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2022-2027 Transportation Improvement Program

For Warren, Washington, and northern Saratoga Counties

Public Comment Document

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Overview of the Adirondack / Glens Falls Transportation Council

The Adirondack / Glens Falls Transportation Council (A/GFTC) is the Metropolitan Planning Organization (MPO) designated by the Governor of the State of New York for the area that includes Warren and Washington Counties as well as the Town of Moreau in Saratoga County. A/GFTC has the responsibility of developing and maintaining both a Regional Transportation Plan and a Transportation Improvement Program (TIP) for the area's federal aid eligible highway and public transit facilities.

The Council was established in 1982 when the population of the Glens Falls urbanized area exceeded 50,000 as determined by the 1980 Census. At that time the geographic area for transportation planning was limited to the Census-defined urbanized area. In 1993, the Council voted to expand its coverage to include the rural areas of Warren and Washington Counties and the entire town of Moreau in Saratoga County, as shown in the map at right. The official name of the Council was later formally changed to the Adirondack / Glens Falls Transportation Council to reflect that expansion.

A/GFTC consists of two principal working groups – the Policy Committee and the Planning Committee. The Policy Committee is responsible for reviewing and approving all core documents and major planning efforts undertaken by the Council and its staff. This committee's membership includes the Chairpersons of the Boards of Supervisors of Saratoga, Warren, and Washington Counties, the chief elected officials from all urban area cities, towns and villages (Glens Falls, Queensbury, Moreau, Kingsbury, South Glens Falls, Hudson Falls, Lake George and Fort Edward), the Chairperson of the Lake Champlain-Lake George Regional Planning Board, the Regional Director from Region One of the New York State Department of Transportation and a the Albany Division Director of the New York State Thruway Authority. In addition, Warren and Washington Counties each appoint one Town Supervisor from outside of the Glens Falls Urban Area to act as rural representatives. The Federal Highway Administration, the Federal Transit Administration, the U.S. Environmental Protection Agency, and Greater Glens Falls Transit also provide representation to the A/GFTC Policy Committee in an Advisory Member capacity.

Policy Committee members designate a representative to serve on the A/GFTC Planning Committee. Planning Committee members assume an active role in the development of plans and programs dealing with local transportation issues and addressing current and potential problems with the state and local highway network and the operation of the area's transit service. Through the intergovernmental forum of A/GFTC, local and regional transportation issues are discussed and transportation policies and programs are developed. The result of these planning activities is documented in the A/GFTC Long Range Plan and in this Transportation Improvement Program.

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Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a five-year capital improvement program that identifies planned federal highway and transit expenditures towards surface transportation projects that have been selected through the MPO process. Inclusion of a project in this document allows specific project development, design, and construction activities to proceed using federal funds according to the defined schedule. The TIP provides information regarding federal funding assistance and project costs for Federal Fiscal Years 2022-23 through 2026-27. A/GFTC updates the TIP every two years to maintain a current list of projects and to reflect its Long Range Transportation Plan (LRP) for the area. The LRP is a planning tool that integrates short-term operational concerns with longer-term system capacity and maintenance issues for the region.

Projects that appear in the first four years of the TIP are incorporated into the New York State Statewide Transportation Improvement Program (STIP) and generally have first priority for funding. Projects that appear in later years may be advanced into the STIP timeframe by the amendment process if changes in the first four years of the programming occur so that resources are reasonably available to implement the program.

Programming Guidance and Instruction

As included 23 USC 134 (Metropolitan transportation planning), the following federal transportation planning and programming factors were considered in formulating the A/GFTC TIP and the overall capital project roster supports continued gains in these categories:

> *(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;*
>
> *(B) increase the safety of the transportation system for motorized and nonmotorized users;*
>
> *(C) increase the security of the transportation system for motorized and nonmotorized users;*
>
> *(D) increase the accessibility and mobility of people and for freight;*
>
> *(E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*
>
> *(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
>
> *(G) promote efficient system management and operation; and*
>
> *(H) emphasize the preservation of the existing transportation system.*
>
> *(I) improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and*
>
> *(J) enhance travel and tourism.*

How Projects Are Selected for Funding

Prior to the programming of any new projects for this update, projects with existing commitments from the 2019-2024 TIP were reviewed and updated. Some projects required rescheduling and others needed cost revisions. In some instances, project priorities from the preceding program have been superseded. While adjusting the program to reflect changes in costs, schedules, and priorities, a concerted effort was made to maintain funding allocations within this TIP in accordance with fiscal constraints.

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An open solicitation for new project candidates was conducted with A/GFTC-area project sponsors in late 2021. The roster of projects included within this TIP is reflective of the results of that solicitation, input from NYSDOT, and committee-level discussion and review of the candidate projects.

Project needs that exceed present resources have been identified as illustrative projects. These projects were proposed for the current or previous TIP periods or have emerged from A/GFTC planning initiatives and have been considered by A/GFTC and acknowledged as being valuable investments in the transportation system. Financial constraints, regulatory limitations, and programming strategy require that those projects be delayed until adequate funding or programming capacity becomes available. Should additional resources materialize, these projects could be considered as candidates for programming provided that fiscal constraint is preserved within the overall program.

Amending the Transportation Improvement Program

This Transportation Improvement Program is a staged, multi-year program of transportation improvement projects developed through a cooperative planning process by A/GFTC and federal, state, regional and local participants. Projects are reviewed and evaluated by the Planning Committee and recommended for adoption by the Policy Committee. The adopted TIP must be fiscally constrained to the federal transportation funds that are projected to be available in each year of the program. Changes to the TIP Table of Projects (including scope, year of work, cost or addition of new projects) require the review and approval of the Planning and/or the Policy Committee depending on the nature and scale of the amendment (specific procedural requirements are shown on the following page). Minor changes may be approved by NYSDOT or A/GFTC staff with consultation and consent of sponsors. More significant changes require approval by the Policy Committee. Changes that require Policy Committee consideration are considered to be formal amendments and are therefore subjected to public review and comment opportunity prior to adoption.

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Guidelines for Changes to the A/GFTC TIP

Type of Change	Type of Action: Administrative Modification	Type of Action: TIP Amendment	Responsibility: A/GFTC or NYSDOT	Responsibility: Planning Committee	Responsibility: Policy Committee
1. Addition or alteration					
a) Add project from regional setasides or statewide award	☑		---	Approve	---
b) Add new project, not from setaside		☑	---	Recommend	Approve
c) Withdraw project at sponsor request	☑		---	Approve	---
d) Add project from Illustrative Project list to TIP		☑		Recommend	Approve
d) Add project element =< $.250m	☑		Approve	---	---
e) Add project element over $.250m =<1.0m	☑		---	Approve	---
f) Add project element over $1.0m		☑	---	Recommend	Approve
g) Other		☑	---	Recommend	Approve
2. Scope and Cost					
a) Cost Change <$0.250M	☑		Approve		---
b) Cost change > $0.250M and <$1.0M	☑			Approve	
c) Cost change > $1.0M		☑	---	Recommend	Approve
c) Other significant scope change		☑	---	Recommend	Approve
3. Fund Source Change					
a) Change between Title I federal fund sources	☑		Approve	---	---
b) Change from federal to non-federal funding	☑		Approve	---	---
c) Change from non-federal to federal funding		☑	---	Recommend	Approve
d) Change between Title III federal fund sources	☑		---	Approve	---
e) Any other federal fund source change		☑	---	Recommend	Approve
4. Schedule Change					
a) All affected (AQE) project elements are included in the first four years of the TIP before & after the proposed change	☑		Approve	---	---
(b) Add project from post-TIP to TIP	☑			Approve	
(c) Any other schedule change		☑	---	Recommend	Approve

ALL TIP **AMENDMENTS** REQUIRE PUBLIC REVIEW AND COMMENT

Notes:

1. Planning Committee may choose to defer any proposed action to the Policy Committee as it deems appropriate
2. Changes that require Policy Committee action are considered to be TIP amendments
3. A project element refers to a project phase such as design or construction
4. A significant scope change is a major change to a project's limits, type, or original scope
5. Title I funds include major surface programs such as STBG, NHPP, etc.
6. Title III funds include Federal Transit funding programs
7. Projects listed in Years 1-4 of the TIP are included in the STIP as needed and eligible for programming adjustments via established Project Selection criteria.

Revised May 2022

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Project Funding Categories

The following abbreviations have been used to describe various project funding sources. All projects funded with Federal Highway Administration and Federal Transit Administration funds are required to be listed in an approved TIP and STIP. Certain non-federally funded transportation - related projects may also be listed within the TIP for informational purposes.

Federal Funding Categories & Abbreviations

Highway

HSIP - **Highway Safety Improvement Program:** funding for projects designed to achieve significant reductions in traffic fatalities and serious injuries on all public roads

NHPP- **National Highway Performance Program:** funding for projects that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the National Highway System, consistent with Metropolitan and Statewide planning requirements. Program combines the following former programs: Interstate Maintenance, National Highway System, and Highway Bridge Program.

STBG Flex – **Surface Transportation Block Grants (flexible):** funding for road and bridge projects along any federal-aid eligible roadway. A portion of STP funds is eligible for transfer to transit capital purposes when warranted.

STBG Off Sys - **Surface Transportation Program (Off System Bridge):** funding for repair or replacement for structures that do not carry or cross components of the federal aid eligible highway network

Transit

5307 – Urbanized area formula grant program. Annual apportionments made to designated urbanized areas with a population of 50,000+. Eligible to be used for capital purchases and/or to defray transit operating expenses. Includes program eligibility from former FTA 5316 (Job Access and Reverse Commute).

5310 - Transportation for Elderly Persons and Persons with Disabilities. Includes program eligibility from former FTA 5317 (New Freedoms).

5339 - Bus and Bus Facilities

5340 - Growing States and High Density States Formula Program

SDF (New York State Dedicated Fund) - Category of New York State funds provided for transportation projects. A/GFTC does not administer SDF; projects listed solely with SDF funding are for information purposes only.

Funding Balance and Fiscal Constraint

Federal transportation law, *Fixing America's Surface Transportation (FAST) Act*, requires that each MPO TIP be balanced and fiscally constrained to the amount of federal funds that are reasonably expected to be available over the TIP period. A/GFTC is included in NYSDOT Region 1, which also includes the Capital District and Essex and Greene Counties. This document has been prepared in consultation with Region 1 staff to determine expected funding availability. Data listed in this TIP will be used in the development of the Region's program and the Statewide TIP (STIP), which is also required to be balanced and fiscally constrained. A fiscal constraint table that demonstrates that programming proposed by this TIP is

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within suballocated planning targets as agreed upon by NYSDOT and A/GFTC is provided at the end of the project listings (*Appendix A*).

Air Quality Impacts of the TIP

The A/GFTC Planning and Programming Area includes Warren County and Washington County and the Town of Moreau in Saratoga County. Warren and Washington Counties are designated as attainment areas for air quality standards by the US Environmental Protection Agency. Saratoga County (including the Town of Moreau), as part of the Albany-Schenectady-Troy area had been designated as a marginal non-attainment area for ozone prior to July 2012. The Capital District Transportation Committee (CDTC) planning area borders A/GFTC and carries out conformity testing for all of Saratoga County in cooperation with A/GFTC and its TIP. In July of 2012, the United States Environmental Protection Agency revoked the Transportation Conformity requirements for 1997 8-Hour Ozone National Ambient Air Quality Standards (NAAQS). The Albany-Schenectady-Troy area is air quality attainment for the 2008 8-Hour Ozone NAAQS. The transportation air quality conformity determination for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area is included as *Appendix C.*

Community Participation

Public involvement and consensus are important and ongoing elements of the A/GFTC planning process. The A/GFTC planning process strives to be all-inclusive of area community transportation interests. Beyond the representation included in its Planning and Policy Committees, A/GFTC seeks additional public input through a variety of media that include attendance at area community expositions and fairs, contact with area print and radio media, distribution of documents and plans as they are developed, and opinion surveys and direct mailings. Extensive public outreach was conducted as part of the ongoing Long Range Plan update process. Feedback received during that process affirms that the project priorities programmed in this document as being current and relevant.

Performance Targets

Pursuant to federal requirements, MPOs must employ a transportation performance management approach in carrying out their federally-required planning and programming activities. Chapter 23 part 150(b) of the *United States Code* [23USC §150(b)] includes the following seven national performance goals for the Federal-Aid Highway Program:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Capital Assets Condition – To maintain the highway infrastructure and transit capital asset systems in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practice

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On the public transportation side, transportation performance management shall be utilized to advance the general policy and purposes of the public transportation program as included in 49USC §5301(a) and (b).

The A/GFTC_TIP was developed and is managed in cooperation with the New York State Department of Transportation (NYSDOT) and Greater Glens Falls Transit. It reflects the investment priorities established in the *2040 Ahead,* A/GFTC's Long Range Plan for the region, that incorporates comments and input from affected agencies and organizations and the public.

TIPs "shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets" [23USC §134(j)(2)(D)]. TIPs and metropolitan transportation plans (MTPs) adopted or amended after the following dates must include performance targets for the associated measures:

- May 27, 2018 – Highway Safety Improvement Program (HSIP) and Highway Safety
- October 1, 2018 – Transit Asset Management
- May 20, 2019 – Pavement and Bridge Condition
- May 20, 2019 – System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program (CMAQ)
- July 20, 2021 – Public Transportation Agency Safety Plan

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

<u>HSIP and Highway Safety</u>

Performance Targets

On March 15, 2016, FHWA published the final rule for the HSIP and Safety Performance Management (Safety PM) Measures in the *Federal Register* with an effective date of April 14, 2016.

The 2017 New York Strategic Highway Safety Plan (SHSP) is intended to reduce "the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State." The SHSP guides NYSDOT, the MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across New York State. The NYSDOT HSIP annual report documents the statewide performance targets.

A/GFTC agreed to support the NYSDOT statewide 2022_targets for the following Safety PM measures based on five-year rolling averages per Title 23 Part 490.207 of the *Code of Federal Regulations* on August 11, 2021 via Resolution 21-02:

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Performance Measure	NY Statewide Target 2022
Number of Fatalities	1,005.4
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	0.818
Number of Serious Injuries	11,173.9
Rate of Serious Injuries per 100 million VMT	9.084
Number of Nonmotorized Fatalities and Serious Injuries	2,644.1.5

Anticipated Effects

Safety is a critical component of A/GFTC's mission, and the projects on the TIP are consistent with the need to address safety. Safety is a primary consideration in the selection of projects to be included in the TIP. HSIP funds will be programmed on a collaborative, regional approach to address safety deficiencies. The TIP includes projects that are expected to materially benefit the safety of the traveling public on roadways throughout the metropolitan planning area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT's safety performance targets.

Transit Asset Management

Performance Targets

On July 26, 2016, the Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair" (SGR), requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes performance measures for four transit asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2016.

Public transportation providers must establish TAM targets annually for the following fiscal year and report the to FTA. Each provider shares its targets with the MPO in which the provider's projects and services are programmed in the MPO's TIP. The MPO is required to establish its first set of TAM targets within 180 days of the date that public transportation provider established its first targets. After this, MPOs are not required to establish TAM targets each year after the transit provider establishes targets. Instead, MPOs must set updated TAM targets when the MPO updates its LRTP.

When establishing transit asset management targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate transit asset management targets for the MPO planning area.

FTA defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or a State or Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100

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vehicles or less in one non-fixed route mode. Tier I providers must establish their own transit asset management targets, while Tier II providers have the option to establish their own targets or to participate in a group plan with other Tier II providers whereby targets are established by a plan sponsor for the entire group. A state DOT is typically the group TAM plan sponsor.

A/GFTC has the following transit providers operating in the planning area:

- Greater Glens Falls Transit (GGFT), Tier II.

GGFT set the following transit asset management targets for FFY 2021-22:

- 0% of buses and revenue vehicles may be at or exceed their useful life; 100% will be at an age less than their useful life.
- 0% of all major equipment and service vehicles may be at or exceed their useful life; 100% will be at an age less than their useful life.
- 0% of GGFT's major transit facility components may be at a condition rating of below "3" (adequate); 100% of major facility components will be at a rating of "3" or better.

A/GFTC has agreed to support these transit asset targets on via committee consent on May 18, 2022. With this action, the A/GFTC agrees to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit asset targets.

Anticipated Effects

The A/GFTC TIP was developed and is managed in cooperation with the GGFT. The TIP includes specific investment priorities that support the MPO's goals, including transit asset management, using a project selection process that is anticipated to address transit SGR in the MPO planning area. The MPO's goal of addressing transit asset condition is linked to the investment plan of GGFT, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

The focus of A/GFTC's investments that address transit SGR include:

- Repair, rehabilitation, and replacement of transit facilities;
- Preventative maintenance of transit facilities and vehicles;
- Bus replacements; and
- Support vehicle replacements

A/GFTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit asset management targets. Improving the SGR of transit capital assets is an overarching goal of the MPO.

<u>Pavement and Bridge Condition</u>

Performance Targets

On January 18, 2017, FHWA published the Pavement and Bridge Condition Performance Measures Final Rule in the *Federal Register*. This second FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess pavement conditions and bridge conditions for the National Highway Performance Program (NHPP).

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The pavement condition measures represent the percentage of lane-miles on the Interstate and non-Interstate National Highway System (NHS) that are in good or poor condition. FHWA established five pavement condition metrics[1]: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). FHWA set a threshold for each metric to establish good, fair, or poor condition. Each section of pavement is classified as being in good condition or poor condition based upon the ratings of the metrics applicable to that pavement type. Pavement sections that are not good or poor condition are classified as fair.

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition[2]. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. The Final Rule created a metric rating threshold for each component to establish good, fair, or poor condition. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

NYSDOT established the statewide pavement and bridge condition performance targets in the table below on May 20, 2018. A/GFTC agreed to support the NYSDOT statewide targets on August 9, 2018 via Resolution 18-02. The table also lists performance for each measure for the 2017 baseline year and for 2019.

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[1] Per FHWA, "To ensure consistent definitions, a distinction between 'performance measure' and 'performance Metric' was made in 23 CFR 490.101. A 'metric' is defined as a quantifiable indicator of performance or condition whereas a 'measure' is defined as an expression based on a metric that is used to establish targets and to assess progress toward meeting the established targets." (*FHWA Computation Procedure for the Pavement Condition Measures – FHWA-HIF-18-022,* FHWA Office of Infrastructure and Office of Policy & Governmental Affairs, April 2018)

[2] The sum of total deck area of good or poor NHS bridges is divided by the total deck area of all bridges carrying the NHS to determine the percent of bridges in good or in poor condition. Deck area is calculated by multiplying the structure length by either the deck width or approach roadway width.

Performance Measures	New York Performance 2017 Baseline	New York 2019 Actual Performance	New York 2-year Target (2019)	New York 4-year Target (2021)
Percent of Interstate pavements in good condition	N/A*	51.1%	N/A*	47.3%
Percent of Interstate pavements in poor condition	N/A*	1.1%	N/A*	4.0%
Percent of non-Interstate NHS pavements in good condition	36.7%	37.2%	14.6%	14.7%
Percent of non-Interstate NHS pavements in poor condition	26.7%	26.3%	12.0%	14.3%
Percent of NHS bridges (by deck area) in good condition	22.8%	26.0%	23.0%	24.0%
Percent of NHS bridges (by deck area) in poor condition	10.6%	9.6%	11.6%	11.7%

*For the first performance period only (January 1, 2018 through December 31, 2021), baseline condition and 2-year targets are not required for the Interstate pavement condition measures.

The two-year and four-year targets represent pavement and bridge condition at the end of calendar years 2019 and 2021.

Anticipated Effects

Maintaining (and, where possible, improving) the condition of NHS pavements and bridges is a critical component of A/GFTC's mission, and the projects on the TIP are consistent with the need to address the condition of these infrastructure assets. NHS highway and bridge conditions are primary considerations in the selection of projects to be included in the TIP. The TIP includes projects programmed with NHPP funds and other fund sources to address and prevent deterioration of NHS facilities.

A/GFTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT's pavement and bridge condition targets.

System Performance, Freight, and Congestion Mitigation and Air Quality

Performance Targets

On January 18, 2017, FHWA published the system performance, freight, and CMAQ Performance Measures Final Rule in the *Federal Register*. This third and final FHWA performance measure rule, which has an effective date of May 20, 2017 (originally February 17, 2017), established six performance measures to assess the performance of the NHS, freight movement on the Interstate System, and traffic congestion and on-road mobile source emissions for the CMAQ Program.

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There are two NHS performance measures that represent the reliability of travel times for all vehicles on the Interstate and non-Interstate NHS. FHWA established the Level of Travel Time Reliability (LOTTR) metric to calculate reliability on both the Interstate and non-Interstate NHS. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) during four time periods from the hours of 6 AM to 8 PM each day (AM peak, midday, and PM peak on Mondays through Fridays and weekends). The LOTTR ratio is calculated for each segment of applicable roadway. A segment is reliable if its LOTTR is less than 1.5 during all time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable. The measures are expressed as the percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable.

The single freight movement performance measure represents the reliability of travel times for trucks on the Interstate system. FHWA established the Truck Travel Time Reliability (TTTR) Index, which is defined as the ratio of longer truck travel times (95th percentile) to a normal truck travel time (50th percentile). The TTTR Index is calculated for each segment of the Interstate system over five time periods from all hours of each day (AM peak, midday, and PM peak on Mondays through Fridays, overnights for all days, and weekends). The highest TTTR Index value among the five time periods is multiplied by the length of the segment, and the sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

There are three traffic congestion and on-road mobile source emissions performance measures that represent peak hour excessive delay per capita (PHED), non-single occupancy vehicle (SOV) travel, and total on-road mobile source emissions reductions. A/GFTC meets all current air quality standards and is not subject to establishing targets for these performance measures.

NYSDOT established the statewide system performance and freight performance targets in the table below on May 20, 2018. A/GFTC agreed to support the NYSDOT statewide targets on August 9, 2018 via Resolution 18-02. The table also lists performance for each measure for the 2017 baseline year and for 2019.

Performance Measures	New York Performance 2017 Baseline	New York 2019 Actual Performance	New York 2-year Target (2019)	New York 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR)	83.2%	78.8%	73.1%	73.0%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	77.0%	80.3%	N/A	63.4%
Truck travel time reliability index (TTTR)	1.39	1.47	2.00	2.11

Anticipated Effects

Providing for the reliable movement of people and goods is a critical component of A/GFTC's mission, and the projects on the TIP are consistent with the need to address the reliability of travel times for vehicles, including trucks. These are primary considerations in the selection of projects to be included in

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the TIP. The TIP includes projects programmed with funds from various funding programs that have benefits to reliability in travel times for people and freight, including improvements to the NHS.

A/GFTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving NYSDOT's system performance and freight performance targets.

Transit Safety

Performance Targets

The Federal Transit Administration (FTA) published a final Public Transportation Agency Safety Plan (PTASP) rule on July 19, 2018. Under this rulemaking, providers of public transportation systems that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program, must develop and implement a PTASP based on a Safety Management Systems (SMS) approach. As it relates to this documentation, each PTASP must include performance targets based on the safety performance measures established in FTA's National Public Transportation Safety Plan (NSP). Other elements of a PTASP include but are not limited to approval by the agency's Accountable Executive and Board of Directors, designation of a Chief Safety Officer, documented processes of the agency's SMS, an employee reporting program, and process and timeline for annual reviews and updates of the PTASP.

Providers subject to the rule must annually certify a PTASP, including targets for transit safety measures that cover fatalities, injuries, safety events, and system reliability. The date by which providers must first certify a PTASP and targets was initially July 20, 2020. However, FTA extended the deadline to July 20, 2021, to provide regulatory flexibility due to the operational challenges presented by the COVID-19 public health emergency.

Upon establishing transit safety targets, a public transportation provider must make the targets available to the MPO in which the provider's projects and services are programmed in the MPO's TIP. The MPO is required to establish its first set of transit safety targets within 180 days of the date that provider established its first targets. After this, MPOs are not required to establish transit safety targets each year after the transit provider establishes targets. Instead, MPOs must set updated targets when the MPO updates its LRTP.

An MPO must reflect the transit safety targets in any LRTP and TIP updated on or after July 20, 2021. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate targets for the MPO planning area.

The following transit providers subject to the PTASP rule operate in the A/GFTC planning area:

- Greater Glens Falls Transit (GGFT)

GGFT is responsible for developing a PTASP and establishing transit safety targets. GGFT has established the following transit safety targets:

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Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

Mode of Transit Service	Fatalities (Total)	Fatalities (Rate)	Injuries (Total)	Injuries (Rate)	Safety Events (Total)	Safety Events (Rate)	System Reliability
Fixed Route Bus	0	0	1	0.28	1	0.28	20,000
ADA/Paratransit	0	0	0	0.0	0	0.0	50,000

A/GFTC agreed to support GGFT's transit safety targets on August 11, 2021 via Resolution 21-03, thus agreeing to plan and program projects that are anticipated to make progress toward achieving the targets.

Anticipated Effects

The A/GFTC TIP was developed and is managed in cooperation with GGFT. The TIP includes specific investment priorities that support the MPO's goals, including transit safety, using a project selection process that is anticipated to address transit operations in the MPO planning area. The MPO's goal of addressing transit safety is linked to the safety plans of the GGFT, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

A/GFTC anticipates that the projects in the TIP, once implemented, will contribute toward achieving the established transit safety targets. A/GFTC will continue to coordinate with the region's transit provider(s) to improve the safety of travelers in the MPO planning area and maintain transit assets in a state of good repair.

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Status of Previously Programmed Projects - 2018-2023 Transportation Improvement Program
(Federally - funded highway and bridge project listings from last amended version of 2018 - 2023 TIP)

Projects in Saratoga County

PIN	Description	Type	Status (June 2022)
104342	Exit 17 over I-87	Bridge replacement	Under Construction
176098	CR 28 Pavement Preservation (part 1)	Pavement preservation	Completed
176102	Clark Road over Snook Kill Bridge Preservation	Bridge preservation	Completed
176104	CR 29 over Snook Kill Bridge Preservation	Bridge preservation	Completed
176139	CR 28 Pavement Preservation Project - Part 2	Pavement preservation	Completed
176140	CR 31 (Fortsville Rd) over Northville Branch Creek (LIN# 250)	Culvert replacement	Completed
176141	CR 24 (Spier Falls Road) over Hudson River Trib. (LIN# 251)	Culvert replacement	Programmed in current TIP
172271	Interstate 87 Resurfacing - Exit 16 to Hudson River	Pavement rehabilitation	Obligation in FFY 2022

Projects in Warren County

PIN	Description	Type	Status (June 2022)
175527	Middleton Bridge over the Schroon River	Bridge replacement	Deferred to Post-TIP
175928	Palisades Road over Brant Lake Inlet	Bridge replacement	Under Construction
175727	South Johnsburg Road over Mill Creek	Bridge replacement	Under Construction
172246	I-87 over Route 9	Bridge replacement	Under Construction
176096	Dix Avenue pavement preservation	Pavement preservation	Completed
121807	Route 9L pavement ans shoulder improvements	Pavement rehabilitation	Completed
176099	CR 39 and CR 54 pavement	Pavement preservation	Completed
176101	Coles Woods Connection	Trail construction	Completed
176123	CR 7 over Halfway Creek	Bridge replacement	Under Construction
194109	Brayton Avenue over the Feeder Canal	Bridge replacement	Completed
176143	Johnsburg Bridges over Glen Creek	Bridge replacements	In design
176144	CR 19 reconstruction	Pavement reconstruction	Obligation in FFY 2022
176145	County Route 63 Oxbow / Moon Hill Road	Pavement reconstruction	Completed
176146	CR 16 (East River Drive) and CR 32 (Call Street)	Pavement rehabilitation	Completed
176147	CR 47 & CR 70 (Quaker Road)	Pavement rehabilitation	Programmed in current TIP
176148	Hudson Street over Mill Creek	Bridge replacement	Deferred to Post-TIP
176149	CR 15 over Mill Brook	Bridge replacement	Programmed in current TIP
176150	States Road East over Stony Creek	Bridge replacement	Deferred beyond current TIP
172270	I-87, Exit 24 - 26	Pavement rehabilitation	Programmed in current TIP
176187	TAP/CMAQ River Street Sidewalk Enhancements	Sidewalk construction	In design
176188	TAP/CMAQ Glens Falls Connector	B/P construction	In design
176200	Webster Avenue , Glens Falls	Pavement rehabilitation	Programmed in current TIP
172272	Exit 24 over I-87	Bridge replacement	Under Construction

Projects in Washington County

PIN	Description	Type	Status (June 2022)
175532	CR 113 over the Batten Kill	Bridge replacement	Completed
175528	CR 61 (Shushan) over the Batten Kill	Bridge rehabilitation	Under Construction
175725	CR 10 over the Poultney River	Bridge replacement	Completed
102409	NYS 196 over the Champlain Canal	Bridge rehabilitation	Completed
118836	NYS 67 over the Batten Kill	Bridge replacement	Completed
123627	NYS 29 over the Batten Kill	Bridge replacement	Completed
176065	CR 40 and CR 75 pavement	Pavement preservation	Completed
193277	Wrights Ferry Road Rail Crossing Signalization Upgrade	RR signal reconstruction	Completed
176055	Church Street over the Mettawee River	Bridge replacement	Under Construction
193358	Route 22 / Batten KIll Rail Signal Crossing Upgrades	RR signal reconstruction	Completed
193359	Route 22 / Batten KIll Rail Signal Crossing Upgrades	RR signal reconstruction	Completed
108977	Route 4 over Slocum Creek	Bridge replacement	Completed
176097	CR 46 Pavement Preservation	Pavement preservation	Completed
176103	Jackson / Salem Bridge Preservation	Bridge preservation	Completed
193360	Grade Crossing Signal Upgrade	RR signal reconstruction	Completed
194132	Bridge Painting - Structures over the Champlain Canal	Bridge preservation	Completed
176152	CR 35 and CR 36 pavement	Pavement preservation	Under Construction
176153	CR 61 (Batten-Dugan) over the Batten Kill	Bridge replacement	Programmed in current TIP
176157	CR 37 pavement	Pavement preservation	Programmed in current TIP

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Notes on Project Listings:

- Project amounts are shown in $M (ex: 9.375 = $9,375,000). Unless otherwise noted, those amounts represent the total cost of the project inclusive of all applicable local, State and Federal shares.

- Projects listed in the Obligated column may be subject to rolling over or being carried forward into the current program years. Those projects may be given priority over other listed projects that have yet to be initiated. This may require that other project schedules be adjusted as necessary to preserve fiscal constraint and achieve the regional preservation target throughout the program.

- Project amounts were developed in Year 2022 dollars. The attached tables reflect Year of Expenditure (YoE) adjustments as recommended by NYSDOT as follows:

2022-23	+ 2.0%
2023-24	+ 4.0%
2024-25	+ 6.0%
2025-26	+ 8.0%
2026-27	+ 10.0%

- Total matched programming to be obligated before October 1, 2027 is **$132,641,000.** While the current program has been reviewed and approved by A/GFTC, no endorsement is given that this programming level is an adequate sum to allow our municipalities to completely address the transportation infrastructure needs that face the region.

draft

Highway and Bridge Projects

draft

Capital Projects - Highway and Bridge Reconstruction, Rehabilitation, or Repair

Saratoga County

Design and ROW INC phases

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2022-23	Year 2 2023-24	Year 3 2024-25	Year 4 2025-26	Year 5 2026-27	Beyond Year 5 Post-TIP
SAR 115	**Route 9 over Interstate 87**	NHPP	14.236	0.000						
104342	*Bridge Repair or Replacement*	HPP	1.564							
	Town of Moreau									
	Lead Agency: NYSDOT									
SAR 129	**CR 31 (Fortsville Rd) over Northville Branch Creek (LIN# 250)**	STBG Flex	1.100	0.000						
176140	*Replace Culvert with Bridge*									
	Lead Agency: Saratoga County									
SAR 130	**CR 24 (Spier Falls Road) over Hudson River Trib. (LIN# 251)**	STBG Flex		1.313	0.149					
176141	*Replace Culvert*					1.164				
	Lead Agency: Saratoga County									
SAR 131	**Interstate 87 Resurfacing**	NHPP	0.396	6.260	6.260					
172271	*Exit 16 to Hudson River, Town of Moreau*									
	Lead Agency: NYSDOT									
SAR 132	**Fort Edward Road (County Route 28) pavement preservation**	STBG Flex		0.471	0.045					
TBD	*CR 27 to William Street, Town of Moreau*					0.426				
	Lead Agency: Saratoga County									
SAR 133	**Bluebird Road (County Route 27) pavement preservation**	STBG Flex		0.621	0.059					
TBD	*US Route 9 to NYS Route 32, Town of Moreau*					0.562				
	Lead Agency: Saratoga County									
		TOTAL	17.296	8.665	6.513	2.152	0.000	0.000	0.000	0.000

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Capital Projects - Highway and Bridge Reconstruction, Rehabilitation, or Repair

Warren County

Design and ROW INC phases

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2022-23	Year 2 2023-24	Year 3 2024-25	Year 4 2025-26	Year 5 2026-27	Beyond Year 5 Post TIP
WAR 100 175527	**Middleton Bridge over the Schroon River** *Bridge Replacement on new alignment* *Town of Bolton / Town of Warrensburg* *Lead Agency: Warren County*	STBG Flex	0.325	0.330	0.330					6.250
WAR 154 175928	**Palisades Road (CR 26) over Brant Lake Inlet** *Element-specific repairs(scour abatement)* *Town of Horicon* *Lead Agency: Warren County*	STBG Off Sys. Br.	1.804	0.000						
WAR 176 175727	**South Johnsburg Road (CR 57) over Mill Creek** *Bridge Rehabilitation or Replacement* *Town of Johnsburg* *BIN 3305370* *Lead Agency: Warren County*	STBG Off Sys. Br.	2.751	0.000						
WAR 177 172246	**Interstate 87 over Route 9, BINs 1005741 and 1005742** *Bridge Repair or Rehabilitation* *Town of Lake George* *Lead Agency: NYSDOT*	NHPP	19.030	0.000						
WAR 180 176096	**Dix Avenue Pavement Preservation** *NYS 9L to Platt Street (0.64 miles), City of Glens Falls* *Pavement preservation and ADA improvements* *Additional NPS = $1.225M* *Lead Agency: City of Glens Falls*	STBG Flex	1.210	0.000						
WAR 184 176101	**Coles Woods Connection** *Trail, sidewalk, and accessibility improvements, traffic calming* *Coles Woods - City of Glens Falls and Town of Queensbury* *Lead Agency: City of Glens Falls*	STBG Flex	0.110 0.577	0.000						
WAR 185 176123	**Bridge NY CR 7 over Halfway Creek** *Bridge Replacement* *Town of Queensbury* *Lead Agency: Warren County*	NHPP	3.056	0.000						
WAR 187 176143	**Johnsburg Bridges over Glen Creek Bridge Replacements** *Dippikill Road (3305490) and Glen Creek Road (3305500)* *Town of Johnsburg* *Lead Agency: Warren County DPW*	STBG Flex	2.269	0.000						
		TOTAL	**31.132**	**0.330**	**0.330**	**0.000**	**0.000**	**0.000**	**0.000**	**6.250**

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Capital Projects - Highway and Bridge Reconstruction, Rehabilitation, or Repair

Warren County

Design and ROW INC phases
ROW ACQ and Construction / Inspection
NYS funded project, informational only

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2022-23	Year 2 2023-24	Year 3 2024-25	Year 4 2025-26	Year 5 2026-27	Beyond Year 5
WAR 188 176144	**Olmstedville Road County Route 19) Reconstruction** *Hidden Lake Road to County Line (2.7 miles)* *Town of Chester* *Lead Agency: Warren County DPW*	STBG Flex	4.340	0.000						
WAR 190 176146	**CR 16 (East River Drive) and CR 32 (Call Street) Rehabilitation** *Warren County Line to Hawk Road (3.7 miles)* *Town of Lake Luzerne* *Lead Agency: Warren County DPW*	STBG Flex	2.895	0.000						
WAR 191 176147	**CR 47 & CR 70 (Quaker Road) Pavement Repairs** *US 9 to Lower Warren Street (3.96 miles)* *Town of Queensbury* *Lead Agency: Warren County DPW*	NHPP	0.541	11.802	11.802					
WAR 193 176149	**County Route 15 (Adirondack Road) over Mill Brook** *Bridge Replacement (3305280)* *Town of Horicon* *Lead Agency: Warren County DPW*	STBG Flex		2.520	0.250	0.215 0.070	1.985			
WAR 195 172270	**Interstate 87 Resurfacing** *Exit 24 to Exit 26, Towns of Bolton,* *Lead Agency: NYSDOT*	NHPP	0.100	4.374	0.182	4.192				
WAR 196 176187	**TAP/CMAQ River Street Sidewalk Enhancements -T. of Wsbg.** *Sidewalks and ADA facilities, Perry Lane to Johnson Drive* *Lead Agency: Town of Warrensburg*	TAP Rural	1.019	0.000						
WAR 197 176188	**TAP/CMAQ Glens Falls Connector, City of Glens Falls** *new connections to regional bike/ped facilities* *Lead Agency: City of Glens Falls*	TAP Flex	1.237	0.000						
WAR 198 176200	**Webster Avenue Pavement Rehabilitation w/ Rt 9 Int. Improv.** *Route 9 to Bay Street* *Lead Agency: City of Glens Falls*	STBG Flex		1.580	1.580					
WAR 199 172272	**County Route 11 over I-87 (Exit 24) Bridge Replacement** *Town of Warrensburg* *Lead Agency: NYSDOT*	NHPP	5.562	0.000						
WAR 200 TBD	**Johnson Road (Beaver Pond Road) over Mill Brook** *Bridge Replacement (3305330)* *Town of Horicon* *Lead Agency: Warren County DPW*	STBG Flex		2.500		0.235	0.200 0.015	2.050		
WAR 201 TBD	**CR 32 (Call Street) and CR 28 (Corinth Road) Rehabilitation** *Hawk Road to Clendon Brook (4.8 miles)* *Towns of Lake Luzerne / Queensbury* *Lead Agency: Warren County DPW*	STBG Flex		7.844		0.551	0.521 0.010	6.762		
WAR 202 111661	**NYS 9N over Northwest Bay Brook Bridge Replacement** *BIN 1006790* *Town of Bolton* *Lead Agency: NYSDOT*	NHPP		0.750					0.750	
WAR 203 176148	**Hudson Street over Mill Creek** *Bridge Replacement (3305340)* *Town of Johnsburg* *Lead Agency: Warren County DPW*	STBG Flex								0.195 1.630
176107	**Bridge NY Culvert - CR 11 over Finkle Brook** *Town of Bolton* *Total cost for all phases shown*	NYS	0.778							
176108	**Bridge NY Culvert - CR 32 over Bennie Brook** *Town of Lake Luzerne* *Total cost for all phases shown*	NYS	0.973							
176112	**Bridge NY Culvert - CR 78 over Thirteen Lake Brook trib.** *Town of Johnsburg* *Total cost for all phases shown*	NYS	0.814							
		TOTAL	18.259	31.370	13.814	5.263	2.731	8.812	0.750	1.825

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Capital Projects - Highway and Bridge Reconstruction, Rehabilitation, or Repair

Design and ROW INC phases

ROW ACQ and Construction / Inspection

Washington County

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2022-23	Year 2 2023-24	Year 3 2024-25	Year 4 2025-26	Year 5 2026-27	Beyond Year 5 Post-TIP
WAS 103 175528	**County Route 61 over Batten Kill (Shushan)** *Bridge rehabilitation* *Town of Jackson, Town of Salem* *Lead Agency: Washington County*	STBG Off Sys. Br.	2.815	0.000						
WAS 158 176055	**Church Street over the Mettawee River, BIN 3-20366-0** *Bridge Replacement* *Village of Granville* *State MOU Project, no local match required* *Lead Agency: Washington County*	NHPP	4.737	0.000						
WAS 167 176152	**CR 35 and CR 36 Pavement Preservation** *3.80 miles, US 4 to Warren County line* *Town of Kingsbury* *Lead Agency: Washington County DPW*	STBG Flex	1.714	0.000						
WAS 168 176153	**CR 61 over Batten Kill Bridge Replacement** *Batten Dugan Bridge, BIN 3306370* *Towns of Greenwich and Jackson* *Lead Agency: Washington County DPW*	STBG Off Sys. Br.	0.330	5.046	0.302 0.040		4.704			
WAS 172 176157	**CR 37 (Burgoyne Avenue) Pavement Preservation** *2.56 miles, US 4 to NYS 196* *T. and V. of Fort Edward, V. of Hudson Falls, T. of Kingsbury* *Lead Agency: Washington County DPW*	STBG Flex		1.886	0.181	1.705				
WAS 173 TBD	**Gray Lane over the Mettawee River** *Bridge replacement BIN 3306480* *Town of Whitehall* *Lead Agency: Washington County*	STBG Flex		4.496	0.680	3.816				
WAS 174 TBD	**Safford Hill Road over Fly Creek** *Bridge replacement BIN 3306720* *Town of Easton* *Lead Agency: Washington County*	STBG Flex		2.043		0.444	1.599			
WAS 175 TBD	**Lock 8 Way over Champlain Canal Feeder Canal** *Bridge replacement BIN 5525300* *Town of Kingsbury* *Lead Agency: Washington County DPW*	STBG Flex		2.236	0.380	1.856				
WAS 176 TBD	**Joint replacement projects - BINs 3306350 and 3306810** *Bridge rehabilitations* *Towns of Easton and Granville* *Lead Agency: Washington County*	STBG Flex		0.519		0.061 0.458				
		TOTAL	9.596	16.226	1.583	8.340	6.303	0.000	0.000	0.000

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Capital Projects - Highway and Bridge Reconstruction, Rehabilitation, or Repair

Washington County

Design and ROW INC phases
ROW ACQ and Construction / Inspection
NYS funded project, informational only

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2022-23	Year 2 2023-24	Year 3 2024-25	Year 4 2025-26	Year 5 2026-27	Beyond Year 5 Post-TIP
WAS 177 TBD	**Moore Road over Moses Kill** *Bridge rehabilitation BIN 3305840* *Town of Argyle* *Lead Agency: Washington County*	STBG Flex		1.572			0.334	1.238		
WAS 178 TBD	**Center Road over White Creek** *Bridge rehabilitation BIN 3306210* *Town of White Creek* *Lead Agency: Washington County*	STBG Flex		1.416				0.314	1.102	
WAS 179 TBD	**CR 42 (St. James Road) Pavement Preservation** *2.83 miles, NYS 196 to NYS 197* *Towns of Fort Edward and Kingsbury* *Lead Agency: Washington County DPW*	STBG Flex		1.855				0.060 1.795		
WAS 180 TBD	**CR 41 Pavement Preservation** *5.15 miles, NYS 32 to NYS 149* *Town of Kingsbury* *Lead Agency: Washington County DPW*	STBG Flex		1.739					0.062 1.677	
WAS 181 TBD	**CR 26 Pavement Preservation** *0.65 miles, NYS 22/149 to Potter Avenue* *Town and Village of Granville* *Lead Agency: Washington County DPW*	STBG Flex		0.557				0.075 0.482		
WAS 182 TBD	**CR 49 Pavement Preservation** *3.17 miles, NYS 40 to CR 48* *Town and Village of Granville* *Lead Agency: Washington County DPW*	STBG Flex		1.630					0.065 1.565	
WAS 183 TBD	**County Route 3 over Mill Brook** *Bridge replacement BIN 3305910* *Town of Putnam* *Lead Agency: Washington County*	STBG Flex		0.000						0.440 1.599
176105	**Bridge NY Culvert - Stump Church Road over Fly Creek** *Town of Cambridge* *Total cost for all phases shown*	NYS	0.575							
176108	**Bridge NY Culvert - Ferguson Road over Whittaker Brook** *Town of Greenwich* *Total cost for all phases shown*	NYS	0.709							
176112	**Bridge NY Culvert - Christie Road over Cossayuna Creek** *Town of Johnsburg* *Total cost for all phases shown*	NYS	0.993							
176112	**Empire State Trail (On-off Road)** *Town of Fort Ann* *Total cost for all phases shown*	NYS	0.935							
		TOTAL	3.212	8.769	0.000	0.000	0.334	3.964	4.471	2.039

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Regional Setasides - State Highway System

Design and ROW INC phases

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2022-23	Year 2 2023-24	Year 3 2024-25	Year 4 2025-26	Year 5 2026-27	Beyond Year 5
REG 15	Durable Pavement Markings									
		NHPP		6.466	1.260	1.260	1.343	1.343	1.260	
	Lead Agency: NYSDOT									
REG 23	Traffic Signal Rebuild			PIN:						
		STBG Flex		0.795	0.375		0.210		0.210	
		NHPP		0.630	0.210		0.210		0.210	
	Lead Agency: NYSDOT									
REG 133	Guiderail Replacement			PIN:		181043	181094	181095	181096	
		NHPP		1.444		0.481	0.481	0.482		
	Lead Agency: NYSDOT									
REG 134	State Bridge Preservation Setaside			PIN:						
		NHPP		29.400	5.880	5.880	5.880	5.880	5.880	
	Lead Agency: NYSDOT									
REG 135	Large Culvert Replacements			PIN:						
		NHPP		2.521	0.656	0.656	0.403	0.403	0.403	
		STBG Flex		1.071	0.000	0.000	0.221	0.459	0.391	
	Lead Agency: NYSDOT									
REG 136	State Pavement Preservation Setaside			PIN:						
Various		NHPP		9.850	1.970	1.970	1.970	1.970	1.970	
	Lead Agency: NYSDOT									
REG 142	Overhead Sign Replacements			PIN:						
		NHPP		5.965	1.267	1.499	1.498	1.499	0.202	
	Lead Agency: NYSDOT									
		TOTAL		**58.142**	**11.618**	**11.746**	**12.216**	**12.036**	**10.526**	**0.000**

Regional Setasides - Bicycle / Pedestrian Program
Local Highway System

Design and ROW INC phases

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2022-23	Year 2 2023-24	Year 3 2024-25	Year 4 2025-26	Year 5 2026-27	Beyond Year 5
BPS 200 1RB001	Bicycle and Pedestrian Project Setaside *Projects to be awarded through competitive solicitation*	STP FLEX		1.500			1.500			
		TOTAL	**0.000**	**1.500**	**0.000**	**0.000**	**1.500**	**0.000**	**0.000**	**0.000**

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Illustrative Highway and Bridge Projects

The following projects have been identified through ongoing discussions at A/GFTC as desired improvements to the transportation system. Currently, insufficient programming capacity exists to allow for the inclusion of these projects within the TIP. A/GFTC Policy Committee action (TIP amendments) are required in order to add illustrative projects to the list of programmed projects:

- U.S. Route 9 / NYS 149 / Exit 20 Congestion Improvements (Queensbury)

- U.S. Route 9 Congestion Improvements - Exit 17 to NYS 197, Town of Moreau

- Replacement of functionally obsolete bridges:
    - NYS 197 over the Hudson River (Fort Edward)
    - U.S. Route 4 over the Hudson River (Greenwich)
    - I-87 over Corinth Road (Exit 18) (Queensbury)
    - East Street over the Champlain Canal (Fort Edward)

- Murray Street Reconstruction (Glens Falls)

- Exit 18 reconfiguration (Queensbury)

- Route 4 geometric improvements (Washington County)

- Dix Avenue reconstruction (Town of Queensbury)

- Gill Road over Roaring Branch bridge replacement (Town of Stony Creek)

- Smith Road over 13th Lake Brook bridge replacement (Town of Johnsburg)

- States Road East over Stony Creek bridge replacement (town of Stony Creek)

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Transit Projects

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Transit Projects

FTA 5307, 5310, 5339, and 5340

Construction / Purchase obligation year - matched federal $

Construction / Purchase - NYS Public Transportation Modernization and Enhancement Program

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2022-23	Year 2 2023-24	Year 3 2024-25	Year 4 2025-26	Year 5 2026-27	Beyond Year 5
TR 102 182217	**Public Transportation Operating Assistance** *Greater Glens Falls Transit* *Federal Share of Listed Amount = 50%*	FTA 5307		11.985	2.258	2.325	2.395	2.467	2.541	*2.592*
TR 115 182218	**Facility Rehabilitation and Improvements** *Greater Glens Falls Transit* *Federal Share of Listed Amount = 80%*	FTA 5307, 5339 and 5340	0.600	0.600	0.200		0.200		0.200	
TR 127 182219	**GGFT Preventative Maintenance** *Greater Glens Falls Transit* *Federal Share of Listed Amount = 80%*	FTA 5307 FTA 5340	0.105	0.664	0.125	0.129	0.133	0.137	0.141	
TR 146 182223	**Replace Four 2018 Mini Buses with two 29' transit buses and related equipment** *Greater Glens Falls Transit* *Federal Share of Listed Amount = 80%*	FTA 5307 and 5340	1.100	0.000						
TR 157 TBD	**Replace one operations supervision vehicle and related equipment** *Greater Glens Falls Transit* *Federal Share of Listed Amount = 80%*	FTA 5307		0.040		0.040				
TR 158 TBD	**Replace Two 2018 paratransit buses and related equipment** *Greater Glens Falls Transit* *Federal Share of Listed Amount = 80%*	FTA 5307, 5339 and 5340		0.160	0.160					
TR 159 TBD	**Replace One (1) 2014 trolley bus and related equipment** *Greater Glens Falls Transit* *Federal Share of Listed Amount = 80%*	FTA 5307, 5339 and 5340		0.225	0.225					
TR 160 TBD	**Replace One (1) 2015 trolley bus and related equipment** *Greater Glens Falls Transit* *Federal Share of Listed Amount = 80%*	FTA 5307, 5339 and 5340		0.225		0.225				
TR 161 TBD	**Replace Three 2017 trolley buses and related equipment** *Greater Glens Falls Transit* *Federal Share of Listed Amount = 80%*	FTA 5307, 5339 and 5340						0.900		
TBD TBD	**FTA 5310 Program** *Transit vehicles and operations assistance for services for elderly and disabled clients - projects awarded from competitive solicitation*	FTA 5310	0.351	1.806	0.359	0.294	0.375	0.385	0.393	
TR 156	**Replace wheelchair lifts on three 2017 trolleys** *Greater Glens Falls Transit* *No fed funds, listed for informational purposes. 100% funded by Public Transportation Modernization and Enhancement Program*		0.120							
		TOTAL (federal program)	**1.805**	**13.899**	**3.327**	**3.013**	**3.103**	**3.888**	**3.275**	**2.592**

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Appendix A - Fiscal Constraint Table

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Fund Source	FFY 2023*		FFY 2024		FFY 2025		FFY 2026		FFY 2027		Total for STIP Years		Total for 5-Year TIP	
Federal Categories Fiscally Constrained	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed	Anticipated Federal Funds**	Programmed
National Highway Peformance Program (NHPP)	14.46	18.58	12.19	12.75	12.19	9.43	12.19	9.26	9.79	8.54	48.62	50.02	60.80	58.56
Congestion Mitigation Air Quality (CMAQ)														
Highway Safety Improvement Program (HSIP)	0.86		0.75		0.75		0.75		0.75		3.16		3.87	
Highway Safety Improvement Program (HSIP RAIL)														
Surface Transportation Block Grant Program (STBGP FLEX) - includes STBGP RURAL, STBGP SM URBAN 5-50, STBGP SM URBAN 50-200	6.94	4.76	8.33	9.25	6.83	9.04	6.83	10.59	5.33	4.06	27.41	33.64	34.24	37.70
STBGP Large Urban (STBGP LG URBAN)														
STBGP Off-System Bridge (STBGP-OFF)														
National Highway Freight Program (NHFP)														
Urbanized Area Formula Grants (Section 5307)	1.666	1.229	1.710	1.298	1.745	1.304	1.789	1.343	1.826	1.383	6.910	5.173	8.736	6.556
Enhanced Mobility Seniors/Individuals with Disabilities (Section 5310)	0.287	0.287	0.294	0.294	0.300	0.300	0.308	0.308	0.314	0.314	1.190	1.190	1.504	1.504
Formula Grants for Other than Urbanized Areas (Section 5311)														
Public Transportation Safety Program (Section 5329)														
State of Good Repair Grants (Section 5337)														
Bus and Bus Facilities Program (Section 5339)	0.98	0.47	1.01	0.18	1.03	0.16	1.05	0.72	1.08	0.16	4.07	1.53	5.14	1.69
TOTAL														

* FFY 2023 includes rollover balances from SFY 21/22. Rollover can be positive or negative.

** Includes regional planning targets and statewide funded projects.

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Appendix B - A/GFTC Self-Certification

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Adirondack / Glens Falls Transportation Council

2022 Self-Certification

A. Required Agreements

The Adirondack/Glens Falls Transportation Council is the designated MPO for urban transportation planning and programming in the Glens Falls Urbanized Area. The Memorandum of Understanding (MOU) between the Glens Falls Urban Area Transportation Council (GFTC) and the Governor was signed in 1982 and amended in 1985. The MOU describes the roles of GFTC and responsibilities of GFTC and its committees. In October 1994, by resolution of the Council, the planning and programming boundaries were extended to the entirety of Warren and Washington Counties and the Town of Moreau in northern Saratoga County, and in March 1997 another resolution changed the name of the MPO to the Adirondack/Glens Falls Transportation Council (A/GFTC) to reflect the expanded planning and programming area.

As is the case with all MPOs in New York State, A/GFTC is not a legal entity in and of itself. It depends upon a host agency to provide payroll and legal services and to contract with consultants for planning studies. At its inception, the host agency for A/GFTC was the New York State Department of Transportation (NYSDOT). Due to a desire on the part of area governments to assert local ownership of the MPO, a change in the host agency arrangement was made in September 1996 that established the Lake Champlain - Lake George Regional Planning Board (RPB) as A/GFTC's host agency. The current staff positions (the Transportation Planning Director, the Senior Transportation Planner) are employed by the RPB and work in the A/GFTC staff office located in the City of Glens Falls at 11 South Street, Suite 203. The staff has the responsibility of producing the core documents required of the MPO (namely, the Long Range Plan, the Transportation Improvement Program, and the Unified Planning Work Program), managing consultant studies specified in the UPWP, conducting technical analyses, purchasing of supplies and equipment, and carrying out the balance of the duties necessary to function as an MPO. The RPB serves as a member of the various A/GFTC committees and provides payroll services, audits, accounting and legal services, and professional staff support for MPO activities. The RPB makes first instance payments of the bills for goods and services contracted for by A/GFTC. The host agency agreement between the RPB and NYSDOT was renewed in 2022 for a term of ten years, and a Host Agency MOU between A/GFTC and RPB was renewed in 2018. The Joint Cooperative Planning Agreement was approved by A/GFTC's Policy Committee in January 2010. The Performance Management Agreement between NYSDOT, Greater Glens Falls Transit, and A/GFTC was signed in May 2018.

B. Planning and Technical Work

1. UPWP

The Adirondack/Glens Falls Transportation Council adopted a Unified Planning Work Program for 2022-2023 in February 2022. The work program includes ongoing public participation activities, data collection and performance measurement tasks, traffic modeling, technical assistance to municipalities, Geographic Information system (GIS) work, and corridor-planning activities described in support of issues identified in the current A/GFTC Long Range Plan. The Local Transportation Planning and Engineering Assistance program is also demand responsive to individual community requests and is intended to help communities address issues in support of A/GFTC goals, objectives, and principals.

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2. Long Range Transportation Plan
A/GFTC's Long Range Plan, *2040 Ahead,* was adopted by the Council in October 2018. The LRP lists all current State and Federal planning factors and emphasis areas as well as A/GFTC's own Twelve Planning Principles. Through analysis of data, regional priorities and projects are identified as candidates for implementation through A/GFTC's Unified Planning Work Program and Transportation Improvement Program. Thorough public outreach (including surveys and public meetings) was conducted to solicit input from individuals and public agencies. An update to the LRP will be initiated in 2022, with an anticipated horizon date of 2045.

3. The Transportation Improvement Program (TIP)
The 2019-2024 Transportation Improvement Program is the current MPO capital program. It was approved by A/GFTC in June 2016. The draft 2022-2027 Transportation Improvement Program (TIP) was approved on June 15, 2022 for release for public review and comment. A conformity determination is included in the draft 2022-2027 TIP, resulting from the February 16, 2018 United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) ruling stating that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The Albany-Schenectady-Troy, NY area was nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

During development of the current and draft TIP update documents, fiscal constraint was applied in coordination with NYSDOT Region 1. A/GFTC worked closely with its members and NYSDOT Region 1 to identify appropriate projects for inclusion in the roster of projects and those that could be deferred because of program limitations. Through these and similar coordinated efforts the current TIP has remained both balanced and fiscally constrained. Individual projects are clearly identifiable and are consistent with the adopted A/GFTC Long Range Plan. TIP amendment procedures are consistent with guidance from federal regulatory agencies. The Annual Listing of Obligated Projects for the most recently completed federal fiscal year is available on A/GFTC's website and is updated annually.

A/GFTC's website features an interactive project viewer for the TIP, developed to enhance public information and address required visualization techniques. The viewer, based on the intuitive GoogleMaps platform, displays project data, financial information, maps, and photographs of planned and completed projects.

4. Technical Studies and Emphasis Areas
Technical studies are proceeding consistent with the current UPWP. Bicycle and pedestrian planning continues to be an emphasis area for A/GFTC, and targeted safety evaluations are an emerging focus. Studies and projects completed or initiated during the last State Fiscal Year include:

- Completed a code revision project for the Village of Greenwich to formulate recommended revisions to local development codes to enhance Complete Streets principles (consultant: LaBella Associates).

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- Completed an analysis of pedestrian accessibility for the Glen Street / Bay Street / South Street and Glen Street / Washington Street / Sherman Avenue intersections in the city of Glens Falls (consultant: Barton & Loguidice).

- Completed a conceptual plan for pedestrian and bicyclist accommodation improvements along North Road in the Town of Greenwich (consultant: Barton & Loguidice).

- Continued to assist the Town of Queensbury with the Aviation/Quaker Adaptive Signal Control Technologies (ASCT) Feasibility Study, facilitated by a grant recently awarded to the Town through the New York State Department of Transportation (NYSDOT)/New York State Energy Research Development Agency (NYSERDA) joint research solicitation *Improving the Efficiency of New York's Transportation System,* Program Opportunity Notice (PON) 3833. This project will carry over to SFY 2022-23.

- Completed an inventory of signing along the regional multi-use trail system using a mobile app developed by Warren County Planning.

- Completed a pedestrian access improvement study in the Hamlet of Chestertown (consultant: Creighton Manning).

- Initiated an update to the Environmental Justice assessment. This project may carry over to SFY 2022-23 pending receipt of requisite data.

- Initiated a pedestrian improvement and streetscaping plan for the Town of Salem (consultant: LaBella Associates).

- Initiated an assessment of contemporary access and future buildout estimates for the Carey Road Industrial park in the Town of Queensbury (consultant: Creighton Manning).

- Provided transportation-related planning assistance to member municipalities as needed or requested.

5. Special Considerations in the Transportation Planning Process

(a) Title VI: A/GFTC is a designated sub-recipient under NYSDOT's DBE program and maintains ongoing compliance efforts. Title VI/DBE reports are submitted on a semi-annual basis to NYSDOT and the Council has also signed on to NYSDOT's DBE plan. A/GFTC has never received any discrimination complaints. The Environmental Justice review was updated in 2022 and will be periodically updated as plans, programs, and regional demographics change. Special considerations for elderly and disabled persons are consistent with ADA requirements and are provided in the transportation planning process and in community participation projects. Specific outreach to senior organizations was conducted as part of the LRP update, CHSTP update, and FTA 5310 solicitations. The CHSTP will be updated in calendar year 2022. A/GFTC public transit planning efforts includes consideration of services for elderly, disabled persons and for those who choose not to drive. In-person MPO meetings are always held in ADA-accessible facilities. Accessibility was a key criterion in determining A/GFTC's site selection for staff offices in 2010 and will be a factor in that same process in 2020; several non-accessible site candidates were ruled out on that basis. ADA compliance is monitored through the ADA paratransit services offered by the local transit operator and staff review of federally-funded projects and plans. A/GFTC continues to offer ADA Transition Plan assistance to

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participating municipalities on request, and has successfully assisted Warren County, Lake George, and the Village of Greenwich in formulating their plans. Periodic review of local demographics continues to suggest that ethnic populations are insufficiently large to warrant targeted Limited English Population programs. That data will be periodically reassessed in conjunction with future updates to the Environmental Justice review.

(b) **Private Operators -** Consideration is given to private transportation providers. Private transportation operators will be considered and involved in future planning efforts to develop additional services to rural areas, particularly as part of the update to the Coordinated Human Services Transportation Plan.

(c) **Planning Factors** - Up-to-date State and Federal planning factors and emphasis areas are used to develop A/GFTC plans and programs and to guide project selection processes. A/GFTC staff continues to maintain its relationships with local land use planning organizations through communication and consultation. Programming instructions consistent with NYSDOT's Forward Four principles, emphasizing maintenance and preservation activities over "worst-first" infrastructure replacement projects, have been thoroughly incorporated within the development of the draft 2019-24 TIP.

(d) **Congestion Management Process**– No process in place (not required for A/GFTC).

(e) **Public Involvement –** The A/GFTC Public Participation Plan was updated and approved in 2021. A/GFTC solicits public involvement through media, public meetings, mailings, and at events where the public gathers. A/GFTC staff meets with local officials, participates in public meetings, and holds public information meetings and planning forums to involve the general public and concerned businesses and agencies. Efforts are made to involve freight and transit users in all corridor and related planning activities. All meetings of A/GFTC's Planning and Policy Committees are open to the public. Announcements are posted on social media and the A/GFTC website at least 14 days in advance of a scheduled regular meeting. The agendas for those meetings regularly include a section for visitors Issues. Legal notices are issued during the development of all core publications and major program amendments, announcing the opportunity for public review and comment. The A/GFTC website contains all recent MPO products, meeting minutes and the most current versions of annual or recurring documents. The website allows for public comment on publications and provides opportunities for the public to contact staff to ask questions about any transportation concerns they may have. A/GFTC staff also utilizes social media outlets to notify the public of ongoing activities.

(f) The **Coordinated Human Services Transportation Plan** will be updated in calendar year 2022 (currently ongoing).

C. Administrative/Management

1. Complete and comprehensive **Progress Reports** are prepared and submitted on a monthly basis at the request of our Host Agency (RPB).

2. **Bills** are submitted and paid based on the processing schedule of RPB. Vendor inquiries for delayed reimbursements are infrequent. On-time reimbursements to A/GFTC vendors have increased dramatically in conjunction with an organizational restructuring and process improvements at RPB.

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3. **Audits** are completed in a timely manner in conjunction with the host agency.

4. **Annual Program** is closed out within 3 years in cooperation with NYSDOT.

5. **MPO Budget** is regularly monitored and updated as needed.

6. **Consultant Selection Process** - A/GFTC developed a Procurement Policy in 2018, updated in 2019, including a consultant selection process that is followed for all professional services agreements. Additional consideration is given to consultants that contain a minimum of 10% DBE participation.

7. **Central Staff/Host Relations** are positive. MPO staff are accorded equal status as RPB staff. RPB has long been a solid and responsive administrative entity for A/GFTC with regard to personnel administration, support, and retention. Quality office space and support services to accommodate A/GFTC staff and activities are provided. Staff has good political support within the planning and programming area.

8. **Decision Making** ability is effective in the A/GFTC area. The public is outspoken on many issues and members listen and fully consider expressed public concerns. Committees are competently and sufficiently staffed. Planning Committee meetings are well attended; reaching consensus decisions has not been an issue. The Policy Committee typically meets twice a year with additional meetings held if specific actions are required. Policy Committee meetings are generally well attended. Members are consulted frequently on regional and local matters concerning their jurisdictions.

9. **Governance -** In 2022, the A/GFTC host agency, the Lake Champlain/Lake George Regional Planning Board, renewed its agreement with NYSDOT through March 2032. The format of the new agreement was consistent with a new model developed by NYSDOT. The hosting arrangement allows A/GFTC staff to advance its work without any undue or inequitable influence from any particular member municipality. The Policy and Planning Committees have consistent and balanced representation from throughout the program area, including *all* urban area municipalities. A/GFTC's operating and staffing plans were last updated in 2000 and reconsidered as recently as December of 2018.

10. **Procurement -** A/GFTC developed a Procurement Policy in 2018, updated in 2019, consistent with the procurement requirements of FTA funding recipients, including those listed within the FTA Circular Guidance 4220.1F, Third Party Contracting Requirements, and the FTA Master Agreement. FTA-related expenditures are documented. Procurements by A/GFTC utilizing FTA funds are infrequent.

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Appendix C – Air Quality Conformity Determination

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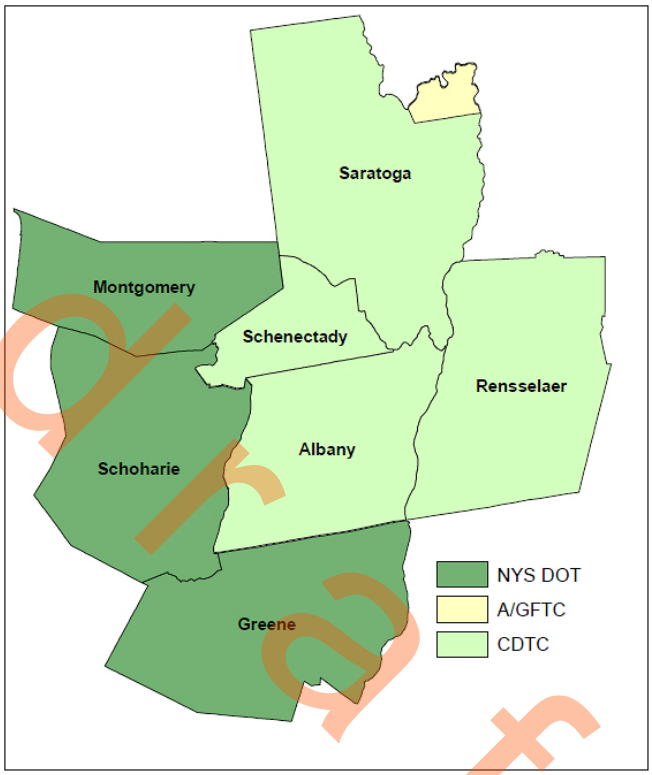
Albany-Schenectady-Troy
1997 8-Hour Ozone Non-Attainment Area
Transportation/Air Quality Conformity Determination

DRAFT of June 15, 2022



Capital District Transportation Committee
2022-2027 Transportation Improvement Program
and *2050 New Visions* Metropolitan Transportation Plan

Adirondack/Glens Falls Transportation Council
2022-2027 Transportation Improvement Program
and *2040 Ahead* Metropolitan Transportation Plan

Capital Program of Transportation Projects
in Montgomery, Greene, and Schoharie Counties

Prepared by:

NYSDOT Environmental Science Bureau, CDTC and A/GFTC
in association with NYSDOT Regions 1, 2, and 9

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Executive Summary

The Capital District Transportation Committee (CDTC) has developed a draft 2022-2027 Transportation Improvement Program (TIP). Adoption of TIP requires the CDTC and Adirondack/Glens Falls Transportation Council (A/GFTC), in cooperation with the New York State Department of Transportation (NYSDOT) Regions 1, 2 and 9, to adopt a new transportation air quality conformity determination for the seven-county Albany-Schenectady-Troy, NY ozone nonattainment area.

This report documents that the involved agencies have completed the transportation conformity process and confirms that the A/GFTC and CDTC Transportation Improvement Programs (TIPs) and long-range transportation plans (Plans) and projects in the non-urbanized portion of the Albany-Schenectady-Troy area meet all applicable transportation conformity requirements.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones.

The United States Environmental Protection Agency's transportation conformity rules, 40 CFR Parts 51.390 and 93, establish the criteria and procedures for determining whether TIPs, Plans and federally supported highway and transit projects conform to the SIP. Chapter 6 of the New York Codes Rules and Regulations (NYCRR) Subpart 240 (Part 240) is the SIP for transportation conformity consultation in New York State. Part 240 was approved by the USEPA, effective September 29, 2014. Part 240-2 identifies the agencies, procedures, and allocation of responsibilities for consultation and is consistent with consultation requirements in 40 CFR Part 93.105.

The consultation procedures were followed during the conformity determination process and are documented in the Section titled "Consultation" below. In summary, the CDTC, A/GFTC and NYSDOT staff discussed the content of this air quality conformity determination with the New York State Interagency Consultation Group (ICG) for air quality conformity during the development of the Capital Program of Transportation Projects in Greene, Montgomery, and Schoharie Counties as well as the new A/GFTC and CDTC TIPs and long-range transportation plans.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. The Albany-Schenectady-Troy, NY area was nonattainment at the time of the 1997 ozone NAAQS revocation on April 6, 2015, and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the *South Coast II* decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, associated regulations at 40 CFR Parts 51.390 and 93, 6 NYCRR Part 240 and the *South Coast II* decision,

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as per the USEPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

Transportation Conformity Overview

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to the State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail the criteria and procedures to successfully comply with the CAA conformity provisions were first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

Albany-Schenectady-Troy 1997 Ozone Nonattainment Area

On June 15, 2004, the United States Environmental Protection Agency (EPA) designated the Albany-Schenectady-Troy, NY area consisting of Saratoga, Schenectady, Albany, Rensselaer, Montgomery, Greene, and Schoharie Counties nonattainment for the 1997 8-hour ozone standard (0.08 parts per million). This designation was based on the results of ambient air monitoring data collected by the New York State Department of Environmental Conservation from calendar years 2001-2003. These data established an 8-hour ozone "design value" of 0.087 ppm for the area. The current design value for the area, based on 2019-2021 data, is 0.057 ppm.

On July 20, 2012, the USEPA designated the Albany-Schenectady-Troy, NY attainment for the 2008 ozone standard (0.075 ppm). The area was designated attainment for the 2015 ozone standard (0.070ppm) on January 16, 2018.

Transportation Conformity Requirements

On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision*[1] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked but were designated attainment for the 2008 ozone NAAQS.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for long-range metropolitan transportation

[1] Available from https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf

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plans (MTPs) and TIPs include latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* decision upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the A/GFTC and CDTC TIPs and Plans, and the Capital Program of Transportation Projects in Greene, Montgomery and Schoharie Counties can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, are:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analyses. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. There are no TCMs in any SIP in the Albany-Schenectady-Troy, NY area. Thus, the latest planning assumption requirement is not applicable for this conformity determination.

Consultation

The consultation requirements in 40 CFR 93.112 and 6 NYCRR Part 240 were addressed both for interagency consultation and public consultation.

Per 6 NYCRR Part 240, interagency consultation was conducted with the NYSDEC, NYSDOT, FHWA, FTA and USEPA. Representatives of these agencies comprise the Interagency Consultation Group (ICG) for air quality conformity in New York State.

On June 12, 2022, the ICG concurred with the classification of projects in the draft A/GFTC TIP and the Capital Program of Transportation Projects in Greene County (NYSDOT Region 1), Montgomery County (NYSDOT Region 2) and Schoharie County (NYSDOT Region 9). The ICG concurred with the classification of projects in the draft CDTC TIP on May 6, 2022.

All projects on the TIPs, MTPs and Capital Programs are exempt for the purposes of transportation conformity as per 40 CFR Part 93, 6 NYCRR Part 240 and the interagency

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consultation process, except for CDTC TIP Bus Rapid Transit projects (projects RG131 and T124). A list of projects and their exempt codes is attached to the conformity statement.

Consistent with planning rule requirements in 23 CFR Part 450, the public will be provided an opportunity to review and comment on the draft conformity determination and supporting documentation for thirty days in June and June 2022.

The draft conformity documentation will be posted to the A/GFTC, CDTC and NYSDOT web sites. Evidence of public notice will be attached to the final conformity documentation. Comments received during the comment period will be catalogued and addressed, as appropriate.

[Placeholder for comments received during the public comment periods.]

Timely Implementation of TCMs
There are no TCMs in the SIP for the Albany-Schenectady-Troy, NY 1997 ozone nonattainment area.

Fiscal Constraint
Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR Part 450. The CDTC *New Visions 2050* MTP, the A/GFTC 2040 *Ahead* MTP and the 2022-2027 CDTC and A/GFTC TIPs are fiscally constrained, as demonstrated in the CDTC New Visions 2050 Financial Plan and the draft CDTC 2022-2027 TIP. The A/GFTC fiscal constraint demonstration is included in Appendix A of the A/GFTC TIP document.

Conclusion
The conformity determination process completed for the 2022-2027 A/GFTC and CDTC TIPs, the A/GFTC 2040 Ahead MTP, the CDTC New Visions 2050 MTP, and the Capital Program of Transportation Projects in Greene, Montgomery and Schoharie Counties demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS. The signed resolutions adopting this conformity determination are included in the final conformity documentation.

Attachments

1. Evidence of NYSDOT public notice/availability for comment
2. Evidence of CDTC public notice/availability for comment
3. Evidence of AGFTC public notice/availability for comment
4. Signed CDTC resolution adopting the 2022-2027 CDTC TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
5. Signed AGFTC conformity resolution adopting the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
6. CDTC TIP Project List
7. AGFTC TIP Project List
8. Exempt Projects reference
9. The Greene, Montgomery and Schoharie County Project Lists are available upon request by contacting the NYSDOT Environmental Science Bureau at 518-457-0212

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Attachment 1
Albany-Schenectady-Troy, NY Air Quality Conformity Determination for the CDTC 2022-2027 Transportation Improvement Program (TIP)

Evidence of Public Notice

The following notice and downloadable files were posted to https://www.dot.ny.gov/programs/stip on June XX, 2022:

PLACEHOLDER FOR SCREENSHOT OF NYSDOT PUBLIC REVIEW

[Placeholder for comments received during the public comment periods.]

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Attachment 2
Albany-Schenectady-Troy, NY Air Quality Conformity Determination for the CDTC 2022-2027 Transportation Improvement Program (TIP)

Evidence of Public Notice

The following notice and downloadable files were posted to www.cdtcmpo.org on June XX, 2022:

PLACEHOLDER FOR SCREENSHOT OF CDTC PUBLIC REVIEW

[Placeholder for comments received during the public comment periods.]

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Attachment 3
Albany-Schenectady-Troy, NY Air Quality Conformity Determination
for the AGFTC and CDTC 2022-2027 Transportation Improvement Programs (TIP)

Evidence of Public Notice

The following notice was posted in the Post Star on June XX, 2022:

PLACEHOLDER FOR SCREENSHOT OF AGFTC PUBLIC REVIEW

[Placeholder for comments received during the public comment periods.]

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Attachment 4

CDTC resolution adopting the 2022-2027 CDTC TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
Evidence of Public Notice

[Placeholder for signed CDTC resolution adopting the 2022-2027 CDTC TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination]

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Attachment 5

A/GFTC resolution adopting the 2022-2027 CDTC TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
Evidence of Public Notice

[Placeholder for signed A/GFTC resolution adopting the 2022-2027 CDTC TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination]

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Attachment 6

CDTC Draft 2022-2027 TIP Projects for Draft Air Quality Conformity Determination (as of June 23, 2022)

TIP#	PIN	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
A295	1132.16	Multiple	Exempt	A10	Carryover	New Karner Road (NY 155), from US 20 to Watervliet Shaker Road	Includes pavement rehabilitation, safety and complete streets improvements	Maintenance	7.200
A581	1760.45	Guilderland	Exempt	C2	Carryover	West Old State Road: New Sidewalk	South side of the road, from Gardenview Terrace to Regina Drive, and from an existing walkway on Victoria Drive to Lynnwood Elementary School.	Capital	0.350
A586	1760.79	Guilderland	Exempt	C2	Carryover	US 20 (Western Avenue), from Devonshire Drive to Mercy Care Lane: New Sidewalk	This is on the south side and includes curbs and intersection ramps.	Bike/Ped	0.730
A589	1760.91	Albany	Exempt	C2	Carryover	City of Albany South End Connector Lowline	Shared-Use path connecting Albany County Hudson-Helderberg Rail Trail at its trail head in the City's South End (.24 miles from South Pearl Street and Mount Hope Drive) and the Mohawk Hudson Bike Hike Trail at its trail head at the intersection of Broadway and Quay Street	Bike/Ped	0.325
A590	1760.92	Albany	Exempt	C2	Carryover	City of Albany Pedestrian Safety Action Plan	Pedestrian safety improvements at: 20 uncontrolled crosswalks & 12 signalized intersections	Capital	1.669
A594	1761.64	Albany	Exempt	A10	Carryover	Lark Street, Madison Avenue to Washington Avenue	Milling a minimum of 2" of the existing asphalt surface, truing and leveling course & final wearing course. Provide ADA-compliant pedestrian amenities for all sidewalks and crosswalks and install shared lane pavement markings and appropriate signage notifying vehicles of bicycle traffic. Approximately 1,200 square feet of sidewalk is in need of replacement. High visibility crosswalks will be added. Reset approximately 500 feet of granite curbing. Existing driveway widths will be evaluated and reduced when conditions warrant. Existing turning lanes will be evaluated and reestablished.	Maintenance	0.743
A595	1051.85	Albany	Exempt	A19	Carryover	Dunn Bridge WB To I-787 SB: Element Specific Repairs	BIN 109294A	Maintenance	12.350
A598	1039.55	Bethlehem	Exempt	A19	Carryover	US 9W Over CSX/CP Rail: Replacement	BIN 1007570	Maintenance	12.147
A599	1761.74	Green Island	Exempt	A10	Carryover	Cohoes Avenue, Arch Street to the Cohoes City Line: Mill & Fill	Install concrete sidewalks from Arch Street to Tibbits Avenue and repair all sidewalk ramps to meet ADA standards.	Maintenance	1.399
A600	1045.17	Multiple	Exempt	A19	Carryover	NY 378 Over Hudson: Bridge Paint	BIN 1062850	Maintenance	3.428
A601	1761.68	Bethlehem	Exempt	A2	Carryover	Delaware Avenue: Mill & Fill, Complete Streets & Road Diet	Reduce roadway from 4 lanes to 2 lanes with center left turn lane, construct sidewalks, bike lane, crosswalks, pedestrian refuge islands, RRFBs, bus transit pull-offs, and gateway treatment along Delaware Avenue from Elsmere Avenue to Normans Kill Bridge. The project results in ADA compliant access for all users and abilities by integrating bike, ped, transit, and motor vehicle improvements in a primary suburban corridor and constructs components of the Town Complete Streets Plan.	Maintenance	3.640
A602	1306.82	Colonie (T)	Exempt	A19	Carryover	I-87 Exit 6 Interchange Safety Improvements	Add a merge lane on both on-Ramps to I-87 from NY 7 to reduce vehicle conflicts and promote safe turning movements.	Capital	1.998
A603	1761.80	Colonie (T)	Exempt	K1	Carryover	Albany Shaker Road (CR 151), Wolf Road to Everett Road	Speed limit reduction from 40 mph to 30mph or 35 mph, additional pedestrian improvements at select intersections & a new traffic signal at Shaker Elementary School. No changes to the number of thru traffic lanes.	Capital	0.575
A604	1085.49	Guilderland	Exempt	C2	Carryover	Carman Road Sidewalks	Construct a 5-foot concrete sidewalk on the east side of Carman Road	Capital	0.628
A607	1085.46	Guilderland	Exempt	A19	New	NY 146 Over Normanskill, Bridge Replacement	TOWN OF GUILDERLAND, ALBANY COUNTY, BIN 1038310.	Capital	4.964
A608	RT21.02	Rensselaerville	Exempt	C2	New	Trail Restoration and Improvements at Edmund Niles Huyck Preserve	Rensselaerville, Albany County; OPRHP 219571, This is a Recreational Trails Project	NA	0.250
R195A	1761.30	Troy	Exempt	K1	Carryover	South Troy Industrial Park Road Phase II (Northern End)	Construct a new two-lane road from Monroe Street to Adams Street, 0.4 miles in length. It will include sidewalks, bike lanes a new bridge over the Poestenkill. The purpose of the project is to remove truck traffic destined for commercial properties from residential streets. It will not create a bypass or diversion through route.	Capital	6.417
R287	1758.15	Poestenkill	Exempt	A19	Carryover	CR 68 (Snyder's Lake Road) Large Culvert and Bridge Over Wynantskill Creek	Culvert to be Replaced with a Precast Box Culvert, Located between NY 150 and BIN 3303610.	Capital	1.545
R313	1001.32	Petersburgh	Exempt	A19	Carryover	NY 2 over NY 22 Bridge: Replacement	BIN 1000250	Maintenance	4.691
R314	1760.49	Pittstown	Exempt	A19	Carryover	CR 129 (Tamarac Road): Replace Large Culvert with an Aluminum Box Culvert	Located between NY 7 and Storm Hill Rd.	Maintenance	0.513
R315	1043.57	Schodack	Exempt	A19	Carryover	US 9 Bridge over I-90 (Exit 11): Replacement	BIN 1092730	Maintenance	10.917
R323	1760.84	Rensselaer	Exempt	C2	Carryover	Rensselaer Riverfront Multi-Use Trail	This project constructs 3750 feet of multi-use trail and 100 feet of bike/ped accommodations between DeLaet's Landing and Riverfront Park.	Capital	1.600

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R326	1760.87	Hoosick Falls	Exempt	C2	Carryover	Hoosic River Greenway Trail Enhancement	First phase of a proposed 2.2-mile trail Includes a 700-foot trail extension from the current terminus to Sewer Plant Road, installation of a 5-car trailhead parking lot, and trailhead amenities	Bike/Ped	0.120
R329	1761.24	Sand Lake	Exempt	A19	Carryover	Stop 13 Rd over Wynantskill: Bridge Repair or Replace	BIN 2201960	Maintenance	1.251
R330	1188.39	Schaghticoke (T)	Exempt	A19	Carryover	NY 67 Over B&M RR: Bridge Replacement	BIN 1303390	Maintenance	7.164
R331	1761.75	Rensselaer	Exempt	A19	Carryover	South Street Bridge: Bridge Replacement & Pedestrian Improvements	South Street between 2nd Avenue and Aiken Avenue	Maintenance	2.193
R333	1761.70	Sand Lake	Exempt	A10	Carryover	Eastern Union Turnpike (CR 49) from Glass Lake Road to NY 43	Preserve the pavement using a 2" Hot Mix Asphalt Overlay.	Maintenance	0.604
R335	1761.71	North Greenbush	Exempt	A10	Carryover	Pershing Avenue (CR 68) Troy Avenue to Peck Road: Overlay	Preserve the pavement using a 2" Hot Mix Asphalt Overlay.	Maintenance	0.238
R338	1761.65	Rensselaer	Exempt	A10	Carryover	Third Avenue from the Bridge to City/Town Line: Rehabilitation & Bike/Ped Improvements	Rehabilitation of Third Ave including milling of pavement (top and binder) to the base course to remove pavement distress, crack seal surface of milled pavement if needed prior to overlay, overlay new binder and top courses to include 2" hot mix asphalt binder and 1-1/2" top courses, replace ADA curb ramps to comply with current standards at all eight (8) intersections, provide high-visibility crosswalks at the intersections of Third Avenue with Adams Street, Plum Street and High Street, provide pedestrian push button with countdown timers and new stop bars at the signalized intersections Adams Street and High Street, install new centerline and edge line striping to improve roadway safety and separate the driving and parking lanes, provide sharrows for bicyclists from the bridge to High Street	Maintenance	0.575
R339	1761.61	Troy	Exempt	A10	Carryover	NY 2 (Congress and Ferry Streets) from 11th Street to the to the Congress Street Bridge	Includes: Mill & Fill, restriping to one driving lane each, repair 50% of sidewalks, add curb extensions and bike lanes	Maintenance	4.035
R342	1528.87	Multiple	Exempt	A10	Carryover	I-90 Hudson River to Exit 10.5 (at Kraft Road): Pavement Corrective Maintenance	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72' will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	Maintenance	9.790
R343	1045.17	Multiple	Exempt	A19	Carryover	NY 378 Over Hudson: Bridge Paint	BIN 1062850	Maintenance	3.428
R345	1761.83	Rensselaer	Exempt	C2	Carryover	Rensselaer Bicycle & Pedestrians Access Improvements	Construct a 1.8 mile paved, off-road trail through a 67 acre City-owned property (The Hollow) from Van Rensselaer Drive to 6th Street; add 0.81 miles of on-road sharrows along 6th St., Partition St., and Broadway with signage and crossing upgrades at five intersections including ADA compliance, new high-visibility crosswalks where needed and signage. Add a sidewalk on 6th St. The project will provide a safe route to school, a catalyst for economic revitalization, a "natural escape" for City residents and tourists, and a safe on-road link to the Albany-Hudson Electric Trail (future Empire State Trail).	Bike/Ped	3.070
RG130	CDTC.32	Regional	Exempt	J1	Carryover	Travel Demand Management & Multimodal	Drawdowns from this set-aside must consist of a new TIP project.	Capital	0.700
RG131	CDTC.31	Regional	Non- Exempt	NA	Carryover	Bus Rapid Transit	This project provides funding for implementation of the Washington/Western Bus Rapid Transit (the BusPlus purple line) and the River Corridor Bus Rapid Transit (the BusPlus blue line). Both of these BRT lines represent regionally significant transit improvements. (Drawdowns from this set-aside include TIP projects T122, T123, T124.)	Capital	11.247
RG133	1810.33	Regional	Exempt	A9	Carryover	Guiderail Replacement	Other PIN's: 1810.43, 1810.94, 1810.95 & 1810.96	Capital	2.500
RG134	1810.81	Regional	Exempt	A19	Carryover	State Bridge Miscellaneous Preservation Set-Aside	This includes such things as bridge painting and washing and is for bundling work for several bridges.	Maintenance	31.000
RG135	1810.35	Regional	Exempt	A2	Carryover	State Culvert Replacements Set-Aside	Other PIN's: 1810.68, 1810.89, 1810.90 & 1810.91	Maintenance	10.500
RG136	1810.66	Regional	Exempt	A10	Carryover	State Miscellaneous Pavement Maintenance Set-Aside	This includes but is not limited to, crack sealing single course overlays, mill & fill, and limited related work for bundled work on several roads.	Maintenance	59.040
RG141	1811.23	Regional	Exempt	A18	Carryover	Navigational Lights Replacement	Navigational lighting on bridges over navigable waters	Miscellaneous	0.950
RG142	1811.26	Regional	Exempt	C13	Carryover	Overhead Sign Structure Replacement	Includes PIN's 1811.27, 1811.34, & 1811.35	Miscellaneous	13.285
RG144	TWSE.19	Regional	Exempt	A11	Carryover	NYS Thruway Durable Pavement Markings Set-Aside	Pavement markings	Maintenance	1.174
RG15	1810.57	Regional	Exempt	A11	Carryover	Durable Pavement Markings Set-Aside	Other PIN's: 1810.65, 1810.98, 1810.99 & 1811.00	Maintenance	10.500
RG23	1810.16	Regional	Exempt	D2	Carryover	Traffic Signal Set-Aside for State Roads	Other PIN's: 1811.16	Capital	0.920

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RG29	1755.63	Regional	Exempt	K1	Carryover	CDTC Project Development Support	CDTC staff continues to support NYSDOT Region 1 in developing traffic forecasts and other material for project development and design purposes, including traffic diversion analysis for construction work. This effort is funded with Surface Transportation Program (STP) funds as part of the TIP. (UPWP task 5.61).	Maintenance	0.810
RG37	1811.36	Regional	Exempt	A7	Carryover	HELP Program	DOT's Highway Emergency Local Patrol program assists stranded motorists on selected portions of Interstate roads in the Capital District.	Capital	3.000
RG37A	1810.46	Regional	Exempt	A7	Carryover	TMC Operating Costs	Personnel, operations contracts, repairs equipping a new TMC building, and other recurring costs.	Capital	4.400
RG37B	1810.51	Regional	Exempt	A7	Carryover	TMC Engineering Support	Related to RG37, RG37A & RG37C. Other PINS: 1810.71, 1811.02, 1811.03, 1811.04	Capital	4.500
RG37C	1809.50	Regional	Exempt	A7	Carryover	TMC ITS Set-Aside	Related to RG37, RG37A & RG37B.	Capital	0.750
S204	1758.95	Schenectady	Exempt	A19	Carryover	Kings Road (CR 65) over CSX: Bridge Replacement	Includes shoulders for bikes.	Maintenance	5.568
S243	1760.43	Rotterdam	Exempt	C2	Carryover	Mohawk-Hudson Bike-Hike Trail Rehabilitation	Shared jurisdiction: County, Town of Rotterdam & NYSOGS	Capital	0.196
S247	1760.57	Schenectady	Exempt	D1	Carryover	Brandywine Avenue, I-890 to State Street: Safety Improvements	Signal upgrades, pedestrian improvements, corridor lighting (City Share) & lane reconfiguration (modification to striping). Project length is 0.3 miles and restriping will not add capacity.	Capital	1.538
S259	1761.69	Schenectady	Exempt	A10	Carryover	Craig Street, Albany Street to Wyllie Street: Mill & Fill	Includes select full depth repairs	Maintenance	0.785
S260	1111.41	Duanesburg	Exempt	A19	Carryover	US 20 Over Schoharie Creek: Element Specific Repairs	Includes ADA upgrades to curb ramps and sidewalks	Maintenance	3.038
S263	1761.62	Scotia	Exempt	A19	Carryover	Sunnyside Road Bridge: Rehabilitation Repair concrete piers	Repair concrete piers, cap beams, and steel structural members; replace steel bearings and deck including railings, bike lanes, and sidewalk on south side	Maintenance	4.798
S265	1761.59	Glenville	Exempt	C2	Carryover	Freemans Bridge Road Multi-Use Path	Construct a 4,800 foot long and 10 foot wide protected multi-use path with 3 new crosswalks	Capital	1.835
S266	1761.60	Schenectady	Exempt	C2	Carryover	Franklin Street Cycle Track	Install a protected two-way cycle track on Franklin Street from Nott Terrace to Jay Street.	Capital	0.520
S267	1761.82	Rotterdam	Exempt	C2	Carryover	NY 5S Bike/Ped Improvements, Rotterdam	Pedestrian and Bicycle Improvements along NYS Route 5S/Main Street from NYS Route 103/Bridge St. to Parkis St., and on Iroquois., including: ado compliant concrete sidewalk; paved, colored bike lanes, high visibility crosswalks; ped-safety signs; sharrows connecting to the Erie Canalway Trail (Future Empire State Trail); interpretive signage; and landscaping.	Bike/Ped	2.755
S268	1761.84	Scotia	Exempt	C2	Carryover	Washington Ave Bike and Pedestrian Connection, Village of Scotia	Includes construction of a multi-use path, sidewalk and crosswalks connecting residential neighborhoods within the Washington Avenue corridor to the Collins Lake access area to an existing trail connector to the Mohawk-Hudson Bike-Hike Trail along the Mohawk River leading to the Town of Glenville and City of Schenectady.	Bike/Ped	0.891
S269	1761.86	Niskayuna	Exempt	D1	Carryover	Rosendale Road/Old River Road Intersection Improvements	The project will realign the existing intersection to include a traffic signal, wider travel lanes and shoulders, and turn lanes. The geometric improvements provide standard stopping sight distances, wider areas for errant vehicles to maneuver into, and improved level of service for reduced emissions.	Capital	2.293
S273	1525.38	Rotterdam	Exempt	A10	New	I-890 from Mohawk River to Exit 3: Pavement Rehabilitation	Includes pavement rehabilitation, multi- course overlay, and associated roadside work including guiderail and possible drainage improvements.	Maintenance	24.200
SA306	1760.82	Clifton Park	Exempt	C2	Carryover	Moe Road Multi-Use Path	This project will close an existing gap on the Moe Road Multi-Use Path by constructing an extension that will connect Okte Elementary School to the intersection with Sugarbush Road.	Capital	1.060
SA307	1760.86	Saratoga Springs	Exempt	C2	Carryover	Saratoga Greenbelt Downtown Connector	The project begins at Lake Avenue, extends along High Rock and Excelsior Avenues and connects to the bicycle-pedestrian bridge I-87 Exit 15. New sidewalks, multi-use trails, bike lanes, benches, and LED lighting. The project will address landscape and stormwater improvements.	Bike/Ped	1.733
SA316	1722.59	Wilton	Exempt	A10	Carryover	I-87 Resurfacing Exits 15-16: Resurfacing	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72' will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	Maintenance	4.870
SA317	1761.78	Halfmoon	Exempt	A19	Carryover	Coons Crossing Road over Anthony Kill: Bridge Replacement	BIN 2202750	Maintenance	1.378
SA318	1761.79	Ballston	Exempt	A19	Carryover	Lasher Road Bridge over Mourning Kill: Element Specific Repairs	BIN 3304700	Maintenance	1.116

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SA319	1085.44	Clifton Park	Exempt	A6	Carryover	NY 146 Safety Project	Project will address a high accident location. The project limits are Route 146 from Tallow Wood Drive to Plank Road Reconstruct the intersection and rebuild the signal. Additional safety benefits would accrue from improved pedestrian accommodations, resurfacing and restriping the entire corridor. The project will incorporate ADA compliant pedestrian features. At a minimum, standard shoulder widths meeting current NYSDOT Standards will be installed	Capital	5.380
SA320	1722.60	Wilton	Exempt	A10	Carryover	I-87 Exit 16 to CDTC Planning Area Boundary: Resurfacing	For evaluation purposes, assume a Single Course overlay or a Single Course Mill and Fill. Isolated repairs will be incorporated to address areas of deeper distress. Median widths will be reviewed and any clear median less than 72' will have guiderail installed to prevent crossover accidents per update NYSDOT design guidelines for divided highways.	Maintenance	2.097
SA322	1761.58	Saratoga Springs	Exempt	C2	Carryover	Saratoga Springs Sidewalk Missing Links Program	Add concrete sidewalk, ADA crosswalks, amenities and some curbing and drainage in several locations.	Capital	1.900
SA323	1085.48	Clifton Park	Exempt	C2	Carryover	NY 146 and NY 146A Bicycle and Pedestrian and Bicycle Access	1) 10-foot wide multi-use path 2) new curbing and sidewalk on the north side of NY 146 3) 10-foot wide paved multi-use path on east side of Vischer Ferry Rd (CR 90) 4) bicycle symbols on the shoulders on the N & S sides	Capital	1.319
SA335	1085.52	Halfmoon	Exempt	A6	New	Intersection Safety Improvements at NY 9 & NY 146	The new configuration will be determined during preliminary design.	Capital	7.000
SA336	1236.29	Milton	Exempt	A6	New	Intersection Safety Improvements at NY 29 & Rowland Street	The new configuration will be determined during preliminary design.	Capital	1.470
T108	CDTC.08	Regional	Exempt	C1	Carryover	TDM Multimodal Implementation	Includes: guaranteed ride home program, transit pass subsidies, park & ride leases, Try Transit, capital carshare, and the regional bikeshare network. This is a drawdown of RG130	Capital	0.118
T11	1821.18	Regional	Exempt	B8	Carryover	Passenger Facility Improvements at Various Locations	Improvements and additions to passenger amenities, including repair, upgrade and replacement of bus shelters and bus stop signage.	Capital	1.223
T124	1822.16	Multiple	Non-Exempt	NA	Carryover	Hudson River Corridor BRT Operations	Service and operational related expenses (such as driver salaries and benefits, fuel, bus maintenance, etc.) of the River Corridor BRT project beginning in the fall of 2020.	Operating	5.544
T136	CDTC.36	Regional	Exempt	C3	New	Bus Rapid Transit Expansion Study	This study will identify multiple corridors for the expansion of CDTA's BRT system. This project was funded from RG131	Capital	0.350
T137	CDTC.37	Albany	Exempt	B5, B7, B10	New	BusPlus Red Line Upgrades	Includes the purchase of 60 foot articulated buses, shelter replacements, and new amenities, roadway and lane configuration, traffic calming, pedestrian improvements, raised medians, and transit priority infrastructure. This project was funded from RG131.	Capital	11.852
T14B	CDTC.08	Saratoga Springs	Exempt	B1	Carryover	Transit Operations Support for Saratoga Service: Preventive	Section 5307-S funds are allocated for transit (capital or operating) use in Saratoga Springs due to its small urban area status. Match on Operating Assistance is 50%.	Operating	8.740
T16	1821.80	Regional	Exempt	B2	Carryover	Transit Support Vehicles	Replacement of non-revenue support vehicles for supervisory and maintenance use.	Capital	1.456
T17	1820.48	Regional	Exempt	B10	Carryover	Transit Bus Replacement/Expansion	Purchase or lease transit buses in a manner to maintain existing fixed-route service levels.	Capital	14.950
T57	1TR6.04	Regional	Exempt	B3	Carryover	Preventive Maintenance	Ongoing activities to maintain capital assets to ensure bus fleet and other capital items operate efficiently throughout their useful lives.	Capital	92.696
T6A	1824.01	Regional	Exempt	B10	Carryover	Enhanced Mobility of Seniors and Individuals with Disabilities	Section 5310 mobility management and other capital projects, including vehicles, that improve access and mobility for seniors and individuals with disabilities. Operating and administrative costs are also eligible under this program.	Capital	4.650
T6B	1820.37	Regional	Exempt	B10	Carryover	STAR Buses Replacement and Expansion	Replacement of STAR (Special Transit Service Available by Request) custom vehicles for paratransit use.	Capital	4.196
T77	CDTC.20	Regional	Exempt	B10	Carryover	Capital Cost of Contracting for Commuter Service in the Capital District	The sub-recipient for funds is currently Adirondack Trailways	Capital	3.810
TBD	TBD	Colonie (T)	Exempt	A10	New	Albany Shaker Rd Corridor Enhancement (Design Only)	(DESIGN ONLY) Systemic safety improvements, intersection and traffic signal improvements (approximately four (4) signals), adding missing sidewalks, and curb ramp ADA compliance. The 4' shoulders and 3' wide concrete gutters will be replaced with 6' bikeable shoulders, vertical face curb and sidewalk. ADA-noncompliant drains in crosswalks will be offset out of the accessible routes. Resurface the pavement.	TBD	0.780

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TBD	TBD	Albany	Exempt	A2	New	Central Avenue Reconstruction Project	This project will mill the existing asphalt surface a minimum of two (2) inches to remove the deteriorated roadway surface. Upon removal, an asphalt truing and leveling course will be applied to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface. After the truing and leveling course is applied, the final wearing course will be placed to provide a smooth traveling surface. In lieu of the four lane roadway system currently in place, it is proposed to install a two lane roadway with a road diet to facilitate turning vehicles. There will also be pedestrian and bicycle facilities constructed along the corridor. All new pedestrian facilities will be ADA-compliant. A key goal of the project is to enhance safety for all users.	TBD	5.970
TBD	TBD	Albany	Exempt	A10	New	Frisbie Avenue Reconstruction Project - Second Avenue to McCarty Avenue	This project will mill the existing asphalt surface a minimum of two (2) inches to remove the deteriorated roadway surface. Upon removal, an asphalt truing and leveling course will be applied to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface. After the truing and leveling course is applied, the final wearing course will be placed to provide a smooth traveling surface. The project will also include new pedestrian and bicycle facilities. This will include new ADA compliant curb ramps, high visibility crosswalks, rectangular rapid flashing beacons (RRFB) at roadway crossings. In addition, new dedicated bicycle lanes will be installed along the corridor.	TBD	0.624
TBD	TBD	Albany	Exempt	A10	New	Frisbie Avenue Reconstruction Project Second Ave to Garden Street	This project will mill the existing asphalt surface a minimum of two (2) inches to remove the deteriorated roadway surface. Upon removal, an asphalt truing and leveling course will be applied to bring the surface of the existing pavement to the same transverse and longitudinal slope required for the finished pavement surface. After the truing and leveling course is applied, the final wearing course will be placed to provide a smooth traveling surface. The project will also include the installation of new granite curbing and a new ADA compliant sidewalk.	TBD	0.602
TBD	TBD	Cohoes	Exempt	C2	New	City of Cohoes Columbia Street Pedestrian Accessibility and Safe Routes to School Enhancements	The project will re-construct existing sidewalks and add bike lanes, seating, shade structures, and green infrastructure along Columbia Street from the intersection with Columbia and Mohawk to Columbia and Central, and then from Columbia and Broadway to Columbia and Bedford, approximately 2.35 miles in length.	TBD	5.935
TBD	TBD	Saratoga Springs	Exempt	C2	New	Pedestrian/ADA Traffic Signal Improvement project	The scope of work includes the installation of accessible pedestrian signal (APS) devices as part of 12 intersection upgrades to allow those with disabilities the ability to cross the roadway at traffic signals more safely than with the current design. The design build project includes preliminary and final professional engineering services, contract manual creation, project administration, inspection, and construction.	TBD	0.107
TBD	TBD	Schenectady	Exempt	C2	New	Brandywine-McClellan Pedestrian Improvements	The project will replace the five existing traffic signals with new signals featuring modern hardware and pedestrian accommodations. The intersections themselves will be investigated for improvements outside of signalization such as bump outs, lighting and signage. While paving of the project is not necessary, doing so extends the useful life of the treatments and would be provided by the City as a local share.	TBD	1.723
TBD	TBD	Schenectady	Exempt	C2	New	Craig Street Connector	The project would focus on the implementation of complete streets elements that would benefit pedestrians, bicyclists and motorists by providing separated facilities and traffic calming measures. The project is anticipated to serve as a catalyst for other desired corridor improvements. The priority of this application is the installation of a two-way cycle track and improved intersections and sidewalks on Craig Street between Emmett and Wyllie Street. Intersection improvements would necessitate the replacement of two existing traffic signals located at Craig and Emmett and Craig and Delamont. The existing signals feature no pedestrian accommodations and outdated hardware. This project would also include landscaping and a focus on the promotion and better integration of transit stops along the corridor.	TBD	4.792

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TBD	TBD	Schenectady	Exempt	A19	New	Crane Street Bridge Major Rehabilitation	Superstructure vs. full replacement was considered to remedy the condition of the structure. After review of several project specific criteria including costs and construction duration, a superstructure replacement with substructure rehabilitation is the preferred alternative. The horizontal highway alignment will remain unchanged, but improvements to the vertical alignment along the Southernly approach and at the South Abutment and Pier are required to increase the minimum vertical clearance over the railroad. The new superstructure will be constructed of composite concrete deck with integral wearing surface supported by continuous steel multi-girders. New elastomeric bearings will be installed and pedestals at the piers and abutments will be constructed. Deteriorated substructure concrete will be removed, existing rebar will be cleaned and lapped with supplemental bars if necessary and new concrete will be placed. All substructure and deck concrete will be sealed. New bridge railing will be installed and the sidewalk along the West fascia will be reestablished. In addition, a new approach sidewalk will be constructed in the Northeast quadrant to improve pedestrian accommodations within the project limits. In addition to structural work the bridge deck will be delineated to accommodate vehicular traffic and bicycle shoulders, similar to the City's Kings Road Bridge project.	TBD	4.239
TBD	TBD	Schenectady	Exempt	C2	New	Schenectady Park Connector Expansion	This project includes the construction and continuation of the multi-use path completed under a previous TIP project that ended at the Casino building in Central Park. The project will involve the extension of this path along Iroquois Way to Duck Pond Drive, turning south along Fehr Ave. to State St.	TBD	0.536
TBD	TBD	Troy	Exempt	D1	New	Federal Street Corridor Improvements (Design Only)	(DESIGN ONLY) Pending completion of a current linkage study on this project, the scope of work will focus on traffic, multi-modal connectivity, and potential land use development. Inclusion of alternative transportation elements, especially those of concern with disadvantaged populations of the City. The purpose of the Linkage Study is to evaluate intersection improvements, for example a roundabout, on Federal St.	TBD	0.668
TBD	TBD	Watervliet	Exempt	A10	New	25th Street Corridor Rehabilitation	Roadway reconstruction will include curbs, all non-ADA compliant sidewalks and ramps, high visibility crosswalks, pedestrian signals, flashing beacons in the school zone, parking delineation, driveway width reduction for the commercial properties, and drainage improvements.	TBD	5.554
TBD	TBD	Albany	Exempt	A19	New	I-787 - SOUTH MALL INTERCHANGE BRIDGE ELEMENT SPECIFIC REPAIRS, BINS 1092940 &109299B	Element Specific Bridge Rehabilitation to address deficiencies, including but not limited to Bearing replacements, concrete repairs, and bridge deck repairs. Restore the bridge to a state of good repair for at least 20 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	15.300
TBD	TBD	Albany	Exempt	A19	New	I-787 to SME EB, City of Albany, Albany County	Project may include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. This project is a Bridge Minor Rehab - Element Specific. It should restore the bridge to a state of good repair for at least 20 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	17.550
TBD	TBD	Wilton	Exempt	D1	New	I-87 Exit 16 Interchange Improvements and Bridge Replacement	Intersection improvements and bridge replacement. NYSDOT is receiving Freight Funds in the amount of $12 million. As such, the final inflated cost was reduced by $12 million. The original sponsor-proposed cost was $21M.	TBD	9.000
TBD	TBD	Rotterdam	Exempt	A10	New	I-890 Resurfacing from I-90 Exit 25 to Broadway/Erie Blvd	Pavement Resurfacing is the major scope of work with Guiderail installation to meet current standards and Large Ground Mounted Sign Replacements. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	5.040
TBD	TBD	Colonie	Exempt	A10	New	I-90 Pavement Resurfacing Corporate Woods To I-787	Pavement Resurfacing is the major scope of work with Guiderail installation to meet current standards and Large Ground Mounted Sign Replacements. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	3.906
TBD	TBD	Albany	Exempt	A10	New	I-90 Pavement Resurfacing I-87 To Corporate Woods	Pavement Resurfacing is the major scope of work with Guiderail installation to meet current standards and Large Ground Mounted Sign Replacements. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	4.232

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TIP#	PIN	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
TBD	TBD	Saratoga Springs	Exempt	A19	New	Nelson Avenue Extension Over I-87, City of Saratoga Springs	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	5.330
TBD	TBD	Rotterdam	Exempt	A19	New	Replace Route 146 over Chrisler Avenue. Town of Rotterdam, Schenectady County	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	7.560
TBD	TBD	Halfmoon	Exempt	A19	New	River View Rd Over I-87, Bridge Replace	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	7.975
TBD	TBD	Rensselaerville	Exempt	A2	New	Route 145 Slope Repair and Pavement Resurfacing Project	Repair the side slope supporting Route 145 between RM 1029 and 1052 that has long been failing. Resurface Route 145 for the entire length in Albany County. Route 910G will also be resurfaced as part of this project, but will utilize State Funds since it is not Federal Aid Eligible.	TBD	5.786
TBD	TBD	Schenectady	Exempt	A19	New	Route 146 over I-890, City of Schenectady, Schenectady County	This is a bridge superstructure replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 50 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	8.940
TBD	TBD	Latham	Exempt	D1	New	Route 2 at Swatling Road Safety Enhancements	The project is intended to enhance safety and reduce crashes as identified by the high accident location. The project will likely re-align Young Place and/or Swatling Road to create a single standard 4 way signalized intersection.	TBD	4.950
TBD	TBD	Saratoga	Exempt	A19	New	ROUTE 32 OVER FISH CREEK, Town of Saratoga, Saratoga County	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	1.298
TBD	TBD	Selkirk	Exempt	A19	New	ROUTE 396 OVER COEYMAN'S CREEK	This is a bridge replacement project. The main objectives of this project are restore the bridge to a state of good repair for at least 75 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	2.010
TBD	TBD	Colonie	Exempt	A10	New	Route 5 (Central Ave.) Pavement Resurfacing and Drainage Repairs - Part 1	Pavement Resurfacing and ADA Curb Ramp Upgrades, and Lane Width Reductions to allow for a wider shoulder. The minor scope of work will include closed drainage system repairs. Restore the pavement to a state of good repair for a period of 12-15 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	7.876
TBD	TBD	Rotterdam	Exempt	A2	New	Route 5S Slope Repair - Rotterdam	Repair the side slope supporting the highway and resurface the pavement. This section will benefit from a deep patch repair, this repair requires excavating the slope and part of the pavement about 4 to 4 feet deep and rebuild it with an appropriate fill and layers of Geogrid Reinforcement.	TBD	3.100
TBD	TBD	Brunswick	Exempt	A10	New	Route 7 Pavement Rehabilitation	Pavement Rehabilitation work including but not limited to a 2 course Mill and Fill, Pavement Repairs, Guiderail, and Drainage Repairs. Restore the pavement to a state of good repair for a period of 20 years using cost effective techniques to minimize the life cycle cost of maintenance and repair.	TBD	12.720
TBD	TBD	Colonie (V)	Exempt	A10	New	Rt. 5 Central Ave Drainage Repair and Pavement Resurfacing Part 2	Pavement Resurfacing and ADA Curb Ramp Upgrades, and Lane Width Reductions to allow for a wider shoulder. The minor scope of work will include closed drainage system repairs. Restore the pavement to a state of good repair for a period of 12-15 years.	TBD	10.500
TBD	TBD	Albany	Exempt	A19	New	Water Street Over D&H Railroad, Element Specific Bridge Work	This is a Bridge Preventive/Corrective Maintenance project. It may include bearing replacement, joint replacement, rehab of primary and secondary members, rehab of piers, and wearing surface replacement. Specific elements to be addressed will be identified during design.	TBD	5.693
TBD	TBD	Clifton Park	Exempt	D1	New	CR 109 Kinns Road-Plank Road Intersection Improvement	Constructing a Left Turn Lane for westbound traffic on CR 109 (Kinns Road) heading southbound onto Plank Road. Replacement of County Culvert No. 269.10 is necessary to widen the roadway.	TBD	1.977
TBD	TBD	Wilton	Exempt	A19	New	Dimmick Rd Bridge (BIN3304510) Replacement	The existing bridge will be replaced with a wider bridge to add 4'-0" shoulders. New steel H-piles will be driven to rock and new concrete footings will be poured. A precast 3-sided concrete rigid frame is recommended due to the structures skew. New precast concrete headwalls and wingwalls will be installed. After waterproofing, the units will be backfilled with select structural fill. Full depth pavement will be installed and the sideslopes will be seeded and mulched. New 3-rail bridge rail, transition rail, single rail box beam and end sections will be installed at all four quadrants. Heavy stone fill will be placed along the footings for additional scour protection.	TBD	1.805

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TIP#	PIN	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
TBD	TBD	Corinth	Exempt	A19	New	Rehabilitation of BIN 3304520 - Heath Road over Sturdevant Creek, Town of Corinth	The project would address the leaking of joints between prestressed beams by replacing the asphalt with an impermeable deck overlay. It would also address stream scour vulnerability by adding stone scour protection and realigning the shifted stream so as not to undermine the north abutment founded on spread footings. Minor concrete repairs will also be included.	TBD	0.374
TBD	TBD	Multiple	Exempt	C2	New	Zim Smith Northern Trail Extension (Design Only)	(DESIGN ONLY) This project will involve constructing a new multi-use trail approximately 4 miles in length from the trail's current terminus on Oak Street to the Saratoga Spa State Park. The trail will utilize much of the existing Saratoga County sewer easement however three roadway and one stream crossing requiring a bridge will be required. Once the connection is made, this portion of trail will add to the previously constructed 12-mile-long Zim Smith Trail.	TBD	0.500
TBD	TBD	Schenectady	Exempt	A10	New	Grand Boulevard Pavement Preservation & Bicycle Facility Improvement Project	This project includes saw cutting and removing excess pavement along both sides of Grand Blvd.; preserving the remainder of the existing pavement via hot-in -place recycling and thin overlay. In addition this project involves providing dedicated bike lanes along both sides of the road and at all intersections providing ADA accessible ramps with detectable warning fields and high-visibility crosswalks.	TBD	1.123
TBD	TBD	Schenectady	Exempt	C3	New	I-890 Exit 4C State Street Washington Ave. Transportation Planning and Environmental Study (PEL Study)	(PEL STUDY) The scope will include identifying/evaluating design alternatives to improve access and mobility of all modes of transportation; identify preferred alternative(s); identify environmental and historical constraints (environmental screening) with the intent of minimization and avoidance of impacts.	TBD	0.440
TBD	TBD	Bethlehem	Exempt	C2	New	Cherry Avenue Extension Multiuse Path (Design Only)	(DESIGN ONLY) The project is Segment 1 of a proposed 10'-wide paved multi-use path along the entire length of Cherry Avenue Extension. Future project steps include preliminary design, final design, ROW acquisition, construction, and inspection.	TBD	0.409
TBD	TBD	Clifton Park	Exempt	D1	New	NY Route 146 Miller Road and Tanner Rd and NY Route 146 Waite Road Intersection Improvements (design Only)	(DESIGN ONLY) The scope of work for this project includes the design and construction of the roundabouts. It is anticipated that right-of-way acquisitions will be performed, with a total of 5 strip takings.	TBD	0.500
TBD	TBD	East Greenbush	Exempt	C2	New	Gilligan Road Sidepath and Multimodal Enhancements Project (Design Only)	(DESIGN ONLY)The proposed scope of work would involve installation of pedestrian and bicycling enhancements, including a 10' wide asphalt sidepath, signage, and related infrastructure upgrades along Gilligan Road. There may be a reduction of crossing width at the northern EGCSD driveway, an addition of parking spots parallel to Gilligan Road, radar feedback signs at the southern and northern ends of the EGCSD property, and enhanced crossings at Gilligan Road and both Ternan Avenue intersections. Landscaping, lighting, and drainage improvements would be made as needed.	TBD	0.286
TBD	TBD	Glenville	Exempt	C2	New	Freemans Bridge Road Multi-Use Path Phase II	Install a 10-ft wide path with a 4-ft buffer along Freemans Bridge Rd and on-road, shared use lanes along Airport Rd, Tower Rd, Tech Park Rd, and Ruby Chase Rd. The proposed project will also install Retro-reflective Crosswalk Striping, Pedestrian Crossing Signals, Pedestrian Safety Action Plan Signage, and striping per NYSDOT Shared Lane Marking Policy.	TBD	1.602
TBD	TBD	Halfmoon	Exempt	D1	New	Intersection Improvements at NY Route 236 and Guideboard Road (CR 94) (Design Only)	DESIGN ONLY) This project includes in the construction of one (1) double-lane roundabout at the intersection of NY Route 236 and Guideboard Road (CR 94). Pedestrian crossings will be introduced at each leg of the roundabout intersection. Coordination and adjustment of existing traffic signals located at the intersections of NY Route 236 with US Route 9 and Guideboard Road (CR 94) with US Route 9 and Grooms Road (CR 91) will also be included in the project scope. An additional through-lane will be added along NY Route 236 from the intersection of Guideboard Road (CR 94) to US Route 9. The project will include a combination of pavement rehabilitation, full-depth pavement reconstruction and pavement widening in certain areas. Utility relocations, stormwater collection and stormwater management are integral project elements.	TBD	0.500
TBD	TBD	Malta	Exempt	D1	New	East Line Road and Route 67 Roundabout Project (Design Only)	(DESIGN ONLY) The scope of work for the project would include the following: Replacement of the signalized intersection with a roundabout; Enhanced pedestrian accommodations for existing and proposed land uses adjacent to the intersection; Construction of a sidewalk connection to Zim Smith Multi-Use Trail; and Improvements to the existing connection to the Zim Smith Multi-Use Trail across Eastline Road (approximately 250 feet south of the intersection). Drainage improvements, Intersection street lighting, Installation of Rectangular Rapid Flashing Beacons	TBD	1.000

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TIP#	PIN	Location	Air Quality	Exempt Code	New Since Last Conformity or Carryover	Project Name	Description	STIP Type	Total Cost ($M)
TBD	TBD	Wilton	Exempt	D1	New	NY 50 Safety Improvements (Design Only)	(DESIGN ONLY) The project includes the design, permitting, and construction of a pair of roundabouts at the Old Gick Road/Ingersoll Road and Jones Road intersections with NYS Route 50 with a second northbound travel lane between the intersections. The project will provide accommodations for pedestrians, bicyclists, and passenger vehicles.	TBD	0.500
TBD	TBD	Wilton	Exempt	D1	New	Town of Wilton Traffic Safety and Pedestrian Connectivity Improvement Project	This project includes the construction of two (2) single-lane roundabouts at the intersections of Northern Pines Road (CR 34) with Carr Road and Carr Road with Jones Road. A multi-use path will be installed along Carr Road from Northern Pines Road (CR 34) to Jones Road, and along Jones Road from Carr Road to Jodi Lane. There will also be segments of partial depth reconstruction on Carr Road and Jones Road to facilitate the installation of the multi-use path within the existing right-of-way.	TBD	3.774
TBD	TBD	Green Island	Exempt	A10	New	Arch Street Reconstruction and Improvement Project	Rehabilitation of Arch St. will consist of milling of pavement (top and binder) to the base course, crack seal surface of milled pavement if needed prior to overlay, and filling of the existing road. New center line and edge line striping will be installed to improve roadway safety. The project also includes the installation of new concrete sidewalks along Arch Street from the intersection of Hudson Ave. to the intersection of Dudley Ave. In addition, ADA-compliant high visibility intersections will be replaced to comply with current standards.	TBD	2.085
TBD	TBD	Troy	Exempt	D1	New	River Ferry Intersection	This project will reconnect the City of Troy street grid by eliminating the ramps to and from the Congress Street Bridge and create a four way intersection with River Street, Ferry Street, and the Congress Street Bridge. The current configuration of this interchange directs northbound traffic to Front Street as a means to access the bridge or downtown, or mis-directs traffic out of downtown and over the bridge. There is limited pedestrian connectivity, and no bicycle or transit infrastructure.	TBD	4.803

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Attachment 7
<u>Candidate</u> Projects for the 2022-2027 A/GFTC Transportation Improvement Program within the Town of Moreau, Saratoga County

PIN:	1761.41
A/GFTC Project #:	SAR 130
Sponsor:	Saratoga County DPW
Location:	Town of Moreau, Saratoga County
Funding Source:	STBG Flex
Programmed:	$1.313 M total
Construction Obligation:	FFY 2023-2024
Description:	Replacement of box culvert with one of same dimensions, County Route 24 (Spier Falls Road) over Hudson River tributary. Existing roadway configuration to be preserved.
Conformity Exempt Code:	**A2**

PIN:	TBD
A/GFTC Project #:	TBD
Sponsor:	Saratoga County DPW
Location:	Town of Moreau, Saratoga County
Funding Source:	STBG Flex
Programmed:	$0.471 M total
Construction Obligation:	FFY 2022-23
Description:	Pavement preservation project for 0.45 miles of County Route 28 (Fort Edward Road) between CR 27 and the Village of South Glens Falls. No alignment or lane configuration changes proposed.
Conformity Exempt Code:	**A10**

PIN:	TBD
A/GFTC Project #:	TBD
Sponsor:	Saratoga County DPW
Location:	Town of Moreau, Saratoga County
Funding Source:	STBG Flex
Programmed:	$0.621 M total
Construction Obligation:	FFY 2023-24
Description:	Pavement preservation project for 0.49 miles of County Route 27 (Bluebird Road) between US 9 and NYS 32. No alignment or lane configuration changes proposed.
Conformity Exempt Code:	**A10**

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Revised per January 24, 2008 Federal Register
~ all italicized text are NYS ICG clarifications ~

EXEMPT PROJECTS

Highway and transit projects of the types listed below are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. However, a particular action of the type listed below is not exempt if the MPO, in consultation with the ICG, concurs that it has regionally significant emissions impacts.

The following coded list of exempt projects is derived from "Table 2 - Exempt Projects" in 40 CFR Part 93.126 and 6 NYCRR Part 240.27.

A. Safety

- A1 Railroad/highway crossing
- A2 Projects that correct, improve, or eliminate a hazardous location or feature
- A3 Safer non-Federal-aid system roads
- A4 Shoulder improvements
- A5 Increasing sight distance
- A6 Highway Safety Improvement Program implementation
- A7 Traffic control devices and operating assistance other than signalization projects *(including ITS maintenance and ITS operations for incident management / safety warnings)*
- A8 Railroad/highway crossing warning devices
- A9 Guiderails, median barriers, crash cushions
- A10 Pavement resurfacing and/or rehabilitation
- A11 Pavement marking
- A12 Emergency relief (23 U.S.C. 125)
- A13 Fencing
- A14 Skid treatments
- A15 Safety roadside rest areas
- A16 Adding medians
- A17 Truck climbing lanes outside the urbanized area
- A18 Lighting improvements
- A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- A20 Emergency truck pullovers

B. Mass Transit

- B1 Operating assistance to transit agencies *(or entities that provide transit service)*
- B2 Purchase of support vehicles
- B3 Rehabilitation of transit vehicles[i]
- B4 Purchase of office, shop, and operating equipment for existing facilities
- B5 Purchase of operating equipment for vehicles (ie: radios, fareboxes, lifts, etc.)
- B6 Construction or renovation of power, signal, and communications systems *(including new systems to inform passengers of transit line schedule + status)*
- B7 Construction of small passenger shelters and information kiosks
- B8 Reconstruction or renovation of transit buildings and structures (ie: rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
- B9 Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way
- B10 Purchase of new buses and rail cars to replace existing vehicles or for minor expansions *(< 10%)* of the fleet.[i] *(NOTE: NYS ICG recommends case-by-case consultation for all expansions, also see footnote "i" on next page)*
- B11 Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR Part 771

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EXEMPT PROJECTS, cont.

C. Air Quality and Other

- C1 Continuation of ride-sharing and van-pooling promotion activities at current levels
- C2 Bicycle and pedestrian facilities
- C3 Planning and technical studies
- C4 Grants for training and research programs
- C5 Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- C6 Federal-aid systems revisions
- C7 Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- C8 Noise attenuation
- C9 Emergency or hardship advance land acquisitions (23 CFR 710.503)
- C10 Acquisition of scenic easements
- C11 Plantings, landscaping, etc.
- C12 Sign removal
- C13 Directional and informational signs *(including ITS maintenance and ITS operations projects)*
- C14 Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)
- C15 Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes

Projects Exempt from Regional Emissions Analysis

40 CFR Part 93.127 includes "Table 3 - Projects Exempt from Regional Emissions Analysis," which is also presented in 6 NYCRR Part 240.28. Such projects are exempt from regional emissions analysis requirements, but require consideration of the local effects with respect to CO or PM_{10} and $PM_{2.5}$ concentrations to determine if a hot-spot analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process, even in the absence of a conforming plan and TIP.

D. "Hot-Spot" Project-Level Conformity Analysis

- D1 Intersection channelization projects
- D2 Intersection signalization projects at individual intersections
- D3 Interchange reconfiguration projects
- D4 Changes in vertical and horizontal alignment
- D5 Truck size and weight inspection stations
- D6 Bus terminals and transfer points

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[i] In PM_{10} and $PM_{2.5}$ nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

Other miscellaneous codes:

- *J1 Block of Funds, no projects OR likely non-exempt but no preferred/likely alternative*
- *K1 Exempt / not regionally significant through interagency consultation and does not have a code in the list above.*
- *K2: Project is subject to general conformity and is not subject to the regional emissions analysis requirements under transportation conformity*

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