

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: James Stack, Executive Director
DATE: May 5, 2022
SUBJECT: *2020-2024 TIP* Administrative Modification Requests to be considered

Wayne County, Wyoming County, and NYSDOT have requested changes to the *2020-2024 TIP*. The TIP Development Committee (TDC) reviewed the following proposed changes on April 21, 2022 and recommends favorable action for Proposed Planning Committee Resolutions 22-7 through 22-9.

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

Attachment A – Administrative Modifications: Planning Target-funded (#1-3)
Attachment B – Fiscal Constraint Table
Proposed Planning Committee Resolutions 22-7 through 22-9

Recommended Action:

Approve proposed Planning Committee Resolutions 22-7 through 22-9, modifying *the 2020-2024 TIP*.

Attachment A – Administrative Modifications: Planning Target-funded

Planning Target - Change in Project Cost

- 1. Planning Committee Resolution 22-7** (Modifying the 2020-2024 TIP by increasing the Total Cost of the Farmington Rd Bridge over Ganargua Creek project)
(TIP # B20-03-WA1, PIN 4WA003) – Wayne County

Increase the Total Cost from \$938,060 (\$750,448 Federal) to \$1,080,350 (\$864,280 Federal);

Increase a FFY 22 Construction phase from \$555,160 (\$444,148 Federal) to \$741,850 (\$593,480 Federal);

Decrease a FFY Construction Inspection phase from \$146,400 (\$117,100 Federal) to \$102,000 (\$81,600 Federal).

The primary source of Federal funds is the Surface Transportation Block Grant – Off-System Bridge program. There is also a repurposed earmark of \$61,248. The offset of \$113,832 is requested from Available Balances.

Wayne County's request is based upon the low bid received.

- 2. Planning Committee Resolution 22-8** (Modifying the 2020-2024 TIP by increasing the Total Cost of the CR 30 (Oatka Rd) Rehabilitation project)
(TIP # H20-06-WY2, PIN 4WY007) – Wyoming County

Increase the Total Cost from \$941,200 (\$753,000 Federal) to \$1,079,200 (\$863,300 Federal);

Increase a FFY 22 Detailed Design phase from \$38,900 (\$31,200 Federal) to \$101,000 (\$80,800 Federal);

Increase a FFY 23 Construction phase from \$794,100 (\$635,300 Federal) to \$870,000 (\$696,000 Federal).

The source of Federal funds is the Surface Transportation Block Grant – Flex program. The offset of \$110,300 is requested from Available Balances.

Wyoming County requests an increase in construction funding to reflect the latest engineer's estimate. The request is made at this time to provide an update as a 'rollover' project for the 2023-2027 TIP.

- 3. Planning Committee Resolution 22-9** (Modifying the 2020-2024 TIP by increasing the Total Cost of the Rt 33A over Erie Canal Bridge Replacement project)
(TIP # B17-05-MN1, PIN 403371) – NYS DOT

Increase the Total Cost from \$13,260,600 (\$10,608,500 Federal) to \$13,460,600 (\$10,768,500 Federal);

Add a FFY 22 Supplemental Preliminary Engineering phase of \$200,000 (\$160,000 Federal).

The sources of Federal funds are the Surface Transportation Block Grant – Large Urban and – Flex programs. The offset of \$160,000 is requested from Available Balances.

Preliminary Engineering was initially obligated in FFY 17 and Detailed Design is currently programmed in FFY 23.

NYSDOT-Region 4 requests the supplemental phase to account for project coordination that has exceeded estimates due in part to Region 4 and NYSDOT-Main Office coordination. Numerous considerations have been substantially discussed, including replacement versus rehabilitation, replacement in-kind of a 4-lane versus a 5-lane structure (this proposal has now been eliminated), and an in-depth level of service impact study far exceeding a typical project. Additionally, exceptionally steep slopes have made the realignment of the Empire State Trail to be reconstructed under the replacement structure more costly to design.

TIP Financial Summary
(Fiscal Constraint Table)

TDC Recommended
effective June 30, 2022

	2020	2021	2022	3-Year Total	2023	2024	5-Year Total
FHWA							
NHPP							
Regional Planning Target	\$35,305,406	\$37,078,028	\$37,102,066	\$109,485,500	\$37,126,103	\$37,126,103	\$183,737,706
Statewide	\$8,517,850	\$18,717,980	\$17,692,680	\$44,928,510	\$4,896,000	\$2,938,409	\$52,762,919
Programmed	(\$42,470,300)	(\$56,521,300)	(\$50,659,900)	(\$149,651,500)	(\$41,627,000)	(\$36,643,000)	(\$227,921,500)
<i>Balance</i>	\$1,352,956	(\$725,292)	\$4,134,846	\$4,762,510	\$395,103	\$3,421,512	\$8,579,125
STBG Flex							
Regional Planning Target	\$15,068,398	\$15,127,729	\$15,137,537	\$45,333,664	\$15,147,344	\$15,147,344	\$75,628,352
Statewide	\$598,400	\$255,373	\$4,125,900	\$4,979,673	\$374,640	\$22,440	\$5,376,753
Programmed	(\$16,611,500)	(\$15,818,700)	(\$17,459,800)	(\$49,890,000)	(\$12,887,400)	(\$10,665,500)	(\$73,442,900)
<i>Balance</i>	(\$944,702)	(\$435,598)	\$1,803,637	\$423,337	\$2,634,584	\$4,504,284	\$7,562,205
STBG LG URB							
Regional Planning Target	\$8,644,715	\$8,975,914	\$9,920,950	\$27,541,579	\$10,865,986	\$10,865,986	\$49,273,551
Statewide	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Programmed	(\$8,773,100)	(\$8,370,900)	(\$7,870,800)	(\$25,014,800)	(\$8,875,700)	(\$10,397,500)	(\$44,288,000)
<i>Balance</i>	(\$128,385)	\$605,014	\$2,050,150	\$2,526,779	\$1,990,286	\$468,486	\$4,985,551
STBG OSB							
Regional Planning Target	\$1,945,000	\$1,945,000	\$1,951,183	\$5,841,183	\$1,957,366	\$1,957,366	\$9,755,915
Statewide	\$3,211,950	\$3,283,200	\$242,440	\$6,737,590	\$11,875	\$1,564,816	\$8,314,281
Programmed	(\$4,863,900)	(\$4,998,000)	(\$2,334,800)	(\$12,196,700)	(\$1,981,000)	(\$2,361,500)	(\$16,539,200)
<i>Balance</i>	\$293,050	\$230,200	(\$141,177)	\$382,073	(\$11,759)	\$1,160,682	\$1,530,996
HSIP							
Regional Planning Target	\$3,706,514	\$3,818,327	\$4,592,454	\$12,117,295	\$5,366,580	\$5,366,580	\$22,850,455
Statewide	\$2,122,550	\$12,400,000	\$198,000	\$14,720,550	\$1,980,000	\$0	\$16,700,550
Programmed	(\$6,351,500)	(\$15,875,900)	(\$1,703,000)	(\$23,930,400)	(\$8,656,700)	(\$398,000)	(\$32,985,100)
<i>Balance</i>	(\$522,436)	\$342,427	\$3,087,454	\$2,907,445	(\$1,310,120)	\$4,968,580	\$6,565,905
Other e.g. TAP, CMAQ, etc							
Regional Planning Target	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide	\$3,157,200	\$5,975,100	\$4,972,400	\$14,104,700	\$17,453,000	\$0	\$31,557,700
Programmed	(\$3,157,200)	(\$5,975,100)	(\$4,972,400)	(\$14,104,700)	(\$17,453,000)	\$0	(\$31,557,700)
<i>Balance</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FHWA Total							
Planning Target	\$64,670,033	\$66,944,998	\$68,704,190	\$200,319,221	\$70,463,379	\$70,463,379	\$341,245,979
Statewide	\$17,607,950	\$40,631,653	\$27,231,420	\$85,471,023	\$24,715,515	\$4,525,665	\$114,712,203
Programmed	(\$82,227,500)	####	(\$85,000,700)	(\$274,788,100)	(\$91,480,800)	(\$60,465,500)	(\$426,734,400)
<i>Balance</i>	\$50,483	\$16,751	\$10,934,910	\$11,002,144	\$3,698,094	\$14,523,544	\$29,223,782

TIP Financial Summary
(Fiscal Constraint Table)

TDC Recommended
effective June 30, 2022

	2020	2021	2022	3-Year Total	2023	2024	5-Year Total
FTA							
FTA 5307							
Apportionment	\$12,868,782	\$12,823,103	\$16,080,060		\$16,690,934	\$17,129,074	
Prior FFY Balance	\$4,688,071	\$6,428,953	\$8,094,256	\$53,252,016	\$587,816	\$1,643,650	\$87,072,024
Fed./State Award	\$0	\$5,000,000	\$1,792,000		\$0	\$0	
Programmed	(\$11,127,900)	(\$16,157,800)	(\$25,378,500)	(\$52,664,200)	(\$15,635,100)	(\$10,123,500)	(\$78,422,800)
<i>Balance</i>	\$6,428,953	\$8,094,256	\$587,816	\$587,816	\$1,643,650	\$8,649,224	\$8,649,224
FTA 5339							
Apportionment	\$1,191,156	\$1,090,152	\$1,046,070		\$1,154,501	\$1,184,440	
Prior FFY Balance	\$3,375,422	\$3,673,778	\$2,767,830	\$6,702,800	\$0	\$1	\$9,041,741
Fed./State Award	\$0	\$0	\$0		\$0	\$0	
Programmed	(\$892,800)	(\$1,996,100)	(\$3,813,900)	(\$6,702,800)	(\$1,154,500)	\$0	(\$7,857,300)
<i>Balance</i>	\$3,673,778	\$2,767,830	\$0	\$0	\$1	\$1,184,441	\$1,184,441
FTA 5310/5311/5312							
Allocation/Award	\$9,477,302	\$19,968	\$0	\$9,497,270	\$0	\$0	\$18,994,540
Programmed	(\$9,477,302)	(\$19,968)	\$0	(\$9,497,270)	\$0	\$0	(\$18,994,540)
<i>Balance</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA Total							
Allocation	\$23,537,240	\$13,933,223	\$17,126,130		\$17,845,435	\$18,313,514	
Prior FFY Balance	\$8,063,493	\$10,102,731	\$10,862,086	\$69,452,086	\$587,816	\$1,643,651	\$105,611,035
Fed./State Award	\$0	\$5,000,000	\$1,792,000		\$0	\$0	
Programmed	(\$21,498,002)	(\$18,173,868)	(\$29,192,400)	(\$68,864,270)	(\$16,789,600)	(\$10,123,500)	(\$95,777,370)
<i>Balance</i>	\$10,102,731	\$10,862,086	\$587,816	\$587,816	\$1,643,651	\$9,833,665	\$9,833,665

Notes:	Planning Target - Region 4 totals per TIP/STIP Policy Guidance and Instructions and NYS MOU. Planning Targets may be adjusted at the end of a FFY to reflect phase authorization changes for which NYSDOT Main Office manages fiscal constraint on a statewide basis.
	Statewide - Federal funds administered by NYSDOT Main Office
	Other - Includes FASTLANE, TAP, TEP, earmarks, and other discretionary programs
	Prior FFY Balance - Includes balances of FTA apportionments from previous two FFYs

GENESEE TRANSPORTATION COUNCIL

PLANNING COMMITTEE RESOLUTION

Resolution 22-7 Modifying the 2020-2024 TIP by increasing the Total Cost of the Farmington Rd Bridge over Ganargua Creek project (TIP # B20-03-WA1, PIN 4WA003)

WHEREAS,

1. The *2020-2024 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. Wayne County proposes the following change to the *2020-2024 TIP* :
 - a. Farmington Rd Bridge over Ganargua Creek (TIP B20-03-WA1, PIN 4WA003) – *Increase* the Total Cost from \$938,060 (\$750,448 Federal) to \$1,080,350 (\$864,280 Federal); *Increase* a FFY 22 Construction phase from \$555,160 (\$444,148 Federal) to \$741,850 (\$593,480 Federal); *Decrease* a FFY Construction Inspection phase from \$146,400 (\$117,100 Federal) to \$102,000 (\$81,600 Federal);
3. The source of offset Federal funds is the Surface Transportation Block Grant – Off-System Bridge;
4. The proposed change is described on the attached Project Detail Sheet;
5. The timing of this project is such that a modification of the *2020-2024 TIP* is now called for;
6. The *GTC TIP Procedures Manual* authorizes the Planning Committee to make TIP modifications of this nature;
7. The actions authorized under GTC Resolution No. 78-4 are consistent with an "Administrative Modification" as defined in 23 CFR 450.104; and
8. The Planning Committee is satisfied that this modification to the *2020-2024 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council modifies the *2020-2024 TIP* by increasing the Total Cost of the Farmington Rd Bridge over Ganargua Creek project (TIP # B20-03-WA1, PIN 4WA003), and will update the existing TIP table accordingly; and
2. That this resolution takes effect ten days after notification to the GTC Chairperson or upon notification that the GTC Chairperson does not plan to present this resolution to the GTC Policy Committee, whichever occurs first.

CERTIFICATION

The undersigned duly qualified Chairman of the Genesee Transportation Council Planning Committee certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council Planning Committee held on May 12, 2022.

Date _____

SCOTT A. LEATHERSICH, Chairman
Genesee Transportation Council
Planning Committee

GTC 2020-2024 Transportation Improvement Program

PC Res. 22-7

Project Name: **Farmington Rd Bridge over Ganargua Creek**

TIP #: B20-03-WA1

Project Type: Bridge Rehabilitation

PIN: 4WA003

Lead Agency: Wayne County

Mode: Bridge

Project Description: Rehabilitate the Farmington Rd bridge over Ganargua Creek in the Town of Macedon, Wayne County.

County: Wayne

Description:

Muni.: T. of Macedon

		Federal Fiscal Year (FFY)													
		Existing						Proposed							
Costs	(\$'000s)	Prior Yrs.	2020	2021	2022	2023	2024	Total*	2020	2021	2022	2023	2024	Total*	Future **
S	Scoping	\$0	\$23	\$0	\$0	\$0	\$0	\$23	\$23	\$0	\$0	\$0	\$0	\$23	\$0
P	Prelim. Engineer.	\$0	\$96	\$0	\$0	\$0	\$0	\$96	\$96	\$0	\$0	\$0	\$0	\$96	\$0
D	Detailed Design	\$0	\$96	\$0	\$0	\$0	\$0	\$96	\$96	\$0	\$0	\$0	\$0	\$96	\$0
N	ROW Incidentals	\$0	\$11	\$0	\$0	\$0	\$0	\$11	\$11	\$0	\$0	\$0	\$0	\$11	\$0
R	ROW Acquisition	\$0	\$0	\$11	\$0	\$0	\$0	\$11	\$0	\$11	\$0	\$0	\$0	\$11	\$0
C	Construction	\$0	\$0	\$0	\$555	\$0	\$0	\$555	\$0	\$0	\$742	\$0	\$0	\$742	\$0
CI	Const. Inspection	\$0	\$0	\$0	\$146	\$0	\$0	\$146	\$0	\$0	\$102	\$0	\$0	\$102	\$0
O	Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Costs		\$0	\$225	\$11	\$702	\$0	\$0	\$938	\$225	\$11	\$844	\$0	\$0	\$1,080	\$0
Revenues															
Federal	(\$'000s)														
NHPP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG Flex		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG LG URB		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG OSB		\$180	\$9	\$500	\$0	\$0	\$689	\$180	\$9	\$614	\$0	\$0	\$803		
HSIP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5307		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5339		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other		\$0	\$0	\$61	\$0	\$0	\$61	\$0	\$0	\$61	\$0	\$0	\$61		
Federal Share		\$180	\$9	\$561	\$0	\$0	\$750	\$180	\$9	\$675	\$0	\$0	\$864		
State Share		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Local Share		\$45	\$2	\$140	\$0	\$0	\$188	\$45	\$2	\$169	\$0	\$0	\$216		
Total Revenues		\$0	\$225	\$11	\$702	\$0	\$0	\$938	\$225	\$11	\$844	\$0	\$0	\$1,080	\$0

Notes: BIN 3314490

BIN 3314490

*Total column does NOT include Prior Years or Future Years data.

**Future Years data are shown for informational purposes only, no funding commitment is made.

GENESEE TRANSPORTATION COUNCIL

PLANNING COMMITTEE RESOLUTION

Resolution 22-7 Modifying the 2020-2024 TIP by increasing the Total Cost of the CR 30 (Oatka Rd) Rehabilitation project (TIP # H20-06-WY2, PIN 4WY007)

WHEREAS,

1. The *2020-2024 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. Wyoming County proposes the following change to the *2020-2024 TIP* :
 - a. CR 30 (Oatka Rd) Rehabilitation (TIP H20-06-WY2, PIN 4WY007) – *Increase* the Total Cost from \$941,200 (\$753,000 Federal) to \$1,079,200 (\$863,300 Federal); *Increase* a FFY 22 Detailed Design phase from \$38,900 (\$31,200 Federal) to \$101,000 (\$80,800 Federal); *Increase* a FFY 23 Construction phase from \$794,100 (\$635,300 Federal) to \$870,000 (\$696,000 Federal);
3. The source of offset Federal funds is the Surface Transportation Block Grant – Flex;
4. The proposed change is described on the attached Project Detail Sheet;
5. The timing of this project is such that a modification of the *2020-2024 TIP* is now called for;
6. The *GTC TIP Procedures Manual* authorizes the Planning Committee to make TIP modifications of this nature;
7. The actions authorized under GTC Resolution No. 78-4 are consistent with an “Administrative Modification” as defined in 23 CFR 450.104; and
8. The Planning Committee is satisfied that this modification to the *2020-2024 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council modifies the *2020-2024 TIP* by increasing the Total Cost of the CR 30 (Oatka Rd) Rehabilitation project (TIP # H20-06-WY2, PIN 4WY007), and will update the existing TIP table accordingly; and
2. That this resolution takes effect ten days after notification to the GTC Chairperson or upon notification that the GTC Chairperson does not plan to present this resolution to the GTC Policy Committee, whichever occurs first.

CERTIFICATION

The undersigned duly qualified Chairman of the Genesee Transportation Council Planning Committee certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council Planning Committee held on May 12, 2022.

Date _____

SCOTT A. LEATHERSICH, Chairman
Genesee Transportation Council
Planning Committee

GTC 2020-2024 Transportation Improvement Program

PC Res. 22-8

Project Name: **CR 30 (Oatka Rd) Rehabilitation**

TIP #: H20-06-WY2

Project Type: Highway Rehabilitation

PIN: 4WY007

Lead Agency: Wyoming County

Mode: Highway

Project Description: Rehabilitate the CR 30 (Oatka Rd) from W Lake Rd to Rt 246 in the Town of Perry, Wyoming County.

County: Wyoming

Description:

Muni.: T. of Perry

		Federal Fiscal Year (FFY)													
		<i>Existing</i>							<i>Proposed</i>						
Costs	(\$'000s)	Prior Yrs.	2020	2021	2022	2023	2024	Total*	2020	2021	2022	2023	2024	Total*	Future **
S	Scoping	\$0	\$0	\$0	\$8	\$0	\$0	\$8	\$0	\$0	\$8	\$0	\$0	\$8	\$0
P	Prelim. Engineer.	\$0	\$0	\$0	\$31	\$0	\$0	\$31	\$0	\$0	\$31	\$0	\$0	\$31	\$0
D	Detailed Design	\$0	\$0	\$0	\$39	\$0	\$0	\$39	\$0	\$0	\$101	\$0	\$0	\$101	\$0
N	ROW Incidentals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
R	ROW Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C	Construction	\$0	\$0	\$0	\$0	\$794	\$0	\$794	\$0	\$0	\$0	\$870	\$0	\$870	\$0
CI	Const. Inspection	\$0	\$0	\$0	\$0	\$69	\$0	\$69	\$0	\$0	\$0	\$69	\$0	\$69	\$0
O	Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Costs		\$0	\$0	\$0	\$78	\$863	\$0	\$941	\$0	\$0	\$140	\$939	\$0	\$1,079	\$0
Revenues															
Federal	(\$'000s)														
NHPP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG Flex		\$0	\$0	\$63	\$691	\$0	\$753	\$0	\$112	\$751	\$0	\$863			
STBG LG URB		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG OSB		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5307		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5339		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Share		\$0	\$0	\$63	\$691	\$0	\$753	\$0	\$112	\$751	\$0	\$863			
State Share		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Share		\$0	\$0	\$16	\$173	\$0	\$188	\$0	\$28	\$188	\$0	\$216			
Total Revenues		\$0	\$0	\$0	\$78	\$863	\$0	\$941	\$0	\$0	\$140	\$939	\$0	\$1,079	\$0

Notes: -

*Total column does NOT include Prior Years or Future Years data.

**Future Years data are shown for informational purposes only, no funding commitment is made.

GENESEE TRANSPORTATION COUNCIL

PLANNING COMMITTEE RESOLUTION

Resolution 22-9 Modifying the 2020-2024 TIP by increasing the Total Cost of the Rt 33A over Erie Canal Bridge Replacement project (TIP # B17-05-MN1, PIN 403371)

WHEREAS,

1. The *2020-2024 Transportation Improvement Program* (TIP) identifies those projects to receive federal transportation funding within the seven-county GTC TIP area;
2. NYSDOT proposes the following change to the *2020-2024 TIP* :
 - a. Rt 33A over Erie Canal Bridge Replacement (TIP B17-05-MN1, PIN 403371) – *Increase* the Total Cost from \$13,260,600 (\$10,608,500 Federal) to \$13,460,600 (\$10,768,500 Federal); *Add* a FFY 22 Supplemental Preliminary Engineering phase of \$200,000 (\$160,000 Federal);
3. The source of offset Federal funds is the Surface Transportation Block Grant – Large Urban;
4. The proposed change is described on the attached Project Detail Sheet;
5. The timing of this project is such that a modification of the *2020-2024 TIP* is now called for;
6. The *GTC TIP Procedures Manual* authorizes the Planning Committee to make TIP modifications of this nature;
7. The actions authorized under GTC Resolution No. 78-4 are consistent with an “Administrative Modification” as defined in 23 CFR 450.104; and
8. The Planning Committee is satisfied that this modification to the *2020-2024 TIP* is within the limits of reasonably expected funding resources and is consistent with the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council modifies the *2020-2024 TIP* by increasing the Total Cost of the Rt 33A over Erie Canal Bridge Replacement project (TIP # B17-05-MN1, PIN 403371), and will update the existing TIP table accordingly; and
2. That this resolution takes effect ten days after notification to the GTC Chairperson or upon notification that the GTC Chairperson does not plan to present this resolution to the GTC Policy Committee, whichever occurs first.

CERTIFICATION

The undersigned duly qualified Chairman of the Genesee Transportation Council Planning Committee certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council Planning Committee held on May 12, 2022.

Date _____

SCOTT A. LEATHERSICH, Chairman
Genesee Transportation Council
Planning Committee

GTC 2020-2024 Transportation Improvement Program

PC Res. 22-9

Project Name: **Rt 33A over Erie Canal Replacement (BIN 4443340)**
 Project Type: Bridge Replacement
 Lead Agency: NYSDOT
 Project Description: Replace the Rt 33A bridge over Erie Canal in the Town of Gates, Monroe County.

TIP #: B17-05-MN1
 PIN: 403371
 Mode: Bridge
 County: Monroe
 Muni.: T. of Gates

		Federal Fiscal Year (FFY)													
		<i>Existing</i>						<i>Proposed</i>							
Costs	(\$'000s)	Prior Yrs.	2020	2021	2022	2023	2024	Total*	2020	2021	2022	2023	2024	Total*	Future **
S	Scoping	\$39	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
P	Prelim. Engineer.	\$197	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$200	\$0
D	Detailed Design	\$0	\$0	\$0	\$0	\$1,200	\$0	\$1,200	\$0	\$0	\$0	\$1,200	\$0	\$1,200	\$0
N	ROW Incidentals	\$0	\$10	\$0	\$0	\$0	\$0	\$10	\$10	\$0	\$0	\$0	\$0	\$10	\$0
R	ROW Acquisition	\$0	\$0	\$0	\$0	\$1	\$0	\$1	\$0	\$0	\$0	\$1	\$0	\$1	\$0
C	Construction	\$0	\$0	\$0	\$0	\$0	\$10,954	\$10,954	\$0	\$0	\$0	\$0	\$10,954	\$10,954	\$0
CI	Const. Inspection	\$0	\$0	\$0	\$0	\$0	\$1,095	\$1,095	\$0	\$0	\$0	\$0	\$1,095	\$1,095	\$0
O	Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Costs		\$237	\$10	\$0	\$0	\$1,201	\$12,050	\$13,261	\$10	\$0	\$200	\$1,201	\$12,050	\$13,461	\$0
Revenues															
Federal	(\$'000s)														
NHPP			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STBG Flex			\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$1,000	\$1,000	
STBG LG URB			\$8	\$0	\$0	\$961	\$8,640	\$9,609	\$8	\$0	\$160	\$961	\$8,640	\$9,769	
STBG OSB			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
HSIP			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5307			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FTA 5339			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Federal Share			\$8	\$0	\$0	\$961	\$9,640	\$10,609	\$8	\$0	\$160	\$961	\$9,640	\$10,769	
State Share			\$2	\$0	\$0	\$240	\$2,410	\$2,652	\$2	\$0	\$0	\$240	\$2,410	\$2,652	
Local Share			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40	\$0	\$0	\$40	
Total Revenues		\$237	\$10	\$0	\$0	\$1,201	\$12,050	\$13,261	\$10	\$0	\$200	\$1,201	\$12,050	\$13,461	\$0

Notes: BIN 4443340

BIN 4443340

*Total column does NOT include Prior Years or Future Years data.

**Future Years data are shown for informational purposes only, no funding commitment is made.