A/GFTC

Adirondack/Glens Falls Transportation Council

Transportation Improvement Program

2025-2030

A/GFTC Committees and Staff **2025**

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Advisory Members

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Nicole McGrath	FHWA NY Division
Ayla Schermer	Community Planner, FTA Region II
Toufiq Zahan	Passenger Transport Division, NYSDOT

A/GFTC Staff

Aaron Frankenfeld	Director, Planning Committee Chair
Jack Mance, AICP	Senior Transportation Planner

A/GFTC

Resolution 25-05 of the Adirondack / Glens Falls Transportation Council, approving the 2025-2030 Transportation Improvement Program, 2025 Self-Certification, and Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination

Whereas, the Adirondack / Glens Falls Transportation Council has been designated by the Governor of the State of New York as the Metropolitan Planning Organization (MPO) responsible for the comprehensive, continuing, and cooperative transportation planning process for the planning and programming area that includes Warren County, Washington County, and the Town of Moreau in Saratoga County; and

Whereas, Title 23 CFR Part 450 and Title 49 CFR Part 613 require that a Transportation Improvement Program (TIP) be developed and adopted by the Metropolitan Planning Organization; and

Whereas, the Planning and Programming area of the Adirondack / Glens Falls Transportation Council includes the entirety of Warren and Washington Counties and the Town of Moreau in northern Saratoga County; and

Whereas, the Planning Committee to the Council developed a draft 2025-2030 TIP update through the continuous, comprehensive and cooperative transportation planning process in coordination with state, regional and local officials; and

Whereas, the A/GFTC Planning Committee has reviewed and approved the draft 2025-2030 Transportation Improvement Program, 2025 Self-Certification and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination for the required public comment and review period prior to final A/GFTC approval; and

Whereas, the availability of the draft TIP has been advertised and posted online for a period of twenty-five days or more as of May 8, 2025; and

Whereas, the A/GFTC Policy Committee, at its June 11, 2025, voted to approve as final the 2025-2030 Transportation Improvement Program, 2025 Self-Certification and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination for the required public comment and review period prior to final A/GFTC approval; and

Whereas, the Council understands that only the first four years of project obligations that are contained within this five-year Transportation Improvement Program are to be submitted to the New York State Department of Transportation for inclusion in the Statewide Transportation Improvement Program (STIP) without modification; and

Whereas, although the 2025-2030 TIP satisfies the requirements for fiscal constraint, the Council recognizes that the contents of this TIP represent only a portion of regional transportation system

needs, a great deal of which remain unfunded or unprogrammed due to those constrained resources; and

Whereas, this document contains a listing of illustrative projects that carry A/GFTC endorsement as being needed and worthwhile investments in the transportation system that are not supported under existing funding requirements or allocation levels; and

Whereas, projects contained within this 2025-2030 Transportation Improvement Program collectively advance performance targets collectively identified by A/GFTC, New York State Department of Transportation, and Capital District Transportation Authority designed to attain measurable outcomes with regard to infrastructure conditions, safety, and system performance; so

Now Be It Therefore Resolved, that the Adirondack/Glens Falls Transportation Council endorses the 2025-2030 Transportation Improvement Program, 2025 Self-Certification, and Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation / Air Quality Conformity Determination; and

Be It Further Resolved, that any projects in the 2022-2027 Obligated Element of the TIP that are not obligated by October 1, 2025 are to become part of Federal Fiscal Year 2025-26 or beyond as appropriate and as fiscal constraint allows; and

Be It Further Resolved, that the Adirondack/Glens Falls Transportation Council certifies that the requirements of 23 CFR Part 450.114(c) have been met; and

Be It Further Resolved, that in accordance with FTA regulations, the Council certifies that the population and square mileage of the CDTA service area as well as the planning procedures used to determine the service area that are reported in the Transit element within this TIP are accurate; and

Be It Further Resolved, that the Council Secretary is directed to transmit this 2025-2030 Transportation Improvement Program to the Commissioner of the New York State Department of Transportation and to the Regional Administrator of the Federal Transit Administration.

6-11-25

John Strough
Supervisor, Town of Queensbury
Vice-Chairman, A/GFTC Policy Committee

Date

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, Lake George, Bolton, Fort Ann, Fort Edward, Kingsbury, Hudson Falls, Moreau, and South Glens Falls), 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, the CEO of the Capital District Transportation Authority, and the Eastern Region Canal Engineer of the New York State Canal Corporation. 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 and the Federal Transit Administration also provide representation to the A/GFTC Policy Committee as advisory members.

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.

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. The 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 2025-26 through 2029-30. A/GFTC updates the TIP every two to three 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 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; 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 2022-2027 TIP were reviewed and updated. Some projects required rescheduling and others needed cost revisions. 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.

An open solicitation for new project candidates was conducted with A/GFTC-area project sponsors in late 2024. 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 strategies 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 formal amendments and are therefore subjected to public review and comment opportunity prior to adoption.

Guidelines for Changes to the A/GFTC TIP

Type of Change	Type of Action		Responsibility		
	Administrative Modification	TIP Amendment	A/GFTC or NYSDOT	Planning Committee	Policy Committee
1. Addition or alteration					
a) Add project from regional setasides or statewide award	☑			Approve	
b) Add new project, not from setaside or Illustrative Project list		☑		Recommend	Approve
c) Withdraw project at sponsor request	☑			Approve	
d) Add project from Illustrative Project list to TIP	☑			Approve	
d) Add project element =< $.500m	☑		Approve		
e) Add project element over $.500m =<$2.0m	☑			Approve	
f) Add project element over $2.0m		☑		Recommend	Approve
g) Other		☑		Recommend	Approve
2. Scope and Cost					
a) Cost Change <$0.500M	☑		Approve		
b) Cost change > $0.500M and <$2.0M	☑			Approve	
c) Cost change > $2.0M		☑		Recommend	Approve
d) Significant scope change	☑			Approve	
e) Combining or separating PINs at sponsor request	☑	☑	Approve		
3. Fund Source Change					
a) Change between FHWA fund sources	☑		Approve		
b) Change between FTA fund sources	☑		Approve		
c) Change from non-federal to federal funding		☑		Recommend	Approve
d) Changefrom federal to non-federal funding	☑		Approve	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) Any other schedule change	☑			Approve	

ALL TIP **AMENDMENTS** REQUIRE PUBLIC REVIEW AND COMMENT PRIOR TO POLICY COMMITTEE CONSIDERATION

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. 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.

Updated April 2025

Project Funding Categories

The following abbreviations appear in the project listings as federal funding sources. Links to the federal descriptions of each category are included. Certain non-federally funded transportation - related projects may also be listed within the TIP for informational purposes.

Federal Funding Categories & Abbreviations

Federal Highway Administration (FHWA)

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.

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

BFP - **Bridge Formula Program:** funding to replace, repair, rehabilitate or construct highway bridges, including structures that do not carry or cross components of the federal aid eligible highway network

Federal Transit Administration (FTA)

5307 – **Urbanized Area Formula Funding:** Eligible to be used for capital purchases and/or to defray transit operating expenses. Also includes FTA 5340 (Growing States and High Density States Formula Program).

5310 - **Enhanced Mobility of Seniors and Individuals with Disabilities: Intended to** meet the transportation needs of older adults and people with disabilities when the existing public transportation services are unavailable, insufficient, or inappropriate.

5339 - **Buses and Bus Facilities:** Provides funding to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Funding Balance and Fiscal Constraint

Federal transportation law, *the Infrastructure Investment and Jobs 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; that area 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), also required to be balanced and fiscally constrained. A fiscal constraint table that demonstrates that programming proposed by this TIP is

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 Region Transportation Council (CRTC) carries out conformity testing for all of Saratoga County in cooperation with A/GFTC. 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 nine-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. Feedback received during that Long Range Plan planning process affirms that the project priorities programmed in this document as being current and relevant.

Performance Targets

Pursuant to federal transportation planning requirements, states, Metropolitan Planning Organizations (MPOs), and transit providers must employ a transportation performance management approach in carrying out their federally required planning and programming activities. Title 23 Section 150(b) of the *United States Code* [23 USC §150(b)] includes seven national performance goals for the Federal-Aid Highway Program and Chapter 49 Section 5301 of the *United States* Code [49 USC §5301] specifies general purposes of Federal-Aid Transit Program. Combined, these include:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads and public transportation systems.
- Condition – To maintain the highway infrastructure and transit capital assets (e.g., rolling stock, equipment, infrastructure, and facilities) in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System (NHS).
- 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 practices.
- Promote continuing, cooperative, and comprehensive planning that improves the performance of the transportation network.

USDOT established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the national goals described above. The performance measures address highway safety, pavement and bridge condition, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety.

2045 Ahead, the Long Range Transportation Plan (LRTP) for A/GFTC, was adopted on September 29, 2023. LRTPs must include performance targets associated with the following FHWA and FTA performance measures rulemakings:

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

MPOs must also include a system performance report in the LRTP that describes the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets compared to baseline data and previous system performance reports. For MPOs that elect to develop multiple scenarios when creating the LRTP, the MPO's system performance report also must include an analysis of how the preferred scenario has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the targets. FHWA and FTA also encourage (but do not require) MPOs that developed multiple scenarios to consider a scenario that maintains baseline conditions for the federal performance measures, and a scenario that improves the baseline conditions for as many of the performance measures as possible. This portion of the adopted/amended LRTP meets these requirements.

Highway Safety (PM1)

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

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Nonmotorized Fatalities and Serious Injuries

Table 1 presents NYSDOT's statewide targets for calendar year 2025, as well as 2018 through 2022, which are the last five years for which final data is available. Targets for 2022 are also shown for comparison with 2022 actual results. To be consistent with the performance measures, all data shown below is a five-year rolling average. A/GFTC agreed to support the NYSDOT statewide 2025 targets for the following Safety PM measures based on five-year rolling averages on December 11, 2024 via Resolution 24-04:

Table 1. Statewide Safety Performance and 2025 Targets

Performance Measure	2018	2019	2020	2021	2022	2022 Target	2025 Target
Number of Fatalities	1,038	1,016	998.0	1,021	1,054.8	1,005.4	1,011.0
Rate of Fatalities per 100 Million VMT	0.844	0.827	0.842	0.888	0.930	0.818	0.881
Number of Serious Injuries	11,119	11,287	11,198.2	11,145.6	11,056.6	11,173.9	11,034.1
Rate of Serious Injuries per 100 Million VMT	9.041	9.176	9.432	9.656	9.706	9.084	9.557
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	2,638	2,672	2,666.4	2 2,645.8	2,664.8	2,644.1	2,615.2

As shown in Table 1, the five-year rolling average for number of fatalities, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries increased from 2018 to 2022, while the number of serious injuries decreased. FHWA annually completes an assessment of progress toward achieving each state's safety targets. FHWA determines that a state makes significant progress when at least four of the five targets have been met, or the actual outcome was better than the baseline performance. For 2022, the most recent year for assessment of progress, New York met one target, and one actual outcome was better than baseline, and therefore did not make significant progress. If a state has not met or made significant progress toward meeting performance targets, the State DOT must comply with 23 U.S.C. 148(i) for the subsequent federal fiscal year. This requires minimum investments in highway safety projects through the Highway Safety Improvement Program (HSIP) and submission of an HSIP Implementation Report.

Safety is a critical component of A/GFTC's mission and 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 site-specific and systemics safety deficiencies. A Comprehensive Safety Action Plan for the A/GFTC region is currently under development and will ultimately serve as an additional guide to the effective programming of safety projects in the area. The TIP includes projects that are expected to materially benefit the safety of the traveling public throughout the metropolitan planning area. The anticipated effect of the overall program is that it will contribute toward achieving NYSDOT's safety performance targets.

Transit Asset Management

The Federal Transit Administration (FTA) Transit Asset Management (TAM) rule established the transit asset performance measures presented in Table 2:

Table 2. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Equipment	Percentage of non-revenue, support-service and maintenance vehicles within a particular asset class that have met or exceeded their ULB
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale

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 those 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 number of vehicles and operating mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (NYSDOT) for the entire group. NYSDOT's 2024 Group TAM Plan is available here.

A/GFTC has the following transit providers operating in its Planning and Programming Area:

- Capital District Transportation Authority, Tier 1

The 2025 update to CDTA's Transit Asset Management Plan set the following transit asset management targets for 2025:

Table 3. CDTA TAM Targets

Asset Category - Performance Measure	Type	Revenue Vehicles By Mode	Asset Class	Useful Life Benchmark (Years)	2025 Target
Rolling Stock					
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Transit Coach	Bus - Articulated (60 foot)	Articulated Bus	14	0%
		Bus - BRT	Bus	14	10%
		Bus - Hybrid (30 foot)	Bus	14	0%
		Bus - Hybrid (40 foot)	Bus	14	60%
		Bus - Large Bus (30 foot)	Bus	14	0%
		Bus - Large Bus (40 foot)	Bus	14	0%
	Transit Commuter	Bus - Commuter (40-45 ft)	Over-the-Road Bus	14	15%
		Bus Medium (26-29)	Cutaway Bus	14	0%
	Paratransit	Bus - Small Bus (20-25 ft)	Minibus	8	0%
	Trolley	Trolley	Trolleybus	8	23%
	Microtransit	Bus - Small Bus (20-25 ft)	Minibus	8	0%
	Other (Define)	Other (Define)	Other (Define)		
Equipment					
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Non-Revenue	Car/Van/SUV	Automobile	8	20%
		Non-Revenue	Automobile	8	20%
		Truck - (1) Light Duty	Automobile	8	38%
		Truck - (2) Medium Duty	Automobile	8	0%
		Truck - (3) Heavy Duty	Automobile	8	0%
		Truck - (4) Heavy Heavy Duty	Automobile	8	100%
	Service Truck	Non-Revenue	Automobile	8	20%
	Forklift	Non-Revenue	Automobile	8	20%
	Wheel Polisher	(blank)	(blank)	8	0%
			Other (Define)		%
Facilities					
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration & Maintenance	Albany Transportation Building (110 Watervliet Avenue)		n/a	5%
		Albany Planning & Marketing Building (85		n/a	0%
		Troy Transportation Building		n/a	0%
		Schenectady Transportation Building		n/a	50%
		Rensselaer Rail Station		n/a	0%
		Saratoga Rail Station		n/a	0%
	Parking Structures			n/a	%
	Passenger Facilities			n/a	%
	Shelters			n/a	%
	Other (Define)			n/a	%

A/GFTC has agreed to support these transit asset targets via Resolution 25-04 on May 8, 2025. 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.

The A/GFTC TIP was developed and is managed in cooperation with the CDTA. 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 CDTA, 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 and trolley replacements;
- Support vehicle replacements; and
- Passenger facility improvements

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.

Pavement and Bridge Condition (PM2)

The FHWA Pavement and Bridge Condition rules (PM2) established the following six performance measures for all bridges and pavements on the National Highway System (NHS):

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate NHS pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges (by deck area) classified as in good condition; and
- Percent of NHS bridges (by deck area) classified as in poor condition.

NYSDOT established statewide PM2 targets for 2023 and 2025 on December 16, 2022. In September 2024, NYSDOT updated its 2025 pavement targets. A/GFTC agreed to support NYSDOT's PM2 performance targets on December 11, 2024 via Resolution 24-04. By adopting NYSDOT's targets, A/GFTC agrees to plan and program projects that help NYSDOT achieve these targets. Table 4 presents recent performance for each PM2 measure for New York as well as the 2023 and 2025 statewide targets established by NYSDOT.

Table 4. Pavement and Bridge Condition (PM2) Statewide Performance and Targets

Performance Measure	2018	2019	2020	2021	2022	2023	2023 Target	2025 Target
Percent of Interstate pavements in good condition	53.0%	51.1%	45.5%	45.3%	36.9%	50.7%	53.2%	48.2%
Percent of Interstate pavements in poor condition	1.2%	1.1%	0.7%	1.1%	1.8%	1.0%	1.4%	1.6%
Percent of non-Interstate NHS pavements in good condition	N/A	13.4%	18.3%	18.9%	16.3%	20.3%	22.3%	18.6%
Percent of non-Interstate NHS pavements in poor condition	N/A	7.5%	7.3%	7.6%	7.5%	7.1%	9.3%	8.4%
Percent of NHS bridges (by deck area) in good condition	24.4%	26.0%	25.3%	25.3%	24.7%	24.1%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	10.2%	9.6%	10.9%	11.3%	11.2%	13.0%	12.5%	12.8%

On the NY Interstate system, the percentage of pavement in good condition decreased from 2018 to 2022 and then increased in 2023. The percentage in poor condition fluctuated slightly between 2018

and 2023 and remains low. On the non-Interstate NHS system, pavement in good condition increased from 2019 to 2023, while pavement in poor condition decreased.

For bridges on the NHS, the percentage of deck area in good condition decreased by a small amount from 2018 to 2023, while the percentage in poor condition increased slightly.

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. 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 (PM3)

The FHWA System Performance, Freight, and Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Performance Measures Final rule (PM3) established the following six performance measures:

For the National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

For the National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability Index (TTTR);

For the CMAQ Program

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The three CMAQ performance measures listed above are applicable only in areas that do not attain or have only recently attained national air quality standards. A/GFTC is not subject to establishing targets for these performance measures.

NYSDOT PM3 Baseline Performance and Established Targets
NYSDOT established the statewide system performance and freight performance targets in Table 5 on December 16, 2022. A/GFTC agreed to support the NYSDOT statewide targets on April 13, 2023 via Resolution 23-03.

Table 5. System Performance and Freight (PM3) Statewide Performance and Targets

Performance Measure	2018	2019	2020	2021	2022	2023	2023 Target	2025 Target
Percent of person-miles on the Interstate system that are reliable	80.7%	78.8%	86.9%	81.6%	80.1%	79.0%	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	N/A	80.3%	86.8%	85.7%	85.4%	84.0%	70.0%	70.0%
Truck Travel Time Reliability index (TTTR)	1.43	1.47	1.33	1.39	1.41	1.40%	2.00	2.00

As shown above, the percent of person-miles on the Interstate system that are reliable decreased slightly from 2018 to 2023. For the non-Interstate NHS, performance increased notably from 2019 to 2023. TTTR performance improved slightly from 2018 to 2023.

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 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

The FTA Public Transportation Agency Safety Plan (PTASP) rule applies to certain providers of public transportation systems. Providers must develop and implement a PTASP that includes performance targets for the following performance measures:

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

When a public transportation provider establishes targets, it must make the targets available to the MPOs. A/GFTC was required to establish PTASP targets within 180 days after the providers established their first targets and must update its targets when it adopts a new long-range transportation plan. When establishing PTASP targets, A/GFTC can either agree to program projects that will support the transit provider targets or establish separate regional targets for the MPO planning area.

The PTASP rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety Oversight Program. Agencies that operate passenger ferries that are regulated by the United States Coast Guard or rail service that is regulated by the Federal Railroad Administration are not required to develop a PTASP for those modes of service.

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

- Capital District Transportation Authority (CDTA)

CDTA is responsible for developing a PTASP and establishing transit safety targets. The December 2024 CDTA PTASP, endorsed by A/GFTC via Resolution 25-05 on May 8, 2025, establishes the following targets:

Table 6. CDTA Transit Safety Targets

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**
Bus	0	0	51	7.0	49	6.3	17,400
Commuter Bus	0	0	2	6.9	3	10.4	70,000
Demand Response (Paratransit)	0	0	4	2.7	3	2.7	46,000
Demand Response – Taxi (Paratransit)	0	0	1	0.7	1	.07	0
Total	0	0	58	6.2	56	5.1	23,275

The A/GFTC TIP was developed and is managed in cooperation with CDTA. 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 CDTA, 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.

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.

- This document is listing of the total matched programming to be obligated before October 1, 2030. 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.

- 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 State Fiscal Year 2025 dollars. The attached tables reflect Year of Expenditure (YoE) adjustments as recommended by NYSDOT as follows:

SFY 25-26	+ 4.0%
SFY 26-27	+ 2.0%
SFY 27-28	+ 2.0%
SFY 28-29	+ 2.0%
SFY 29-30	+ 2.0%

Highway and Bridge Projects

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

Design and ROW INC phases

ROW ACQ and Construction / Inspection

Saratoga County

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2025-26	Year 2 2026-27	Year 3 2027-28	Year 4 2028-29	Year 5 2029-30	Beyond Year 5 Post-TIP
SAR 130 176141	**CR 24 (Spier Falls Road) over Hudson River Trib. (LIN# 251)** *Replace Culvert* *Lead Agency: Saratoga County*	STBG Flex	0.149	1.164		1.164				
SAR 132 176217	**Fort Edward Road (County Route 28) pavement preservation and Bluebird Road (County Route 27) pavement preservation** *CR 28: CR 27 to William Street, Town of Moreau* *CR 27: US Route 9 to NYS Route 32, Town of Moreau* *Lead Agency: Saratoga County*	STBG Flex	1.467	0.000						
SAR 133 176327	**Moreau Safety and Access Project** *Multiple locations, Town of Moreau* *Lead Agency: Town of Moreau*	STBG Flex		0.098			0.069 0.029			
		TOTAL	1.616	1.262	0.000	1.164	0.098	0.000	0.000	0.000

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 2025-26	Year 2 2026-27	Year 3 2027-28	Year 4 2028-29	Year 5 2029-30	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	0.000						6.250
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 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	1.611			1.611			
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	12.343	0.000						
WAR 193 176149	**County Route 15 (Adirondack Road) over Mill Brook and Johnson Road over Mill Brook** *Bridge Repair or Replacements (3305280 and 3305330)* *Town of Horicon* *Lead Agency: Warren County DPW*	STBG Flex	0.480	4.645	4.645					
WAR 195 172270	**Interstate 87 Resurfacing** *Exit 24 to Exit 26, Towns of Bolton,* *Lead Agency: NYSDOT*	NHPP	0.100 0.182	4.192			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 198 176200	**Webster Avenue Pavement Rehabilitation w/ Rt 9 Int. Improv.** *Route 9 to Bay Street* *Lead Agency: City of Glens Falls*	STBG Flex	2.139	0.000						
WAR 201 176220	**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	0.551	6.762			6.762			
WAR 202 111661	**NYS 9N over Northwest Bay Brook Bridge Repair or Replacement** *BIN 1006790* *Town of Bolton* *Lead Agency: NYSDOT*	NHPP	0.600	3.400	0.150		3.250			
		TOTAL	**36.879**	**20.610**	**4.795**	**0.000**	**15.815**	**0.000**	**0.000**	**6.250**

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 2025-26	Year 2 2026-27	Year 3 2027-28	Year 4 2028-29	Year 5 2029-30	Beyond Year 5
WAR 203	**Hudson Street over Mill Creek (BridgeNY award)**	BFP Off Sys	0.020	1.522		1.522				
176289	*Bridge Repair or Replacement, BIN 3305340*									
	Town of Johnsburg									
	Lead Agency: Warren County DPW									
WAR 204	**NYS 9N (Lakeshore Drive) Reconstruction**	CRP Medium Urban	0.250	0.250						
111660	*Town of Lake George (Village line to Hearthstone Point - 1.32 miles)*	STBG Med Urban			0.250					
	Lead Agency: Town of Lake George									
WAR 205	**Crosby Road over Pine Ridge Brook (BridgeNY award)**	BFP Off Sys		1.893	0.251					
176313	*Bridge Repair or Replacement (2203460)*				0.011					
	Town of Johnsburg								1.631	
	Lead Agency: Town of Johnsburg									
WAR 206	**Multiuse Trail Crossings - Safety Improvements**	STBG Flex		0.492				0.089		
176328	*Various locations in Queensbury and Glens Falls*							0.403		
	Lead Agency - Warren County									
WAR 207	**Prioritizing Safe Connections on Glens Falls Streets**	STBG Flex		0.420		0.070				
176329	*Various locations in Glens Falls*						0.350			
	Lead Agency - City of Glens Falls									
WAR 208	**Traffic Signals Replacements - City of Glens Falls**	STBG Flex	0.000	1.750	0.250					
176357	*Glen / Grant, Glen / Sherman, and Ridge / Sanford*	CRP Medium Urban					0.900			
	City of Glens Falls	STP Flex					0.600			
	Lead Agency: City of Glens Falls									
WAR 209	**Southwestern and Western Avenue Pavement Rehab and Sidewalks**	STBG Flex	0.000	2.740		0.300				
176358	*Luzerne Road to Grant Avenue (0.5 mi)*						2.440			
	City of Glens Falls									
	Lead Agency: City of Glens Falls									
WAR 210	**Dix Avenue Pavement Rehab and Reconstruction**	STBG Flex		8.152	0.786					
176356	*GF City Line to NYS 32 (0.72 mi)*					0.757				
	Town of Queensbury					0.087				
	Lead Agency: Warren County DPW						6.522			
WAR 211	**Glenwood Avenue Reconstruction**	STBG Flex		7.026			0.677			
176360	*US 9 to Quaker Road (0.72 mi)*							0.652		
	Town of Queensbury							0.075		
	Lead Agency: Warren County DPW								5.622	
WAR 212	**Smith Road over Thirteenth Brook**	STBG Flex		2.160	0.220					
176350	*Bridge Repair or Replacement, BIN 3305450*					0.190				
	Town of Johnsburg					0.005				
	Lead Agency: Warren County DPW						1.745			
WAR 213	**Gill Road over Roaring Branch**	STBG Flex		1.972		0.192				
176351	*Bridge Repair or Replacement, BIN 3305630*						0.162			
	Town of Stony Creek						0.008			
	Lead Agency: Warren County DPW							1.610		
		TOTAL	**0.270**	**28.377**	**1.768**	**3.123**	**13.404**	**2.829**	**7.253**	**0.000**

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 2025-26	Year 2 2026-27	Year 3 2027-28	Year 4 2028-29	Year 5 2029-30	Beyond Year 5
WAR 214	**NYS 149 over Interstate 87 Bridge Replacements**	NHPP	0.020	22.800	0.400					
124817	*BINs 1033510 and 1095860*					0.400				
	Town of Queensbury							22.000		
	Lead Agency: NYSDOT									
WAR 215	**Interstate 87 Resurfacing - Hudson River to Exit 22**	NHPP	0.100	16.800				1.000	15.800	
172284	*Towns of Queensbury and Lake George*									
	Lead Agency: NYSDOT									
WAR 216	**US 9 / Round Pond Road intersection improvements**	STBG Flex		1.880	0.334					
176359	*Town of Queensbury*				0.065					
	Lead Agency: Town of Queensbury						1.481			
WAR 217	**States Road East over Stony Creek**	STBG Flex		0.362				0.191		
176352	*Bridge Repair or Replacement, BIN 3305610*								0.156	
	Town of Stony Creek								0.015	
	Lead Agency: Warren County DPW									1.471
WAR 218	**NYS 418 over Schroon River Bridge Repair or Replacement**	BFP	0.020	5.028	0.228					
105306	*BIN 1048240*						4.800			
	Town of Warrensburg									
	Lead Agency: NYSDOT									
WAR 219	**Interstate 87 Resurfacing - Exit 22 to Exit 24**	NHPP	0.100	1.840				1.040		
172285	*Towns of Lake George, Warrensburg and Bolton*								0.800	
	Lead Agency: NYSDOT									16.000
WAR 220	**Warren County Roadway Departure Safety Action Plan**	HSIP		1.381	0.272					
176368	*Various Locations*						1.109			
	Lead Agency: Warren County									
		TOTAL	**0.240**	**50.091**	**1.299**	**0.400**	**7.390**	**24.231**	**16.771**	**17.471**

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 2025-26	Year 2 2026-27	Year 3 2027-28	Year 4 2028-29	Year 5 2029-30	Beyond Year 5 Post-TIP
WAS 168	**CR 61 over Batten Kill Bridge Repair or Replacement**	STBG Off Sys. Br.	0.302	4.704						
176153	*Batten Dugan Bridge, BIN 3306370*		0.040				4.704			
	Towns of Greenwich and Jackson									
	Lead Agency: Washington County DPW									
WAS 172	**CR 37 (Burgoyne Avenue) Pavement Preservation**	STBG Flex	3.138	0.000						
176157	*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									
WAS 173	**Gray Lane over the Mettawee River Bridge Repair or Replacement**	STBG Flex	0.712	3.787		3.787				
176224	*Bridge replacement BIN 3306480*									
	Town of Whitehall									
	Lead Agency: Washington County									
WAS 174	**Safford Hill Road over Fly Creek Bridge Repair or Replacement**	STBG Flex	0.478	1.567			1.567			
176228	*BIN 3306720*									
	Town of Easton									
	Lead Agency: Washington County									
WAS 175	**Lock 8 Way over Champlain Canal Feeder Canal Bridge**	STBG Flex	0.382	2.096	2.096					
176226	*Bridge repair or replacement, BIN 5525300*									
	Town of Kingsbury									
	Lead Agency: Warren-Washington IDA									
WAS 176	**Joint replacement projects - BINs 3306350 and 3306810**	STBG Flex	0.061	0.000						
176225	*Bridge rehabilitations*		0.458							
	Towns of Easton and Granville									
	Lead Agency: Washington County									
WAS 177	**Moore Road over Moses Kill Bridge Repair or Replacement**	STBG Flex		1.855		0.375				
176227	*BIN 3305840*					0.010	1.470			
	Town of Argyle									
	Lead Agency: Washington County									
WAS 179	**CR 42 (St. James Road) Pavement Preservation**	STBG Flex		1.264				0.084		
176221	*2.83 miles, NYS 196 to NYS 197*								1.180	
	Towns of Fort Edward and Kingsbury									
	Lead Agency: Washington County DPW									
WAS 180	**CR 41 Pavement Preservation**	STBG Flex		2.680				0.100		
176215	*5.15 miles, NYS 32 to NYS 149*								2.580	
	Town of Kingsbury									
	Lead Agency: Washington County DPW									
		TOTAL	**5.571**	**17.953**	**2.096**	**4.172**	**7.741**	**0.184**	**3.760**	**0.000**

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

Washington County

Design and ROW INC phases

ROW ACQ and Construction / Inspection

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2025-26	Year 2 2026-27	Year 3 2027-28	Year 4 2028-29	Year 5 2029-30	Beyond Year 5 Post-TIP
WAS 181	**CR 26 Pavement Preservation**	STBG Flex		0.988		0.120				
176216	*0.65 miles, NYS 22/149 to Potter Avenue*						0.868			
	Town and Village of Granville									
	Lead Agency: Washington County DPW									
WAS 182	**CR 49 Pavement Preservation Phase 1**	STBG Flex		3.510	0.100		0.100			
176354	*3.17 miles, NYS 40 to CR 48*				1.655		1.655			
	Towns of Greenwich and Argyle									
	Lead Agency: Washington County DPW									
WAS 183	**County Route 3 over Mill Brook (BridgeNY award)**	STBG Flex	0.568	2.822	0.007					
176290	*Bridge repair or replacement, BIN 3305910*						2.815			
	Town of Putnam									
	Lead Agency: Washington County									
WAS 184	**Goodman Road over Halfway Creek (BridgeNY award)**	BFP Off Sys	0.568	2.940	0.007					
176314	*Bridge repair or replacement BIN 3203640*						2.933			
	Town of Fort Ann									
	Lead Agency: Washington County									
WAS 185	**Main Street Safety and Accessibility Improvements (design only)**	STBG Flex	0.225	0.000						
176326	*Village of Greenwich downtown area*									
	Lead Agency: Village of Greenwich									
WAS 186	**Salem Pedestrian Connections**	STBG Flex		0.200			0.040			
176330	*Main Street and Village Park*						0.160			
	Lead Agency: Town of Salem									
WAS 187	**CR 49 Pavement Rehabilitation Phase 2**	STBG Flex		4.635		0.645				
176355	*3.76 miles, CR 48 to NYS 29*					0.025				
	Town of Greenwich						3.965			
	Lead Agency: Washington County DPW									
WAS 188	**Covered Bridges preservations - Rexleigh and Eagleville**	STBG Flex		0.950			0.090			
176349	*BINs 3306220 and 3306460*							0.860		
	Towns of Jackson and Salem									
	Lead Agency: Washington County									
WAS 189	**County Route 46 over Moses Kill**	STBG Flex		3.010				0.495		
176346	*Bridge reapir or replacement BIN 3305740*								2.515	
	Town of Fort Edward									
	Lead Agency: Washington County									
WAS 190	**Route 4 over the Hudson River and Canal**	BFP Main		43.358	1.278					
108973	*Bridge repair or replacement BIN 4001020*				0.080					
	Towns of Greenwich and Northumberland					42.000				
	Lead Agency: NYSDOT									
WAS 191	**Lock 6 Road Bridge Repair or Replacement**	STBG Flex		3.500	0.600					
194134	*BINs 4418140*					0.150				
	Town of Fort Edward					2.750				
	Lead Agency: NYSDOT									
WAS 192	**Main Street Pavement Rehabilitation**	STBG Flex		1.075				0.089		
176345	*Main Street (NYS 29 and 372) from Bridge to Academy Sts (0.5 mi)*							0.986		
	Village of Greenwich downtown area									
	Lead Agency: Village of Greenwich									
WAS 193	**Carey Road over Dead Creek Bridge Repair or Replacement**	STBG Flex		2.780			0.495			
176348	*BIN 3306130*						0.015			
	Town of Fort Edward							2.270		
WAS 194	**Washington County Roadway Departure Safety Action Plan**	HSIP		0.525	0.050		0.475			
176369	*Various Locations*									
	Lead Agency: Washington County									
WAS 195	**Town of Greenwich Roadway Departure Safety Action Plan**	HSIP		0.075	0.075					
176372										
	Lead Agency: Town of Greenwich									
WAS 196	**Town of Greenwich Departure Safety Action Plan**	HSIP		0.488	0.038	0.450				
176373	*Countermeasure Project - Various Locations*									
	Lead Agency: Town of Greenwich									
		TOTAL	**1.361**	**70.856**	**3.890**	**46.140**	**13.611**	**4.700**	**2.515**	**0.000**

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 2025-26	Year 2 2026-27	Year 3 2027-28	Year 4 2028-29	Year 5 2029-30	Beyond Year 5
REG 15	**Durable Pavement Markings**									
181098		STBG Flex		2.584		1.281		1.303		
		NHPP		3.325		1.649		1.676		
	Lead Agency: NYSDOT									
REG 23	**Traffic Signals Replacement**			PIN:						
181116		STBG Flex		1.005	0.375	0.210	0.210		0.210	
		NHPP		0.840	0.210	0.210	0.210		0.210	
	Lead Agency: NYSDOT	HSIP		0.055	0.055					
REG 133	**Guiderail Replacement**			PIN:						
181095		NHPP		1.425	0.275	0.275	0.275	0.275	0.325	
		STBG Flex								
	Lead Agency: NYSDOT									
REG 134	**State Bridge Preservation Setaside**			PIN:						
181083		NHPP		8.603	2.820	1.920	1.066	1.006	1.791	
		STBG Flex		0.600			0.120	0.480		
	Lead Agency: NYSDOT									
REG 135	**Large Culvert Replacements**			PIN:						
181090		NHPP		1.320	0.600		0.460	0.230	0.030	
		STBG Flex		0.420			0.260	0.130	0.030	
	Lead Agency: NYSDOT									
REG 136	**State Pavement Preservation Setaside**			PIN:						
Various		NHPP		8.076	0.821	1.710	3.400	1.220	0.925	
	Lead Agency: NYSDOT									
REG 142	**Overhead Sign Replacements**			PIN:						
Various		NHPP		1.971	0.499	0.500	0.513	0.445	0.014	
	Lead Agency: NYSDOT									
		TOTAL		**30.224**	**5.655**	**7.755**	**6.514**	**6.765**	**3.535**	**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 2025-26	Year 2 2026-27	Year 3 2027-28	Year 4 2028-29	Year 5 2029-30	Beyond Year 5
BPS 200	**Bicycle and Pedestrian Project Setaside**	STP FLEX		1.500					1.500	
1RB001	*Projects to be awarded through competitive solicitation*									
		TOTAL	**0.000**	**1.500**	**0.000**	**0.000**	**0.000**	**0.000**	**1.500**	**0.000**

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)
    - I-87 over Corinth Road (Exit 18) (Queensbury)
    - East Street over the Champlain Canal (Fort Edward)

- Exit 18 reconfiguration (Queensbury)

- Route 4 geometric improvements (Washington County)

- Glenwood Avenue reconstruction and rehabilitation, Phase 2 (Town of Queensbury)

- Bay Road reconstruction and rehabilitation (Town of Queensbury)

Transit Projects

Transit Projects

FTA 5307, 5310, 5339

TIP # PIN	Project	Fund Source	Obligated	5 yr fed $M	Year 1 2025-26	Year 2 2026-27	Year 3 2027-28	Year 4 2028-29	Year 5 2029-30	Beyond Year 5
				Construction / Purchase obligation year - matched federal $						
TR 121 182528	**Passenger Facility Improvements** *Capital District Transportation Authority* *Federal Share of Listed Amount = 80%*	FTA 5307	0.050	0.250	0.050	0.050	0.050	0.050	0.050	
TR 123 182218	**Facility Rehabilitation and Improvements** *Capital District Transportation Authority* *Federal Share of Listed Amount = 80%*	FTA 5307 FTA 5339	0.050	0.250	0.050	0.050	0.050	0.050	0.050	
TR 127 182219	**Preventative Maintenance** *Capital District Transportation Authority* *Federal Share of Listed Amount = 80%*	FTA 5307 FTA 5339	2.600	13.000	2.600	2.600	2.600	2.600	2.600	
TBD 182490	**FTA 5310 Program** *Transit vehicles and operations assistance for services for elderly and disabled clients - projects awarded from competitive solicitation*	FTA 5310		0.952	0.000	0.238	0.238	0.238	0.238	
TR 160 182506	**Purchase One 9-passenger vehicle** *Fort Hudson Nursing Center, Inc* *FTA 5310 Award*	FTA 5310	0.108	0.000						
TR 161 182484	**Purchase Two 11-passenger vehicles** *Battenkill Community Services* *FTA 5310 Award*	FTA 5310	0.220	0.000						
TR 162 182508	**IT Replacements** *Capital District Transportation Authority*	FTA 5307	0.060	0.000						
TR 163 182509	**Transit Bus / Trolley Replacements / Expansion** *Capital District Transportation Authority*	FTA 5307 FTA 5339	1.430	1.368	0.000	0.000	0.456	0.456	0.456	
TR 164 182510	**Transit Support Vehicles** *Capital District Transportation Authority*	FTA 5307	0.040	0.200	0.040	0.040	0.040	0.040	0.040	
TR 165 182535	**Paratransit / Microtransit Vehicle Replacement or Expansion** *Capital District Transportation Authority*	FTA 5307		0.500	0.500					
TR 166 182536	**Shelter / Stop Analysis and Design** *Capital District Transportation Authority*	FTA 5307		0.200	0.200					
TR 167 182537	**IT / ITS Infrastructure** *Capital District Transportation Authority*	FTA 5307		0.150	0.150					
TR 168 182538	**IT Security** *Capital District Transportation Authority*	FTA 5307		0.125	0.125					
TR 169 182539	**Purchase Two Accessible Vans** *Hudson Headwaters Health Network* *FTA 5310 Award*	FTA 5310		0.221	0.221					
TR 170 182540	**Purchase Three Accessible Buses** *Community, Work, and Independence* *FTA 5310 Award*	FTA 5310		0.517	0.517					
		TOTAL (federal program)	4.558	16.995	3.715	2.978	3.434	3.434	3.434	0.000

Appendix A - Fiscal Constraint Table

APPENDIX E: Fiscal Constraint Table

Fund Source	FFY 2026*		FFY 2027		FFY 2028		FFY 2029		FFY 2030		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
Bridge Formula Program (BFP) - Main	0.810	1.586	42.000	46.800	0.000	0.000	0.000	0.000	0.000	0.000	42.810	48.386	42.810	48.386
Carbon Reduction Program - Large Urban (CRP LG URBAN)														
Carbon Reduction Program - Medium Urban (CRP MED URBAN)	0.180	0.000	0.191	0.900	0.191	0.000	0.191	0.000	0.191	0.000	0.753	0.900	0.944	0.900
National Highway Performance Program (NHPP)	13.957	5.775	15.088	9.914	15.088	6.106	25.088	33.084	25.088	19.895	69.221	54.879	94.309	74.774
Congestion Mitigation Air Quality (CMAQ)														
Highway Safety Improvement Program (HSIP)	0.625	0.055	0.693	0.000	0.693	0.000	0.693	0.000	0.693	0.000	2.704	0.055	3.397	0.055
Highway Safety Improvement Program (HSIP RAIL)														
Surface Transportation Block Grant Program (STBG FLEX) - includes STBG RURAL, STBG SM URBAN, STBG MED URBAN	17.800	13.932	9.369	11.411	7.269	18.538	7.269	5.842	7.269	13.807	41.707	49.723	48.976	63.530
STBGP Large Urban (STBG LG URBAN)														
STBGP Off-System Bridge (STBG OFF)	1.378	4.704	1.793	0.000	1.793	0.000	1.793	0.000	1.793	0.000	6.757	4.704	8.550	4.704
National Highway Freight Program (NHFP)														
Urbanized Area Formula Grants (Section 5307)	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	2.600	10.400	10.400	13.000	13.000
Enhanced Mobility Seniors/Individuals with Disabilities (Section 5310)	0.238	0.238	0.238	0.238	0.238	0.238	0.238	0.238	0.238	0.238	0.952	0.952	1.190	1.190
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)	0.496	0.496	0.496	0.496	0.496	0.496	0.496	0.496	0.496	0.496	1.984	1.984	2.480	2.480
TOTAL	38.084	29.386	72.468	72.359	28.368	27.978	38.368	42.260	38.368	37.036	177.288	171.983	215.656	209.019

* FFY 2026 includes rollover balances from SFY 24/25. Rollover can be positive or negative.

** Includes regional planning targets and statewide funded projects.

Appendix B - A/GFTC Self-Certification

Adirondack / Glens Falls Transportation Council

2025 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. A Joint Cooperative Planning Agreement between A/GFTC, Greater Glens Falls Transit (GGFT) and NYSDOT was approved by A/GFTC's Policy Committee in January 2010. Since that time, the Capital District Transportation Authority (CDTA) has assumed operations as the local public transportation provider from GGFT. As of June 2025, the joint cooperative planning agreement is under development, with CDTA and A/GFTC having agreed upon a draft. The Performance Management Agreement between NYSDOT, CDTA, and A/GFTC was signed in May 2025.

B. Planning and Technical Work

1. UPWP

The Adirondack/Glens Falls Transportation Council adopted a Unified Planning Work Program for 2025-2026 in February 2025. 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's regional goals, objectives, and principals.

2. Long Range Transportation Plan

A/GFTC's Long Range Plan, *2045 Ahead,* was adopted by the Council in September 2023. The LRP listed 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 2028, with an anticipated horizon date of 2050.

3. The Transportation Improvement Program (TIP)

The 2022-2027 Transportation Improvement Program is the current MPO capital program. It was approved by A/GFTC in June 2016. The draft 2025-2030 Transportation Improvement Program (TIP) was approved on May 8, 2025 for release for public review and comment. A conformity determination is included in the draft 2025-2030 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. Targeted intersection evaluations and pedestrian safety improvement recommednations targeted safety evaluations are an emerging focus. Studies and projects completed or initiated during the last State Fiscal Year include:

- Completed an access analysis for the Glens Falls Middle School and High School.
- Completed the Village of Argyle Pedestrian Assessment.
- Completed the Town and Village of Fort Ann's Empire State Trail connection plan.
- Completed the Hudson Avenue intersections assessment in Glens Falls.
- Completed the FTA 5310 project review and selection process.
- Advanced a Bicycling and Pedestrian Connectivity Plan for the Town and Village of Greenwich.
- Initiated and advanced the Route 9 / Main Street corridor planning study for the Town of Warrensburg.
- Initiated and advanced a Complete Streets improvement study for the D&H rail trail and County Route 24 on behalf of the Village of Granville and Washington County.
- Initiated and advanced a Bicycling and Pedestrian Connectivity Plan for the selected areas in the Town of Queensbury.
- Initiated and advanced the Route 9 Corridor Study for the Village of South Glens Falls.
- Initiated and advanced a review of previous bicycling planning efforts for the City of Glens Falls.
- Initiated the CDTA stop improvements study.
- Continued to participate on the advisory committee of the SS4A Comprehensive Safety Action Plan administered by the Lake Champlain – Lake George Regional Planning Board.
- Continued to participate on the advisory committee of the Glens Falls Thriving Communities transit planning capacity building grant administered by the Lake Champlain – Lake George Regional Planning Board.
- Continued to collect, maintain, and disseminate transportation related data.
- Continued to update the TIP and STIP as warranted by project design developments.
- Provided transportation-related planning assistance to member municipalities as needed or requested.
- Updated remote meeting and communications technology infrastructure.
- Continued to participate in the NYS Association of MPOs Directors and Working Groups.

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 2026. 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 factored in the decision to renew the lease 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 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.

(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 2023. 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** was adopted in 2022 and will be updated in calendar year 2026.

C. Administrative/Management

1. Complete and comprehensive **Progress Reports** are prepared and submitted on an annual basis to FHWA and FTA.

2. **Bills** are submitted and paid based on the processing schedule of RPB. Vendor inquiries for delayed reimbursements are infrequent.

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 via monthly billing reports and updated as needed.

6. **Consultant Selection Process** - A/GFTC developed a Procurement Policy in 2018, updated in 2019

and again in 2025, 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.

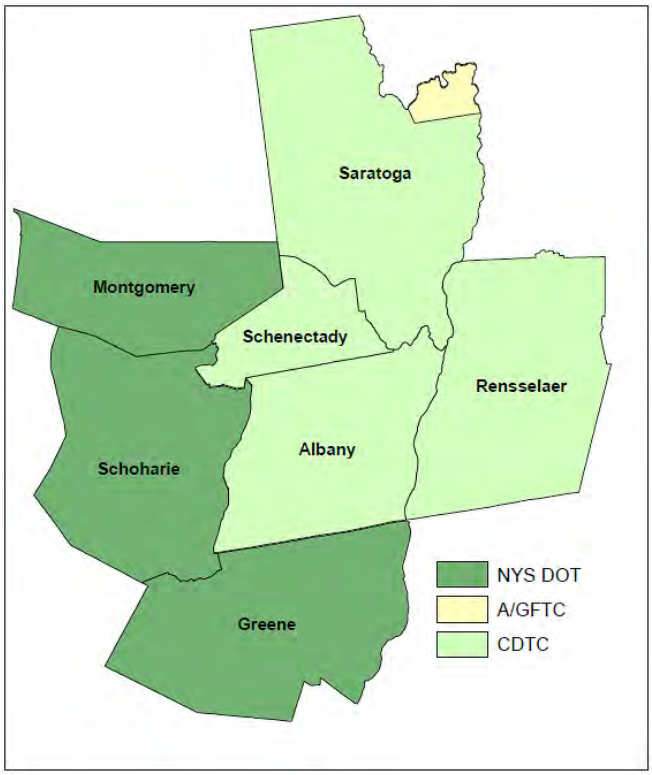
9. **Governance -** In 2022, the A/GFTC host agency, the Lake Champlain/Lake George Regional Planning Board, renewed its agreement with NYSDOT through March 2032. The format of the new agreement was consistent with a new model developed by NYSDOT. The hosting arrangement allows A/GFTC staff to advance 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 and again in 2025, 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.

Appendix C – Air Quality Conformity Determination

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

Draft of April 30, 2025



Capital Region Transportation Council
(formerly Capital District Transportation Committee)
2025-2030 Transportation Improvement Program
and *2050 New Visions* Metropolitan Transportation Plan

Adirondack/Glens Falls Transportation Council
2025-2030 Transportation Improvement Program
and *2045 Ahead* Metropolitan Transportation Plan

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

Prepared by:

NYSDOT Environmental Science Bureau, Capital Region Transportation Council and A/GFTC
in association with NYSDOT Regions 1, 2, and 9

Executive Summary

The Capital Region Transportation Council (Transportation Council), formerly the Capital District Transportation Committee, and the Adirondack/Glens Falls Transportation Council (A/GFTC) have developed a draft 2025-2030 Transportation Improvement Program (TIP). Adoption of a new TIP requires the Transportation Council and 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 Transportation Council Transportation Improvement Programs (TIPs) and metropolitan 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 National Ambient Air Quality Standards (NAAQS) or any interim milestones.

The United States Environmental Protection Agency's (EPA) 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 Transportation Council, 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 Capital Region Transportation Council TIPs and metropolitan 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 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, 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 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 2021-2023 data, is 0.062 ppm.

On July 20, 2012, the EPA 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 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).

In orphan areas that have one or more Metropolitan Planning Organizations (MPOs), transportation conformity for transportation plans and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis pursuant to 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 Transportation Council 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.

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

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 March 12, 2025, the ICG concurred with the classification of Capital Program of Transportation Projects in Greene County (NYSDOT Region 1), Montgomery County (NYSDOT Region 2) and Schoharie County (NYSDOT Region 9). There are no projects within the A/GFTC portion of Saratoga County. The ICG concurred with the classification of projects in the draft Capital Region Transportation Council TIP on April 2, 2025.

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 consultation process. 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 was provided an opportunity to review and comment on the draft conformity determination and supporting documentation for at least thirty days in Month(s) Date 2025.

The draft conformity documentation will be posted to the A/GFTC, Transportation Council and NYSDOT web sites. Evidence of public notice will be attached to this final conformity documentation. Comments pending the public comment period.

Timely Implementation of TCMs
There are no transportation control measures (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 Transportation Council's *New Visions 2050* MTP, the A/GFTC 2045 *Ahead* MTP and the 2025-2030 Transportation Council and A/GFTC TIPs are fiscally constrained, as demonstrated in the Transportation Council's New Visions 2050 Financial Plan and the draft Transportation Council 2025-2030 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 2025-2030 A/GFTC and Transportation Council TIPs, the A/GFTC 2045 Ahead MTP, the Transportation Council 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 [NYSDOT ESB]
2. Evidence of Capital Region Transportation Council public notice/availability for comment [CRTC]
3. Evidence of AGFTC public notice/availability for comment [AGFTC]
4. Signed Capital Region Transportation Council resolution adopting the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination [CRTC]
5. Signed AGFTC conformity resolution adopting the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination [AGFTC]
6. Capital Region Transportation Council TIP Project List [CRTC]
7. AGFTC TIP Project List (There are no projects within the A/GFTC portion of Saratoga County) [AGFTC]
8. Exempt Projects reference [CRTC – see folder]
9. Greene, Montgomery and Schoharie County Project Lists [NYSDOT ESB]

Attachment 1
Albany-Schenectady-Troy, NY Air Quality Conformity Determination
for the 2025-2030 Transportation Improvement Program (TIP) Update

Evidence of Public Notice

The notice below was posted at https://www.dot.ny.gov/programs/stip on Month XX, 2025, for a 30-day public comment period.

[Post screenshot of NYSDOT website posting]

Comments pending the public comment period.

Attachment 2
Albany-Schenectady-Troy, NY Air Quality Conformity Determination
for the 2025-2030 Transportation Improvement Program (TIP) Update

Evidence of Public Notice

The following notice and downloadable files were posted to www.capitalmpo.org on Month XX, 2025:

[Post screenshot of CRTC website posting]

Comments pending the public comment period.

Attachment 3
Albany-Schenectady-Troy, NY Air Quality Conformity Determination
for the 2025-2030 Transportation Improvement Program (TIP) Update

Evidence of Public Notice

The following notice and downloadable files were posted to www.agftc.org on Month XX, 2025:

[Post screenshot of AGFTC website posting]

Comments pending the public comment period.

Attachment 4

Capital Region Transportation Council resolution adopting the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination
Evidence of Public Notice

[Placeholder for signed Capital Region Transportation Council resolution adopting the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination]

Attachment 5

A/GFTC resolution adopting the 2025-2030 Capital Region Transportation Council 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 2025-2030 Capital Region Transportation Council TIP and the Albany-Schenectady-Troy 1997 8-Hour Ozone Non-Attainment Area Transportation/Air Quality Conformity Determination]

Project ID	Sponsor	Project Name	Project Location	CRTC Project Category	Proposed Air Quality Exempt Code(s)
2	NYSDOT	I-87 Over Dwaas Kill	I-87 Over Dwaas Kill	Bridge	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
5	NYSDOT	Rt 4 Over the Hudson River & Canal	Rt 4 Over the Hudson River & Canal	Bridge	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
6	NYSDOT	I-787 Over Little River	I-787 Over Little River	Bridge	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
7	NYSDOT	I-787 South Mall Interchange Bridge	I-787 South Mall Interchange Bridge	Bridge	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
9	NYSDOT	I-87 Pavement from E9 to E11.5	I-87 from MP 4.821 & 4.836 to MP 11.587 & 11.606	Roads - Pavement Only	A10 Pavement resurfacing and/or rehabilitation
10	NYSDOT	I-87 Pavement from Mohawk River to E9	I-87 from MP .023 & .036 to MP 5.035 & 5.048	Roads - Pavement Only	A10 Pavement resurfacing and/or rehabilitation
11	NYSDOT	I-87 Pavement from Western Ave to Mohawk River	I-87 from MP 18.966 & 18.702 to MP 27.270 & 27.06	Roads - Pavement Only	A10 Pavement resurfacing and/or rehabilitation
12	NYSDOT	Rt 7 Pavement Rt 9 to I-787	Rt 7 from MP 4.608 & 4.280 to MP 4.280 & 7.480	Roads - Pavement Only	A10 Pavement resurfacing and/or rehabilitation
14	NYSDOT	Roundabout Rt 9 at Cramer Rd	Rt 9 and Cramer Rd	Congestion, Freight, and Air Quality	D1 Intersection channelization projects
15	NYSDOT	I-87 E13 Realign at Rt 9	I-87 MP 15.098 to MP 15.297	Congestion, Freight, and Air Quality	A6 -Highway Safety Improvement Program implementation
16	Schenectady County	Union Street Paving	Union St from Van Antwerp Rd to Balltown Rd	Roads - Pavement Only	A10 Pavement resurfacing and/or rehabilitation
20	Village of Colonie	Sand Creek Rd Improvements	Sand Creek Rd from 601 Sand Creek Rd to Jodiro Ln	Bike and Ped Only	C2 Bicycle and pedestrian facilities
21	Schenectady County	Broadway Pavement Preservation	Broadway from City of Schenectady Municipal Line to NYS Rt 7	Roads - Pavement Only	A10 Pavement resurfacing and/or rehabilitation
23	NYSDOT	Rt 20 Western Pavement Ave Cornell Ave to I-87	Rt 20 from 1086 to 1108	Roads - Pavement Only	A10 Pavement resurfacing and/or rehabilitation
31	City of Cohoes	Saratoga St Enhancement Project	Saratoga (NYS 32) St from Spring St to Cohoes Blvd	Roads - Complete Streets	C2 - Bicycle and pedestrian facilities
32	Saratoga County	CR51 Pavement Preservation	Charlton Rd from Sacandaga Rd to Jockey St	Roads - Pavement Only	A10 Pavement resurfacing and/or rehabilitation

Project ID	Sponsor	Project Name	Project Location	CRTC Project Category	Proposed Air Quality Exempt Code(s)
34	Saratoga County	Tabor Rd over Dwaas Kill	Tabor Rd over Dwaas Kill	Bridge	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
35	Saratoga County	Viall Ave over Anthony Kill	Viall Ave over Anthony Kill	Bridge	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
42	Saratoga County	CR33 over Snook Kill	CR33 over Snook Kill	Bridge	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
45	Town of Sand Lake	First Dyke Rd over Burden Lake	First Dyke Rd over Burden Lake	Bridge	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
47	Town of East Greenbush	Gilligan Rd Sidepath and Multimodal Enhancements	Gilligan Rd from Rt 9 & 20 to Hays Rd	Bike and Ped Only	C2 Bicycle and pedestrian facilities
48	City of Albany	Washington Ave Complete Streets	Washington Ave from West University Dr to Brevator St	Roads - Complete Streets	C2 - Bicycle and pedestrian facilities
49	Town of Guilderland	Western Tawasentha Bike Ped Path	Rt 146 from Western Ave to Tawasentha Park Entrance	Bike and Ped Only	C2 Bicycle and pedestrian facilities
54	Saratoga County	CR92 Pavement Preservation	Crescent Rd from Moe Rd to CR92 Bridge over I-87	Roads - Pavement Only	A10 Pavement resurfacing and/or rehabilitation
56	Town of Malta	East Line Rd & Rt 67 Intersection	East Line Rd & Rt 67 Intersection	Congestion, Freight, and Air Quality	D1 Intersection channelization projects
57	Town of Halfmoon	Rt 236 and Guideboard Rd Intersection Improvements	Guideboard Rd from Rt 9 to Plank Rd; Rt 236 from Rt 9 to Hayner Heights	Congestion, Freight, and Air Quality	D1 Intersection channelization projects
59	Town of Brunswick	Hoosick Rd Widening at Roosevelt Ave	NY 7/Hoosick Rd eastbound right turn lane between Goodman Ave and Mohawk Ave	Congestion, Freight, and Air Quality	D1 Intersection channelization projects
60	Town of Wilton	Rt 50 Intersection Improvements	Rt 50 intersections with Old Gick Rd, Ingersoll Rd, & Jones Rd	Congestion, Freight, and Air Quality	D1 Intersection channelization projects
61	NYSDOT	Route 378 over the Hudson River Bridge Replacement - Design Only	NY Route 378 Troy-Menands Bridge Over the Hudson River	Other	A19 Widening narrow pavements or reconstructing bridges (no additional travel lanes)
62	CRTC	SS4A Implementation Set-Aside	New reserve of funds to support implementation of Capital Region Vision Zero Safety Action Plan	Other	J1 Block of Funds, no projects OR likely non-exempt but no preferred/likely alternative
63	CDTA	Enhanced Transit Infrastructure Set-Aside	Formerly the Bus Rapid Transit set-aside, this set-aside will fund mobility hubs, transit priority infrastructure, street infrastructure at major bus stops, and technology upgrades	Other	J1 Block of Funds, no projects OR likely non-exempt but no preferred/likely alternative
64	City of Albany	Frisbie Avenue Rehabilitation	Formerly merged with Central Ave Reconstruction (176230), this project will be split back into a standalone project involving pavement rehabilitation on Frisbie Avenue	Other	A10 Pavement resurfacing and/or rehabilitation

Project ID	Sponsor	Project Name	Project Location	CRTC Project Category	Proposed Air Quality Exempt Code(s)
65	NYSDOT	I-787 Viaduct over Broadway, Bridge Preservation	Bridge repairs of BIN 1092992, in the City of Albany	Bridge	Code A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes)
66	NYSDOT	Northway Bridges	Bridge repairs of BINs 1073500 & 1073522, in the City of Albany. This project was split from Bridge Preservation set-aside RG134.	Bridge	Code A19 - Widening narrow pavements or reconstructing bridges (no additional travel lanes)

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

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*

Attachment 9

Greene County Capital Program of Transportation Projects
NYSDOT Region 1

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	STATE	LOCAL
2027	01	112058	A19	New	Route 23 over Nauvo Stream, Bridge Replace, BIN 1017720, Town of Windham	6/17/2027	NYSDOT	Route 23 over Nauvo Stream, Bridge Replace, BIN 1017720, Town of Windham, Greene County. Project does not alter capacity/no additional travel lanes.	2,660,000	665,000	
2027	01	176264	A19	New	Spruceton Rd (CR 6) over West Kill (BIN 3201250) Replacement	11/18/2026	LOCAL	Replace the bridge carrying Spruceton Road (County Route 6) over West Kill. Town of Lexington, Greene County. Project does not alter capacity/no additional travel lanes.	1,519,502	284,907	94,969
2027	01	176266	A19	New	Bridge NY Culvert, CR 3 over West Settlement/Brownell Creek, Greene County	1/28/2027	LOCAL	Bridge NY Culvert, CR 3 over West Settlement/Brownell Creek, Greene County. Project does not alter capacity/no additional travel lanes.		1,500,000	
2027	01	176280	A19	New	Bridge NY Replacement of bridge on Platteclove Mt Road over Plattekill Creek, Greene County	11/18/2026	LOCAL	Bridge NY Replacement of bridge on Platteclove Mt Road over Plattekill Creek, Greene County. Project does not alter capacity/no additional travel lanes.	1,147,456		60,393
2027	01	176281	A19	New	Bridge NY Replacement of bridge on Sunnyside Road over Bowery Creek, Greene County	1/12/2027	LOCAL	Bridge NY Replacement of bridge on Sunnyside Road over Bowery Creek, Greene County. Project does not alter capacity/no additional travel lanes.	1,296,564		68,240
2027	01	176318	A19	New	Stiehl Rd Bridge, BIN 2367790, Town of Durham	4/30/2027	LOCAL	Replace the bridge carrying Stiehl Road over Thorp Creek. Town of Durham, Greene County. Project does not alter capacity/no additional travel lanes.	1,457,600	273,300	91,100
2021	01	135013	A19	New	Route 81 over Ten Mile Creek Bridge Replacement, BIN 1031010	06/15/2021	LOCAL	Replace the bridge carrying Route 81 over Ten Mile Creek, Town of Durham, Greene County. No additional travel lanes.	1,720,000	430,000	
2023	01	112442	A19	New	Route 23A over Kaaterskill Creek, BIN 1018020	4/10/2025	NYSDOT	Replace Route 23A bridge over Kaaterskill Creek. Town of Catskill, Greene County. Project does not alter capacity/no additional travel lanes.	2,392,000	597,000	
2023	01	176023	A19	New	County Route 83 Ski Bowl Road culvert replace/ped bridge	3/14/2023	LOCAL	Replace a culvert at a to-be-determined location on County Route 83 (Ski Bowl Road). A possible pedestrian bridge may be contstructed as well. Town of Hunter. Greene County	1,440,000		182,000
2023	01	176121	A19	New	Bridge NY Timber Lake Road over Broad Street	6/1/2023	LOCAL	Repair the bridge carrying Timber Lake Road over Broad Street in Greene County.	1,704,000		128,000
2023	01	176125	A19	New	Bridge NY Bloomer Road over Gooseberry Creek	5/18/2023	LOCAL	Repair the bridge carrying Bloomer Road over Gooseberry Creek in Greene County	1,166,000		292,000
2023	01	176191	A19	New	County Route 61 River Road, BIN 3302910 replacement	9/15/2023	NYSDOT	Replace bridge carrying County Route 61 (River Road Bridge) over Coxsackie Creek. Town of New Baltimore, Greene County. Project does not alter capacity/no additional travel lanes.	2,976,000	372,000	
2023	01	176192	A19	New	County Route 40 Maplecrest Road Bridge, BIN 3302860 over the Batavia Kill	4/12/2024	LOCAL	Replace the bridge carrying County Route 40 (Maplecrest Road) over the Batavia Kill with a new structure. Town of Windham, Greene County. Project does not alter capacity/no additional travel lanes.	1,712,000		428,000
2023	01	176193	A19	New	Bridge Street Bridge (BIN 3201430) over Schoharie Creek, Town of Hunter	03/16/2023	LOCAL	Bridge Replacement.	1,728,000	432,000	
2024	01	112057	A19	New	Route 23 over CSX, bridge replacement, BIN 1017810	9/16/2024	NYSDOT	Replace the bridge carrying State Route 23 over CSX Railroad with a new bridge. Town of Catskill, Greene County. Project does not alter capacity/no additional travel lanes.	5,016,000	1,754,000	
2024	01	176204	A19	New	Bridge NY Culvert, Game Farm Road over Kiskatom Brook Tributary, Town of Catskill	07/10/2024	LOCAL	Bridge NY Culvert, Game Farm Road over Kiskatom Brook Tributary, Town of Catskill.	787,976		196,994
2025	01	176202	A19	New	Bridge NY, BIN 2200580 Polly Rock Rd over Kiskatom Brook Bridge Replacement, Town of Cairo	09/16/2025	LOCAL	Bridge NY Polly Rock Rd Bridge Replacement, Town of Cairo.	980,968		245,242
2025	01	181149	A10	New	Pavement Resurfacing Setaside SFY 26	01/15/2026	NYSDOT	Pavement Resurfacing Setaside SFY 26	4,880,000	1,220,000	
2025	01	181150	A10	New	Pavement Resurfacing Setaside SFY 26 2nd Project	01/15/2026	NYSDOT	Pavement Resurfacing Setaside SFY 26 2nd Project	7,240,000	1,810,000	
2025	01	181159	A9	New	GUIDERAIL AND SIGN REPLACEMENT SFY 26	01/15/2026	NYSDOT	GUIDERAIL AND SIGN REPLACEMENT SFY 26 VARIOUS LOCATIONS	2,600,000	650,000	
2025	01	181164	A2	New	CULVERT REPAIR/REPLACE SFY 26	01/15/2026	NYSDOT	CULVERT REPAIR/REPLACE SFY 26 VARIOUS LOCATIONS	3,320,000	830,000	
2025	01	181184	A19	New	BRIDGE WHERE AND WHEN SFY 26	01/15/2026	NYSDOT	BRIDGE WHERE AND WHEN SFY 26		3,900,000	
2025	01	181189	A10	New	HIGHWAY WHERE AND WHEN SFY 26	01/15/2026	NYSDOT	Highway where and when maintenace in Albany, Greene, Rensselaer, and Schenectady Counties SFY 26.	6,120,000	1,530,000	
2025	01	181195	A19	New	BRIDGE WASHING SFY 26	01/15/2026	NYSDOT	Bridge Washing SFY 26	1,760,000	440,000	
2025	01	181203	A19	New	BRIDGE PAINTING SFY 26	01/15/2026	NYSDOT	Bridge Painting SFY 26	2,280,000	570,000	
2026	01	181037	A19	New	BRIDGE WHERE AND WHEN AND WOC SFY31	08/06/2026	NYSDOT	BRIDGE WHERE AND WHEN AND WOC CONTRACT SFY26		3,900,000	
2026	01	181151	A10	New	Pavement Resurfacing Setaside SFY 27	01/15/2027	NYSDOT	Pavement Resurfacing Setaside SFY 27	19,760,000	4,940,000	
2026	01	181152	A10	New	Pavement Resurfacing Setaside SFY 27 2nd Project	01/15/2027	NYSDOT	Pavement Resurfacing Setaside SFY 27 2nd Project	9,000,000	2,250,000	
2026	01	181160	A9	New	GUIDERAIL AND SIGN REPLACEMENT SFY 27	01/15/2027	NYSDOT	GUIDERAIL AND SIGN REPLACEMENT SFY 27 VARIOUS LOCATIONS	2,600,000	650,000	
2026	01	181165	A2	New	CULVERT REPAIR/REPLACE SFY 27	01/15/2027	NYSDOT	CULVERT REPAIR/REPLACE SFY 27 VARIOUS LOCATIONS	3,320,000	830,000	
2026	01	181185	A19	New	BRIDGE WHERE AND WHEN SFY 27	01/15/2027	NYSDOT	BRIDGE WHERE AND WHEN SFY 27		3,900,000	
2026	01	181196	A19	New	BRIDGE WASHING SFY 27	01/15/2027	NYSDOT	Bridge Washing SFY 27	1,760,000	440,000	
2026	01	181204	A19	New	BRIDGE PAINTING SFY 27	01/15/2027	NYSDOT	Bridge Painting SFY 27	2,280,000	570,000	
2027	01	181032	A2	New	SLOPE REPAIR SFY27, BLOCK FUND	05/14/2027	NYSDOT	SLOPE REPAIR SFY27, PREVENTIVE AND/OR DEMAND, TO ADDRESS SPECIFIC NEEDS AT VARIOUS LOCATIONS 6	1,600,000	400,000	

Attachment 9

Montgomery County Capital Program of Transportation Projects
NYSDOT Region 2

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	STATE	LOCAL
2029	02	202972	D3	New	Rt. 5S over Rt. 30 (BIN 1002960) Bridge Replacement, City of Amsterdam, Montgomery Co.	10/26/2028	NYSDOT	This project will replace the Route 5S over Route 30 Bridge (BIN 1002960) in the city of Amsterdam, Montgomery County. This project will include ramp configuration.	10,680,000	2,670,000	
2024	02	280703	A10	New	RT 5S & 920T (MOYER ST) PAV'T REHABILITATION, CANAJOHARIE, MONTGOMERY CO	5/23/2024	NYSDOT	This project will rehabilitate 0.53 miles of NYS Route 5S (Main St East) from Mitchell ST to Cunningham Rd. It will also rehabilitate 0.56 miles of NYS Route 920T (Moyer St) from Maple St to Montgomery St.	473,077	515,969	
2028	02	280674	A2	New	ROADSIDE SAFETY/GUIDERAIL PROJECT 27		NYSDOT	This project is used to repair, replace or remove hazardous roadside elements (guiderail, bridge rail, trees, etc.) as necessary along highways at various locations in Region 2.	1,826,800	456,700	
2025	02	275512	A19	New	CRESCENT AVE/CHUCTANUNDA CRK (BIN 2268910), CITY OF AMSTERDAM, MONTGOMERY CO.	4/2/2025	Local	Project will involve total replacement of the existing bridge on Cresent Avenue over the Chuctanunda Creek. Located within the City of Amsterdam in Montgomery County, this bridge will connect an important community venue (Shuttleworth Park) to the residents of the city, providing safe and efficient access to public recreation, outdoor activities and sporting events. Project does not alter capacity/no additional travel lanes.	2,707,822		142,517
2028	02	204491	D1	New	2023 CMAQ: AMSTERDAM NY 30 OVER NY 5 BOTTLENECK IMPROVEMENT PROJECT, CITY OF AMSTERDAM, MONTGOMERY COUNTY	1/20/2028	NYSDOT	This project will address the Bottleneck at the NY 30 over NY 5 bridge in the City of Amsterdam to improve to improve traffic flow, air quality, and connectivity. This project will widen the NY 30 over NY 5 bridge in the City of Amsterdam to add an additional north bound thru lane.	3,000,000	2,760,560	
2026	02	275487	A19	New	Bridge NY 2022: Wagners Hollow Road over Caroga Creek (BIN 3309760), Town of Palatine, Montgomery County	4/28/2026	Local	This project will replace the bridge that carries Wagners Hollow Road over Caroga Creek in the Town of Palatine, Montgomery County. Project does not alter capacity/no additional travel lanes.	2,148,662		113,000
2026	02	275488	A19	New	Bridge NY 2022: Cranes Hollow Road (CR 2) over Evas Kill Creek (BIN 3310280), Town of Amsterdam, Montgomery Co	5/12/2026	Local	This project will replace the bridge that carries Cranes Hollow Road (CR 2) over Evas Kill Creek in the Town of Amsterdam, Montgomery County. Project does not alter capacity/no additional travel lanes.	951,910		50,000
2027	02	213459	A19	New	Rt. 5 over East Canada Creek (BIN 1002460) Bridge Replacement, Herkimer and Montgomery Co.'s	11/12/2026	NYSDOT	This project will replace the Route 5 over East Canada Creek Bridge in the Town of Manheim, Herkimer and Montgomery Counties. Project does not alter capacity/no additional travel lanes.	8,000,000	2,000,000	
2027	02	280740	A19	New	BRIDGE CLEANING PROJECT 27	11/5/2026	NYSDOT	This project involves bridge washing operations by contract at various locations, Regionwide. The project is intended to be organized by State Route corridor.	400,000	100,000	
2027	02	265063	C2	New	2023 CRP: VILLAGE OF NELLISTON ACCESSIBLE COMMUNITIES, V. OF NELLISTON, MONTGOMERY COUNTY	4/15/2027	Local	The project is intended to replace, upgrade (particularly ADA compliance) and/or expand the existing sidewalk network along NY Route 5. Several sidewalk gaps currently exist that will be completed, and additional safety features are proposed for alternative modes of transportation, signage for cyclists, buses, and horse-drawn vehicles.	1,316,316	329,079	
2027	02	265064	C2	New	2023 TAP: CDTA TRANSIT ACCESS, PEDESTRIAN, AND INTERSECTION IMPROVEMENTS, CITY OF AMSTERDAM, MONTGOMERY COUNTY	7/26/2027	Local	CDTA is proposing to design and construct the 4th Avenue/Jay/Kellogg/Forest/Church (NY 67) Street Intersection in Amsterdam, NY to better manage pedestrian safety and access to transit. This will enhance the safety and accessibility of the transit system in the city.	384,160	96,040	
2027	02	275499	A19	New	Bridge NY 2023: Butler Rd. over Wilsey Ck. (BIN 2266980), T/O Charleston, Montgomery Co.	8/6/2027	Local	This project will replace the bridge that carries Butler Road over Wilsey Creek in the Town of Charleston, Montgomery County. Project does not alter capacity/no additional travel lanes.	1,016,000		53,290
2027	02	275501	A19	New	BRIDGE NY 2023: RAPPA RD OVER FLAT CREEK (BIN 3309870), T/O ROOT, MONTGOMERY CO	8/6/2027	Local	This project will replace the bridge that carries Rappa Road over Flat Creek in the Town of Root, Montgomery Co. Project does not alter capacity/no additional travel lanes.	2,309,000		122,000
2027	02	202973	A19	New	Rt. 5S over Schoharie Creek (BIN 1002940 & 5523610), Towns of Glen and Florida, Montgomery Co.	9/16/2027	NYSDOT	This project will replace the Route 5S over Schoharie Creek Bridge, restoring Route 5S to its original alignment. This project will also move the Empire State Trail (EST) to BIN 5523610, reverting both bridges back to their previous uses in the Towns of Glen and Florida, Montgomery County. Project does not alter capacity/no additional travel lanes.	12,853,380		
2027	02	280677	A2	New	ROADSIDE SAFETY/RUSTIC GUIDERAIL 27	9/2/2027	NYSDOT	This project will repair, replace or remove hazardous roadside elements, with a focus on existing rustic guiderails, as necessary along highways at various locations in Region 2.	1,920,000	480,000	
2027	02	280683	A10	New	CRACK SEALING PROJECT 27	8/5/2027	NYSDOT	This is a preventive maintenance type project which will seal pavement cracking to extend the service life of pavements at various locations on the State and /or Federal Highway Systems within Region 2.	640,000	160,000	
2028	02	280708	A2	New	ROADSIDE SAFETY/GUIDERAIL PROJECT 28	12/3/2027	NYSDOT	This project is used to repair, replace or remove hazardous roadside elements (guiderail, bridge rail, trees, etc.) as necessary along highways at various locations in Region 2.	1,200,000	300,000	
2028	02	280728	A19	New	BRIDGE CLEANING PROJECT 28	11/5/2027	NYSDOT	This project involves bridge washing operations by contract at various locations, Regionwide. The project is intended to be organized by State Route corridor.	400,000	100,000	
2029	02	280730	A2	New	INTERSECTION IMPROVEMENT PROJECT 29	1/4/2029	NYSDOT	The project will involve traffic control device and/or minor geometric improvements at various intersections to provide highway safety benefits.	600,000	150,000	
2027	02	2TB262	J1	New	RURAL BLOCK FUND BRIDGE 26 PM	4/8/2027	NYSDOT	SFY 26 Block fund PM Bridge Project for R2 Rural counties (Fulton, Hamilton, Madison, Montgomery)	2,432,000	608,000	

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Montgomery County Capital Program of Transportation Projects
NYSDOT Region 2

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	STATE	LOCAL
2028	02	2TB272	J1	New	RURAL BLOCK FUND BRIDGE 27 PM	10/7/2027	NYSDOT	SFY 27 Block fund PM Bridge Project for R2 Rural counties (Fulton, Hamilton, Madison, Montgomery)	2,432,000	608,000	
2028	02	2TBO27	J1	New	RURAL OSB BLOCK FUND BRIDGE 27 PM	10/7/2027	NYSDOT	Block created to balance OSB funds available in 2021 CPU. These OSB funds will be drawn down as needed for rural projects	2,368,000		592,000
2028	02	2TLB27	J1	New	LOCAL BRIDGE/PAVEMENT REHAB PROJECT 27 (BLOCK FUND)	10/7/2027	Local	Block Fund Project for Locally Administered Bridge and Paving Projects	3,200,000		800,000
2029	02	209538	A10	Carryover	Canjoharie-Rt. 10: PM Paving; Rt. 10, Montgomery Co.	5/10/2029	NYSDOT	Project will rehabilitate 1.0 centerline mile of pavement on State Route 10 from the Village of Canajoharie south village line to Mohawk Street. The project lies within the Town of Canajoharie, Montgomery County.	414,725	103,681	
2024	02	265058	C2	Carryover	2018 TAP: Amsterdam Pedestrian Safety Improvements	6/13/2024	Local	The project provides for pedestrians enhancements including new facilities and improvements to existing facilities including sidewalk connections and/or extensions, pedestrian crosswalk installation, pedestrian signal installation/ upgrades, and warning sign installations at 11 sites in the City of Amsterdam	1,979,200		494,800
2024	02	275452	A19	Carryover	Bridge NY 2018: Crescent Ave/Chuctanunda Crk (BIN 2268910)	10/12/2023	Local	Project will involve total replacement of the existing bridge on Cresent Avenue over the Chuctanunda Creek. Located within the City of Amsterdam in Montgomery County, this bridge will connect an important community venue (Shuttleworth Park) to the residents of the city, providing safe and efficient access to public recreation, outdoor activities and sporting events.	2,188,800		115,200
2025	02	280638	D2	Carryover	Rt.67;Clizbe Ave & Widow Susan Rd. Intersection Improvement	11/21/2024	NYSDOT	The project will address intersection improvements and traffic calming treatments at Route 67 and Clizbe Avenue and Widow Susan Road in the Town of Amsterdam, Montgomery County.	503,600	139,900	
2024	02	280651	A9	Carryover	Rustic Guiderail & Signs Replaement Project 23	12/14/2023	NYSDOT	This project will repair, replace or remove hazardous roadside elements, with a focus on existing rustic guiderails, as necessary along highways at various locations in Region 2.	4,428,000	1,107,000	
2025	02	280655	A2	New	Traffic Systems Improvement Project 24	10/10/2024	NYSDOT	The project involves modernization of the signal systems at various locations to provide desired highway safety benefits and improve the equipment reliability.	2,058,856	940,904	
2025	02	280657	A2	New	Culvert Repair/Replacement Project 24	11/21/2024	NYSDOT	This project will rehabilitate or replace deficient culverts as necessary at various locations on the State and/or Federal Highway Systems within Region 2.	2,488,224	627,056	
2025	02	280660	A11	New	Pavemnet Marking Project 24	12/5/2024	NYSDOT	This preventive maintenance project will be used to replace worn or missing pavement markings at various locations in Region 2.	2,208,000	912,000	
2025	02	280662	A9	New	Rustic Guiderail & Signs Replacement Project 24	12/5/2024	NYSDOT	This project will repair, replace or remove hazardous roadside elements, with a focus on existing rustic guiderails, as necessary along highways at various locations in Region 2.	2,531,328	632,832	
2026	02	280672	A2	New	Roadside Safety/Guiderail Project 25	12/4/2025	NYSDOT	This project is used to repair, replace or remove hazardous roadside elements (guiderail, bridge rail, trees, etc.) as necessary along highways at various locations in Region 2.	2,448,960	615,240	
2026	02	280675	A9	New	Roadside Safety/Rustic Guiderail 25	12/4/2025	NYSDOT	This project will repair, replace or remove hazardous roadside elements, with a focus on existing rustic guiderails, as necessary along highways at various locations in Region 2.	2,340,480	945,120	
2027	02	280676	A9	New	Roadside Safety/Rustic Guiderail 26	12/3/2026	NYSDOT	This project will repair, replace or remove hazardous roadside elements, with a focus on existing rustic guiderails, as necessary along highways at various locations in Region 2.	2,384,640	956,160	
2027	02	280680	A11	New	Pavement Marking Project 26	12/3/2026	NYSDOT	This preventive maintenance project will be used to replace worn or missing pavement markings at various locations in Region 2.	2,384,096	956,704	
2025	02	280686	A2	New	Culvert Repair/Replacement Project 25	7/10/2025	NYSDOT	This project will rehabilitate or replace deficient culverts as necessary at various locations on the State and/or Federal Highway Systems within Region 2.	2,734,648	683,662	
2027	02	280688	A2	New	Culvert Repair/Replacement Project 27	7/8/2027	NYSDOT	This project will rehabilitate or replace deficient culverts as necessary at various locations on the State and/or Federal Highway Systems within Region 2.	2,841,808	710,452	
2025	02	280690	A19	New	Bridge Painting Project 25	1/9/2025	NYSDOT	This is a Regionwide Bridge Painting Project to improve the paint condition on bridges throughout Region 2	2,241,280	560,320	
2027	02	280691	A19	New	Bridge Painting Project 27	11/5/2026	NYSDOT	This is a Regionwide Bridge Painting Project to improve the paint condition on bridges throughout Region 2	2,327,680	581,920	
2025	02	280692	A19	New	Bridge Cleaning Project 24	1/11/2024	NYSDOT	This project involves bridge washing operations by contract at various locations, Regionwide. The project is intended to be organized by State Route corridor.	560,000	140,000	
2026	02	280694	A2	New	Traffic Systems Improvement Project 26	8/6/2026	NYSDOT	The project involves modernization of the signal systems at various locations to provide desired highway safety benefits and improve the equipment reliability.	1,719,184	1,025,917	
2027	02	280695	A2	New	Intersection Improvement Project 27	4/8/2027	NYSDOT	The project will involve traffic control device and/or minor geometric improvements at various intersections to provide highway safety benefits.	893,160	223,290	
2034	02	280696	A2	New	Small Culvert/Prev Maint Project 25	8/14/2034	NYSDOT	The project involves preventive maintenance of small culverts at various locations, Regionwide.	1,720,528	429,632	
2034	02	280697	A2	New	Small Culvert/Prev Maint Project 27	8/12/2034	NYSDOT	The project involves preventive maintenance of small culverts at various locations, Regionwide.	1,779,279	444,321	

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Montgomery County Capital Program of Transportation Projects
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FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	STATE	LOCAL
2026	02	280698	A19	New	Bridge Cleaning Project 26	11/6/2025	NYSDOT	This project involves bridge washing operations by contract at various locations, Regionwide. The project is intended to be organized by State Route corridor.	592,800	148,200	
2023	02	200810	A19	New	Rte 162 over Flat Creek (BIN 1051860) Montgomery Co.	12/14/2023	NYSDOT	This project will repair the bridge carrying Rte 162 over Flat Creek in the Town of Root, Montgomery Co	2,016,000	504,000	
	02	265051	C2	New	STATE CANALWAY TRAIL RESTORATION PROJECT, MONT. CO		NON-LET	The Bike Trail Restoration Project focuses on the two sections of the existing State Canalway bike trail, the one section being the trail from Fort Hunter to the Village of Fultonville, and the second being from the Village of Fultonville to the Town of Root. The project will pave these sections to create a cohesive trail wih the other already paved sections. This would establish a safer environment for runners, bikers, and other trail users and cut down on maintenance costs.	200,000	100,000	
	02	275475	C2	New	AMSTERDAM PEDESTRIAN CONNECTOR AND MULTI-MODAL STATION, PHASE 1, CITY OF AMSTERDAM, MONTGOMERY COUNTY		LOCAL	The Amsterdam Pedestrian Connector Bridge will link a new proposed downtown multi-modal station to Riverlink Park in the City of Amsterdam in Montgomery County.	3,200,000	200,000	600,000
	02	280616	A19	New	SUPPLEMENTAL BRIDGE MAINTENANCE FUNDS		NYSDOT	This project will repair bridge scouring in various bridges throughout the Region.		425,000	
2022	02	280668	A19	New	BRIDGE CLEANING PROJECT 22	12/2/2021	NYSDOT	This project involves bridge washing operations by contract at various locations, Regionwide. The project is intended to be organized by State Route corridor.	636,400	159,100	
2022	02	280670	A19	New	BRIDGE PAINTING INITIATIVE 2021	1/20/2022	NYSDOT	The 2021 Bridge Painting Program will paint the two bridges carrying Route 12 over Doyle Road and the bridge carrying Mulaney Road over Route 12 in the Towns of Deerfield and Marcy, Oneida County.	1,063,200	616,800	
2022	02	280699	A19	New	2022 JOB ORDER CONTRACT (JOC): BRIDGE	5/5/2022	NYSDOT	This project is a Regionwide bridge preventative maintenance Job Order Contract (JOC.)	1,040,000	260,000	
2022	02	280700	A10	New	2022 JOB ORDER CONTRACT (JOC): HIGHWAY	7/21/2022	NYSDOT	Highway Job Order Contract		650,000	
2021	02	2ENV21	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000	
2022	02	2ENV22	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000	
2023	02	2ENV23	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000	
2024	02	2ENV24	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000	
2025	02	2ENV25	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000	
2026	02	2ENV26	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000	
2027	02	2ENV27	C11	New	HERBICIDE FOR REMSEN-LAKE PLACID RR CORRIDOR		NON-LET	Annual ADK RR herbicide purchase for Remsen-Lake Placid RR Corridor		30,000	
2022	02	2ITS23	A7	New	TMC/ITS OPERATIONS AND MAINTENANCE		NON-LET	The project involves utilization of congestion mitigation approach to identify improvements to enhance the capacity of existing system of an operational nature, and better management and operation of existing transportation facilities to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.	892,000	223,000	
2023	02	2ITS24	A7	New	TMC/ITS OPERATIONS AND MAINTENANCE		NON-LET	The project involves utilization of congestion mitigation approach to identify improvements to enhance the capacity of existing system of an operational nature, and better management and operation of existing transportation facilities to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.	892,000	223,000	
2024	02	2ITS25	A7	New	TMC/ITS OPERATIONS AND MAINTENANCE		NON-LET	The project involves utilization of congestion mitigation approach to identify improvements to enhance the capacity of existing system of an operational nature, and better management and operation of existing transportation facilities to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.	936,800	234,200	
2025	02	2ITS26	A7	New	TMC/ITS OPERATIONS AND MAINTENANCE		NON-LET	The project involves utilization of congestion mitigation approach to identify improvements to enhance the capacity of existing system of an operational nature, and better management and operation of existing transportation facilities to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.	936,800	234,200	

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Montgomery County Capital Program of Transportation Projects
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FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Public Description	FEDERAL	STATE	LOCAL
2026	02	2ITS27	A7	New	TMC/ITS OPERATIONS AND MAINTENANCE		NON-LET	The project involves utilization of congestion mitigation approach to identify improvements to enhance the capacity of existing system of an operational nature, and better management and operation of existing transportation facilities to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.	936,800	234,200	
2024	02	2LC101	A2	New	Culvert Resiliency Project 21	12/14/2023	NYSDOT	This Project will replace and rehabilitate large culverts on the state system with a focus on safety, infrastructure and hydraulic resiliency, supporting the state's economy and environmental stewardship, at various locations on the State and/or Federal Highway Systems within Region 2.	2,043,000	4,127,000	
2021	02	2SIP21	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2021		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		238,019	
2022	02	2SIP22	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2022		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		351,060	
2023	02	2SIP23	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2023		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		294,000	
2024	02	2SIP24	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2024		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		294,000	
2025	02	2SIP25	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2025		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		300,000	
2026	02	2SIP26	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2026		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		300,000	
2027	02	2SIP27	D2	New	TRAFFIC SIGNAL PROCUREMENT PROGRAM SFY 2027		NON-LET	This is a NON-LET project to account for signal purchases from the MO central purchasing program (TSIP.) TSIP covers bulk purchases for traffic signal maintenance items (e.g. poles, cabinets, controllers, etc.)		300,000	
2021	02	2SIQ21	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2021		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000	
2022	02	2SIQ22	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2022		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000	
2023	02	2SIQ23	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2023		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000	
2024	02	2SIQ24	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2024		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000	
2025	02	2SIQ25	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2025		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000	
2026	02	2SIQ26	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2026		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000	
2027	02	2SIQ27	D2	New	TRAFFIC SIGNAL REGIONAL PROCUREMENT PROGRAM SFY 2027		NON-LET	This contract is used to account for Regionally procured signal related purchases.		140,000	
2025	02	2TLB25	J1	New	Local Bridge/Pavement Rehab Project 25 (Block Fund)	10/2/2025	LOCAL	Block Fund Project for Locally Administered Bridge and Pav't Projects.	1,600,000		400,000
	02	2TP252	J1	New	Block Fund PM Pavement 25 (Rural)		NYSDOT	Block Fund PM Pavement 25, Various Locations	3,150,296	5,191,204	
	02	2TP262	J1	New	Block Fund PM Pavement 26 (Rural)		NYSDOT	Block Fund PM Pavement 26, Various Locations	6,048,000	1,512,000	
2024	02	2TTR24	J1	New	Safety Project 24 (Block Fund)		NYSDOT		3,600,000	400,000	
2025	02	2TTR25	J1	New	Safety Project 25 (Block Fund)		NYSDOT		1,935,000	215,000	
2026	02	2TTR26	J1	New	Safety Project 26 (Block Fund)		NYSDOT		1,971,000	219,000	
2027	02	2TTR27	J1	New	Safety Project 27 (Block Fund)		NYSDOT		2,007,000	223,000	

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Schoharie County Capital Program of Transportation Projects
NYSDOT Region 9

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Project Description	FEDERAL	LOCAL	STATE
2028	09	908502	A2	New	RT 146 OVER KINGS CREEK, INVERT PAVING, TOWN OF WRIGHT, SCHOHARIE COUNTY	10/28/2027	NYSDOT	This project paves the inverts of three corrugated steel pipes on BIN 1079800, Rt. 146 over Kings Creek in the town of Wright, Schoharie County.	$ 480,000		$ 120,000
2025	09	935852	A10	New	I88 RESURFACING AND JOINT REPAIRS, OTSEGO COUNTY LINE TO EXIT 20, SCHOHARIE COUNTY	3/27/2025	NYSDOT	This project resurfaces and repairs failed transverse joints and potholes along I88 from the Otsego County line to just east of Exit 20 in the town and village of Richmondville, Schoharie County (MP 0.00 to 5.49). Additional work includes the installation of new guide railing, MIARDs and pavement markings.	$ 14,940,000		$ 1,660,000
2026	09	975555	A19	New	LOWE ROAD OVER WEST CREEK BRIDGE REPLACEMENT, TOWN OF SEWARD, SCHOHARIE COUNTY, BNY 2022	10/20/2025	LOCAL	This project replaces the bridge that carries Lowe Road over West Creek (BIN 2228670) in the Town of Seward, Schoharie County, to maintain long-term integrity of the crossing using cost-effective techniques to minimize the life cycle cost of maintenance and repair. This project also addresses geometric deficiencies, improves the hydraulic capacity and improves traffic flow. Project Awarded through Bridge New York 2022. Total Award = $3,153,565. Project does not alter capacity/no additional travel lanes.	$ 2,327,064	$ 122,477	
2026	09	975556	A19	New	MICKLE HOLLOW RD OVER TRIB COBLESKILL CREEK CULVERT REPLACEMENT, TOWN OF COBLESKILL, SCHOHARIE COUN	2/23/2026	LOCAL	The project preserves a section of Mickle Hollow Road with a complete culvert replacement. The proposed culvert will have a longer span to increase the hydraulic opening. The barrel length will be lengthened to accommodate wider lanes and shoulders. Concrete flared wingwalls on both the upstream and downstream ends will be constructed along with stone fill installed to help prevent scouring of the banks. Guiderail will be installed over the proposed crossing and the approaches to make the roadway safer for vehicles. Town of Cobleskill, Schoharie County			$ 1,013,000
2026	09	975557	A19	New	HEATHEN CREEK RD OVER HOUSE CREEK CULVERT REPLACEMENT, TOWN OF FULTON, SCHOHARIE COUNTY, BNY 2022	2/13/2026	LOCAL	The project preserves this section of Heathen Creek Road by replacing the culvert that carries Heathen Creek Road over House Creek (MP 0.00 to 0.025). The new structure consists of a precast concrete three-sided unit with a span of approximately 18 feet founded on cast in place concrete footings on rock, plus in-line wingwalls on both ends and new bridge rail/guide rail. To provide for better intersection alignment, the new structure will be constructed adjacent to the existing structure. During construction, the existing structure will be reduced to a single lane and temporary signals installed to control intersection traffic. Town of Fulton, Schoharie County.			$ 1,025,000
2026	09	975592	A19	New	CR 64/MEADE RD OVER CHARLOTTE CK, BRIDGE REPLACEMENT, TOWN OF SUMMIT, SCHOHARIE COUNTY, BNY 2023	6/22/2026	LOCAL	This project replaces the deteriorated structure that carries CR 64 / Meade Rd. over Charlotte Ck (BIN 3355130) on a slightly improved alignment with minor approach work in the town of Summit, Schoharie County. Bridge NY 2023 Award = $3,402,000.00. Project does not alter capacity/no additional travel lanes.	$ 2,439,650	$ 128,402	
2026	09	975593	A19	New	CR 4/W FULTON RD CULVERT REPLACEMENT, TOWN OF RICHMONDVILLE, SCHOHARIE COUNTY, BNY 2023	4/15/2026	LOCAL	This project rehabilitates or replaces the culvert along CR 4 / W. Fulton Rd. in the town of Richmondville, Schoharie County in order to improve the hydraulic condition of the stream crossing. Bridge NY 2023 Award = $1,480,000.00.			$ 1,111,800
2027	09	980723	A10	New	RTE 990V DEP BETTERMENT PAVEMENT REHABILITATION PROJECT	12/24/2026	NYSDOT	This preventive maintenance project repairs culverts and restores 6.00 lane miles of Rt. 990V (MP 0.00 to 2.9) in the towns of Gilboa and Conesville in Schoharie County.		$ 3,000,000	
2025	09	980764	A19	New	JOC - BRIDGE MAINTENANCE, OTSEGO AND SCHOHARIE COUNTIES, 2025-2026	1/23/2025	NYSDOT	This project is utilized to repair bridges, including but not limited to bearings, joints, pedestals, decks, wearing surfaces and approach slabs in the counties of Otsego and Schoharie.			$ 823,498
2026	09	980771	A2	New	JOC - HIGHWAY/DRAINAGE COMBINED, DELAWARE AND SCHOHARIE COUNTIES - 2026-2027	2/5/2026	NYSDOT	This Job Order Contract (JOC) for Highway and Drainage work is a preventive maintenance project to repair roadway elements including but not limited to pavement, guiderail, culverts, closed & open drainage systems and hazardous tree removals within the counties of Delaware and Schoharie Counties.			$ 857,000
2026	09	980774	A19	New	BRIDGE RAIL REPLACEMENT, REGIONWIDE, SFY 2025	12/18/2025	NYSDOT	This project replaces deteriorated bridge railing tubes and transition rail on various bridges within Region 9. Any tuning fork transitions and wrap around clamps are also replaced.	$ 2,400,000		$ 600,000
2025	09	9CRS51	A10	New	2025 CRACK SEALING, REGIONWIDE	2/18/2025	NYSDOT	This contract cleans and seals cracks on various state routes and interstates in the counties of Broome, Chenango, Delaware, Otsego, Schoharie, Sullivan, and Tioga.	$ 720,000		$ 180,000
2026	09	9CWS01	C13	New	CURVE WARNING SIGN UPGRADES, REGION 9	4/9/2026	NYSDOT	This project addresses Curve Warning Signs to bring them up to current standards throughout Region 9. Federal share 100% with 10% Toll credits. Statewide HSIP - The office of Safety and Mobility has confirmed the use of Main Office HSIP funds on curve warning sign projects. Project will meet the 2009 MUTCD Signing requirements.	$ 6,300,000		
2025	09	9LC101	A19	New	LARGE CULVERT REHABILITATION PROJECT, BROOME AND OTSEGO COUNTIES	6/26/2025	NYSDOT	This project rehabilitates 12 large culverts. C910011, C910012, C910013 in Town of Kirkwood, Broome County; C910017 in Town of Chenango, Broome County; C910019, C910020 in the Town of Barker, Broome County; C910028, C910029 in the Town of Lisle, Broome County; C910118 in Town of Vestal, Broome County; C910197, CA00141 in Town of Colesville, Broome County, and C950168 in the Town of Oneonta, Otsego County.	$ 5,388,900		$ 2,931,100
2026	09	9LC113	A19	New	LARGE CULVERT REPLACEMENT PROJECT, BROOME, CHENANGO, DELAWARE, OTSEGO, SCHOHARIE, SULLIVAN AND TIOGA	6/4/2026	NYSDOT	This project will replace large culverts structures in Broome, Chenango, Delaware, Otsego, Schoharie, Sullivan and Tioga Counties,	$ 9,208,000		$ 2,302,000
2025	09	9M1025	A19	New	BRIDGE WASHING PROJECT REGIONWIDE FFY25	12/19/2024	NYSDOT	Cyclical maintennce project to wash bridges across the region. 488 bridges are washed over two years. Some of the weathering steel bridges may need to be washed twice during the two-year period, to be determined during the Preliminary Design phase. Various federal aid locations, Region 9	$ 1,606,876		$ 401,719

Attachment 9

Schoharie County Capital Program of Transportation Projects
NYSDOT Region 9

FFY Let	Region	PIN	Air Quality Code	New or Carryover	Project Title	Current Letting	Letting Organization	Project Description	FEDERAL	LOCAL	STATE
2027	09	9PED27	C2	New	PEDESTRIAN IMPROVEMENT BLOCK FFY27	10/7/2026	NYSDOT	This contract will rehabilitate sidewalks in poor condition, construct new sidewalks in areas where there are short gaps in existing systems, or extend existing sidewalk systems to logical termini based on pedestrian generators or other needs. Various Counties, Region 9 .			$ 1,500,000
2025	09	9PM025	A11	New	2025 PAVEMENT MARKING CONTRACT (PRINCIPAL)	3/13/2025	NYSDOT	This preventive maintenance project is used to replace worn or missing pavement markings at various federal aid eligible locations in Region 9.	$ 7,784,843		$ 313,244
2026	09	9PM026	A11	New	2026 PAVEMENT MARKING CONTRACT (secondary)	2/26/2026	NYSDOT	Epoxy pavement markings are refreshed on a 2-year cycle in Region 9. These pavement markings are to be refreshed on federal aid eligible secondary roadways throughout the Region.	$ 3,600,000		$ 900,000
2026	09	9TSR26	C13	New	SIGN REQUIREMENTS CONTRACT 25/26	3/26/2026	NYSDOT	This project installs or replaces missing or non-compliant ground mounted signs throughout Region 9.	$ 385,600		$ 96,000
2025	09	9V2561	A10	New	CHIP SEALING VPP; RT 10, TOWNS OF JEFFERSON, SUMMIT & RICHMONDVILLE; SCHOHARIE COUNTY	2/19/2025	NYSDOT	This project chip seals the existing pavement and shoulders on Rt. 10 (MP 5/94 to 18.89) from Jefferson to Richmondville in order to preserve the life of the existing roadway. Towns of Jefferson, Summit and Richmondville, Schoharie County.	$ 480,000		$ 120,000
2027	09	908605	A2	Carryover	RT 443 SLOPE STABILIZATION, SCHOHARIE COUNTY	4/8/2027	NYSDOT	This project stabilizes multiple slopes along the embankment of Rt. 443 (from MP 0.1 to 0.2 and MP 3.5 to 3.6) in order to preserve the integrity of the roadway. Town of Schoharie, Schoharie County.	$ 2,052,000		$ 513,000
2025	09	975521	A19	Carryover	HUNTERSLAND RD OVER LITTLE SCHOHARIE CRK, BRIDGE REPLACEMENT, BNY 2021	9/24/2025	LOCAL	This project replaces the existing structure (BIN 3354700) carrying Huntersland Rd over Little Schoharie Creek to eliminate structural deficiencies and maintain link in local highway system. Town of Middleburgh, Schoharie County. Project Awarded through Bridge New York 2021. Total Award = $3,171,480.	$ 2,363,866	$ 152,133	
2025	09	975522	A19	Carryover	CR 40/ENGLEVILLE RD OVER WEST CRK, BRIDGE REPLACEMENT, BNY 2021	5/23/2025	LOCAL	The project replaces the existing structure (BIN 3355200) carrying Engleville Rd (CR 40) over West Creek Bridge to eliminate structural deficiencies and maintain link in local highway system. Town of Sharon, Schoharie County. Project Awarded through Bridge New York 2021. Total Award = $2,331,965.	$ 1,621,650	$ 85,350	
2027	09	980755	A2	Carryover	SMALL CULVERT LINING FFY27	2/4/2027	NYSDOT	This project will line or repair small culverts under deep fills primarily along Interstates or NY Rte. 17.	$ 2,664,000		$ 666,000
2027	09	9ADA22	C2	Carryover	ADA ACCESSIBILITY PROJECT: REGION 9	2/11/2027	NYSDOT	This project designs, removes and replaces or rehabilitates ramps and sidewalks in various Federal Aid Eligible locations throughout Chenango, Delaware, Otsego and Tioga Counties to bring them into compliance with current state and federal standards.	$ 1,200,000		$ 300,000
2026	09	9ADA24	C2	Carryover	ADA ACCESSIBILITY PROJECT	6/4/2026	NYSDOT	This project evaluates ramps and sidewalks along routes in various federal aid eligible locations in Region 9 according to ADAAG standards. This project rehabilitates or replaces deficient ramps and sidewalks according to PROWAG and Chapter 18 guidance.	$ 790,400		$ 197,600
2026	09	9FAS24	D2	Carryover	F.A. SIGNAL REQUIREMENTS CONTRACT FFY24	5/7/2026	NYSDOT	This project replaces 14 traffic signals and 17 embedded signal poles and other equipment at 15 intersections in Broome, Chenango, Otsego, Schoharie, Sullivan, and Tioga Counties.	$ 3,612,000		$ 903,000