

**AMERICAN RECOVERY & REINVESTMENT ACT (ARRA) PROJECTS
REPORT TO CDTC'S POLICY BOARD**

CDTC's New Visions Plan and the cooperative CDTC process for programming projects has put CDTC in a strong position to develop a high quality economic stimulus (ARRA) program.

As recommended by CDTC's Planning Committee, the Policy Board approved an overall programming approach and list of ARRA (economic stimulus) projects at its meeting on March 5, 2009. Because of the "use it or lose it" nature of the stimulus program, and with the limited funding available, CDTC decided to give priority to projects which can be delivered in the shortest time. The Board identified twelve roadway, pedestrian, and bicycle projects already on the TIP; six new preventative maintenance and paving set-aside projects; four formula and discretionary transit projects; and three discretionary rail and port projects. The program includes a strong representation of local municipal federal-aid eligible projects and a commitment to projects in economically distressed areas of the region. The program's new regional set-asides were intended to ensure that CDTC had projects sufficient to use all stimulus funds that might be available. It was recognized that the aggregate costs of the identified projects (including the new set-asides) are greater than the likely stimulus funding, and that the scale of the set-asides would need to be adjusted as stimulus funds are obligated for other TIP projects. Because of the deadlines imposed on CDTC by the legislative process, the Policy Board delegated authority to the Planning Committee to adjust the scale of the set-asides and make any other fund source changes necessary to the set-asides .

Public outreach in formulating the approach and identifying projects was consistent with CDTC policy. The initial draft list and supporting narrative was mailed to over 1,400 Capital District stakeholders, including all 78 municipalities in CDTC's four-county planning area. In addition, all material related to stimulus programming has been published on CDTC's website.

Since March 5th, the Planning Committee has met four times to select set-aside projects, adjust set-aside funding levels and fund sources and to discuss additional stimulus programming opportunities. Tables 1 and 1A reflect actions taken by the Policy Board on March 5th and the Planning Committee on April 1st and 29th, and May 6th and 13th. Actions that require Policy Board approval on June 4th are identified.

1. The Planning Committee approved a list of thirteen repaving (1R) projects under the State and Local Federal-aid system set-asides. These projects include seven local and six State system projects. The programmed cost is \$10 million. The Federal aid for these projects is capped. The Planning Committee took action to allow 1R projects access to traditional federal-aid if the projects are ready for obligation prior to 09/30/09 and stimulus funds have been depleted. Policy Board action is not required.

2. The March 5, 2009 ARRA list included set-asides for Bridge Repairs and Bridge Painting. NYSDOT requested and the Planning Committee approved changing the fund source from Stimulus Funds to HBRR, and increasing the costs of these two projects. Because the cost of the projects increased, Policy Board approval is required. The change is described in *Items 1 and 2* in the attachment **Amendments to the 2007-12 TIP**.
3. The Planning Committee recommended that the cost of the Church Street Reconstruction project (SA216) be increased to accommodate inflation and a minor scope change. The project would be financed with STP-Flex and Stimulus funds. According to CDTC TIP Amendment Guidelines, this change will require Policy Board approval. The change is described in *Item 3* in the attachment **Amendments to the 2007-12 TIP**.
4. The Planning Committee recommended that two projects – Port of Albany Freight Wharf/Dock Repairs and Bio-Fuels Transfer Facility -- be conditionally added to the TIP with Stimulus Funds with three caveats – that the bio-fuels project will be eligible for funding only after the Port project is approved and obligated; that these projects can be funded only if the region receives more than \$98 million in highway stimulus ARRA funds; and that the bio-fuels project can only apply for up to \$4.2 million. The projects are described in *Items 4 and 5* in the attachment **Amendments to the 2007-12 TIP**.
5. The Planning Committee recommended that three discretionary rail projects be conditionally added to the ARRA program: (1) Livingston Avenue Bridge Rehabilitation; (2) Phase 2 Albany-Rensselaer Station Capacity; and (3) Phase 3 Albany-Rensselaer Station Capacity. The Albany-Rensselaer Station Capacity projects are on the 2007-12 TIP funded with State and Demo fund sources and would complete the platform and rail work required at the Rensselaer Rail Station. The Livingston Avenue Bridge is eligible for the discretionary Federal Railroad Administration portion of ARRA funds. The Planning Committee recommended funding contingent on providing a pedestrian crossing on the bridge, consistent with recommendations of the Hudson River Crossing study and Linkage and local planning efforts in Albany and Rensselaer. Adding these three projects to the TIP will require Policy Board approval. Descriptions of the projects are included in the attachment **Amendments to the 2007-12 TIP** (*Items 6, 7, and 8*).
6. The Schenectady Rail Trail project is on the TIP funded with Thruway funds. NYSDOT proposed a fund source change from Thruway to ARRA, and also recommended increasing the funding. The Planning Committee approved the funding increase and fund source change. The project is described in *Item 9* in the attachment **Amendments to the 2007-12 TIP**.

At this time, the expected allocation of highway stimulus funds to the eight-county Capital District region has been set at \$98 million. The highway program total for CDTC's four-county planning area is about \$80 million, which is expected to fund most of the roadway, bridge and bike/ped projects listed in Table 1 and Table 2. An additional \$15 million in transit formula

funds has been programmed for CDTA bus purchases. Discretionary ARRA program funds may also provide additional funding for the port and discretionary transit and rail projects listed in Table 1.

There are no assurances that all of the projects in Tables 1 and 2 will receive federal stimulus funds. Priority will be given to existing TIP projects, but it is expected that some, if not all, of the 1R projects will receive stimulus funds as well. Existing TIP projects not receiving stimulus funding will still receive normal TIP funding. The Planning Committee took action to allow 1R projects access to traditional federal-aid if the projects are ready for obligation prior to September 30, 2009 and stimulus funds have been depleted.

A Stimulus Funds Report will be distributed at the meeting.