

Capital District  
Transportation Committee

December 26, 2017

**Capital District Transportation Committee  
2016-21 TIP  
Proposed Changes to Transit Funding Estimates**

During the 2016-21 TIP Update, funding estimates were made, and approved by the CDTC Planning Committee and Policy Board. Subsequently, Section 5307 transit funding for 2016-17 was higher than expected, both for the Albany-Schenectady-Troy and Saratoga Springs areas. The Section 5307 actual funding for 2016-17 was even higher than the estimates for 2017-18. Therefore, CDTA would like to program additional funds, in anticipation that the 2017-18 funding will be higher than originally anticipated and programmed in the TIP.

It should be emphasized that actual funding for the 2017-18 FFY is not yet known, even though the FFY has started. In the 2016-17 FFY, “7/12” of the funding was provided by FTA in January 2017, and the other “5/12” in July 2017, both well after the beginning of the FFY. With Policy Board meetings in March and June, significant differences between TIP programming and actual funding resulted in a tight schedule for CDTA to use funding in the year it became available (which they desired, but are not required, to do). Therefore, this FFY (2017-18), CDTC and CDTA staff worked together to update estimates of funding for the current FFY so preparations can be made now to meet a possible tight schedule later this year. The below table summarizes the estimates made by the two staffs. The new (proposed) estimates are equal to the actual funding for 2016-17 plus an anticipated 2% inflation increase. In the table below, “AST” refers to the “Albany-Schenectady-Troy” area and “SS” refers to “Saratoga Springs”.

**Transit Funding Estimates (in \$M) for FFY 2016-17 & FFY 2017-18**

<b>Fund Source</b>	<b>FFY 16-17 Estimate</b>	<b>FFY 16-17 Actual</b>	<b>% Diff</b>	<b>FFY 17-18 Original Estimate</b>	<b>FFY 17-18 New Estimate</b>	<b>% Diff</b>
5307 AST	14.427	16.197	12%	14.686	16.521	12%
5307 SS	1.280	1.335	4%	1.303	1.361	4%
5339	1.483	1.385	-7%	1.385	1.412	2%

Additionally, CDTA has carryover (unprogrammed) balances from 2016-17, which have been confirmed with FTA. CDTA would like to program those funds also. There were also some elements of some projects that rolled over from 2016-17 to 2017-18. These programming commitments are considered by CDTC to automatically rollover, and the nature of these transit funds is that the funding for them remains available. Therefore, the funds themselves should show in CDTC TIP summary tables as being available in 2017-18, not 2016-17, as shown in the table below.

**Transit Funding Available (in \$M) for FFY 2017-18**

<b>Fund Source</b>	<b>FFY 17-18 New Estimate</b>	<b>Carryover to FFY 17-18</b>	<b>Rollover to FFY 17-18</b>	<b>Total FFY 17-18 Funding</b>	<b>Programmed as of 11/9/17</b>	<b>Balance Available</b>
5307 AST	16.521	0.658	1.100	18.279	15.786	2.493
5307 SS	1.361	0.056	0.000	1.417	1.303	0.114
5339	1.412	0.418	0.192	2.022	1.577	0.445

CDTC staff is proposing that the Planning Committee increase the estimated funding for these transit sources so it can program the additional funding. If additional funds were programmed without increasing the funding estimates, it would result in the appearance of over-programming.

**Amendments to the 2016-21 TIP**

At its January 3, 2018 and February 7, 2018 meetings, the CDTC Planning Committee recommended the following amendments to the Transportation Improvement Program (TIP).

**1. Update to Transit Funding and Programming in the 2017-18 Federal Fiscal Year (FFY)**

**Changes to Funding Estimates:**

CDTA would like to program additional funds, as detailed in the previous materials. These new funding estimates are included in this action to update some transit portions of the TIP.

**Changes to Project Programming:**

As part of this update, some funding also moves between projects, as noted below.

Only the affected elements are shown in the below funding details. All other elements for these projects remain the same. In all cases, the FFY is 2017-18.

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Previous Amount</u>	<u>New Amount</u>
T6B (1820.37) STAR Buses	V	Sec 5307	\$0.200M	\$0.000M
T17 (1820.48) Transit Bus Replacement & Expansion	V V V V	Sec 5339 Sec 5307 MEP ATC	1.577 4.103 --- ---	2.022 --- 10.362 3.639
T57 (1TR6.04) Preventive Maintenance	V	Sec 5307	9.883	16.879
T72 (1820.61) Safety and Security	F	Sec 5307	0.200	---

**Effects of Cost Change on Projects:**

T6B: Local (CDTA) funds will be used as needed to make up any lack of funding.

T17: Section 5339 reflects new estimated funding. Section 5307 moves to T57 due to the new State funding (Modernization & Enhancement Program and Accelerated Transit Capital).

T57: This increase reflects funding taken from other projects in this update and the new estimated funding, including previously unprogrammed funds.

T72: Required security expenditures are now included with all new bus purchases.

**2. R320 (1089.75) NY 4 & Bloominggrove Road Intersection and Pedestrian Improvements Along NY 4**

Federal demonstration funds for the I-90 Exit 8 Connector that were never spent have been repurposed and programmed to other projects. This project originally received some of those funds as two separate projects. Those two projects were subsequently combined in R320 (1089.75). Now, additional repurposed demonstration funding has become available for this project.

This additional funding increases the amount available from \$3.9M to \$9.8M. The additional funds will be used to redesign the existing NY 4 and Williams Road/Glenmore Road intersection to improve traffic safety and flow, provide streetscaping and enhancement of bike/ped accommodations. The description of the project will reflect this. The new description is "NY 4 from the Troy City Line to NY 43: Highway, Intersection, ADA, Bike/Ped and Streetscape Improvements."

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Year</u>	<u>Previous Amount</u>	<u>New Amount</u>
R320 NY 4 Improvements	P	Demo	16-17	\$0.285M	\$0.285M
	D	Demo	17-18	0.149	0.750
	I	Demo	16-17	0.038	0.038
	R	Demo	17-18	0.178	0.500
	C	Demo	18-19	3.299	8.256