Initial Project Proposal Form (IPP) Guidance

10/24/19

Geographic Location - Move the project information bubble so that it points to the general geographic location of the project.

PIN – Please include the Project Identification Number (if assigned).

Name – Enter a descriptive name for the project. Project names should follow the NYSDOT naming patterns:

- John B. Daly Blvd; Niagara St to Pine Ave (road maintenance/construction)
- Clarence Center/Gott Creek Bridge Repairs (bridge maintenance/construction)
- Strickler Road @ County Road Intersection Safety (Intersection maintenance/construction)
- Hamburg Healthy Neighborhood Corridor (TAP projects – use application name)

County - Is the project located in Erie or Niagara County?

Member Agency - Enter the GBNRTC member agency that is submitting the project.

IPP Preparation Date - The date that the IPP was prepared.

Project Approvals – Have responsible parties sign and date.

Municipality - Enter the city, town or village where the project is located.

Route – If the project is located on a state route, include the route number.

BIN(s) – If there are bridges included in the project, list their Bridge Identification Number(s).

Limits/Milepoints – What are the project limits? If project is on the state system, list the starting and ending milepoints using the 2014 Linear Referencing System (LRS).

Project Length – List the project length in centerline and lane miles.

Federal Aid System – Is the project located on the NHS or STP system?

Functional Class – Enter the functional classification of the facility (road projects only).

Districts - List the congressional, senatorial and assembly districts where the project is located.

AADT – Latest average daily traffic count with year of count. For example: 3,800 (2012).

Percent Trucks - Percentage of trucks using the facility.

Element – Various measures/indicators for the facility.
Problem Description – Describe why is this project is needed/necessary.

Project Objectives – List what objectives will be accomplished by completing this project.

Project Element(s) to be Investigated – Check all elements that apply to this project.

Environmental Recommended Classification – Select the NEPA and SEQR classifications for the project.

Air Quality Conformity – Is the project exempt from conformity or is it non-applicable?

Work Type - Enter they type of project (for example, bridge, highway, pavement, mobility, safety, or system) See “Project Purpose” section for project types.

Sub Work Type - See “Project Purpose” section for project subwork descriptions.

Project Purpose - What objective does completing the project hope to achieve? The illustrative examples below are provided for information and reference only. They should be edited for use to address specific project needs.

BRIDGE

- Restore the bridge condition rating to ___, or greater, for at least ___ years, using effective techniques to minimize the life cycle costs of maintenance and repair.
- Restore bridge to a non-deficient condition by employing an effective method of repair which will maintain the bridge in a non-deficient condition for at least ___ years.
- Eliminate the bridge’s deficiencies by utilizing a cost effective method of repair to render the structure non-deficient over a service life of ___ years.
- Eliminate the structure’s deficiencies using a cost effective treatment to ensure an unposted structural condition for at least ___ years.
- Repair the structure’s deficiencies to assure it remains serviceable and to prevent premature posting or closure, pending its replacement within the next 5-year program period.
- Improve the structural integrity of the bridge to a condition rating of ___ or greater, through the removal of identified deficiencies, to extend the bridge’s service life and provide an enhanced functional condition.
- Maintain bridge structural elements in a condition of good repair at a condition rating of at least ___, or greater, for ___ years, using cost effective maintenance treatments which provide low life cycle costs.
- Develop a properly designed improvement based on design year traffic forecasts and current design standards, which provides adequate capacity over a design life of ____ years for the structure.

MOBILITY

- Provide a properly scaled transportation improvement based on design year traffic forecasts and current design standards, which reduces or minimizes the hours of delay at LOS E and F in the movement of people and goods.
- Mitigate link (or system) capacity/mobility deficiencies through the selective application of feasible, cost effective TSM, TDM, and/or transit/intermodal measures to improve highway operations and reduce, or minimize, vehicle hours of delay at LOS E and F conditions.
- Improve overall traffic conditions using cost effective mobility measures to provide an acceptable level of service of ____________ or better, for a design period of ____ years.
- Mitigate expected degradation of capacity, level of service, and an increase in vehicle hours of delay (VHD) due to existing and proposed development through public/private and/or developer participation.
• Provide efficient flow for all major traffic movements to reduce daily recurring vehicle hours of delay (VHD) by utilizing feasible, cost effective mobility techniques to improve highway operation.
• Provide a properly scaled MP&T plan based on project area traffic volumes which insures adequate mobility and local access to minimize the disruption of traffic flow during construction.
• Improve intersection capacity and operations using properly scaled, cost effective improvements, based on design year traffic forecasts, to eliminate recurring daily vehicle hours of delay (VHD) at LOS E and F.
• Reduce vehicle hours of delay created by non-recurring traffic congestion through the implementation of an incident management program.
• Reduce vehicle hours of delay (VHD) at LOS E and F through the implementation of a TDM program to increase vehicle occupancy.

HIGHWAY

• Improve existing highway design through the application of current design standards to improve identified non-standard features.
• Address geometric deficiencies to improve traffic flow and facilitate traffic operations at a design travel speed of ____ MPH or an acceptable operating speed of ____ MPH, and at an acceptable level of service of ____.
• Improve highway design features to maintain or restore adequate capacity and acceptable operational characteristics for the facility in the most cost effective manner.
• Develop improvements using current design standards and practices to address prioritized needs, and to lower user and life cycle costs.
• Develop improvements to highway features that address esthetic conditions and contribute to the visual enhancement of the transportation environment.

PAVEMENT

• Correct identified pavement deficiencies that will extend the useful life of the pavement and maintain a structurally sound highway over a service life of ____ years, using cost effective pavement treatment strategies which provide low life cycle costs.
• Apply effective pavement treatments to repair critical damage and reduce the likelihood of structural failures, to prevent the surface condition score from deteriorating to less than ___ over a service life of ____ years.
• Maintain / restore / improve pavement condition to at least a surface condition of ____, or higher, using an effective pavement treatment which provides a service life of ____ years.
• Restore or improve the riding characteristics and skid resistance of the pavement to a satisfactory condition of ____, using cost effective pavement treatments that provide acceptable user and life cycle costs.

SAFETY

• Provide transportation improvements which reduce or eliminate the potential of vehicular conflict/accidents using cost effective accident reduction measures.
• Reduce the accident rate at identified locations within the project limits using effective accident reduction measures.
• Improve safety conditions at identified accident locations, reducing the accident rate, in a cost effective manner.
• Improve geometric deficiencies which contribute to accidents at identified accident locations using effective accident reduction measures to improve operating conditions and safety.
• Correct safety deficiencies using effective accident reduction measures so that accident reduction benefits equal or exceed project costs attributable to safety work.

SYSTEM
• Improve existing facilities and services to provide a balanced transportation system which
comprises identified feasible transportation modes to reduce vehicle hours of delay (VHD)

• Improve existing facilities and services using cost effective methods to eliminate the continual
degradation of mainline level of service and provide an overall acceptable operating level of service
of _____, for at least a _____ year design period.
• Improve traffic flow using cost effective improvements to facilitate traffic operation at an acceptable
operating speed of _____ and at an acceptable level of service of _____.
• Accommodate desired or planned area development through properly scaled facility improvements
funded by innovative cost sharing financing techniques.
• Maintain or restore adequate capacity and operational characteristics for the facility that are
compatible with planned current and long range transportation system improvements to address
project area development and growth.
• (Maintain) (Restore) (Improve) highway conditions to provide satisfactory access in a cost effective
manner while considering user costs.
• Improve geometric and operational deficiencies, and address vehicle height and weight restrictions
to maximize the use of the existing facility, and avoid the premature investment in a new facility.
• Provide cost effective improvements to the existing transportation facility which will mitigate adverse
social, economic and environmental impacts; minimize adverse effects on historical and recreation
sites; and which are acceptable to the community.

TIP Amendment Required - All new projects and major modifications to the scope of existing projects require
an amendment. Please refer to the GBNRTC guidelines regarding TIP change procedures.

STIP Status – Is the project already on the STIP?

Notes on Special Circumstances - Please note any special circumstances not already mentioned that may
assist in the project review/selection process such as public sensitivity, environmental, cultural/ historic,
political commitment, relation to other projects, etc.).

Special Technical Activities Required - Examples include a safety audit, M&PT schemes, etc.

Planned Public Involvement – Indicate dates of scheduled public comment periods and/or public meetings.

Scheduled Qualifiers - Select any/all that apply.

Project Delivery Method – Please specify.

Design Approval Authority – Please specify

Project Category (complexity) - Please specify

Project Phase, Date, Cost and Funding Information – Use this area to break down costs by project phase.
Please list all required phases to complete the project along with associated date and funding information.

Basis of Cost Estimates – What is the basis of the stated estimated costs and schedule? Examples include:

• Professional Judgement
• Scoping Report
• Preliminary Engineering Report
• Plan, Specifications and Estimate (PS&E) Review
• NYSDOT Project Cost Estimates
• Other (Explain)
**Funding Match** – What is the non-federal funding match and who will pay it? Typically, the non-federal match is 20%. If there is a local match, please state the source.

**Statewide Significance** -

**Project Link to Defined Long Range Planning Goals?** – Please use the defined 2050 MTP long range goals below as a reference to answer this question.

The vision for regional transportation (where we want to be in 2050) is broken into four categories. Each vision category includes goals and objectives.

1. **Vision for Economy** - Our economy will be globally competitive with shared prosperity that spreads economic opportunities and benefits to all residents in the region.
   - **GOAL** - Raise the region’s standard of living
     - i. Support Regional Economic Development Council (REDC) target sectors
     - ii. Increase Gross Regional Product
     - iii. Improve connectivity in the Greater Golden Horseshoe
   - **GOAL** - Support efficient freight movement
     - i. Reduce freight delays
   - **GOAL** - Maximize infrastructure resiliency
     - i. Minimize local governments’ infrastructure costs and maximize benefits from infrastructure investments

2. **Vision for Communities** - Our communities will be brimming with opportunities, providing residents with various lifestyle choices and attracting new, diverse residents, businesses and investments from all over the world.
   - Goal - Support focused growth in communities (urban, suburban and rural)
     - i. Maximize investments in community centers
   - Goal - Ensure access to opportunities and services
     - i. Increase multi-modal access to neighborhood services
     - ii. Improve equitable access to employment centers
   - Goal - Support healthy and safe communities through targeted transportation investment
     - i. Increase active transportation options
     - ii. Improve transportation system safety for pedestrians, cyclists and vehicle drivers

3. **Vision for Environment** - Our environment will be ecologically healthy and easily accessible so that all residents and visitors have abundant opportunities to enjoy our region’s world class waterways and open spaces.
   - Goal - Preserve and protect a healthy environment and accessible open spaces and waterways
     - i. Reduce negative impacts of local transportation on the region’s air quality and GHG emissions
     - ii. Increase diversity and sustainability of energy supply system for transportation uses
     - iii. Maximize region’s watershed quality
     - iv. Improve public access to parks, greenways, and waterfronts
     - v. Reduce transportation infrastructure land use
   - Goal – Maximize infrastructure resiliency
     - i. Improve the ability of infrastructure to respond to weather and other extreme events

4. **Vision for Innovation** - We will be making transformative changes to the way we plan, fund and implement the region’s transportation investments through harnessing technological advances, making data-driven decisions and utilizing creative and diverse partnerships and funding sources.
   - Goal - Create a fully integrated and seamless transportation environment
i. Fully build out a system of connected corridors throughout the region
ii. Establish a Smart Ecosystem of data acquisition and management for transportation efficiency
iii. Create a robust Mobility Marketplace that assures mobility on demand and integrates delivery technology
iv. Create and deploy new models of transportation finance and project delivery

**Relationship to Defined Performance Measures** – Does the project impact defined performance measures in a positive way? The defined MTP performance goals are listed below.

**PRIORITIZED PRESERVATION**
- Surface Score - NHS roads no lower than 7; non-NHS roads no lower than 6
- Bridge Score - NYSDOT Goal
- Transit Fleet Age - Average Bus Fleet Age of 6 Years
- Bicycle Route Level of Service - Improve Bicycle Level of Service (BLOS) by 10%

**ECONOMIC DEVELOPMENT**
- Unemployment rate - Currently Undefined
- Per capita income - Currently Undefined
- Focus on transportation system improvements to support and promote tourism

**MOBILITY AND ACCESSIBILITY**
- Mean travel time to work - Reduce travel time to work by 5%
- Designated miles of bikeway - Increase miles of bikeway by 15%
- Transit ridership - Increase transit ridership by 5%
- % of population within 0.5 miles of transit service - 50%+ of region’s population with .5 mile of transit service
- % of low-income population within 0.5 miles of transit service - 80%+ of region’s population with .5 mile of transit service

**LAND USE AND TRANSPORTATION CONNECTION**
- Urban expansion – Currently undefined
- Vehicle Miles of Travel (VMT) - Rate increase less than NYS average

**ENVIRONMENTAL AND CLIMATE CHANGE**
- Air Quality - Maintain pollutant emissions at base year level
- Safety - Reduce overall accident rate by 5%
- Mode choice - Reduce the number of persons who drive alone by 5%

**Is This Project on a Transit Route?** - Are there any regularly scheduled transit routes that use the facility? If yes, please specify the routes.

**Does this Project Include Bicycle/Pedestrian Accommodations?** – Will the project include accommodations for bicycles and pedestrians? Please explain.

**Does the Project Address Any Safety Concerns?** - If this project contains elements to correct a safety issue, please indicate and explain.

**Does the Project Help to Retain Existing Businesses or Help Attract New Businesses?** - Will this project will help to increase economic opportunities for businesses in the study area? Please explain.
Is the Project Located in an Environmental Justice (EJ) Communities of Concern? – Please use the EJ map provided on the following page.
Environmental Justice Communities of Concern

COMMUNITIES OF CONCERN

NUMBER OF POPULATION GROUPS OVER REGIONAL THRESHOLDS

- 0
- 1 - 2
- 2 - 4
- 4 - 6
- 6 - 8

POPULATION GROUPS AND REGIONAL THRESHOLDS:
- Minority Population - (2.3%)
- Limited English Proficiency Population (LEP) - (3.65%)
- Low Income Population - (1.52%)
- Disabled Population - (2.17%)
- Elderly Population (75+) - (7.84%)
- No Car Households - (22.3%)
- Single Parent Households (Female) - (7.56%)
- Rent Burdened Households (30% of income) - (26.52%)

Source: American Community Survey, 5-year estimates, 2016.