

A Guide to City Infrastructure Improvement

How to Navigate the Funding Process

U.S. Senator Kirsten E. Gillibrand

New York



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*** **Note:** This document will be continuously updated as information becomes available.

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Introduction

Dear Fellow New Yorker,

I want to take this opportunity to provide you with some important information on funding opportunities for city infrastructure projects. Each year the federal government distributes grant and loan money to institutions throughout the United States. The state also offers a number of grants, and New York's non-profit organizations, community-based organizations, colleges, universities, and local governments are exceptionally well qualified to compete for these funds. The information in this packet is meant to provide assistance to those New York institutions seeking federal and state assistance.

Improving New York's infrastructure is essential to the growth of our cities and economic strength of your state. The available funding opportunities will help improve our methods of transportation, the purity of our water, and the energy efficiency of our homes and businesses. Infrastructure is vital to our daily routines, and the funding offered on the federal and state levels will have a tremendous impact as we strive to maintain and improve our cities.

Finding the resources that meet your needs in this complex web of agencies can be an impossible task. For this reason, I have created this guidebook to serve as a starting point in providing information about what resources are available to individuals, businesses, community organizations and local governments. Its contents will be updated periodically as more details become available.

My Senate website (www.Gillibrand.senate.gov) is continually updated with critical information about various funding opportunities that are available to you, how to access them, and where to apply.

As you move forward with any grant opportunities, please contact Abraham Hiatt, my Grants Director, for letters of support, when applicable. You can reach him in my Washington, D.C. Office at Grants@Gillibrand.Senate.gov, or (202)-224-4451.

Sincerely,



Kirsten E. Gillibrand

Federal Section I

United States Department of Transportation (DOT)

The United States DOT serves each state by ensuring a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future. With the funds made available through the DOT and its agencies, the opportunity for improving and creating new systems of infrastructure is constantly growing.

1) Tiger II: Discretionary Grants for a National Surface Transportation System

- Under this grant program, the U.S. Department of Transportation Secretary shall award funds on a competitive basis for highway and bridge, public transportation, passenger and freight rail transportation, or port infrastructure investment projects that have a significant impact for the nation, a metropolitan area or a region.

Additional Information:

- Projects that are eligible for TIGER II Discretionary Grants under the FY 2010 Appropriations Act include, but are not limited to:
 - Highway or bridge projects eligible under title 23, United States Code;
 - Public transportation projects eligible under chapter 53 of title 49, United States Code;
 - Passenger and freight rail projects; and
 - Port infrastructure investments.

Eligibility:

- Eligible Applicants for TIGER II Discretionary Grants are State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant.

Contact Information:

- Mr. Robert Mariner
Senior Policy Analyst
Telephone: (202) 366-8914
Email: robert.mariner@dot.gov

Federal Section II

United States Department of Transportation:

Federal Highway Administration

The Federal Highway Administration is a major agency of the U.S. Department of Transportation. FHWA is charged with the broad responsibility of ensuring that America's roads and highways continue to be the safest and most technologically up-to-date. Although state, local, and tribal governments own most of the nation's highways, FHWA provides financial and technical support to them for constructing, improving, and preserving America's highway system. Their annual budget is primarily divided between two programs: Federal-aid funding to State and local governments; and Federal Lands Highways funding for national parks, national forests, Indian lands, and other land under Federal stewardship.

1) Highway Bridge Program

- The Highway Bridge Program (HBRR) is the primary federal program to fund the replacement or rehabilitation of structurally deficient or functionally obsolete bridges. HBRR funds are apportioned to the states by formula based on each state's relative share of the total cost to repair or replace deficient highway bridges. Each state is guaranteed at least 1/4% of total program allocation, and no state may receive an allocation greater than 10%.

Additional Information:

- The plans for the spending of these funds are under the control of the state departments of transportation. These funds are usually not to be spent on new bridges, but are available for:
 - The total replacement of a structurally deficient or functionally obsolete highway bridge on any public road with a new facility constructed in the same general traffic corridor;
 - Rehabilitation to restore structural integrity of a bridge on any public road or to correct major safety defects;
 - Replacement of certain ferryboat operations and bridges destroyed before 1965, low-water crossings, and bridges made obsolete by certain Corps of Engineers (COE) projects and not rebuilt with COE funds;
 - Bridge painting, seismic retrofitting, anti-scour measures, and de-icing applications; and
 - Systematic preventive maintenance (SAFETEA-LU added this to the U.S. Code to clarify the eligibility of such work).

Eligibility:

- To be eligible for funding under the Highway Bridge Program, a bridge must be considered deficient and have a so-called sufficiency rating (on a scale of 0-100) of 50 or less to be eligible for replacement, and have a rating of 50 to 80 to be eligible for rehabilitation (i.e., bridges with a sufficiency rating more than 80 are not eligible). Further, the bridge must be at least 20 feet long and may not have been constructed or have undergone major reconstruction within the last 10 years.

Contact:

- For more information please visit:
http://apps.crs.gov/products/rl/html/RL34127.html#_Toc220822509
To contact your DOT, please visit,
<http://www.nyc.gov/html/dot/html/contactdot/assist.shtml>

2) The Emergency Relief Program (ER)

- The ER has been created to fund the repair or reconstruction of federal-aid highways and roads on federal lands which have suffered serious damage as a result of natural disasters or catastrophic failures from an external cause. This program supplements the commitment of resources by states, their political subdivisions, or other federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.

Additional Information:

- The federal share can be increased in states with high percentages of federally-owned public lands (known as "sliding scale rates"). Emergency repair work to restore essential travel, minimize the extent of damage, or protect the remaining facilities, accomplished in the first 180 days after the disaster occurs, may be reimbursed at 100 percent federal share. During this 180-day period, permanent repair work is reimbursed at normal pro rata share unless it is performed as part of emergency repair work to restore essential travel, minimize the extent of damage, or protect remaining facilities.

Eligibility:

- State and local governments or transit agencies are eligible to apply.
- The applicability of the ER program to a natural disaster is based on the extent and intensity of the disaster. Damage to highways must be severe, occur over a wide area, and result in unusually high expenses to the highway agency.
- Applicability of ER to a catastrophic failure due to an external cause is based on the criteria that the failure was not the result of an inherent flaw in the facility but was sudden, caused a disastrous impact on transportation services, and resulted in unusually high expenses to the highway agency.

Contact Information:

- Greg Wolf, Office of Program Administration
202-366-4655
greg.wolf@fhwa.dot.gov
- A printable guide to the Federal-aid Highway Emergency Relief Program can be found online at <http://www.fhwa.dot.gov/specialfunding/er/guide.cfm>



Federal Section III

United States Department of Transportation:

Federal Transit Agency (FTA)

FTA is one of 11 operating administrations within the U.S. Department of Transportation located in Washington, DC and in ten regional offices across the nation. As authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU), the FTA provides stewardship of combined formula and discretionary programs totaling more than \$10 billion to support a variety of locally planned, constructed, and operated public transportation systems throughout the United States. Transportation systems typically include buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, or people movers.

1) Large Urban Cities Grants Program

- This program makes federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.

Eligibility:

- Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense federal funds.
- Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guide way systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.

Contact:

- For additional information about this program, contact the Office of Resource Management and State Programs by telephone at (202) 366-2053.
Website: http://www.fta.dot.gov/funding/grants_financing_263.html

2) Metropolitan and Statewide Planning Grants Program

- The program provides funding to support cooperative, continuous, and comprehensive planning for making transportation investment decisions in metropolitan and statewide areas. The activities should have a purpose that supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Additional Information:

- The activities should also increase the safety and security of the transportation system for motorized and non-motorized users. In the same respect, the activities should protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

Eligibility:

- State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Upon receiving the funds, the state DOTs are then expected to allocate planning funding to MPOs.

Contact:

- Currently, the grant is unavailable but continue to check the U.S. Department of Transportation's Federal Transit Administration website for updates:
http://www.fta.dot.gov/funding/grants/grants_financing_3563.html

3) Major Capital Investments (New Starts & Small Starts) Grant Program

- The transit capital investment program (49 U.S.C. 5309) provides capital assistance for three primary activities: new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems (New Starts). The New Starts program provides funds for construction of new fixed guideway systems or extensions to existing fixed guideway systems.

Additional Information:

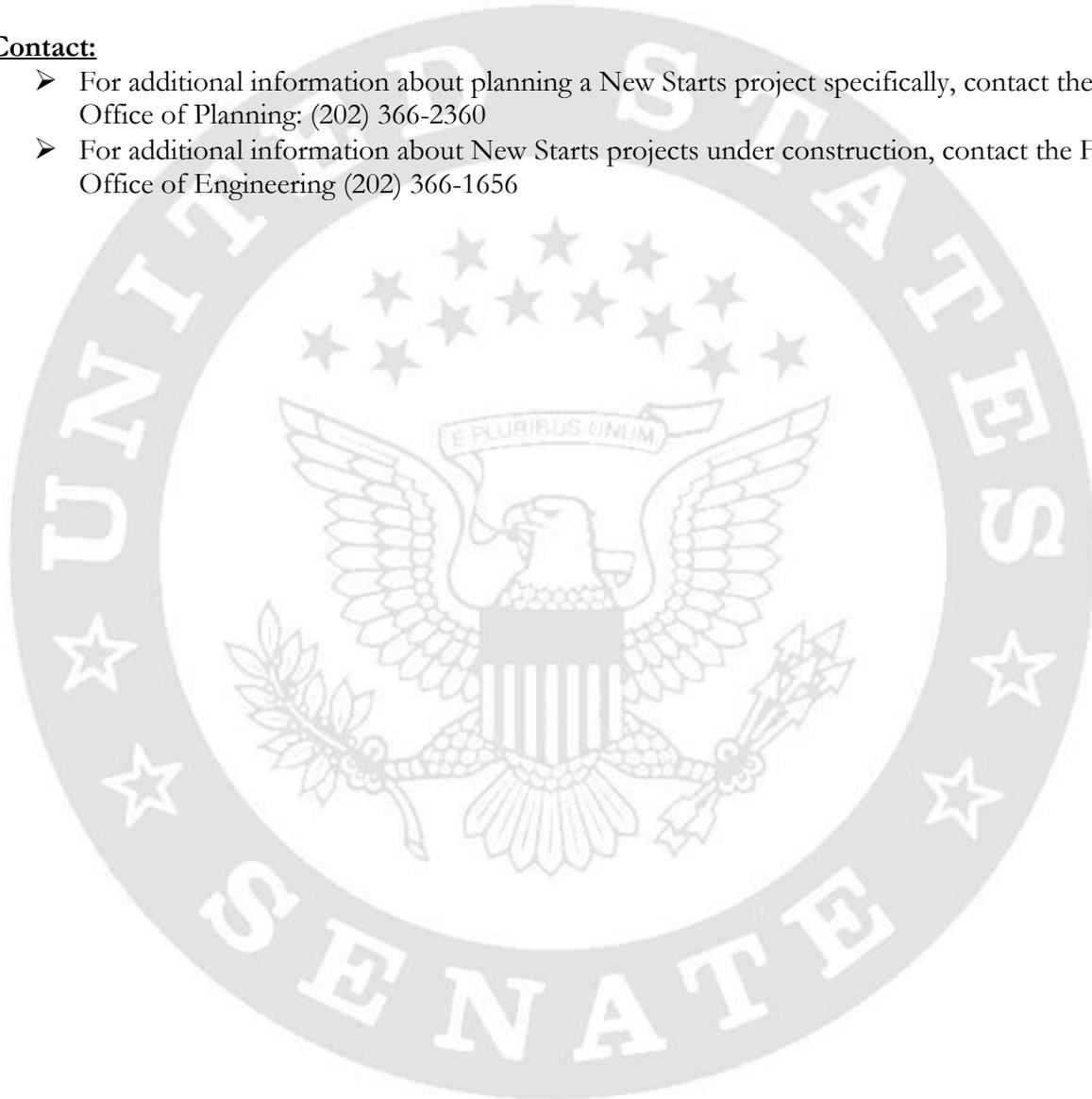
- Major capital investment grants are to fund light rail line, rapid rail (heavy rail), commuter rail, automated fixed guideway system (such as a "people mover"), or a busway/high occupancy vehicle (HOV) facility, or an extension of any of these.
- New start projects can involve the development of transit corridors and markets to support the eventual construction of fixed guideway systems, including the construction of park-and-ride lots and the purchase of land to protect right-of-ways.
- Projects become candidates for funding under this program by successfully completing the appropriate steps in the major capital investment planning and project development process.

Eligibility:

- Recipients for capital investment funds are public bodies and agencies (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law. Funds are allocated on a discretionary basis.

Contact:

- For additional information about planning a New Starts project specifically, contact the FTA Office of Planning: (202) 366-2360
- For additional information about New Starts projects under construction, contact the FTA Office of Engineering (202) 366-1656



Federal Section IV

United States Department of Transportation:

Federal Railroad Administration

The Federal Railroad Administration (FRA) was created by the Department of Transportation Act of 1966 (49 U.S.C. 103, Section 3(e)(1)). The purpose of FRA is to: promulgate and enforce rail safety regulations; administer railroad assistance programs; conduct research and development in support of improved railroad safety and national rail transportation policy; provide for the rehabilitation of Northeast Corridor rail passenger service; and consolidate government support of rail transportation activities.

Today, the FRA is one of ten agencies within the U.S. Department of Transportation concerned with intermodal transportation. It operates through seven divisions under the offices of the Administrator and Deputy Administrator. The funding opportunities presented through this agency will assist in both maintaining and creating our railways.

1) Railroad Safety Technology Grants

- The funding assistance was designed to facilitate the deployment of train control technologies, train control component technologies, processor-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new or novel railroad safety technology.

Additional Information:

- Projects that make train control technologies interoperable between railroad systems, accelerate the deployment of train control technology on high risk corridors such as those that have high volumes of hazardous materials shipments or over which commuter or passenger trains operate or benefit both passenger and freight safety and efficiency.

Eligibility:

- Passenger and freight railroad carriers, railroad suppliers, and state and local governments. Applicants need not have developed plans required under subsection 20156(e)(2) of title 49, United States Code section 20157 of such title.

Contact Information:

- Dr. Mark Hartong
Telephone: (202) 493-1332
Email: mark.hartong@dot.gov

2) Railroad Rehabilitation and Repair Program

- The Consolidate Security, Disaster Assistance, and Continuing Appropriations Act of 2009 provides the Secretary of Transportation \$20,000,000 for necessary expenses to make grants to repair and rehabilitate Class II and Class III railroad infrastructure damaged by hurricanes, floods, and other natural disasters in areas for which the President declared a major disaster under Title IV of the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1974.

Additional Information:

- Under this program, a state may apply for a grant from the Department of Transportation's Federal Railroad Administration (FRA) to cover up to 80% of the cost of a project to repair and rehabilitate Class II and Class II railroad infrastructure damaged by hurricanes, floods, and natural disasters, provided that the infrastructure is located in a county that has been identified in a Disaster Declaration for Public Assistance issued by the President.

Eligibility:

- Class II and Class III railroad infrastructure eligible for repair and rehabilitation consists of railroad rights-of-way, bridges, signals and other infrastructure that are part of the general railroad system of transportation and primarily used by railroads to move freight traffic. At least 20% of the cost of eligible repair and rehabilitation projects must be covered by non-Federal sources in the form of cash, equipment, or supplies.

Contact Information:

- Ms. Alice Alexander
Office of Railroad Development
Federal Railroad Administration
1200 New Jersey Avenue SE,
Mail Stop 20
Washington, DC 20590

Federal Section V:

Environmental Protection Agency (EPA)

The mission of EPA is to protect human health and to safeguard the natural environment -- air, water and land -- upon which life depends. The EPA is divided into 10 regions that span from coast to coast in the United States. These regions are essential to the Agency's success considering each part of the country has a specific environmental aspect that is necessary to preserving.

Although the EPA is divided throughout our country, the span of its funding opportunities reaches across each state. The EPA has created grants that apply to a number of issues to meet the needs of each of its applicants.

1) Construction Grants for Wastewater Treatment Works

- The objective of this EPA program is to assist and serve as an incentive in construction of municipal wastewater treatment works which are required to meet state and/or federal water quality standards and improve the water quality in the waters of the United States.

Additional Information:

- The grantee must require pretreatment of any industrial wastes which would otherwise be detrimental to efficient operation and maintenance, or the grantee must prevent the entry of such waste into the treatment plant. Additionally, the grantee must initiate an acceptable system of user charges.
- The grants are to be used for construction of municipal wastewater treatment projects including privately owned individual treatment systems, if a municipality applies on behalf of a number of such systems. Such works may serve all or portions of individual communities, metropolitan areas, or regions.

Eligibility:

- Any municipality, inter-municipal agency, state, or interstate agency, or federally-recognized Indian tribal government, having jurisdiction over waste disposal, is eligible.

Contact:

Please contact the following address with any questions:
Division of Water
625 Broadway
Albany, New York 12233-3500
Telephone: (518) 402-8233
URL: <http://www.epa.gov/owm/sectcon.htm>

Federal Section VI

United States Department of Housing and Urban Development (HUD)

HUD's mission is to create strong, sustainable, inclusive communities and quality affordable homes for all. HUD is working to strengthen the housing market to bolster the economy and protect consumers; meet the need for quality affordable rental homes; utilize housing as a platform for improving quality of life; build inclusive and sustainable communities free from discrimination; and transform the way HUD does business.

Through the funding made available through the agency, I am confident that you will be able to locate a program that meets your needs and efforts.

1) Community Development Block Grant (CDBG) Entitlement Communities Grants

- The Department of Housing & Urban Development awards grants to entitlement community grantees to carry out a wide range of community development activities directed toward revitalizing neighborhoods, economic development, and providing improved community facilities and services. Entitlement communities develop their own programs and funding priorities. However, grantees must give maximum feasible priority to activities which benefit low- and moderate-income persons. A grantee may also carry out activities which aid in the prevention or elimination of slums or blight.

Additional Information:

- To receive its annual CDBG entitlement grant, a grantee must develop and submit to HUD a Consolidated Plan. In the Consolidated Plan, the jurisdiction must identify its goals for these programs as well as for housing programs. The goals will serve as the criteria against which HUD will evaluate a jurisdiction's Plan and its performance under the Plan.
- Also, the Consolidated Plan must include several required certifications, including that not less than 70% of the CDBG funds received, over a one, two or three year period specified by the grantee, will be used for activities that benefit low- and moderate-income persons, and that the grantee will affirmatively further fair housing.

Eligibility:

- Principal cities of Metropolitan Statistical Areas, other metropolitan cities with populations of at least 50,000; and qualified urban counties with populations of at least 200,000 (excluding the population of entitled cities) are entitled to receive annual grants.

Contact:

- Please contact your local government to receive and pursue assistance from the Community Development Block Grant Entitlement Communities Grant.
- More information can also be found at the U.S. Department of Housing and Urban Development's website:
<http://www.hud.gov/offices/cpd/communitydevelopment/programs/>

2) Neighborhood Stabilization Program Grants

- The Neighborhood Stabilization Program (NSP) was established for the purpose of stabilizing communities that have suffered from foreclosures and abandonment. Through the purchase and redevelopment of foreclosed and abandoned homes and residential properties, the goal of the program is being realized.

Additional Information:

- NSP grantees develop their own programs and funding priorities. However, NSP grantees must use at least 25 percent of the funds appropriated for the purchase and redevelopment of abandoned or foreclosed homes or residential properties that will be used to house individuals or families whose incomes do not exceed 50 percent of the area median income.

Eligibility:

- All activities funded by NSP must benefit low- and moderate-income persons whose income does not exceed 120 percent of area median income.
- Eligible activities for grantees include establishing financing mechanisms for purchase and redevelopment of foreclosed homes and residential properties; purchasing and rehabilitating homes and residential properties abandoned or foreclosed; establishing land banks for foreclosed homes; demolishing blighted structures, and redeveloping demolished or vacant properties.

Contact:

- If more information on the program is needed refer to the Housing and Urban Development website where a form is available to contact a HUD NSP Representative :
<http://www.hud.gov/offices/cpd/communitydevelopment/programs/neighborhoodspg/>

3) TIGER II Discretionary Grants

- The Department of Transportation and HUD have announced they are implementing a proposal to combine the TIGER II Planning Grants with HUD's for the Community Challenge Planning grant program as part of the departments' "Partnership for Sustainable Communities" with EPA.

Additional Information:

- There are a variety of projects that may include eligible activities under both the TIGER II Planning Grants and the Community Challenge Planning Grants program:
 - Planning activities related to the development of a particular transportation corridor or regional transportation system that promotes mixed-use, transit-oriented development with an affordable housing component.
 - Planning activities related to the development of a freight corridor that seeks to reduce conflicts with residential areas and with passenger and non motorized traffic. In this type of project, DOT might fund the transportation planning activities along the corridor, and HUD may fund changes in the zoning code to support appropriate siting of freight facilities and route the freight traffic around town centers, residential areas, and schools.
 - Developing expanded public transportation options, including accessible public transportation and para-transit services for individuals with disabilities, to allow individuals to live in diverse, high opportunity neighborhoods and communities and to commute to areas with greater employment and educational opportunities.

Eligibility:

State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multijurisdictional groupings.

Contact Information:

Mr. Robert Mariner

Telephone: (202) 366-8914

Email: TIGERIIGrants@dot.gov

4) Sustainable Communities Regional Planning Grants

- These will fund metropolitan and multijurisdictional planning efforts to integrate housing, land use, economic development, transportation and infrastructure planning “in a manner that empowers jurisdictions to consider” the challenges of economic competitiveness, social equity and access to opportunity, energy use and climate change, and public health and environmental impact.

Additional Information:

- The two available categories are: Regional Plans for Sustainable Development, for regions where such plans do not exist or need extensive revision; and Detailed Execution Plans and Programs, which would fund the fine-tuning of existing plans and limited predevelopment planning for significant “catalytic” projects.

Eligibility:

- An eligible applicant is a “multijurisdictional and multi-sector partnership consisting of a consortium of government entities and non-profit partners,” including Metropolitan Planning Organizations, if any. A consortium may also include state government entities, unified school districts, Native American tribes and private sector partners.

Contact Information:

Office of Sustainable Housing and Communities

Email: Sustainablecommunities@hud.gov

Telephone: (202) 402-5297



Federal Section VII

United States Department of Commerce:

Economic Development Administration

The Economic Development Administration (EDA) was established under the Public Works and Economic Development Act (PWEDA) of 1965 (42 U.S.C. § 3121), as amended, to generate jobs, help retain existing jobs, and stimulate industrial and commercial growth in economically distressed areas of the United States. EDA assistance is available to rural and urban areas of the nation experiencing high unemployment, low income, or other severe economic distress.

In fulfilling its mission, EDA is guided by the basic principle that distressed communities must be empowered to develop and implement their own economic development and revitalization strategies. EDA helps distressed communities address problems associated with long-term economic distress, as well as sudden and severe economic dislocations including recovering from the economic impacts of natural disasters, the closure of military installations and other federal facilities, changing trade patterns, and the depletion of natural resources.

1) Economic Development Assistance Program

- EDA announces general policies and application procedures for grant-based investments under the Public Works, Planning, Local Technical Assistance, and Economic Adjustment Assistance Programs that will promote comprehensive, entrepreneurial and innovation-based economic development efforts to enhance the competitiveness of regions, resulting in increased private investment and higher-skill, higher-wage jobs in areas experiencing substantial and persistent economic distress.

Additional Information:

- EDA encourages the submission of only those applications that will significantly benefit regions with distressed economies. Such distress may exist in a variety of forms, including high levels of unemployment, low income levels, large concentrations of low-income families, significant declines in per capita income, large numbers (or high rates) of business failures, sudden major layoffs or plant closures, trade impacts, military base closures, natural or other major disasters, depletion of natural resources, reduced tax bases, or substantial loss of population because of the lack of employment opportunities.
- EDA encourages recipients to be sensitive to the energy and environmental implications of their activities.

Eligibility:

- Pursuant to PWEDA, eligible applicants for and eligible recipients of EDA investment assistance include a District Organization, Indian Tribe or a consortium of Indian Tribes;

state, a city or other political subdivision of a state, including a special purpose unit of a state or local government engaged in economic or infrastructure development activities, or a consortium of political subdivisions; institution of higher education or a consortium of institutions of higher education; or public or private non-profit organization or association acting in cooperation with officials of a political subdivision of a state.

Contact Information:

- Please contact your local EDA office, which can be found at www.eda.gov.

2) Second Supplemental Appropriations Disaster Relief Opportunity

- The Economic Development Administration (EDA) intends to award investments for expenses related to disaster relief, long-term recovery, and restoration of infrastructure related to the consequences of hurricanes, floods and other natural disasters of 2008 for which the President declared a major disaster under title IV of the Robert T. Stafford Disaster Relief and Emergency Assistance Act.

Additional Information:

- Selected applicants will utilize EDA's flexible set of program tools to develop and implement on a regional basis long-term economic redevelopment strategies for the recently disaster-impacted regions in the United States.
- EDA seeks to fund planning (i.e., strategy grants) and implementation investments that generate new employment opportunities for regions suffering economic distress in the form of high unemployment, underemployment, low per capita incomes, and outmigration due to the 2008 natural disasters.

Eligibility:

- Applicants include: state, county, and city or township governments, including special district governments; public and state controlled institutions of higher education; Native American tribal governments (Federally recognized); Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education; private institutions of higher education.

Contact:

- For more information please visit, <http://www.eda.gov/InvestmentsGrants/Investments.xml>

Federal Section VIII

Federal Aviation Administration

The Federal Aviation Administration continues to provide the safest, most efficient aerospace system in the world. Each day, they strive to reach the next level of safety, efficiency, environmental responsibility and global leadership.

The Federal Aviation Administration accomplishes their goal through a series of goals and initiatives that they have designed. Furthermore, they offer funding and support to agencies that are pursuing a similar goal and are happy to support them.

1) The Airport Improvement Program (AIP)

- AIP provides funding to public agencies — and, in some cases, to private owners and entities -- for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).

Additional Information:

- For large and medium primary hub airports, the grant covers 75 percent of eligible costs (or 80 percent for noise program implementation). For small primary, reliever, and general aviation airports, the grant covers 95 percent of eligible costs.

Eligibility:

- Publicly owned airports, privately owned airports but designated by FAA as a reliever, and privately owned airports but having scheduled service and at least 2,500 annual enplanements.

Contact:

- Please contact the Airports Financial Assistance Department by telephone at (202) 267-3831.
- Website: <http://www.faa.gov/airports/aip/>

State Section I

New York State Environmental Facilities Corporation

The New York State Environmental Facilities Corporation administers the most successful State Revolving Fund Programs in the nation. Since 1970, they have provided almost \$15.5 billion in low-costing financing and grants for over 2,100 water and sewer infrastructure project spanning across New York.

The Environmental Facilities Corporation's initiatives extend financial and technical assistance to municipalities, non-profits, and small business, ensuring that they meet water and air quality regulations. Their programs also serve to build lasting relationships with communities, promote innovations infrastructure solutions, and allow staff to pinpoint the state's future water infrastructure needs.

1) Community Assistance Program

- EFC's Community Assistance is a program designed to provide direct assistance to small, rural communities in New York State for the organization and completion of water/wastewater projects eligible for State Revolving Fund (SRF) financing.

Additional Information:

- The goal of the Community Assistance Program is to provide guidance and insight to community leaders, gained through practical experience with similar projects, which helps move the infrastructure project forward to completion as effectively and efficiently as possible.

Eligibility:

- State and local governments or transit agencies are eligible to apply.

Contact:

- Contact the Community Assistance Program Manager at (518) 402-7438 or by email at info@nysefc.org to discuss your project needs.

State Section II

New York State Division of Community Renewal

The Division of Housing and Community Renewal is responsible for the supervision, maintenance and development of affordable low- and moderate-income housing in New York State. The Division performs a number of activities in fulfillment of this mission, including community development, housing operations, rent administration, and policy development.

To sustain development in New York State communities, the Division of Community Renewal has introduced a series of funding opportunity. These funds promote the possibilities and opportunities to beautify and better a region through housing, business, and neighborhood revitalization.

1) The New York State Community Development Block Grant (NYS CDBG) Program

- The Block Grant will fund the Annual Competitive Round Program, Open Round Economic Development Program offered by the Office of Community Renewal. Open Round Economic Development funds are available for economic development activities that create and/or retain permanent, private sector job opportunities that principally benefit low- and moderate-income persons, through the expansion and retention of business and industry in New York State.

Additional Information:

- A community may propose a project that addresses a particular area of need or may propose a project that undertakes a strategy that addresses community development needs within a particular area. The primary goal of NYS CDBG economic development funds is to create permanent, sustainable jobs that principally benefit low- and moderate-income persons.

Eligibility:

- State and local governments or transit agencies are eligible to apply.
- The Annual Competitive Round Program's funds are available for the funding of community development projects in the categories of: Housing (rehabilitation, homeownership, residential water/wastewater system assistance); Public Facilities and Public Infrastructure.

Contact:

- Hampton Plaza
38-40 State Street
9th Floor
Albany, New York 12207
Phone: (518) 474-2057
Fax: (518) 474-5247

2) New York Main Street Program (NYMS)

- The program provides funding to assist New York State (NYC) communities with their main street/downtown revitalization efforts. NYMS will provide grants to stimulate reinvestment in mixed-use (commercial/civic and residential) “main street” buildings or districts in order to address issues of code compliance, energy conservation, accessibility, and to provide affordable housing and job opportunities.

Eligibility:

- Eligible applicants must be incorporated under the NYS Not-for-Profit Corporation Law. To be eligible for award, an applicant must have been in existence for at least one year prior to contract execution.

Contact:

- Hampton Plaza
38-40 State Street
9th Floor
Albany, New York 12207
Phone: (518) 474-2057
Fax: (518) 474-5247

State Section III

New York State Department of Environmental Conservation

The New York State Department of Environmental Conservation (DEC) is responsible for the conservation, improvement, and protection of natural resources. DEC's goal is to achieve this mission through the simultaneous pursuit of environmental quality, public health, economic prosperity and social well-being, including environmental justice and the empowerment of individuals to participate in environmental decisions that affect their lives.

1) Municipal Waste Reduction and Recycling Program (MWR&R)

- DEC is authorized to provide state assistance for projects that enhance municipal recycling infrastructure through purchasing of equipment or construction of facilities. Some communities used funding to construct materials recycling facilities or state-of-the-art composting facilities. Other communities have been able to purchase recycling containers and new recycling vehicles with their MWR&R funding.

Additional Information:

- DEC is also authorized to provide state assistance for Recycling Coordinator salaries and for public education programs conducted by municipalities. This funding can help expand local recycling and waste reduction programs and increase participation.

Eligibility:

- State municipalities are eligible to apply

Contact:

- New York State Department of Environmental Conservation: Bureau of Solid Waste, Reduction & Recycling
625 Broadway
Albany, NY 12233-7253
(518) 402-8704
- For more information please visit New York State's DEC website: <http://www.dec.ny.gov/lands/53122.html> or email the department at dshmwrr@gw.dec.state.ny.us

State Section IV

New York State Department of Transportation

The New York State Department of Transportation focuses on coordinating and developing comprehensive transportation policy for the state; coordinating and assisting in the development and operation of transportation facilities and services for highways, railroads, mass transit systems, ports, waterways and aviation facilities; and, formulating and keeping current a long-range, comprehensive statewide master plan for the balanced development of public and private commuter and general transportation facilities.

Through programs that are based around improvement and security, the Department of Transportation makes funding available to a number of agencies in New York State. Through this funding the state's infrastructure will be strengthened and communities will be able to continue to grow.

1) Statewide Transportation Improvement Program

- The Statewide Transportation Improvement Program (STIP) is the four-year statewide, multi-model program or list of transportation projects that is proposed for federal transportation funding. It is consistent with the state's long range statewide transportation plan and with the long-range transportation plans and transportation improvement programs in the State's metropolitan areas.

Eligibility:

- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users stipulates that all capital and non-capital transportation projects proposed for funding under Title 23 (highways) and Title 49 (transit) of the U.S. Code as well as all regionally significant transportation projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) must be on the STIP in order to be eligible for funding.

Contact:

- Please contact the Department of Transportation with any questions at:
New York State Department of Transportation: Policy & Planning Division
Program Management Bureau
50 Wolf Road, 6th Floor
Albany, NY 12232
Telephone: (518) 457-6680

2) Consolidated Local Street and Highway Improvement Program (CHIPS)

- To assist localities in financing the construction, reconstruction, or improvement of local highways, bridges, highway-railroad crossings, and/or other local facilities in accordance with Section 4 of Chapter 84 of the Laws of 2002.

Eligibility:

- Counties, cities, towns and villages that report local road mileage under their local jurisdiction. The annual CHIPS apportionments to municipalities are calculated according to the CHIPS allocation formula specified in Section 10-c of the Highway Law. While several other factors are considered, the two most important data inputs for this allocation process are local highway inventory (LHI) mileage (for all municipalities) and motor vehicle registrations (for counties and NYC) that are reported annually to NYSDOT.
- The municipality is responsible for selecting projects and, for eligibility, must certify that the project is expected to have a useful service life of at least ten years.

Contact:

- For information regarding the CHIPS program, please contact any of the following offices:
 - Main Office: Steve Ainspan
Telephone: (518) 457-6680
Fax: (518) 457-9658
 - Region 1 (Schenectady): Wilson Moore
Telephone: (518) 388-0433
Fax: (518) 388-0430
 - Region 3 (Syracuse): Pete Bartolotta
Telephone: (315) 428-4409
Fax: (315) 428-4417
 - Region 5 (Buffalo): Kathleen Callan
Telephone: (716) 847-3245
Fax: (716) 847-3080
- Additional regional office contact information can be found at <https://www.nysdot.gov/programs/chips/representatives>

State Section V

New York State Energy Research and Development Authority

The New York State Energy Research and Development Authority (NYSERDA) is a public benefit corporation created in 1975 under Article 8, Title 9 of the State Public Authorities Law through the reconstitution of the New York State Atomic and Space Development Authority. NYSEDA's earliest efforts focused solely on research and development with the goal of reducing the state's petroleum consumption. Today, NYSEDA's aim is to help New York meet its energy goals: reducing energy consumption, promoting the use of renewable energy sources, and protecting the environment.

NYSERDA seeks to develop a diversified energy supply portfolio, improve market mechanisms, and facilitate the introduction and adoption of advanced technologies that will help New Yorkers plan for and respond to uncertainties in the energy markets. These plans can be advanced through the funding opportunities offered by NYSEDA.

1) Flexible Technical Assistance

- FlexTech's primary focus is to increase productivity and economic competitiveness by identifying and encouraging implementation of cost-effective energy efficiency measures. NYSEDA has contracted with engineering firms that were competitively selected through an Request for Proposals (RFP) process, to provide a variety of technical assistance services to New York State companies, custom-tailored to their energy-related needs.

Eligibility:

- New York State (NYS) industrial and commercial facilities, state and local governments, not-for-profit and private institutions, public and private K-12 schools, colleges and universities, and health care facilities.

Contact Information:

- Please contact Michael Hamor with any questions by submitting a fax to (518) 862-1091 or through email at mrh@nyserda.org.
- Applications can be submitted to:
Mary Sauvie, PON 1746
17 Columbia Circle
Albany, NY 12203-6399

2) Renewable, Clean Energy and Energy Efficiency Product Manufacturing Incentive Program

- This program is designed to provide New York electricity consumers with greater access to renewable, clean-energy, and energy-efficient products by providing financial assistance for developing manufacturing facilities to manufacture these eligible products in New York State. This program invites proposals requesting funding to develop or expand a facility to manufacture eligible products.

Eligibility:

- Proposals may be submitted by individual companies or teams.
- Products eligible include: (1) renewable or clean-energy products that produce or support the production of renewable or clean electricity; (2) energy-efficient end-use technologies that use electricity as a principal input and result in a substantial increase in the efficient use and or conservation of electricity compared to the status quo; or (3) electric storage technologies for grid-connected applications.
- Products should also be beyond the prototype stage and mature enough to warrant designing and building or expanding a commercial manufacturing facility.

Contact:

Roseanne Viscusi, PON No. 1176
New York State Energy Research and Development Authority
17 Columbia Circle
Albany, New York 12203-6399

Letters of Support from Senator Gillibrand

While Senator Gillibrand does NOT decide which organizations are awarded grants, there are instances in which it is appropriate for her to write a letter of support for an application. If you wish to request a letter of support for your application, you must supply the Senator's office with the following:

1. A description of your organization,
2. Summary of the application,
3. a description of what the money will be used for, and
4. a draft letter of support

Please forward this information to the nearest regional office:

Capitol District

Senator Kirsten E. Gillibrand
Leo W. O'Brien Federal Office Building
1 Clinton Square
Room 821
Albany, NY 12207
Tel: (518) 431-0120
Fax: (518) 431-0128

Buffalo/Western New York

Senator Kirsten E. Gillibrand
Larkin at Exchange
726 Exchange Street, Suite 511
Buffalo, NY 14210
Tel: (716) 854-9725
Fax: (716) 854-9731

Long Island

Senator Kirsten E. Gillibrand
155 Pinelawn Road
Suite 250 North
Melville, NY 11747
Tel: (631) 249-2825
Fax: (631) 249-2847

New York City

Senator Kirsten E. Gillibrand
780 Third Avenue
Suite 2601
New York, New York 10017
Tel. (212) 688-6262
Fax (212) 688-7444

North Country

Senator Kirsten E. Gillibrand
PO Box 273
Lowville, NY 13367
Tel. (315) 376-6118
Fax (315) 376-6118

Rochester Region

Senator Kirsten E. Gillibrand
Kenneth B. Keating Federal Office Building
100 State Street
Room 4195
Rochester, NY 14614
Tel. (585) 263-6250
Fax (585) 263-6247

Syracuse/Central New York

Senator Kirsten E. Gillibrand
James M. Hanley Federal Building
100 South Clinton Street
Room 1470
PO Box 7378
Syracuse, NY 13261
Tel. (315) 448-0470
Fax (315) 448-0476

Westchester County

Senator Kirsten E. Gillibrand
Tel. (914) 725-9294
Fax (914) 472-5073

Washington D.C.

Senator Kirsten E. Gillibrand
United States Senate
478 Russell Senate Office Building
Washington, DC 20510
Tel. (202) 224-4451
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TTY/TDD: (202) 224-6821

