriented planning, including environmental consideration, prior to committing to major projects with potentially significant environmental impacts. Three Planning and Environment Linkages (PEL) Studies are underway or have been completed including Reimagine I-787, the 378 Bridge Study, and the I-890 Exit 4C study.

The Transportation Council also utilizes its Transportation and Community Linkage Planning Program (Linkage Program) as a planning tool to better integrate transportation and land use decision making with over 100 collaborative planning studies funded to date. The Transportation Council’s environmental mitigation procedure is used to map environmental features as they relate to capital projects in the TIP, Linkage Program study recommendations, and other major Transportation Council studies. Native nations and federal landholders are consulted with when developing the MTP and on other aspects of the transportation planning process.

### **3. Transportation Improvement Program (TIP)**

- **When was the TIP and related Air Quality Conformity document approved?** The 2022-2027 TIP and air quality conformity document were

approved in September 2022 and will remain in place until at least September 30, 2025. The 2025-2030 TIP and conformity document is in development with approval scheduled for June 2022. Projects were identified from municipal, State, and regional needs and evaluated using the Transportation Council's Evaluation Criteria.

- **Is the TIP fiscally constrained?** As of June 2022, the 2022-2027 TIP is fiscally constrained. The Transportation Council works cooperatively with NYSDOT Region 1 and CDTA to identify reasonable budgets for the metropolitan planning area and has programmed to those budgets. The Transportation Council monitors fiscal constraint using a table updated monthly and available on the Transportation Council's website.
  - **Is the TIP consistent with the Metropolitan Transportation Plan, known as New Visions 2050?** The Transportation Council's TIP development process maintains a tight relationship with the New Visions 2050 plan by deriving evaluation criteria from the principles and priorities of the New Visions plan. As a result, the TIP reflects the Transportation Council's long standing implementation principle of "steady progress" across all plan elements. TIP project evaluation includes a benefit/cost score as well as a merit score.
  - **Does the TIP meet federal requirements?** The TIP contains priority lists of projects, plans, and programs for five years; summaries of financial plans; a demonstration of fiscal constraint; and project descriptions (including project type, termini, length, etc.).
  - **What are the consultation activities for the 2025-2030 TIP?** Consultation on the 2025-2030 TIP will include outreach to federal land holders including National Parks and the Department of Defense. Native nations with cultural resource interests in the Capital Region will also be consulted as well as state agencies including but not limited to NYSDOH, NYSDEC, NYSOPRHP and NYSERDA.
- 4. Technical Areas** – The Transportation Council used a TIP Task Force to prepare a TIP Guidance document in 2024 that describes what the TIP is, federal funding programs and eligibility, and the project solicitation, evaluation, and approval process. The evaluation process was streamlined and new project application forms in broad project categories were developed

and utilized in the preparation of the 2025-2030 TIP. In addition, the Transportation Council initiated the update of its metropolitan transportation plan to be known as In Motion: The Plan to 2050. Ongoing support for the Linkage Program and other regional planning initiatives continues identify project, plan, and program candidates for implementation through federal and state funding programs as well as local government initiatives.

- 5. Title VI -** How have Title VI concerns been addressed in the planning process and documented in the UPWP, TIP and MTP?
- **Title VI Reporting** – The Transportation Council updated and approved its Title VI analysis report in January 2023. The Transportation Council performs a review after each TIP and MTP update and monitors the planning process. The analysis methodology includes staff created demographic parameters using data from the American Community Survey (ACS) at the census tract level. Map data is housed in ArcMap and made available on the Transportation Council’s website.
  - **Limited English Proficiency (LEP)** – The Transportation Council updated its LEP plan in 2024. Executive summaries of the MTP, TIP, UPWP, and Public Participation Plan are translated into Spanish, Simple Chinese and Arabic as identified in the LEP Plan and posted to the Transportation Council’s website. In addition, written executive summaries of studies conducted in geographic subareas where language groups within the population constitute 1,000 people or 5% of the subarea will be translated into those languages upon request and posted online. With at least 48 hours of notice, the Transportation Council will provide interpreting services at meetings, in person if possible.
  - **Americans with Disabilities Act (ADA)** – The Transportation Council supports consultant assistance for municipal ADA infrastructure data collection and the development of transition plans. In addition, the Transportation Council’s public meetings, including the Policy Board, Planning Committee, and Advisory Committee meetings, are held using a hybrid meeting format in person at 1 Park Place, Albany, NY 12205 and virtually via Zoom and YouTube. When meetings are conducted in other venues, the Transportation Council assures that the facility is accessible, externally, and internally. When possible, meeting locations are selected along public bus routes. The Transportation Council provides or

coordinates the provision of auxiliary aids or services and reasonable accommodations upon request by a person with a disability at least 48 hours prior to the meeting. The Transportation Council updated its website to meet the current Web Content Accessibility Guidelines standard.

- **Disadvantaged Business Enterprise (DBE)** – The Transportation Council follows the NYSDOT DBE plan and submits semi-annual DBE reports in a timely manner.

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

CDTA assumed authority over Northway Express services, in keeping with the Transportation Council’s adopted Public-Private Transit Policy. The Transportation Council continues to coordinate with CDTA and Upstate Transit on transit planning for this service. Actions in recent years have provided ongoing federal transit support to Adirondack Trailways and provided for further system integration efforts through CDTA involvement.

**7. Planning Factors – Discuss how the federal planning factors are**

**considered in planning processes and products.** The Transportation Council incorporates the federal planning factors into its MTP, UPWP and TIP. Discussion is included in each document connecting the federal planning factors to the proposed projects, plans and programs.

**8. Congestion Management Process (CMP): Discuss the status of CMP and**

**how it is used.** An updated CMP was approved by the Transportation Council in December 2023. The CMP will be used to support planning projects that will improve system reliability.

**9. Participation Plan**

- **Discuss the status of public involvement/participation plan procedures and a periodic evaluation process to determine its effectiveness.** The Transportation Council public participation plan was adopted in March 2024 and is assessed to maintain its effectiveness.
- **Discuss how visualization techniques will be employed for Plans and TIPs.** The Transportation Council uses ArcMap and ArcGIS online maps, including StoryMaps, as tools to display data via interactive maps for use

by the public, particularly to identify the location of TIP projects. Infographics, interactive surveys, and other tools are also utilized.

- **Discuss the status of making public information available in electronically accessible formats such as the World Wide Web.** The Transportation Council requires electronically accessible documents with recognizable text and videos with subtitles to be available on its website and social media.
- **Discuss incorporation of consultations which are listed under “Transportation Plan” and “TIP” in this document.** The Transportation Council consults with federal landowners, native nations, and others as part of the public review process for the MTP, TIP and UPWP.
- **Address coverage in the participation plan of users of pedestrian walkways, bicycle transportation facilities, and persons with disabilities.** The Transportation Council strives to make its meetings accessible to the public via hybrid meeting formats (in person and video). In person meetings are held at locations accessible to transit and accessible to persons with disabilities. The Transportation Council’s Active Transportation Advisory Committee allows persons with disabilities and those who walk and ride bicycles to directly participate in the transportation planning process.
- **Coordinated Public Transit-Human Service Agency Transportation Plans: Discuss the MPO’s coordinated planning process including development of or implementation of these Plans.** The Transportation Council’s Coordinated Plan was adopted on December 7, 2023. The Transportation Council’s Human Services Transportation Advisory Committee (HSTAC) assisted Transportation Council staff in developing the Coordinated Plan along with CDTA, particularly its para-transit division “STAR”, and seniors through outreach to senior centers.

### **C. Administrative/Management**

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

Yes. The Transportation Council prepares and submits Performance and Expenditure Reports on time to meet FHWA and FTA reporting requirements.

**2. Bills: Are bills submitted and paid on time?** Yes. The Transportation Council staff bills are submitted on time for review and approval.

**3. Audits**

- **Are single audit requirements met through audits performed on an annual basis?** Yes. Audits for the Transportation Council and its host CDTA are undertaken annually and simultaneously. The most recent audit was completed in December 2024 for the period ending 3/31/25.
- **Are any identified deficiencies corrected?** There were no identified deficiencies. The Transportation Council continues to work with its host agency CDTA to strengthen internal controls.

**4. Annual Program: Is the Annual Program closed out in a timely manner?** Yes. The Transportation Council's Annual Program is closed out in a timely manner.

**5. Budget: Are grant budgets up to date?** Yes. Revisions and amendments are made as necessary. An annual budget update was adopted in March 2025 for the fiscal year 2025-2026 UPWP.

**6. Consultant Selection: Are acceptable consultant selection procedures in place and what are the provisions for DBE's?** Yes. Consultant selection procedures are updated annually. The Transportation Council developed a standard Memorandum of Understanding to define local sponsor roles for consultant selection and administration of Linkage studies and technical assistance program projects, among others. DBE participation is a consideration but not a "quota" in the consultant selection process. The Transportation Council seeks to achieve full participation of DBEs in contracting opportunities while maintaining strict prioritization by merit.

**7. Central Staff/Host Relations: Discuss any staffing or recruiting issues. Indicate if staff has the political support it needs for effective accomplishments.** Despite recent staff turnover, there are no problems with recruitment. The Transportation Council continues to have the support it needs from member agencies to maintain its effectiveness.

**8. Decision Making: Indicate if committees are adequately structured and staffed. Are reasonable decisions reached in a timely fashion?** Committees are adequately staffed and reasonable decisions are reached in a timely manner. 2024 TIP amendment guideline changes increased thresholds for action by the Transportation Council’s Planning Committee and Policy Board, allowing for faster processing of minor TIP project cost and schedule changes.

**9. Governance:**

- **Are foundational documents for the MPO such as Memoranda of Understanding (MOUs), operating procedures and financial/staffing plans reviewed and updated periodically to ensure that they are still relevant to current MPO operations?** An updated host agency Memorandum of Understanding was approved by the Transportation Council and its host, CDTA in 2024. Additional operating documents are being periodically updated through the Transportation Council’s Administrative and Finance Subcommittee.
- **Do members and host understand and execute their roles in a way that supports independent and unbiased work by MPO staff and sound MPO decisions?** Yes. The Transportation Council’s members and host understand and execute their roles in a way that supports independence and an atmosphere free of bias for the Transportation Council’s staff and decision making process.
- **Discuss status of working relationships with other governments, i.e., local, international and tribal governments.** The Transportation Council regularly engages with local governments and provides multiple opportunities to participate in the metropolitan transportation planning process. Local governments are encouraged to apply for planning, project development and capital project funding. The Transportation Council has been extremely successful at leveling the playing field between NYSDOT, CDTA and local governments. The Transportation Council consults with federally recognized native nations for its major initiatives such as the TIP.

**10. Procurement**

- **Does the Transportation Council comply with FTA Circular Guidance 4220.1F, Third Party Contracting Requirements and the most recent**

**FTA Master Agreement?** Yes. The Transportation Council follows and documents all FTA related activity according to the referenced documents.

- **Does the Transportation Council maintain a written history of all FTA-Related procurements?** Yes. The Transportation Council maintains all documentation involving procurements for all studies and projects.
- **Does the Transportation Council incorporate clauses and certifications for eligible FTA assistance program funding?** Yes. With the host agency CDTA's participation, the Transportation Council has incorporated clauses and certifications for eligible FTA program funding.



**APPENDIX M**  
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**AIR QUALITY CONFORMITY**

## **PLACEHOLDER FOR AIR QUALITY CONFORMITY**

The Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination Document is being released for Public Review pending May 7, 2025 Planning Committee approval.

**APPENDIX N -**  
**TITLE VI OF THE CIVIL RIGHTS ACT OF**  
**1964**

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

As an additional analysis of the projects proposed for funding in the TIP, a Title VI merit evaluation was undertaken for all proposed projects except those in the “Other” category. The score was not used in the selection of projects. The Title VI merit evaluation was based on modal analysis by race/ethnicity and income of the traveler, as discussed in the Transportation Council’s 2023 Title VI Analysis, as well as nondiscrimination areas defined in that document. Those are census tracts where the proportion of low income or minority (non-white and non-Hispanic/Latino) residents is greater than the regional proportion.

Proposed projects within or directly connected to a nondiscrimination area and with a primary purpose or significant focus on transit, bicycling, walking, or carpool received 5 points. Significant focus means that the improvements are provided over a portion of the project which is significant relative to the overall project. Projects within or directly connected to a nondiscrimination area and that does not provide a significant focus as listed above received 2.5 points. Included are most highway resurfacing, traffic operations improvement, bridge deck repair, and preservation and rehabilitation type projects. Projects that either A) maintain existing infrastructure that has a significant focus on automobiles, or B) provide a greater benefit to areas outside of nondiscrimination areas received 0 points. Of the 29 new projects (not in the Other category) added during the 2025-2030 Transportation Improvement Program update process, 13 are located in nondiscrimination areas, totaling approximately \$120M.

**APPENDIX O**

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**CAPITAL REGION TRANSPORTATION  
COUNCIL MEMBERS**

## **Planning Committee Members (April 2025)**

Sharon Butler, *City of Cohoes*  
Mark Castiglione, *Capital District Regional Planning Commission*  
Michael Dutre, *City of Saratoga Springs*  
Michael Fagnoli, *City of Watervliet*  
Steve Feeney, *Schenectady County, Chair*  
Rory Fluman, *Schenectady County*  
Howard Goebel, *City of Albany*  
Kelly Hoffman, *Rensselaer County*  
Thomas Hulihan, *City of Rensselaer*  
Andrew Kreshik, *City of Troy*  
Kimberly Lambert, *Saratoga County*  
David Montiverdi, *Albany County Airport Authority*  
Lisa Ramundo, *Albany County*  
Tom Richardson, *City of Mechanicville*  
Thomas Romano, *Town of Colonie*  
John Schneidawin, *Albany Port District Commission*  
Phil Serafino, *New York State Thruway Authority*  
Chris Wallin, *City of Schenectady, Vice-Chair*  
Greg Wichser, *New York State Department of Transportation – Region 1*  
Michael Williams, *Capital District Transportation Authority*

### **Advisory Members (Non-Voting)**

Michael Culotta, *Federal Transit Administration*  
Richard J. Marquis, *Federal Highway Administration*  
Sandra Misiewicz AICP, *Capital Region Transportation Council, Secretary*  
Michael Sheehan, *New York State Department Environmental Conservation*

### **Town & Village Representatives**

Peter Comenzo, *Rotterdam*  
Rob Leslie, *Bethlehem*  
Donald Csaposs, *Guilderland*  
Jaime O'Neill, *Malta*  
Tim Lane, *Menands*  
Joshua Giller, *East Greenbush*  
Laura Robertson, *Niskayuna*  
Ryan Riper, *Town of Wilton*  
John Scavo, *Clifton Park*

## **Policy Board Members (April 2025)**

- Albany County: *Daniel P. McCoy, Albany County Executive*
- Albany County: *Joanne Cuningham, Chair, Albany County Legislature*
- Albany City: *The Honorable Kathy M. Sheehan, Mayor*
- Albany County Airport Authority: *Peter Stuto*
- Albany Port District Commission: *Christine Stuto*
- Capital District Regional Planning Commission: *Lawrence R. Schillinger, Esq.*
- Capital District Transportation Authority: *Michael P. Collins, Interim CEO*
- Colonie Town: *Peter Crummey, Supervisor*
- Cohoes City: *The Honorable William T. Keeler, Mayor*
- Mechanicville City: *The Honorable Michael Butler, Mayor*
- Milton Town: *Scott Ostrander, Supervisor*
- NYS Department of Transportation Region-1: *Michael Arthur, Regional Director*
- New York State Thruway Authority: *Phil Serafino, Albany Division Director*
- Rensselaer City: *The Honorable Michael E. Stammel, Mayor*
- Rensselaer County: *Steven McLaughlin, Chair, Rensselaer County Executive*
- Rensselaer County: *Kelly Hoffman, Chair, Rensselaer County Legislature*
- Rotterdam Town: *Mollie A. Collins, Supervisor*
- Saratoga County: *Philip C. Barrett, Chair, Saratoga County Board of Supervisors*
- Saratoga County: *Thomas C. Werner*
- Saratoga Springs: *The Honorable John Safford, Mayor*
- Schenectady City: *The Honorable Gary McCarthy, Mayor*
- Schenectady County: *Gary Hughes, Chair, Schenectady County Legislature*
- Schenectady County: *Rory Fluman*
- Troy City: *The Honorable Carmella Mantello, Mayor*
- Watervliet City: *The Honorable Charles V. Patricelli, Mayor*
- Advisory Members (Non-Voting)
  - Federal Highway Administration: *Richard J. Marquis*
  - Federal Transit Administration Region-2: *Michael Culotta, Regional Admin.*