

Stimulus Table 1 Notes

1. There is a correction to the cost of Project #5 (A440 Delaware Avenue). The \$11M cost presented to the Planning Committee at its February 18th meeting is incorrect and should be shown as \$13M to reflect a previous action by the Planning Committee to restore the original limits of this project. With the Planning Committee action, Delaware Avenue is to be reconstructed between the Thruway and Lark Street. The project limits may need to be scaled back if bids exceed \$13M.
2. There was discussion at the Planning Committee meeting about the estimated cost of Project #36 (S170 Schenectady Intermodal). The \$2.5M estimate was based on information about funding that would be needed to provide a first phase stabilization of the platforms and stairways and produce a shovel-ready contract. The actual funding gap that is needed for the full project totals about \$4.5M which is the value shown on the Draft Stimulus List. Some, or all, of the funding gap could be covered through the New York State Rail Bond Act Program; however, this is subject to a competitive selection process and it is not yet clear if the State will be able to release these funds to any projects. In addition, CDTA and NYSDOT are exploring the possibility that the entire cost of the rail portion of the intermodal station be financed through the rail title of the American Recovery and Reinvestment Act, similar to the double-tracking between Albany and Schenectady.
3. One element of the American Recovery and Reinvestment Act requires that the "economic distress" of an area, as defined by the Public Works Act of 1965, be used to help prioritize projects. Projects located within an area of low per capita income and/or unemployment rates above the national average are defined as economically distressed. CDTC and CDRPC identified and mapped economically distressed census tracts within the CDTC area as well as stimulus projects located within economically distressed census tracts. NYSDOT is also trying to develop a better understanding of the Congressional intent in this regard.
4. The New York State Thruway Authority has included Projects #9 & #37 (TIP S176/S190 Canalway Trail) as part of their Stimulus submittal to the Governor's office.
5. Transit "formula" funding is specific stimulus funding allocated to CDTA on the basis of legislative formulas. Discretionary monies are awarded to a transit agency on a competitive basis and are not guaranteed.