

MEMORANDUM

TO: Planning Committee Members & Alternates
FROM: James Stack, Executive Director
DATE: August 5, 2022
SUBJECT: [Proposed Planning Committee Resolutions 22-12 through 22-18 \(Modifying the 2020-2024 Transportation Improvement Program\)](#)

NYSDOT has requested changes to the *2020-2024 TIP*. The TIP Development Committee (TDC) reviewed the proposed changes on July 21, 2022 and recommends favorable action for Proposed Planning Committee Resolutions 22-12 through 22-17. Proposed Planning Committee Resolution 22-18 was requested by NYSDOT after the TDC meeting.

Any changes to project phases in Federal Fiscal Years (FFY) 2023 or later are reflected in the draft *FFYs 2023-2027 Transportation Improvement Program* (Item 5.b.5).

The modification requests and supporting documents have been grouped and are provided for your consideration in the following attachments:

Attachment A – Administrative Modifications (#1-7)
[Proposed Planning Committee Resolutions 22-12 through 22-18](#)

Recommended Action:

Approve proposed Planning Committee Resolutions 22-12 through 22-18, modifying *the 2020-2024 TIP*.

Attachment A – Administrative Modifications

Planning Target - Change in Project Schedule

- 1. Planning Committee Resolution 22-12** (Modifying the 2020-2024 TIP by advancing a phase of the I-390 over Erie Canal Barrier & Fascia Replacement project)
(TIP #B20-17-MN1, PIN 439082) – NYSDOT

Advance a FFY 2023 Detailed Design phase of \$117,000 (\$105,000 Federal) to FFY 2022.

The source of programmed Federal funds is the National Highway Performance Program. The offset of FFY 2022 funds is provided by Available Balances.

NYSDOT will achieve Design Approval by the end of the current Federal Fiscal Year, which allows the Detailed Design phase to be obligated. This acceleration makes funding available in FFY 2023.

- 2. Planning Committee Resolution 22-13** (Modifying the 2020-2024 TIP by modifying phases of the Rt 15 from Rt 253 to Rt 252 project)
(TIP # H20-56-MN1, PIN 401553) - NYSDOT

Decrease a FFY 2023 Detailed Design phase of \$435,000 (\$348,000 Federal) to \$1,000 (\$800 Federal);

Add a FFY 2022 supplemental Preliminary Engineering phase of \$435,000 (\$348,000 Federal).

The source of programmed Federal funds is the Surface Transportation Block Grant – Flex. There is a nominal change in Total Cost or Federal Share

Due to the consultant procurement process, NYSDOT requests the design activity be shown primarily in the Preliminary Engineering phase funding. This also has the effect of drawing down FFY 2022 funds while they are still available and freeing up FFY 2023 funds.

- 3. Planning Committee Resolution 22-14** (Modifying the 2020-2024 TIP by deferring phases of the Rt 204 from 33A to Rochester City Line project)
(TIP #H17-76-MN1, PIN 420426) - NYSDOT

Defer a FFY 2022 Detailed Design phase of \$248,000 (\$198,000 Federal) to FFY 2023;

Defer a FFY 2022 ROW Acquisitions phase of \$50,000 (\$40,000 Federal) to FFY 2023.

The sources of programmed federal funds are the National Highway Performance Program and Surface Transportation Block Group - Large Urban. There is no change in Total Cost or Federal Share. Deferral of the Construction phases is not anticipated at this time.

This project includes a structure (BIN 7040300) that carries the Rochester and Southern railroad over Rt 204. This structure has caused a number of challenges including coordination with the Rochester & Southern Railroad (RSR) and onboarding consultant services for the complex, atypical drainage system which have added delay to the project

schedule. It is anticipated that a request related to construction phases cost increase will be presented at a future meeting.

Planning Target - Change in Project Cost

- 4. Planning Committee Resolution 22-15** (Modifying the 2020-2024 TIP by increasing the Total Cost of the Guiderail Preventative Maintenance project)
(TIP #H20-62-R43, PIN 4T4222) – NYS DOT

Increase the Total Cost from \$275,000 (\$247,500 Federal) to \$382,000 (\$343,800 Federal);
Increase a FFY 2022 Construction phase of \$250,000 (\$225,000 Federal) to \$347,000 (\$312,300 Federal);
Increase a FFY 2022 Construction Inspection phase of \$25,000 (\$22,500 Federal) to \$35,000 (\$31,500 Federal).

The source of programmed Federal funds is the National Highway Performance Program. The offset is requested from Available Balances. The request is based upon the low bid received.

- 5. Planning Committee Resolution 22-16** (Modifying the 2020-2024 TIP by increasing the Total Cost of the Rt 260 from Rt 31 to Rt 104 & Rt 31 from Transit Way to Salmon Creek project)
(TIP #H20-33-MN2, PIN 426006) - NYS DOT

Increase the Total Cost from \$5,523,200 (\$4,418,600 Federal) to \$6,059,200 (\$4,847,600 Federal);
Increase a FFY 2023 Construction phase of \$4,324,000 (\$3,459,000 Federal) to \$4,860,000 (\$3,888,000 Federal).

The source of programmed Federal funds is the Surface Transportation Block Grant – Flex and the National Highway Performance Program. The offsets of \$233,600 in NHPP and \$195,400 in STBG-Flex would be provided by Available Balances. NYS DOT requests to increase the Construction phase estimate in recognition of recent pavement and culvert bids and to 'set the table' for FFY 2023.

Main Office - Change in Project Cost

- 6. Planning Committee Resolution 22-17** (Modifying the 2020-2024 TIP by increasing the cost and changing the source of Federal Funds of the I-590 Bridges over Route 31 and Allen's Creek Rd project)
(TIP # B20-21-MN1, PIN 459004)

Increase the Total Cost from \$20,641,900 (\$18,577,800 Federal) to \$22,131,900 (\$9,730,800 Federal);
Change the source of Federal Funds for a FFY 2023 Detailed Design phase of \$1,518,600 (\$1,366,800 Federal) from National Highway Performance Program (Planning Target) to NHPP (Statewide);
Increase a FFY 2024 Construction phase of \$15,490,000 (\$13,941,000 Federal) to \$16,980,000 (\$5,094,000 Federal);

Change the source of Federal Funds for a FFY 2024 Construction phase of \$16,980,000 (\$5,094,000 Federal) from National Highway Performance Program (Planning Target) to NHPP (Statewide);

Change the source Federal Funds of a FFY Construction Inspection phase of \$1,548,900 (\$1,394,000 Federal) from National Highway Performance Program (Planning Target) to NHPP (Statewide).

The source of Federal funds is the National Highway Performance Program, managed by NYSDOT Main Office. The Federal Share is less than 90% and additional Federal Aid may be made available to this project in the future. The relinquished Planning Target funds (\$16,701,800) will be provided to Available Balances.

Planning Target - Change in Project Cost

7. Planning Committee Resolution 22-18 (Modifying the 2020-2024 TIP by increasing the Total Cost of the I-390 Over Plaza Drive project)
(TIP # B20-25-LV2, PIN 439097) – NYSDOT

Increase the Total Cost from \$5,412,860 (\$4,871,600 Federal) to \$6,042,900 (\$5,438,600 Federal);

Increase a FFY 22 Construction phase from \$4,210,000 (\$3,789,000 Federal) to \$4,840,000 (\$4,356,000 Federal).

The source of programmed Federal funds is the National Highway Performance Program. Staff Modification 22-5 previously reduced the Construction phase but the new increase in the cost estimate is attributable nearly entirely to increased Work Zone Traffic Control-related needs. The combined offset of both actions is \$387,000, which is provided by Available Balances.