

## **Proposal by NYSDOT to Delay Start of Projects Added in 2010-15 Update**

### **Federal Funding and the TIP**

During the 2010-15 TIP Update, after increasing the funding for many projects already on the TIP, CDTC added \$84.82M in new projects to the TIP. Construction phases were programmed in the fifth (last) year and post period (representing the sixth or seventh year) of the TIP. This intentional over-programming was done in the absence of a funding bill for two basic reasons 1) the expectation of significant increases in funding, and 2) to be ready for another federal stimulus bill for transportation projects. Given the situation at the time, this appeared to be reasonable. However, since that time, the situation has changed. Talk in congress of a second stimulus bill has waned, and proposals for a new funding bill range from substantial decreases in funding to slight increases. The Planning Committee has recognized the changed mood in Washington by suspending programming of rounds two and three from the 2010-15 TIP Update, at its February 2011 meeting.

### **Projects Added During the 2010-15 TIP Update**

Several projects added during the 2010-15 TIP Update, have funds programmed for preliminary design in the 2011-12 FFY and detailed design in the 2012-13 FFY. NYSDOT Region One is concerned that if design funds are spent before a new federal funding bill is approved, and federal funding is eventually reduced significantly, there may not be funds to complete those projects in a timely manner. The worst case scenario would be that construction can't begin within ten years after the first federal funds are spent, resulting in the ten-year rule being executed. A lesser impact would be spending substantial funds on engineering for projects that won't have available construction funds for several years, while those design funds could've been spent on construction for other projects now. There are \$4.590M of these funds in 2011-12 and \$4.340M in 2012-13, in STP-Flex, NHS and Safety fund sources. The list of affected projects is below.

- 1) A523, Albany Shaker Road Rehabilitation (City of Albany)
- 2) A525, NY 910D (Washington Avenue Extension) (NYSDOT)
- 3) R292, US 4/I-90 Exit 9 Corridor Improvements (Town of East Greenbush)
- 4) R294, US 20 East Greenbush, Schodack, (NYSDOT)
- 5) S199, Lower State Street (NY 5) and Washington Avenue Reconstruction and Improvements (City of Schenectady)
- 6) S200, Hamburg Street (NY 146) Corridor Improvement (Town of Rotterdam)
- 7) S201, Broadway Reconstruction (Town of Rotterdam)
- 8) S202, Upper Union Street Reconstruction (County of Schenectady)
- 9) A524, Albany County High Risk Rural Road Safety Program (Albany County)

- 10) R295, 21st Street Realignment & Hoosick Street/Burdett Avenue Intersection (City of Troy)
- 11) SA258, North Line Road/Old Post Road and Malta Avenue Intersection (Town of Malta)

### **Possible Corrective Actions**

NYSDOT Region One is suggesting that one of the below actions be taken in order to prevent any problem associated with this situation.

- 1) Move all preliminary design funds for the specified projects from the 2011-12 FFY to the 2012-13 FFY. This defers the situation by one year.
- 2) In addition to the first option, also move any phases from 2012-13 to 2013-14. This would need to be done (or would happen on its own) if the preliminary design funds weren't obligated until 2012-13.
- 3) Leave funding where it is in the TIP, but agree not to advance these engineering funds until the Planning Committee agrees that the situation has changed enough to do so.
- 4) Take no action until any TIP update or updates of the 2011-12 FFY are initiated. Until then, agree not to advance these engineering funds.
- 5) In conjunction with any of the above options, allow one or two specific projects to initiate engineering for specific reasons.