

**Amendments to the 2013-18 TIP**

At its February 12, 2014 meeting, the CDTC Planning Committee recommended the following amendments to the Transportation Improvement Program (TIP).

**1. RG125 (1T04.25): Pavement Preservation Set-Aside for Non-State Roads**

During the recent solicitation for non-state preservation candidates, only one NHPP eligible candidate surfaced. Therefore, most of the NHPP funding from 2014-15 is being removed from this project to top off the funding for CMAQ projects requesting more funds. Enough NHPP funds will remain in RG125 to fund the candidate, should the Committee decide to do so. A condition of the programming of these funds is that if a project loses its CMAQ funding, the NHPP funds for that project return to this set-aside. They do not remain in the project that lost its CMAQ funding.

Note that since the CMAQ projects (denoted as such below) are not non-state preservation pavement projects, these moves do not constitute drawdowns on a set-aside (a Planning Committee action), but rather, a reduction to the funding of RG125 and reprogramming for a different purpose, which can require Policy Board action depending on the amount and percentage of the change.

The total funding for RG125 before this change is 24.929M, and after the change is \$21.736M. Only the one affected element (of the eight total elements) is being shown below in order to prevent confusion.

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Year</u>	<u>Previous Amount</u>	<u>New Amount</u>
RG125, Non-State Road Preservation Set-Aside	C	NHPP	14-15	\$4.524M	\$1.331M

**2. A436/A466 (1808.01): Westmere Corridor Pedestrian Improvements**

This project consists of A436, A466 and a project initiated by NYSDOT Region One with state funds. Currently, this PIN is considered Phase One by Region One, with Phase Two not being on the CDTC TIP. This action moves some of the work from Phase Two to Phase One and funds it with NHPP. All of the increased funding is shown below in A466. This change would only require Planning Committee action, except that it uses funds from RG125, and the RG125 amendment requires Policy Board action.

*A condition of the programming of the NHPP funds is that if this project loses its CMAQ funding, the NHPP funds return to RG125. They do not remain in this project as partial funding. Also, if additional funds are obtained from other fund sources, and the scope does not change, an equal amount of NHPP funds are returned to RG125.*

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Year</u>	<u>Previous Amount</u>	<u>New Amount</u>
A466, Westmere Corridor Pedestrian Improvements	C	CMAQ	13-14	\$0.420M	\$0.420M
	C	NHPP	13-14	---	0.520
A436, Western Ave. Sidewalks	D	CMAQ	13-14	0.050M	\$0.050M
	C	CMAQ	13-14	0.628	0.628

**3. A435 (1756.63): ITS Transit Signal Priority on Washington and Western Avenues**

The scope for this project was reduced one year ago to stay at budget. Now the funding is being increased in order to restore the original scope. This change would only require Planning Committee action, except that it uses funds from RG125, and the RG125 amendment requires Policy Board action.

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A435, ITS on	D	CMAQ	12-13	\$0.290M	\$0.290M
Washington/Western	C	CMAQ	13-14	5.380	6.088
	C	NHPP	13-14	---	1.592

#### **4. S188 (1758.00): Erie Boulevard Roundabout**

The alternatives produced during the early engineering phases revealed that a roundabout would require the increase in funding shown below. The non-roundabout alternatives fail to deliver the desired results. The magnitude of this change would require Policy Board action. But it also uses funds from RG125, and the RG125 amendment requires Policy Board action.

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<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Year</u>	<u>Previous Amount</u>	<u>New Amount</u>
S188, Erie Blvd	D	CMAQ	12-13	\$0.270M	\$0.270M
Roundabout	I	CMAQ	12-13	0.015	0.015
	R	CMAQ	13-14	0.283	0.140
	C	CMAQ	13-14	2.030	2.569
	C	NHPP	13-14	---	1.081
	D	CMAQ	13-14	---	0.085