

Table 1

Projects on the Draft Candidate List that have the best chance of being obligated within 120 days based on a review of deliverability by NYSDOT Region1, CDTC and CDTA staffs

TIP #	Project Description	Cost	Location	County	Economically Distressed Areas (Note 3)	Attached Notes
<b>Highway</b>						
A432	Bridge Avenue Bridge over Mohawk River: Bridge	10.000	Cohoes	Albany	Yes	
A438	19th Street Reconstruction - City Line to Congress Street Bridge	8.000	Watervliet	Albany	Yes	
A440	Delaware Avenue, Madison Ave to Thruway Bridge: Reconstruction	13.000	Albany	Albany	Yes	Note 1
A296	Maxwell Rd Relocation-T/O Colonie/Albany County	5.600	Colonie	Albany		
R256	Caretaker's Road over Walloomsac River	1.010	Town of Hoosick	Rensselaer		
SA216	Church Street Reconstruction	1.650	City of Saratoga	Saratoga	Yes	
R245	Lower Congress and Ferry Streets Reconstruction	7.000	City of Troy	Rensselaer	Yes	
		<b>46.260</b>				
<b>Enhancement Candidates</b>						
R229	East Greenbush Sherwood, New Jersey and Ontario Avenues Sidewalks (enhancement)	1.665	Town of East Greenbush	Rensselaer		
S190 & S176	Rehab of existing Canalway Trail/Mohawk Hudson Bike-Hike Trail,	1.735	Schenectady	Schenectady	Yes	Note 4
SA195	Zim Smith Trail Contract 2 (enhancement)	1.000	Ballston	Saratoga	Yes	
SA181	Spring Run Trail (Enhancement)	1.500	Saratoga Springs	Saratoga		
		<b>5.900</b>				
<b>New Initiatives</b>						
	Preventative Pavement Maintenance State Federal Aid System Arterials	8.000	Multiple	Regional		
	Preventative Maintenance 1R Local Federal-Aid System	10.000	Multiple	Regional		
	NY 5 BRT/ADA Compliance	7.500	Multiple	Regional	Yes	
	High Function Bridge Preservation State Bridges	10.000	Multiple	Regional		
	Bridge Painting State and Local	6.000	Multiple	Regional		
	Bridges (5-7) Repairs State	3.000	Multiple	Regional		
		<b>44.500</b>				
<b>Transit: Formula Based</b>						
T17	Vehicle Purchase (Replacement/Expansion)	15.230	Multiple	Regional		Note 5
<b>Transit: Discretionary</b>						
T17	Vehicle Purchase (Replacement/Expansion)	21.770	Multiple	Regional		
T69	NY5 BRT Vehicles	4.500	Multiple	Regional	Yes	
T70	NY5 BRT Stations	10.000	Multiple	Regional	Yes	
	<b>Total Transit Discretionary</b>	<b>51.500</b>				
<b>Rail: Discretionary</b>						
A395 & S150	Double tracking between Albany and Schenectady	60.000	Multiple	Regional		
S170	Schenectady Intermodal (Western Gateway)	4.500	Schenectady	Schenectady	Yes	Note 2
	<b>Total Rail Discretionary</b>	<b>64.500</b>				

## 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. The estimated funding gap of Project #36 (S170 Schenectady Intermodal Station) is \$4.5M as shown on the Stimulus List. CDTA and NYSDOT are exploring the possibility that the entire cost of the funding gap be financed through the rail or transit title of the American Recovery and Reinvestment Act. Both are competitive discretionary stimulus funds.
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.