

Memorandum

To: Paul Hesse, City of Poughkeepsie
From: Sam Frommer, *Sam Schwartz*
Date: September 22, 2017
Re: Funding Sources (PCCCP)

INTRODUCTION

Sam Schwartz, in partnership with Street Plans Collaborative, has been working with the City of Poughkeepsie to create a complete streets plan for City Center to help create a safer and more enjoyable environment for people traveling by all modes and to foster economic development. This is part of a long-term transportation planning initiative closely linked with the city's broader efforts to revitalize its downtown and promote transit-oriented economic development. As part of the Poughkeepsie City Center Connectivity Project (PCCCP), we have identified and matched potential federal, state, and local/private funding sources with the various project elements of the preferred alternative option.

FUNDING SOURCES

Federal

Transportation Alternatives (TA) Set-Aside from the Surface Transportation Block Grant (STBG) Program

The Fixing America's Surface Transportation (FAST) Act eliminated the Transportation Alternatives Program (TAP) and replaced it with the TA set-aside of STBG funding. These set-aside funds include all projects and activities that were previously eligible under TAP, and encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school projects. The FAST Act sets aside an average of \$844 million per year for TA.

Transportation Investment Generating Economic Recovery (TIGER) Grant Program

\$500 million a year are available through a competitive grant process for transportation projects across the country. The TIGER grant program supports innovative projects, including multi-modal and multi-jurisdictional projects, which generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural. Since TIGER grants are typically awarded for large-scale projects that deliver benefits across a wide range of criteria (economic development, accessibility, equity, sustainability, etc.), various elements of the proposed recommendations could be packaged as one TIGER Grant application to be competitive.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The CMAQ program supports surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief. Eligible projects include travel demand management/rideshare, congestion reduction and traffic flow improvements, transit improvements, freight intermodal projects, pedestrian and bicycle projects, and alternative fuel. Dutchess County was previously classified as a nonattainment area, and therefore is eligible to receive CMAQ program funding.

Highway Safety Improvement Program (HSIP)

The HSIP is a Federal-aid program with the purpose of achieving significant reductions in traffic fatalities and serious injuries on public roads. Highway safety improvement projects can be either infrastructure projects or non-infrastructure projects such as road safety audits, enforcement, and data improvements.

Community Development Block (CDBG) Grant Program

The CDBG Program is a federally funded program authorized by Title I of the Housing and Community Development Act of 1974. Poughkeepsie is an entitlement community under the CDBG Program, receiving an annual formula allocation, and could use its funding for public improvements as long as those improvements meet a national objective per federal regulations, including 1) Benefiting low-and-moderate-income persons; 2) Preventing or eliminating blight, or 3) Meeting other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health and welfare of the community, and other financial resources are not available to meet such needs. Public improvements, as defined in federal regulations, include streets, sidewalks, curbs and gutters, parks, playgrounds, water and sewer lines, flood and drainage improvements, parking lots, utility lines, and aesthetic amenities on public property such as trees, sculptures, pools of water and fountains, and other works of art.

State

Empire State Development (ESD) Grant Funds

As part of the Consolidated Funding Application (CFA) process through the Regional Economic Development Councils (REDC), \$150 million of capital grant funding from the Regional Council Capital Fund is available for projects that help strengthen regional and local economic development across New York State. Eligible projects fall into three categories: business investment, infrastructure investment, and economic growth investment. Grant funding is allocated among ten state regions, each represented by a Regional Council. Special consideration is given to projects that are part of significant statewide programs such as the Downtown Revitalization Initiative (DRI), which aims to transform downtown neighborhoods into vibrant and livable communities. There have been two rounds of DRI funding, and Poughkeepsie could apply if a third round of funding becomes available.

New York Main Street (NYMS) Program

The NYMS Program was created by the Housing Trust Fund Corporation (HTFC) in 2004 to provide resources (up to \$6.2 million is available) to assist New York State's communities with Main Street and downtown revitalization efforts. Now part of the CFA process, NYMS provides resources to invest in projects that provide economic development and housing opportunities in downtown, mixed-use commercial districts. A primary goal of the program is to stimulate reinvestment and leverage additional funds to establish and sustain downtown and neighborhood revitalization efforts.

Green Innovation Grant Program (GIGP)

The GIGP, part of the CFA process, supports projects across New York State that protect and improve water quality, encourage innovation in stormwater management, build local capacity to construct and maintain green infrastructure, and facilitate the transfer of new green infrastructure technologies and practices to other areas of the State. In 2016, up to \$10 million was available through the GIGP.

Pedestrian Safety Action Plan

The Pedestrian Safety Initiative is a collaboration between the New York State Department of Transportation (NYSDOT), the New York State Department of Health (NYSDOH), and the Governor's Traffic Safety Committee. \$110 million is available for pedestrian safety improvements across upstate New York and Long Island over the next five years with the funds coming from the Federal HSIP, as well as other Federal funding sources. The program utilizes an engineering, education, and enforcement

campaign to enhance safety in 20 focus communities with the highest number of crashes from 2009 to 2013 outside of New York City. Poughkeepsie is identified as one of the 20 focus communities.

Greenway Conservancy Trail Grant

The Greenway Conservancy for the Hudson River Valley is a public benefit corporation that administers an annual grant program through New York State's Environmental Protection Fund. The grant has offered technical and financial assistance to municipalities and not-for-profit organizations since 1995. The total amount of funding that was available in 2016 was \$250,000. Eligible projects include constructing trail segments or links, completing feasibility studies, design or planning for trail segments, rehabilitation and improvement for existing trail segments, and educational and wayfinding efforts that further the goals of the Greenway Trail Program.

Local/Private

Rhinebeck Bank

The bank has a stated commitment to the future growth of the communities they serve and seeks to contribute to charitable organizations in the mid-Hudson Valley region. To be eligible, the applicant must be a not-for-profit that focuses on improving the quality of life for local communities. A Community Sponsorship Request form is required.

Central Hudson Main Street Revitalization Program

In 2014, five community development projects received matching grants from the Central Hudson Gas & Electric Corporation through the company's Main Street Revitalization Program, an economic development incentive funded by the parent corporation, Fortis Inc. Up to \$1 million was available through the Main Street Revitalization Program, which was funded by the \$5 million Community Benefit Fund provided by Fortis Inc. The City of Poughkeepsie was awarded \$250,000 through the Main Street Revitalization Program to open Garden Street from Main Street, enhance a nearby public plaza, and provide building façade improvements.

FUNDING ELIGIBILITY BY PROJECT ELEMENTS

Option D, consisting of two-way streets for Market Street, Columbus Drive, and Church Street and Mill Street between Columbus Drive and Market Street, was identified as the preferred alternative that would best improve the urban street network circulation, promote walking and safety, prioritize local trips and the local economy, and encourage investment in downtown. Since Option D is ambitious in its scope and range, a phased approach will be taken that breaks down the preferred alternative into short- and long-term project elements, in addition to other non-exclusive project recommendations such as the Garden Street bicycle connection, and improving connectivity on both Liberty Street and Cannon Street. The following table matches the short- and long-term elements of the preferred alternative for the PCCCP with the federal, state, and local/private funding sources listed above.

| Funding Sources | PCCCP Preferred Alternative Project Elements | | | | | | |
|---|--|---|---------------------|------------------------|-----------------------|------------------------------------|----------------------------------|
| | Short-Term | Long-Term | | | | | |
| | Two-Way Market Street ¹ | Two-Way Streets for Downtown ² | Promote Main Street | Connect Liberty Street | Connect Cannon Street | Union Street Pedestrian Connection | Garden Street Bicycle Connection |
| Federal Funding Sources | | | | | | | |
| TA Set-Aside (STBG) | X | | X | | | X | X |
| TIGER Grant Program ³ | X | X | X | X | X | X | X |
| CMAQ Program | X | X | | X | X | | |
| HSIP | X | X | | | | | |
| CDBG Grant Program | X | X | X | X | X | X | X |
| State Funding Sources | | | | | | | |
| ESD Grant Funds | X | X | X | X | | | |
| NYMS Program | X | | X | | | | |
| GIGP | X | | X | | | | |
| Pedestrian Safety Action Plan | X | X | X | | | X | X |
| Greenway Conservancy Trail Grant | | | | | | | X |
| Local / Private Funding Sources | | | | | | | |
| Rhinebeck Bank | | | X | | | | |
| Central Hudson Main Street Revitalization Program | X | | X | | | | |

¹ A two-way Market Street was identified as a short-term actionable project within the larger scope of the PCCCP preferred alternative due to its relative low-cost, ease of implementation with interim materials, and city-ownership of the right-of-way.

² Two-way streets include: Market Street, Columbus Drive, and Church Street and Mill Street between Columbus Drive and Market Street

³ Recommended to combine most or all of the PCCCP preferred alternative elements into one project in order to be competitive.