CMAQ Programming and the 2010-15 TIP Update

CMAQ in the 2007-12 TIP

At the time of the adoption of the 2007-12 TIP, there was about $71M of CMAQ programmed, with about $66M available, resulting in about $5M of conscious over-programming for the five-year programming period. At that time, the TIP included CMAQ funds for project RG37A (TMC Operating Costs). In November 2007, CDTC consented to transferring CMAQ funds to STP-Flex, and using those funds for RG37A. Accordingly, the 2007-12 TIP currently shows $53M of CMAQ programmed, with about $48M available, resulting in over-programming of about $5M.

CMAQ in the 2010-15 TIP

The budget estimates proposed to CDTC by NYS DOT Region One for the 2010-15 TIP Update, and eventually approved by CDTC, included $49M available for CMAQ programming for the five-year programming period. Although the $49M was similar to the comparable five-year period funding in the current TIP ($48M), the CMAQ to STP-Flex transfer was not reflected in the budget estimates. Making the adjustments, results in the CMAQ budget estimate being reduced from $49M to $29M. With RG37A being funded with STP-Flex, the 2010-15 draft listings show $48M in CMAQ programming (similar to the $53M in the current TIP). This results in about $19M of CMAQ over-programming.

Fiscal Constraint Related to CMAQ in the 2010-15 TIP

The latest fiscal constraint directives for CDTC are to balance by fund source over the entire programming period (rows) and by year for all fund sources in aggregate (columns) for the four-year STIP period. The CMAQ budget estimates for the four-year period total $19.5M, while $44.1M is programmed, resulting in overprogramming of $24.6M (126%). The problem is compounded by the fact that the program is front-loaded, while the funding is higher in the latter years.

Possible Approaches

There are three basic ways to approach the problem:

- “Unprogram” CMAQ projects, such as those added in the 2007-12 TIP update
- Defer the schedule of some or most of the CMAQ commitments
• Backfill some or most of the CMAQ gap with the available STP balance, in lieu of accelerating STP projects

Programming “Tension”: The options confront the Planning Committee with a certain tension between two operating principles: (1) CDTC has historically attempted to honor commitments even as circumstances change; yet (2) CDTC has made different project selections during evaluation of projects competing for less flexible fund sources (such as CMAQ) than during evaluation of projects competing for more flexible fund sources (such as STP).

Unprogramming CMAQ projects would conflict with principle (1), while backfilling with STP funds would conflict with principle (2).

Hybrid Option

Possible Hybrid Option: On April 27, CDTC staff met with CDTA and NYSDOT Region 1 staff to explore the issue. After assessing the status of projects, the CDTC staff offered a hybrid option for Planning Committee consideration:

• Adjust the project listings to reflect recent acceleration of CDTA projects (moving some commitments into the committed column and reducing overprogramming in the first two years of the new TIP)
• Shift most remaining CMAQ project commitments out two years, reducing the total four-year STIP CMAQ programming by nearly $12 M.
• Backfill the remaining four-year CMAQ gap of about $10 M with STP funds.

Pursuing this option would provide for a fiscally-constrained CMAQ and STP program with limited over-programming in the first two years of the TIP. CMAQ over-programming, in particular, would be reduced according to the table below:

<table>
<thead>
<tr>
<th>Scenario</th>
<th>2010-11</th>
<th>2011-12</th>
<th>2012-13</th>
<th>2013-14</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hybrid Option Overprogramming ($M)</td>
<td>6.178</td>
<td>-2.501</td>
<td>0.908</td>
<td>4.137</td>
<td>8.722</td>
</tr>
</tbody>
</table>

The primary impact of this option is to defer further drawdowns on most regional setasides for the next two years while retaining commitments to the specific transit, roundabout, operations and bike/ped projects funded with CMAQ in the TIP. The only specific CMAQ project moved out of the four-year STIP period would be CDTA’s second phase of bus replacements for the Northway Express service. The remaining CMAQ projects would be implemented on a schedule based on availability of CMAQ and STP funds, which will be tight over the next two years.

Specific project changes to listings shown in 2010-11 and 2011-12 in the draft TIP are listed below. Projects shown in the committed column are not changed. Projects in the third and fourth years are deferred to the fifth and sixth years.

RG1 Park and ride lot setaside further drawdowns deferred for two years
RG27  TDM retained
RG28  Regional ITS setaside first two years retained; remainder deferred 2 yrs
RG31  Corridor Management Initiative further drawdowns deferred for two years
RG37A  TMC Operations retained as transfer of CMAQ to STP
RG39  Local ITS setaside further drawdowns deferred for two years
RG41  Spot Improvement Program further drawdowns deferred for two years
T17  Transit Bus Replacement/Expans. $4.000 M accelerated into committed column
T75  TSP on NY5 retained
A435  TSP on Washington/Western deferred for two years
A436  Western Ave. sidewalks deferred for two years
A461  Washington/Fuller intersection retained
A462  Queue jumper at NY5/155 retained
A463  Queue jumper at NY5/Wolf retained
A464  Helderberg Rail trail retained
A465  Guilderland ped safety deferred for two years
A466  Westmere Corridor ped deferred for two years
A480  Elsmere and Feura Bush sidewalk deferred for two years
A499  Carman Road connector sidewalk deferred for two years
A500  Sheridan Hollow sidewalk deferred for two years
A503  ITS Signals on New Scotland deferred for two years
R255  Route 20 Corridor Bike/Ped deferred for two years
R262  Park & Ride Lots, US 20 deferred for two years
R278  126th St / US 4 Roundabout deferred for two years
R279  US 4 / Mannix Roundabout deferred for two years
R280  ITS Signals on Pawling Ave deferred for two years
SA134  Buses for Northway Service retained
SA217  Crescent Road Bike/Ped deferred for two years
SA218  Saratoga County vanpool retained
SA218  Champlain canal spot deferred for two years
SA246  Route 9 spot deferred for two years
SA247  Core Area spot, Sara Spgs deferred for two years
SA257  Park & Ride lot, Wilton Mall retained
S155  Scotia Sidewalks deferred for two years
S187  Mohawk/Hudson Crossing deferred for two years
S188  Erie Blvd/Jay/Nott Roundabout deferred for two years
S191  Mohawk/Hudson kiosks deferred for two years