

Offsets Requiring CDTC Action

Background

NYSDOT Region One staff and CDTC staff have been working to produce a list of projects requiring offsets for the STIP and a list of projects that may be able to provide those offsets. Taken into consideration are the following two new conditions (of which Region One and CDTC have only recently been informed) that may or may not be temporary:

- 1) Projects identified now as needing to move from the 2010-11 FFY to the 2011-12 FFY will be allowed to move (or rollover) without a compensating offset.
- 2) Any funds programmed on the STIP, over and above what is obligated for a given phase will be forfeited. Therefore, Region One staff has proposed that as an obligation date is approached, that the STIP amount be lowered to the amount to be obligated. Since the STIP is required by law to reflect the TIP, any change to the STIP that is beyond DOT's project selection authority must be authorized by a TIP amendment. It is also understood that CDTC's commitment to a project (or phase of a project) is not reduced by an action taken for this purpose.

Proposed Actions

Both the list of offsets needed and the list of possible offsets supplied, contain changes that do not require CDTC action and some that do. The complete list of offsets provided and needed is a separate attachment. The list of funding decreases requiring Planning Committee action is listed below. CDTC staff has begun contacting the sponsors of the projects whose changes require any action, with the intent of making sure all sponsors are aware of their projects' involvement. Increases requiring Planning Committee would need to use the traditional amendment process; some have and others are in process. There are no changes requiring Policy Board approval.

Decreases Requiring Planning Committee Action

Below are the actions identified for offsets that require Planning Committee approval. All of the actions shown are in the 2010-11 FFY and remain there after the change. Only affects phases are shown.

PIN	TIP #	Description	Fund Source	Phase	Total Cost	Phase Amount	Proposed Amount	Phase Increase	Pct Increase	Reason for Decrease
1756.40	SA220	Stewart Dam Road	HBRR	C	3.894	3.894	3.324	-0.570	-15%	New construction estimate
1754.59	R195	So. Troy Industrial Park Rd	STP-Flex	P	6.648	1.250	0.000	-1.250	-19%	See note #1
1757.16	S177	Erie Blvd	NHS	C	12.900	8.940	7.721	-1.219	-9%	See note #2

Notes:

- 1) \$1.250M was programmed in the 2010-11 FFY. But, approximately \$1.1M of these funds were apparently obligated in the 2009-10 FFY. Detailed design funds were also spent from these preliminary engineering funds. The result is that most of these funds did not need to be programmed in 2010-11. Reprogramming what was already obligated in the committed period frees up about \$1.1M for offsets in this FFY. The balance of \$0.150M is retained for the balance of detailed design.
- 2) Before the obligation of right-of-way acquisition funds, \$0.577 was moved from ROW into construction using DOT’s project selection authority to prevent forfeiture of the ROW funds. Also, the STIP showed \$0.662M less than the TIP. Now, as construction obligation approaches, reducing the TIP by \$1.219M to the lower, correct amount will prevent forfeiture of these funds.