

MEMORANDUM

TO: GTC Planning Committee Members & Alternates
FROM: James Stack, Executive Director JS
DATE: November 3, 2022
SUBJECT: *FFYs 2023-2027 Transportation Improvement Program* Administrative Modification Requests to be considered / Proposed Planning Committee Resolutions 22-19 through 22-36

Wyoming County and NYSDOT have requested changes to the *FFYs 2023-2027 TIP*. The TIP Development Committee (TDC) reviewed the proposed changes on October 20, 2022 and recommends favorable action for Proposed Planning Committee Resolutions 22-19 through 22-26 and Resolutions 22-29 through 22-36. Proposed Planning Committee Resolutions 22-27 and 22-28 were requested by NYSDOT after the TDC meeting.

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

Attachment A – Administrative Modifications – Highway: Planning Target-funded (#1-14)

Attachment B – Administrative Modifications – Highway: Statewide-funded (#15-18)

Offset Table

[Proposed Planning Committee Resolutions 22-19 through 22-36](#)

Recommended Action:

Approve Planning Committee Resolutions 22-19 through 22-36, modifying the *FFYs 2023-2027 TIP*.

Attachment A – Administrative Modifications: Planning Target-funded

Change in Project Schedule

- 1. Planning Committee Resolution 22-19** (Modifying the *FFYs 2023-2027 TIP* by deferring a phase of the CR 30 (Oatka Rd) Rehabilitation project)
(TIP # H20-06-WY2, PIN 4WY007) – Wyoming County

Increase the Total Cost from \$939,100 (\$751,200 Federal) to \$1,001,100 (\$800,800);
Defer a FFY 22 Supplemental Detailed Design phase of \$101,000 (\$80,800 Federal) to FFY 23.

The source of programmed Federal funds is the Surface Transportation Block Grant – Flex program. The offset is provided by Available Balances.

Planning Committee Resolution 22-8 increased the funding for the Detailed Design. Wyoming County requests to add this Supplemental phase to FFY 23 since Design Approval was not achieved and the funds processed prior to the end of FFY 22

- 2. Planning Committee Resolution 22-20** (Modifying the *FFYs 2023-2027 TIP* by deferring a phase of the Rt 98 Rehabilitation and Intersection Improvements project)
(TIP # H20-10-GN2, PIN 476104) – GTC on behalf of the Town of Batavia

Defer a FFY 23 Supplemental Detailed Design phase of \$1,000 (\$800 Federal) to FFY 24.

The source of programmed Federal funds is the Surface Transportation Block Grant – Flex program. Resolution 22-39 amended the project to add the Supplemental Detailed Design phase and remove the Construction phases. The proposed modification would align this phase with the ROW Acquisitions phase in FFY 24.

- 3. Planning Committee Resolution 22-21** (Modifying the *FFYs 2023-2027 TIP* by deferring a phase of the Rt 15A (E Henrietta Rd), from I-90 (Thruway) to I-390 Preventive Maintenance project)
(TIP # H20-24-MN1, PIN 401545) – NYS DOT

Increase the Total Cost from \$7,328,200 (\$5,558,100 Federal) to \$8,166,000 (\$5,599,500 Federal);

Defer a FFY 22 ROW Acquisitions phase of \$61,000 (\$41,400 Federal) to FFY 23;

Increase a FFY 24 Construction phase of \$6,748,800 (\$5,094,600 Federal) to \$7,405,000 (\$5,094,600 Federal);

Increase a FFY 24 Construction Inspection phase of \$579,400 (\$463,500 Federal) to \$700,000 (\$463,500 Federal).

The source of programmed Federal funds is the Surface Transportation Block Grant – Flex program. The offset of FFY 23 funds is provided by Available Balances.

NYS DOT requests to defer the ROW Acquisitions phase which was not obligated in FFY 22. They also request to increase the Construction phases funding based on revised estimates that include the full replacement of three additional traffic signals that were originally scoped only for preventative maintenance.

- 4. Planning Committee Resolution 22-22** (Modifying the *FFYs 2023-2027 TIP* by deferring a phase of the Rt 15 (W Henrietta Rd) from Rt 253 to Rt 252 Preventive Maintenance project)
(TIP # H20-56-MN1, PIN 401553) - NYS DOT

Defer a FFY 23 DD phase of \$1,000 (\$800 Federal) to FFY 25.

The source of programmed Federal funds is the Surface Transportation Block Grant – Flex program. The offset of FFY 25 funds is provided by Available Balances.

Due to the consultant procurement process, NYS DOT has frontloaded Preliminary Engineering phase funding in FFYs 21 and 22.

- 5. Planning Committee Resolution 22-23** (Modifying the *FFYs 2023-2027 TIP* by deferring phases of the Rt 31 from Rt 19 to Transit Way Safety Improvements project)
(TIP # H20-19-MN2, PIN 403173) – NYS DOT

Increase the Total Cost from \$1,160,900 (\$1,044,800 Federal) to \$1,437,800 (\$1,294,000 Federal);

Defer a FFY 22 Detailed Design phase of \$1,000 (\$900 Federal) to FFY 23;

Defer a FFY 22 ROW Acquisitions phase of \$275,900 (\$248,300 Federal) to FFY 23.

The source of programmed federal funds is the Highway Safety Improvement Program. The offset of FFY 23 funds is provided by Available Balances.

Design Approval was not achieved in FFY 22. NYS DOT Design confirms this deferral will not push PS&E delivery out of FFY 23.

- 6. Planning Committee Resolution 22-24** (Modifying the *FFYs 2023-2027 TIP* by advancing a phase of the I-390 from Rt 408 (Exit 7 - Mt. Morris) to Rt 20A (Exit 8 - Geneseo) Preventive Maintenance project)
(TIP # H23-52-LV2, PIN 4C9001) – NYS DOT

Advance a FFY 25 Preliminary Engineering phase of \$318,300 (\$286,500 Federal) to FFY 23.

The source of programmed federal funds is the National Highway Performance Program. The offset of FFY 23 funds is provided by Available Balances. NYS DOT requests to advance the Preliminary Engineering phase to provide additional time for the consultant procurement process.

- 7. Planning Committee Resolution 22-25** (Modifying the *FFYs 2023-2027 TIP* by advancing a phase of the I-390 from Canal Bridge (Exit 16) to Rt 33A Preventive Maintenance project)
(TIP # H23-42-MN1, PIN 439095) – NYS DOT

Advance a FFY 25 Preliminary Engineering phase of \$1,891,900 (\$1,702,200 Federal) to FFY 24.

The source of programmed federal funds is the National Highway Performance Program. The offset of FFY 24 funds is provided by Available Balances. NYSDOT requests to advance the Preliminary Engineering phase to enable provide additional time for the consultant procurement process.

8. Planning Committee Resolution 22-26 (Modifying the *FFYs 2023-2027 TIP* by advancing phases of the O'Rourke Lift Bridge Rehabilitation project)
(TIP # B23-52-MN1, PIN 494737) - NYSDOT

Increase the Total Cost from \$4,224,500 (\$3,379,600 Federal) to \$9,142,500 (\$3,379,600 Federal);

Advance a FFY 24 Scoping phase of \$93,600 (\$74,900 Federal) to FFY 23;

Advance a FFY 24 Preliminary Engineering phase of \$437,000 (\$349,600 Federal) to FFY 23;

Increase a FFY 26 Construction phase of \$3,247,300 (\$2,597,800 Federal) to \$7,600,000 (\$2,597,800 Federal);

Increase a FFY 26 Construction Inspection phase of \$324,700 (\$259,800 Federal) to \$760,000 (\$259,800 Federal);

Add a FFY 26 Other phase of \$130,000 (\$0 Federal).

The source of programmed Federal funds is the Surface Transportation Block Grant – Large Urban program. There is no increase in Federal Share.

The modification would add new non-Federal funding. NYSDOT requests to increase the Construction phases funding to reflect updated estimates. The Other phase is the annual operations contract that is funded by NYS and is included on this project, rather than a separate PIN.

9. Planning Committee Resolution 22-27 (Modifying the *FFYs 2023-2027 TIP* by advancing phases of the Rt 14 within former Village of Lyons Preventive Maintenance project)
(TIP # H23-57-WA2, PIN 401450) - NYSDOT

Advance a FFY 24 Scoping phase of \$54,100 (\$43,300 Federal) to FFY 23;

Advance a FFY 24 Preliminary Engineering phase of \$342,000 (\$202,000 Federal) to FFY 23;

Advance a FFY 24 ROW Incidentals phase of \$22,900 (\$18,300 Federal) to FFY 23.

The source of programmed Federal funds is the Surface Transportation Block Grant – Flex program. There is no increase in Federal Share.

10. Planning Committee Resolution 22-28 (Modifying the *FFYs 2023-2027 TIP* by advancing phases of the Rt 19 over Pearl Creek Bridge Replacement project)
(TIP # B23-49-WY2, PIN 401981) - NYSDOT

Advance a FFY 24 Scoping phase of \$52,500 (\$0 Federal) to FFY 23;

Increase the Federal Share of a FFY 23 Scoping phase from \$0 to \$42,000;

Advance a FFY 24 Preliminary Engineering phase of \$244,900 (\$171,400 Federal) to FFY 23;

Increase the Federal Share of a FFY 23 Preliminary Engineering phase from \$171,400 to \$195,900;
Advance a FFY 24 ROW Incidentals phase of \$11,400 (\$8000 Federal) to FFY 23;
Increase the Federal Share of a FFY 23 ROW Incidentals phase from \$8,000 to \$9,100;
Increase the Federal Share of a FFY 25 Detailed Design phase from \$37,500 to \$42,900;
Increase the Federal Share of a FFY 25 ROW Acquisitions phase from \$10,400 to \$11,900;
Decrease the Federal Share of a FFY 26 Construction phase from \$1,273,700 to \$1,181,000;
Increase the Federal Share of a FFY 26 Construction Inspection phase from \$127,300 to \$145,000.

The source of programmed Federal funds is the Surface Transportation Block Grant – Flex program. This action moves funds between phases such that there is no net increase in total Federal Share. The overmatch is simplified to be focused on the Construction phase, rather than spread across all phases.

Change in Project Cost

11. Planning Committee Resolution 22-29 (Modifying the *FFYs 2023-2027 TIP* by adding ROW phases to the Rt 36 at Perry Rd Intersection Safety Enhancements project) (TIP # H23-86-LV2, PIN 403633) – NYS DOT

Increase the Total Cost from \$1,000 (\$900) to \$47,000 (\$42,300 Federal);
Defer a FFY 23 Detailed Design phase of \$1,000 (\$900 Federal) to FFY 25;
Add a FFY 23 ROW Incidentals phase of \$20,000 (\$18,000 Federal);
Add a FFY 25 ROW Acquisitions phase of \$26,000 (\$23,400 Federal).

The source of programmed federal funds is the Highway Safety Improvement Program. The offset is provided by Available Balances.

NYS DOT requests to defer the Detailed Design phase to account for the consultant procurement process, to better balance staff resources, and to potentially avoid the need to conduct a NEPA re-evaluation.

12. Planning Committee Resolution 22-30 (Modifying the *FFYs 2023-2027 TIP* by adding ROW phases to the Rt 332 Corridor High Visibility Signal Project) (TIP # H23-61-ON1, PIN 433209) – NYS DOT

Increase the Total Cost from \$4,100,200 (\$3,690,200 Federal) to \$4,111,200 (\$3,700,100 Federal);
Add a FFY 23 ROW Incidentals phase of \$10,000 (\$9,000 Federal);
Add a FFY 24 ROW Acquisitions phase of \$1,000 (\$900 Federal).

The source of existing federal funds is the Highway Safety Improvement Program. The offset is provided by Available Balances. As project Scoping has been initiated, potential ROW needs have been identified.

13. Planning Committee Resolution 22-31 (Modifying the *FFYs 2023-2027 TIP* by increasing the Total Cost of the Rt 31 from Village of Pittsford to Westfall Rd Preventive Maintenance project)
(TIP # H23-48-MN1, PIN 40C101)

Change the Project Name to "Rt 31 from Village of Pittsford to ~~Westfall Rd I-590~~ Preventive Maintenance";
Change the Project Limits to "Rt 31 from Village of Pittsford to ~~Westfall Rd I-590~~";
Increase the Total Cost from \$8,330,200 (\$6,664,100 Federal) to \$9,715,400 (\$6,804,300 Federal);
Advance a FFY 25 Preliminary Engineering phase of \$740,300 (\$592,200 Federal) to FFY 23;
Increase a FFY 23 Preliminary Engineering phase from \$740,300 (\$592,200 Federal) to \$915,500 (\$732,200 Federal);
Advance a FFY 25 ROW Incidentals phase of \$175,100 (\$140,100 Federal) to FFY 24;
Increase a FFY 26 Construction phase of \$6,292,600 (\$5,034,100 Federal) to \$7,392,600 (\$5,034,100 Federal);
Increase a FFY 26 Construction Inspection phase of \$629,300 (\$503,400 Federal) to \$739,300 (\$503,400 Federal).

The source of programmed Federal funds is the National Highway Performance Program. The offset of FFY 23 funds is provided by Available Balances. NYSDOT requests increase the Construction phases cost due to additional traffic signal accomplishment. The additional funding is provided by New York State.

14. Planning Committee Resolution 22-32 (Modifying the *FFYs 2023-2027 TIP* by changing the Project Limits of the Rt 31 from City Line to Westfall Rd Preventive Maintenance project)
(TIP # H23-49-MN1, PIN 40C104) – NYSDOT

Change the Project Name to "Rt 31 from City Line to ~~Westfall Rd I-590~~ Preventive Maintenance";
Change the Project Limits to "Rt 31 from City Line to ~~Westfall Rd I-590~~";
Increase the Total Cost from \$4,712,700 (\$3,770,100 Federal) to \$9,435,700 (\$3,770,100 Federal);
Increase a FFY 23 Preliminary Engineering phase from \$408,000 (\$326,400 Federal) to \$915,300 (\$326,400 Federal)
Increase a FFY 25 Construction phase of \$3,537,300 (\$2,829,800 Federal) to \$7,373,000 (\$2,829,800 Federal);
Increase a FFY 25 Construction Inspection phase of \$353,700 (\$283,000 Federal) to \$733,700 (\$283,000 Federal).

The sources of programmed Federal funds are the Surface Transportation Block Grant - Flex and - Large Urban programs. There is no change in the federal share. The additional funding is provided by New York State. NYSDOT requests to increase the Preliminary Engineering and Construction phases to accomplish additional signal work and to explore implementation of side street realignment and other upgrades based on a request from the Town of Brighton. Implementation of Town of Brighton's requests may increase ROW costs.

Attachment B – Administrative Modifications: Statewide-funded

- 15. Planning Committee Resolution 22-33** (Modifying the *FFYs 2023-2027 TIP* by deferring phases of the Rt 18 at N Greece Rd Intersection Safety Improvements project) (TIP # H20-46-MN1, PIN 401828) - NYSDOT

Increase the Total Cost from \$2,200,000 (\$1,980,000 Federal) to \$2,420,000 (\$2,178,000 Federal);

Defer a FFY 22 Detailed Design phase of \$170,000 (\$153,000 Federal) to FFY 23;

Defer a FFY 22 ROW Acquisitions phase of \$50,000 (\$45,000 Federal) to FFY 23.

The source of programmed Federal funds is the Highway Safety Improvement Program, managed by NYSDOT Main Office. The funds are not available to any other project.

Design Approval was not achieved in FFY 22. NYSDOT Design confirms this deferral will not push PS&E delivery out of FFY 23.

- 16. Planning Committee Resolution 22-34** (Modifying the *FFYs 2023-2027 TIP* by increasing the Total Cost of the I-390, from Rt 20A (Exit 8 – Geneseo) to Rt 5/US 20 (Exit 10 - Avon) Preventive Maintenance project) (TIP # H23-36-LV2, PIN 439093) - NYSDOT

Increase the Total Cost of \$24,200,000 (\$7,422,000 Federal) to \$27,500,000 (\$9,021,000 Federal);

Increase a FFY 2023 Construction phase from \$22,000,000 (\$5,862,000 Federal) to \$25,000,000 (\$7,266,000 Federal);

Increase a FFY 23 Construction Inspection phase from \$2,200,000 (\$1,560,000 Federal) to \$2,500,000 (\$1,755,000 Federal).

The source of Federal funds is the National Highway Performance Program, managed by NYSDOT Main Office. The funds are not available to any other project.

NYSDOT requests to increase the Construction phases funding to reflect the Advanced Detail Plans estimate. The accomplishments are updated to include underdrain installation along the shoulders, based on observed asset degradation and positive experience in NYSDOT-Region 9 with a similar condition.

- 17. Planning Committee Resolution 22-35** (Modifying the *FFYs 2023-2027 TIP* by reinstating the Rt 414 over CSX Bridge Rehabilitation project) (TIP # B17-29-WA2, PIN 441408) – NYSDOT

Reinstate a Project with a Total Cost of \$2,510,300 (\$2,008,200 Federal);

Add a FFY 23 Construction phase of \$2,282,300 (\$1,825,800 Federal);

Add a FFY 23 Construction Inspection phase of \$228,000 (\$182,400 Federal).

The source of FFY 22 programmed Federal funds is the Surface Transportation Block Grant – Flex program. NYSDOT Main Office will manage fiscal constraint of the FFY 23 funds. The funds are not available to any other project. The Railroad Force Account Exhibit 4 Agreement was not provided by CSX at PS&E and the Construction phases are delayed.

18. Planning Committee Resolution 22-36 (Modifying the FFYs 2023-2027 TIP by changing the funding source of the I-490 over Erie Canal and Kreag Rd Bridge Replacements project)
(TIP # B17-64-MN1, PIN 449016) – NYSDOT

Increase the Total Cost from \$37,852,700 (\$36,250,800 Federal) to \$40,967,900 (\$31,557,500 Federal);
Reduce a FFY 23 ROW Acquisitions phase of \$407,000 (\$366,300 Federal) to \$192,200 (\$173,000 Federal);
Increase a FFY 23 Construction phase from \$34,045,700 (\$28,324,500 Federal) to \$37,045,700 (\$28,324,500 Federal);
Change the Fund Source of a \$5,000,000 share of a FFY 23 Construction phase from the National Highway Performance Program, managed by Main Office, to State funds;
Increase the State Share of a FFY 23 Construction phase from \$5,000,000 to \$8,000,000;
Increase a FFY Construction Inspection phase from \$3,400,000 (\$3,060,000 Federal) to \$3,730,000 (\$3,060,000 Federal).

The sources of federal funds are the National Highway Freight Program (NHFP), National Highway Performance Program, and three (3) repurposed Congressional Earmarks.

The modification adds new non-Federal funding and Reduces phase costs prior to STIP obligation to preserve obligation authority. NYS DOT requests to adjust the fund source of a share of Construction funding and reduce the amount of ROW Acquisitions based on the most recent 353c documentation. The offset of FFY 23 NHPP funds from the ROW Acquisitions phase (\$193,300) is provided to Available Balances.

NYS DOT-Region 4 has also made a request of Main Office Highway Design to add a median barrier to the project. If the Design office agrees, this accomplish will be added and a revised cost estimate will be provided to the TDC. This work would be funded with NYS funds and would not impact Planning Targets.

Phases	Federal			Match	Total
	Amount	Fund	Source	Amount	
Construction	\$20,900,000	NHFP	Main Office	\$0*	\$37,045,700
	\$4,500,000	NHPP	Main Office	\$500,000	
	\$1,493,500	Earmark	Main Office	\$62,200	
	\$5,931,000	NHPP	Planning Target	\$659,000	
	\$0	-	-	\$8,000,000	
Construction Inspection	\$3,060,000	NHPP	Planning Target	\$340,000	\$3,730,000
	\$0	-	-	\$330,000	

*The Federal Share in excess of 90% is provided via Toll Credits earned by NYS.

TIP Offset Table
(\$000's)

		2023		2024		2025		2026		2023-2026
Agenda	PIN	Funded	Offset	Funded	Offset	Funded	Offset	Funded	Offset	Total
FHWA										
NHPP										
Available Balance		(\$1,886)		\$17,238		\$3,322		(\$1,259)		\$17,415
5.b.1 #6	4C9001	287					287			
5.b.1 #7	439095			1,703			1,703			
5.b.1 #13	40C101	732		137			732			(137)
5.b.1 #14	40C104									
5.b.2 #2	459004			15,795						(15,795)
5.b.2 #3	403110						*			
5.b.2 #4	449061						*			
5.b.2 #5	449057		234						*	
5.b.2 #6	449050				*					
Updated Balance		(\$2,671)		(\$397)		\$6,044		(\$1,259)		\$1,717
STBG Flex										
Available Balance		\$4,370		(\$3,044)		(\$74)		\$2,207		\$3,459
5.b.1 #1	4WY007	50								(50)
5.b.1 #2	476104		1	1						
5.b.1 #3	401545	41								(41)
5.b.1 #4	401553		1			1				
5.b.1 #9	401450	264			264					
5.b.1 #10	401981	247			179	7			75	
5.b.2 #1	401802				1,943	1,943				
Updated Balance		\$3,770		(\$658)		(\$2,025)		\$2,282		\$3,368
STBG LG URB										
Available Balance		\$1,488		(\$1,004)		(\$1,011)		\$1,190		\$662
5.b.1 #8	494737	425			425					
Updated Balance		\$1,063		(\$580)		(\$1,011)		\$1,190		\$662
STBG OSB										
Available Balance		(\$12)		\$510		(\$15)		(\$16)		\$467
Updated Balance		(\$12)		\$510		(\$15)		(\$16)		\$467
HSIP										
Available Balance		(\$1,311)		\$1,091		\$1,410		\$1,877		\$3,068
5.b.1 #5	403173	249								(249)
5.b.1 #11	403633	17				24				(41)
5.b.1 #12	433209	9		1						(10)
Updated Balance		(\$1,586)		\$1,091		\$1,386		\$1,877		\$2,767
FHWA Total										
Available Balance		\$2,649		\$14,791		\$3,632		\$3,999		\$25,071
(Total Actions)		(\$2,085)		(\$14,826)		\$746		\$75		(\$16,090)
Updated Balance		\$564		(\$35)		\$4,379		\$4,074		\$8,981

* Projects are trading current State \$ for future Federal \$ which will result in a reduction in Planning Targets. Updated Balances are not changed by these actions.