

Amendments to the 2007-12 TIP

1. SA256 (1935.61), Canadian Pacific Railway's Ballston Spa Siding

At its July 1, 2009 meeting, the CDTC Planning Committee recommended this amendment to the Transportation Improvement Program.

This project is being added to the TIP in order to qualify to compete for Stimulus funds for Rail. It would construct a second main track between Ballston Spa and Saratoga Springs to improve operations into Saratoga Yard and the Saratoga Springs Amtrak Station.

<u>TIP Project</u>	<u>Phase</u>	<u>Amount</u>	<u>Fund Source</u>	<u>Year</u>
SA256, CP Rail	C	\$3.000M	StimRail	09-10
Siding	C	3.000	State	09-10

2. A479 (1757.63), Western Gateway Speed Table

At its August 5, 2009 meeting, the CDTC Planning Committee recommended this amendment to the Transportation Improvement Program.

This project is being deleted at the request of the sponsor, the City of Cohoes.

<u>TIP Project</u>	<u>Phase</u>	<u>Current Fund Amount</u>	<u>Fund Source</u>	<u>Year</u>	<u>New Amount</u>
A479, Western Gateway	C	\$0.030M	CMAQ	08-09	\$0.000M
Speed Table	C	0.002	Local	08-09	0.000

3. SA181 (1755.93), Spring Run Trail Construction (See Attached)

At its January 21, 2009 meeting, the CDTC Planning Committee approved a list of projects most likely to be funded with Stimulus funds (Table 1). Based on that action, a Planning Committee recommendation is presumed regarding the below amendment.

Stimulus funds are available on a first-come, first-served basis for projects on the TIP, as long as Stimulus funds are available. Therefore, the switch to Stimulus funds for this project does not require CDTC action. CDTC previously decided that any funding caps need not be enforced if Stimulus funds are used to pay the

amount over and above the cap. However, the increase in funds for this project is above the threshold requiring an amendment with Policy Board approval. Although the Planning Committee did not specifically recommend this amendment to the Policy Board for approval, CDTC staff is forwarding it to the Policy Board due to the following reasons: 1) the need for the amendment came to light after the last Planning Committee meeting, and to wait for the next opportunity would be too late to use Stimulus funds, 2) the funding amount approved in the Table 1 list for this project was approximately equal to the new amount (indicating the Planning Committee was aware of the cost increase), and 3) by approving the amendment to the Zim Smith Trail (see below), the Planning Committee indicated its approval in variations to the normal procedure due to the urgent nature of Stimulus funds, as long as the intent of CDTC is preserved.

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>New Fund Source</u>	<u>Year</u>	<u>New Year</u>	<u>Amount</u>	<u>New Amount</u>
SA181, Spring	D	Local	Local	05-07	05-07	\$0.326M	\$0.326M
Run Trail	C	STP-Flex	Stim	10-11	08-09	0.448	0.448
	C	Local	StimNew	10-11	08-09	0.792	1.052

4. SA195 (1756.29 & 1758.62), Zim Smith Mid-County Trail

At its July 1, 2009 meeting, the CDTC Planning Committee made an amendment to the Transportation Improvement Program that normally would require Policy Board approval. The details of the amendment, as submitted to NYSDOT, are below. The Planning Committee took this action, expecting the Policy Board to be informed of it and to have opportunity to disagree with it, if it desires.

Much of the original scope of this project was completed using STP Enhancement funds. The balance of the construction was included on the list of top candidates for Stimulus funds as agreed to by CDTC's Policy Board in March 2009. The expectation was that, if Stimulus funds were available, a second construction contract would be added to the existing Zim Smith TIP listing.

CDTC has been informed that Stimulus funds are available for the project. This requires a TIP amendment for the increase in funds. The Planning Committee approved the additional funds for the second contract by amending TIP project SA195 on July 1. While this scale of amendment typically also requires Policy Board approval, CDTC has completed its action through Planning Committee approval because of the Policy Board's concurrence with the Stimulus list in March and the Policy Board's desire to delegate authority to the Planning Committee due to the time sensitivity of the Stimulus program.

Also, it is the understanding of NYSDOT Region One that if federal funds have been spent on construction for a given project, Stimulus funds cannot be spent on construction for that same project. Since this amendment provides Stimulus funds for the limits and scope of a project already funded with other federal funds, NYSDOT will be using a different PIN (1758.62), thus creating a different project on the STIP.

<u>TIP Project</u>	<u>Phase</u>	<u>Fund Source</u>	<u>Year</u>	<u>Previous Amount</u>	<u>New Amount</u>
SA195, Zim Smith	C	STP-Enh	05-07	\$0.858M	\$0.858M
Trail	C	StimNew	08-09	0	1.433
	C	Local	08-09	0	0.255