

**American Recovery and Reinvestment Act of 2009 (Recovery Act)
Department Of Housing and Urban Development**

Community Development Block Grant-Recovery Program (CDBG-R)

Project Narrative and CDBG-R Eligibility Report

Narrative

The U.S. Department of Housing and Urban Development has allocated \$552,590.00 to the City of Troy for community development projects. The HUD allocation is part of the American Recovery and Reinvestment Act of 2009 (Recovery Act). The City of Troy, New York proposes to amend the 2008 One-Year Action Plan of its Consolidated Plan to fund two public facility infrastructure improvement projects (Water-sewer-pipelines construction and Street Improvements). The first project, the city proposes to fund \$400,000 towards utility betterment costs related to the NYS Department of Transportation Federal Stimulus Project, Congress Ferry Transportation and Utility Reconstruction Project. The utility betterment costs associated with this project are costs not covered under the NYSDOT Stimulus Project. These costs are for improvements to the storm sewer, sanitary sewer and water lines to the lower Congress Ferry corridor. The out come of the utility betterment project is to improve outdated utility infrastructure, improved multi-modal access, and leverage economic development and job creation through short term construction jobs and material sales, as well as future, mixed use commercial, office space and residential housing development.

The second project, the city proposes to fund \$152,590 towards downtown street and sidewalk improvements related to the NYS Department of Transportation's ITS Downtown Signalization Project. The City's Downtown Street improvement project will consist of new sidewalks and street paving in conjunction with the underway ITS Downtown Signal Improvements project. The NYSDOT ITS Signal project consists of new traffic signal equipment, handicap accessible sidewalks & curb ramps and crosswalk improvements at 18 intersections within the downtown. The city will improve street and sidewalks adjacent to the current NYSDOT ITS Signal Improvement Project within the downtown area. The outcome of this project is to increase vehicle and pedestrian mobility as well as leverage economic development through private sector investment by promoting business and residential occupancy within the downtown.

AMENDMENT:

The City of Troy proposes to amend the 2008 One-Year Action Plan of its Consolidated Plan to fund two public facility infrastructure improvement projects. The U.S. Department of Housing and Urban Development has allocated \$552,590.00 to the City of Troy for community development projects.

A 7-day public comment period announcing the amendment will begin on May 26, 2009 and end on June 1, 2009. On June 4, 2009 the City of Troy's City Council will conduct a public hearing at 6:45 PM and vote to approve the amendment and authorize the use of \$552,590.00 of CDBG-R funds for two public works projects, as described above.

Public comment: No public comment has been received.

Project #1
City of Troy Congress Ferry Utility Betterment Project \$400,000.00

This activity addresses the American Recovery and Reinvestment Act by investing in transportation and infrastructure that will provide job creation and economic benefit, as well as enhancements to multi modal transportation and energy conservation.

The City of Troy is working with the New York State Department Of Transportation (NYSDOT), in administering a \$7,200,000 federally funded stimulus project for transportation and utility improvements for the Congress Ferry Corridor. Along with the NYSDOT project the city has proposed additional utility betterments to water and sewer not covered under the NYSDOT Transportation Improvement Stimulus Project. Approximately \$400,000.00 in material and labor construction costs will be reimbursed through the used of the CDBG-R funds for utility betterments (See attached utility betterment description).

The project area is within the City of Troy, Rensselaer County. The project area includes Congress Street and Ferry Street, from Fifth Avenue to Eleventh Street. Also included are several adjacent side streets including Sixth Avenue, Seventh Avenue, and Eighth Street.

Congress and Ferry Streets serve as a means of ingress and egress to the City of Troy. Over time, traffic volumes on these roads have increased along with vehicle speeds. Previous projects sought to efficiently move vehicles through the area. Today, there is a need to accommodate different users, including pedestrians and bicyclists. Economic development is a priority at this time.

The objectives of this project are to correct existing traffic and safety deficiencies, improve the existing pavement and utility infrastructure, reconstruct the corridor to provide multi-modal access, complement economic development, and minimize property impacts.

The project consists of full-depth roadway reconstruction, including pedestrian improvements, storm and sanitary sewer, water line, and traffic signal installations.

Benefits of City Betterment Costs

Water line betterments – in general the waterline improvements are proposed to provide a new main throughout project, the majority of the system will be located out of the roadway to minimize future maintenance impacts and the system has been upsized to account for future development. The intent is that the waterlines will be accessible for future development without impacting new pavement. Below is a location by location summary (See attached reference map).

Waterline A

Type: Upsize from 10" to 12"

Length: 560'

Reimbursement: 50% of cost, no conflicts, replacement in kind within roadway

Remaining Cost (not reimbursable): 50% of cost + upsize cost, removals cost (~560' of 10") with trenching

Total Cost - \$115,000/City Share - \$65,000

Waterline B

Type: Moved outside roadway

Length: 1200'

Reimbursement: 100% of in kind length, moved outside of roadway

Remaining Cost (not reimbursable): 100% of cost for additional length and future stubs, removals cost (~460' of 16" and 805' of 12") with trenching

Total Cost - \$310,000/City Share - \$105,000

Waterline C

Type: Upsize from 4" to 12"

Length: 480'

Reimbursement: cost for 4" install, no conflicts

Remaining Cost (not reimbursable): upsize cost, removals cost (~480' of 4") with trenching

Total Cost - \$85,000/City Share - \$20,000

Waterline E

Type: Future use to RPI

Length: 150'

Reimbursement: none

Remaining Cost (not reimbursable): 100% of cost

Total Cost - \$15,000/City Share - \$15,000

Storm sewer betterments – the City upgrade to the storm sewer system is specific to installation of the wedge valve, near the intersection of Congress Street with 8th Street.

The wedge valve provides flexibility in the distribution of flow.

- o At any time, flow can be split or completely directed in one direction
- o Work can be done on one system while maintaining flow through the other
- o In the case of a failure of one system, flow can be completely directed to the other
- o Should future development occur, the flow distribution can be changed to balance the impacts downstream.
- o Total Cost - \$25,500/City Share - \$25,500

Sanitary sewer betterment – the City portion of the sanitary sewer costs is for the section that is being relocated from private property, planned for future development, to the Congress Street ROW. The benefits of this change are:

- o Sanitary system will be new and completely separated from storm

- System will be in the Congress Street ROW to allow for maximum developable land. Approximately 340' of sanitary sewer were relocated from developable land to the Congress Street ROW.
- Construction of sanitary now means the new pavement will not be impacted in the future
- Total Cost - \$545,000/City Share - \$162,500

Local Economic Impact

All related labor costs for the proposed Congress Ferry Utility Betterment Project will be under the jurisdiction of federal Davis Bacon and labor standards or New York State prevailing wage rate, whichever is greater. The project budget for the City betterments cost is \$400,000.00. The proposed project will employ two construction work crews, one for water, and one for sewer. Approximately 30 full time construction positions total will be created for a construction period of 10 weeks. The total labor cost will be approximately \$240,000.00. Construction materials will be purchased from local distributors with approximate sales revenue of \$160,000.00 to the local economy.

Water Labor Construction

Construction job	# of workers	Prevailing wage rate \$	# of weeks	Total Labor \$
Laborer	5	37.14	10	
Operating Engineer	2	48.18	10	
Teamster	3	39.07	10	
Pipe fitter	2	50.03	10	
Supervisor	1	46.12	10	
Construction Inspection	1	46.12	10	
Clerical	1	31.50	10	
Total	15	-----	10	\$120,000

Sewer Labor Construction

Construction job	# of workers	Prevailing wage rate \$	# of weeks	Total Labor \$
Laborer	5	37.14	10	
Operating Engineer	2	48.18	10	
Teamster	3	39.07	10	
Pipe fitter	2	50.03	10	
Supervisor	1	46.12	10	
Construction Inspection	1	46.12	10	
Clerical	1	31.50	10	
Total	15	-----	10	\$120,000

Job Creation

Immediate construction jobs are the primary jobs created by this project. The estimated job creation for the City’s proposed \$400,000.00 CDBG-R investment for the Congress Ferry water and sewer betterment project is projected to include two construction work crews with 15-full time prevailing wage rate jobs for each crew for a total of 30 full-time jobs. The construction schedule is estimated to be for a period of 10 weeks. The following chart is the type of job and number of employees for water and sewer construction crews.

Water

Construction job	# of workers
Laborer	5
Operating Engineer	2
Teamster	3
Pipe fitter	2
Supervisor	1
Construction Inspection	1
Clerical	1
Total	15

Sewer

Construction job	# of workers
Laborer	5
Operating Engineer	2
Teamster	3
Pipe fitter	2
Supervisor	1
Construction Inspection	1
Clerical	1
Total	15

Long Term Economic Development and Job Creation

Congress Street Corridor Master Plan

The Congress Ferry Master Plan is an inter-municipal and multi-partner collaboration (City of Troy, Rensselaer County, RPI & Troy Housing Authority) to reconstruct and redevelop the Congress Ferry Street Corridor, emphasizing its connections to the RPI campus and the County office building. The Master Plan will guide a downtown revitalization initiative that includes the development of low and moderate income housing, creation of housing for graduate students, re-alignment of Congress/Ferry Street, design of a pedestrian friendly streetscape and development of businesses. The project is needed to effectively coordinate the multiple program elements and to successfully integrate the development within the context of its urban setting.

The New York State Department of Transportation Congress Ferry Transportation Improvement Project and the City of Troy’s Utility Betterment Project is the first step in moving forward the Congress Ferry Redevelopment Master Plan. The City of Troy is currently under contract with a developer who has site control of critical properties within the target area. (See attached Congress Ferry Master Plan)

Fiscal Impact Analysis

A fiscal impact analysis was conducted for a variety of proposed development scenarios.

The purpose of this analysis was to understand the amount that each potential development scheme would generate in additional tax revenue to the City of Troy and to the Troy School District, size of potential development, and future job creation. This number is then compared to the potential costs of each – and the net fiscal impact realized. The full report, including methodology and assumptions, can be found in the appendix of the Master Plan Report.

The different scenarios, described below, are variations upon the development program described by the preferred developer chosen by the city. It is important that fiscal efficiency be just one factor in choosing a program – and should not overrule local market conditions or community goals of turning the Congress Street and Ferry Street Corridor into a vibrant urban area.

Potential Development Scenarios					
	Size of development	Average Household Size	Total Population	Workers per sq. ft.	Number of Workers
Scheme A					
Residential Units	400	2.13	852		
Office	200,000SF			1/250 SF	800
Retail	90,000SF			2.5/1000 SF	225
Hotel	65,000SF			234	23
Total Workers					1,048
Scheme B					
Residential Units	330	2.13	703		
Office	300,000SF			1/250 SF	1,200
Retail	60,000SF			2.5/1000 SF	150
Hotel	65,000SF			234	23
Total Workers					1,373
Scheme C					
Residential Units	320	2.13	682		
Office	325,000SF			1/250 SF	1,300
Retail	70,000SF			2.5/1000 SF	175
Hotel	65,000SF			234	23
Total Workers					1,498
Scheme D					
Residential Units	400	2.13	852		
Office	200,000SF			1/250 SF	800
Retail	90,000SF			2.5/1000 SF	225
Theater	30,000SF				12
Total Workers					1,037
Scheme E					
Residential Units	320	2.13	682		

Office	450,000SF		1/250 SF	1,800
Retail	70,000SF		2.5/1000 SF	175
Total Workers				1,975
Scheme F				
No development	0	2.13	0	0

Within an eight-story building height maximum, it is expected that private development could accommodate some mix of the following:

- > Up to 500 residential units
- > Up to 400 student beds
- > About 30,000 square feet of retail
- > Hotel
- > Restaurants
- > Up to 450,000 square feet of office spaces

CDBG-R Project Budget: \$400,000.00. Funding for this project is to be separate and distinct from the NYSDOT Transportation Improvement Stimulus Project.

Additional Recovery Funds: \$7,200,000.00. New York State Federal highway Administration Stimulus Funds/New York State Department of Transportation.

ENVIRONMENTAL REVIEW:

The project has been classified as a NEPA Categorical Exclusion. This determination was made by Federal Highway Administration (FHWA).

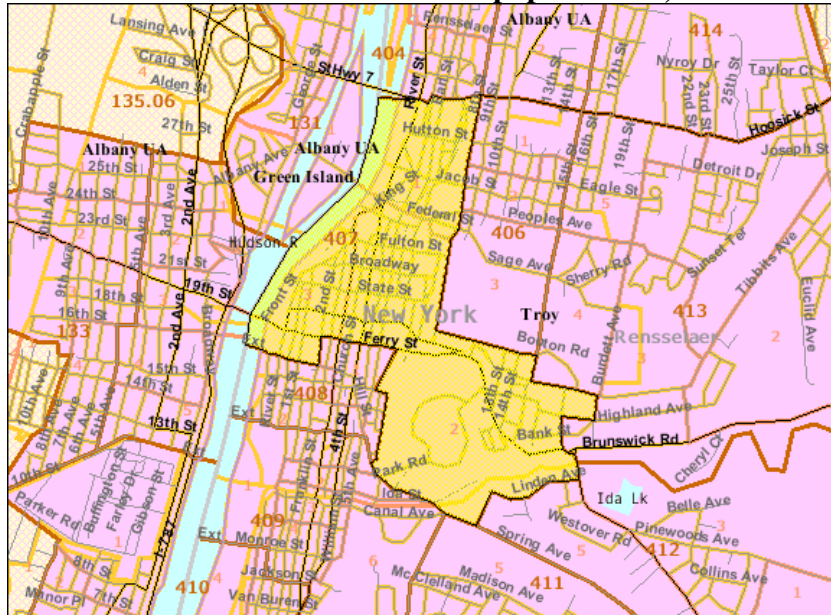
CDBG ELIGIBILITY:

The City of Troy has determined that the proposed Congress Ferry Utility Betterments work to the Congress Ferry Corridor is an eligible and necessary cost under **Basic Eligible Activities, 24 CFR 570.201** of the CDBG program regulations. The Congress Ferry Utility Betterment Project will be categorized under Public Facilities and Improvements; this includes water and sewer improvements as eligible costs per section [570.201 (c) Basic Eligible Activities].

NATIONAL OBJECTIVE:

The Congress Ferry Utility Betterment Project will be set up under low and moderate area benefit category [570.208(a)(1)(i)] The Utility betterment project is located in census tract 407 with a 3,184 LMI population (75.7 LMI%), The Congress Ferry Utility Betterment project will also services surrounding census tracts including CT 406: 71.2% LMI, 408:65.7% LMI, 409:62.0% LMI, of all which are eligible census tracts with more than 51% of the population LMI.

Census Tract 407: Low moderate income population 3,184 – 75.7 LMI %



**Project #2
Downtown Street Improvement**

Activity Narrative & Description:

This activity is proposed as an amendment to the previously reviewed and approved 2008 Action Plan’s project entitled “Street Improvements”, serving most LMA eligible neighborhoods in the City of Troy. This amendment increases the scope of work to specifically include street milling and repaving, sidewalk replacement work, and related street improvements in the Downtown Troy area, increases the project budget in the amount of \$152,590, and calls for the work to be contracted work.

The Downtown Street Improvements activity will consist of sidewalk and street improvements and repaving work, supplementary and complementary to the existing ITS Downtown Signal Improvement project now under construction. The ITS Downtown Signal Project consists of the removal of the existing signal system and replacement with a new system of LED traffic and pedestrian signals, controllers, hardware, and software, which will be able to integrate into the Capital District’s Intelligent Transportation Network. This downtown signalization project is a \$3.2 million, federally funded, Congestion Mitigation/Air Quality (CMAQ) project, improving 18 downtown intersections. The project also includes new ADA compliant sidewalk curb ramps, street intersection pavement milling and repaving, and new pedestrian crosswalks at the 18 intersection locations.

The Downtown Street Improvements project will make necessary street, sidewalk and / or related improvements at locations in between, adjacent to, or near to the ITS Downtown Signal Improvement project's intersection locations. The physical outcome of this proposed project is to mill and repave existing deteriorated street pavement to improve vehicular traffic flow and safety (auto and bus); to improve pedestrian facilities by replacing sidewalks that are deteriorated or have tripping hazards, thereby increasing pedestrian safety and mobility; and improving the public street space appearance and perception of Downtown Troy.

Benefits of the Downtown Street Improvement Project/ Recovery Act Objectives

Investment in this Downtown Troy transportation infrastructure project will not only create immediate construction related jobs, but will increase long-term economic benefits for Downtown Troy. Increased vehicular and pedestrian safety and improved mobility increases access within Downtown, enabling better access to Downtown's public and private services, facilities, and businesses. Improved access within Downtown Troy and the improved appearance of downtown streets and sidewalks will leverage greater investment in Downtown Troy, preserving and creating jobs and promoting economic recovery.

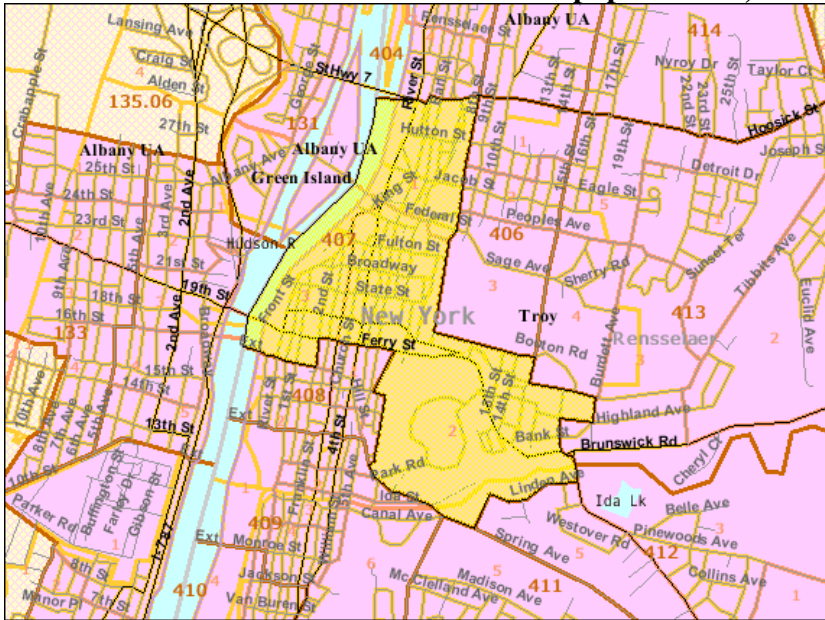
Improved access within Downtown Troy also benefits the low-moderate income residents of Troy, particularly those who need to personally apply for needed services, such as, City services (code enforcement inspections, housing rehab grants, etc.), employment services, Rensselaer County Social Services, postal services, homelessness/poverty services and other available services and businesses which are located in Downtown Troy.

The Downtown Street Improvement project will complement and increase the energy efficiency and pollution reduction being gained by the federally funded (CMAQ) downtown Troy Signalization Improvement project. This CMAQ project will reduce engine idling time and reduce air pollution at individual intersections and in Downtown as a whole (18 intersections total). The Downtown Street Improvement project will increase that efficiency and contribute to the reduced air pollution (See attachments).

Project Eligibility (Regulatory or HCDA Citation): 570.201 (c) Public facilities and improvements. This project proposes physical improvements to City-owned, public streets located in the Downtown area of Troy, NY.

National Objective Citation: 570.208 (a)(1)(i) Low-moderate income area benefit. The project is located in Census Tract 407, in which the number of low-moderate income residents is 75.7% of all residents in the census tract, as per the 2000 US Census.

Census Tract 407: Low moderate income population 3,184 – 75.7 LMI %



CDBG-R Project Budget: \$152,590. Funding of this project is to be separate and distinct from the Downtown Troy Signalization Project and from any other street improvements undertaken in Downtown Troy, which may be funded by other funding sources.

Additional Recovery Funds: \$0

Other Leveraged Funding:

- 2008 CDBG Street Improvements Project \$491,723.41
- Existing ITS Downtown Signal Project (under construction)
- \$3.2 million federal CMAQ funded project (80% federal, 15% state, 5% local)
- City of Troy, Capital Fund??

Activity Detailed Description:

The Downtown Street Improvement is proposed to consist of two parts:

Part A – Street milling and repaving activity for a 6 -7 block length of Congress Street, Third Street, and Fourth Street, with an estimated construction cost of \$127,590.

Part B – Sidewalk replacement activity for an individualized, deteriorated sidewalk and tripping hazard elimination program, based on a survey of sidewalk conditions by the City Engineering & Housing & Community Development offices with an estimated construction budget of \$25,000. This funding would allow for up to 2,500 +/- s.f. of sidewalk replacement.

Jobs Created:

Immediate construction jobs are the primary jobs created by this project, estimated at 15 jobs for a 2 week time period, based on the following estimate:

Construction Job	# of Workers	Hourly Rate at	# of days	Est. Total Labor
		Dav-Bac Wage Rates		
Operating Engineer	2	\$ 49.09		\$ 7854.4
Flagman	2	\$ 36.84	10	\$ 5894.4
Laborer	4	\$ 36.84	10	\$ 11788.8
Laborer	1	\$ 37.04	10	\$ 2963.2
Teamsters	4	\$ 34.42	10	\$ 11014.4
Supervisor	1	\$ 46.12	10	\$ 3689.6
Clerical	1	\$ 31.50	10	\$ 2520.0
Total estimate				\$50,000+/-

Pavement materials purchases valued at an estimated \$65,000 value will create additional man hours of jobs created at local asphalt and concrete plants.

Milled street materials will be returned to the local asphalt plant for recycling as pavement, at no anticipated additional charge.

Future Economic Development and Job Creation:

The City of Troy has been previously awarded 2 rounds of NY State “Main Street” program funding and has participated in implementation of that program over the past several years. The City has also funded a CDBG 50/50 Commercial Building grant program. Currently there are at least 3 applications for commercial development in Downtown Troy that may be stalled due to current economic conditions.

Investment in the street and sidewalk infrastructure of Downtown Troy may not only stimulate renewed interest of private investment in Downtown Troy, but the investment will also physically improve both vehicular and pedestrian access within downtown, thereby increasing the customer base of downtown businesses.

The three applications currently on file include:

Troy Community Food Cooperative, 77-81 Congress St., downtown Troy, NY 12180. Proposed new “cooperative” type food market, estimating the creation of 11 new jobs in the first year of operation. A new roof and limited improvements to the existing former market building have already been completed.

Franklin Inn & Suites, 1 Fourth St., downtown Troy, NY 12180.

Proposed conversion of the existing inn & suites to “Best Western” brand and related renovation work, estimated at saving 26 existing jobs.

Troy Living, LLC, State and 3rd St., downtown Troy, NY 12180.

Limited renovations to the 1st story commercial space have been begun to make this space available for lease to a quality retail tenant, as yet undetermined. The upper stories of this building have been completely renovated and leased as 19 high-end apartments to people that have generally recently moved to Troy from elsewhere. Retail occupancy within the 1st story space could generate perhaps 2 managerial positions and up to 4 or 5 part-time hourly worker positions.

Environmental Assessment: The original 2008 Action Plan Street Improvement Project has previously been reviewed for NEPA Environmental Assessment and the project is not significantly expanded by inclusion of this additional activity. The Downtown Troy Signalization Project has also been previously reviewed for NEPA Environmental Assessment purposes.

Responsible Organization for the Downtown Street Improvement Projects:

The City of Troy Housing & Community Development Office will implement this project in coordination with the City of Troy’s Engineering Office.

Contact: Timothy Mattice, Housing & Community Development, City Hall, Troy NY 12180
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